



PAN AM RAILWAYS

IRON HORSE PARK
NO. BILLERICA, MA 01862

SEP 9 2011

LEGAL DEPARTMENT
(978) 663-1215

230936

September 6, 2011

ENTERED
Office of Proceedings

230937

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20024

SEP 09 2011

Part of
Public Record

**Re: STB Docket No. AB-32 (Sub No. 104) and AB-355 (Sub No. 40) –
Boston and Maine Corporation & Springfield Terminal Railway
Company – Abandonment and Discontinuance of Service –
Hampton Branch – Rockingham County, NH – Verified Notice of
Exemption**

Dear Ms. Brown:

Enclosed for filing with the Board in the subject docket is an original and ten (10) copies of Boston and Maine Corporation's and Springfield Terminal Railway Company's Verified Notice of Exemption for abandonment and discontinuance of service over the Hampton Branch. Also enclosed is a check totaling \$7,200 for the filing fees.

Should you have any questions in regard to this filing, please do not hesitate to contact the undersigned at (978) 663-1215. Thank you in advance for your assistance in this matter.

Very truly yours,

Robert B. Burns
Legal Counsel
Boston and Maine Corporation

FEE RECEIVED

SEP 9 2011

**SURFACE
TRANSPORTATION BOARD**

Encl.

FILED

SEP 9 2011

**SURFACE
TRANSPORTATION BOARD**

BEFORE THE
SURFACE TRANSPORTATION BOARD

SEP 9 2011

DOCKET NOS.:
AB 32 (Sub No. 104)X
AB 355 (Sub No. 40)X

BOSTON & MAINE CORPORATION
SPRINGFIELD TERMINAL RAILWAY COMPANY
--ABANDONMENT AND DISCONTINUANCE OF SERVICE--
HAMPTON BRANCH, ROCKINGHAM COUNTY, NEW HAMPSHIRE

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Public Record

VERIFIED NOTICE OF EXEMPTION

FILED

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**SURFACE
TRANSPORTATION BOARD**

FEE RECEIVED

SEP 9 2011

**SURFACE
TRANSPORTATION BOARD**

Robert B. Burns, Esq.
Law Department
Iron Horse Park
North Billerica, MA 01862

Counsel for:
BOSTON AND MAINE CORPORATION
SPRINGFIELD TERMINAL
RAILWAY COMPANY

Dated: September 6TH, 2011

BEFORE THE
SURFACE TRANSPORTATION BOARD

SEP 9 2011

DOCKET NOS.:
AB 32 (Sub No. 104)X
AB 355 (Sub No. 40)X

BOSTON & MAINE CORPORATION
SPRINGFIELD TERMINAL RAILWAY COMPANY
-ABANDONMENT AND DISCONTINUANCE OF SERVICE-
HAMPTON BRANCH, ROCKINGHAM COUNTY, NEW HAMPSHIRE

VERIFIED NOTICE OF EXEMPTION

Boston & Maine Corporation and Springfield Terminal Railway Company (the "B&M") files this Verified Notice of Exemption pursuant to the Board's regulations at 49 C.F.R. §1152.50. This Notice of Exemption seeks to abandon and discontinue service by B&M over a line of railroad known as the Hampton Branch and which traverses through Portsmouth, NH, Greenland, NH, Rye, NH, North Hampton, NH and Hampton, NH, a distance of 10.0 miles +/-, in Rockingham County, New Hampshire, extending from milepost 0.00 to milepost 10.0 (the "Line"). In accordance with the aforementioned regulations, B&M make the following responses:

RESPONSE TO 49 C.F.R. SECTION 1152.50(d)(2):

1. Proposed Consummation Date.

The proposed consummation date of this abandonment and discontinuance is on or about October 28, 2011.

2. Certification Required in Section 1152.50(b).

The required certification is set forth as **Exhibit B** to this Notice of Exemption.

3. Information required in Section 1152.22(a)(1-4),(7),(8) and (e)(4).

- (a) General.

- (1) Exact name of applicant.

Boston & Maine Corporation
Springfield Terminal Railway Company

- (2) Whether applicant is a common carrier by railroad subject to the Interstate Commerce Act.

B&M and ST are common carriers by railroad subject to the Interstate Commerce Act.

- (3) Relief sought.

B&M and ST seek to abandon and discontinue service over the line.

- (4) Detailed map of the line.

Map is attached hereto as **Exhibit A**

- (7) Name, title and address of representative of applicant to whom correspondence should be sent.

Robert B. Burns, Esq.
Pan Am Railways
Iron Horse Park
North Billerica, MA 01862

- (8) United States Postal Zip Codes that the line traverses.

Zip Code(s): 03801 (Portsmouth, NH)
03840 (Greenland, NH)
03870 (Rye, NH)
03862 (North Hampton, NH)
03842 (Hampton, NH)

- (e) Rural and community impact.

- (4) Statement of whether the properties proposed to be abandoned are suitable for use for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

B&M is unsure about the suitability of the Line for public non-rail purposes. As of the effective date of this abandonment, B&M's intent is to salvage the rail material and the real property may be sold off to the State of New Hampshire or other interested parties.

4. The Level of Labor Protection

Applicants understand that, in exempting the proposed abandonment and discontinuance, the Board does not relieve the carrier of its statutory obligation to protect the interests of employees. See 49 C.F.R. § 1152.50(c). Accordingly, the Applicants anticipate that the Board will impose the conditions set forth in Oregon Short Line R. Co. -Abandonment- Goshen, 360 I.C.C. 91 (1979), for the benefit of employees who may be adversely affected by the proposed abandonment and discontinuance.

5. Certificate of Compliance with the Notice Requirements of Section 1152.50(d)(1).

The required certificate is set forth as **Exhibit C** to this Notice of Exemption.

6. Environmental Report and Historical Report.

The Environmental /Historical Report required by 49 C.F.R. 1105.7 and 1105.8 is attached as **Exhibit D** to this Notice of Exemption. Attached, as **Exhibit C**, is a certificate affirming B&M's compliance with 49 C.F.R. 1105.11, 1105.7 and 1105.8.

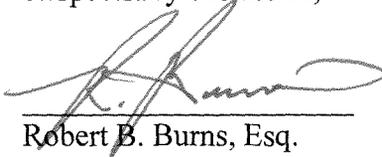
7. Newspaper Notice.

The Newspaper Notice required by 49 C.F.R. 1105.12 was published on August 4, 2011, in the Boston Globe. An affidavit/certification from this newspaper is attached as **Exhibit C**.

8. Verification.

The required verification is set forth as **Exhibit E** to this Notice of Exemption.

Respectfully submitted,



Robert B. Burns, Esq.
Law Department
Boston & Maine Corporation
Springfield Terminal Railway Company
Iron Horse Park
North Billerica, MA 01862

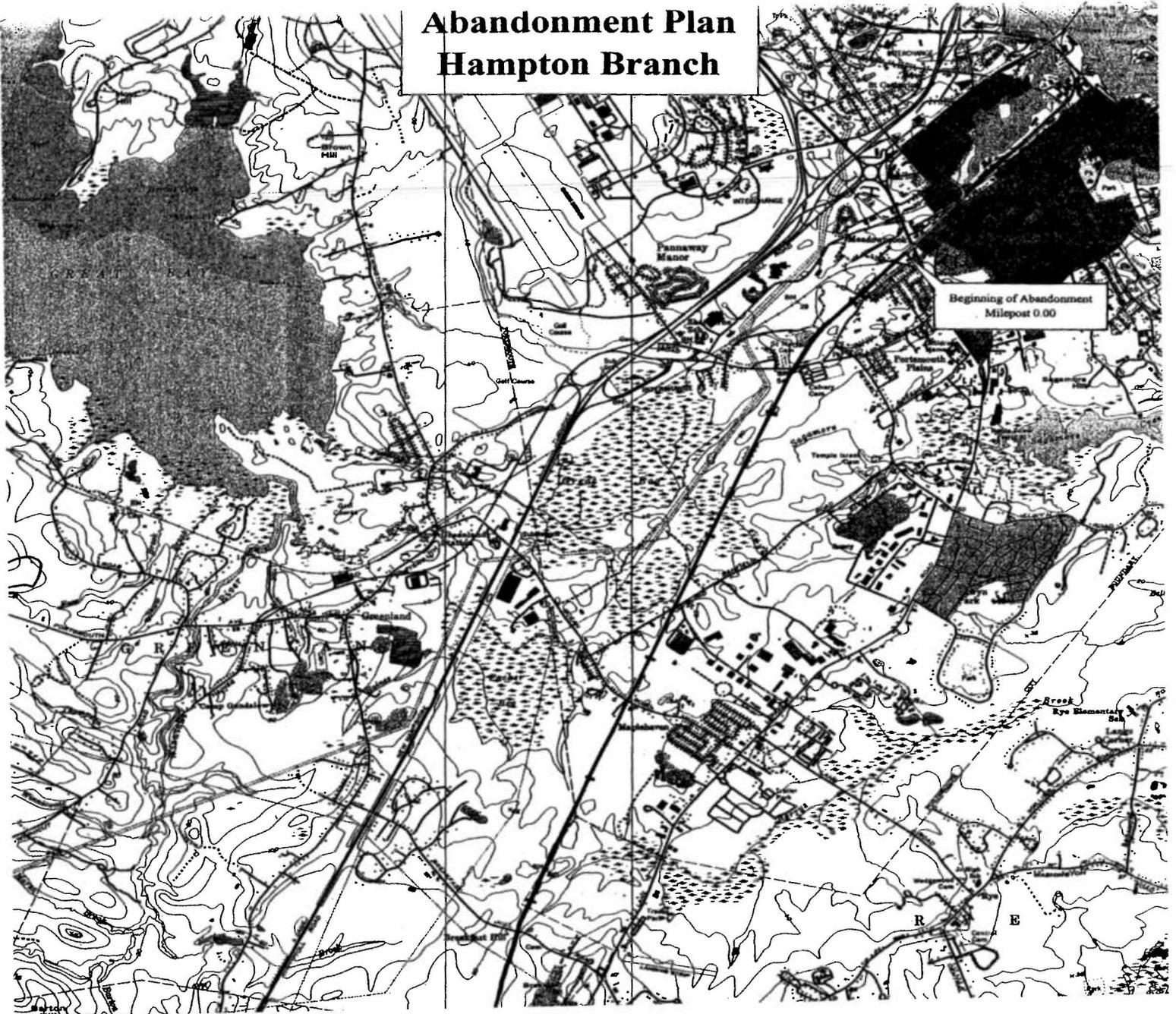
Counselor for:
Boston and Maine Corporation
Springfield Terminal Railway Company

Dated: September 6TH, 2011

Attachments: Exhibit A -- Map
Exhibit B -- Certificate of Compliance with 49 C.F.R. §1152.50(b)
Exhibit C -- Certificate of Compliance with 49 C.F.R. §1152.50(d)(1) and
§1105.7, §1105.8 and §1105.11.
Exhibit D -- Environmental/Historical Report
Exhibit E -- Verification

EXHIBIT A

Abandonment Plan Hampton Branch

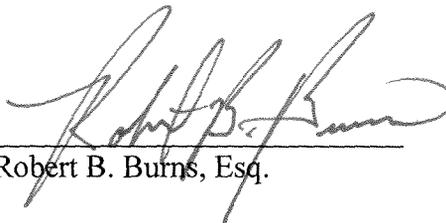


Beginning of Abandonment
Milepost 0.00

EXHIBIT B

CERTIFICATION REQUIRED
IN 49 C.F.R. SECTION 1152.50(b)

In accordance with 49 C.F.R. Section 1152.50(b), I hereby certify that, with respect to the line, which is the subject of the Notice of Exemption in Docket No. AB 32 (Sub No. 104) and AB 355 (Sub No. 40) and: (1) no local traffic has moved over the line for at least two years prior to the date hereof; and (2) there is no overhead traffic on the line; and (3) no formal complaint filed by a user of rail service on the line (or state or local agency acting on behalf of such user) regarding cessation of service over the line is either pending with the Board or any U.S. District Court or has been decided in favor of a complainant within the two-year period prior to the date hereof. The foregoing certification is made on behalf of the Boston & Maine Corporation and Springfield Terminal Railway Company by the undersigned after due and careful investigation of the matters herein certified and based on the best knowledge, information and belief of the undersigned.


Robert B. Burns, Esq.

Dated: September 6TH, 2011

**CERTIFICATE OF COMPLIANCE WITH
NOTICE REQUIREMENTS OF**

49 C.F.R. §1152.50(d)(1)

AND

49 C.F.R. §1105.11

AND

49 C.F.R. §1105.7

AND

49 C.F.R. 1105.8

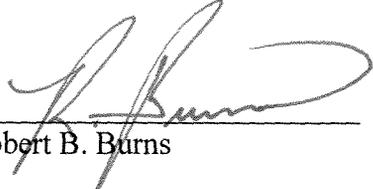
In accordance with 49 C.F.R. Section 1152.50 (d) (2), I hereby certify that:

(A) On August 22, 2011, at least 10 days prior to the date of filing of the Notice of Exemption to which this certificate is attached, I caused to be served by U.S. first class mail, postage pre-paid, the notice required by 49 C.F.R. Section 1152.50(d)(1), upon the following: (i) the Public Service Commission (or equivalent agency) in the State(s) where the line will be abandoned or the service of trackage rights discontinued; (ii) Department of Defense (Military Traffic Management Command Transportation Engineering Agency, Railroads for National Defense Program); (iii) National Park Service, Recreation Resources Division; and (iv) U.S. Dept. of Agriculture, Chief of Forest Service.

(B) On August 11, 2011, I complied with all the requirements of the provisions of 49 C.F.R. §1105.7 and §1105.8, and §1105.11 as set-forth therein, including but not limited to, by serving (at least 20 days prior to filing the Notice of Exemption) a copy of the Environmental/Historical Report upon the parties listed in §1105.7(b), and/or the appropriate State Historic Preservation Officer(s), as required by §1105.11, via First Class Mail, postage prepaid.

(C) In accordance with 49 C.F.R. § 1105.7(c), I hereby certify that with respect to the line, which is the subject of the Notice of Exemption filed herewith, and pursuant to 49 C.F.R. 1105.12, I have published a notice in a newspaper of general circulation in each county in which the line is located before the date of the Notice of Exemption was filed (see attached certification of the Portsmouth Herald).

Dated: September ^{6TH}, 2011


Robert B. Burns

AFFIDAVIT OF PUBLICATION

I hereby certify that the foregoing legal notice was published once in the Portsmouth Herald September 1st, 2011

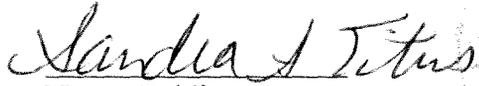


Andy Ambrogio
Advertising Representative

STATE OF NEW HAMPSHIRE
COUNTY OF ROCKINGHAM

Sworn to this 1 day of Sept, 2011

Before me,



Notary Public

SANDRA S. TITUS
Notary Public - New Hampshire
My Commission Expires December 3, 2013

Legal Notice
Notice of Intent to Abandon and to Discontinue Rail Service
 Boston and Maine Corporation and Springfield Terminal Railway Company (collectively "B&M") hereby give notice that on or about September 5, 2011, it intends to file with the Surface Transportation Board, Washington, DC 20423, a notice of exemption under 49 CFR 1152.50(d)(1) - Exempt Abandonments permitting the abandonment of and discontinuance of service of a 10.0 mile line of railroad between railroad milepost 0.00 to milepost 10.0, which traverses through United States Postal Service ZIP Codes: 03801, (Portsmouth, NH), 03840 (Greenland, NH), 03870 (Rye, NH), 03862 (North Hampton, NH), and 03842 (Hampton, NH) in Rockingham County, New Hampshire. The proceeding will be docketed as No. AB 32 (Sub No. 104) and AB 355 (Sub No. 40). The Board's Section of Environmental Analysis (SEA) will generally prepare an Environmental Assessment (EA), which will normally be available 25 days after the filing of the notice of exemption. Comments on environmental and energy matters should be filed no later than 15 days after the EA becomes available to the public and will be addressed in a Board decision. Interested persons may obtain a copy of the EA or make inquiries regarding environmental matters by writing to the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423 or by calling that office at (202) 245-0296.

Appropriate offers of financial assistance to continue rail service can be filed with the Board. Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board. An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Section of Administration, Office of Proceedings, 395 E Street, SW, Washington, DC 20423-001 [See 49 CFR 1104.1 (a) and 1104.3(a)], and one copy must be served on applicants' representative [See 49 CFR 1104.12(a)]. Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Public Assistance, Governmental Affairs and Compliance at (866) 254-1792. Copies of any comments or requests for conditions should be served on the applicant's representative:
 Robert B. Burns, Esq., Corporate Counsel
 Boston & Maine Corporation, 1700 Iron Horse Park, North Billerica, MA 01862

#31725 1P 9/1

HAMPTON BRANCH
ENVIRONMENTAL/HISTORICAL REPORT

Docket Nos. AB 32 (Sub No. 104) and AB 355 (Sub No. 40)

I. ENVIRONMENTAL REPORT

The following information is provided in accordance with 49 C.F.R. § 1105.7 (e):

(1) **Proposed Action and Alternatives**

The Boston and Maine Corporation (“B&M”) and Springfield Terminal Railway Company (the “Applicants”) propose to abandon and discontinue service over an approximate ten (10.0) mile portion of the so-called “Hampton Branch” line of railroad (the “Line”). A map of the proposed abandonment and discontinuance has previously been provided to all parties receiving this report, and is attached as Exhibit A.

Due to the inability to generate traffic over the Line, there is no reasonable alternative to abandonment and discontinuance.

(2) **Transportation System**

There will be no substantial effect on existing regional or local transportation systems or patterns.

There is no passenger or freight traffic on the Line. Any traffic previously moving over the Line was rerouted well more than two years ago.

(3) **Land Use**¹

- (i) The Applicants believe that the proposed action is consistent with and in furtherance of local land use plans.
- (ii) The Applicants believe the proposed action will have no effect or adverse impact on any prime agricultural land.
- (iii) This action is located within the boundary of the New Hampshire coastal zone. Coastal Zone Management Act Consistency Certification has been made to the Federal Consistency Coordinator of the New Hampshire Coastal Program – Department of Environmental Services, and is attached hereto.
- (iv) Applicants are unsure whether the right-of-way is suitable for alternative public use under 49 U.S.C. 10906.

(4) **Energy**

- (i) The transportation of energy resources will not be effected by the proposed action.
- (ii) The proposed action will have no effect on the movement and/or recovery of recyclable commodities.
- (iii) The proposed action will increase overall energy efficiency in that it will allow Applicants to eliminate their potential responsibility for costly and energy-consuming maintenance operations for an unused portion of line.
- (iv) The proposed action will not cause a diversion from rail to motor carrier in excess of the threshold levels set forth at § 1105.7 (e)(4)(iv)(A) or (B).

(5) **Air**

¹ The Applicants attach to this Environmental/Historical Report as an Appendix, all correspondence received from federal, state, and local authorities and agencies in response to the Applicants' request for comments regarding the proposed abandonment/discontinuance of service.

The proposed action will not result in any of the increases set forth at § 1105.7

(e)(5).

Noise

The proposed action will not result in or exceed any of the thresholds set forth at § 1105.7 (e)(6).

(7) **Safety**

(i) The proposed action will have no adverse effect on public health and safety.

(ii) No hazardous materials will be diverted to highway transportation.

(iii) No known hazardous waste sites or spills exist on the Line.

(8) **Biological Resources**

(i) Applicants know of no endangered or threatened species or critical habitats that will be affected by the proposed action. The Applicants previously requested comments from the U.S. Fish and Wildlife Service in this regard. The Service has not responded to Applicants a federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service as being known in the project area(s).”

(ii) Applicants believe no national or state parks or forests will be affected by the proposed action.

(9) **Water**

(i) The Applicant contemplates no action inconsistent with federal, state and/or local water quality standards.

(ii) The Applicant does not believe the proposed action will require any permits under § 404 of the Clean Water Act. Salvage operations are expected to be

undertaken. There are swampy conditions located in the area of Mile Posts 3 & 4. There are no indications of environmental contamination. No designated wetlands or 100-year flood plains will be affected by the proposed action.

(iii) It is not expected that permits under § 402 of the Clean Water Act will be required for the proposed action. However, salvage operations will be undertaken.

(10) **Proposed Mitigation**

Because no adverse environmental impacts are expected to result from the proposed action, no mitigation will be needed or is planned.

(11) **Additional Information for Rail Constructions**

The proposed action is not a rail construction proposal, so this section does not apply.

II. HISTORIC REPORT

The following information is provided in accordance with 49 C.F.R. § 1105.8 (d):

(1) **Maps**

A map of the line is attached hereto as Exhibit A.

(2) **Description of Right-of-Way**

The portion of Line at issue is approximately ten (10.0) miles in length. The width of the right-of-way varies from 99+/- feet, 82+/- feet, and 66+/- feet in width. The attached topographic map indicates the Line's topography.

(3) **Photographs of Railroad Structures**

The Applicants' records do not identify any sites or structures on the Line that are 50 years or older or that are listed in the National Register of Historic Places. The Applicants have requested comments from the New Hampshire Division of Historical Resources (NHDHR) in regard to the anticipated effect of the proposed

action on historical resources. The NHDHR had responded by letter requesting more information, which was provided. The NHDHR did assert that the branch was determined eligible for listing in the National Register on March 13, 2002, for its historical and engineering significance. The NHDHR has also provided a Determination of Eligibility and an Area Form (attached hereto) that depict structures that are alleged to be eligible for listing. However, several structures exist on a portion of the Hampton Line that was previously abandoned by B&M, from Seabrook, NH to Hampton, NH. Additionally, The Town of Rye has also responded by letter indicating that it believes there may exist a historical boundary marker located “somewhere” along the line identifying the boundary between Rye and Portsmouth, New Hampshire, but they do not know the exact location.

(4) **Construction Dates**

The Applicants know of no sites or structures on the Line that are 50 years or older or that are listed in the National Register of Historic Places that would be affected by this abandonment (but see NHDHR documents attached).

(5) **History of Operations**

No local or overhead traffic has moved over the Line for at least two years. The proposed abandonment will not effect carrier operations in the area.

(6) **Summary of Useful Documents**

The Applicants know of no sites or structures on the Line that are 50 years or older or that are listed on the National Register of Historic Places that would be affected by this abandonment (but see NHDHR documents attached).

(7) **Opinion as to Historical Significance**

The Applicants' records do not identify any sites or structures on the Line that are 50 years or older or that are listed in the National Register of Historic Places. The Applicants have requested comments from the New Hampshire Division of Historical Resources (NHDHR) in regard to the anticipated effect of the proposed action on historical resources. The NHDHR had responded by letter requesting more information, which was provided. The NHDHR did assert that the branch was determined eligible for listing in the National Register on March 13, 2002 for its historical and engineering significance. The NHDHR has also provided a Determination of Eligibility and an Area Form (attached hereto) that depict structures that are alleged to be eligible for listing. However, several structures exist on a portion of the Hampton Line that was previously abandoned by B&M, from Seabrook, NH to Hampton, NH. Additionally, The Town of Rye has also responded by letter indicating that it believes there may exist a historical boundary marker located "somewhere" along the line identifying the boundary between Rye and Portsmouth, New Hampshire, but they do not know the exact location. The Applicants are not aware of any culturally significant locations, archaeological sites or unique landforms located along the Line or that will be affected by the proposed action.

(8) **Description of Prior Subsurface Disturbance**

The Applicants know of no prior subsurface ground disturbances or fill, or environmental conditions that might affect the archeological recovery of resources and the surrounding terrain.

III. CERTIFICATE OF SERVICE

This certifies that the Applicants have served copies of this
Environmental/Historical Report upon and, prior to such service, consulted, or
attempted to consult, with the following parties:

***** *SEE ATTACHED BELOW* *****

Dated this 6TH day of September, 2011.



