(August 1994)

Determination of Eligibility (DOE)

Date received: March 6, 2002 Inventory #:

Date of group review: March 13, 2002 Area: Eastern Railroad Historic District

DHR staff: Beth Town/City: Seabrook, Hampton Falls, Hampton, North Hampton, Greenland, Rye, Portsmouth

Property name: -- County: Rockingham

Address: 16+- linear miles of railroad corridor

Reviewed for: [x]R&C [ ]PTI [ ]NR [ ]SR [ ]Survey [ ]Other
Magplane Technology Inc., NHDOT

Individual Properties		Districts	
NR	SR	NR	SR
[ ]	[ ]Eligible	[x]	[x]Eligible
[ ]	[ ]Eligible, also in district	[ ]	[ ]Not eligible
[ ]	[ ]Eligible, in district	[ ]	[ ]More information needed
[ ]	[ ]Not eligible	[ ]	[ ]Not evaluated @ district
[ ]	[ ]More information needed		
[x]	[x]Not evaluated for individual eligibility		

Integrity: [x]Location [x]Design [x]Setting [x]Materials
[x]Workmanship [x]Feeling [x]Association

Criteria: [x]A. Event [ ]B. Person [x]C. Architecture/Engineering
[ ]D. Archaeology [ ]E. Exception

Level: [ ]Local [x]State [ ]National

STATEMENT OF SIGNIFICANCE:

☐ **IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.**

The Eastern Railroad is eligible for the National Register of Historic Places for both its historical and engineering significance. As noted in the area form, the "Eastern Railroad is among the most historically important railroads in the state ... It is of note as the second line built in the state and provided a vital link between what was once the state's largest city, Portsmouth, and Boston, coastal Maine and Portland. The railroad had considerable economic significance to the region both in the transport of goods to market and later, in the summer tourist trade. The system-wide significance of the line is evidenced in its continual upgrading and the installation of double tracks at the turn-of-the20th century." Three structures of note on the line have already been determined to be individually eligible for the National Register: the Gothic stone arch at Mill Pond in Seabrook (42.04), the 1887 through plate girder bridge over Bartlett Street in Portsmouth (56.10), and the 1940 Sarah Mildred Long Bridge over the Piscataqua River (57.23).

The eligible boundaries of historic railroads typically include the right-of-way as recorded in the 1914 ICC valuation, along with all buildings, structures and objects that served the railroad during its period of historical significance and continue to maintain integrity for that time period. Unless a more specific boundary is needed for this project, this rule of thumb would apply to the Eastern Railroad, stretching from the state line north to the northern end of the Long Bridge, and including parts of the Portsmouth railyard with integrity.

☒ **ENTERED INTO DATABASE**

ACREAGE: 16+- linear miles

PERIOD OF SIGNIFICANCE: 1839 to the NR 50 year cut-off (currently 2002)

AREA OF SIGNIFICANCE: transportation, engineering

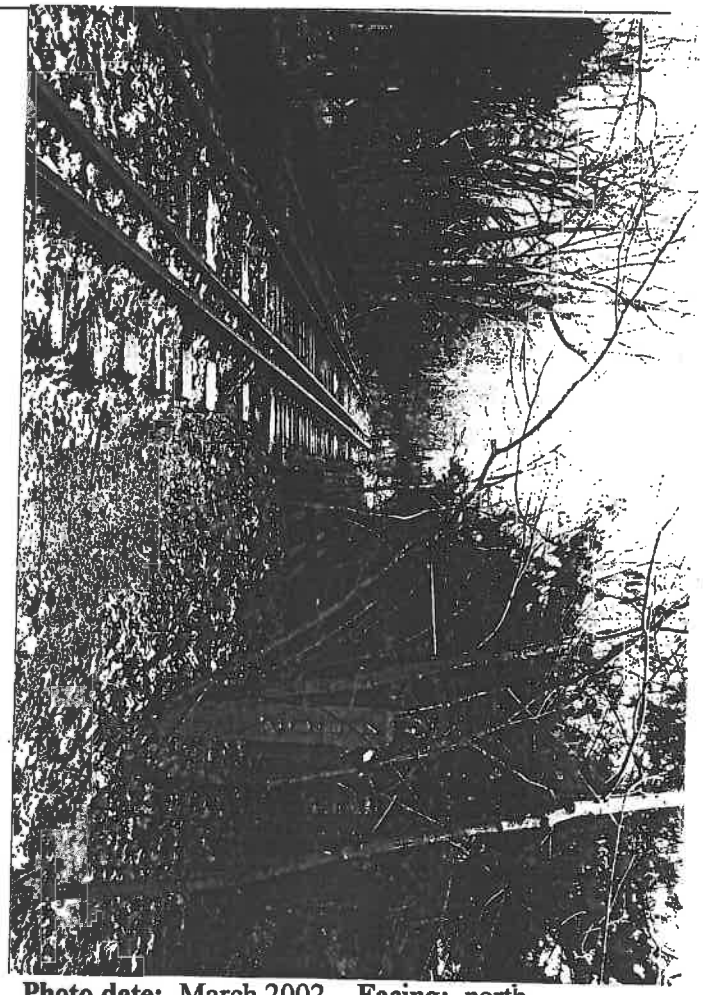
BOUNDARY: see note above

SURVEYOR: Lisa Mausolf, for Magplane Technology Inc.

FOLLOW-UP: Notify surveyor of eligibility, with appreciation for a very interesting and thorough area form.

Final DOE approved by: E Jo Muzzey 5/3/02

NHDHR Area letter RR	CODE	*NH DIVISION OF HISTORICAL RESOURCES*
Name of Area Eastern RR (Eastern Div. of B & M)		*AREA FORM*
County Rockingham	08C	☒ Project Area
Town/City Seabrook to Portsmouth*		☐ Potential Historic District
Inventory form numbers in this Area **Individual forms:**		
Present Use(s): active railroad, abandoned rail line **Original Use(s):** active railroad		
Period of Significance: 1839 to 50-year cut-off **General Condition:** poor to good **Setting**: small towns, nuclear power plant, tidal salt marsh, woodlands, urban **Acreage:** 16 +- mile corridor		
UTM Ref.: Z19 E347720 N4747880 Z19 E356460 N4771650 **USGS Quad.:** ** **scale:**		
Surveyor: Lisa Mausolf **Recorded by:** Lisa Mausolf **Date of field survey:** Dec. 2001-March 2002		**Photo date:** March 2002 **Facing:** north **Roll #:** 8 **Frame #:** 17



SKETCH MAP: Draw a general map of the Area indicating all properties within it. Shade and number each property for which individual inventory forms have been completed. Label streets including route numbers, if any. Attach separate sheet if space is not sufficient. Indicate north with arrow.

* Seabrook, Hampton Falls, Hampton, North Hampton, Greenland, Rye, Portsmouth

** USGS Quadrangles:
Newburyport (1:25000); Exeter (1:25000); Portsmouth (1:24000)

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION:

Introduction

The Eastern Railroad was constructed beginning in 1839 from the Massachusetts Eastern Railroad at the state line in Seabrook, north to Portsmouth and connections in Maine. This area form considers the entire 16.08 mile length of the original Eastern Railroad in New Hampshire which begins in Seabrook, passing through parts of Hampton Falls, Hampton, North Hampton, Greenland, Rye and Portsmouth before crossing the Piscataqua River into the state of Maine. The current form incorporates data contained in the area form completed by the Department of Transportation in June 1998 when the State purchased 4.5 miles of the former railroad extending from Seabrook to Hampton.

At the request of the New Hampshire Department of Transportation, this area form covering the entire line has been prepared to determine the significance and integrity of the Eastern Railroad (later the Eastern Division of the Boston & Maine Railroad) as an historic transportation corridor and of extant rail-related resources along the line. Prior to field inspection, historic maps such as the 1892 Hurd Atlas and Sanborn insurance maps were consulted, as well as the 1914 valuation of the railroad right-of-way (Sheets V3.NH.40-56) and 1954 Main Track Structures List, both of which were completed by the Boston & Maine Railroad. The 1914 sheets show all track, bridges, culverts, signals, and buildings within the railroad right-of-way, as well as changes to the line made after 1914 (in some cases as late as 1970). A database listing the resources from the 1914 val. plans and 1954 list and incorporating other information gleaned from historic maps is included with this area form.

During the field inspection, extant buildings, bridges, large culverts and signals shown on the 1914 valuation sheets were photographed, as were representative views of the railbed. The location of these resources is identified by mile marker, which begin in the 41s (41 miles from Boston) in Seabrook and extend to 57.23 at the boundary between the State of New Hampshire and the State of Maine in Portsmouth. In some cases, including tell tales and farm crossings, the mile markers on the database listing are estimates, scaled from the val. plans. The location of the line through the six communities is shown on the attached USGS maps, highlighted in yellow.

Magplane Technology, Inc. is interested in leasing a 3.5 section of the former Eastern Railroad right-of-way from the State of New Hampshire, extending from the location of the north boundary fence of the Seabrook Power Station to a point just south of the Route 1 overpass in Hampton. The company proposes to construct a three-mile guideway as part of their ongoing efforts to develop a new form of commuter transportation in which vehicles are suspended on a magnetic field, eliminating all the noise associated with conventional rail. Using the right-of-way, the company will test a vehicle at speeds typical of commuter rail. Where existing rails are still in place Magplane intends to mechanically clamp their guideway to the rails. Where the rails and ties have been removed, conventional wooden ties will be laid that can be used to support the new guideway. The top edge of the new guideway will be approximately four feet above grade. At the end of the lease the new guideway and all new above grade supports will be removed. A width of approximately 18 feet will be fenced-in. The project will also impact two crossings of the right-of-way. At Brimmers Lane in Hampton Falls, a temporary bridge will be installed above the grade crossing utilizing the existing stone, currently obscured by rubble fill. At Depot Avenue in Hampton Falls, Magplane intends to construct a suitable at-grade crossing with a safety barrier.

Surveyor's Evaluation:

NR listed: district	☐	NR Criteria: A	☒	NR Eligible:	
indiv. listing(s)		B	☐	district	☒
within this district	___	C	☐	indiv. eligible w/in district	☒
Integrity Yes	☒	D	☐	not eligible	☐
No	☐			need more info	☐

If this Area Form is for a Historic District: # of contributing resources _____
# of non-contributing resources _____

SHPO Office - Reviewed for Determination of Eligibility (date):

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION (continued):

Physical Description

The Eastern Railroad runs in a nearly north/south alignment through New Hampshire and is crossed in four different locations by U.S. Route 1 which follows a similar orientation. The surrounding landscape along the sixteen mile corridor is for the most part flat, with only a few examples of cut and areas of fill through tidal wetlands. The original railbed was altered in 1900 to accommodate the addition of a second track. The second track was removed in 1938.

The southern section of the line, extending from the Massachusetts State Line through Hampton, is owned by the State of New Hampshire. Here, rails and ties are generally still present, although not in working order. The route is increasingly becoming overgrown with vegetation in this section [photos #1 & 2]. At its southern end, the railroad passes through residential neighborhoods in the town of Seabrook. North of Railroad Avenue/Farm Lane in Seabrook, the rail line enters an area controlled by the Seabrook Nuclear Power Plant and access to the rail corridor in this area is restricted by metal fences and gates. In the area to the north of the plant and extending to Brimmer Road, dense, woody vegetation renders passage along the corridor impossible [photo #3]. North of Depot Avenue in Hampton Falls, the railroad crosses salt marshes [photo #4] associated with several tidal rivers to the east including the Hampton Falls, Hampton and Taylor Rivers in Hampton Falls and Hampton. In this area, the line serves a number of recreational purposes including fishing and walking. Tidal action has washed out portions of the railbed in several locations [photo #5] and south of the bridge at MP 44.76 there are no rails or ties at all. To the north, extending to Rt. 1, sections of the rail have been removed and the track is somewhat overgrown.

From Hampton to Portsmouth the rail line remains in active although infrequent use and ballast, tracks, ties and related hardware remain in place. North of the Rt. 1/Rt. 101 intersection, the railroad passes just to the west of Rt. 1 and downtown Hampton. Foss Manufacturing, which currently uses the railroad, is located west of the train tracks, just south of Exeter Road [photo #6]. Near the Hampton/North Hampton town line, the railroad again passes under Route 1 [photo #7], continuing past the Hampton Airport. North of Cedar Road, the line enters an undeveloped area characterized by woods and marshes. This two-mile long section is interrupted only by the buildings along Lafayette Road in North Hampton center [photo #8] and extends north to the Rt.1/North Road intersection. North of the intersection abutting land uses include a large mobile home park to the east. Just north of Breakfast Hill Road [photo #9], the railroad passes a golf course and undeveloped wooded area on the Greenland/Rye town line before crossing the Portsmouth city limits [photo #10]. Within this area the railbed is no longer raised and the ties are seriously deteriorated [photo #11]. North of Banfield Road the line continues for approximately a mile along the eastern edge of the Great Bog and "Portsmouth Plains" before passing under Middle Road [photo #12]. From Middle Road, the railroad roughly parallels Islington Street, which is to the east. Just north of the present Barberry Lane, the former Eastern Division track is joined by the Western Division tracks at "Emery" [photo #13].

Crossing over Rt. 1A, the railroad tracks continue through an industrial area. In the 19th century the railroad ran in close proximity to the Frank Jones Brewing Company, the Eldredge Brewing Company and the Morley Button Company before reaching the Portsmouth railyard. The train tracks continue along the east side of North Mill Pond, past the remains of the former roundhouse and machine shop with the various spur lines [photo #14] converging to a single track at Maplewood Avenue, crossing Market Street and continuing across Noble's Island [photo #15]. The Interstate (Sarah Mildred Long) Bridge carries the railroad over the Piscataqua River and into Kittery, Maine. The location of the track in the northern section of Portsmouth was altered somewhat from its original configuration when the Interstate (Long) Bridge was constructed in 1939.

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION (continued):

Description of Resources by Type

Buildings

Stations on the Eastern Railroad in New Hampshire were located at State Line (Atlantic), Seabrook, Hampton Falls, Hampton, North Hampton, Greenland (Breakfast Hill) and Portsmouth. Today, only the Hampton, North Hampton and Hampton Falls depots remain.

A new depot was constructed at the State Line (later renamed Atlantic) station (located parallel to Pickens Avenue in Seabrook) in 1892 [fig. #1] while a crossing shanty was located at the crossing at Collins Street [fig. # 2]. The Atlantic station was later served by a simple closed shelter, the collapsed remains of which may be located adjacent to the train tracks [photo #16]. An additional crossing shanty was once located at Noyes' Crossing, now Walton Road [fig. #3].

Like the State Line station, the Seabrook Station [fig. #4] was constructed in 1892 and consisted of a single-story clapboarded building with stickwork skirting below the window sills and a trackside bay window capped by gable wall dormer. The broadly-overhanging gable eaves were supported by decorative, solid brackets. The Seabrook Station, located at what is today Farm Lane Road, was removed sometime after the early 1950s.

Portsmouth was served by a series of three depots. The original depot was constructed in 1840 but was replaced in 1863 by the Union Station which was located near the intersection of Bridge and Deer Streets [figs. #7 & 8]. The long, gable-roofed, brick structure was designed to allow the locomotives pass through. It later lost its cupola and was removed altogether between 1911 and 1920 and replaced by a more modest station, a single-story in height and capped by a hip roof [fig. #9]. This third station was demolished as part of Urban Renewal.

The **Hampton Falls depot** was constructed in 1849 and appears to have been retrofitted into the dwelling which now stands at 26 Depot Street [photo #17]. The high-posted, gable-roofed building, which is located 2000 feet west of the original depot location, has been altered and is not easily recognizable as a railroad-related building. A plaque on the house reads "1849, Boston & Maine Railroad Station". The depot was originally sited with its gablefront facing the tracks and widely-overhanging eaves sheltering the trackside elevation [fig. #5]. The Greenland (Breakfast Hill) depot was razed c.1938-40. The single-story, hip-roofed depot displayed overhanging eaves with scalloped trim [fig. #6].

The **North Hampton Depot** [photos #18 & 19, figs. #10 & 11] is a single-story, clapboarded building constructed in 1867. It has been rehabilitated in recent years for professional offices. The station is capped by a low-pitched hip roof below which a hip-roofed canopy with broadly-overhanging eaves surrounds the building, supported by paired braces. A three-sided bay window projects from the trackside elevation and a semaphore signal projects from the roof above. Alterations to the building include the replacement of the original double-hung 2/2 sash with casement windows as well as the addition of a dormer, gable end vents and small windows between the roof and canopy below. The original platform canopies are also no longer extant.

The **Hampton Depot** [photos #20 & 21, figs. #12 & 13] exists in a far more altered condition. The only features which survive to suggest the former appearance of the station are the gable roofline with overhanging eaves supported by braces and the trackside bay window. Sanborn maps indicate that the station was originally flanked by long, covered platforms with a single-story baggage house at the north end. Today, the canopies are gone and the building is overwhelmed by additions on either end. The east facade of the building has been entirely obscured by a shed-roofed addition with large display windows.

A single-story, clapboarded **freight house**, capped by a low-pitched gable roof, still stands north of the Exeter Road crossing in Hampton [photo #22]. The structure is without windows and sliding doors are centered on each of the long elevations. An additional clapboarded freight house reportedly still stands in North Hampton although this was not field verified.

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION (continued):

Records reveal the previous existence of other rail-related corridors along the corridor. According to the valuation plans, the Seabrook freight house was retired in 1950. An additional freight or baggage house was once located at Greenland. In addition to a depot, the Hampton Falls station included a freight house and coal box, neither of which is extant. In addition to the freight house, other structures at Hampton included a brick boiler and pump house (1892) and a water tank. The valuation plans also indicate that a shanty (possibly sheltering a switchman) was located further north along the railroad. The water tank, pump house and sheltered platform adjacent to the depot were all removed between 1945 and 1961. Both the Hampton and Greenland stations also had mail cranes.

Portsmouth included the most extensive facilities of the New Hampshire stations on the Eastern Division. In the late 19th century the B & M utilized a freight house on the west side of Maplewood Avenue, but later took over the larger Concord R.R. Freight House on the west side of Deer Street. Other rail-related structures near the depot and freight house in the late 19th and early 20th century included sheltered platforms, a freight office, water tank, and American Express Office.

The B & M's Portsmouth round house and repair shop were located north of McDonough Street, on the bank of the North Mill Pond [fig. #13]. In addition to the late 19th century semicircular round house and turntable, the facility included a machine shop, sand house, coal pocket, water tank, coal bin, scales, a section house and several small sheds. Between 1920 and 1939 the round house was reduced from five to three sections and by 1975 only a small section remained which is still visible today [photos #23-25]. The nearby two-story brick machine shop [photo #26] was constructed between 1910 and 1920.

Among the other improvements at Portsmouth gleaned from records of the Eastern Railroad are the installation of a new turntable in 1871 and the construction of a boiler house plant for heating cars in 1893. A fuel station was built in 1913, followed by an engine house in 1915 and a third track in 1919. A larger, six-stall engine house was built in 1923, apparently distinct from the earlier roundhouse.

Bridges

The Eastern Railroad crosses only ten bridges between the Massachusetts state line and the Maine state line. Nearly all of the bridges are evidence of upgrades to the line made by the Boston & Maine in 1900. According to an article on the improvements made between Salisbury and Greenland, the improvements made at the turn of the 20th century included the building of the abutments for the abolishment of two grade crossings, the building of the abutments for five bridges and new masonry at four existing overhead bridges (*B & M Messenger*, p. 4).

Most of the bridges on the line are relatively small and date from the 20th century. The predominant bridge type on the Eastern Railroad is a steel or iron stringer span. These include a 20'6" long steel stringer bridge over Walton Road in Seabrook (41.92) [photo # 27]; a 28' long steel stringer bridge over the Hampton Falls River in Hampton Falls (44.24) [photos #28 & 29], an 18' iron stringer bridge over Creek River in Hampton (44.76) [photo #30], a 13' iron stringer known as the Toppans underpass in Hampton (46.20) [photo #32], and a 16' iron stringer farm underpass in Hampton (46.40) [photo #33]. All five stringer bridges were built in 1900 although in at least one case the abutments may be earlier. The stone abutments on the Creek River bridge are inscribed "1876".

The line also includes three through plate girder bridges which are among the earliest known on a New Hampshire railroad. According to the 1954 B & M Bridge List, the 35'6" through plate girder which carries the railroad over Bartlett (Woodbury Ave. on list) (56.19) [photo #36] dates to 1887. Both the 60' long, through plate girder over the Hampton River in Hampton (45.34) [photos #34 & 35] and the 22'1" half through plate girder over Drakeside Road in Hampton (46.02) [photo #37] were constructed as part of the 1900 B & M renovations. The through rolled girder bridge which carries the railroad tracks over the Rt. 1 Bypass is 61' 3" and was constructed in 1939 [photos #37 & 38]. The largest span on the Eastern Railroad is the 1600' vertical lift Interstate (Sarah Mildred Long) Bridge over the Piscataqua River (57.23) [photo # 39 , figs. #14 & 15], constructed in 1940. The Interstate Bridge replaced a 1600' timber pile bridge [fig. #16] with a 50' draw built between Portsmouth and Kittery in 1822 and modified to allow rail traffic when the railroad was put through in 1842. The 1940 bridge is located 60 feet downstream from the original span.

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION (continued):

One of the most significant goals of the 1900 B & M renovations was the elimination of dangerous grade crossings through the construction of overpasses, all built at no cost to the local communities. Between Salisbury, Massachusetts and Greenland, New Hampshire thirteen highway/railroad crossings were separated in 1900. The 1954 B & M Structures List included nine overhead spans between the state line and Greenland. Over the years several of these overhead spans have been rebuilt or removed altogether. In 1995 the bridge carrying Atlantic Avenue over the railroad in North Hampton (48.78) was replaced by a prestressed concrete span which rests on the original granite abutments [photo #41]. The Breakfast Hill Road overpass (51.45) was eliminated completely and the grade crossing restored in 1996 [photo #9]. The wood stringer bridges at Farm Lane in Seabrook (42.63) and at Brimmer Road in Hampton Falls (44.11) have been removed. The status of the Rocks Road wood stringer in Seabrook (43.40), located within the Power Plant buffer zone, is not known. Wood stringer overpasses remain at Exeter Road in Hampton (46.59) [photo #42] and Lobbs Hole/Cedar Road in North Hampton (48.18) [photo #43].

Drainage Structures

As is seen across New Hampshire, most of the structures providing drainage along the Eastern Railroad are stone box culverts. Most of the stone box culverts are fairly easy to locate and only a few appear to have been filled in, removed or buried. The most unique of the culverts is the stone arch at Mill Pond in Seabrook (42.04) [photo #44], the only known example of a Gothic stone arch bridge carrying a railroad in New Hampshire. The culvert is believed to date to the late 1830s when the railbed was first laid. It was lengthened in 1900 when the double track was laid. There is a double box stone culvert in North Hampton (49.48), constructed in 1900 [photo #45]. In addition, there are two stone box cattle passes, constructed to accommodate the movement of farm animals under the railroad tracks. The largest of these is the stone box cattle pass in Portsmouth (54.60) which is 6 feet long and 12' high [photo #46]. The stone box cattle pass in Hampton (47.42) was constructed in 1900 and appears to have been partially filled in. It is unusual in that it is set above a lower stone box culvert [photos #47 & 48]. The status of a third, rail covered cattle pass in Hampton Falls (43.92) could not be verified due to heavy vegetation.

