The year 1947 has been a notable one for the New England Electric Railway Historical Society. Our membership has increased by fifty new members (a total now of about one hundred and eighty members); our original equipment is intact despite the forest fire; and we have acquired additional interesting cars.

New members, and others who are interested in the Society, should appreciate that a great deal of progress has been made since our inception in 1939 as a non-profit organization operated by its members to create a representative, historical electric railway. The Society now owns ten historical railway cars; several essential service cars and trucks; land at Kennebunkport, Maine; and has already constructed a portion of a line on which to operate the cars. Informative literature is occasionally issued, and a library is being formed that will make available information about all kinds of historical electric railways. A General Office is maintained at 10 Spring Hill Terrace, Somerville, Massachusetts. Yet, all of these activities are supported by two dollar a year dues and through contributions. The Society has no debt, and wants none.

In the calendar year 1947, the Society collected approximately $800 in dues which were first used to pay office expenses (there are no salaries), and then to buy expendable supplies such as paint. Until the Society can afford to move its remaining few cars not already on our own land at Kennebunkport, we must also pay rent for storage. Nearly $2,000 was raised in 1947 through contributions to our work (by members and non-members), of which each $10 “Share of Contribution” is recognized by one vote at the Annual Meeting. The money has been spent on capital improvements, such as purchases of historically interesting cars, their moving and restoration, and on rail and wire. No individual has made any personal financial gain of any sort. About $8,000 would be a minimum valuation of the time spent by our members in 1947 on Society business, and in improving our cars and land.

The United States Treasury Department has ruled that the Society is exempt from Federal taxation, and that all contributions to the Society are exempt from income, gift, and estate taxes to the extent provided by law for nonprofit corporations. Both dues and shares are deductible.

Plans are being made for the eventual day when we will have power to operate our cars. The most economical source of 600 volts DC appears to be a generator driven by a 500 horsepower gasoline or diesel engine. We have arranged to purchase such a generator, but we still must find a suitable engine at a cost appropriate to the budget of the Society.

The most important project for the next year is to build a car barn that will protect our Open Bench car No. 31, and such others as we may acquire, from the weather. Satisfactory designs (wood frame with sheet-metal roof and sides) have been approved for the barn. The problem remaining is to accumulate enough money (at least $1,000) for the materials to build it.

This program will require a considerable amount of both money and labor. The Society is determined to avoid a burden of debt. Therefore, during the next year, we must pay our dues promptly, buy as many shares as possible, interest others in our work, and take a personal part in the Society's activities.

Alexander van C. Hamilton
GENERAL MANAGER'S REPORT

The span of years represented by our collection of Street Railway cars has been extended by the acquisition in 1947 of both our oldest and our newest cars.

Our oldest car is No. 34, a single truck Railway Post Office car, purchased from the Union Street Railway Company of New Bedford, Massachusetts. No. 34 was built in 1879 by the Fiegel Car Co. of New Utrecht, New York. It represented an early type of electric street car, namely a horse car converted by the substitution of an electrically driven truck. For many years, No. 34 was a single truck box type car used for passenger service, but later it was changed to a Railway Post Office car for the New Bedford-Fall River-Onset line. The newest car is No. 88, a double-truck lightweight car built by the Wason Mfg. Co. in 1926. This car is representative of the latest type used before the adoption of the PCC car as standard in the Transit Industry. Originally No. 12 of the East Taunton (Mass.) Street Railway, the car was renumbered upon purchase by the York Utilities Co., in 1939 to No. 88. Operated by this latter company between Sanford and Springvale (Maine) until April, 1947, it was the last passenger trolley to operate in the State of Maine.

A very small four-wheel freight car was also acquired from the York Utilities Co. in Sanford for use on our property as a tool shed. Stock bins previously set up in No. 615 were removed and were fitted in this tool car. It was originally Mousam River RR No. 8, built about 1890, and was used as a baggage and express trailer behind a single truck passenger car similar to our No. 60.