Robert B. Burns, Esq.

**Environmental/Historical Report Service List
Hampton Branch – AB – 32 (Sub No. 104) and AB -355 (Sub No. 40)**

Office of State Planning
Attn: Intergovernmental Review
2-1/2 Beacon Street
Concord, NH 03301

Administrator – Office of Commissioner
NH Department of Environmental Services
6 Hazen Drive
Concord, NH 03302-0095

New Hampshire Coastal Program
Office of State Planning
2-1/2 Beacon Street
Concord, NH 03301

Natural Resources Conservation Service
USDA
451 West Street
Amherst, MA 01002

Rockingham County Commissioners
119 North Road
Brentwood, NH 03833

Mayor's Office
1 Junkins Ave,
Portsmouth, NH 03801

Board of Selectmen
10 Central Road
Rye, NH 03870

Board of Selectmen
233 Atlantic Ave.
North Hampton NH 03862

Board of Selectmen
Hampton Town Hall
100 Winnacunnet Road
Hampton, NH 03842

Board of Selectmen
575 Portsmouth Avenue
Greenland, NH 03840-0100

Office Director
Office of Environmental Stewardship
U.S. Environmental Protection Agency
New England, Region 1
1 Congress Street, STE 1100
Boston, MA 02114-2023

New England Field Office
U.S. Department of Interior
Fish & Wildlife Service
70 Commercial Street, STE 300
Concord, NH 03301

Larry Rosenberg
Chief, Public Affairs Office
New England District
U.S. Army Corps of Engineers
696 Virginia Road
Concord, MA 01742-2751

Regional Director
Northeast Region
National Park Service
U.S. Customs House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

District Conservationist
USDA – NRCS
319 Littleton Road, STE 205
Westford, MA 01886-4133

Rick Ellsmore, Conservationist
Federal Bldg.
2 Madbury Road
Durham, NH 03824-2043

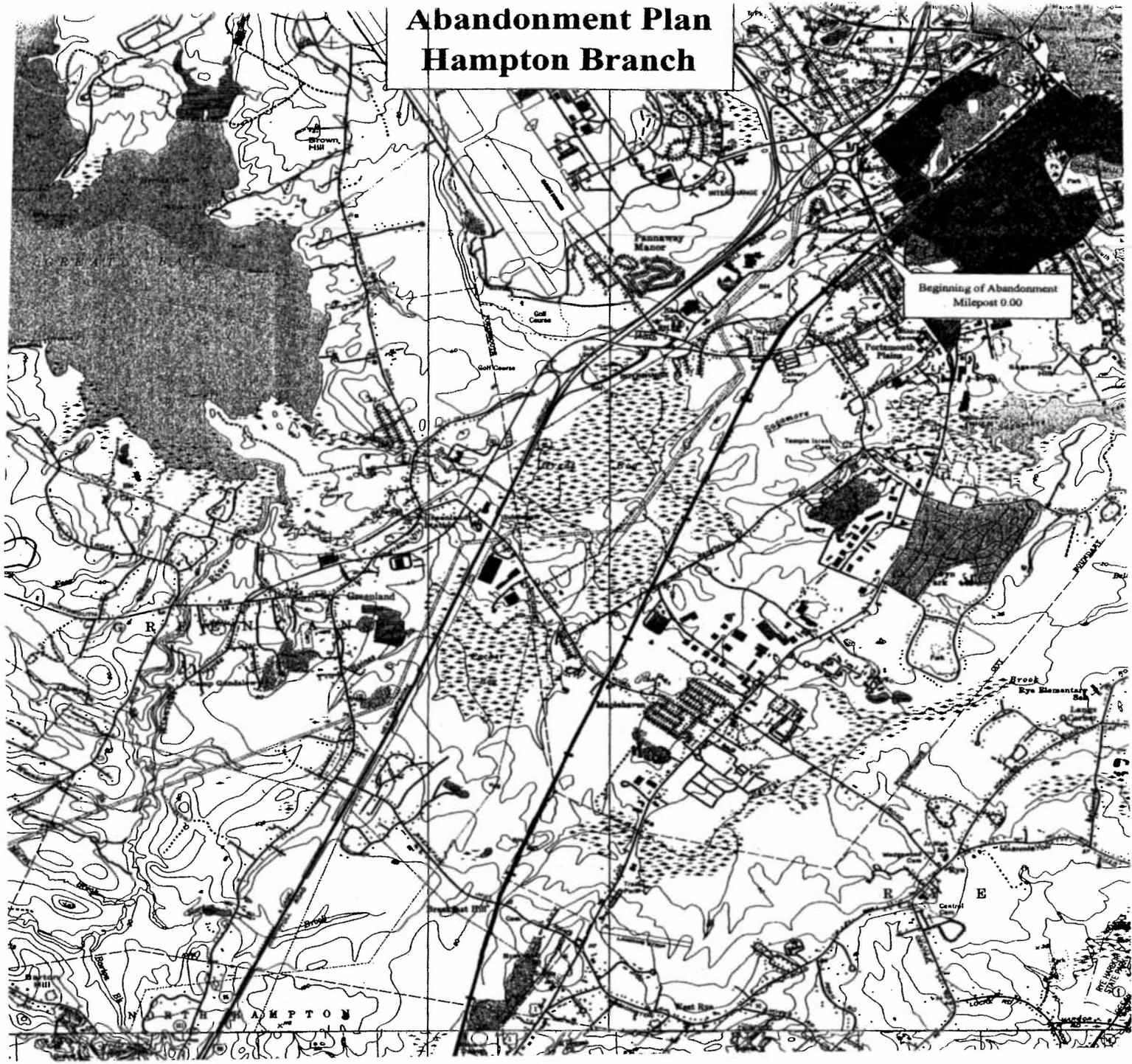
Edward J. McKay, Chief
Spatial Reference System Division
National Geodetic Survey
NOAA, N/NGS2
1315 East-West Highway
Silver Spring, MD 20910-3293

State Historic Preservation Officer
New Hampshire Division of Historical
Resources
19 Pillsbury Street
Concord, NH 03302-2043

EXHIBIT A

[Map]

Abandonment Plan Hampton Branch



APPENDIX TO

ENVIRONMENTAL/HISTORICAL REPORT



PAN AM RAILWAYS

IRON HORSE PARK
NO. BILLERICA, MA 01862

September 6, 2011

Federal Consistency Coordinator
New Hampshire Coastal Program – DES
222 International Drive, Suite 175
Portsmouth, NH 03801

RE: Coastal Zone Management Act Consistency Certification

This document provides the New Hampshire Coastal Program (NHCP) with the Boston and Maine Corporation's and the Springfield Terminal Railway Company's (collectively "B&M") consistency certification and necessary data and information under CZMA §307(c)(3)(A) and 15 CFR part 930, subpart D, for the Hampton Branch Abandonment and Discontinuance.

Certification:

The proposed activity complies with the enforceable policies of New Hampshire approved management program and will be conducted in a manner consistent with such program.

Necessary Data and Information:

- I. The activity involves the abandonment and discontinuance of service on the Hampton Branch. See attached Notice of Exemption and Environmental/Historical Report attached and filed with the Surface Transportation Board for detailed information of the activity and topographical map of the subject line.
- II. The abandonment process, per se, shall have no probable coastal effects. At some point after abandonment, B&M does intend on salvaging the rail on the line. B&M has no intention on disturbing the rail bed. To the extent that any post abandonment salvage activities may have any potential of coastal effects, said activities shall be conducted in a manner consistent with the NHCP Policy as follows:

PROTECTION OF COASTAL RESOURCES

- I. Protect and preserve and, where appropriate, restore the water and related land resources of the coastal and estuarine environments. The resources of primary

concern are coastal and estuarine waters, tidal and freshwater wetlands, beaches, sand dunes, and rocky shores.

B&M has no intent on disturbing coastal and estuarine waters and where appropriate intends on restoring the same if inadvertently disturbed.

2. Manage, conserve and, where appropriate, undertake measures to maintain, restore, and enhance the fish and wildlife resources of the state.

Not Applicable

3. Regulate the meaning of sand and gravel resources in offshore and onshore locations so as to ensure protection and submerged lands, and marine and estuarine life. Ensure adherence to minimum standards for restoring natural resources impacted from onshore sand and gravel removal operations.

B&M has no intent on disturbing the existing railroad bed.

4. Undertake oil spill preventions measures, safe oil handling procedures and, when necessary, expedite the cleanup of oil spillage that will contaminate public waters. Institute legal action to collect damages from liable parties in accordance with state law.

B&M is fully prepared, qualified and experienced in emergency oil spill remediation pursuant to applicable State and Federal Laws.

5. Encourage investigations of the distribution, habitat needs, and limiting factors of rare and endangered animal species and undertake conservation programs to ensure their continued perpetuation.

No rare or endangered species have been identified in the abandonment area, and B&M do not intend on disturbing any portion of the railroad bed in its salvage activities.

6. Identify, designate, and preserve unique and rare plant and animal species and geologic formations which constitute the natural heritage of the state. Encourage measures, including acquisition strategies, to ensure their protection.

Not Applicable.

RECREATION AND PUBLIC ACCES

7. Provide a wide range of outdoor recreational opportunities including public access in the seacoast through the maintenance and improvement of the existing public facilities and the acquisition and development of the new recreational areas and public access.

Upon B&M's completion of salvage activities of existing rail, the right of way may be acquired and used for future public rails to trails.

8. Preserve the rural character and scenic beauty of the Great Bay estuary by limiting public investment in infrastructure within the coastal zone in order to limit development to a mixture of low and moderate density.

The abandoned property is not likely to be developed in more than a low density way due to its location and would likely be used for trail purposes only.

9. Reduce the risks of flood loss, to minimize the impact of floods on human safety, health and welfare, and to preserve the natural and beneficial value of floodplains, through the implementation of the National Flood Insurance Program and applicable state laws and regulations, and local building codes and zoning ordinances.

B&M does not intend on modifying the rail bed in any way other than salvaging its rail.

10. Maintain the air resources in the coastal area by ensuring that the ambient air pollution level, established by the New Hampshire State Implementation Plan pursuant to the Clean Air Act, as amended, is not exceeded.

B&M's abandonment and salvage activities will not modify the existing ambient air pollution levels in any way.

11. Protect and preserve the chemical, physical, and biological integrity of coastal water resources, both surface and ground water.

B&M's abandonment and salvage activities will not modify the existing chemical, physical, and biological integrity of coastal water resources, both surface and ground water.

12. Ensure that the siting of any proposed energy facility in the coast will consider the national interest and will not unduly interfere with the orderly development of the region and will not have an unreasonable adverse impact on aesthetics, historic sites, coastal and estuarine waters, air and water quality, the natural environment and the public health and safety.

Not Applicable.

COASTAL AND DEPENDENT USES

13. Allow only water dependent uses and structures on state properties in Portsmouth-Little Harbor, Rye-Harbor, and Hampton- Seabrook Harbor, at state port and fish pier facilities and state beaches (except those uses or structures which directly support the public recreation purpose). For new development, allow only water dependent uses and structures over waters and wetlands of the state. Allow repair of existing over-water structures within guidelines. Encourage the siting of water dependent uses adjacent to public waters.

Not Applicable.

14. Preserve and protect coastal and tidal waters and fish and wildlife resources from adverse effects of dredging and dredge-disposal, while ensuring the availability of navigable waters to coastal-dependent uses. Encourage beach re-nourishment and wildlife habitat restoration as a means of dredge disposal whenever compatible.

Not Applicable.

PRESERVATION OF HISTORIC AND CULTURAL RESOURCES

15. Support the preservation, management, and interpretation of historic and culturally significant structures, sites and districts along the Atlantic coast and in the Great Bay Area.

B&M's activities are not expected to disturb historic and culturally significant structures. However, B&M has sought information from NHDHR regarding historical resources and has submitted that information to the Surface Transportation for consideration.

MARINE AND ESTUARINE RESEARCH AND EDUCATION

16. Promote and support marine and estuarine research and education that will directly benefit coastal resources management.

Not Applicable.

By this certification that the abandonment and discontinuance of service is consistent with the NHCP, the NHCP is hereby notified that it has six months from the receipt of this letter and accompanying information in which to concur with or object to B&M's certification. Pursuant to 15 CFR §930.62(b), if the NHCP has not issued a decision within three months following commencement of its review, it shall notify B&M and the Surface Transportation Board of the status of the matter and the basis for further delay. The NHCP's concurrence, objection or notification of review status shall be sent to

B&M:

Robert B. Burns, Esq.
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

Surface Transportation Board

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

Duly certified on this 6TH day of SEPT., 2011.



Robert B. Burns
Corporate Counsel
Boston and Maine Corporation
Springfield Terminal Railway Company

Burns, Robert

From: Williams, Chris [Christian.Williams@des.nh.gov]

Sent: Monday, July 11, 2011 11:13 AM

To: Burns, Robert

Subject: Abandonment & Discontinuance of Service of Hampton Branch, NH

Hello Robert,

As a follow-up to our conversation earlier this morning, the New Hampshire Coastal Program (NHCP) provides the following comments on your letter dated June 21, 2011 regarding abandonment and discontinuance of service of the Hampton Branch rail line:

1. While the NHCP has no comments on the proposed abandonment of the Hampton Branch line at this time, please be advised that abandonment of rail lines by the Surface Transportation Board is a federal activity subject to Coastal Zone Management Act federal consistency review by the NHCP. For more information regarding the NHCP's federal consistency process please refer to the NHCP's Federal Consistency Guide located at <http://des.nh.gov/organization/divisions/water/wmb/coastal/cfcp/index.htm>; and

2. Please be advised, the addresses for many of the state agencies on your notification list have changed. The address for the NHCP is 222 International Drive, Suite 175, Portsmouth, NH 03801. The address for the New Hampshire Department of Environmental Services is PO Box 95, Concord, NH 03302-0095. Finally, the Office of State Planning is now the Office of Energy and Planning located at 4 Chenell Drive, Concord, NH 03301-8501.

Should you have any questions, please feel free to contact me.

Sincerely,

Christian Williams

Federal Consistency Coordinator

New Hampshire Coastal Program

Pease Field Office

222 International Drive, Suite 175

Portsmouth, NH 03801

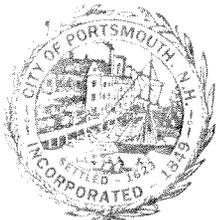
Phone: (603) 559-0025

Fax: (603) 559-1510

Email: Christian.Williams@des.nh.gov

N.H. Coastal Program

7/11/2011



CITY OF PORTSMOUTH

City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801
jpb@cityofportsmouth.com
(603) 610-7201

John P. Bohenko
City Manager

July 6, 2011

Attorney Robert B. Burns
Corporate Counsel
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

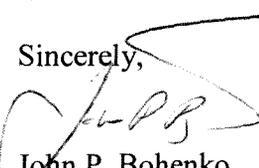
**RE: Abandonment and Discontinuance of Service of Hampton Branch
Docket Nos.: AB – 1080X and AB – 1082X**

Dear Attorney Burns:

Thank you for your letter of June 21, 2011, which the City of Portsmouth received on June 24th regarding the matter captioned above. Please be advised that the City of Portsmouth objects to the abandonment and discontinuance of service of the Hampton Branch railroad line in Portsmouth pending review of this matter by the Portsmouth City Council.

I will advise you of the City's position subsequent to City Council review of this matter, which I anticipate will occur at their meeting on July 18th. In the meantime, please do not hesitate to contact my office with any questions or additional information.

Sincerely,


John P. Bohenko
City Manager

cc: Cindy Hayden, Deputy City Manager
Robert Sullivan, City Attorney
Rick Taintor, Planning Director
Steve Parkinson, Public Works Director
Cliff Sinnott, Executive Director, Rockingham Regional Planning Commission
Michael Magnant, Rye Town Administrator
Steve Fournier, North Hampton Town Administrator
Fred Welch, Hampton Town Administrator



CITY OF PORTSMOUTH

City Hall, One Junkins Avenue
Portsmouth, New Hampshire 03801
jpb@cityofportsmouth.com
(603) 610-7201

John P. Bohenko
City Manager

July 26, 2011

Attorney Robert B. Burns
Corporate Counsel
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

**RE: Abandonment and Discontinuance of Service of Hampton Branch
Docket Nos.: AB – 1080X and AB – 1082X**

Dear Attorney Burns:

As you know, in a letter to you dated July 6, 2011 I advised you that the City of Portsmouth objected to the abandonment and discontinuance of service of the Hampton Branch railroad line in Portsmouth pending review of this matter by the Portsmouth City Council. Please be advised that the City Council reviewed this matter at their meeting of July 18, 2011 and *voted to object to the abandonment and discontinuance of service of the Hampton Branch railroad line in Portsmouth unless a plan is in place for the State of New Hampshire to acquire this land.*

Please provide the City of Portsmouth with any and all future information regarding the future status of the Hampton Branch rail line as it becomes available. Please do not hesitate to contact my office at 603-610-7202 with any questions or for additional information.

Sincerely,



John P. Bohenko
City Manager

c: Cindy Hayden, Deputy City Manager
Robert Sullivan, City Attorney
Rick Taintor, Planning Director
Steve Parkinson, Public Works Director
Cliff Sinnott, Executive Director, Rockingham Regional Planning Commission
Michael Magnant, Rye Town Administrator
Steve Fournier, North Hampton Town Administrator
Fred Welch, Hampton Town Administrator



TOWN OF RYE • OFFICE OF SELECTMEN
10 Central Road
Rye, NH 03870-2522
603-964-5523 • Fax 603-964-1516

June 30, 2011

Attorney Robert B. Burns
Legal Department
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

RE: Abandonment and Discontinuance of Service of Hampton Branch
Boston & Maine Corporation and Springfield Terminal Railway
Docket Nos: AB – 1080X and AB – 1082X

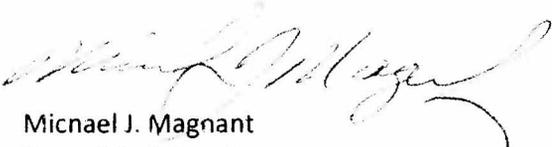
Dear Attorney Burns:

Your letter asking the Town of Rye to identify any environmental and historical impacts regarding the anticipated abandonment of the Hampton Branch of Pam Am Railways was received on June 23, 2011.

Accordingly, we are notifying you that we believe that there is an historic boundary marker located somewhere along the railway right of way, identifying the boundary between Rye and Portsmouth NH. I'm sure you are aware, permanent boundary markers are protected under NH state law (RSA 472:6) Unfortunately, we are unsure of the exact location.

Finally, we wish to inform you that your fourteen-day deadline does not provide us with enough time to thoroughly research the possible historical and environmental impacts of abandoning this section of railway. Therefore, we reserve the right to raise such issues as the matter progresses through the Surface Transportation Board. We ask that you keep us informed.

Very truly yours,


Michael J. Magnant
Town Administrator

Cc: Board of Selectmen
Town Attorney

Burns, Robert

From: Simon Monroe [Simon.Monroe@noaa.gov]
Sent: Wednesday, August 03, 2011 5:42 PM
To: Burns, Robert
Cc: Surface Transportation Board; Surveyorlady@yahoo.com; Gilbert Mitchell; Simon Monroe
Subject: [NGS Response, STB Docket AB-1080X + AB-1082X]

Thank you for sharing your railroad abandonment environmental report for PORTSMOUTH, Rockingham County, NEW HAMPSHIRE.

Approximately 12 geodetic survey marks may be located in the area described. If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads/>