There are approximately twenty-four small, single stone box culverts, some of which may date to the original construction of the railroad and others which were lengthened or rebuilt in 1900. Typical examples are visible in photos #49 & 50. There are also approximately nine small, cast iron pipe culverts, most of which date to 1897-1900, according to the 1954 B & M structure list. The cast iron culverts are typically 1 to 2' in diameter.

Signals

As seen on the accompanying data sheet, most of the granite mile markers are still extant along the line. Many of them, however, no longer retain their lettering indicating mileage to Boston and Portland. The accompanying photographs give examples of the milepost markers at 49.00 (North Hampton) [photos #51 & 52] and at 46.0 (Hampton) [photo #53]. In the latter photograph, a granite section marker is visible to the left of the mile marker. In some instances, bridge markers are visible as well [photo #54]. Along the track in Portsmouth a concrete whistle post was noted at 53.12 [photo #55]. Tell-tales, designed to warn trains of a bridge ahead, were observed in Seabrook at 41.45 [photo #56] and in Hampton Falls at 44.09. Two modest, modern signs mark the locations of the Emery junction and Portsmouth station stops [photos #57 & 58]. Only a few of the railroad's signals remain. Examples include Signal P444 at milepost 44.28 in Hampton [photo #59]. Other railroad hardware includes several switches [photo #60].

HISTORICAL BACKGROUND:

The Eastern Railroad was one of the earliest in the state of New Hampshire, both in terms of its date of incorporation (the fifth) and date of construction (the second). The railroad was initially constructed in 1839-40 and was substantially rebuilt and improved in 1899-1900 after it was acquired by the Boston & Maine. Along with its main competitor, the Boston & Maine Western Division (providing service between Atkinson and Rollinsford), the Eastern Railroad (later the B & M Eastern Division) provided a vital link to Boston markets for local farmers and brought countless visitors to New Hampshire seacoast tourist destinations. A critical link in the New England railroad network, the Eastern connected what was then the state's largest city, Portsmouth, with Boston, coastal Maine and Portland, Maine [fig. #18].

The first railroad chartered and constructed, the Nashua & Lowell, was incorporated on June 23, 1835 and was finished in 1838. Three additional railroads were chartered on June 27, 1836 - the Concord Railroad, the Keene Railroad and the Boston & Maine, although nothing was ever done under the charter of the Keene Road. The Eastern Railroad was chartered on June 18, 1836. The Eastern Railroad was the second line built in New Hampshire, after the Nashua & Lowell in 1838, which included 5 1/4 miles of track in the state of New Hampshire, extending from the state line to Nashua. Prior to 1840 only 22 1/2 miles of track had been laid in New Hampshire and approximately 16 miles of this was owned by the Eastern Railroad.

The Eastern Railroad was incorporated by the State of Massachusetts on April 14, 1836. The original plan was to build a line extending from East Boston to Salem (Mass.) only, but the legislature would not grant a charter unless the railroad agreed to extend the railroad to the New Hampshire border. The Eastern Railroad Company of New Hampshire was incorporated with capital of $300,000 in $100 shares by an act of the New Hampshire legislature on June 18, 1836. The incorporation authorized construction of a road running in a generally northerly direction extending from the Massachusetts line to Portsmouth and the Maine state line, where the railroad would connect with the Portland, Saco and Portsmouth Railroad. From the very beginning it was intended that the two corporations, in Massachusetts and New Hampshire, would be virtually identical, sharing common officers with the exception of the president and clerk. Before the road was even completed, on July 2, 1839, the Eastern Railroad of New Hampshire was leased to the Eastern Railroad of Massachusetts for a period of 99 years.

The Eastern Railroad began operating between East Boston and Salem on August 27, 1838. Work on the track between Salem and the New Hampshire State Line and the New Hampshire segment took place concurrently. Col. John M. Fessenden served as Engineer for the Railroad. The 1839 *Report of the Directors of the Eastern Railroad* describes the New Hampshire route as follows: "crossing Little Marsh and passing about one third of a mile Eastwardly of the village at Hampton Falls, crosses the main road westwardly of Hampton Falls landing, and then the marshes, to old Hampton village, running near the stage road, - thence through the swamp near the old schoolhouse, and over the Western point of Breakfast Hill, to Cedar Swamp in Greenland, --- and thence by Messrs. Young's and Hussey's, crossing the Greenland road above the plains, ---and thence curving lightly to the right, crosses the Islington and Middle Roads, and Joshua street, to the mill pond, ---thence over the pond to the depot, near the Universalist Church" [fig. 19]. The line was composed of four straight lines, connected by short curves of a mile radius. The topography was extremely favorable for a railroad route as most of the line had slopes of approximately thirty feet per mile and under and required little excavation. Prior to construction another route, one half to two miles east of the final route and closer to the seacoast, was also investigated. Despite being about half a mile shorter, the eastern route was deemed to be less advantageous as it would require draws over three streams, would be more exposed to damage from the sea and ice, would require more bridging and was a less straight alignment with more curves. The grading and masonry of the line were contracted to Sewall F. Belknap of Beverly, Mass. and Samuel Turner of Dedham, Mass. According to the Hampton town history, the road-bed over the marsh was begun with wheelbarrows and horse carts until enough gravel was deposited to support a temporary track for a gravel train (Dow 1892: 330).

HISTORICAL BACKGROUND (continued):

On November 9, 1840 the railroad was opened to the outskirts of Portsmouth - the same day that trains reached the Massachusetts-New Hampshire border. A temporary station was used for a short time near the residence of Peter Emery off Islington Street (Foss 1977). On December 31, 1840 construction of the line was completed to the depot on Vaughan Street in Portsmouth, a distance of 54 miles from East Boston. Initially, daily service consisted of three trains each way between Portsmouth and Boston. The price of the ticket from Boston to Portsmouth was $2.00. Until the opening of the Portland, Saco and Portsmouth Railroad (PS & P) in November 1842, some of the trains connected at Portsmouth with steamers which offered service to the Kennebec River and Portland. The Portsmouth-Kittery Bridge, originally constructed in 1822, was modified to accommodate rail traffic when the railroad was extended to Maine in 1842. The Eastern Railroad's monopoly on service to Portland ended in Feb. 1843 when the B & M also extended to PS & P. In 1847 the Eastern and B & M entered into a joint lease of the PS & P. A new Hampton Falls depot was built in 1849.

The 1860s saw many improvements to the Eastern Railroad, as the railroad shared in the prosperity which the Civil War initiated. In Portsmouth, a new brick passenger station was built in 1863. Additional passenger stations were built at Hampton (1866) and North Hampton (1867) as well as new freight houses in North Hampton (1864), Greenland (1867) and Hampton Falls (1869). Many of the stations saw increasing summer travel during this period. The railroad was also used by local farmers who used the railroad to transport their agricultural produce to market. By 1864 the Eastern Railroad offered six trains a day, each way, between Portsmouth and Boston. In 1871 a new turntable, engine house and coal sheds were built in Portsmouth and part of the Mill Pond was filled for additional tracks. Also during the 1860s many of the old bridges on the line were replaced by new wooden bridges, including the one at Portsmouth.

Over the years, the Eastern Railroad also expanded its operations beyond the seacoast. In 1862 the Eastern Railroad gained control of the Portsmouth, Great Falls & Conway Railroad. The Wolfeboro Railroad was acquired in 1871. The Dover Branch was added in 1874. The eleven mile long line extended from Portsmouth to Dover, built by the Portsmouth and Dover RR but leased before its completion to the Eastern Railroad for a period of 65 years. In June 1871 the Eastern Railroad constructed a road from Union Village to West Ossipee, opening a new route for tourist travel to the White Mountains. A further extension to the Conways was completed in 1874.

By 1870 about 80 percent of the traffic to Portland, Maine was passing over the B & M, rather than the Eastern (Lindsell: 101). The Eastern Railroad was financially weakened by lawsuits stemming from a major collision at Revere, Massachusetts on August 26, 1871 while the panic of 1873 inflicted additional financial damage. After three decades of intense competition with the B & M, the Eastern Railroad went bankrupt. In November 1874 an arrangement between Eastern and the Boston & Maine Railroads stopped the ruinous competition between the two lines although relations remained less than warm.

In 1884 the Eastern Railroad was leased to its competitor, the Boston & Maine, for 54 years. Until 1910 it was run as the Eastern Division of the Boston & Maine, maintaining a separate organization, superintendent, staff and rules. After the Eastern was leased in 1884, the original B & M was renamed the Western Division, the Eastern's main line and southern branches were known as the Eastern Division and the Eastern's Conway Division became the B & M's Northern Division. Beginning in 1910, the Eastern became part of the Portland Division, which also included the Conway Division and the original B & M. Revenue on the Eastern was derived primarily from freight to and from Portsmouth and local passenger trains serving the beach resorts. Most of the passenger trains between Boston and Portland used the original B & M route (Western Division).

HISTORICAL BACKGROUND (continued):

During the period it was leased by the B & M, the Eastern Railroad flourished. After their annual inspection in 1886, the N.H. Railroad Commissioners declared: "A first-class roadbed makes a first-class track, and the Eastern, in its roadbed, track, ties, roadway, and safety appliances, is well nigh perfection. The alignment is complete; the rails, 67-pound steel, are laid on ties, 3,000 to the mile, secured by angle plates. The roadway is exceptionally clean and bright. The stations, with one or two exceptions, are excellent, and especially adapted to a large summer business." (*NH Railroad Commissioners Report*, 1886, p. 48). In 1889, the 16.08 miles of track from the New Hampshire state line to the Maine state line included two timber bridges in excess of 25 feet long, sixteen at-grade crossings (4 of these had neither signals or flagmen), 5 crossings over the railroad and one crossing under the railroad. In 1892 new passenger depots were built at State Line and Seabrook. The Portsmouth Electric Railway was built between 1898 and 1901 as an extension of the Portsmouth and Dover Branch of the B & M Railroad. It provided local service in Portsmouth including a stop near the depot with extensions to Rye Village, Rye Beach and North Hampton where it terminated at the Eastern Railroad depot.

In 1899 the Boston & Maine purchased the property rights and franchises of the Eastern Railroad in New Hampshire and the Eastern passed out of existence as a separate company. Once under the control of the B & M, the former Eastern Railroad was dramatically upgraded and substantially rebuilt between Salisbury, Massachusetts and Greenland, New Hampshire. The directors of the railroad immediately authorized the construction of a second track twelve miles long and the separation of thirteen public highway crossings at a cost of approximately $400,000. Work was begun in September 1899 and eleven miles of the new track (excluding a mile in Salisbury) was ready for traffic on June 25, 1900. As a result of the double-tracking, the roadbed was widened about twelve feet, the stations were moved, freight houses changed and freight yards and side tracks were rearranged. Bridges, underpasses and culverts all had to be widened and in many cases rebuilt while new bridges were constructed where grades were separated. The reconstruction work utilized horses and carts, steam shovels and construction trains including steam derrick cars. At the height of construction thirteen derricks were working at the same time. During a typical week in the spring there were about 250 men employed by the railroad and about 150 by the contractors. Italian workmen were said to be the primary laborers on the railroad project. Most of the crews were boarded in side-tracked cars, sited near the work to allow the men to perform ten hours of work per day. Ellis & Buswell served as contractors for the undergrade bridge and culvert work which included the construction of fourteen new cast iron culverts and the lengthening of four existing iron pipe culverts; the lengthening and rebuilding of twelve small stone box culverts; the lengthening of one stone arch; the building of a new double box stone culvert and the building or abutments for five bridges. Masonry work required at four existing overhead bridges was completed in May 1900.

In 1900 Ellis & Buswell began work abolishing various grade crossings including those at Little River Road in North Hampton, Breakfast Hill Road in Greenland, Main Street in Hampton and Ward's Crossing in Hampton. The firm of Ross & Fowler were awarded the contract for abolishing the grade crossing at Seabrook, Rock Road in Seabrook, and Brimmer Road in Hampton.

For a distance of eight of eleven miles, the old track had to be raised from one foot to between two and three feet, to conform to the new grade and alignment established for the double track roadbed. The new track was laid with 33 foot rails and ballasted with coarse gravel to a depth of eighteen inches. To accommodate the new track, various buildings were moved or relocated. The passenger station and awnings at North Hampton were moved, while a house and store were relocated 150 feet. At Hampton, the depot was moved from near Exeter Road to its present location and the freight house was moved north of Exeter Road. The most dramatic changes occurred at the Exeter Road crossing in Hampton where five dwellings and one large and three small blocks of stores were moved or demolished, essentially relocating the business district from Exeter Road to Lafayette Road. Local contractor Harry B. Brown of Hampton provided 19,000 wagonloads of fill for the Exeter Road overpass (Randall: 585).

More subtle improvements were made to the line in the early 20th century. By 1909 automatic block signals using the two-arm semaphore system had been installed on the Eastern Division. The State Line station was renamed Atlantic in 1909. In 1916 the former Greenland station was renamed Breakfast Hill, to avoid confusion with the other Greenland station on the Western Division.

HISTORICAL BACKGROUND (continued):

By the 1920s the railroad was beginning to experience competition from the automobile. As part of the gradual contraction of the line, station agents were released at the State Line station and Breakfast Hill station in 1924 and 1926 respectively. One of the Eastern Division's two tracks was removed in 1938. The Greenland/Breakfast Hill depot was razed c.1938-40. In 1939 the old timber trestle railroad bridge between Portsmouth and Kittery ceased being used after a locomotive and tender plunged through one of its spans. The bridge subsequently provided the main construction platform for the new Interstate (Long) Bridge which was dedicated on November 8, 1940.

Despite the railroad's overall decline, the Boston & Maine still made some improvements to service and safety. In 1929 electric approach automatic block signal lighting was completed on the Eastern Division. Various improvements were made at the Portsmouth station in the early 20th century. These included construction of a fuel station (1913), engine house (1915), third track (1919) and a six-stall engine house (1923). A 1935 timetable indicates that at that time eight trains left Portsmouth daily for Boston with four trains to Portland (Cobb: 5). During World War II, the Eastern Division and the Interstate (Long) Bridge served as an important rail link to the Portsmouth Navy Yard which was building submarines for the U.S. Navy as well as providing passenger rail service during the days of gasoline rationing. In 1947 extensive yard and track changes were made to improve operating conditions at Portsmouth, thus permitting the discontinuance of Newburyport as an engine terminal.

The last scheduled train (a passenger train) of the Eastern Division of the B & M between Boston and Portland ran on September 27, 1952 and by November 25th the track removal north of Portsmouth was largely complete (Openo: 66). The Hampton depot closed in 1960, opening only during the summer for the sale of tickets. Passenger service north of Newburyport was eliminated as of January 4, 1965. The Portsmouth station and associated buildings was taken down as part of Urban Renewal. The segment of the track between the Massachusetts state line and the power plant just south of Seabrook was abandoned in 1982. The construction of the Seabrook Power Plant in the early 1980s brought a new source of revenue for the railroad and the section of line between Portsmouth and Seabrook saw heavy use transporting construction materials. Because the Newburyport draw bridge was no longer in service, rail shipments came down the B & M Western Division from Rockingham to Portsmouth and then onto Seabrook. After years of minimal maintenance, the passage of such heavy trains caused severe damage to the track and led to numerous derailments despite the slow speeds traveled. Finally the track and roadbed along the route and in the Portsmouth yard was upgraded. The lighter original rail was replaced by heavier rail. Old track was completely removed, the ground beneath leveled and new ties, rails and ballast were installed.

Today, local freights use the track from Portsmouth as far south as the Foss Manufacturing plant in Hampton. This section of track is owned by Guilford Transportation Industries, the successor of the Boston & Maine. The 4.5 miles of track between Seabrook and Hampton was abandoned in 1997 and was purchased by the State of New Hampshire in 1998.

In 1996 the 30' wide timber bridge in Greenland (142/065) which carried Breakfast Hill Road over the train tracks was removed and replaced by an at-grade signalized railroad crossing.

NATIONAL REGISTER CRITERIA STATEMENT OF SIGNIFICANCE:

The Eastern Railroad (Eastern Division of the Boston & Maine Railroad) is potentially eligible for the National Register of Historic Places as a linear historic district under Criterion A. The Eastern Railroad is among the most historically important railroads in the State of New Hampshire. It is of note as the second line built in the state and provided a vital link between what was once the state's largest city, Portsmouth, and Boston, coastal Maine and Portland. The railroad had considerable economic significance to the region both in the transport of goods to market and later, in the summer tourist trade. The system-wide significance of the line is evidenced in its continual upgrading and the installation of double tracks at the turn-of-the-20th-century. The Eastern Railroad is one of the few railroads in the state which was double-tracked (others include the Concord, the B & M Western Division and the Cheshire).

The structures, objects, sites and buildings associated with the Eastern Division form a historically significant and distinguishable entity that conveys the relationship of the resources to their historic context. Changes to the line illustrate changing railroad technology and safety measures including double tracking, the elimination of grade crossings, and electrified signals. Although the line is compromised by the loss of many of its buildings, it still appears to be eligible for the National Register under this criterion.

The Eastern Railroad does not appear to be eligible for the National Register under Criterion C. Unlike lines which had to contend with more difficult topography, the Eastern Railroad was constructed at grade with minimal fill other than that required by the coastal salt marshes. The vast majority of bridges and culverts along the line are neither large nor unusual from an engineering perspective but are illustrative of the basic kinds of structures used by the Boston & Maine Railroad during the early 20th century when the line was reconstructed/upgraded. One structure of note is the Gothic stone arch at Mill Pond, which appears to be individually eligible for the National Register. It probably dates to the original construction of the railroad in 1839 but was widened in 1900 when the line was double-tracked.

STATEMENT OF INTEGRITY:

On the Eastern Division line, most of the tracks, historic bridges, culverts, mile markers and a few signals remain to document the historic development of the railroad, changing engineering design and technology, and the road's relationship to the communities through which it passed. Several of the bridges constructed by the B & M in order to eliminate grade crossings have been removed. In comparison to the many lines in the state which have been completely removed, including the tracks, the Eastern Division retains considerable integrity. The amount of historic fabric which has managed to survive is clearly a reflection of the continuing use of parts of the line.

Unfortunately, in terms of building stock, the Eastern Division has not fared as well. The bulk of the buildings once associated with the line have been removed. Of the seven stations that once existed, only three survive, at North Hampton, Hampton and Hampton Falls. The first two are in private ownership and have been altered for commercial uses while the third is used as a residence. Although all three stations are historically significant, the Hampton and Hampton Falls stations are compromised by later additions and alterations. There is little or no evidence of the other four stops that once existed - the platforms, station signs and crossing signals have been removed and it is not possible to differentiate the location of the former stop from the surrounding rail corridor without consulting an historic map. The integrity of the line as a whole has also been damaged by the removal of at least four freight houses, accessory buildings and most of the working yard at Portsmouth. Of the many buildings which once contributed the Portsmouth yard, only two buildings survive - a portion of the old roundhouse and an early 20th century brick machine shop.

PERIOD OF SIGNIFICANCE: c.1839 to the fifty year cut-off

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APPLICABLE HISTORIC CONTEXT(s) with code:

The Railroads in New Hampshire, 1842-1960 (#82)

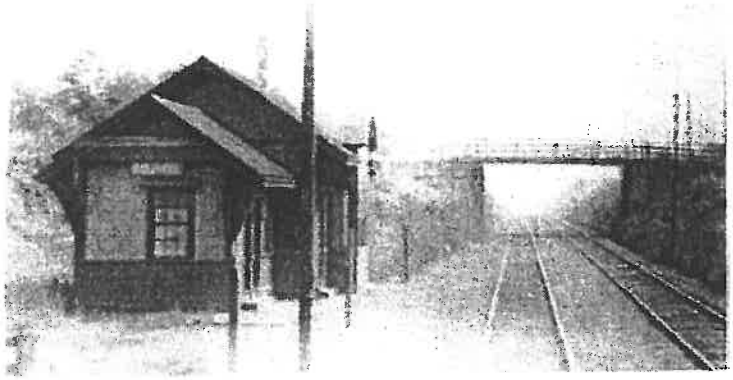


Figure 1
Undated (post-1892) view of State Line (Atlantic) depot.
Source: Railroad Stations in New Hampshire web site, March 2002.

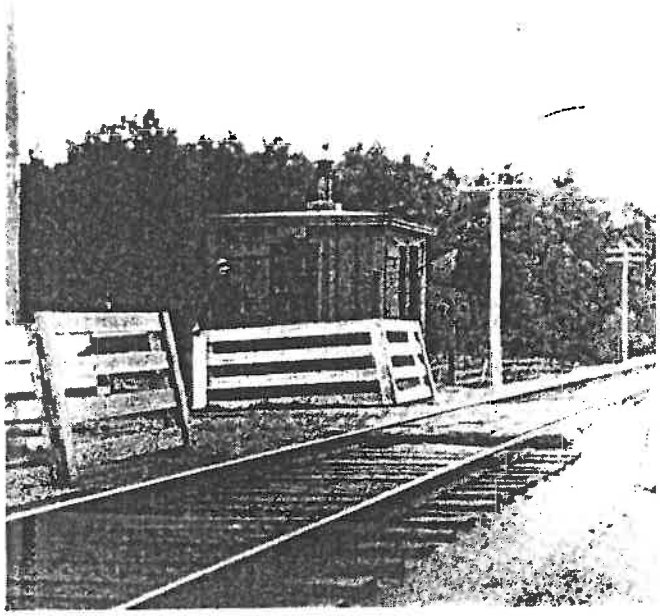
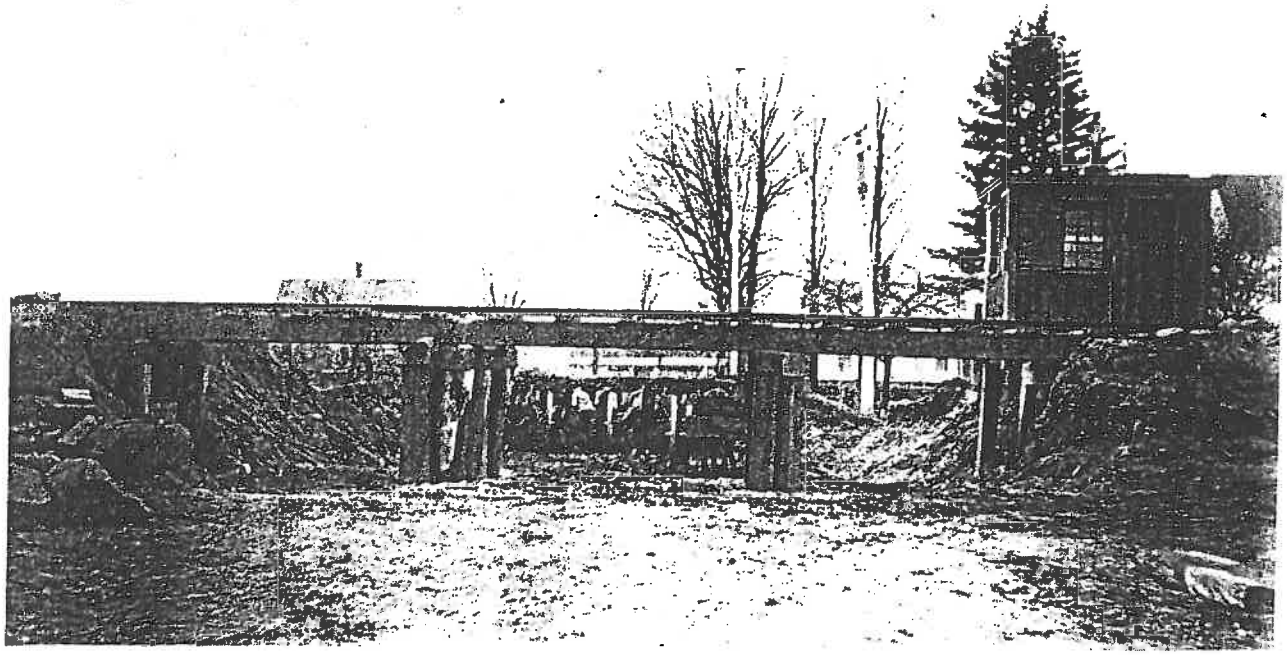
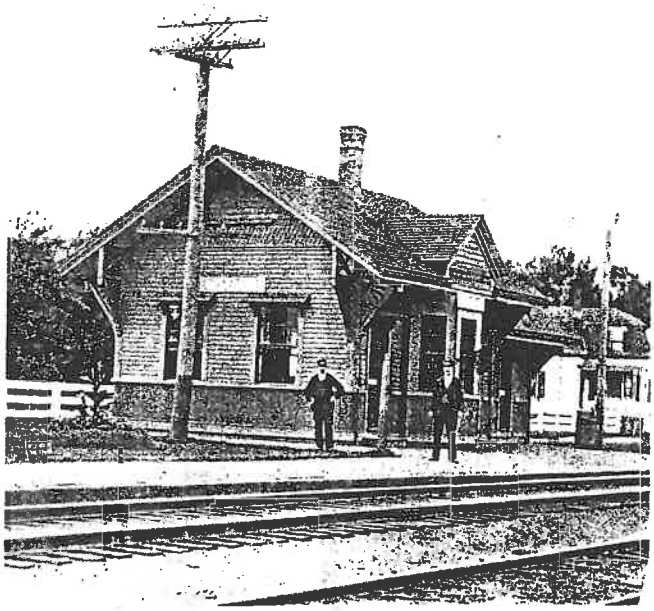


Figure 2
Undated view of Grade Crossing shanty at Atlantic station (Collins Street).
Source: *Seabrook, New Hampshire: A Commemorative Book*, 1768-1968, p. 26.