Two gasoline vehicles were added to our roster of equipment in order to speed and facilitate the construction of our railway. One, a tractor rebuilt from a Model "T" Ford truck, was presented to us by member J. E. McLaughlin. It has already proved invaluable in plowing; grading; hauling rails, ties, and poles; moving cars; and also in carrying water during the October forest fire.

The second vehicle is No. S-117, a 1949 Model AA Ford Line truck, purchased from the Eastern Massachusetts Street Railway last fall. It will be put to work this Spring helping us to get our trolley wire properly installed. Equipped with a double collapsing tower capable of reaching up to eighteen feet, it also has a swivelling platform as well as complete tool and line material bins.

No. 34 (Railway Post Office car) was brought from the Pope's Island car barn in New Bedford to a short section of track prepared for it by Mr. Atwood at South Carver, Massachusetts, where during the previous year, was moved up to our property during March 1947 on a low trailer, trucks and all, over the highway from the Salem Street carhouse in Medford to our rails in Kennebunkport.

The body of car No. 88, York Utilities Co., was brought over from Sanford in May by William Foran, who rigged the car as a semi-trailer with his tractor on the pulling end, and bogs wheels under the back end. The car trucks were loaded one at a time on the Clough's truck by Seashore members in the pouring rain. When all was in readiness, a Seashore crew reassembled No. 88, trucks, fenders, and all, in a record time of five hours.

Nos. 70, 71 and 52 — our three former Aroostook Valley cars now temporarily stored on a B. and M. siding at North Billerica, Massachusetts. No. 71 is being repainted by Walter Goddard and NEERHS members. All the windows in No. 52 have been reglazed and the doors are being repaired preparatory to repainting the whole car.
it is in temporary storage, thanks to the
courtesy of the Edaville Railroad. Loading
of this car on a truck was accom-
plished in about fifty-five minutes time
by our members Duncan and Amlaw.
Unloading was accomplished in about
the same time at South Carver by a
crew from the Edaville Railroad.
No. 38 was loaded in Sanford, Maine
by using the rails on which it was stand-
ing as a ramp. It was rolled up onto
a truck and the rails were dismantled
and loaded for use on our property.
The northern end of the main line was
lengthened 60 feet with rail brought
over from Sanford, and the northern end
of No. 1 yard track was lengthened
60 feet with rail also previously acquired
for the job.
The original southern end of the old
main line, including the railroad type
switch, was torn up and the curved rails
straightened. A new long switch has
been installed to connect the yard with
the main line, using the 15 foot switch
points and slide mechanism previously
obtained from the Spot Pond line.
Grading for the new main line location
is nearly complete except for several
loads of fill.
Approximately 500 feet of track was
laid this summer and all of our special
track work was completed. Seven truck
loads of gravel went into the track bal-
last. John Barr, the Stephensons, and
Roscoe Tarbox loaded and transported
to our property one hundred creosoted
ties in excellent condition. Much of the
grading was done by Tom Henley and
Hollis Hitchins working with a plow
and scoop drawn by McLaughlin’s
tractor. A 135 foot section of siding,
purchased in late November, was un-
earthed and stored until Spring by the
Seashore track crew. This rail will be
used to construct No. 3 barn track.
Nine trolley poles, five of them creo-
soted, were obtained through the efforts
of members. Six of these poles, two of
them replacing old ones, have been set
and additional span wires have been
erected.
Late in December, the complete over-
head wire of the little Joe Cushing Rail-
road in Fitchburg, Massachusetts was
purchased, thanks to Mr. Dickenson
(grandson of the railroad’s founder). The
trolley wire was taken down in the
longest lengths possible, giving Seashore
nearly 2,000 feet of copper 00 gauge
trolley wire.
Some fifteen Seashore members will
never forget the terrible days and nights
during the October forest fire. The days
were spent clearing ground, plowing fur-
rows, hauling off brush, and filling water
cans. Besides standing all night fire
watches, the night crews also fought the
fire itself with back fires.
We cannot thank the Clough family
enough for alerting us at the outbreak
of the fire, and for directing us, and for
aiding us in actually fighting it off. The
area for our carhouse and some 500 feet
of main line to the north were cleared
by members at the time as an additional
safeguard from the fire.
Car No. 615 has been temporarily
converted into a club house equipped
with electric lights, heat, and cooking
facilities. Many of our members find
that a week-end can be spent very
pleasantly at Kennebunkport working
on our cars, and extending our track.
This summer, as much help as possible
will be needed to construct the car barn.
Contact myself or John Amlaw whenever
you would like to join a group going to
Kennebunkport. If motoring up by your-
self, take U. S. Route 1 to Kennebunkport
and continue on U. S. 1 approximately
three miles to the “Log Cabins,” a roadside
tourist camp. Take a right turn here (Biddeford Road)
and follow this road going east for a mile,
crossing the Boston and Maine tracks.
You will then see our cars at the left. If
no members are at work on the prop-
erty, present your pass to a member of
the Clough family in the nearby farm-
house before visiting the property.