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|----|-----|  
|-----|-----|-----|-----|-----|-----|-----|-----|  
|....|OC0285|. 1|88/ADJUSTED|N430357.....|W0704635.....|B...|A 50  
|....|OC2416|3  
|. |29/SCALED..|N430356.01513|W0704643.47496|D...|POWDERHOUSE  
|....|OC0411|. 2|88/ADJUSTED|N430344.....|W0704717.....|D...|U 28  
|....|OC0283|. p|88/POSTED..|N430324.....|W0704719.....|B...|C 2  
|....|OC0275|. 1|88/ADJUSTED|N430056.....|W0704846.....|B...|D 2  
|....|OC0276|. 1|88/ADJUSTED|N430032.....|W0704822.....|A...|U 49  
|....|MY0210|. 1|88/ADJUSTED|N425920.....|W0704922.....|D...|M 32  
|....|MY0209|. 1|88/ADJUSTED|N425920.....|W0704922.....|B...|S 49  
|....|MY0203|. 1|88/ADJUSTED|N425727.....|W0705001.....|B...|N 32  
|....|MY0204|. 1|88/ADJUSTED|N425739.....|W0704957.....|D...|N 49  
|....|MY0205|. 1|88/ADJUSTED|N425744.....|W0704951.....|C...|P 49  
|....|MY0202|. 1|88/ADJUSTED|N425633.....|W0705019.....|B...|F 2
```



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources 603-271-3483
19 Pillsbury Street, Concord, NH 03301-3570 FAX 603-271-3433
www.nh.gov/nhdhr preservation@dcr.nh.gov

July 6, 2011

Mr. Robert Burns
Corporate Counsel
Boston & Maine Corporation
1700 Iron Horse Park
North Billerica, MA 01862
978-663-1215

Re: Boston and Maine, Hampton Branch Abandonment
Portsmouth, Greenland, Rye, North Hampton, and Hampton, New Hampshire

Dear Mr. Burns:

Thank you for contacting the New Hampshire Division of Historical Resources (DHR) regarding this undertaking. As noted in 49 CFR § 1105.8, the Historic Report relates to the consultation process required by the National Historic Preservation Act, particularly Section 106. I would like to provide you with a brief overview of the Section 106 process and what documentation is required during this phase of the project.

Section 106 of the National Historic Preservation Act (NHPA) requires consideration of historic preservation in the multitude of Federal actions that take place nationwide. Section 106 requires Federal agencies to consider the effects of their actions on historic properties and provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on Federal projects prior to implementation (see the ACHP's "Projecting Historic Properties: A Citizens Guide to Section 106" available at <http://www.achp.gov/citizensguide.pdf> for more information). As it appears from your letter that your project involves a Federal agency, it is important to ensure that the correct procedures relevant to historic resources are followed.

The New Hampshire Division of Historical Resources/State Historic Preservation Office is, under Section 106 of the NHPA, a review and compliance agency, not a regulatory or permitting agency. In our Review & Compliance role, the State Historic Preservation Office is designated to consult with Federal agencies so that historic properties or potential archaeological sites can be identified, evaluated, and when eligible the effects of an undertaking on resources are taken into consideration.

To successfully complete Section 106 review, Federal agencies must:

- determine if Section 106 of NHPA applies to a given project and, if so, initiate the review;



- gather information (through field survey, files search, and other means) to decide which properties in the project area are listed in or eligible for the National Register of Historic Places;
- determine how historic properties might be affected;
- explore alternatives to avoid or reduce harm to historic properties; and
- reach agreement with the State Historic Preservation Office/tribe (and the ACHP in some cases) on measures to deal with any adverse effects or obtain advisory comments from the ACHP, which are sent to the head of the agency.

The first step in initiating Section 106 consultation with the DHR is submission of a Request for Project Review Form and accompanying information (RPR). This form and a brief manual to assist applicants in preparing it are available online at the DHR's website (<http://www.nh.gov/nhdhr/review/>).

The next step in the Section 106 process is to gather information to decide which properties in the project area are listed in or eligible for the National Register of Historic Places. Determining whether properties in the project area have previously been listed or determined eligible is the responsibility of the applicant through full access to the DHR's inventory files. However, as a courtesy I have researched the railroad line involved in your project and have identified it as the Eastern Railroad (B&M Eastern Division), a line determined eligible for listing in the National Register on March 13, 2002 for its historical and engineering significance (MLT-ERLD).

Once the DHR receives the RPR form initiating review, including detailed information regarding what the "abandonment and discontinuance of service" project will entail, we can continue the consultation process to move your project forward.

Sincerely,



Laura S. Black
Special Projects and Compliance Specialist



No Potential to cause Effects Additional information is needed in order to complete our review

No Adverse Effect No Historic Properties Affected Adverse Effect

Comments: In relation to the Environmental/Historical Report to be submitted to the Surface Transportation Board, note that the historic line in question (also known as the Eastern Railroad) has been determined eligible

If plans change or resources are discovered in the course of this project, you must contact the Division of Historical Resources as required by federal law and regulation.

Authorized Signature: Laura S. Black

Date: 7/22/11

November 2010

for listing in the National Register of Historic Places. The eligible resource includes numerous contributing elements that are described in detail in the New Hampshire Area Form previously prepared for the resource. Please use this form to inform the Surface Transportation Board of the nature of the railroad line proposed for abandonment.

Please continue consultation with the DHR as project plans develop.



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources
19 Pillsbury Street, Concord, NH 03301-3570
www.nh.gov/nhdhr

603-271-3483
FAX 603-271-3433
preservation@dcr.nh.gov

August 16, 2011

Section of Environmental Analysis
1925 K Street, NW
Washington, DC 20423

RE: Abandonment of and Discontinuance of Service over Hampton Branch-AB 1080X & 1082X

Good Morning:

Thank you for the opportunity to comment on the Environmental/Historical Report to be provided to the Surface Transportation Board by the Boston & Maine Corporation and Springfield Terminal Railway Company (B&M). The New Hampshire Division of Historical Resources (New Hampshire State Historic Preservation Office) has provided previous general comments regarding the proposed project. The following comments are clarifications specific to the report.

- Please note that all references to the "Historical Commission" and "Commissioner" related to the New Hampshire Division of Historical Resources use inaccurate terminology. New Hampshire's State Historic Preservation Office is the New Hampshire Division of Historical Resources, which could also be referred to as the NHDHR, NHSHPO, or the Division, if appropriate. (II; 3 and 7)
- Please note that the statement, "The Applicants know of no sites or structures on the Line that are 50 years or older or that are listed in the National Register of Historic Places," appears inaccurate. As noted in the report, the NHDHR informed the applicant that the line in question is a resource older than 50 years, eligible for the National Register, and contains numerous contributing structures that are both. Subsequently, the applicant copied the New Hampshire Division of Historical Resources Area Form for the resource (prepared not by NHDHR but by independent consultant Lisa Mausolf) which provided the applicant with additional information regarding historic structures along the corridor. (II; 3, 4, 6, and 7)
- Please note that the NHDHR requests continued consultation as project plans develop, and will provide concurrence and/or comment regarding determination of effect after receipt of more developed project plans.

Sincerely,

Laura S. Black
Special Projects and Compliance Specialist

Cc: Robert B. Burns, B&M



STEPHEN R. FOURNIER
TOWN ADMINISTRATOR

sfournier@northhampton-nh.gov



MUNICIPAL OFFICES
233 ATLANTIC AVENUE
NORTH HAMPTON, NH 03862

TEL: (603) 964-8087
FAX: (603) 964-1514

TOWN OF NORTH HAMPTON, NEW HAMPSHIRE
OFFICE of the TOWN ADMINISTRATOR

FACSIMILE TRANSMITTAL SHEET

TO: Robert Burns, Counsel	FROM: Stephen R. Fournier, Town Administrator
COMPANY: Pan Am Railways	DATE: 7/8/2011
FAX NUMBER: 978-663-1213	TOTAL NO. OF PAGES INCLUDING COVER: 2
PHONE NUMBER: 978-663-1215	
RE: Abandonment of Railway	

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Please find a response to the letter received June 24, 2011

[CLICK HERE AND TYPE RETURN ADDRESS]

STEPHEN R. FOURNIER
TOWN ADMINISTRATOR

sfournier@northhampton-nh.gov