Construction of underpass at Noyes' Crossing, Walton Road.

Figure 3
Undated view showing construction of underpass in 1900 and crossing shanty at Noyes' Crossing, Walton Road, Seabrook
Source: *Seabrook, New Hampshire: A Commemorative Book*, 1768-1968, p. 26.



Seabrook Depot during the height of the railroad era. The two men pictured are Stationmaster Ernest Dow, and Baggageman Walton.

Figure 4
Undated (post-1892) view of Seabrook depot.
Source: *Seabrook, New Hampshire: A Commemorative Book*, 1768-1968, p. 26.

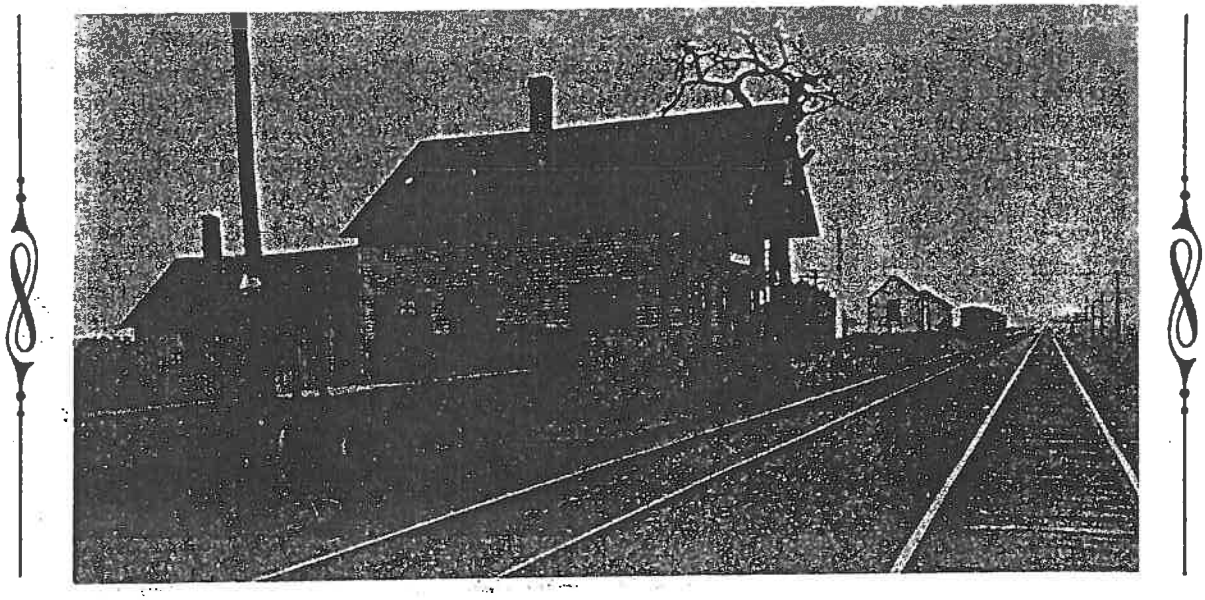


Figure 5
Circa 1915 view of Hampton Falls depot.
Source: *Hampton Falls, New Hampshire, 1722-1972*, p. 28.

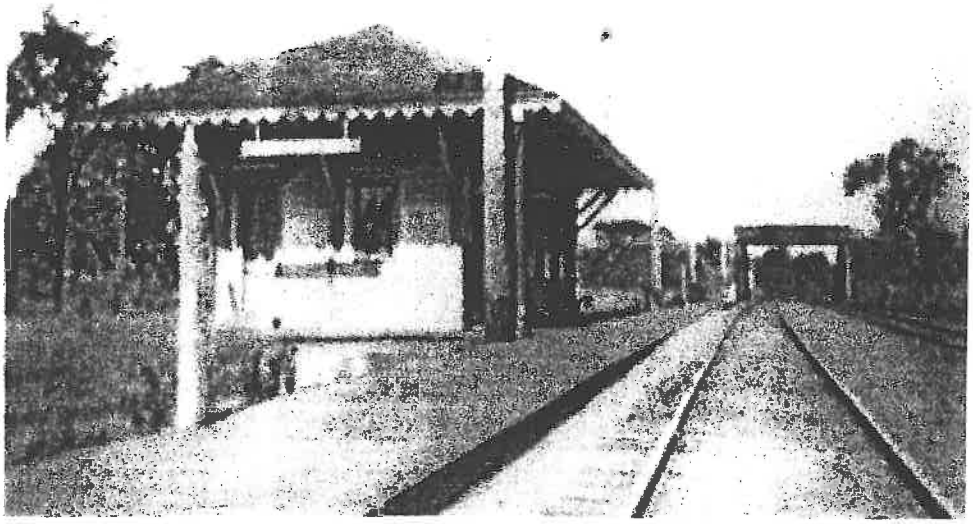
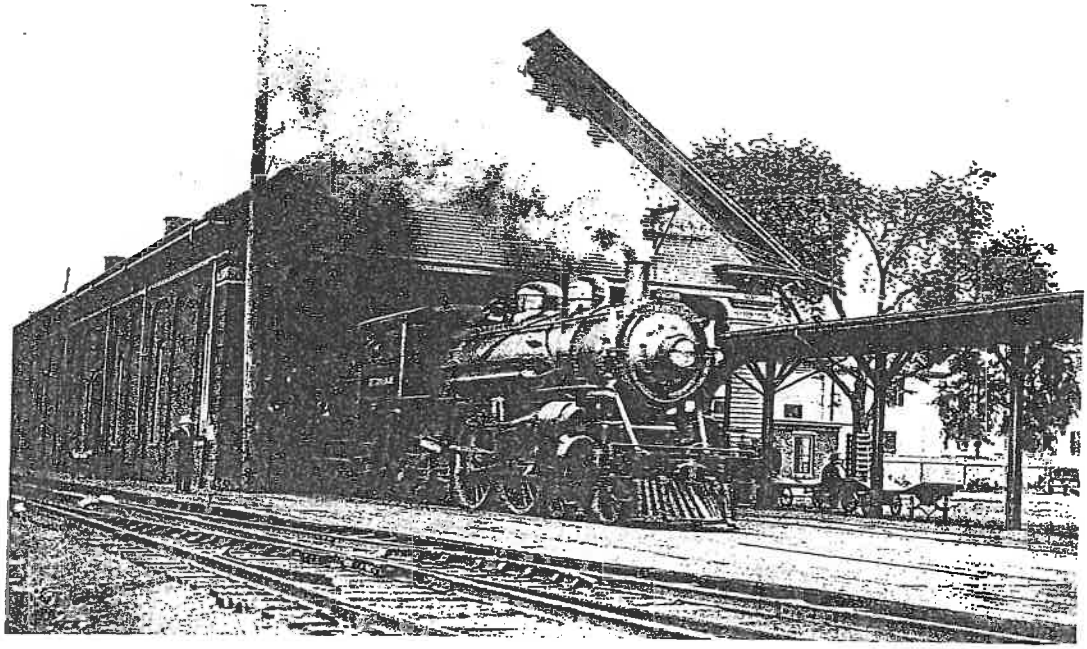


Figure 6
Undated (post-1900) view of Breakfast Hill depot, Greenland
Source: Railroad Stations in New Hampshire web site, March 2001

Figure 7
Portsmouth Union Station, circa 1865.
Source: James Dolph and Ronan Donohoe, *Images of America: Around Portsmouth in the Victorian Era - The Photography of the Davis Brothers*, p. 120.

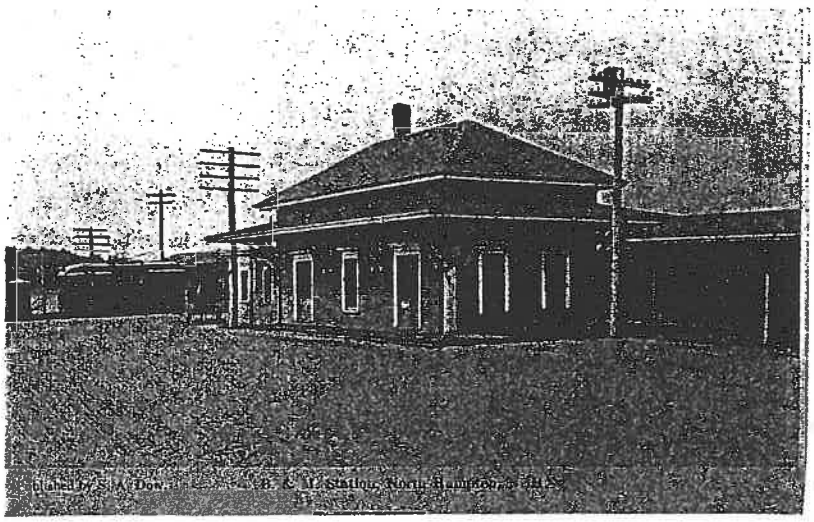


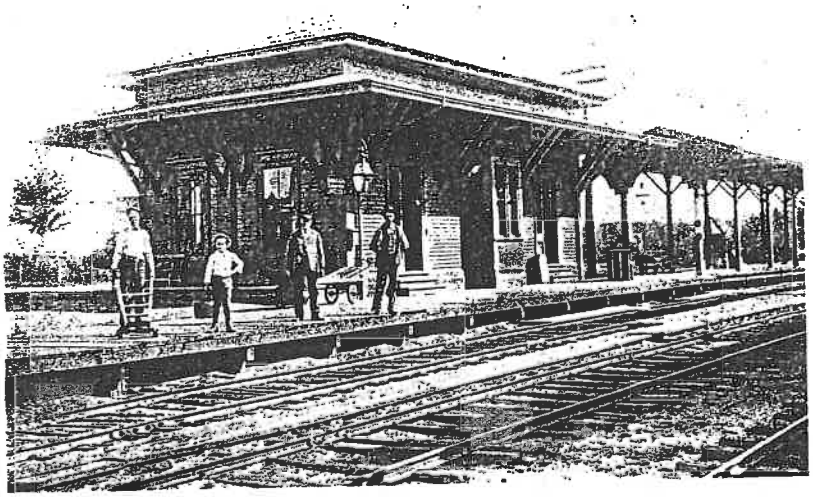
COLLECTION OF JOSEPH SHAW

Figure 8
Portsmouth trainshed, July 22, 1911
Source: Laurence Breed Walker, "Train Time at Portsmouth in the Early 1900's", *B & M Bulletin*, Winter 1982, p. 16.

WALKER TRANSPORTATION COLLECTION—BEVERLY HISTORICAL SOCIETY

Figure 9
Third Station at Portsmouth, circa 1950.
Source: Chandler Cobb and Joseph Shaw, "The Railroads of Portsmouth, New Hampshire, A Pictorial Essay - Part 1", *B & M Bulletin*, Winter 1982, p. 8.





Figures 10 & 11
Undated views of North Hampton depot.
Source: *Scenes of the Past in North Hampton, New Hampshire*. North Hampton, Friends of the Library, n.d.

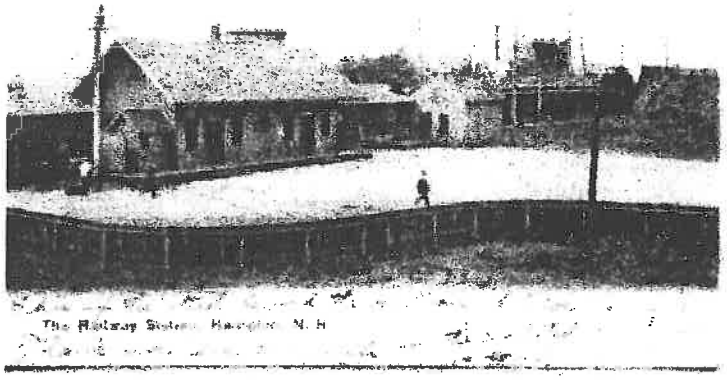


Figure 12
Undated postcard view of Hampton depot.
Source: Railroad stations in New Hampshire website, March 2002.

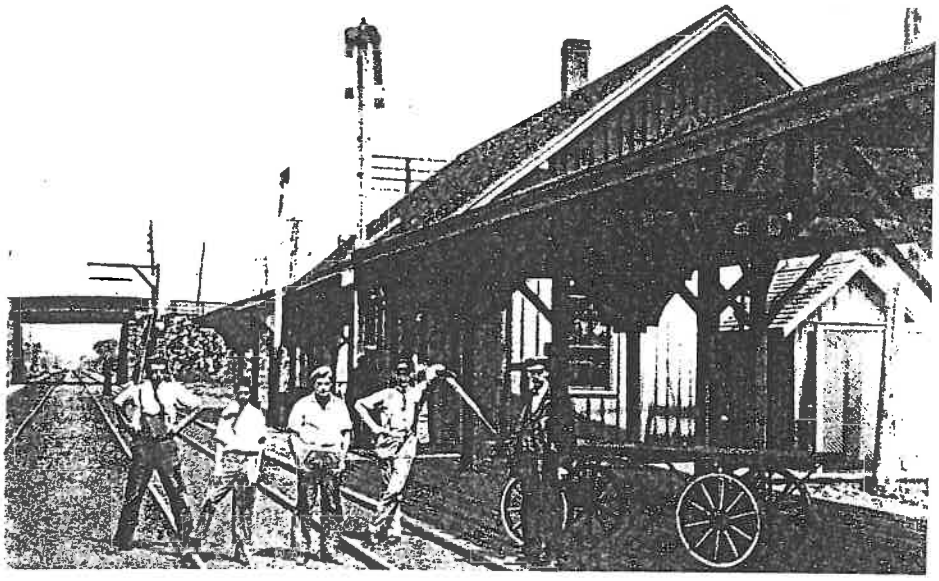


Figure 13
Undated (post-1900) view of Hampton depot, trackside, looking north.
Source: Randall, *Hampton: A Century of Town and Beach*, p. 624.

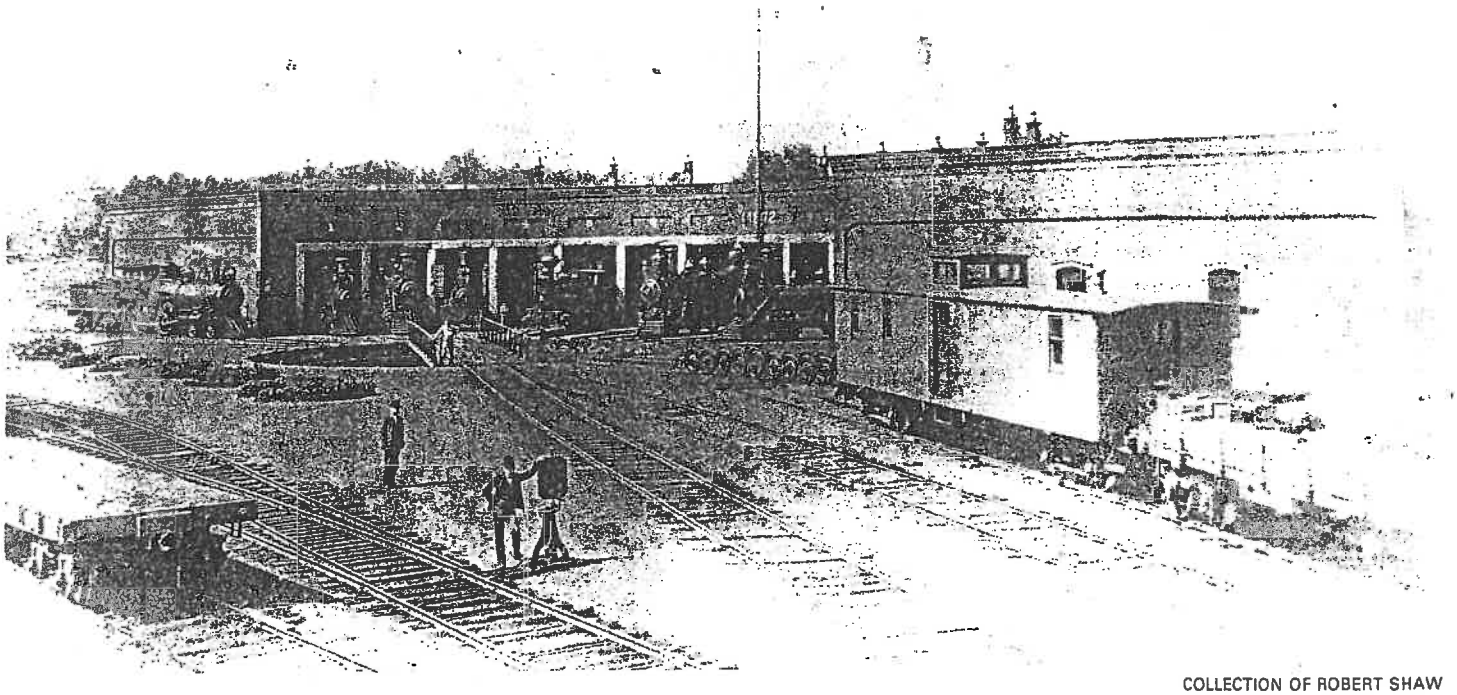
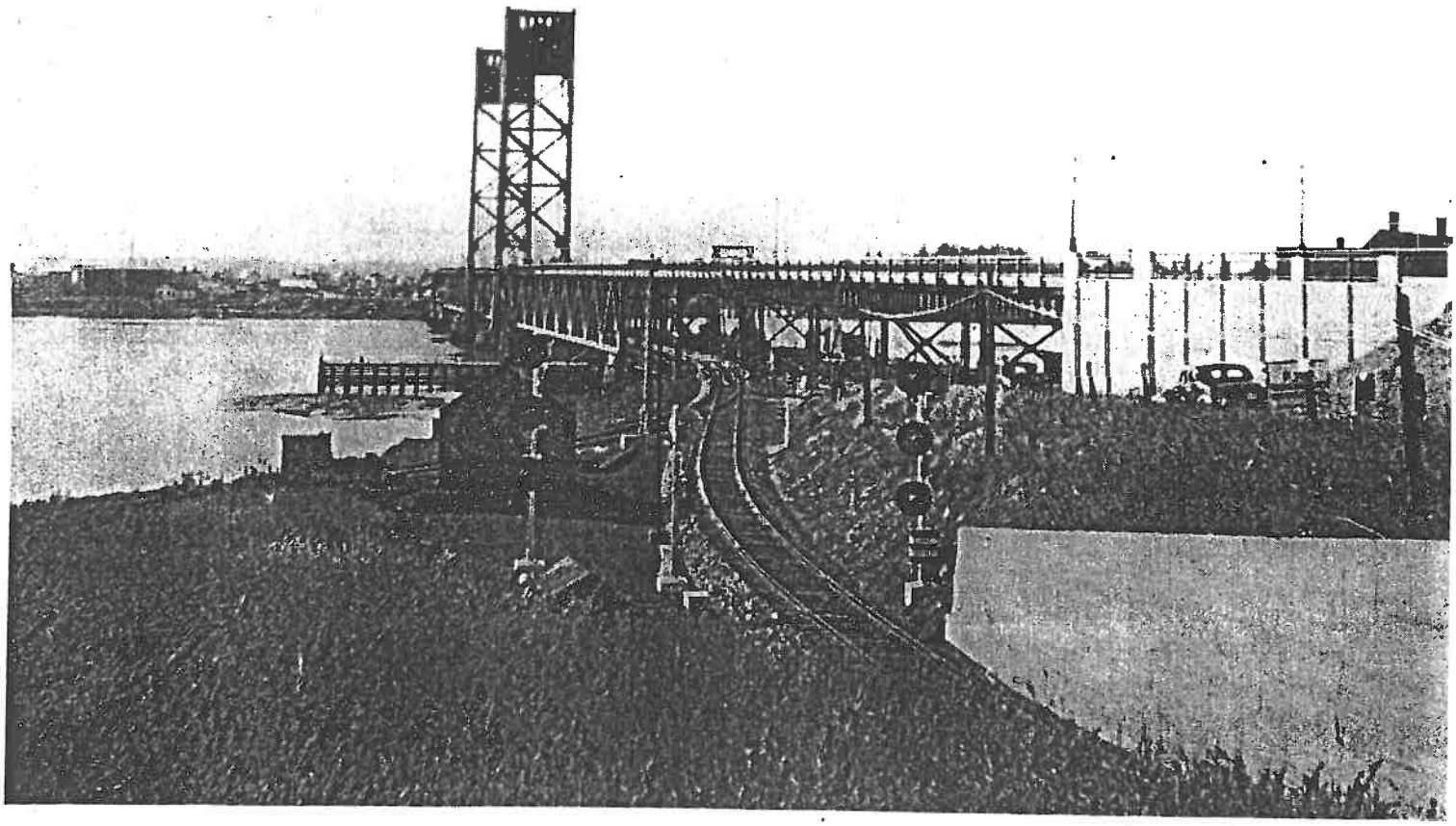
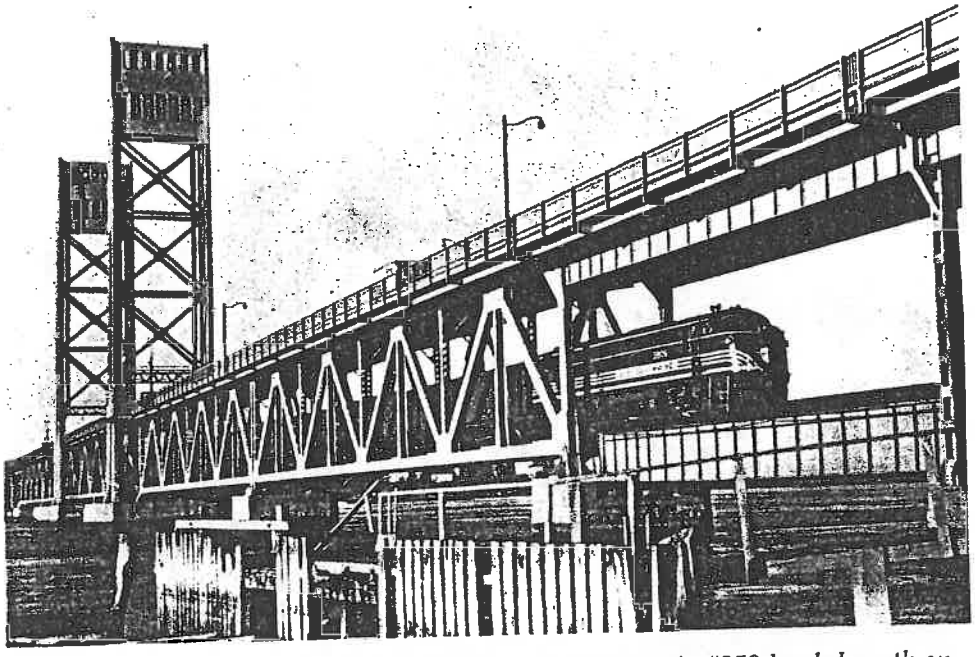


Figure 14
Circa 1880 view of engine roundhouse at Portsmouth.
Source: Chandler Cobb and Joseph Shaw, "The Railroads of Portsmouth, New Hampshire, A Pictorial Essay - Part 1", *B & M Bulletin*, Winter 1982.