ROLLING STOCK AS OF DECEMBER 31, 1947

<table>
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<tr>
<th>CAR NO.</th>
<th>YEAR PURCHASED</th>
<th>TYPE</th>
<th>BUILDER</th>
<th>YEAR</th>
<th>TRUCKS</th>
<th>MOTORS</th>
<th>CONTROL</th>
<th>FORMER OWNERS</th>
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<tr>
<td>31</td>
<td>1899</td>
<td>18 Bench Open</td>
<td>1899</td>
<td>18</td>
<td>E-82</td>
<td>GE-200 E-82</td>
<td>K-36</td>
<td>Biddeford &amp; Seco R.R.</td>
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<tr>
<td>60</td>
<td>1941</td>
<td>20' Box</td>
<td>Laconia</td>
<td>1905</td>
<td>21</td>
<td>GE-20</td>
<td>K-2</td>
<td>Manchester St. Ry.</td>
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<td>80, 82</td>
<td>1946</td>
<td>Binney Safety American Car</td>
<td>Wason</td>
<td>1930</td>
<td>76</td>
<td>GE-158</td>
<td>K-10</td>
<td>Denver Tramways; York Utilities</td>
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<tr>
<td>70, 71*</td>
<td>1946</td>
<td>Coach-Baggage</td>
<td>Wason</td>
<td>1912</td>
<td>27</td>
<td>GE-317</td>
<td>K-222</td>
<td>Aroostook Valley Railroad</td>
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<tr>
<td>88</td>
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<td>30' Lightweight</td>
<td>Wason</td>
<td>1926</td>
<td>177EIX</td>
<td>GE-158</td>
<td>K-35JJ, L</td>
<td>East Taunton; York Utilities</td>
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WORK CARS

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<th>CAR NO.</th>
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<th>YEAR</th>
<th>TRUCKS</th>
<th>MOTORS</th>
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<td>658</td>
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<td>Wor. Con. St. Ry.</td>
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<td>GE-60</td>
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<td>Worcester Consolidated</td>
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<td>28</td>
<td>1946</td>
<td>Freight Motor</td>
<td>1909</td>
<td>60</td>
<td>GE-58</td>
<td>Type C-71</td>
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<td>34</td>
<td>1947</td>
<td>R.R. Post Office</td>
<td>Fiegel</td>
<td>1879</td>
<td>Maguire</td>
<td>GE-400</td>
<td>K-2</td>
<td>Union St. Ry., New Bedford</td>
</tr>
</tbody>
</table>

ADDITIONAL WORK EQUIPMENT INCLUDES: A 4-wheel Flat Car, a 4-wheel Box Car, a Hand Car, a Model T Ford Tractor, and a Model AA Ford Line Truck.

* Property of W. F. Goddard, Seashore member.