MUNICIPAL OFFICES
233 ATLANTIC AVENUE
NORTH HAMPTON, NH 03862

TEL: (603) 964-8087
FAX: (603) 964-1514

TOWN OF NORTH HAMPTON, NEW HAMPSHIRE
OFFICE *of the* TOWN ADMINISTRATOR

July 8, 2011

Robert Burns
Corporate Counsel
Pan-Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

VIA FACSIMILE

Dear Attorney Burns:

The Town of North Hampton is objecting to the abandonment of the line until the Town's Select Board can further review the impact on the Town of North Hampton.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen R. Fournier", is written over a horizontal line. The signature is stylized and somewhat cursive.

Stephen R. Fournier
Town Administrator

**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: R&C PTI NR SR Survey Other
FHWA/NHDOT, BRX-X-0182(006), 10665

Individual Properties		Districts	
NR	SR	NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Eligible	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district	<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Eligible, in district	<input type="checkbox"/>	<input type="checkbox"/> More information needed
<input type="checkbox"/>	<input type="checkbox"/> Not eligible	<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> More information needed		
<input type="checkbox"/>	<input type="checkbox"/> Not evaluated for individual eligibility		

Integrity: Location Design Setting Materials
Workmanship Feeling Association

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

Level: 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. H. Muzzey

(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: R&C PTI NR SR Survey Other
Magplane Technology Inc., NHDOT

Individual Properties

Districts

NR	SR	NR	SR
<input type="checkbox"/>	<input type="checkbox"/> Eligible	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, also in district	<input type="checkbox"/>	<input type="checkbox"/> Not eligible
<input type="checkbox"/>	<input type="checkbox"/> Eligible, in district	<input type="checkbox"/>	<input type="checkbox"/> More information needed
<input type="checkbox"/>	<input type="checkbox"/> Not eligible	<input type="checkbox"/>	<input type="checkbox"/> Not evaluated @ district
<input type="checkbox"/>	<input type="checkbox"/> More information needed		
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Not evaluated for individual eligibility		

Integrity: Location Design Setting Materials
Workmanship Feeling Association

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

Level: Local 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-the 20th 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: *EJ Muzzy* 5/3/02

NHDHR Area letter	RR	CODE
Name of Area	Eastern RR (Eastern Div. of B & M)	08C
County	Rockingham	
Town/City	Seabrook to Portsmouth*	
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	

NH DIVISION OF HISTORICAL RESOURCES

AREA FORM

- Project Area
 Potential Historic District



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)

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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	<input type="checkbox"/>	NR Criteria:	A <input checked="" type="checkbox"/>	NR Eligible:	
	indiv. listing(s)			B <input type="checkbox"/>	district	<input checked="" type="checkbox"/>
	within this district	_____		C <input type="checkbox"/>	indiv. eligible w/in district	<input checked="" type="checkbox"/>
Integrity	Yes	<input checked="" type="checkbox"/>		D <input type="checkbox"/>	not eligible	<input type="checkbox"/>
	No	<input type="checkbox"/>			need more info	<input type="checkbox"/>
If this Area Form is for a Historic District:			# of contributing resources	_____		
			# of non-contributing resources	_____		

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).

AREA FORM - Eastern Railroad**NHDHR INVENTORY #****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 of 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.

AREA FORM - Eastern Railroad**NHDHR INVENTORY #****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.

AREA FORM - Eastern Railroad**NHDHR INVENTORY #****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.

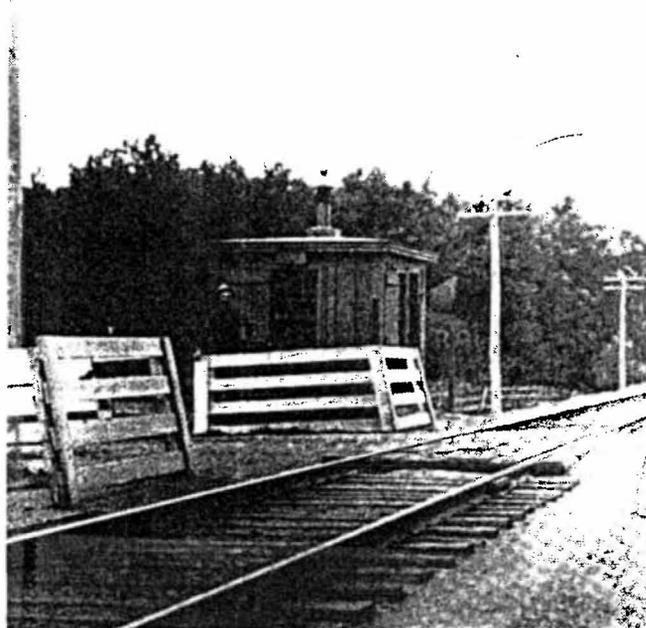
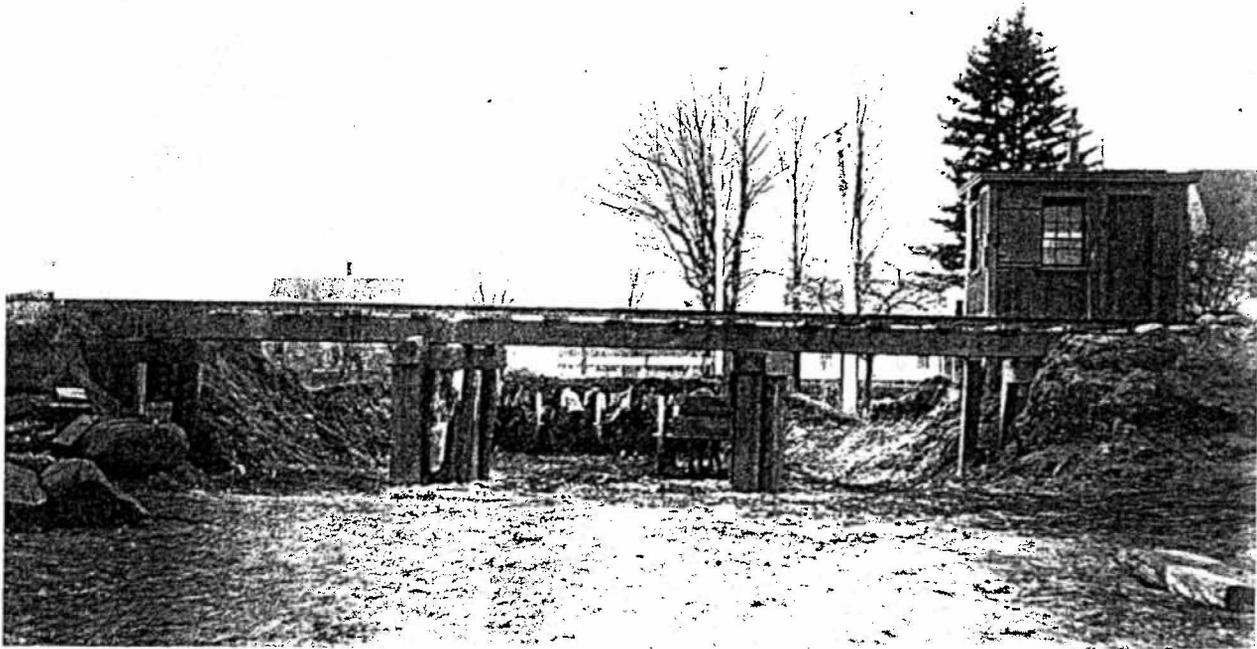


Figure 2

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 Baggage man 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

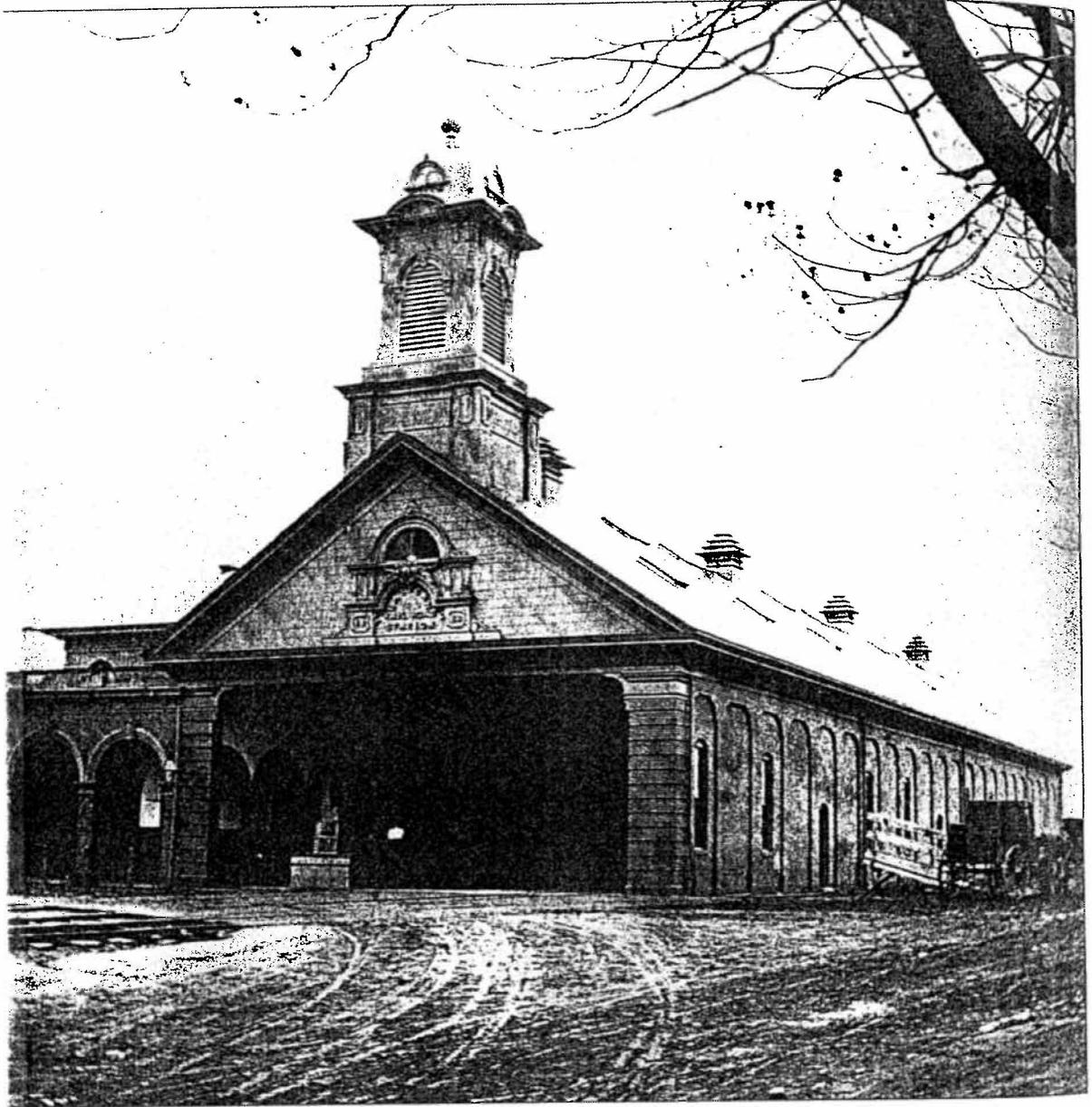
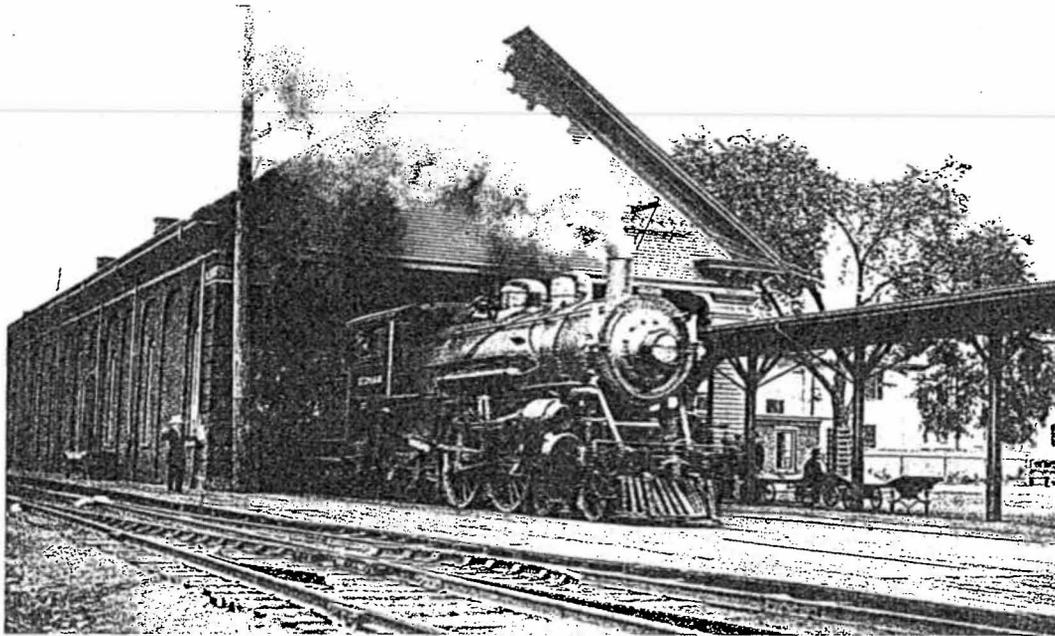


Figure 7

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.

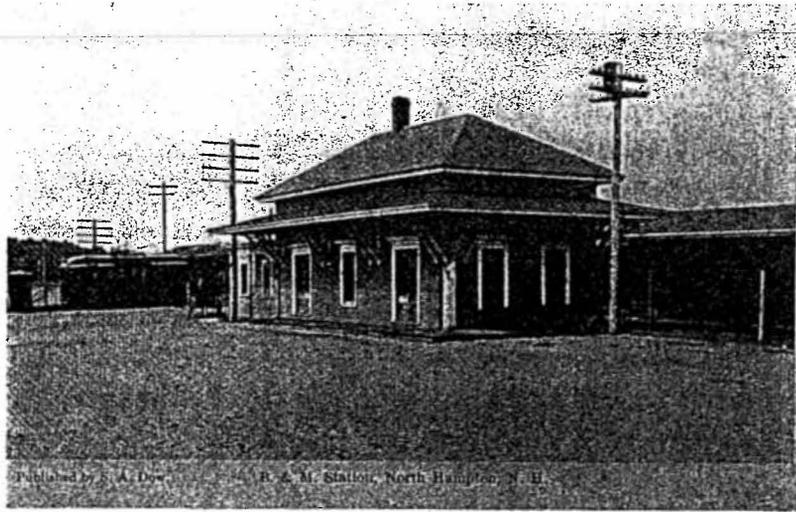


WALKER TRANSPORTATION COLLECTION—BEVERLY HISTORICAL SOCIETY

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.

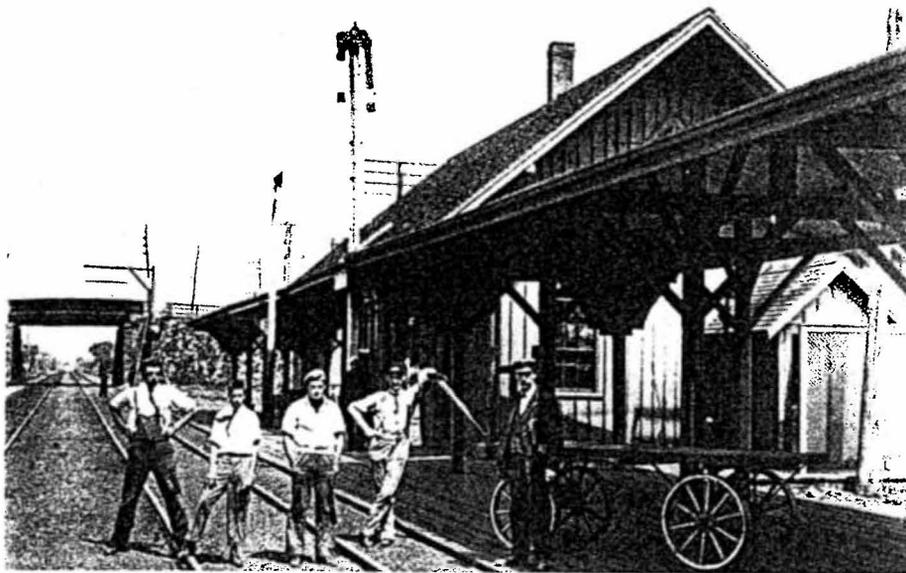
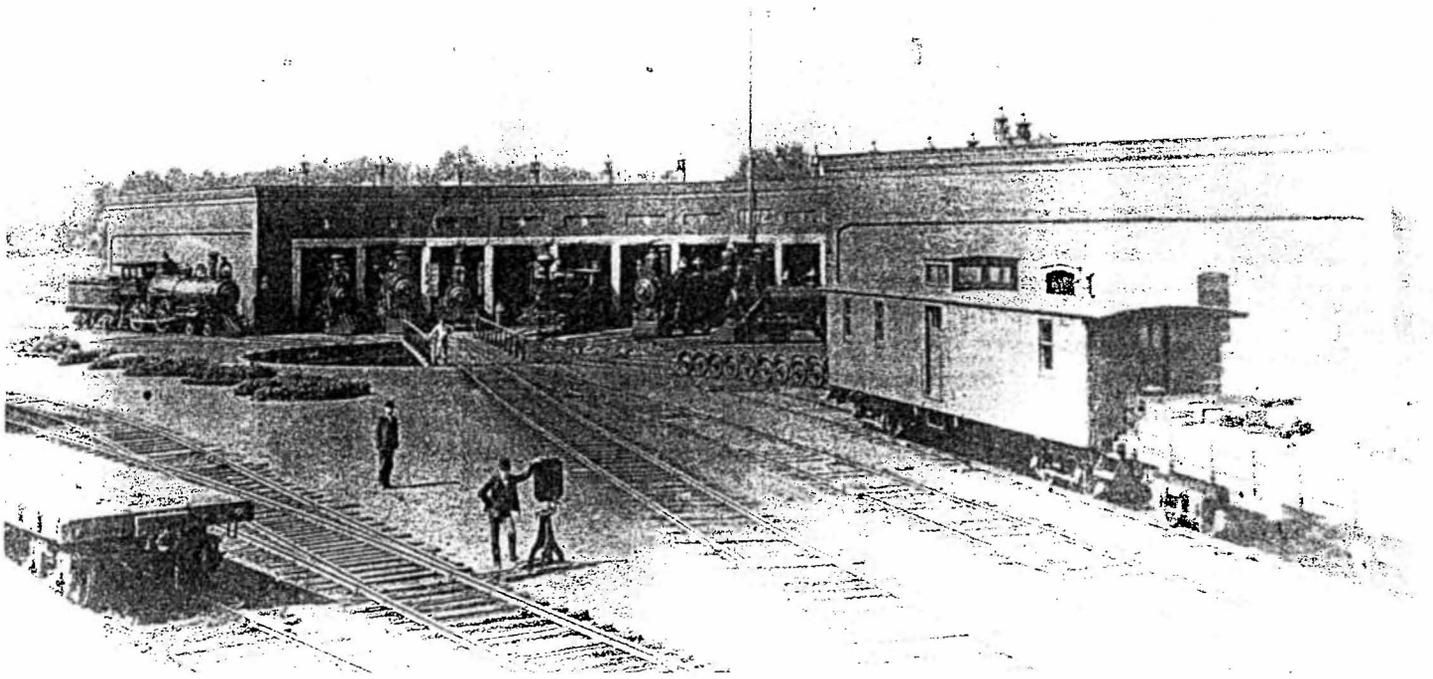


Figure 13

Undated (post-1900) view of Hampton depot, trackside, looking north.

Source: Randall, *Hampton: A Century of Town and Beach*, p. 624.

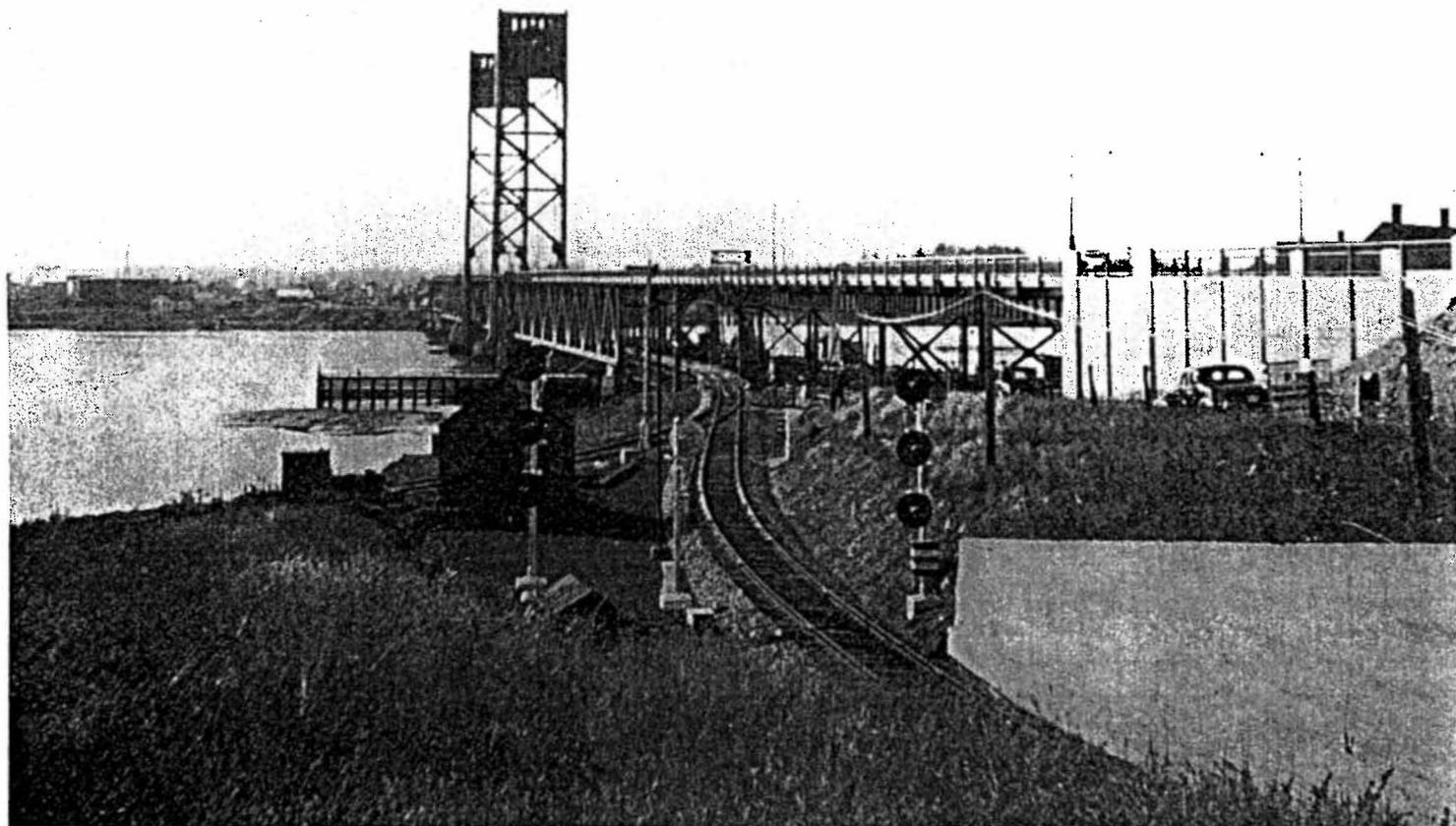


COLLECTION OF ROBERT SHAW

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.

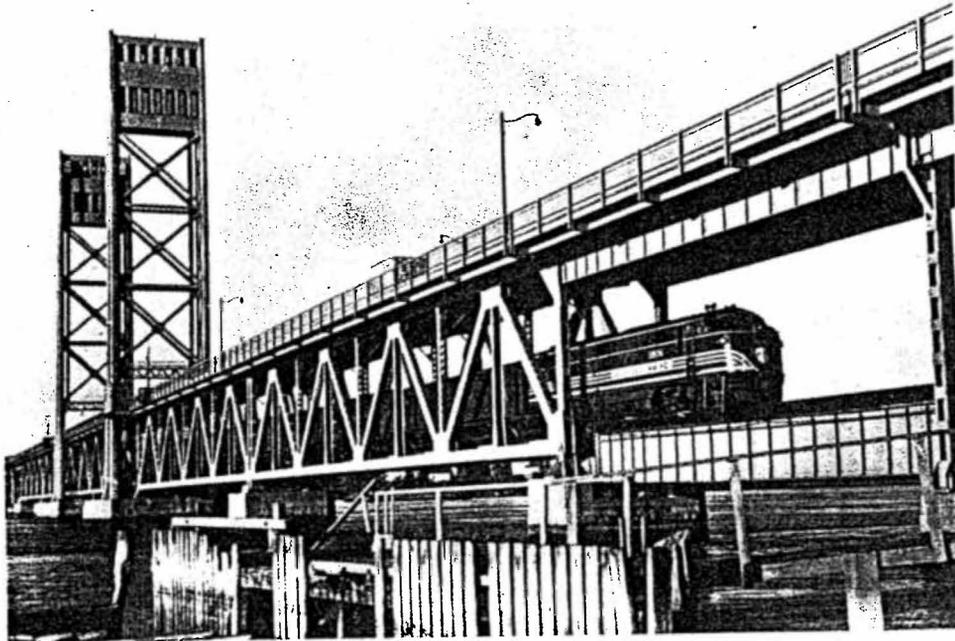


THE MAINE-NEW HAMPSHIRE INTERSTATE BRIDGE BUILT IN 1940

Figure 15

Maine-New Hampshire Interstate Bridge, 1940

Source: *18th Annual New Hampshire Highway Report*. Manchester: Granite State Press, 1940.

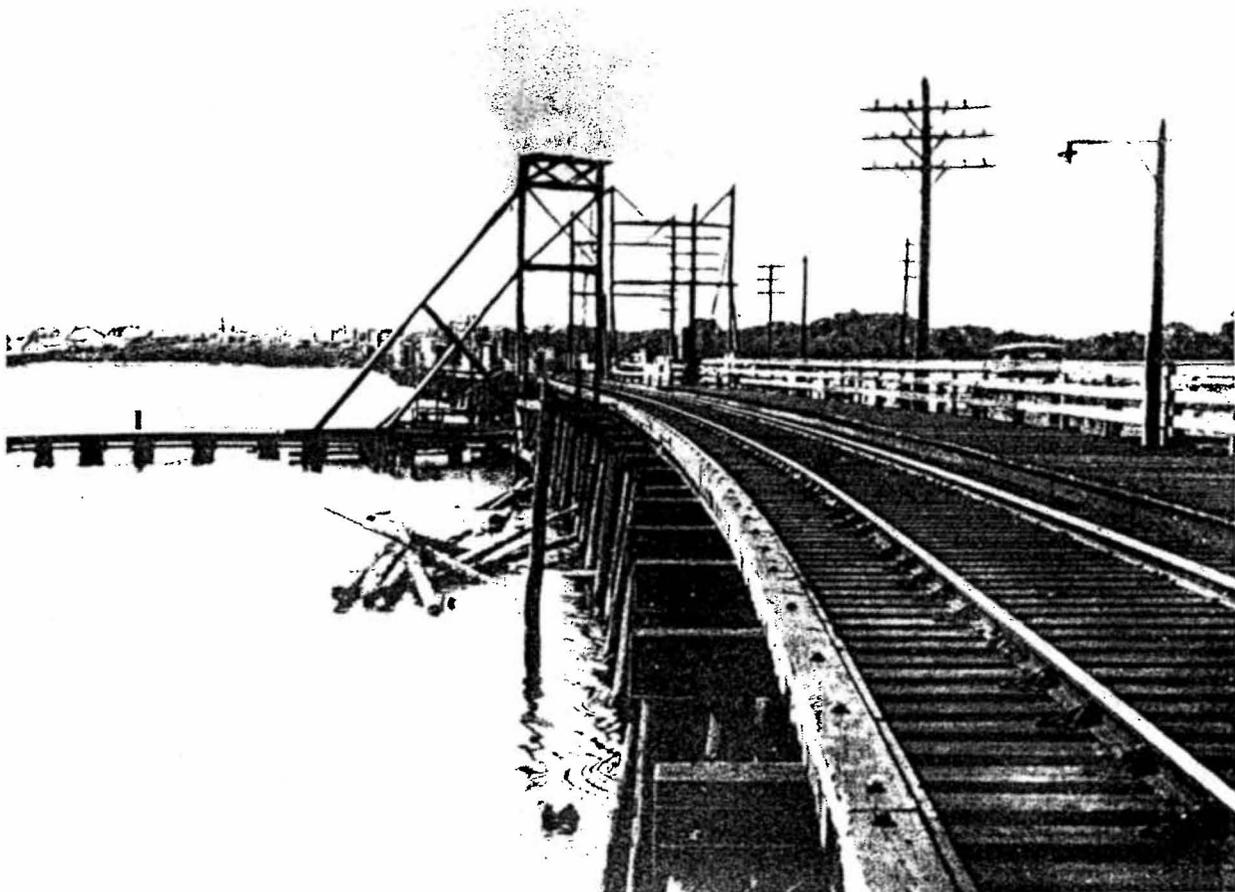


Interstate Bridge. The look of speed: Boston and Maine train #250 headed south on May 15, 1952. The last year of operation of the Eastern Division of the B. & M. Railroad through Portsmouth and Kittery. Ray Tobey Collection.

Figure 16

Interstate Bridge, Portsmouth

Source: Woodard D. Openo, *The Sarah Mildred Long Bridge*, p. 63.



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.

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

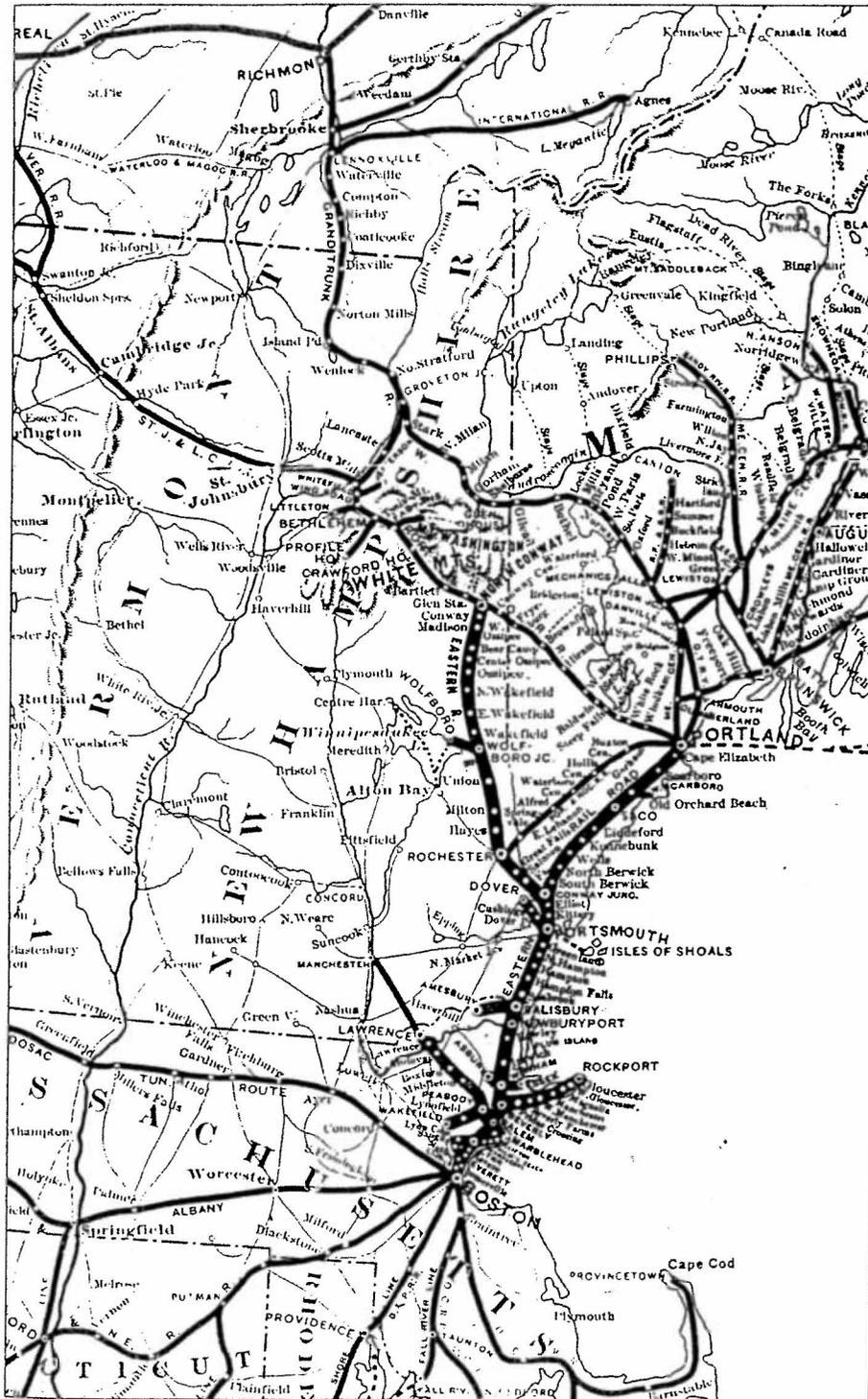


Figure 18

Map of the Eastern Railroad Company and connections

Source: Bruce D. Heald, *Boston & Maine in the 19th Century*, p. 45.



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]

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

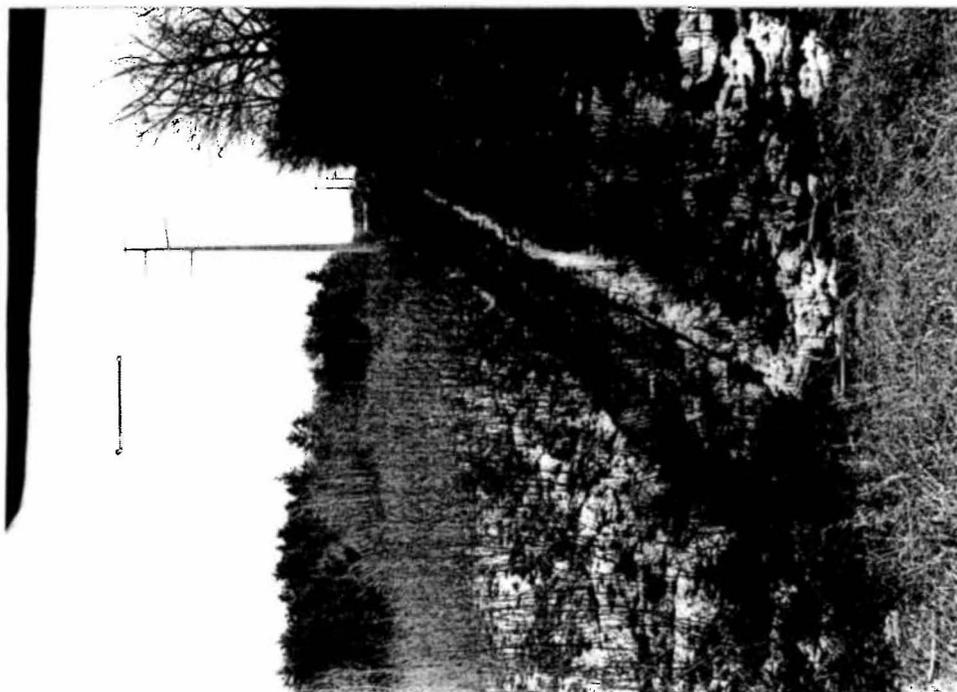


Photo # 3 description: Tracks looking south from Brimmer Road, Hampton Falls (MP 44.11)
Roll #: 7 Frame #: 2 Direction: south

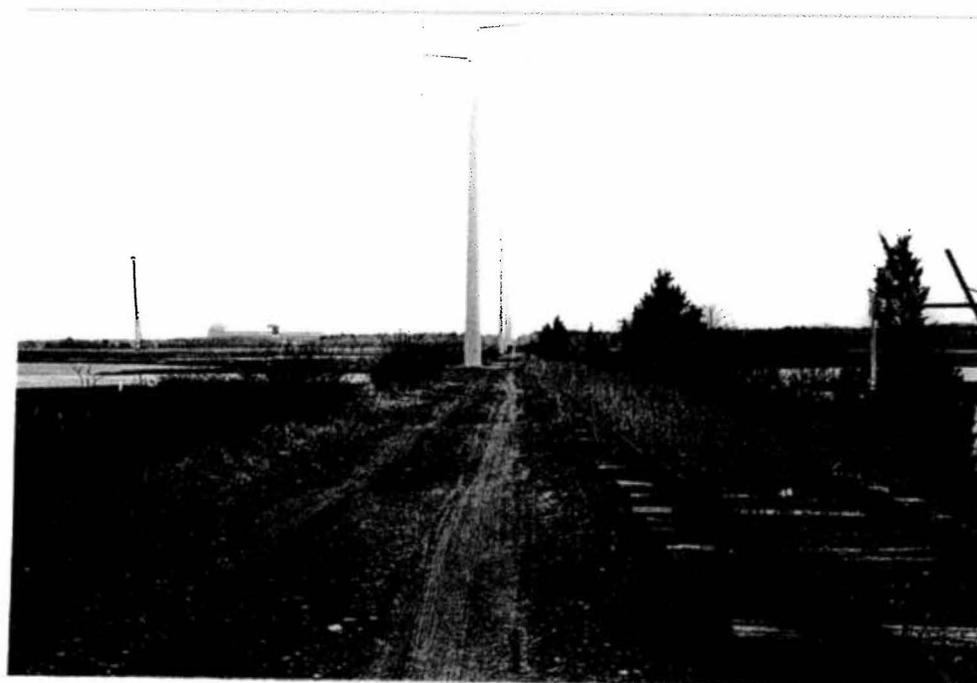


Photo # 4 description: Train tracks through tidal wetlands, Hampton
Roll #: 8 Frame #: 5 Direction: south

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

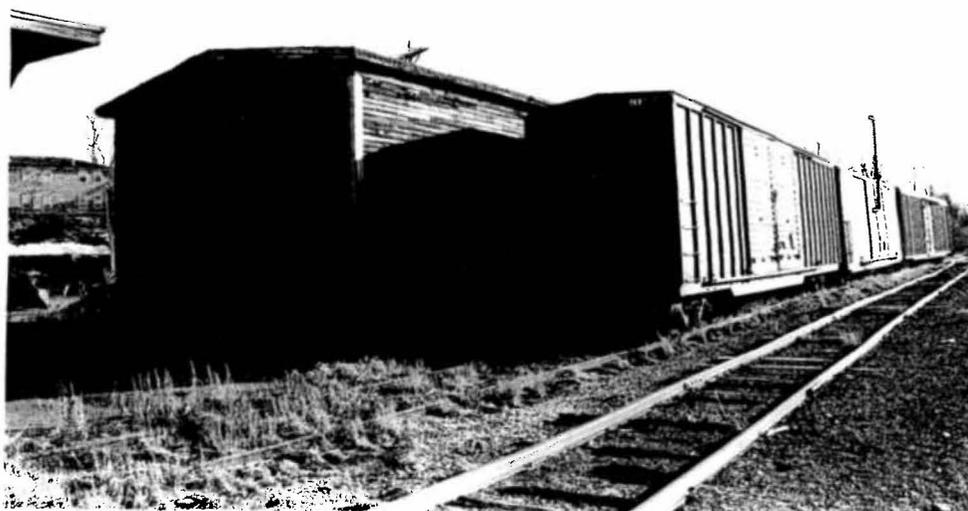


Photo # 22 description: Former Hampton freight house
Roll #: 7 Frame #: 16 Direction: SE

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

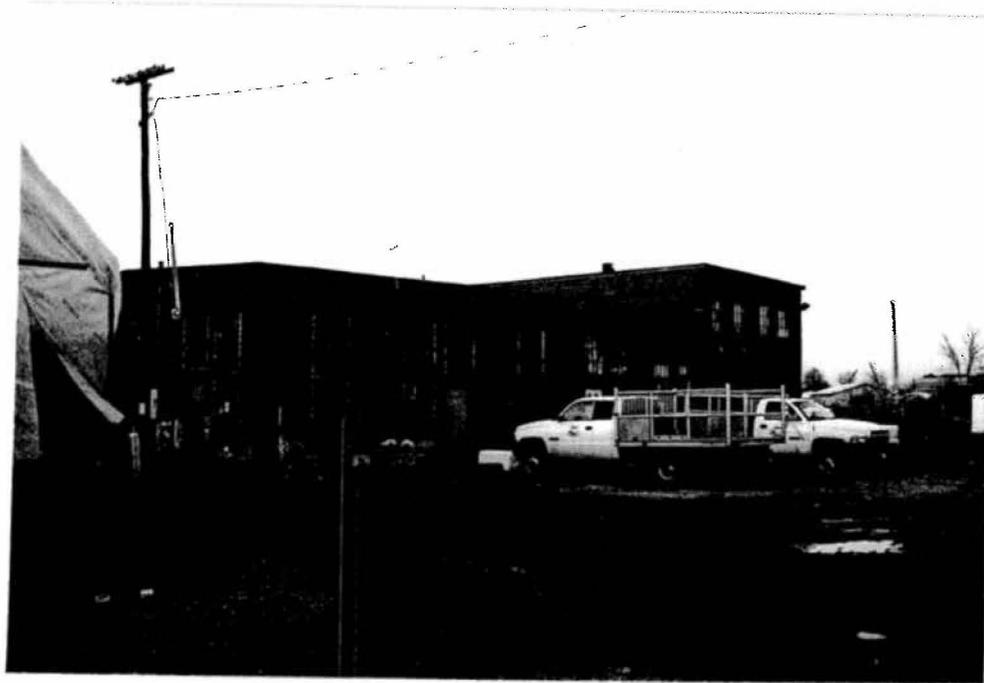


Photo #26 description: Former B & M Machine Shop
Roll #: 5 Frame #: 22 Direction:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

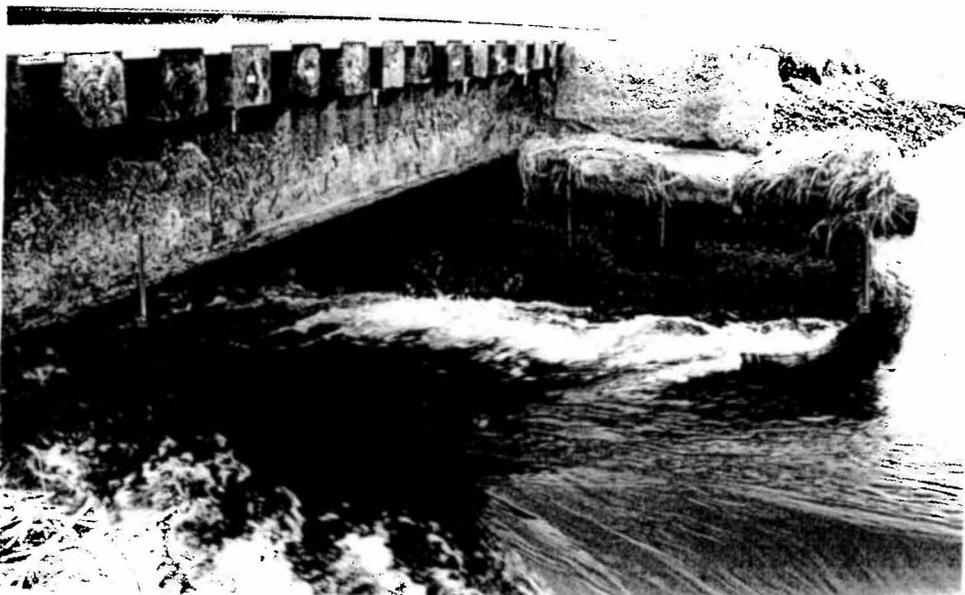


Photo #30 description: Iron stringer bridge over creek (44.76), Hampton
Roll #: 8 Frame #: 11 Direction:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

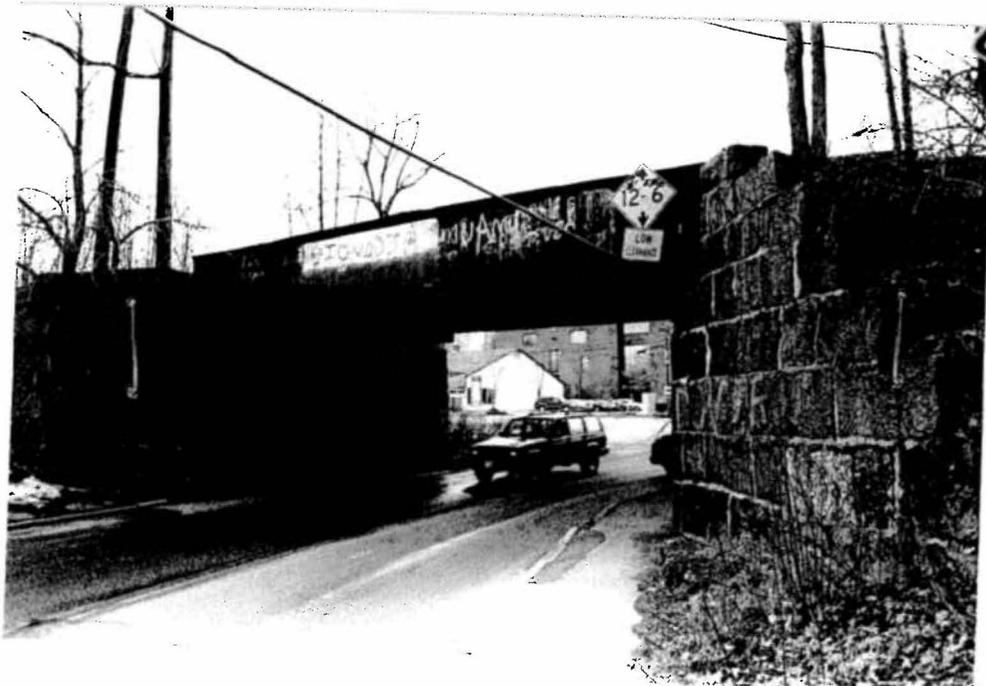


Photo #36 description: Thru Plate Girder Bridge over Bartlett Street, Portsmouth (56.19)
Roll #: 6 Frame #: 19 Direction:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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:

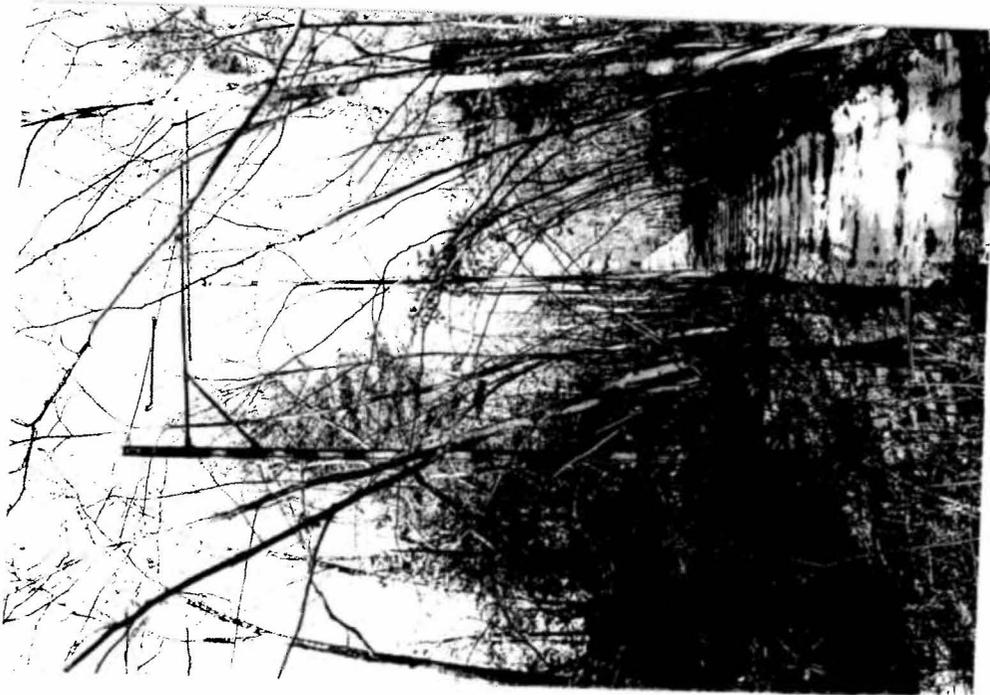


Photo #56 description: Tell tale, Seabrook (41.45)
Roll #: 4 Frame #: 21 Direction:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

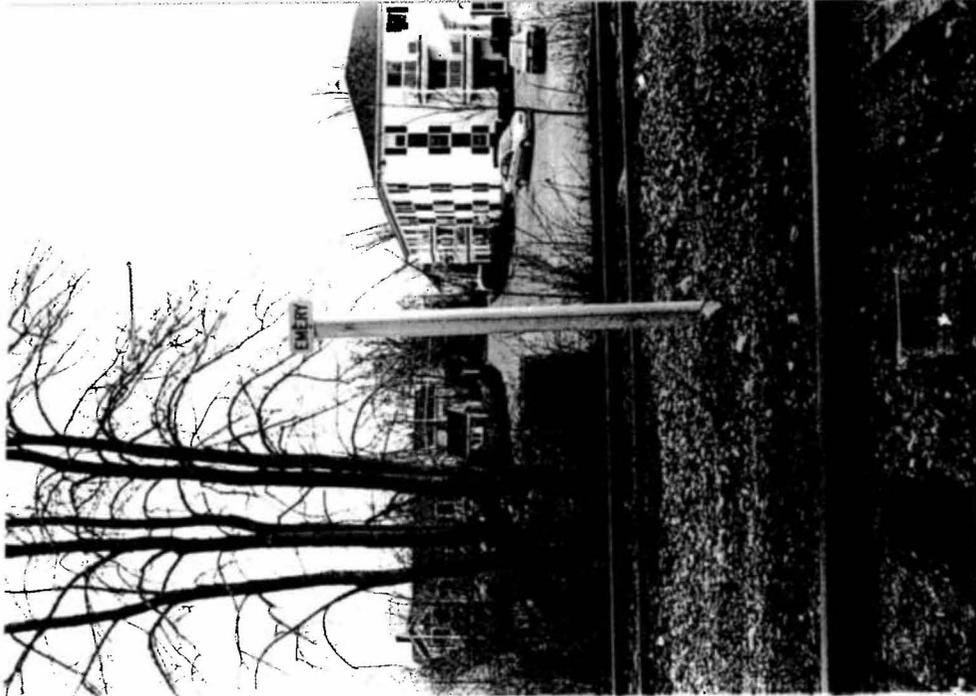


Photo # 57 description: Sign for Emery, Portsmouth (56.00)

Roll #: 6 Frame #: 20 Direction:



Photo # 58 description: switch and sign at Portsmouth

Roll #: 6 Frame #: 9 Direction:

AREA FORM - Eastern Railroad

NHDHR INVENTORY #

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

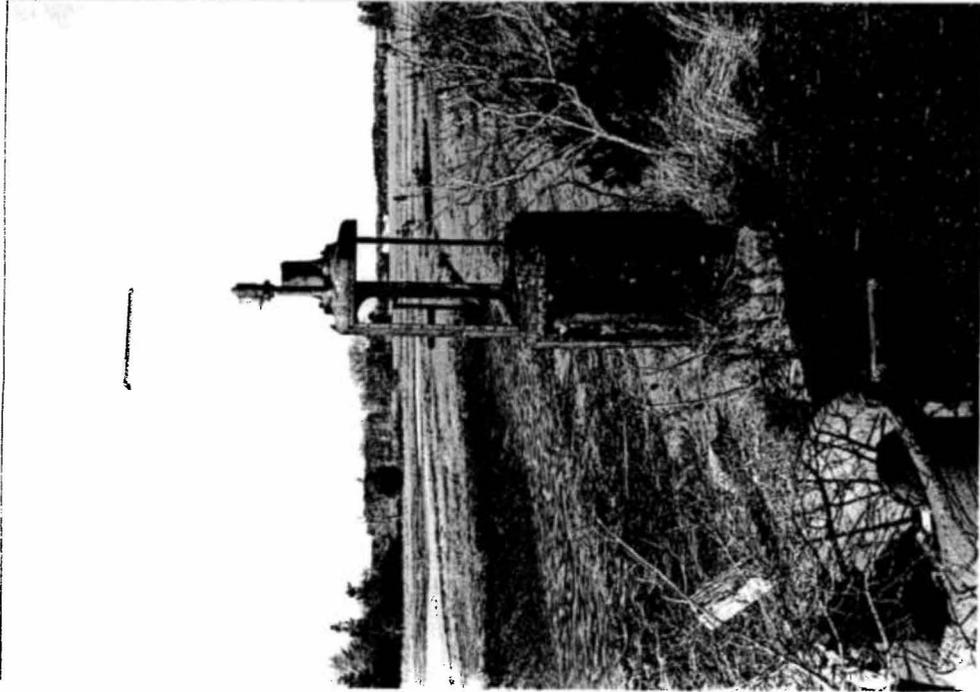


Photo # 59 description: Signal P444, Hampton (44.28)
Roll #: 7 Frame #: 3 Direction:



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	Date	Other information
Eastern Div.	Seabrook	Bridge	Overhead I-Beam & Conc.	41.42	yes	37'6"	20'7"		1942	State Line
Eastern Div.	Seabrook	Signal	Tell Tale	41.45	yes	0				
Eastern Div.	Seabrook	Building	Station Shelter	41.47	yes? (ruins)	0				Atlantic/State Line closed type shelter replaced earlier depot (now ruins)
Eastern Div.	Seabrook	Signal	Block Signal	41.60		0				
Eastern Div.	Seabrook	Culvert	Stone Box	41.88	no	12'	2' wide		1900	
Eastern Div.	Seabrook	Bridge	Steel Stringer	41.92	yes	20'6"	14'7" high	Walton Road	1900	Noyes
Eastern Div.	Seabrook	Signal	Mile Post	42.00	yes	0				no markings (Boston 42/Portland 66)
Eastern Div.	Seabrook	Culvert	Stone Arch	42.04	yes	23'	6' wide	Mill Pond	1839/ 1900	Gothic arch
Eastern Div.	Seabrook	Signal	Block Signal	42.10		0				
Eastern Div.	Seabrook	Other	Farm Crossing	42.15		0				closed
Eastern Div.	Seabrook	Culvert	Stone Box	42.28		8'	2'6" wide		1900	
Eastern Div.	Seabrook	Signal	Signal P-426	42.40		0				
Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	42.49		3'	1'6" wide		1900	
Eastern Div.	Seabrook	Signal	Tell Tale	42.60		0				