THE MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE BUILT IN 1940

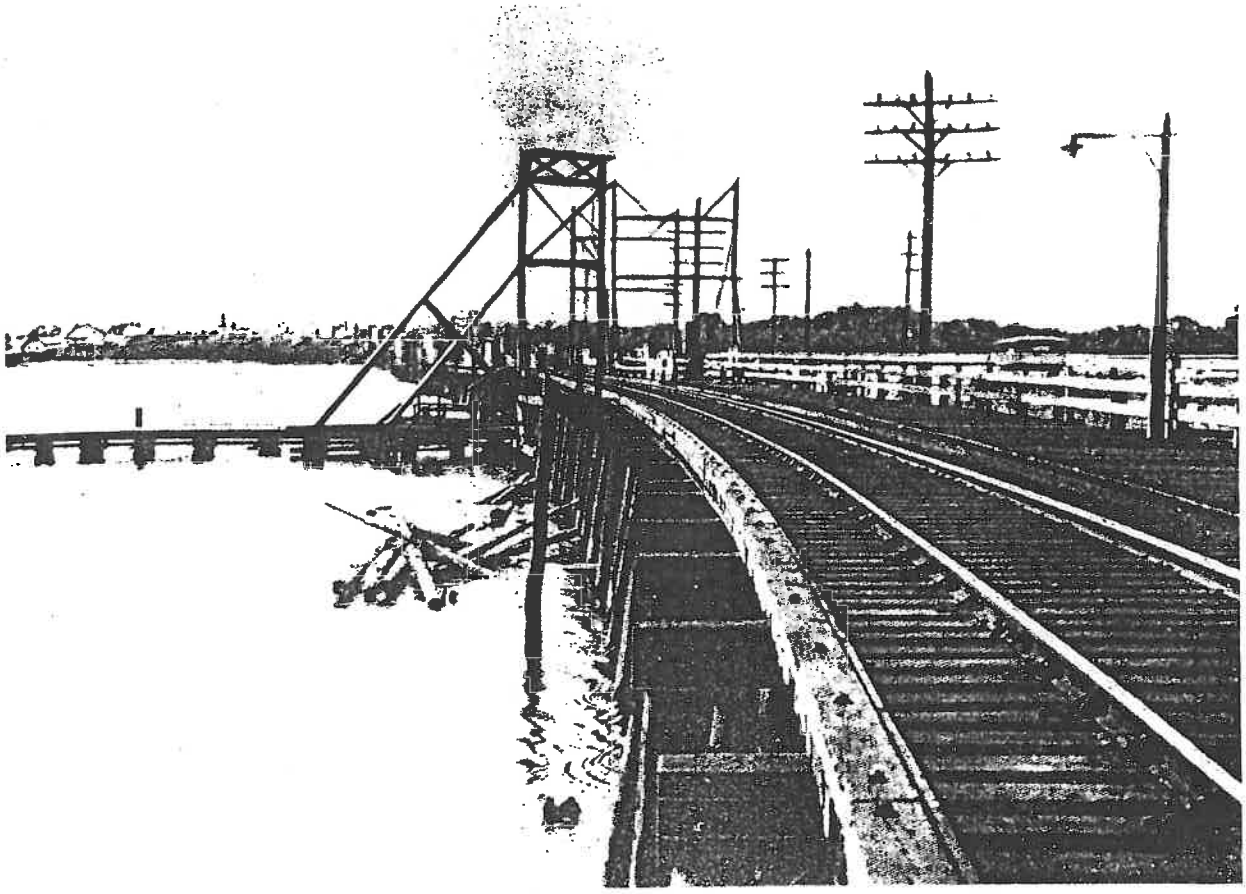
Figure 15
Maine-New Hampshire Interstate Bridge, 1940
Source: *18th Annual New Hampshire Highway Report*. Manchester: Granite State Press, 1940.



Interstate Bridge. The look of speed: Boston and Maine train #250 headed south on May 15, 1952. The last year of operation of the Eastern Division of the B. & M. Railroad through Portsmouth and Kittery. Ray Tobey Collection.

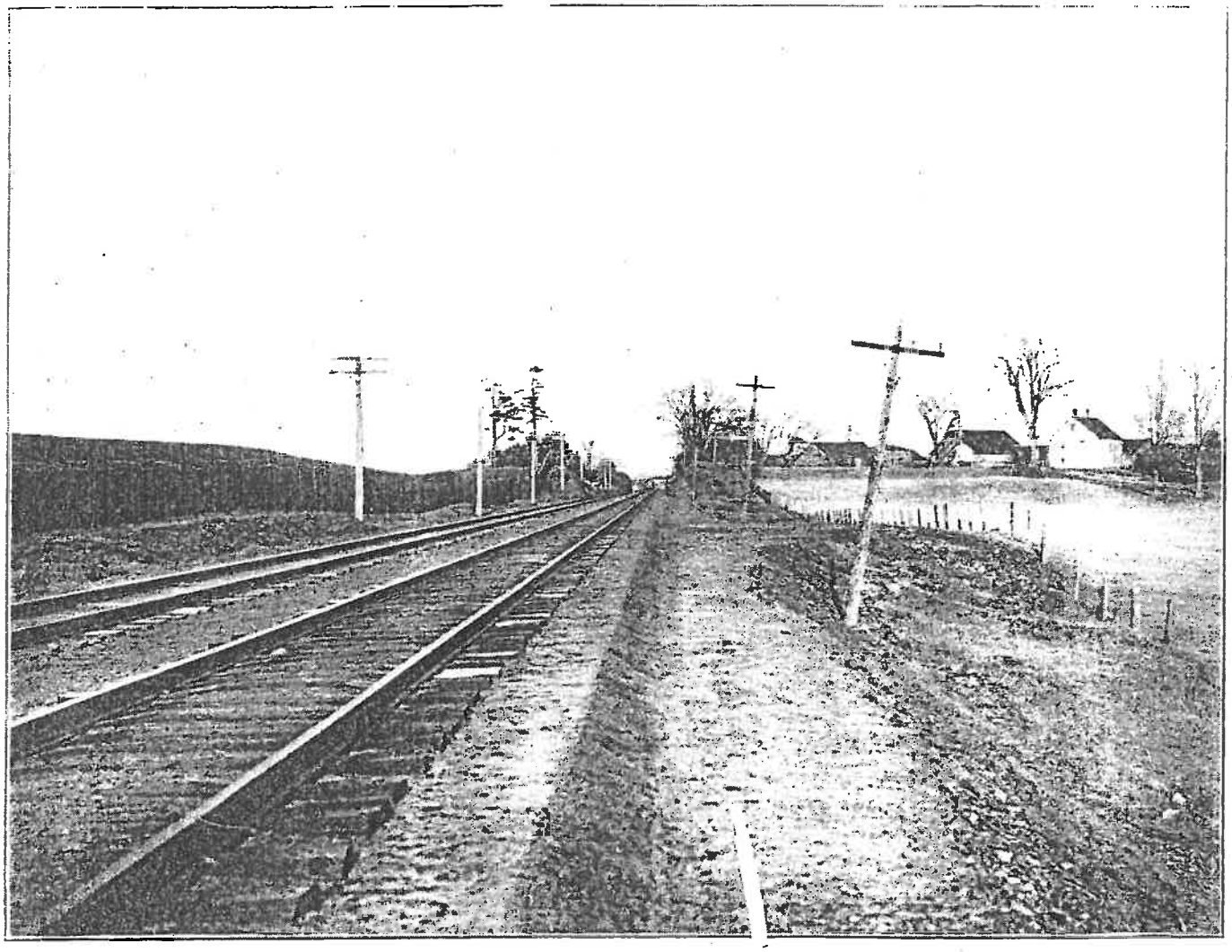
Figure 16
Interstate Bridge, Portsmouth
Source: Woodard D. Openo, *The Sarah Mildred Long Bridge*, p. 63.

Figure 18
Map of the Eastern Railroad Company and connections
Source: Bruce D. Heald, *Boston & Maine in the 19th Century*, p. 45.



Old Railroad Bridge; Portsmouth, N.H., to Kittery, Maine. Opened in 1822, railroad use began in 1842. Photographer facing south toward Portsmouth. Taken before 1924 when the vehicle part was still in use. Ray Tobey Collection.

Figure 17
Undated (pre-1924) view of Old Railroad Bridge, Portsmouth to Kittery, Maine
Source: Woodard D. Openo, *The Sarah Mildred Long Bridge*, p. xix.



SECTION OF STANDARD TRACK AND ROADBED, EASTERN DIVISION.

Figure 20
Section of Standard Track and Roadbed, Eastern Division, 1900
Source: "The Eliminating of Grade Crossings and Double Tracking the Eastern Division in New Hampshire", *Boston and Maine Messenger,* vol. 1, no. 6, October 1, 1900, p. 4. [NH State Library]

Garvin, James

From: Joyce McKay [JMcKay@dot.state.nh.us]
Sent: Thursday, February 15, 2007 4:21 PM
To: Garvin, James
Cc: rwalsh@vhb.com; Meredith Germain
Subject: Portsmouth 10665

Rita Walsh from VHB was going to come for the March 1 meeting to discuss mitigation for the railroad bridge, the HAER document. I was wondering if we could do it by email. I know that you had particular concerns about the stone abutments in addition to the fact that the whole bridge is a contributing resource to the Eastern RR District. Would you like the following:

1. Large format photos of the bridge as a whole showing all sides and the track view; photos of the stone abutments; and close-ups showing quarry marks and construction. About 10-12 all together?

2. Design plan of the bridge, making sure that the stone abutments are included. One may exist. If not, at least sketch plans and elevations of the bridge and its abutments.

3. Detailed description of the resource
4. Background information about this specific bridge and summary information about the RR line as well as information about the development of the corridor.

5. Some comparison to similar bridges along the line (illustrated in 35 mm.)

This would also include location maps, map with photo key, a description of the photographs, and the front HAER page which would include a statement of significance.

We would need 2 draft copies for review and 4 final copies including the contact prints.

Anything else?

NH Division of Historical Resources
Determination of Eligibility (DOE)

Date received: 10/4/06 Inventory #: POR0114

Date of group review: 10/11/06 Area: Greenland Road Project Area, Eastern Railroad Historic District

DHR staff: Beth Town/City: Portsmouth

Property name: Two Mill Bridge/Hayes Bridge County: Rockingham

Address: Greenland Road over the Eastern Railroad, 0.8 miles west of I-95

Reviewed for: [X]R&C [ ]PTI [ ]NR [ ]SR [ ]Survey [ ]Other
FHWA/NHDOT, BRF-X-0182(006), 10665

Individual Properties		**Districts**	
NR	SR	NR	SR
[ ]	[ ]Eligible	[x]	[x]Eligible
[ ]	[ ]Eligible, also in district	[ ]	[ ]Not eligible
[x]	[x]Eligible, in district	[ ]	[ ]More information needed
[ ]	[ ]Not eligible	[ ]	[ ]Not evaluated @ district
[ ]	[ ]More information needed		
[ ]	[ ]Not evaluated for individual eligibility		

Integrity: [x]Location [x]Design [x]Setting [x]Materials
[x]Workmanship [x]Feeling [x]Association

Criteria: [x]A. Event [ ]B. Person [x]C. Architecture/Engineering
[ ]D. Archaeology [ ]E. Exception

Level: [x]Local [ ]State [ ]National

STATEMENT OF SIGNIFICANCE:
☐ **IF THIS PROPERTY IS REVIEWED IN THE FUTURE, ADDITIONAL DOCUMENTATION WILL BE NEEDED.**

The Two Mile Bridge is eligible for the National Register as a contributing structure in the Eastern Railroad Historic District (see 3/13/02 DOE). Changes to the bridge to create safe grade separation in 1930 fall within the district's period of significance and illustrate an important early 20th century trend. The early construction of the abutments, dating to the line's opening in 1839, is also significant. However, the entire structure is a contributing element in the district.

For future reference, detailed information on the current transportation project's proposed impacts to a historic resource should not be included in an individual inventory form (see also project area form DOE). In the future, text including this type of information will need to be revised.

☒ **ENTERED INTO DATABASE**
ACREAGE: 0.03 acres
PERIOD OF SIGNIFICANCE: district: 1839 to the NR 50 year cut-off (currently 1956)
AREA OF SIGNIFICANCE: district: transportation, engineering
BOUNDARY: encompassed by district boundaries
SURVEYOR: Katie K. Reed, VHB, for FHWA/DOT

FOLLOW-UP: Notify surveyor and agencies of eligibility.

Final DOE approved by: E D Murphy

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 1 description: Train tracks near Massachusetts state line (MP 41.44)
Roll #: 4 Frame #: 23 Direction: north

Photo # 2 description: Train tracks near Mill Pond, Seabrook (MP 42.00)
Roll #: 4 Frame #: 14 Direction:

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

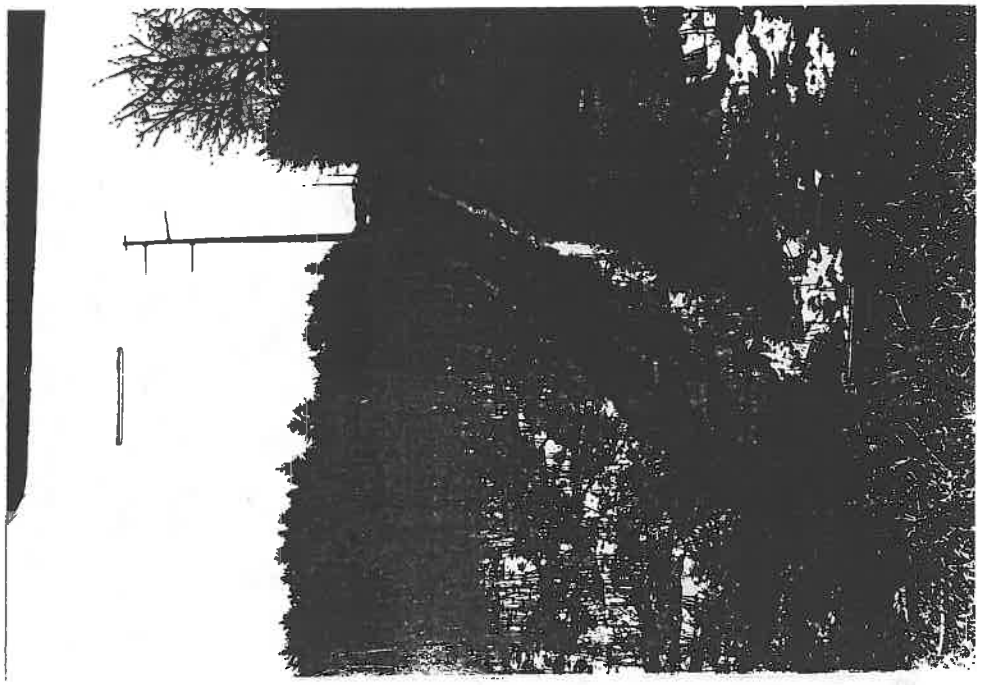


Photo # 3 description: Tracks looking south from Brimmer Road, Hampton Falls (MP 44.11)
Roll #: 7 Frame #: 2 Direction: south

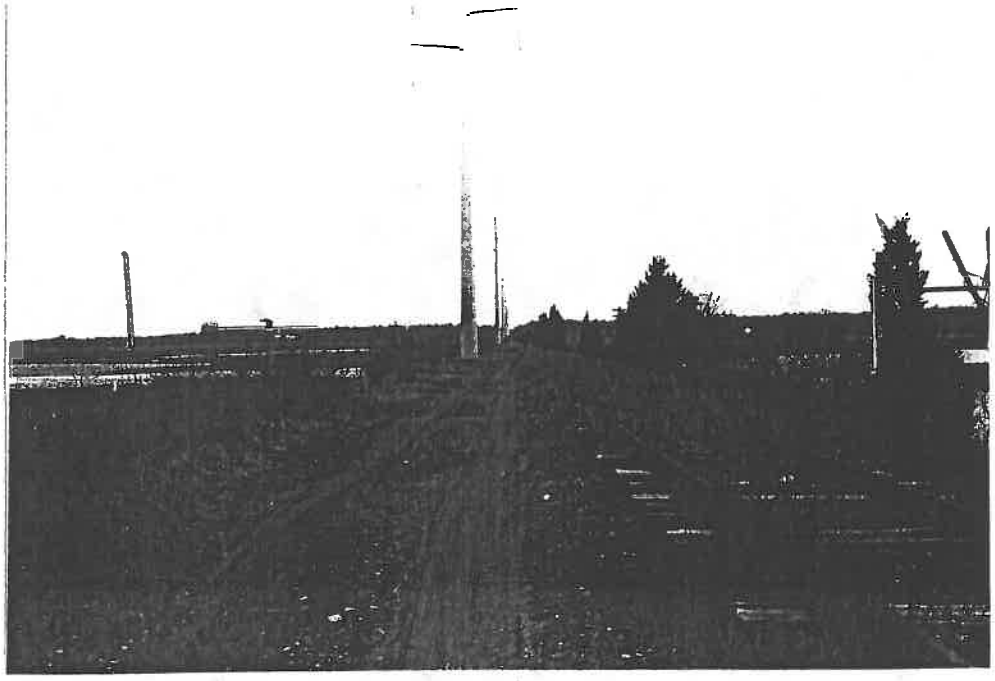


Photo # 4 description: Train tracks through tidal wetlands, Hampton
Roll #: 8 Frame #: 5 Direction: south

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

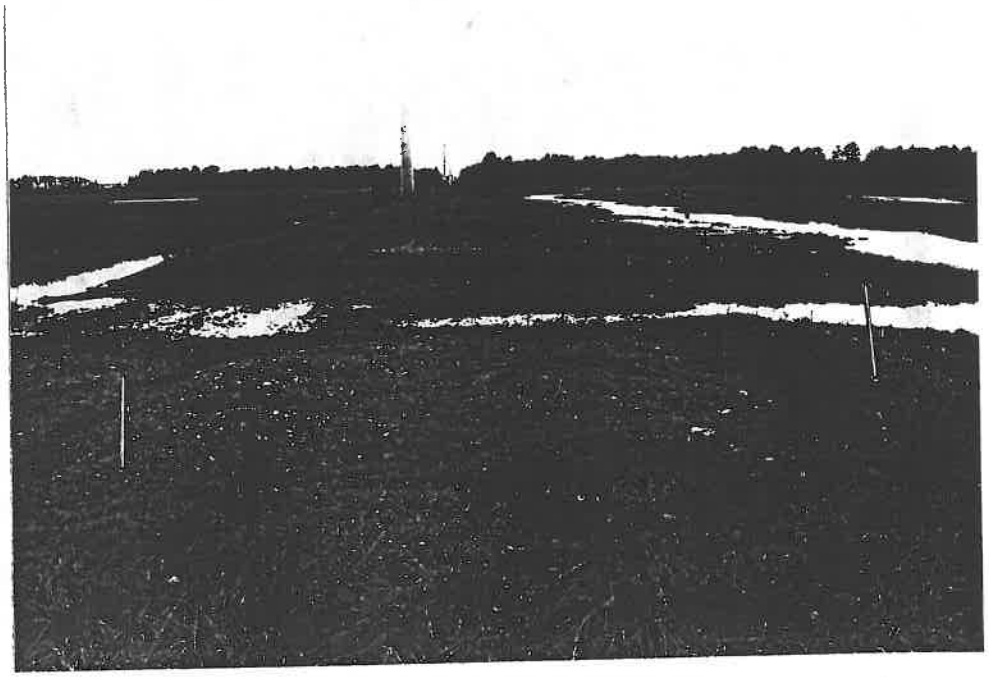


Photo # 5 description: Tidal wetlands, Hampton showing total loss of tracks in this area
Roll #: 8 Frame #: 13 Direction: south