Eastern Div.	Seabrook	Bridge	Overhead Wood Stringer	42.63	no	29'8"	17'9"		1927	Farm Lane Road
Eastern Div.	Seabrook	Signal	Tell Tale	42.65	no	0				
Eastern Div.	Seabrook	Building	Depot	42.66	no	0				Seabrook Station; only paved platform remains
Eastern Div.	Seabrook	Culvert	Stone Box	42.75			2' wide			not on 1954 list
Eastern Div.	Seabrook	Culvert	Stone Box	42.80	yes	11'	4' wide		1900	
Eastern Div.	Seabrook	Culvert	Stone Box	42.86	yes	10'6"	4' wide			
Eastern Div.	Seabrook	Signal	Signal P-429	42.90	yes	0				rusted, next to track
Eastern Div.	Seabrook	Signal	Mile Post	43.00		0				within Seabrook Power Plant gates?
Eastern Div.	Seabrook	Other	Farm Crossing	43.20		0				closed

Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	43.26		6'	3' wide		1897	
Eastern Div.	Seabrook	Signal	Tell Tale	43.38		0				
Eastern Div.	Seabrook	Bridge	Overhead Wood Stringer	43.40	?	31'	17'9"		1927	Rock's Road, not on current DOT inventory (within Seabrook gates)
Eastern Div.	Seabrook	Signal	Tell Tale	43.42		0				
Eastern Div.	Seabrook	Culvert	Cast Iron Pipe	43.78		14'	4' wide		1900	
Eastern Div.	Hampton Falls	Cattle Pass	Rail Top	43.92		6'	8' high		1900	
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		1927	Brimmer Road, bridge gone, stone remains- now rubble fill
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	1900	1954 B & M report says iron stringer
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				Hampton Falls Sta. noted in 1954 B & M report only
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				closed
Eastern Div.	Hampton Falls	Signal	Whistle Post	44.65	no	0				
Eastern Div.	Hampton	Bridge	Iron Stringer	44.76	yes	18'	13' high	Creek	1900	stone abutments inscribed 1876
Eastern Div.	Hampton	Other	Farm Bridge X-ing	44.85	no	0				closed in 1914
Eastern Div.	Hampton	Signal	Mile Post	45.00	no	0				Portland 63, Boston 45
Eastern Div.	Hampton	Other	Farm Bridge X-ing	45.10	no	0				closed in 1914
Eastern Div.	Hampton	Bridge	Through Plate Girder	45.34	yes	60'	8 ft. high	Hampton River	1900	
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		1936	Lafayette Road (Rt. 1)

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 Road	1900	
Eastern Div.	Hampton	Other	Farm Crossing	46.09		0				abandoned
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	1900	1954 list - iron stringer
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 underpass	1900	1954 list - iron stringer
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			1866?	now commercial
Eastern Div.	Hampton	Other	Mail Crane	46.54	no	0				
Eastern Div.	Hampton	Building	Baggage House	46.	yes?	0				Sanborn maps
Eastern Div.	Hampton	Other	Water Tank	46.	no	0				Sanborn maps - gone by 1961
Eastern Div.	Hampton	Building	Pump House	46.	no	0				Sanborn maps - gone by 1961
Eastern Div.	Hampton	Bridge	Overhead Wood Stringer	46.59	yes	34'2"	17'10"		1926	Exeter Road
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				closed
Eastern Div.	Hampton	Cattle Pass	Stone Box	47.42	yes	9'	5' wide		1900	
Eastern Div.	Hampton	Culvert?	Stone Box	47.47	yes		3' wide			
Eastern Div.	Hampton	Other	Farm Crossing	47.54		0				closed
Eastern Div.	Hampton	Signal	Tell Tale	47.58		0				
Eastern Div.	Hampton	Other	Farm Crossing	47.62		0				closed
Eastern Div.	Hampton	Bridge	Overhead Thru Plate Girder	47.70	yes	99'2"	25'9"	Towles	1939	Route 1
Eastern Div.	Hampton	Signal	Tell Tale	47.74		0				
Eastern Div.	Hampton	Other	Farm Crossing	47.80		0				closed
Eastern Div.	North Hampton	Other	Farm Crossing	47.84		0				closed
Eastern Div.	North Hampton	Other	Farm Crossing	47.95		0				closed
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"		1927	Lobb's Hole Road/ Roby's/Cedar Road
Eastern Div.	North Hampton	Signal	Tell Tale	48.21		0				
Eastern Div.	North Hampton	Building	Depot	48.69	yes	0			1867?	now offices
Eastern Div.	North Hampton	Bridge	Overhead Prestressed Concrete	48.78	yes	35'9"	18'5"		1995	Prev. Bridge - 1927 Wood Stringer; 1900 stone abut., Atlantic Ave.
Eastern Div.	North Hampton	Signal	Mile Post	49.00	yes	0				Boston 49, Portland 59
Eastern Div.	North Hampton	Culvert	Stone Box	49.27	yes	9'6"	3'6" wide		1900	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	49.35	yes	7'	1'6" wide		1900	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	49.42	yes	9'	1' wide		1900	
Eastern Div.	North Hampton	Culvert	Double Stone Box	49.48	yes	12'	2 x 6' wide		1900	
Eastern Div.	North Hampton	Culvert	Stone Box	49.51	yes	12'	3' wide		1900	
Eastern Div.	North Hampton	Other	Farm Crossing	49.53		0				closed
Eastern Div.	North Hampton	Bridge	Overhead Reinf. Conc. Stringer	49.92	yes	36'7"	25'11" high		1936	Rt. 1
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		1897	
Eastern Div.	North Hampton	Culvert	Cast Iron Pipe	50.35	yes	3'6"	1' wide		1900	
Eastern Div.	North Hampton	Other	Farm Crossing	50.46		0				closed
Eastern Div.	North Hampton	Other	Farm Crossing	50.71		0				closed
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		1900	
Eastern Div.	Greenland	Other	Farm Crossing	51.33		0				closed
Eastern Div.	Greenland	Building	Depot	51.40	no	0				Breakfast Hill; razed c1938
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				1927 or 1900	removed in 1995, grade crossing restored
Eastern Div.	Greenland	Other	Farm Crossing	51.53		0				closed
Eastern Div.	Greenland	Signal	Tell Tale	51.55	no	0				
Eastern Div.	Rye	Other	Farm Crossing	51.63		0				closed
Eastern Div.	Rye	Culvert	Stone Box	51.91		9'	2'6" wide			
Eastern Div.	Rye	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				moved? (on side of track)
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		Young's Crossing, open in 1914 (Banfield Road)
Eastern Div.	Portsmouth	Signal	Signal P-535	53.50	yes	0				not upright
Eastern Div.	Portsmouth	Signal	Signal P-536	53.52	yes	0				not upright
Eastern Div.	Portsmouth	Signal	Whistle Post	53.70		0				
Eastern Div.	Portsmouth	Signal	Mile Marker	54.00	yes	0				concrete, Terminal Div. NH-Port. Div. 141/143
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"		1930	Greenland Road, Replaces wood pony
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					"Emery"
Eastern Div.	Portsmouth	Bridge	Thru Rolled Girder	55.83	yes	61'3"	18'7"	West Approach Hwy.	1939	
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				

FORM - Eastern Railroad

NHDHR INVENTORY #

Eastern Div.	Portsmouth	Building	Switch Shanty	55.98		0				"Emery"
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.?	1887	
Eastern Div.	Portsmouth	Bridge	Trestle	56.	no					
Eastern Div.	Portsmouth	Building	Oil & Sand House	56.	no					Sanborn maps - there by 1887
Eastern Div.	Portsmouth	Other	Water Tank	56.	no				c1905	Sanborn maps, betw. 1904 & 1910
Eastern Div.	Portsmouth	Other	Turntable	56.43	yes	0				
Eastern Div.	Portsmouth	Building	Locomotive House	56.45	yes	0				only one section remains
Eastern Div.	Portsmouth	Building	Machine Shop	56.49	yes	0			c1910	
Eastern Div.	Portsmouth	Culvert	Stone Box	56.51		5'	2' wide			
Eastern Div.	Portsmouth	Building	Section House	56.	no					Sanborns - gone by 1981
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	1940	Interstate (Sarah Mildred Long) Bridge

OCT - 8 1998
 NHDHR Area letter RR

NEW HAMPSHIRE DIVISION OF HISTORICAL
 CODE RESOURCES - AREA FORM

Name of Area Eastern Division	S07 H06 H07 08C	<input checked="" type="checkbox"/> Project Area
Town/City Seabrook, Hampton Falls, Hampton		<input type="checkbox"/> Historic District
County Rockingham		

Inventory form numbers in this Area: none

Use(s): Present abandoned railroad corridor, - hiking trail	VAC RCO TRR
Original active railroad	

Period of Significance: 1839 to fifty year cut-off

General Condition: good

Setting: small town neighborhoods, nuclear power plant,
tidal salt marsh.

Acreage: 4.5 linear miles

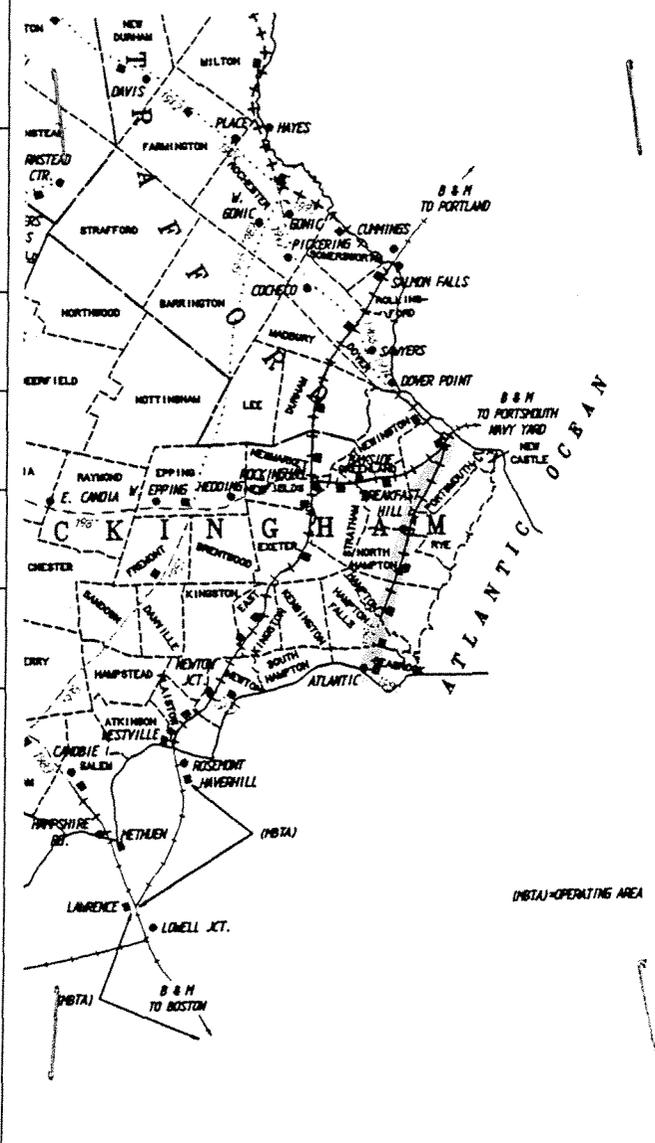
UTM Ref. Zone:
 north end of purchase area: N 4754660 E 349600
 south end of purchase area: N4748665 E 347800

USGS Quadrangle: Hampton, NH
 Scale 1:24 000

Surveyor: Elizabeth Hostutler

Recorded by: Worthen D. Muzzey

Date of field survey: June 1998



SKETCH MAP: — Indicate North with arrow

Photographer facing:
 Photograph date:
 Roll# Frame# Negative stored at:

Please see continuation sheet for sketch map/photo key.

ARCHITECTURAL DESCRIPTION AND COMPARATIVE EVALUATION:

The State of New Hampshire is purchasing 4.5 miles of the former Eastern Railroad, which was constructed beginning in 1839 from the Massachusetts Eastern Railroad at the state line in Seabrook, north to Portsmouth and connections to Maine (16.55 miles). The purpose of this area form is to summarize the extant rail-related resources within this purchase area. The line's history within the larger context of New Hampshire railroading, as well as a comparative evaluation of the significance of the rail-related structures, will be more fully explained in another study now underway by the NH Department of Transportation, for submission to the NH Division of Historical Resources and the Federal Highway Administration. This larger study, roughly in the form of a multiple resource nomination, will aid in the determination of eligibility for the National Register of Historical Places for this and all railroads in the state.

The line was one of the earliest in the state -- prior to 1840, only 22-1/2 miles of track had been laid in New Hampshire. With its main competitor, the Boston & Maine between Atkinson and Rollinsford, the Eastern provided a vital link to Boston markets and New Hampshire tourist destinations. In 1890, the Boston & Maine acquired its rival and upgraded the entire line. With the exception of a Gothic stone arch culvert over Mill Pond in Seabrook (see photo #2), all the bridges and culverts extant in the purchase area date to 1900. These are a 20'6" long steel stringer bridge over Walton Road in Seabrook (photo #1); a 28' long steel stringer bridge over the Hampton Falls River in Hampton Falls (photos #6 and 7), and a 18' long iron stringer bridge over Creek River (photo #9) and a 60' long through plate girder bridge over the Hampton River (photo #12), both in Hampton. At one time, four farm crossings were located in the purchase area in the Hampton Falls and Hampton tidal marshes. The remains of one of these is visible in photo #10.

Missing from the line are Seabrook Station at Farm Lane Road (photo #3) and Hampton Falls Station, just north of the Hampton Falls River crossing. The Hampton Falls Station may have been relocated about 2000 feet west of the railroad to 26 Depot Street. A plaque on the house at the location reads "1849, Boston & Maine Railroad Station" (photo #14). The building is a high-posted cape, renovated with new windows and siding; it is not easily recognizable as a railroad-related building. On the 1914 valuation sheets, only a small freight house and coal box are shown at the Hampton Falls stop.

Throughout the purchase area, the Eastern Railroad runs in a nearly north/south alignment, bordered by several tidal rivers to the east and by US Route 1 to the west. The purchase area passes through three distinct areas. At the southern end, the rail line travels through residential neighborhoods in the town of Seabrook. About two miles into the purchase, the rail line enters an area dominated by the Seabrook Nuclear Power Plant and its surrounding infrastructure. Access to the rail corridor is restricted by gates. North of the plant, woody vegetation is so dense that passage along the corridor is impossible. For the final mile and a half of the purchase in Hampton Falls and Hampton, the Eastern crosses the tidal salt marshes. This part of the line is already used for a number of recreational purposes, such as fishing and walking, and a well worn path is present on the railbed. Tidal action on the marshes has washed out portions of the railbed. Right-of-way widths in the purchase area are usually less than 150 feet, with very little ancillary right-of-way. Portions of the Eastern were officially abandoned in 1982, with the remainder being abandoned in 1994. The line is in various stages of disrepair. Rails and ties are still present over much of the line, although none in working order. (See photos #3, 4, 5, 10, 11 and 13).

HISTORICAL BACKGROUND and role in Town's/City's development:

The Eastern Railroad was incorporated in 1836; construction began in 1839 from the New Hampshire/Massachusetts state line in Seabrook north 16.55 miles through Hampton Falls, Hampton, North Hampton, Greenland and Rye to Portsmouth. The line opened for business in 1840. Stations included Atlantic at the state line, Seabrook, Hampton Falls, Hampton, North Hampton, Breakfast Hill in Greenland, and Portsmouth.

The Eastern was conceived as a local line, connecting Boston markets with Portsmouth and coastal New Hampshire. The railroad transported agricultural products from towns such as Seabrook, Greenland and the Hamptons, large numbers of passengers and manufactured goods between the cities of Portsmouth, Dover and Boston, and tourists traveling first to the Seacoast, and then later to the White Mountains. Its only competitor during this early period of railroading was the original Boston & Maine Railroad (later known as the Western Division), which ran from Boston north to Atkinson, through Exeter and Durham, north to Rollinsford and Maine. Both railroads fought for connections with the Portland, Saco & Portsmouth Railroad, the only line north to Portland, Maine, and from 1847 to 1870 jointly leased the Maine railroad, avoiding direct competition.

NEW HAMPSHIRE DIVISION OF HISTORICAL
RESOURCES -- CONTINUATION FORM

NHDHR Inventory # --
NHDHR Area Letter RR
Town/City Seabrook, Hampton Falls, Hampton
County Rockingham

Inventory Form Area Form

Sheet 2 of 10

In the 1860s and 1870s, the Eastern expanded beyond the Seacoast, gaining control of the Portsmouth, Great Falls & Conway Railroad in 1862, the Wolfeboro Railroad in 1871, and the Portland & Rochester Railroad in 1879 (with the Boston & Maine). With these expansions, however, the line went bankrupt; its former rival, the Boston & Maine, took control in 1884 and purchased the Eastern outright in 1890.

Beginning in the 1930s, various sections of the Eastern network were abandoned. Today, the line remains active between Hampton and Portsmouth.

NATIONAL REGISTER CRITERIA STATEMENT OF SIGNIFICANCE and INTEGRITY:

The Eastern Railroad is among the most historically important railroads in the state. It was the second line built in New Hampshire (after the Nashua & Lowell in 1838) and connected the state's largest city, Portsmouth, with Boston, coastal Maine and Portland. The line grew in importance as New Hampshire tourism gained popularity after the Civil War, both in coastal areas and in the White Mountains. The unusual Gothic stone arch bridge over Mill Pond in Seabrook is the only significant engineering aspect within the purchase area. All other bridges and culverts are small and most date to 1900. Although the Eastern was built during the earliest phase of railroad construction in New Hampshire, its surrounding terrain presented no significant engineering challenges. Some fill would have been necessary through the Hampton salt marshes.

The historical and engineering significance of the Eastern Railroad has to be balanced against its losses of integrity. Within the purchase area, its station at Seabrook and coal box and freight house at Hampton Falls are no longer standing. The Hampton Falls station may have been moved about 2000 feet west on Depot Road. If this building is the station, it is heavily renovated. The path of the railbed is still clear, except north of the power plant, where vegetation is heavy.

Completion of the railroad context study by the Department of Transportation will supply more in-depth research as to the historical importance of the Eastern Railroad in New Hampshire, as well as comparisons to other railroads' existing levels of integrity. This information will aid in the determination of whether the Eastern Railroad is eligible for the National Register of Historic Places as a linear historic resource. As the only known example of a Gothic stone arch bridge carrying a railroad in New Hampshire, the Mill Pond bridge should be considered individually eligible for the National Register. Its date of construction probably dates to the late 1830s, when the railbed was first laid.

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

BIBLIOGRAPHY and/or REFERENCES:

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1927 New Hampshire Resources, Attractions, and Its People. New York: Lewis Historical Publishing Co. Inc.

Wallace, R. Stuart, PhD
1998 Unpublished manuscript on the Eastern Railroad, supplied by the author, Plymouth, NH.

Maps and Plans

Hurd, D. Hamilton
1892 "Town and City Atlas of the State of New Hampshire." In The Old Maps of Hillsborough County, NH in 1892. Fryeburg, Maine: Saco Valley Printing, 1895.

Office of the Valuation Engineer
1914 Right-of-Way and Track Map. "Boston & Maine Railroad, Operated by the Boston & Maine R.R." Sheets V.3NH.40-44. On file at the NHDOT Bureau of Railroads and Public Transportation, Concord, NH.

NEW HAMPSHIRE DIVISION OF HISTORICAL
RESOURCES -- CONTINUATION FORM

NHDHR Inventory # --
NHDHR Area Letter RR
Town/City Seabrook, Hampton Falls, Hampton
County Rockingham

Inventory Form Area Form

Sheet 3 of 10

APPLICABLE HISTORIC CONTEXTS (s) with code:

52. The railroads in New Hampshire, 1842-1960.

Surveyor's Evaluation

NR listed: individual NR criteria: A NR eligible: individual
 w/in district B w/in district
 C not eligible
 D more info

Integrity: ? yes
 no

SHPO Office: Reviewed for determination of eligibility (date): _____



Inventory #--
Area: RR
Town: Seabrook, Hampton Falls, Hampton
County: Rockingham
Sheet 4 of 10

Date of Photographs: June 1998
Negatives stored at: NHDOT

PHOTO #1

Subject Southern end of purchase area, steel string bridge over Walton Road, 20'6" clear span, 14'7" high, built 1900, mile marker 41.92, Seabrook.

Photographer facing: E

Roll # 1 Frame # 20

PHOTO #2