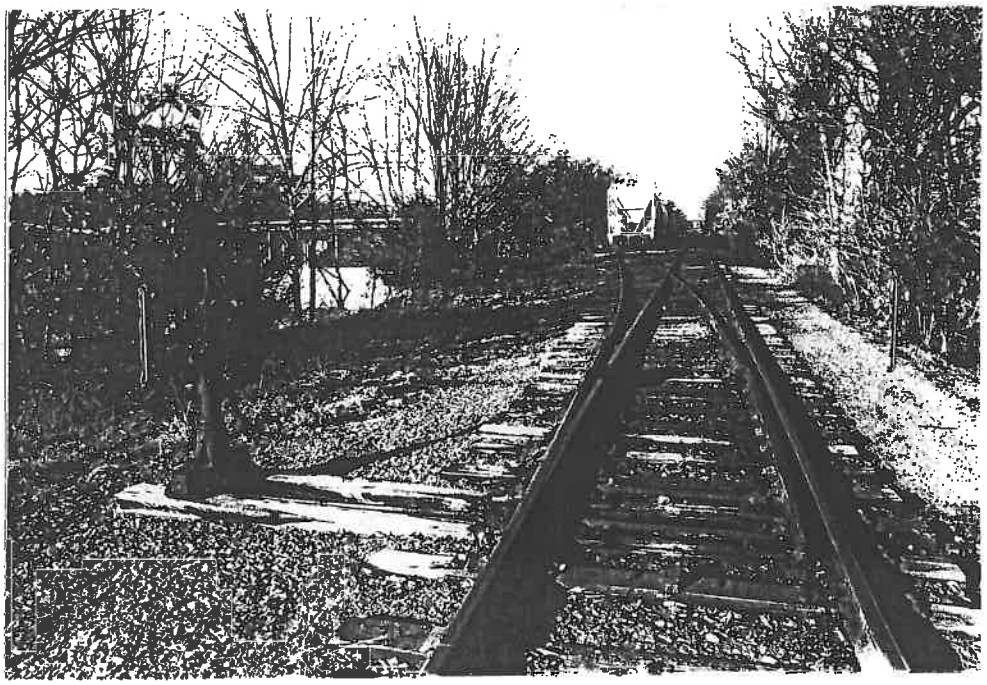


Photo # 6 description: Train tracks, Hampton near MP46.20
Roll #: 7 Frame #: 9 Direction: north

Address: Eastern Railroad Date taken: Dec. 2001-Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

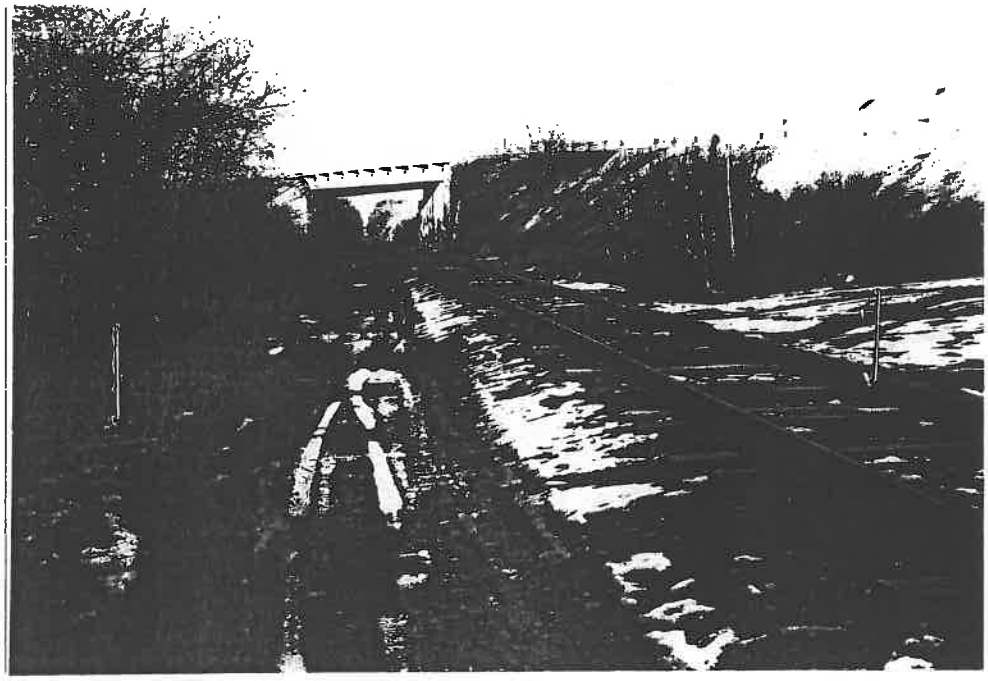


Photo # 7 description: Train tracks in Hampton near MP 47.70
Roll #: 5 Frame #: 9 Direction: north

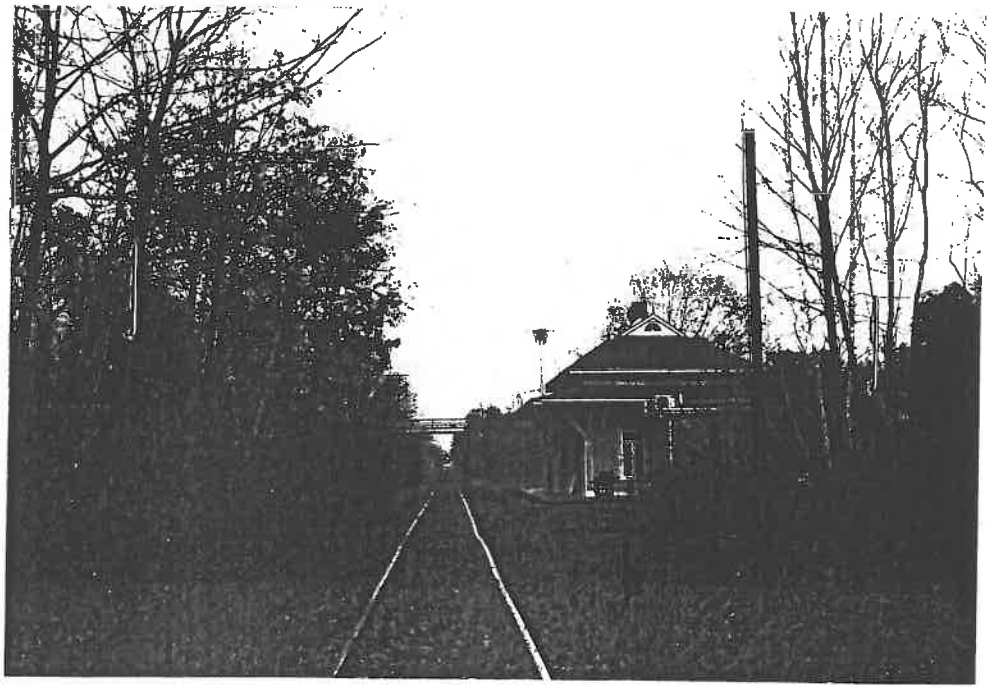


Photo # 8 description: Train tracks near North Hampton depot (MP 48.69)
Roll #: 1 Frame #: 13 Direction: north

Address: Eastern Railroad Date taken: Jarn. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 9 description: Train tracks at Breakfast Hill, Greenland (MP 51.40)
Roll #: 3 Frame #: 1 Direction: north

Photo # 10 description: Train tracks in Portsmouth near MP 52.00
Roll #: 3 Frame #: 4 Direction: north

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

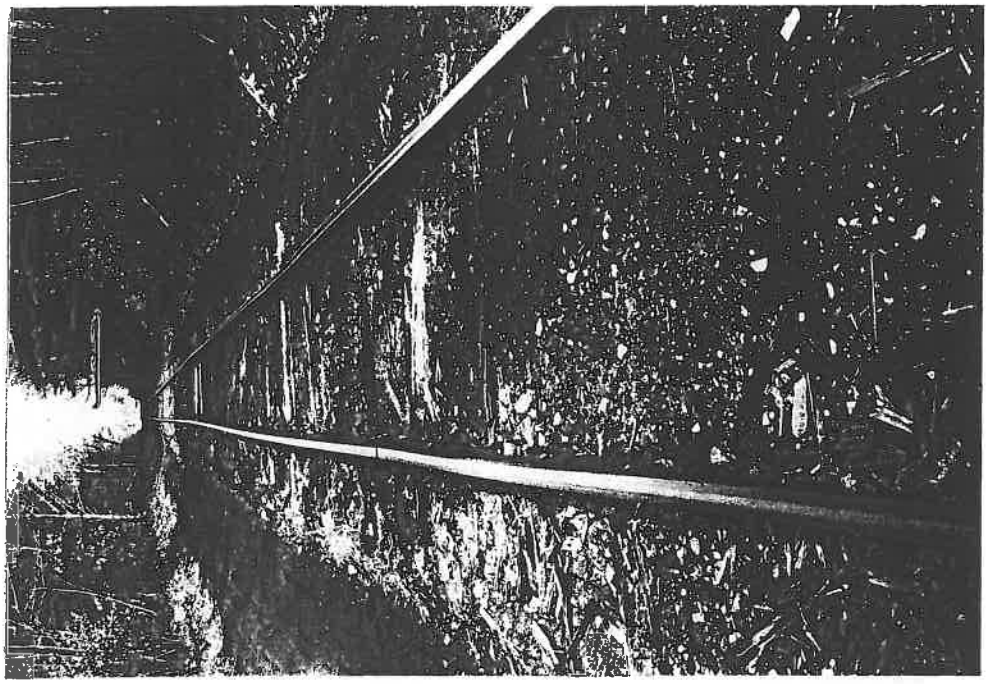


Photo # 11 description: Train tracks in southern Portsmouth (near MP 53.00)
Roll #: 3 Frame #: 10 Direction: north

Photo # 12 description: Train tracks at Middle Road, Portsmouth (MP 54.93)
Roll #: 4 Frame #: 1 Direction: north

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 13 description: Junction of Eastern and Western Division tracks, Portsmouth
Roll #: 6 Frame #: 23 Direction: south

Photo # 14 description: Train tracks in former Portsmouth railyard
Roll #: 6 Frame #: 12 Direction: north

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

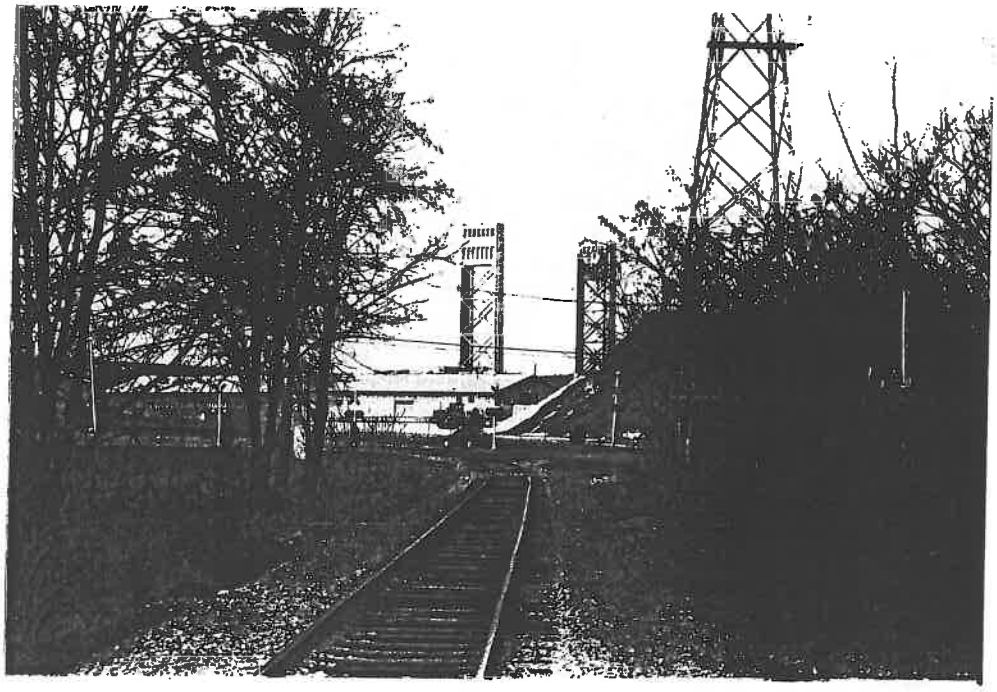


Photo # 15 description: Tracks north of Maplewood Ave., Portsmouth
Roll #: 6 Frame #: 7 Direction: north

Photo # 16 description: Former Atlantic station shelter?, Seabrook
Roll #: 4 Frame #: 20 Direction: east

Address: Eastern Railroad Date taken: Dec. 2001-Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 17 description: Former Hampton Falls depot?, 26 Depot St.
Roll #: 7 Frame #: 8 Direction: NW

Photo # 18 description: North Hampton depot, trackside elevation
Roll #: 1 Frame #: 12 Direction: SE

Address: Eastern Railroad Date taken: Dec. 2001-Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 19 description: North Hampton depot (east elevation)
Roll #: 1 Frame #: 11 Direction: SW

Photo #20 description: Hampton depot (west, trackside elevation)
Roll #: 7 Frame #: 12 Direction: NE

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

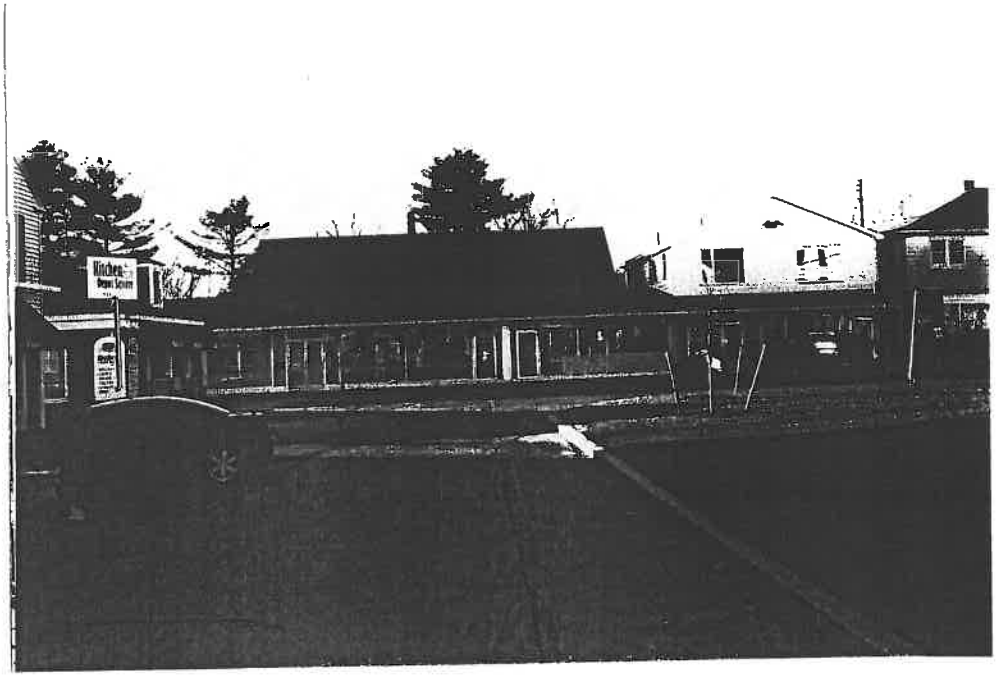


Photo #21 description: Hampton depot (East elevation)
Roll #: 7 Frame #: 18 Direction: west

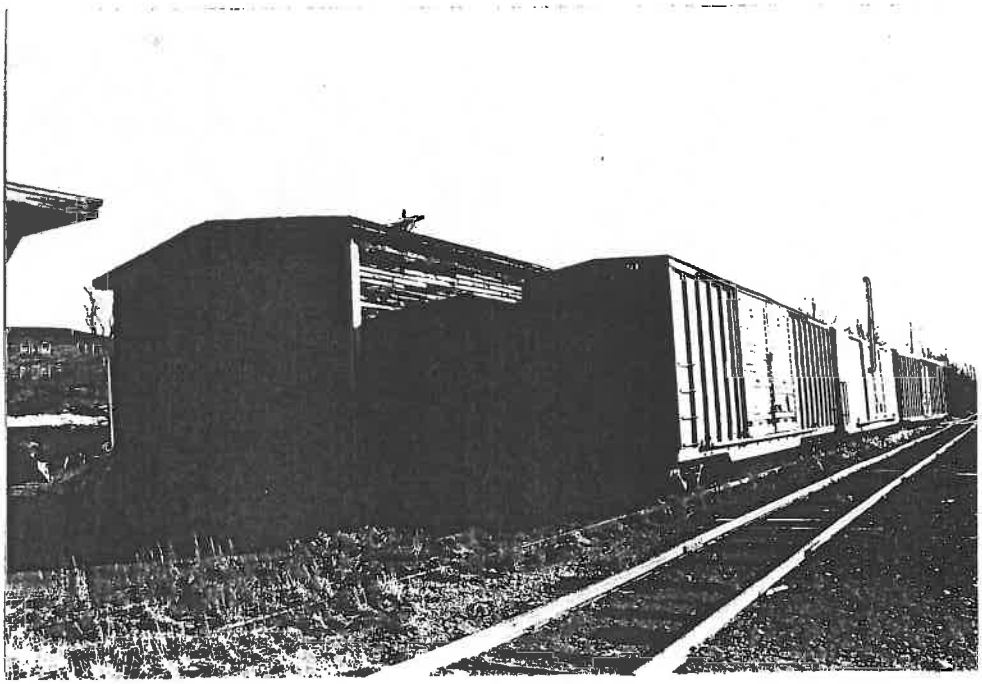


Photo # 22 description: Former Hampton freight house
Roll #: 7 Frame #: 16 Direction: SE

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo #23 description: remains of roundhouse at Portsmouth
Roll #: 5 Frame #: 17 Direction:

Photo #24 description: Detail, Portsmouth roundhouse
Roll #: 5 Frame #: 20 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

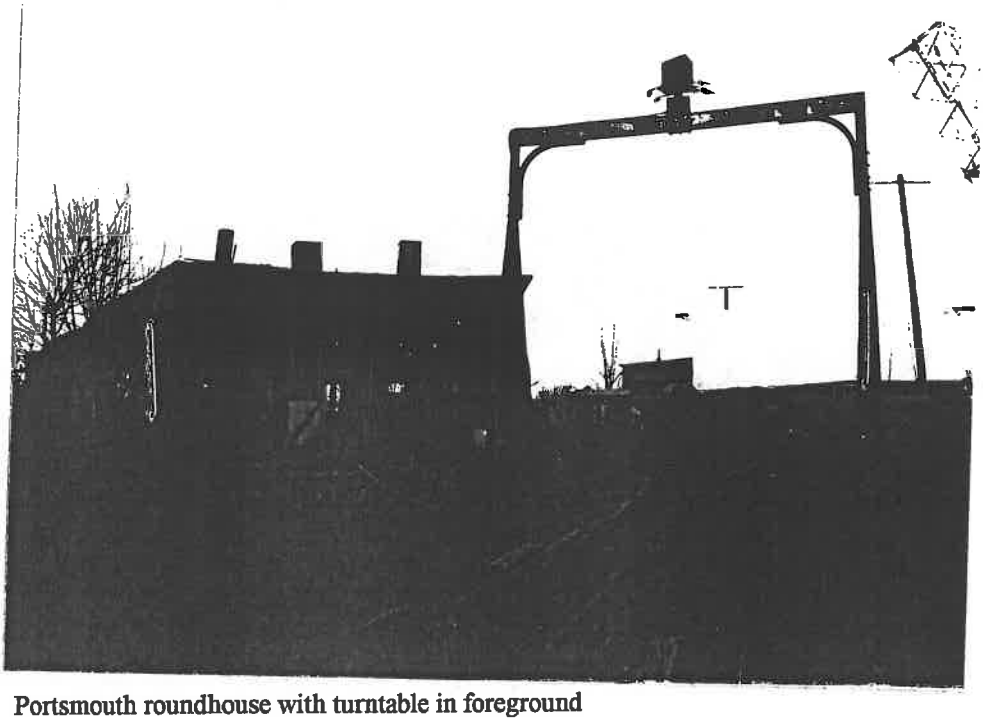


Photo #25 description: Portsmouth roundhouse with turntable in foreground
Roll #: 5 Frame #: 16 Direction:

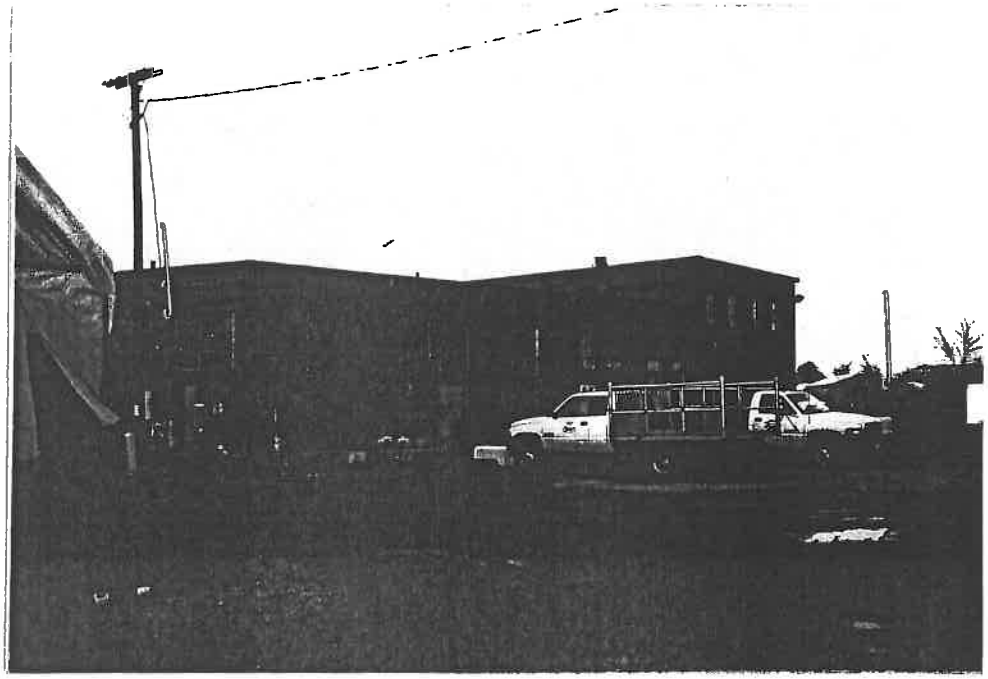


Photo #26 description: Former B & M Machine Shop
Roll #: 5 Frame #: 22 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

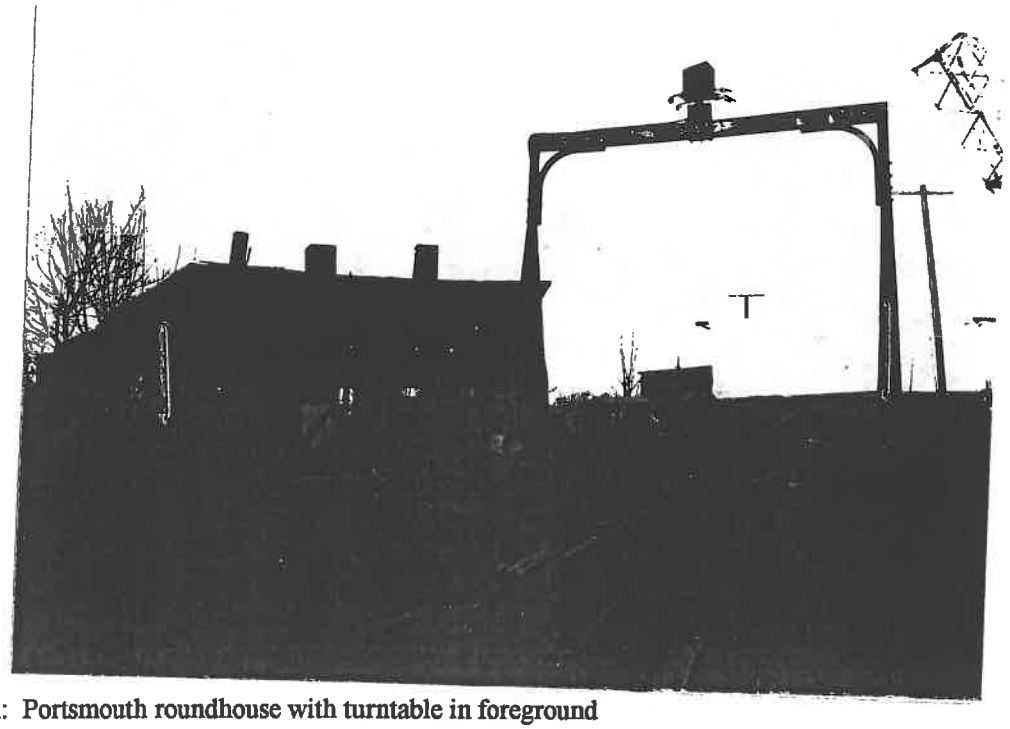


Photo #25 description: Portsmouth roundhouse with turntable in foreground
Roll #: 5 Frame #: 16 Direction:

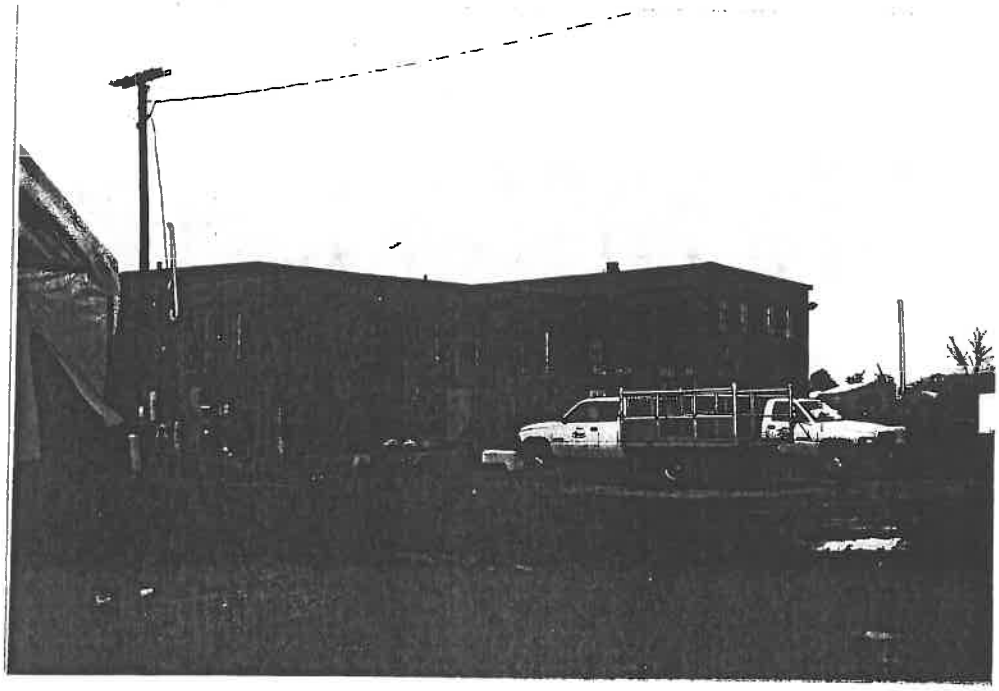


Photo #26 description: Former B & M Machine Shop
Roll #: 5 Frame #: 22 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo #27 description: Steel stringer bridge over Walton Road, Seabrook (41.92)
Roll #: 4 Frame #: 10 Direction:

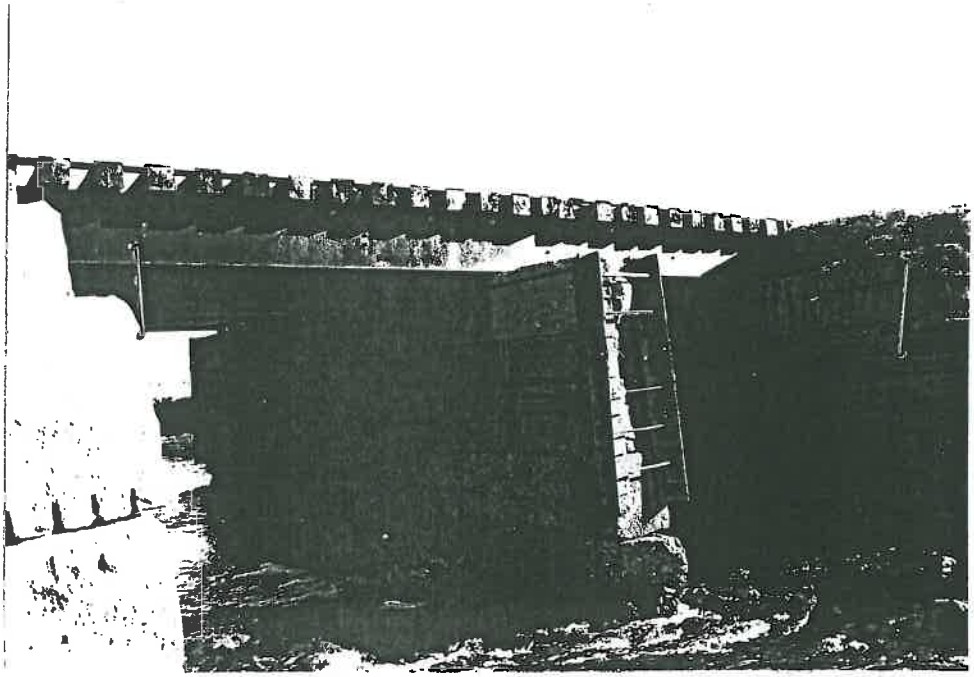


Photo # 28 description: Steel stringer bridge over Hampton Falls River (44.24)
Roll #: 7 Frame #: 4 Direction:

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

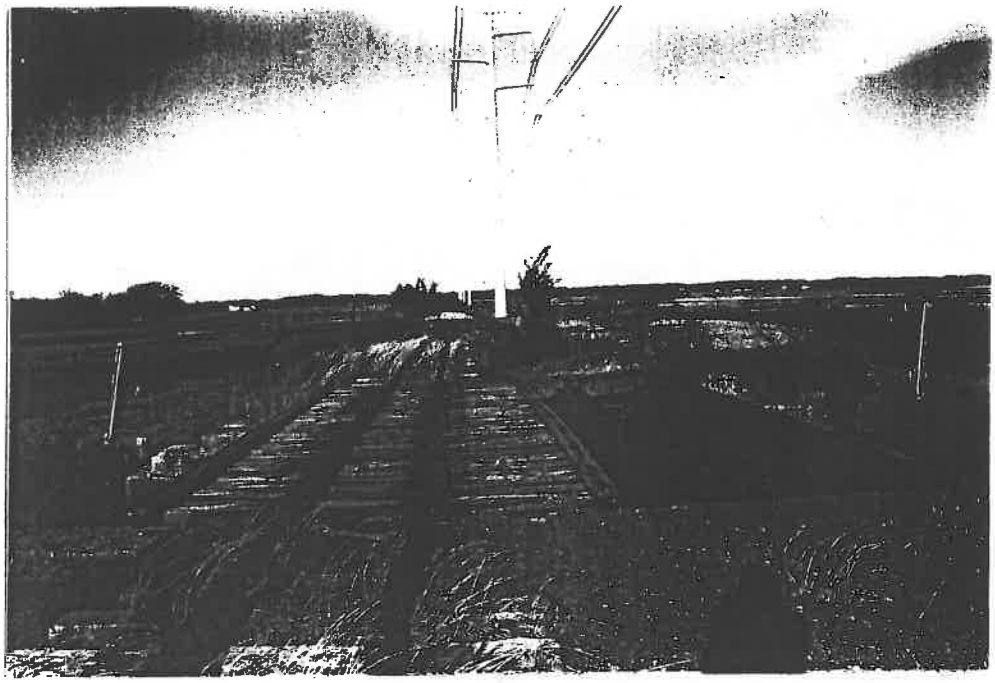


Photo #29 description: Steel stringer over Hampton Falls River (44.24)
Roll #: 7 Frame #: 7 Direction:

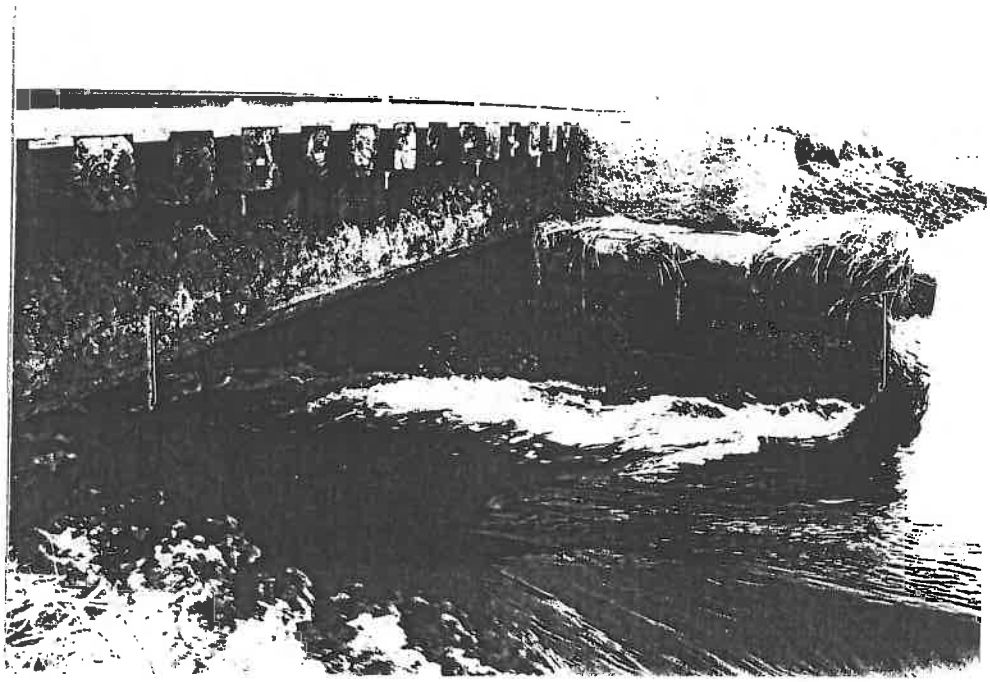


Photo #30 description: Iron stringer bridge over creek (44.76), Hampton
Roll #: 8 Frame #: 11 Direction:

Address: Eastern Railroad Date taken: March 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 31 description: Iron stringer over Creek (44.76)
Roll #: 8 Frame #:11 Direction: south

Photo # 32 description: Steel stringer bridge, Hampton (46.20)
Roll #: 8 Frame #: 18 Direction: west

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 33 description: Iron stringer bridge, Hampton (46.40)
Roll #: 7 Frame #: 19 Direction: west

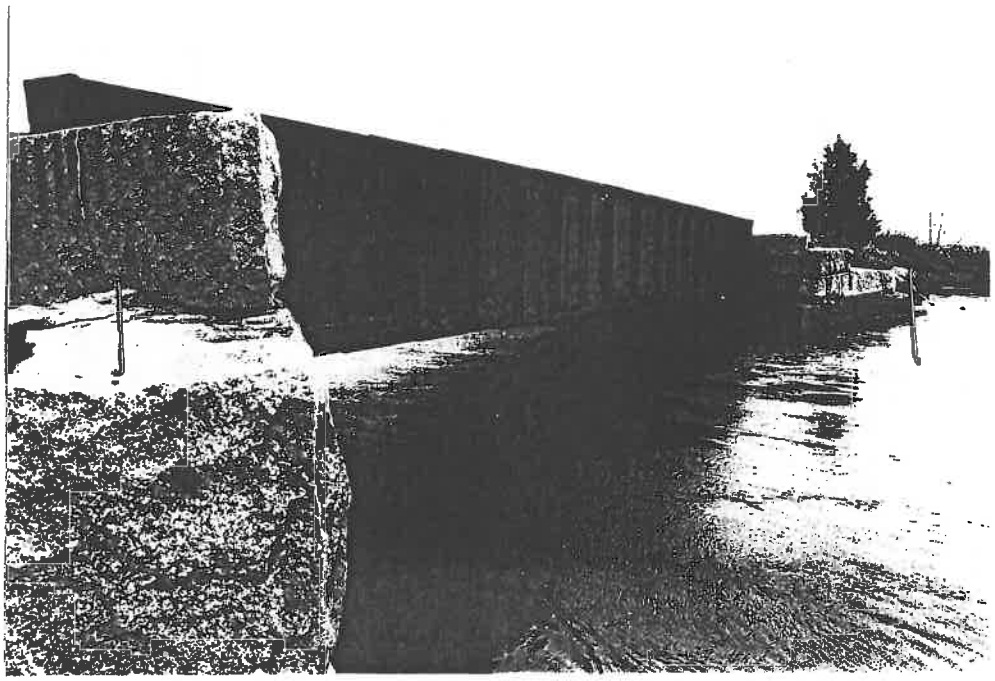


Photo # 34 description: Thru Plate Girder Bridge over Hampton River, Hampton (45.34)
Roll #: 8 Frame #:7 Direction: SE

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 35 description: Deck of bridge over Hampton River (45.34)
Roll #: 8 Frame #: 8 Direction:

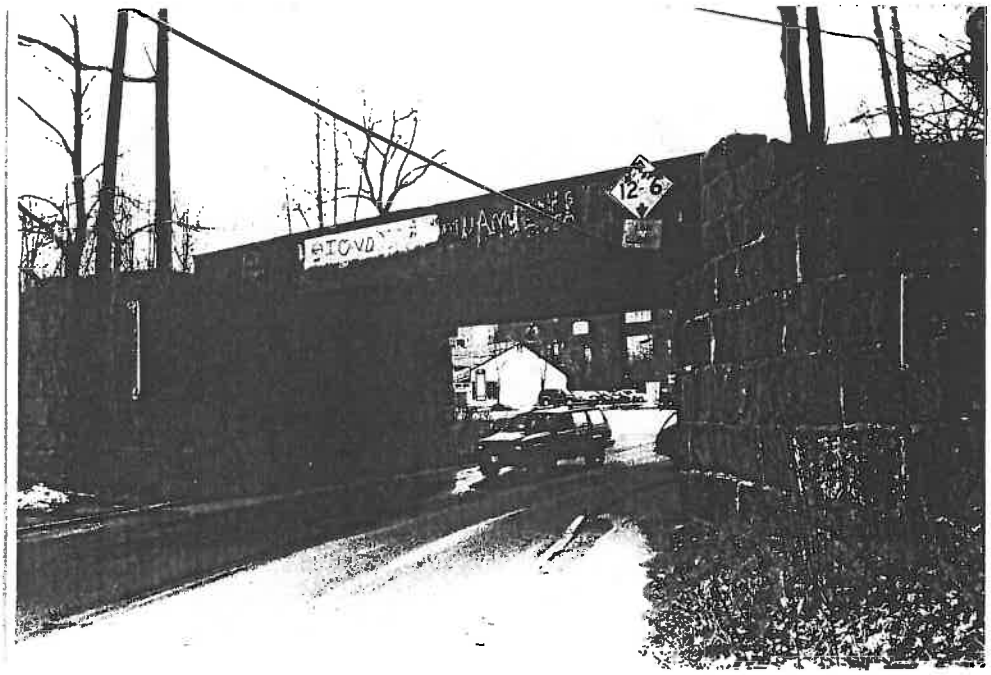


Photo #36 description: Thru Plate Girder Bridge over Bartlett Street, Portsmouth (56.19)
Roll #: 6 Frame #: 19 Direction:

Address: Eastern Railroad Date taken: March 2002 Negative stored at: L.Mausolf, Reading, MA

Photo #37 description: Half Thru Plate Girder Bridge over Drakeside Road, Hampton (46.02)
Roll #: 8 Frame #: 2 Direction: west

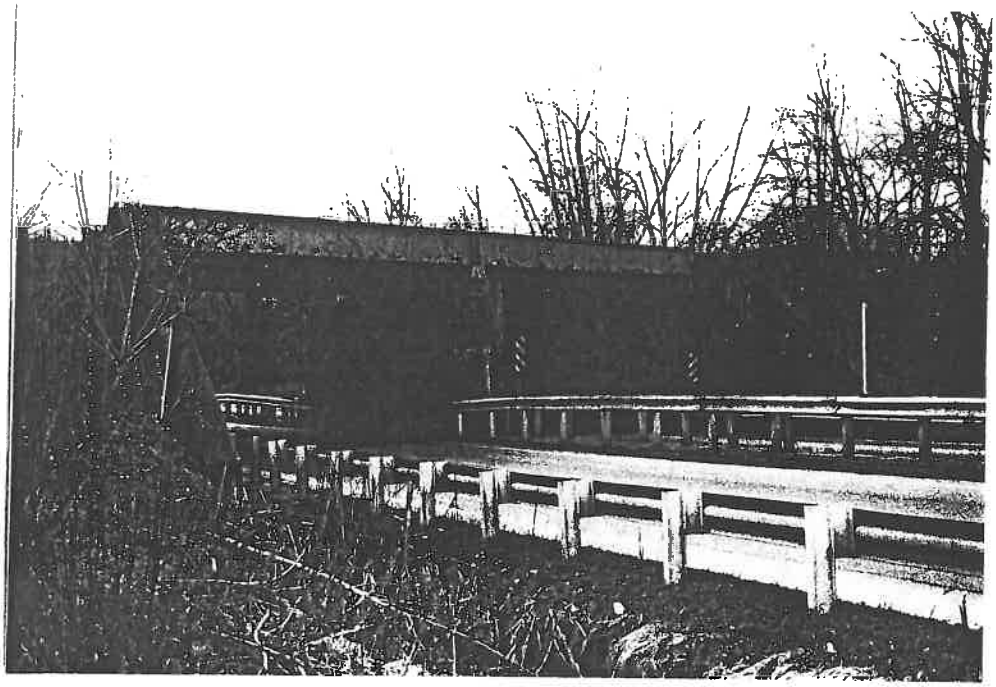


Photo #38 description: Through Rolled Girder Bridge over Rt. 1 Bypass, Portsmouth (55.83)
Roll #: 8 Frame #:19 Direction: SW

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo #39 description: Thru Rolled Girder Bridge over Rt. 1A, Portsmouth (55.83)
Roll #: 6 Frame #: 22 Direction:

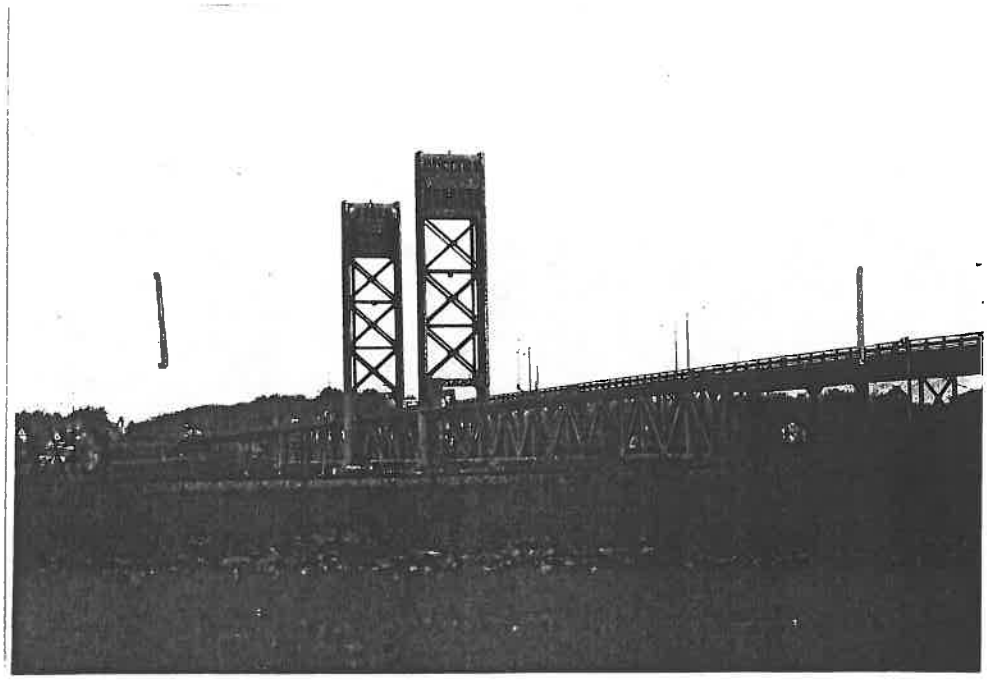


Photo # 40 description: Interstate (Long) Bridge, Portsmouth (57.23)
Roll #: 6 Frame #: 15 Direction:

Address: Eastern Railroad Date taken: Dec.2001-Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo #41 description: Bridge carrying Atlantic Ave. over RR, North Hampton (48.78)
Roll #: 1 Frame #: 15 Direction: north

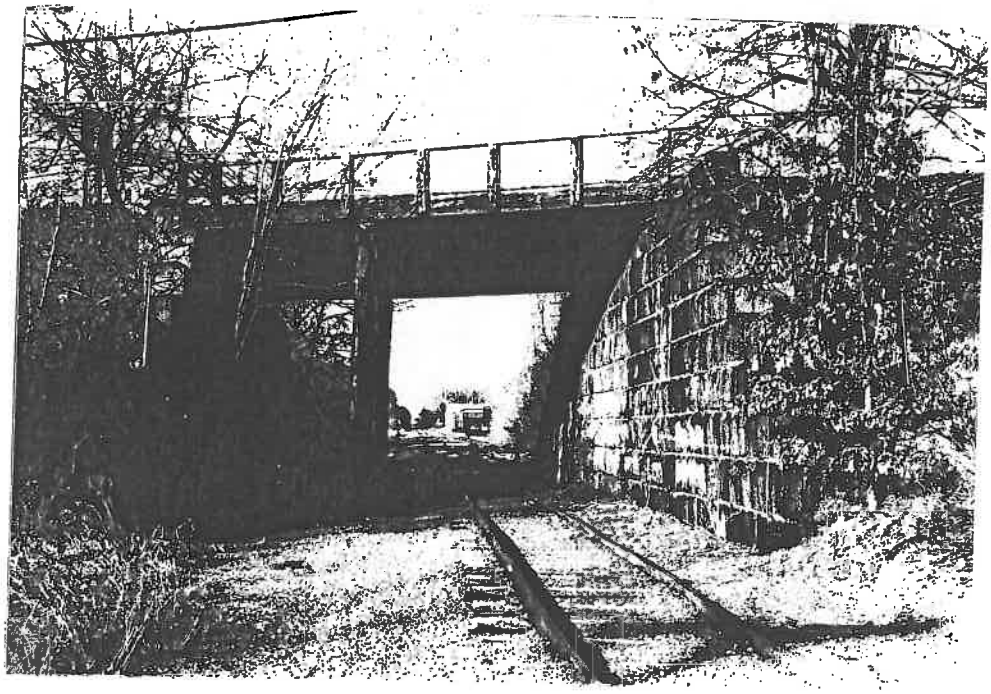


Photo #42 description: Wood stringer bridge carrying Exeter Road over RR, Hampton (46.59)
Roll #: 7 Frame #: 14 Direction: north