Subject: 6' clear span stone arch culvert over Mill Pond, 23 feet high, mile marker 42.04, Seabrook.

Photographer facing: E

Roll # 1 Frame # 21



PHOTO #3

Subject: View of corridor and the Seabrook Station platform, just north of Farm Lane Road. The depot and the wood stringer overpass that carried Farm Lane Road over the tracks beginning in 1927 have been removed, mile marker 42.68+-.

Photographer facing: S

Roll # 1 Frame # 23



**NEW HAMPSHIRE DIVISION OF
HISTORICAL RESOURCES
PHOTO SHEET**

Inventory #--

Area: RR

Town: Seabrook, Hampton Falls, Hampton

County: Rockingham

Sheet 5 **of** 10

Date of Photographs: June 1998

Negatives stored at: NHDOT

PHOTO #4

Subject View of the rail bed and tell tale south o
Brimmer Road, mile marker 44.09+-, Hampton F

Photographer facing: S

Roll # 2 **Frame # 1A**

PHOTO #5

Subject: View of rail bed north of Brimmer
Road, mile marker 44.13+-, Hampton Falls.

Photographer facing: N

Roll # 2 **Frame # 2A**

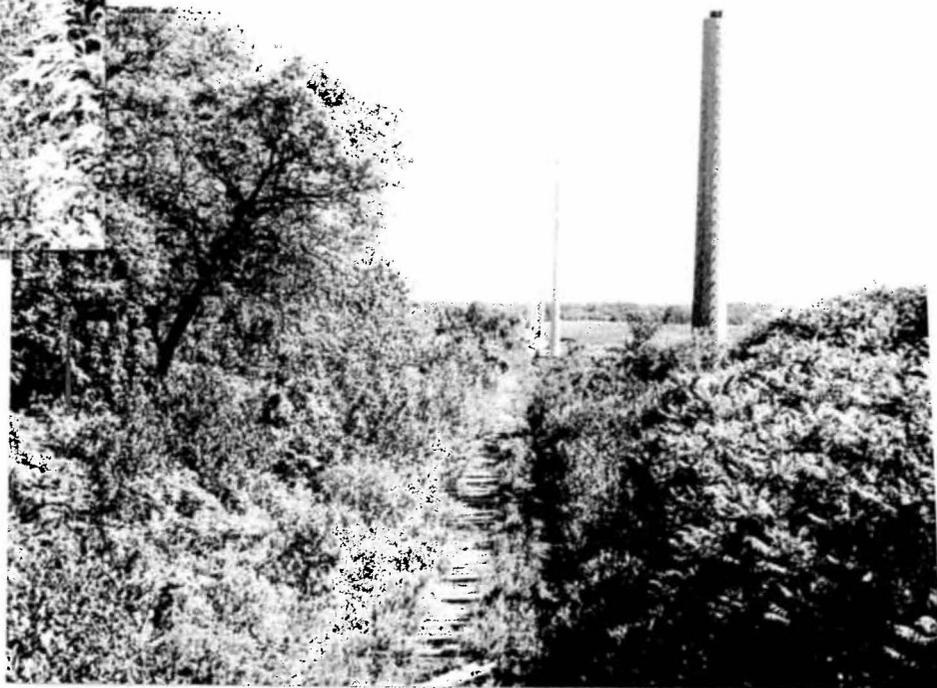


PHOTO #6

Subject: Steel stringer bridge over the Hampton Falls
River, mile marker 44.24, 28-foot clear span, 13'3"
high, built 1900, guarded by "Depot," Hampton
Falls.

Photographer facing: SW

Roll # 1 **Frame # 24**

**NEW HAMPSHIRE DIVISION OF
HISTORICAL RESOURCES
PHOTO SHEET**

Inventory #--

Area: RR

Town: Seabrook, Hampton Falls, Hampton

County: Rockingham

Sheet 6 of 10

Date of Photographs: June 1998

Negatives stored at: NHDOT

PHOTO #7

Subject Steel stringer bridge over the Hampton Falls River, mile marker 44.24.

Photographer facing: SE

Roll # 1 Frame # 24A



PHOTO #8

Subject: Signal P.444 just north of bridge
44.24, Hampton Falls.

Photographer facing: S

Roll # 2 Frame # 00



PHOTO #9

Subject: Iron stringer bridge a tidal creek feeding
into the Hampton River, 18' clear span, 13' high,
built 1900, mile marker 44.76, Hampton..

Photographer facing: NE

Roll # 2 Frame # 4A



**NEW HAMPSHIRE DIVISION OF
HISTORICAL RESOURCES
PHOTO SHEET**

Inventory #--

Area: RR

Town: Seabrook, Hampton Falls, Hampton

County: Rockingham

Sheet 7 of 10

Date of Photographs: June 1998

Negatives stored at: NHDOT

PHOTO #10

Subject View of rail bed, power line and remains
a farm bridge crossing, mile marker 44.85+-,
Hampton.

Photographer facing: SW

Roll # 2 Frame # 9A



PHOTO #11

Subject: View of rail bed and surrounding
salt marsh, mile marker 45.00+-, Hampton.

Photographer facing: SW

Roll # 2 Frame # 5A



PHOTO #12

Subject: Through plate girder bridge over the
Hampton River, 60' clear span, 8' high, built 1900,
mill marker 45.34, Hampton.

Photographer facing: N

Roll # 2 Frame # 6A





**NEW HAMPSHIRE DIVISION OF
HISTORICAL RESOURCES
PHOTO SHEET**

Inventory #--

Area: RR

Town: Seabrook, Hampton Falls, Hampton

County: Rockingham

Sheet 8 **of** 10

Date of Photographs: June 1998

Negatives stored at: NHDOT

PHOTO #13

Subject View of rail bed at the northern end of the purchase area, just south of US Route 1, mile marker 45.50+-, Hampton.

Photographer facing: SW

Roll # 2 **Frame #** 8A

PHOTO #14

Subject: 26 Depot Street, Hampton Falls, plaque on the porch reads "1849, Boston & Maine Railroad Station." Located about 2000 feet west of the railroad.

Photographer facing: N

Roll # 2 **Frame #** 10A



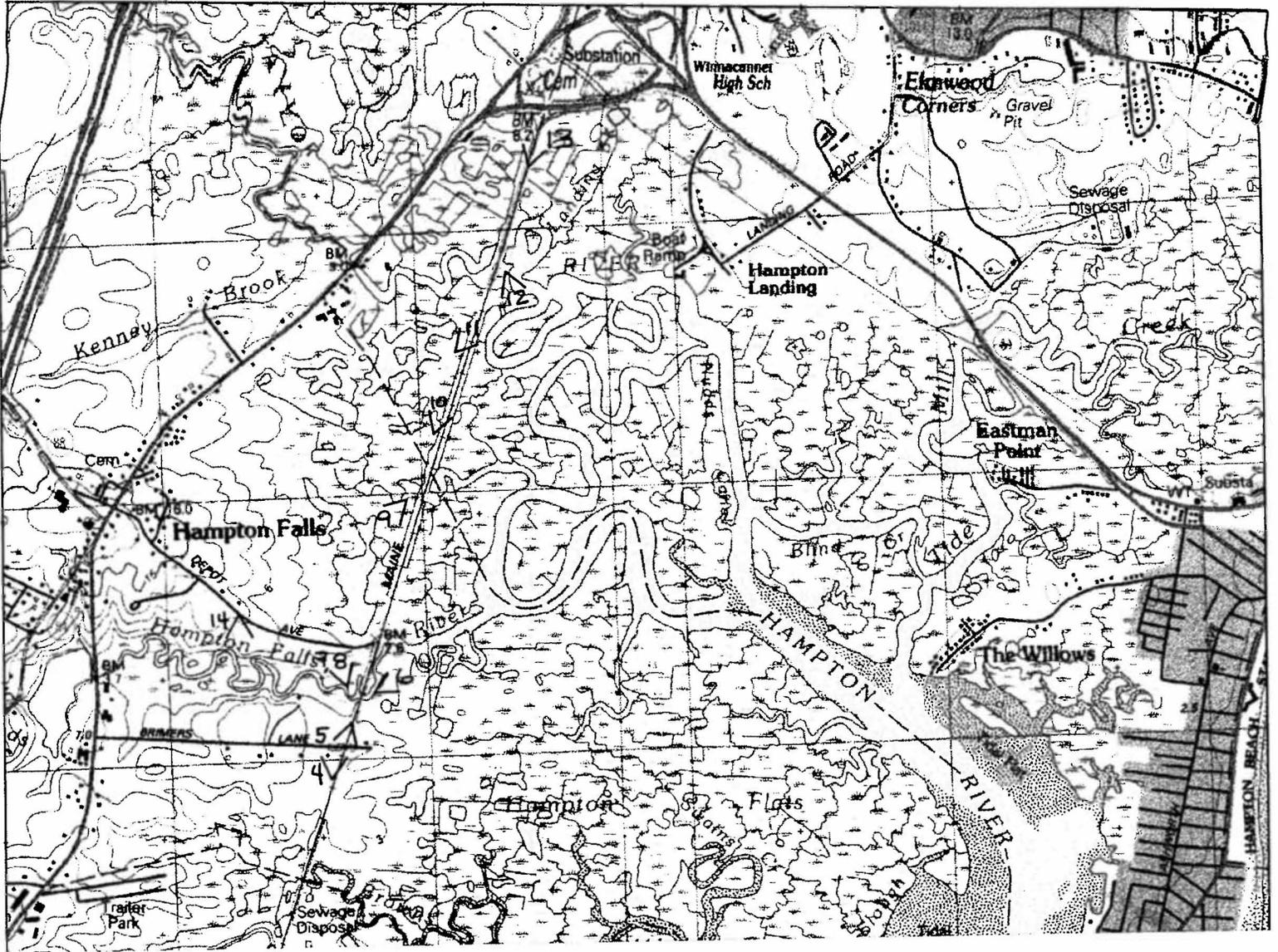
NEW HAMPSHIRE DIVISION OF HISTORICAL
RESOURCES -- CONTINUATION FORM

NHDHR Inventory # --
NHDHR Area Letter RR
Town/City Seabrook, Hampton Falls, Hampton
County Rockingham

Inventory Form Area Form

Sheet 9 of 10

Source: Location map and photo key.



NEW HAMPSHIRE DIVISION OF HISTORICAL
RESOURCES -- CONTINUATION FORM

NHDHR Inventory # --
NHDHR Area Letter RR
Town/City Seabrook, Hampton Falls, Hampton
County Rockingham

Inventory Form Area Form

Sheet 10 of 10

Source: List of rail-related structures shown on the 1914 valuation sheets.

Eastern

Railroad	Town	Resource	Type	Mile Mark	Extant	Length (ft)	Othe
Eastern Division	Seabrook	Signal	Tell Tale	41.45		0	
Eastern Division	Seabrook	Building	Station Shelter	41.47		0	
Eastern Division	Seabrook	Signal	Block Signal	41.60		0	
Eastern Division	Seabrook	Culvert	Stone Box	41.88			2x20
Eastern Division	Seabrook	Bridge	Steel Stringer	41.92	yes	20	14"7"
Eastern Division	Seabrook	Signal	Mile Post	42.00		0	
Eastern Division	Seabrook	Culvert	Stone Arch	42.04	yes		6x23
Eastern Division	Seabrook	Signal	Block Signal	42.10		0	
Eastern Division	Seabrook	Other	Farm Crossing	42.15		0	
Eastern Division	Seabrook	Signal	Signal P-426	42.40		0	
Eastern Division	Seabrook	Signal	Tell Tale	42.60		0	
Eastern Division	Seabrook	Signal	Tell Tale	42.65	no	0	
Eastern Division	Seabrook	Building	Depot	42.66	no	0	
Eastern Division	Seabrook	Culvert	Stone Box	42.80		0	4x11
Eastern Division	Seabrook	Signal	Signal P-429	42.90		0	
Eastern Division	Seabrook	Signal	Mile Post	43.00		0	
Eastern Division	Seabrook	Other	Farm Crossing	43.20	no	0	
Eastern Division	Seabrook	Signal	Tell Tale	43.38		0	
Eastern Division	Seabrook	Signal	Tell Tale	43.42		0	
Eastern Division	Hampton Falls	Cattle Pas	Rail Top	43.92			6 8 ft h
Eastern Division	Hampton Falls	Signal	Mile Post	44.00		0	
Eastern Division	Hampton Fall	Signal	Tell Tale	44.09	yes	0	
Eastern Division	Hampton Falls	Signal	Tell Tale	44.13	yes	0	
Eastern Division	Hampton Falls	Bridge	Steel Stringer	44.24	yes	28	13'3"
Eastern Division	Hampton Falls	Signal	Signal P.444	44.28		0	
Eastern Division	Hampton Falls	Signal	Crossing Sign	44.35	no	0	
Eastern Division	Hampton Falls	Building	Depot	44.36	no	0	
Eastern Division	Hampton Falls	Other	Coal Box	44.37	no		
Eastern Division	Hampton Falls	Building	Freight House	44.45	no	0	
Eastern Division	Hampton Falls	Other	Farm Bridge Crossing	44.60	no	0	
Eastern Division	Hampton Falls	Signal	Whistle Post	44.65	no	0	
Eastern Division	Hampton	Bridge	Iron Stringer	44.76	yes	18	13 ft l
Eastern Division	Hampton	Other	Farm Bridge Crossing	44.85	no	0	
Eastern Division	Hampton	Signal	Mile Post	45.00	no	0	
Eastern Division	Hampton	Other	Farm Bridge Crossing	45.10	no	0	
Eastern Division	Hampton	Bridge	Through Plate Girder	45.34	yes	60	8 ft hi



**THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION**

LEON S. KENISON
COMMISSIONER

LETTER OF TRANSMITTAL

TO: Nancy C. Muller, Director
NH Division of Historical Resources
Pillsbury Street
Concord, NH 03301

Date: October 7, 1998
Bureau: Environment
Project: Seabrook-Hampton
Project No. STP-TE-X-000S(260)
12630

WE ARE SENDING YOU Attached Under separate cover via
the following items:

COPIES	DATE	DESCRIPTION
1		Project area form for a 4.5 mile stretch of the Eastern
		Railroad, in Seabrook, Hampton Falls and Hampton, for
		review at the next DOE meeting.

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- Approved as submitted
- Approved as noted
- Returned for corrections

REMARKS:

Elizabeth Hostutler
Elizabeth Hostutler

TITLE: Historian

COPY TO: H. Kinter, FHWA



NEW HAMPSHIRE DIVISION OF HISTORICAL RESOURCES

State of New Hampshire, Department of Cultural Resources 603-271-3483
19 Pillsbury Street, P. O. Box 2043, Concord NH 03302-2043 603-271-3558
Voice / TTY RELAY ACCESS 1-800-735-2964 FAX 603-271-3433
<http://www.state.nh.us/nhdhr> preservation@nhdhr.state.nh.us

May 3, 2002

Lisa Mausolf
Preservation Consultant
20 Terrace Park
Reading, MA -1867

RE: Eastern Railroad Area Form

Dear Lisa:

Thank you for requesting a determination of National Register eligibility for the property listed below. The Division of Historical Resources' Determination of Eligibility Committee has reviewed your completed area form, and, based on the information available, the DOE Committee's evaluation of National Register eligibility is:

TOWN/CITY	PROPERTY	DETERMINATION
Seabrook-Portsmouth	Eastern Railroad Linear Historic District	eligible

A copy of the DHR evaluation form is attached for your use. The inventory data and the evaluation will also be added to the statewide survey database for historic properties in New Hampshire. Please call if you have questions. Thanks for your cooperation!

Sincerely,

Linda Ray Wilson
Deputy State Historic Preservation Officer

LRW:djg

enclosure

cc: James McConaha, Director / State Historic Preservation Officer
Edna Feighner, Review and Compliance Specialist
Harry Kinter, FHWA
Joyce McKay, NHDOT

Lisa Mausolf
Preservation Consultant
20 Terrace Park
Reading, MA 01867

March 6, 2002

Debbi Gagne
NH Division of Historical Resources
19 Pillsbury Street, Box 2043
Concord, NH 03302-2043

Re: Eastern Railroad

Dear Debbi:

On behalf of Magplane Technology, Inc., I am submitting the enclosed area form for the Eastern Railroad to be reviewed at your next available Determination of Eligibility meeting.

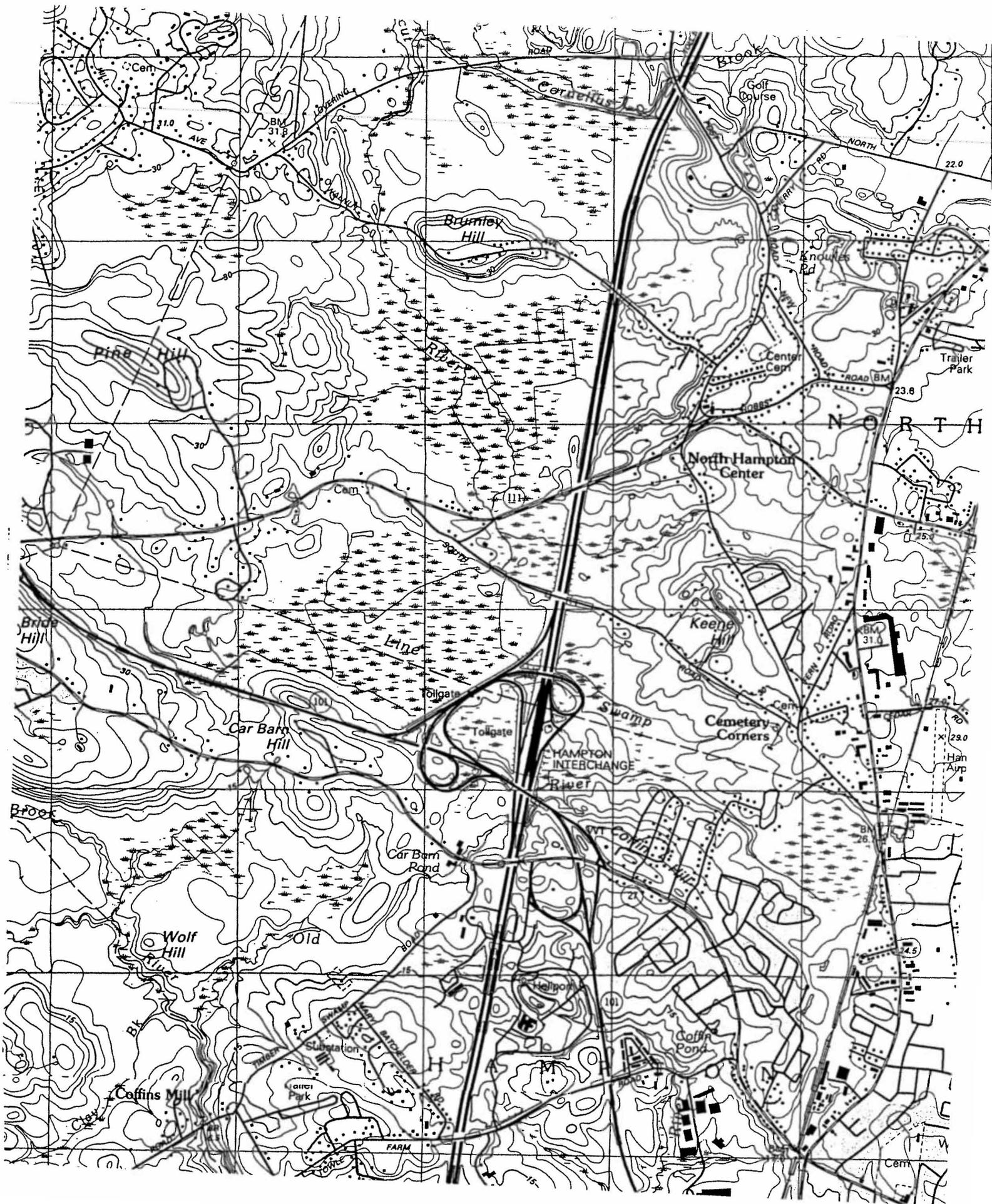
Thanks very much for your assistance. Should you have any questions, please do not hesitate to contact me.

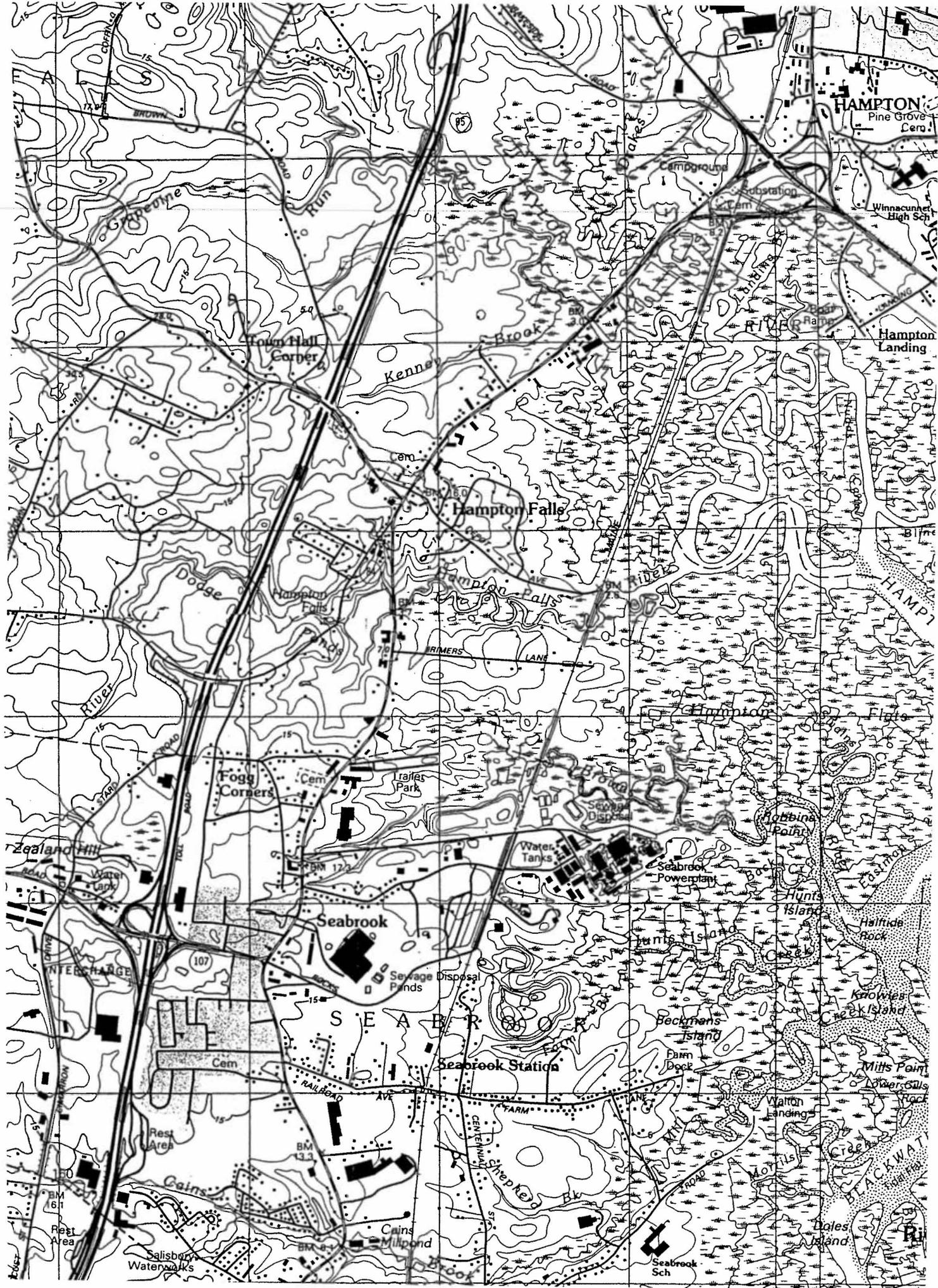
Sincerely,



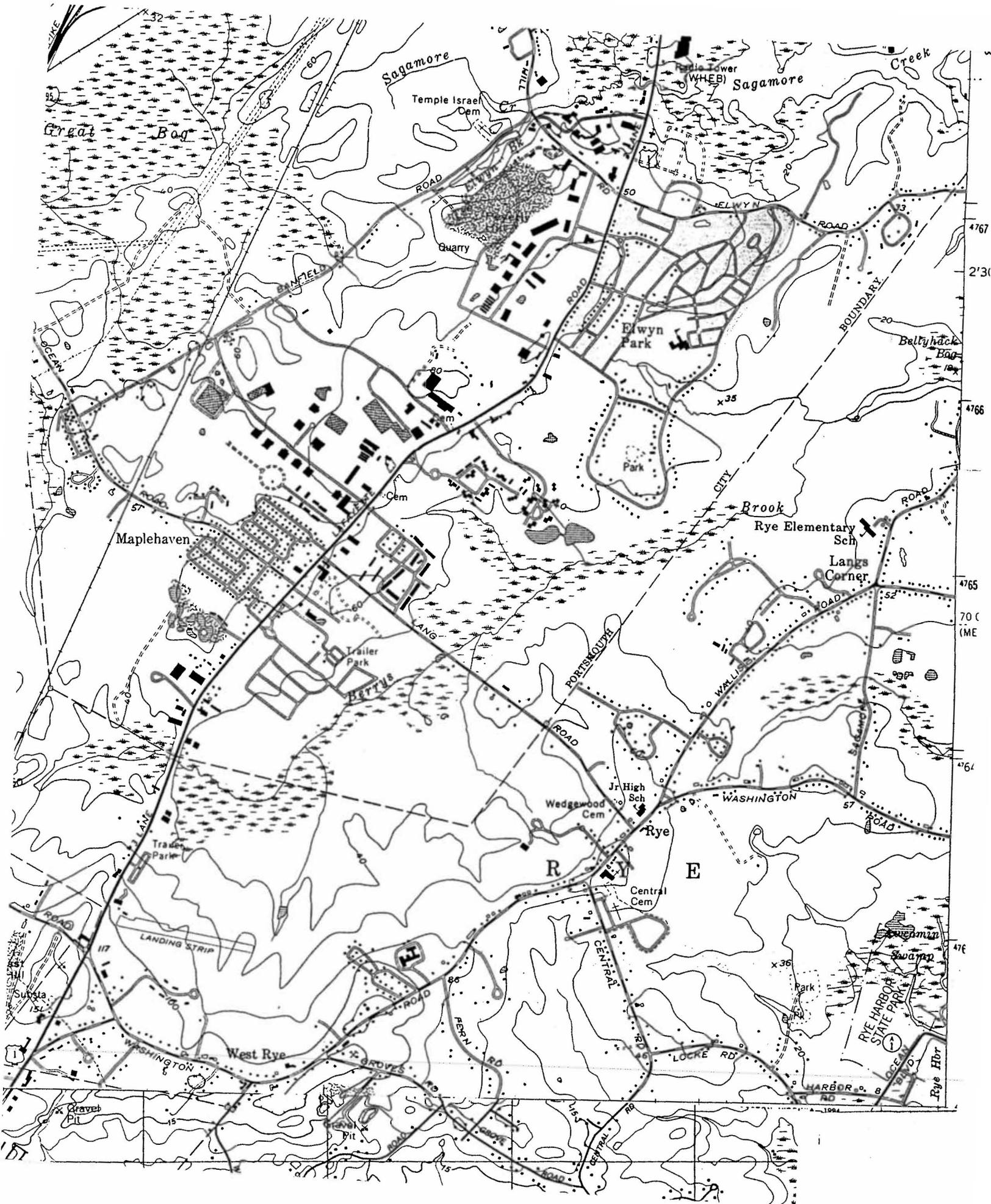
Lisa B. Mausolf
Preservation Consultant

cc: D. Bruce Montgomery, Magplane Technology, Inc.
Joyce McKay, NHDOT









Sagamore

Temple Israel Cem

Quarry

Lower Sagamore (WHEB)

Great Bag

Elwyn Park

Maplehaven

Rye Elementary Sch

Langs Corner

Trailer Park

Jr High Sch

Wedgewood Cem

Rye

Central Cem

LANDING STRIP

West Rye

RYE HARBOR STATE PARK

HARBOR

Rye Hbr

R E

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2'30"

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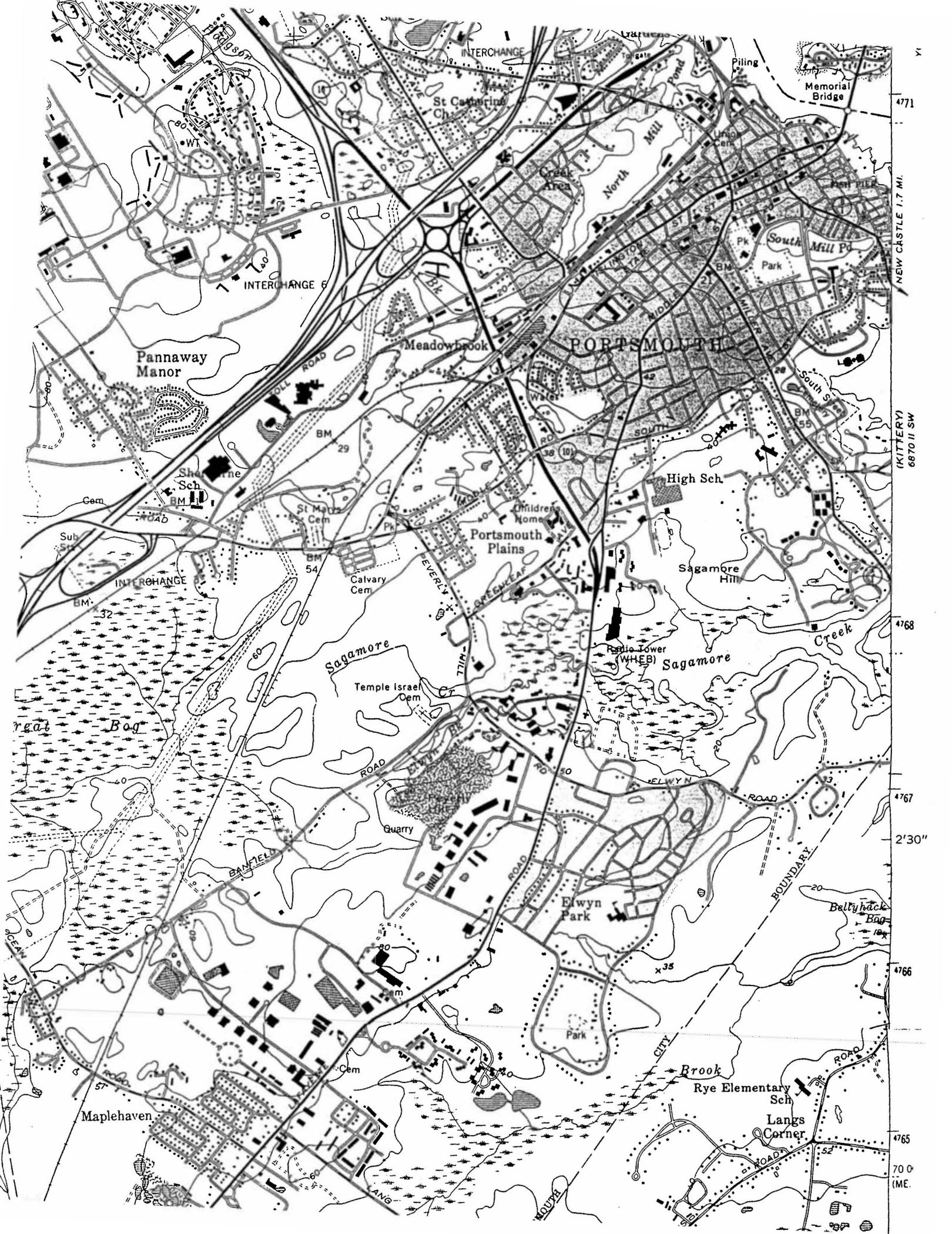
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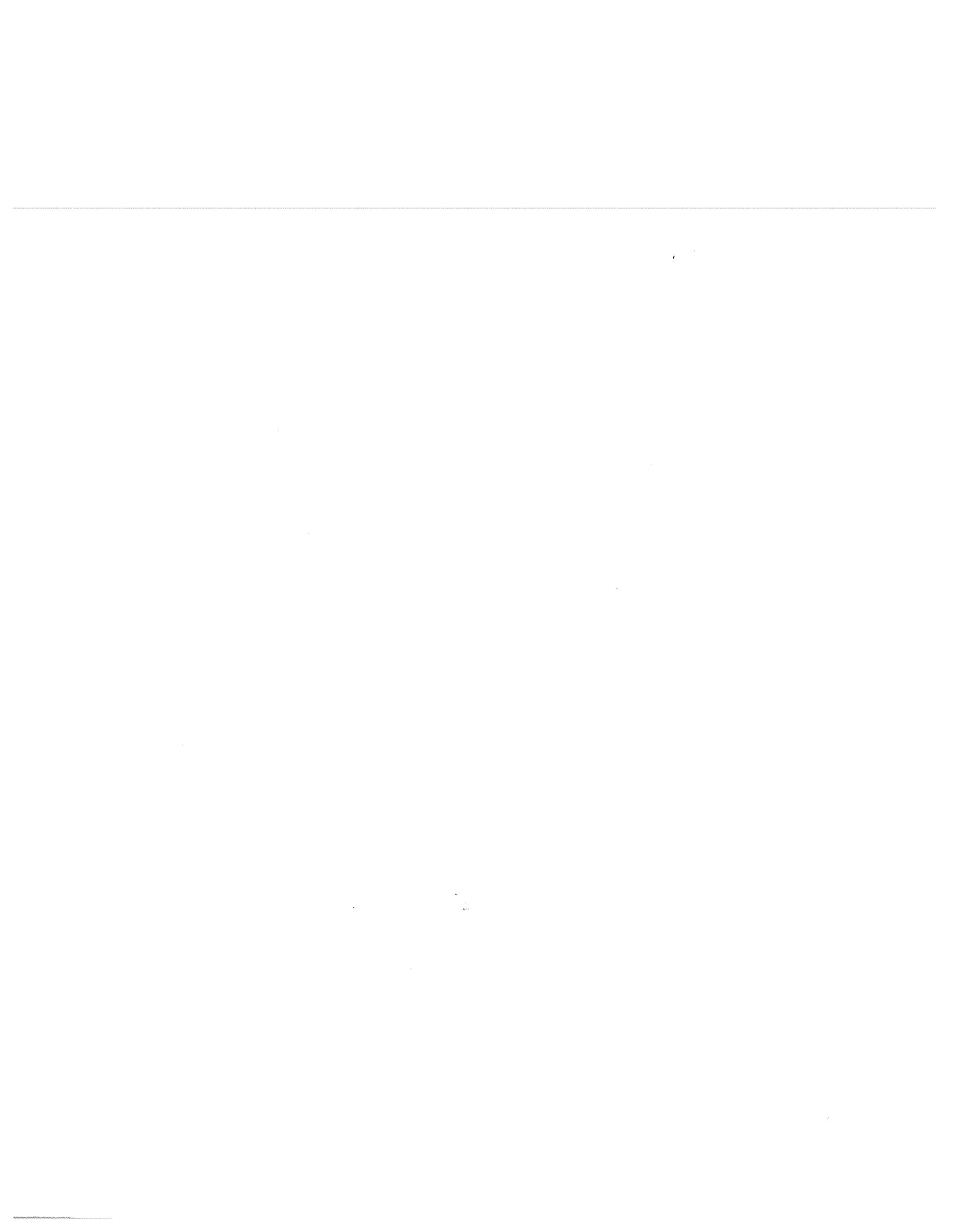
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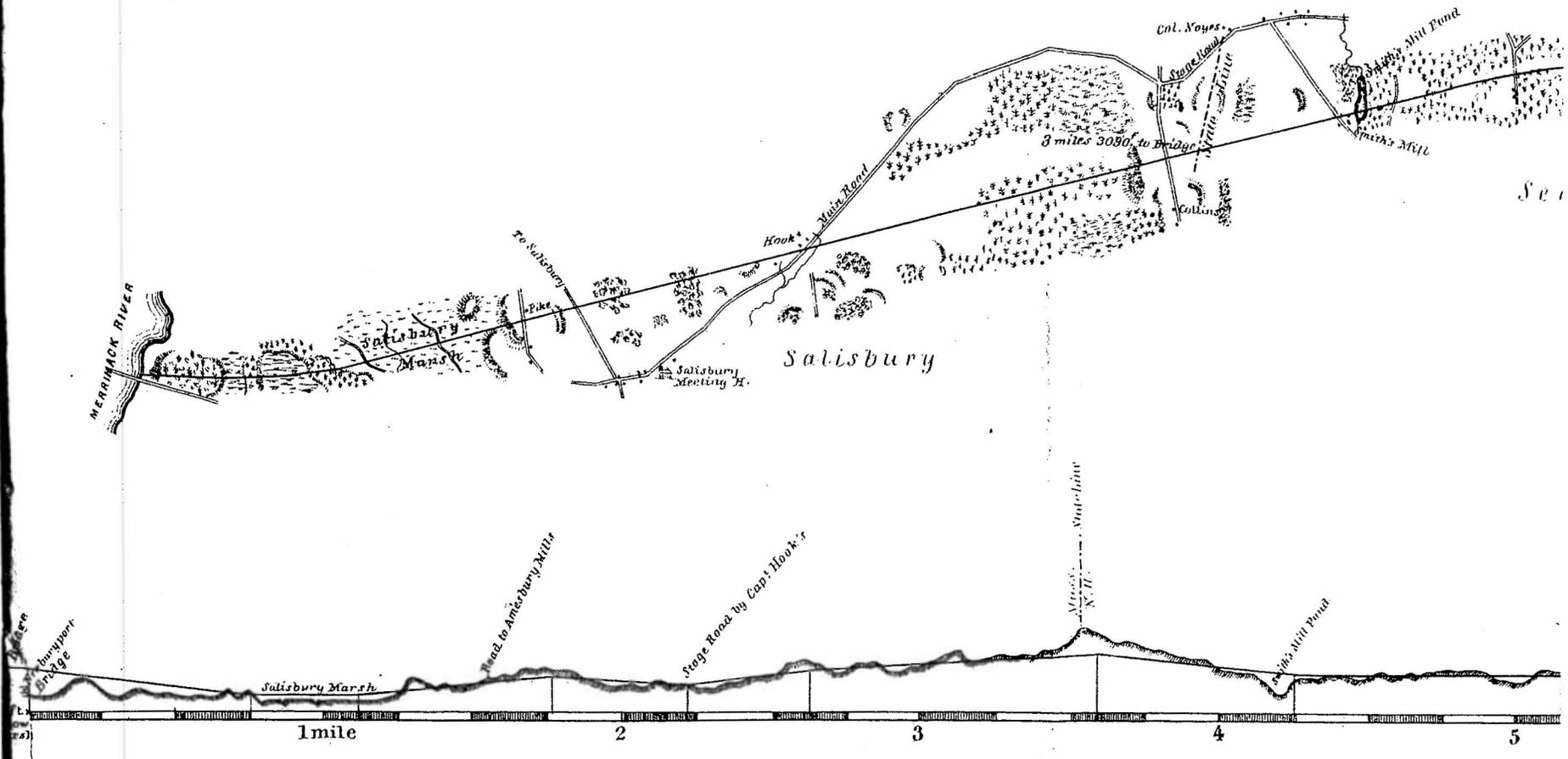
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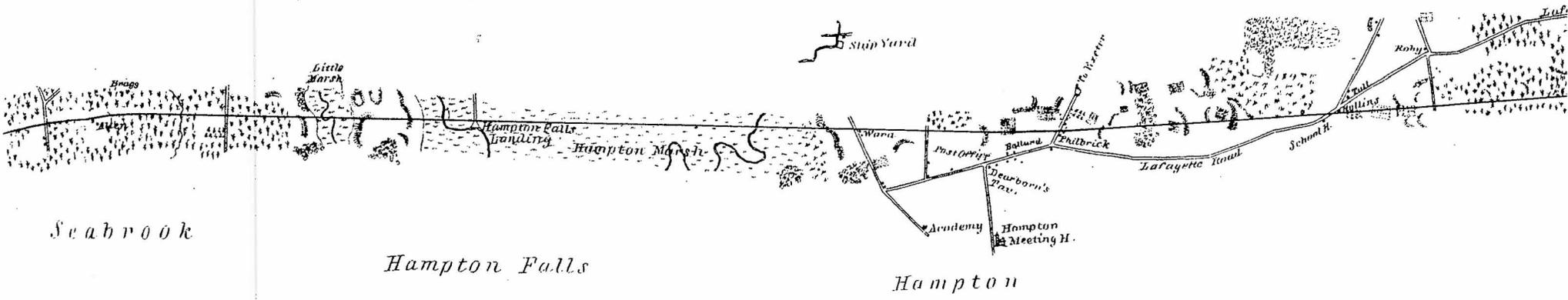
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Seabrook Meeting house



Seabrook

Hampton Falls

Hampton

PLAN AND PROFILE
 OF THE
LOCATION OF THE EASTERN RAIL ROAD IN

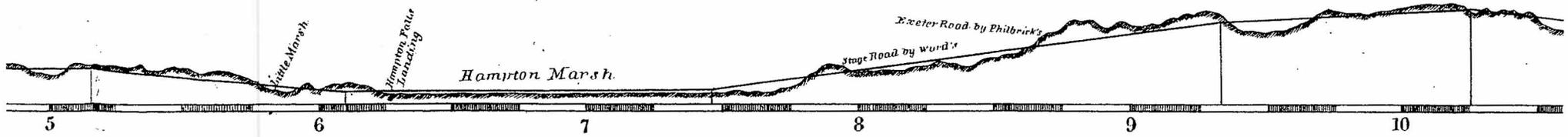
JOHN M. FESSENDEN, ENGINEER.

HENRY WILDER, Assistant Engineer.

Drawn by J. H. ADAMS Assistant.

1839.

T. Moore's Lithog^y Boston



5

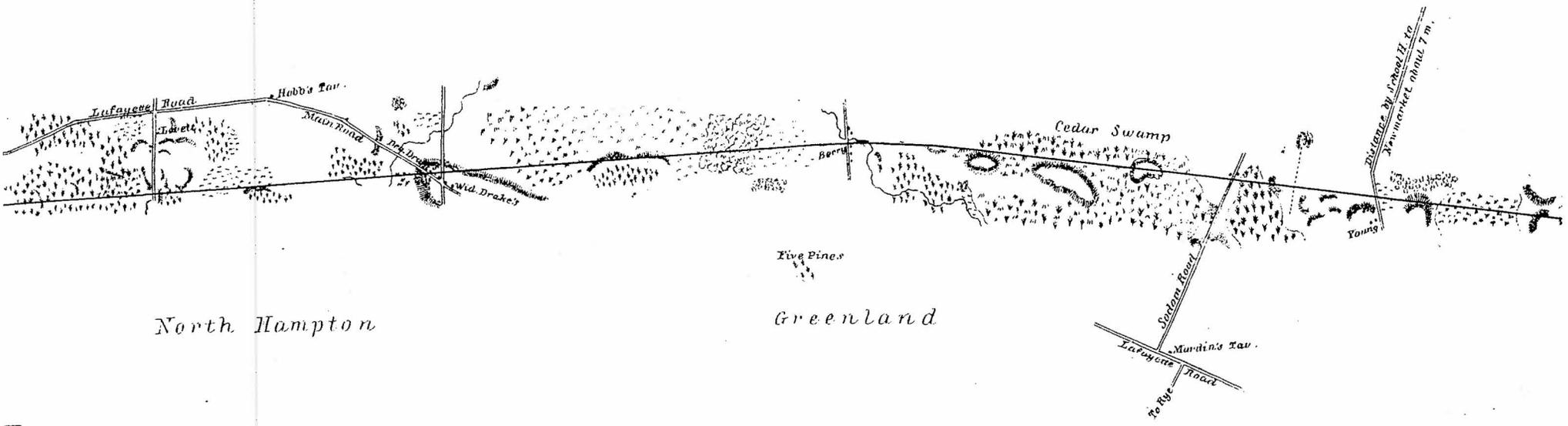
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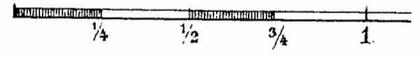
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North Hampton

Greenland

Scale of Miles 1

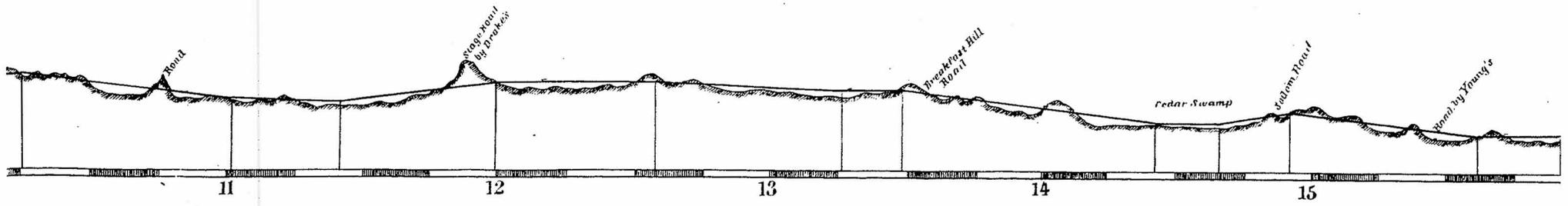


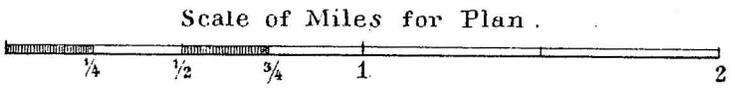
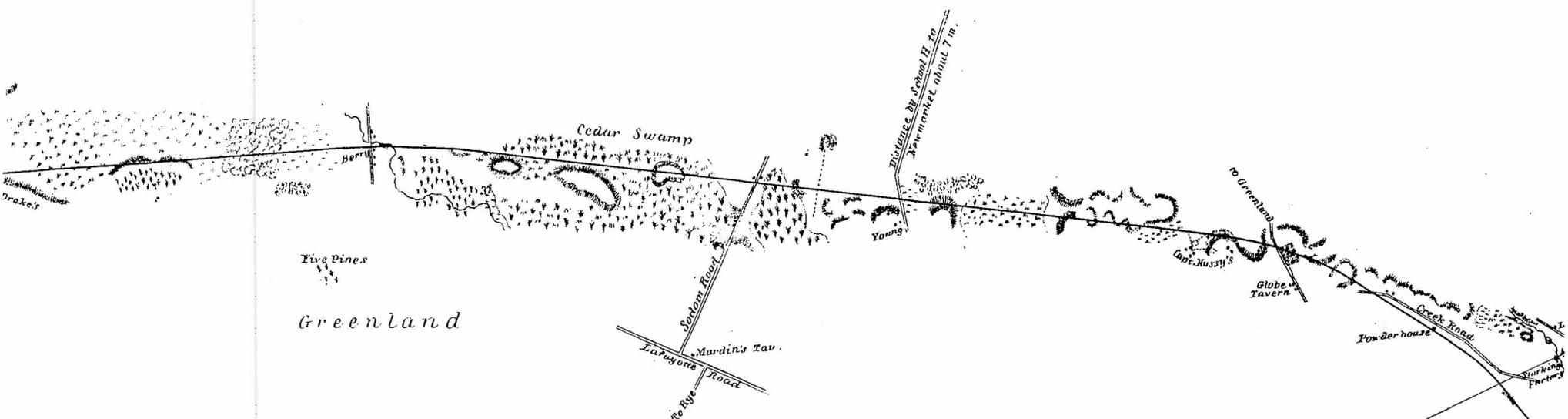
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D IN NEW HAMPSHIRE.

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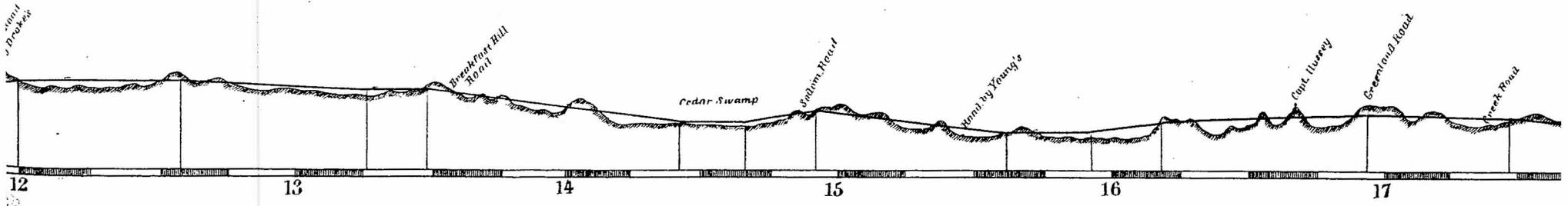
Rye





SHIRE.

Bye



Garvin, James

From: Muzzey, Elizabeth
Sent: Tuesday, September 11, 2007 11:24 AM
To: Feighner, Edna; Wilson, Linda; Garvin, James
Subject: RE: 2123 Seabrook--RR Culvert

You probably remember this, but, we've determined the arch to be individually eligible for the NR. It is also a contributing structure to the NR eligible Eastern Railroad Historic District.

I'll add the photos to the file.

Elizabeth H. Muzzey
State Survey Coordinator
NH Division of Historical Resources
603-271-8850
elizabeth.muzzey@dcr.nh.gov

-----Original Message-----

From: Feighner, Edna
Sent: Tuesday, September 11, 2007 11:13 AM
To: Wilson, Linda; Garvin, James; Muzzey, Elizabeth
Subject: FW: 2123 Seabrook--RR Culvert

FYI photos enclosed....

-----Original Message-----

From: Duncan Mellor [mailto:dmellor@waterfrontengineers.com]
Sent: Monday, September 10, 2007 8:53 AM
To: Feighner, Edna
Cc: Sue Foote
Subject: RE: 2123 Seabrook--RR Culvert

Hello Edna,

I have a report this morning that there has been vandalism damage (stones pushed off into the brook) to the stone arch culvert under the abandoned railroad ROW in Seabrook (owned by DOT). We met to discuss this last June (see below) and you had thought this historical stone structure was eligible for the National Register.

Do you know if it did get listed? Are there grant funds available for repairs and stabilization?

Former photos attached

Regards,
Duncan

Duncan Mellor, PE
Waterfront Engineers LLC
3 Linda Lane
Stratham, NH 03885
(603) 772-3706
dmellor@waterfrontengineers.com
www.waterfrontengineers.com

-----Original Message-----

From: Feighner, Edna [mailto:Edna.Feighner@dcr.nh.gov]
Sent: Wednesday, May 31, 2006 9:03 AM
To: Jack M. Mettee, AICP; JMcKay@dot.state.nh.us

Cc: Duncan Mellor (E-mail); Sue Foote (E-mail)
Subject: RE: 2123 Seabrook--RR Culvert

Good Morning Jack,

Joyce McKay wasn't sure if you had received the notification of the meeting and asked if I would relay the information....

the project is on the June 8th agenda at 11:45, hope to see you there.

Edna

-----Original Message-----

From: Jack M. Mettee, AICP [mailto:jmettee@appledoreeng.com]
Sent: Thursday, May 25, 2006 2:02 PM
To: Feighner, Edna
Cc: Duncan Mellor (E-mail); Sue Foote (E-mail)
Subject: RE: 2123 Seabrook--RR Culvert

Edna-

Thank you for following up on this so quickly.
Jack

-----Original Message-----

From: Joyce McKay [mailto:JMckay@dot.state.nh.us]
Sent: Thursday, May 25, 2006 1:24 PM
To: Christopher Morgan
Cc: Edna Feighner (E-mail); Jack M. Mettee, AICP
Subject: FW: 2123 Seabrook--RR Culvert

Kit, would it be possible for someone at the Bureau to attend a cultural resources meeting on 6/8 for a discussion of erosion problems along a culvert under the RR corridor in Seabrook. The culvert connects Cains Mill Pond and Noyes Pond. The culvert clearly looks eligible for the National Register. And, if its on the former Eastern Rail line then it would be along an eligible RR corriodr. I have currently scheduled it for 1:00. Thank you very much.

-----Original Message-----

From: Feighner, Edna [mailto:Edna.Feighner@dcr.nh.gov]
Sent: Wednesday, May 24, 2006 1:24 PM
To: Joyce McKay
Subject: FW: 2123 Seabrook--RR Culvert

Joyce.. is this something we should discuss at the monthly meeting...

-----Original Message-----

From: Jack M. Mettee, AICP [mailto:jmettee@appledoreeng.com]
Sent: Wednesday, May 24, 2006 9:31 AM
To: Feighner, Edna
Cc: Duncan Mellor (E-mail); Sue Foote (E-mail)
Subject: 2123 Seabrook--RR Culvert

Edna-

Thank you for following up with me yesterday with regard to the stone culvert under the NHDOT rail line in Seabrook. The culvert and rail line straddle two interconnected ponds--Cains Mill Pond and Noyes Pond as shown on the attached map. I am currently working with another consultant (Duncan Mellor) on a watershed management plan with the Seabrook Conservation Commission Chair Sue Foote). Our inquiry is 2 fold.

* What is the current status, if any, of the stone culvert with regard to its historic significance and

* Is there a possibility that DHR could assist the town to work with NHDOT to mitigate the current erosion of the RR bank at the location of the culvert? See attached photo.

A secondary issue is the fact that the eroding material may be contaminated with defoliants that were used by the RR (Boston & Maine previously) to keep down the vegetation along the rail line.

Could you please investigate this situation? If you or another staff person from DHR would like to undertake a site visit we would be more than happy to work with you to set this up. The town is very interested in protecting the culvert for both historical and practical reasons and ensuring that the adjacent bank is stabilized. Seabrook is willing to assist you in any way to address these issues.

Thank you for any effort you can make on this.

Jack

> > <<2123culvert-pics.pdf>> > > <<2123USGS.pdf>>
>

Jack M. Mettee, AICP
Appledore Engineering, Inc.
15 Rye Street, Suite 305
Portsmouth, New Hampshire 03801
Ph: 603.433.8818, Ext. 27
Fx: 603.433.8988
E-mail: jmettee@appledoreeng.com
www.appledoreeng.com

Garvin, James

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Sent: Tuesday, September 11, 2007 11:13 AM
To: Wilson, Linda; Garvin, James; Muzzey, Elizabeth
Subject: FW: 2123 Seabrook--RR Culvert

Attachments: Seabrook arch.JPG; RR arch east.JPG; RR arch west.JPG



Seabrook arch.JPG
(233 KB)



RR arch east.JPG
(202 KB)



RR arch west.JPG
(218 KB)

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www.waterfrontengineers.com

-----Original Message-----

From: Feighner, Edna [mailto:Edna.Feighner@dcr.nh.gov]
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Cc: Duncan Mellor (E-mail); Sue Foote (E-mail)
Subject: RE: 2123 Seabrook--RR Culvert

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Subject: 2123 Seabrook--RR Culvert

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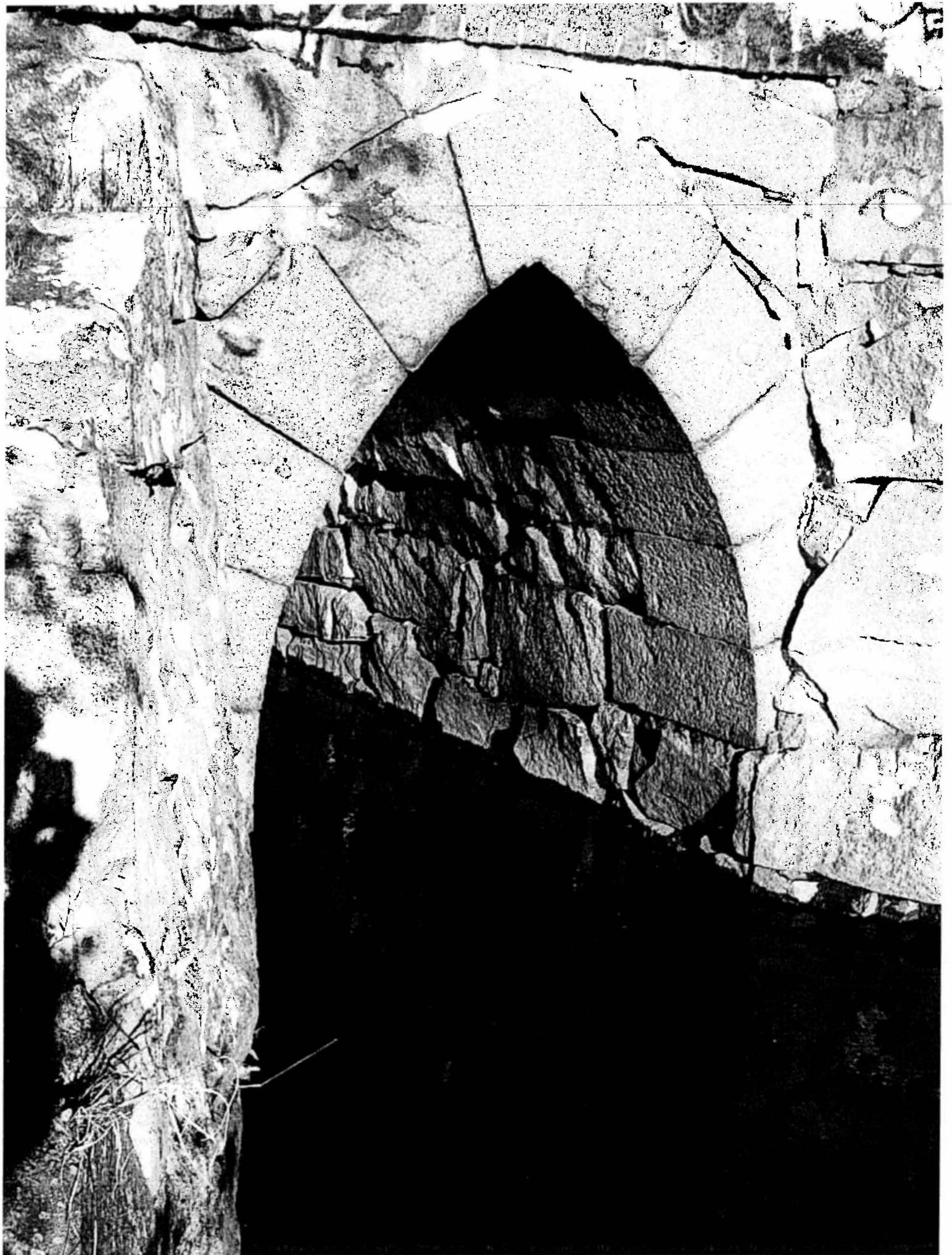
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Jack

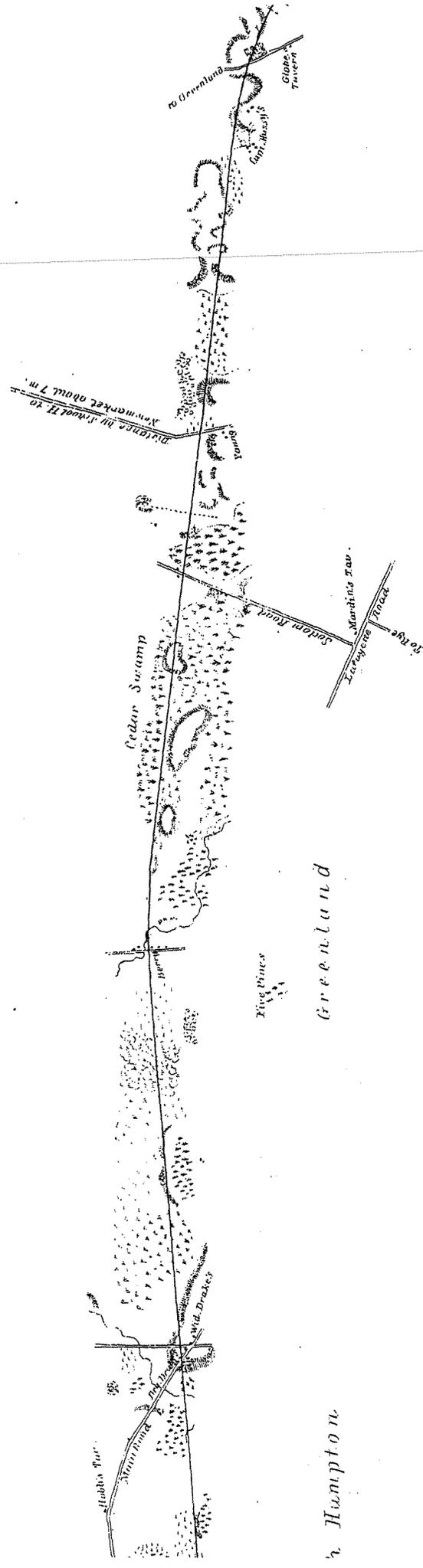
> > <<2123culvert-pics.pdf>> > > <<2123USGS.pdf>>

>
Jack M. Mettee, AICP
Appledore Engineering, Inc.
15 Rye Street, Suite 305
Portsmouth, New Hampshire 03801
Ph: 603.433.8818, Ext. 27
Fx: 603.433.8988
E-mail: jmettee@appledoreeng.com
www.appledoreeng.com

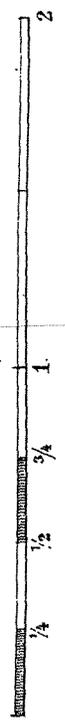








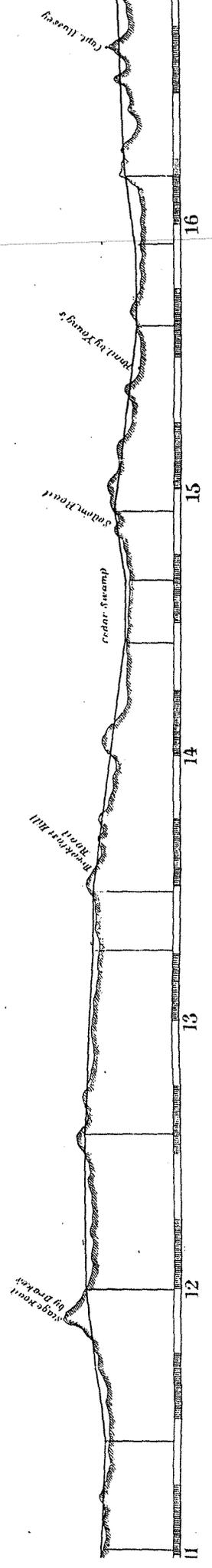
Scale of Miles for Plan.



NEW HAMPSHIRE.

n Hampton

R. J. C.



VERIFICATION

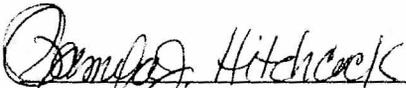
Commonwealth of Massachusetts)
Middlesex County)

Robert B. Burns, being duly sworn, states that he is an Attorney for the Boston & Maine Corporation and Springfield Terminal Railway Company; that he is authorized to verify and file with the Surface Transportation Board the foregoing Notice of Exemption in Docket No. 32 (Sub No. 104) and AB 355 (Sub No. 40) on behalf of the Boston & Maine Corporation and Springfield Terminal Railway Company; that he has carefully examined all of the statements in the Notice of Exemption; that he has knowledge of the facts and matters relied upon in the Notice of Exemption; and that all representations set forth therein are true and correct to the best of his knowledge, information and belief.


Robert B. Burns

COMMONWEALTH OF MASSACHUSETTS

Subscribed and sworn to before me, a Notary Public in and for the Commonwealth of Massachusetts, Middlesex County, on this 6th day of September, 2011.


Notary Public

My Commission Expires: _____