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 43 description: Wood stringer bridge carrying Lobbs Hole Road over RR, North Hampton (48.18)
Roll #: 5 Frame #: 11 Direction: north

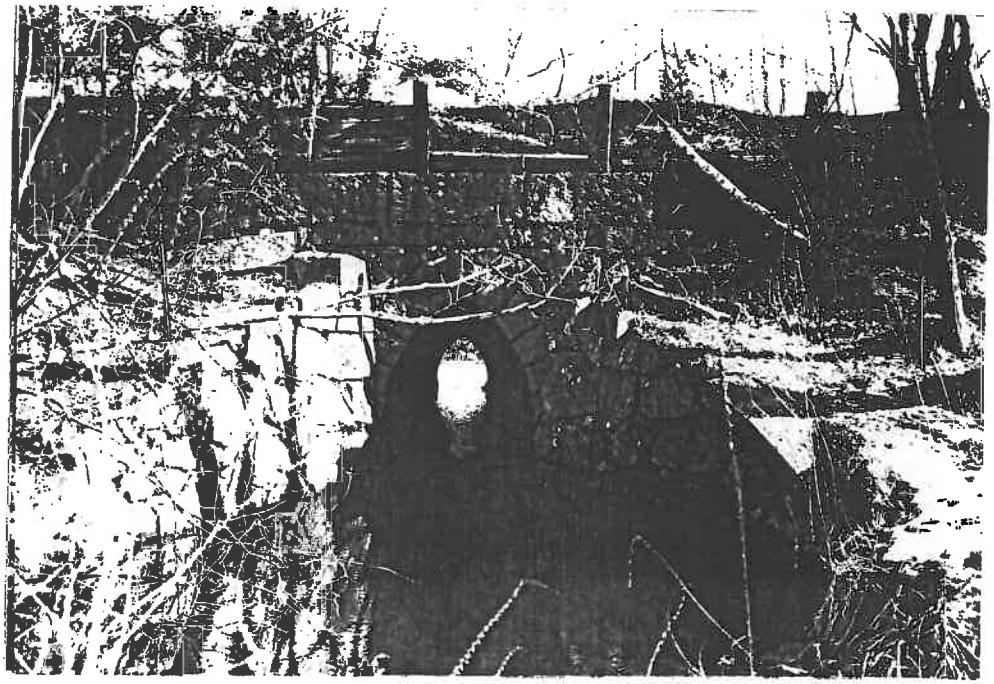


Photo # 44 description: Gothic arch culvert, Mill Pond, Seabrook (42.04)
Roll #: 4 Frame #: 17 Direction:

Address: Eastern Railroad Date taken: Dec.-2001-Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 45 description: Double stone box culvert, North Hampton (49.48)
Roll #: 1 Frame #: 22 Direction:

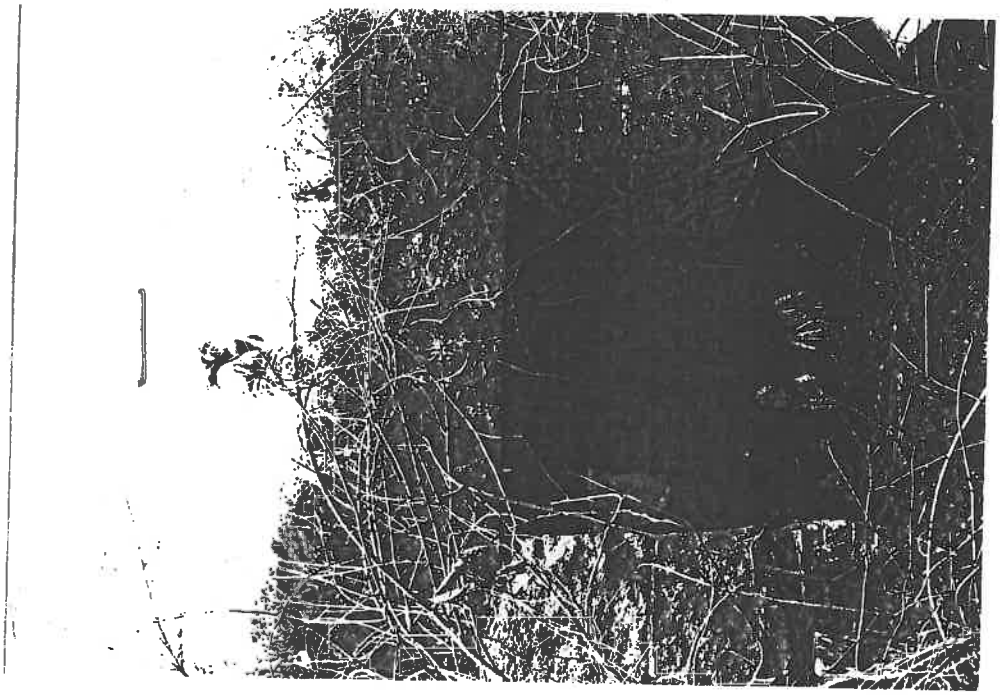


Photo #46 description: Stone box cattle pass, Portsmouth (54.60)
Roll #: 3 Frame #: 24 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

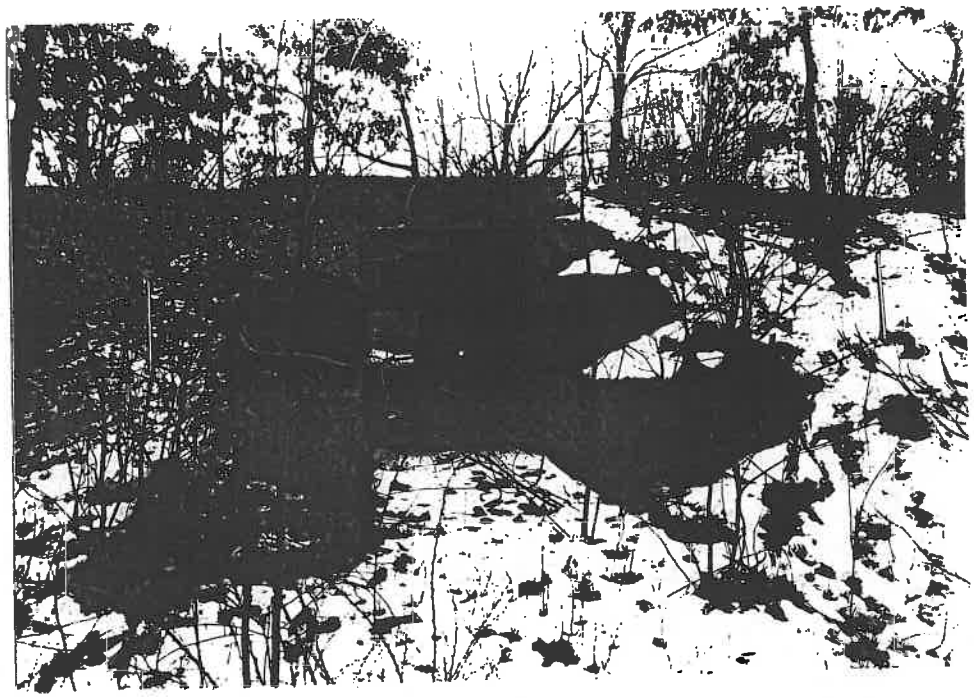


Photo # 47 description: Stone box cattle pass, Hampton (47.42)
Roll #: 5 Frame #: 1 Direction:

Photo #48 description: Stone box culvert below cattle pass, Hampton (47.42)
Roll #: 5 Frame #: 2 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 49 description: Stone box culvert, Portsmouth (54.07)
Roll #: 3 Frame #: 19 Direction:

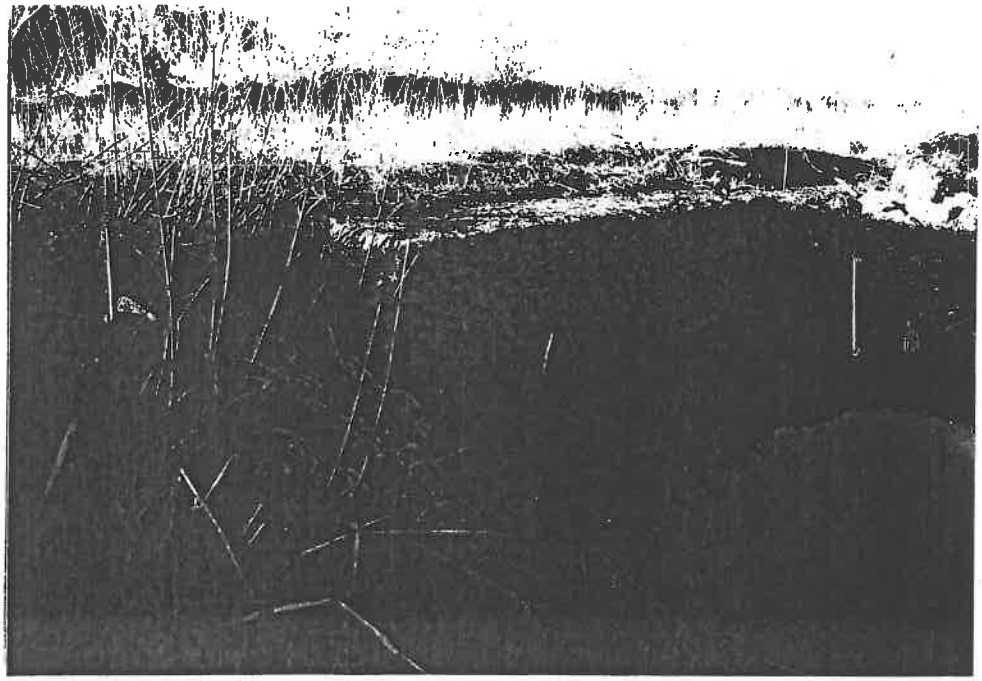


Photo # 50 description: Stone box culvert, Greenland (51.30)
Roll #: 2 Frame #: 4 Direction:

Address: Eastern Railroad Date taken: Dec. 2001 Negative stored at: L.Mausolf, Reading, MA

Photo #51 description: Granite mile marker, MP 49, North Hampton
Roll #: 1 Frame #: 17 Direction: north

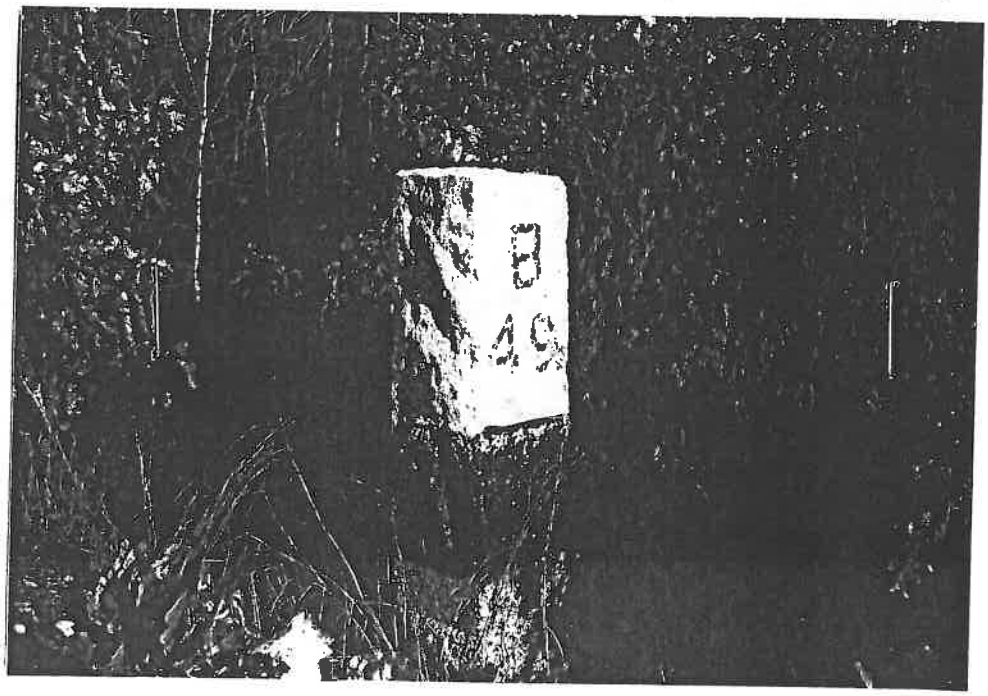


Photo # 52 description: Granite milepost, 49.00, North Hampton
Roll #: 1 Frame #: 18 Direction: NE

Address: Eastern Railroad Date taken: Jan.-March 2002 Negative stored at: L.Mausolf, Reading, MA

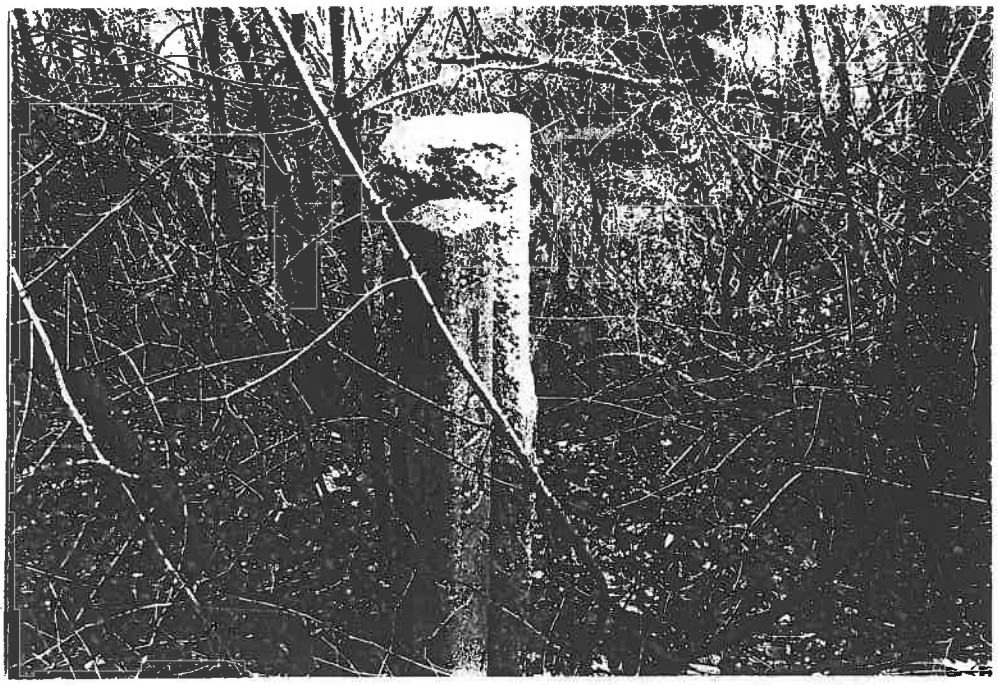


Photo # 53 description: Section Marker 139 and Mile Post Marker 46.00, Hampton
Roll #: 8 Frame #: 16 Direction: east

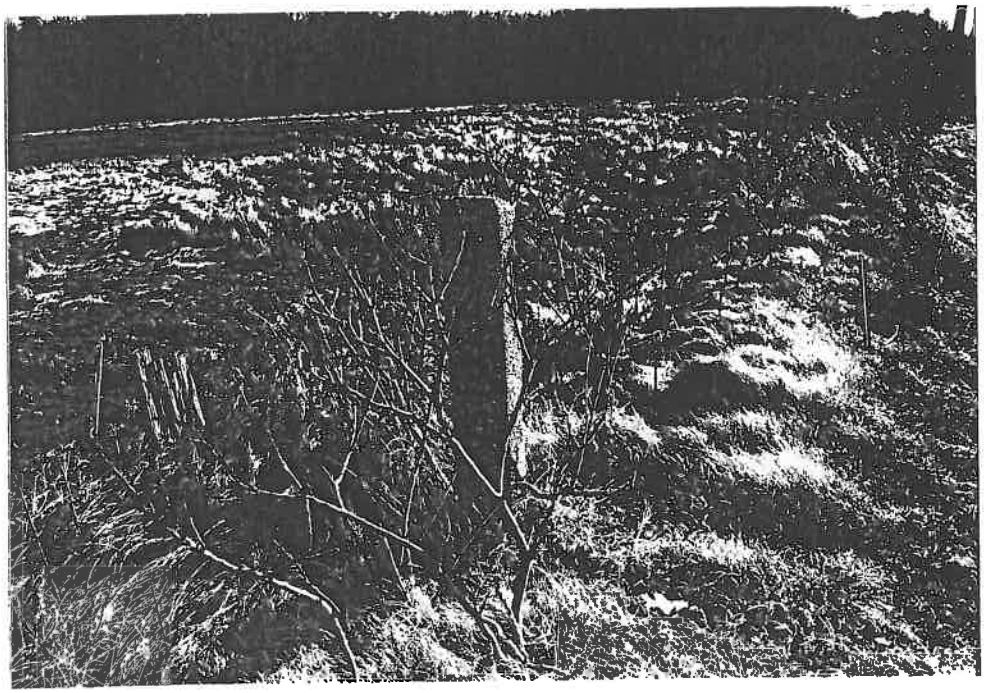


Photo # 54 description: Bridge marker, 44.24, Hampton Falls
Roll #: 7 Frame #: 5 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

Photo # 55 description: Whistle Post, 53. . Portsmouth
Roll #: 3 Frame #: 11 Direction:

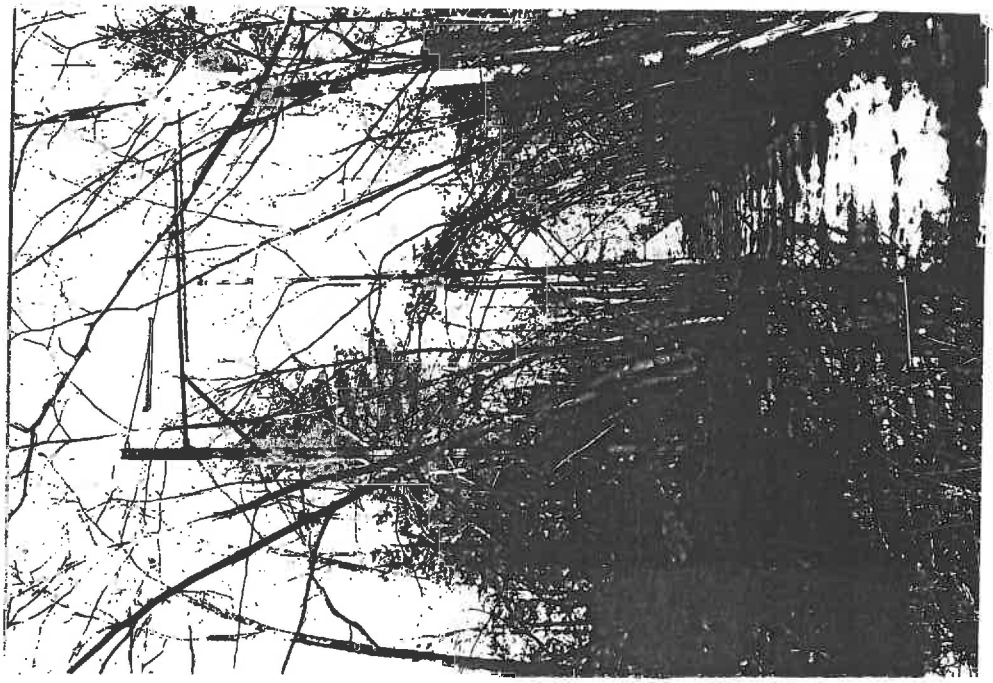


Photo #56 description: Tell tale, Seabrook (41.45)
Roll #: 4 Frame #: 21 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

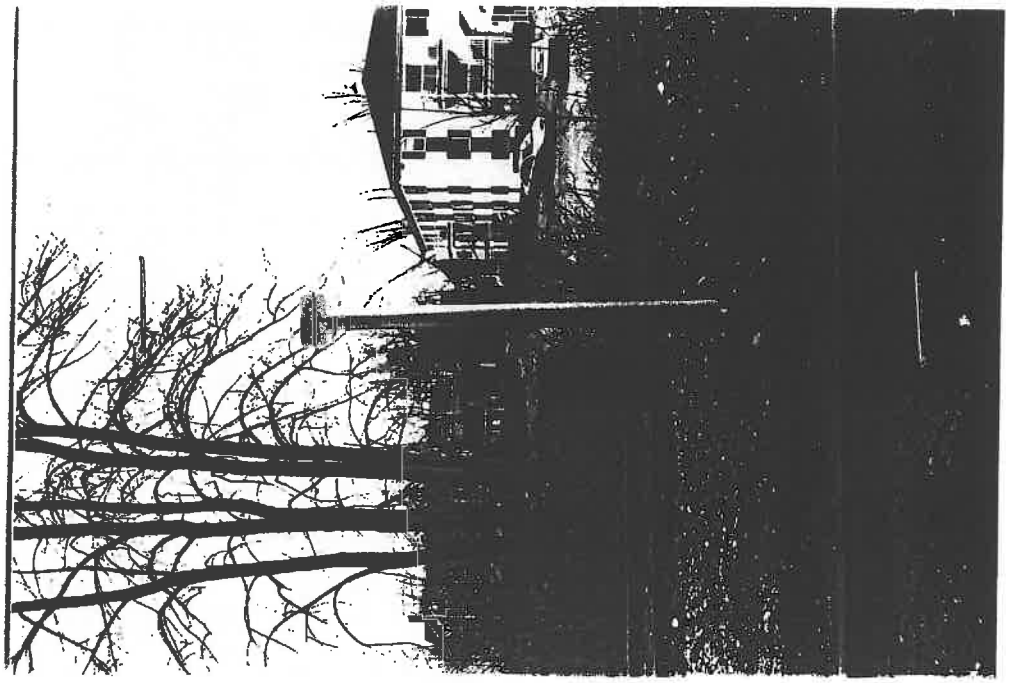


Photo # 57 description: Sign for Emery, Portsmouth (56.00)
Roll #: 6 Frame #: 20 Direction:

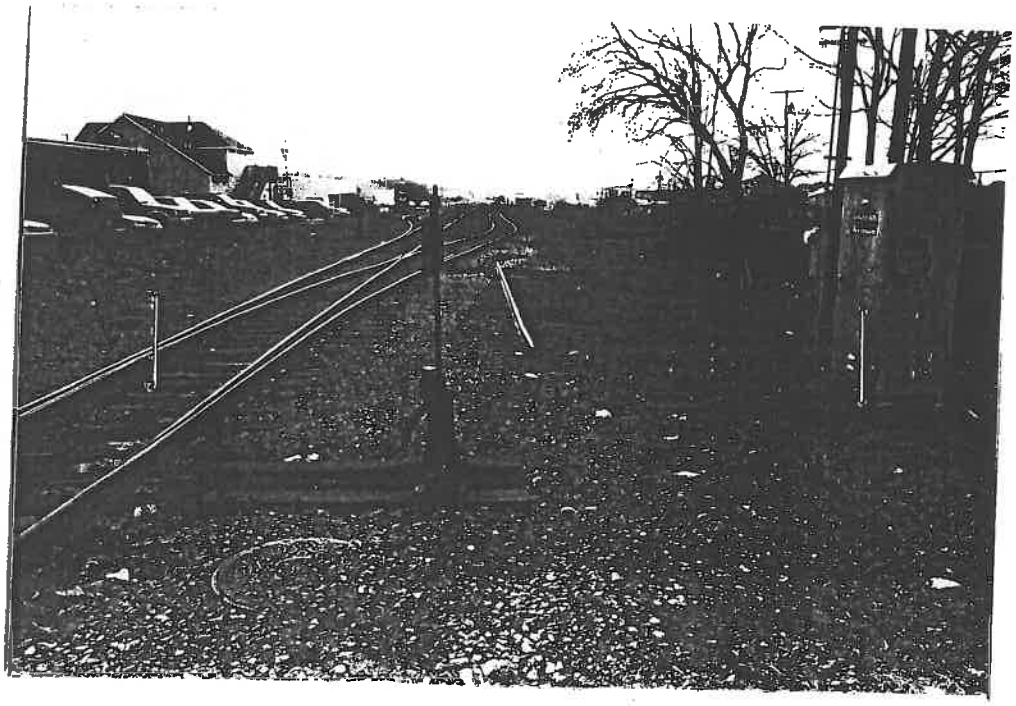


Photo # 58 description: switch and sign at Portsmouth
Roll #: 6 Frame #: 9 Direction:

Address: Eastern Railroad Date taken: Jan. 2002 Negative stored at: L.Mausolf, Reading, MA

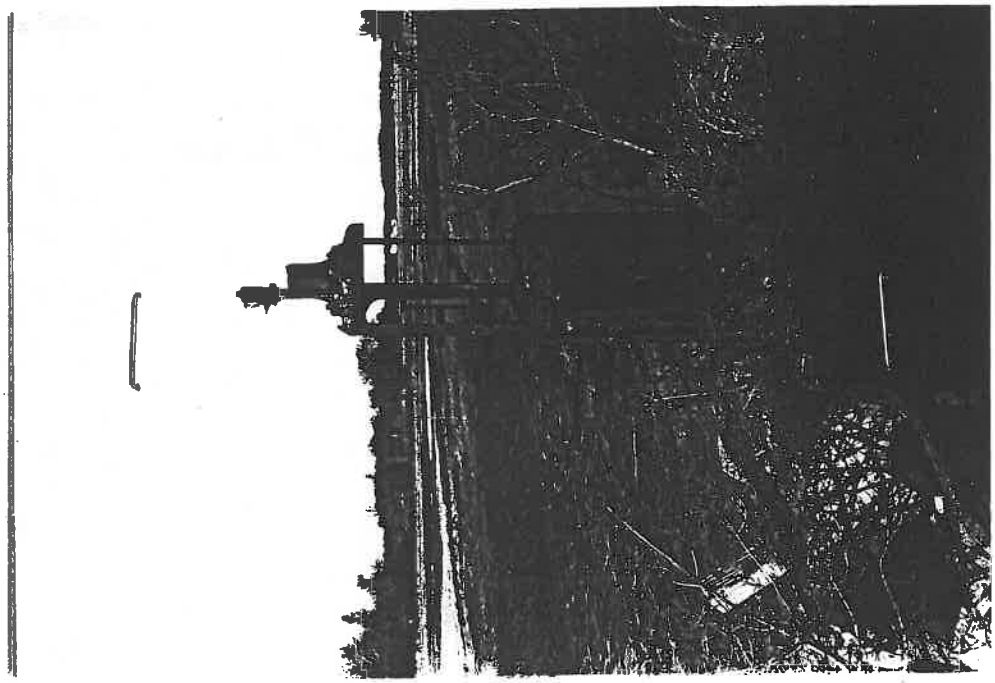


Photo # 59 description: Signal P444, Hampton (44.28)
Roll #: 7 Frame #: 3 Direction:

Photo # 60 description: Switch, 55.83, Portsmouth
Roll #: 6 Frame #: 21 Direction: north

Resources along the Eastern Railroad (Eastern Division) Corridor

Railroad	Town	Resource	Type	Mile Mark	Extant	Length (ft.)	Other Dim.	Feature Crossed
Eastern Div.	Seabrook	Bridge	Overhead I-Beam & Conc.	41.42	yes	37'6"	20'7"	
Eastern Div.	Seabrook	Signal	Tell Tale	41.45	yes	0		
Eastern Div.	Seabrook	Building	Station Shelter	41.47	yes? (ruins)	0		
Eastern Div.	Seabrook	Signal	Block Signal	41.60		0		
Eastern Div.	Seabrook	Culvert	Stone Box	41.88	no	12'	2' wide	
Eastern Div.	Seabrook	Bridge	Steel Stringer	41.92	yes	20'6"	14'7" high	Walton Road
Eastern Div.	Seabrook	Signal	Mile Post	42.00	yes	0		
Eastern Div.	Seabrook	Culvert	Stone Arch	42.04	yes	23'	6' wide	Mill Pond
Eastern Div.	Seabrook	Signal	Block Signal	42.10		0		
Eastern Div.	Seabrook	Other	Farm Crossing	42.15		0		
Eastern Div.	Seabrook	Culvert	Stone Box	42.28		8'	2'6" wide	
Eastern Div.	Seabrook	Signal	Signal P-426	42.40		0		
Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	42.49		3'	1'6" wide	
Eastern Div.	Seabrook	Signal	Tell Tale	42.60		0		
Eastern Div.	Seabrook	Bridge	Overhead Wood Stringer	42.63	no	29'8"	17'9"	
Eastern Div.	Seabrook	Signal	Tell Tale	42.65	no	0		
Eastern Div.	Seabrook	Building	Depot	42.66	no	0		
Eastern Div.	Seabrook	Culvert	Stone Box	42.75			2' wide	
Eastern Div.	Seabrook	Culvert	Stone Box	42.80	yes	11'	4' wide	
Eastern Div.	Seabrook	Culvert	Stone Box	42.86	yes	10'6"	4' wide	
Eastern Div.	Seabrook	Signal	Signal P-429	42.90	yes	0		
Eastern Div.	Seabrook	Signal	Mile Post	43.00		0		
Eastern Div.	Seabrook	Other	Farm Crossing	43.20		0		

Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	43.26		6'	3'wide	
Eastern Div.	Seabrook	Signal	Tell Tale	43.38		0		
Eastern Div.	Seabrook	Bridge	Overhead Wood Stringer	43.40	?	31'	17'9"	
Eastern Div.	Seabrook	Signal	Tell Tale	43.42		0		
Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	43.78		14'	4' wide	
Eastern Div.	Hampton Falls	Cattle Pass	Rail Top	43.92		6'	8' high	
Eastern Div.	Hampton Falls	Signal	Mile Post	44.00		0		
Eastern Div.	Hampton Falls	Signal	Tell Tale	44.09	yes	0		
Eastern Div.	Hampton Falls	Signal	Whistle Post	44.10		0		
Eastern Div.	Hampton Falls	Bridge	Overhead Wood Stringer	44.11	no	29'9"	17'10" high	
Eastern Div.	Hampton Falls	Signal	Tell Tale	44.13	no	0		
Eastern Div.	Hampton Falls	Bridge	Steel Stringer	44.24	yes	28	13'3" high	Hampton Falls River
Eastern Div.	Hampton Falls	Signal	Signal P-444	44.28	yes	0		
Eastern Div.	Hampton Falls	Signal	Crossing Sign	44.35	no	0		Hampton Falls Landing
Eastern Div.	Hampton Falls	Building	Depot	44.36	no	0		
Eastern Div.	Hampton Falls	Other	Coal Box	44.37	no	0		
Eastern Div.	Hampton Falls	Building	Freight House	44.45	no	0		
Eastern Div.	Hampton Falls	Other	Farm Bridge X-ing	44.60	no	0		
Eastern Div.	Hampton Falls	Signal	Whistle Post	44.65	no	0		
Eastern Div.	Hampton	Bridge	Iron Stringer	44.76	yes	18'	13' high	Creek
Eastern Div.	Hampton	Other	Farm Bridge X-ing	44.85	no	0		
Eastern Div.	Hampton	Signal	Mile Post	45.00	no	0		
Eastern Div.	Hampton	Other	Farm Bridge X-ing	45.10	no	0		
Eastern Div.	Hampton	Bridge	Through Plate Girder	45.34	yes	60'	8 ft. high	Hampton River
Eastern Div.	Hampton	Signal	Tell Tale	45.80		0		
Eastern Div.	Hampton	Bridge	Overhead Reinf. Conc. I- Beam	45.84	yes	44'9"	25'1" high	
Eastern Div.	Hampton	Signal	Tell Tale	45.88		0		

Eastern Div.	Hampton	Culvert	Stone Box	45.88		6'	1'6" wide	
Eastern Div.	Hampton	Culvert	Stone Box	45.93		6'6"	2' wide	
Eastern Div.	Hampton	Signal	Mile Post	46.00	yes	0		
Eastern Div.	Hampton	Bridge	Half Thru Pl. Girder	46.02	yes	22'1"	14'0" high	Drakeside Roa
Eastern Div.	Hampton	Other	Farm Crossing	46.09		0		
Eastern Div.	Hampton	Culvert	Stone Box	46.15		11'6"	4' wide	
Eastern Div.	Hampton	Bridge	Steel Stringer	46.20		13'	13'3"	Tappans' underpass
Eastern Div.	Hampton	Culvert	Stone Box	46.24		13'6"	2' wide	
Eastern Div.	Hampton	Culvert	Stone Box	46.34		13'6"	2' wide	
Eastern Div.	Hampton	Bridge	Steel Stringer	46.40	yes	16'	14'	Farm underpas
Eastern Div.	Hampton	Signal	Bridge Marker	46.40	yes	0		
Eastern Div.	Hampton	Culvert	Stone Box	46.48		17'6"	4'	
Eastern Div.	Hampton	Building	Depot	46.52	yes	0		
Eastern Div.	Hampton	Other	Mail Crane	46.54	no	0		
Eastern Div.	Hampton	Building	Baggage House	46.	yes?	0		
Eastern Div.	Hampton	Other	Water Tank	46.	no	0		
Eastern Div.	Hampton	Building	Pump House	46.	no	0		
Eastern Div.	Hampton	Bridge	Overhead Wood Stringer	46.59	yes	34'2"	17'10"	
Eastern Div.	Hampton	Building	Freight House	46.71	yes	0		
Eastern Div.	Hampton	Signal	Milepost	47.00		0		
Eastern Div.	Hampton	Building	Shanty	47.30		5'x5'		
Eastern Div.	Hampton	Other	Farm Crossing	47.50		0		
Eastern Div.	Hampton	Cattle Pass	Stone Box	47.42	yes	9'	5' wide	
Eastern Div.	Hampton	Culvert?	Stone Box	47.47	yes		3' wide	
Eastern Div.	Hampton	Other	Farm Crossing	47.54		0		
Eastern Div.	Hampton	Signal	Tell Tale	47.58		0		
Eastern Div.	Hampton	Other	Farm Crossing	47.62		0		
Eastern Div.	Hampton	Bridge	Overhead Thru Plate Girder	47.70	yes	99'2"	25'9"	Towles
Eastern Div.	Hampton	Signal	Tell Tale	47.74		0		
Eastern Div.	Hampton	Other	Farm Crossing	47.80		0		
Eastern Div.	North Hampton	Other	Farm Crossing	47.84		0		
Eastern Div.	North Hampton	Other	Farm Crossing	47.95		0		
Eastern Div.	North Hampton	Signal	Mile Post	48.00		0		
Eastern Div.	North Hampton	Signal	Tell Tale	48.15		0		

Eastern Div.	North Hampton	Bridge	Overhead Wood Stringer	48.18	yes	30'1"	18'4"	
Eastern Div.	North Hampton	Signal	Tell Tale	48.21		0		
Eastern Div.	North Hampton	Building	Depot	48.69	yes	0		
Eastern Div.	North Hampton	Bridge	Overhead Prestressed Concrete	48.78	yes	35'9"	18'5"	
Eastern Div.	North Hampton	Signal	Mile Post	49.00	yes	0		
Eastern Div.	North Hampton	Culvert	Stone Box	49.27	yes	9'6"	3'6" wide	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	49.35	yes	7'	1'6" wide	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	49.42	yes	9'	1' wide	
Eastern Div.	North Hampton	Culvert	Double Stone Box	49.48	yes	12'	2 x 6' wide	
Eastern Div.	North Hampton	Culvert	Stone Box	49.51	yes	12'	3' wide	
Eastern Div.	North Hampton	Other	Farm Crossing	49.53		0		
Eastern Div.	North Hampton	Bridge	Overhead Reinf. Conc. Stringer	49.92	yes	36'7"	25'11" high	
Eastern Div.	North Hampton	Signal	Mile Post	50.00	yes	0		
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	50.17	yes	7'	2' wide	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	50.35	yes	3'6"	1' wide	
Eastern Div.	North Hampton	Other	Farm Crossing	50.46		0		
Eastern Div.	North Hampton	Other	Farm Crossing	50.71		0		
Eastern Div.	North Hampton	Signal	P-508	50.82	no	0		
Eastern Div.	North Hampton	Signal	P-509	50.	no	0		
Eastern Div.	Greenland	Signal	Mile Post	51.00	no	0		
Eastern Div.	Greenland	Culvert	Rail Box	51.30	yes	4'	4'6" wide	
Eastern Div.	Greenland	Other	Farm Crossing	51.33		0		
Eastern Div.	Greenland	Building	Depot	51.40	no	0		
Eastern Div.	Greenland	Other	Tell Tale	51.42	no	0		
Eastern Div.	Greenland	Other	Mail Crane	51.43	no	0		
Eastern Div.	Greenland	Bridge	Overhead Wood Stringer	51.45	no			
Eastern Div.	Greenland	Other	Farm Crossing	51.53		0		
Eastern Div.	Greenland	Signal	Tell Tale	51.55	no	0		
Eastern Div.	Rye	Other	Farm Crossing	51.63		0		
Eastern Div.	Rye	Culvert	Stone Box	51.91		9'	2'6" wide	
Eastern Div.	Rye	Signal	Mile Post	52.00	yes	0		

	Culvert	Stone Box	45.88		6'	1'6" wide			
	Culvert	Stone Box	45.93		6'6"	2' wide			
	Signal	Mile Post	46.00	yes	0				
	Bridge	Half Thru Pl. Girder	46.02	yes	22'1"	14'0" high	Drakeside Road	1900	
	Other	Farm Crossing	46.09		0				abandoned
	Culvert	Stone Box	46.15		11'6"	4' wide			
	Bridge	Steel Stringer	46.20		13'	13'3"	Tappans' underpass	1900	1954 list - iron stringer
	Culvert	Stone Box	46.24		13'6"	2' wide			
	Culvert	Stone Box	46.34		13'6"	2' wide			
	Bridge	Steel Stringer	46.40	yes	16'	14'	Farm underpass	1900	1954 list - iron stringer
	Signal	Bridge Marker	46.40	yes	0				
	Culvert	Stone Box	46.48		17'6"	4'			
	Building	Depot	46.52	yes	0			1866?	now commercial
	Other	Mail Crane	46.54	no	0				
	Building	Baggage House	46.	yes?	0				Sanborn maps
	Other	Water Tank	46.	no	0				Sanborn maps - gone by 1961
	Building	Pump House	46.	no	0				Sanborn maps - gone by 1961
	Bridge	Overhead Wood Stringer	46.59	yes	34'2"	17'10"		1926	Exeter Road
	Building	Freight House	46.71	yes	0				
	Signal	Milepost	47.00		0				
	Building	Shanty	47.30		5'x5'				
	Other	Farm Crossing	47.50		0				closed
	Cattle Pass	Stone Box	47.42	yes	9'	5' wide		1900	
	Culvert?	Stone Box	47.47	yes		3' wide			
	Other	Farm Crossing	47.54		0				closed
	Signal	Tell Tale	47.58		0				
	Other	Farm Crossing	47.62		0				closed
	Bridge	Overhead Thru Plate Girder	47.70	yes	99'2"	25'9"	Towles	1939	Route 1
	Signal	Tell Tale	47.74		0				
	Other	Farm Crossing	47.80		0				closed
on	Other	Farm Crossing	47.84		0				closed
on	Other	Farm Crossing	47.95		0				closed
on	Signal	Mile Post	48.00		0				
on	Signal	Tell Tale	48.15		0				

n	Bridge	Overhead Wood Stringer	48.18	yes	30'1"	18'4"		1927	Lobb's Hole Road/ Roby's/Cedar Road
n	Signal	Tell Tale	48.21		0				
n	Building	Depot	48.69	yes	0			1867?	now offices
n	Bridge	Overhead Prestressed Concrete	48.78	yes	35'9"	18'5"		1995	Prev. Bridge - 1927 Wood Stringer; 1900 stone abut., Atlantic Ave.
n	Signal	Mile Post	49.00	yes	0				Boston 49, Portland 59
n	Culvert	Stone Box	49.27	yes	9'6"	3'6" wide		1900	
n	Culvert	Cast Iron Pipe	49.35	yes	7'	1'6" wide		1900	
n	Culvert	Cast Iron Pipe	49.42	yes	9'	1' wide		1900	
n	Culvert	Double Stone Box	49.48	yes	12'	2 x 6' wide		1900	
n	Culvert	Stone Box	49.51	yes	12'	3' wide		1900	
n	Other	Farm Crossing	49.53		0				closed
n	Bridge	Overhead Reinf. Conc. Stringer	49.92	yes	36'7"	25'11" high		1936	Rt. 1
n	Signal	Mile Post	50.00	yes	0				
n	Culvert	Cast Iron Pipe	50.17	yes	7'	2' wide		1897	
n	Culvert	Cast Iron Pipe	50.35	yes	3'6"	1' wide		1900	
n	Other	Farm Crossing	50.46		0				closed
n	Other	Farm Crossing	50.71		0				closed
n	Signal	P-508	50.82	no	0				
n	Signal	P-509	50.	no	0				
	Signal	Mile Post	51.00	no	0				
	Culvert	Rail Box	51.30	yes	4'	4'6" wide		1900	
	Other	Farm Crossing	51.33		0				closed
	Building	Depot	51.40	no	0				Breakfast Hill; razed c1938
	Other	Tell Tale	51.42	no	0				
	Other	Mail Crane	51.43	no	0				
	Bridge	Overhead Wood Stringer	51.45	no				1927 or 1900	removed in 1995, grade crossing restored
	Other	Farm Crossing	51.53		0				closed
	Signal	Tell Tale	51.55	no	0				
	Other	Farm Crossing	51.63		0				closed
	Culvert	Stone Box	51.91		9'	2'6" wide			
	Signal	Mile Post	52.00	yes	0				

Eastern Div.	Portsmouth	Signal	Section Post	52.40	yes	0		
Eastern Div.	Portsmouth	Signal	Whistle Post	52.62		0		
Eastern Div.	Portsmouth	Culvert	Stone Box	52.70		8'	1'6" wide	
Eastern Div.	Portsmouth	Culvert	Stone Box	52.80	yes	9'	1' wide	
Eastern Div.	Portsmouth	Signal	Crossing Sign	52.87	no	0		Ocean Road
Eastern Div.	Portsmouth	Signal	Mile Post	53.00	yes?	0		
Eastern Div.	Portsmouth	Signal	Whistle Post	53.12	yes	0		
Eastern Div.	Portsmouth	Signal	Whistle Post	53.20	yes?	0		
Eastern Div.	Portsmouth	Culvert	Stone Box	53.31	yes	13'	2' wide	
Eastern Div.	Portsmouth	Signal	Crossing Sign	53.45	no	0		
Eastern Div.	Portsmouth	Other	At Grade Crossing	53.45	yes	0		Banfield Road
Eastern Div.	Portsmouth	Signal	Signal P-535	53.50	yes	0		
Eastern Div.	Portsmouth	Signal	Signal P-536	53.52	yes	0		
Eastern Div.	Portsmouth	Signal	Whistle Post	53.70		0		
Eastern Div.	Portsmouth	Signal	Mile Marker	54.00	yes	0		
Eastern Div.	Portsmouth	Culvert	Stone Box	54.07	yes	17'	4' wide	
Eastern Div.	Portsmouth	Culvert	Stone Box	54.38		15'	1' wide	
Eastern Div.	Portsmouth	Cattle Pass	Stone Box	54.60	yes	12'	6' wide	
Eastern Div.	Portsmouth	Other	Farm Crossing	54.72	yes	0		
Eastern Div.	Portsmouth	Culvert	Stone Box	54.80		15'	2' wide	
Eastern Div.	Portsmouth	Bridge	Overhead I Beam Stringer & Concrete	54.93	yes	37'9"	20'8"	
Eastern Div.	Portsmouth	Signal	Mile Post	55.0	yes	0		
Eastern Div.	Portsmouth	Building	Coal Box	55.01	no	0		
Eastern Div.	Portsmouth	Building	Pump House	55.03	no	0		
Eastern Div.	Portsmouth	Other	Farm Crossing	55.17		0		
Eastern Div.	Portsmouth	Culvert	Stone Box	55.35		6'	2' wide	
Eastern Div.	Portsmouth	Signal	Whistle Post	55.46		0		
Eastern Div.	Portsmouth	Other	At Grade Crossing	55.71	yes	0		Barberry Lane
Eastern Div.	Portsmouth	Signal	Sign	55.76	yes			
Eastern Div.	Portsmouth	Bridge	Thru Rolled Girder	55.83	yes	61'3"	18'7"	West Approach Hwy.
Eastern Div.	Portsmouth	Culvert	Stone Box	55.89		19'	2' wide	
Eastern Div.	Portsmouth	Signal	Whistle Post	55.95		0		
Eastern Div.	Portsmouth	Signal	Whistle Post	55.97		0		

Eastern Div.	Portsmouth	Building	Switch Shanty	55.98		0		
Eastern Div.	Portsmouth	Signal	Mile Post	56.00		0		
Eastern Div.	Portsmouth	Bridge	Thru Plate Girder	56.19		35'6"	16'4"	Woodbury Ave. or Bartlett St.?
Eastern Div.	Portsmouth	Bridge	Trestle	56.	no			
Eastern Div.	Portsmouth	Building	Oil & Sand House	56.	no			
Eastern Div.	Portsmouth	Other	Water Tank	56.	no			
Eastern Div.	Portsmouth	Other	Turntable	56.43	yes	0		
Eastern Div.	Portsmouth	Building	Locomotive House	56.45	yes	0		
Eastern Div.	Portsmouth	Building	Machine Shop	56.49	yes	0		
Eastern Div.	Portsmouth	Culvert	Stone Box	56.51		5'	2' wide	
Eastern Div.	Portsmouth	Building	Section House	56.	no			
Eastern Div.	Portsmouth	Building	Freight House	56.	no			
Eastern Div.	Portsmouth	Building	Express Office	56.				
Eastern Div.	Portsmouth	Building	Depot	56.91	no			
Eastern Div.	Portsmouth	Other	Water Tank	56.	no			
Eastern Div.	Portsmouth	Building	Flag House	56.	no			
Eastern Div.	Portsmouth	Culvert	Pipe	56.91				
Eastern Div.	Portsmouth	Signal	Milepost	57.00	yes			
Eastern Div.	Portsmouth	Bridge	DPG Thru. Riveted Truss	57.23	yes	1600'	83'	Piscataqua River