

TROLLEYS TO YORK BEACH

The Portsmouth Dover & York Street Railway

INTRODUCTION

Connecting the towns of Kittery, York, Eliot and South Berwick in the southeastern region of Maine's York County and serving the cities of Portsmouth and Dover in neighboring New Hampshire, the Portsmouth, Dover & York Street Railway, jokingly but affectionately dubbed the "Pull, Drag & Yank" by its patrons, has been only a memory for more than 40 years. Chartered in 1901 as the Berwick, Eliot & York Street Railway, it absorbed the previously-constructed Portsmouth, Kittery & York and Kittery & Eliot Street Railways in 1903 and leased an outright subsidiary, the Dover & Eliot Street Railway, to create a 41 mile system, which was merged into the Atlantic Shore Line Railway in 1906.

For approximately 11 years — until mid-1917 — the Portsmouth, Dover & York lines comprised the Western Division of the Atlantic Shore Line and its successor, the Atlantic Shore Railway, and was an important link in the chain of electric railways extending from New York City to the heart of Central Maine. Resuming independent operation (but under receivership) in 1917, it lasted only six more years, abandonment occurring in 1923.

The principal raison d'être of the PD&Y lines was to transport passengers, mail and merchandise to and from York Beach, one of Maine's favorite seaside resorts for the past century, as well as York Harbor and York Village which, to this day, have a heavy influx of summer residents. The trolleys did a heavy summer business but since much of the area they served was rather sparsely populated, there wasn't too much traffic in other seasons except in Kittery and Kittery Point.

The PD&Y was unique among New England street railways in that it operated steam ferry service across the Piscataqua River between Portsmouth and Kittery and was one of the comparatively few traction lines in the United States to have what might be termed a marine division. In the pre-automobile days, the ferry crossing was not considered a real inconvenience but, in time, it became a severe handicap to the railway. In fact, the construction of a new bridge between Portsmouth and Kittery after World War I — a bridge across which the railway couldn't afford to extend — was one of the principal reasons for the PD&Y's throwing in the sponge.

For those who rode on the PD&Y lines — or worked on its cars — it is hoped that this booklet will recall many pleasant memories. For more recent generations, to whom trolleys are a form of transportation long obsolete, it is hoped that this history will instill an appreciation of the important role played by electric railways in the days when automobiles and paved highways were few and far between and when the street car was as much a part of everybody's way of life as the motor vehicle, jet plane and television set are today.

In the following pages, the history of the Portsmouth, Dover & York is covered from the chartering of its earliest predecessor in 1893 to the operation of the last cars 30 years later. The illustrations have been carefully selected from nearly 200 available photographs in an effort to portray the old PD&Y lines in the best possible manner. Unfortunately, there are some significant gaps in the photographic coverage.

COVER PHOTO — York Beach Square hasn't changed very much since this view was snapped by the postcard photographer about 1910. The hotel in the background still stands as also do the buildings at the right of the scene.

ACKNOWLEDGEMENTS

The preparation of this history of the Portsmouth, Dover & York Street Railway has been complicated by the almost total lack of official company records, most of which were destroyed many years ago. Fortunately, court, Railroad Commissioners and Public Utilities Commission records are still available and these have been scanned thoroughly, as also have files of various newspapers which serve the old PD&Y area.

Also used in the quest for authoritative information have been such standard reference sources as the Street Railway Journal, the Electric Railway Journal, the Electric Railway Review, Poor's and Moody's Manuals, American Street Railway Investments and McGraw Electric Railway manuals, and similar publications. Much material was found in the Street Railway Bulletin, former publication of the old New England Street Railway Club, now the New England Transit Club.

But the greatest source of information — and, of course, pictures — has been people. Among those who have contributed data and/or photos are Howard T. Moulton of Portsmouth, N. H., a PD&Y aficionado for many years; Willis Tuttle of York, who grew up on the PD&Y and was an employee of the road in its last years; Joseph E. McLaughlin of Portsmouth, another former PD&Y employee; Kenneth Dorr of York, proprietor of The Cox Store in York Village; Francis J. Welch of Methuen, Mass.; the late Lee H. McCray, former general manager of the Atlantic Shore Railway; the late Roy W. Sturtevant, former superintendent of the Western Division of the Atlantic Shore Railway; the late W. J. Dunston, a former master mechanic of the Atlantic Shore Line Railway and the Atlantic Shore Railway; the late Elmer Watson of Rochester, a former PD&Y motorman; Reginald F. Berry of Kittery Point, who also worked on the PD&Y cars at one time, and Charles D. Heseltine of South Portland, Me.

Many of the pictures used were taken by Philip G. Furbish of York, whose former home in Eliot was beside the trolley line. He took photos in 1903 and was still snapping away with his camera in 1923 when the PD&Y folded.

One could not ask for any more cooperation than was extended by the staffs of the New Hampshire and Maine Public Utilities Commissions and of the New Hampshire and Maine State Libraries; personnel at the U. S. District Court in Portland, and aides in the various public libraries, particularly that at Eliot, in the PD&Y territory.

The maps appearing herein were drawn by Philip C. Becker of Worcester, Mass. Once again I am indebted to Felix E. Reifsneider of Fairton, N. J., for handling the publication chores.

December 30, 1964

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WATER-SIDE VIEW of terminal at Badger's Island, Kittery, shortly after arrival of new Ferry "Kittery" in 1900.



PK&Y No. 4 near intersection of Chauncey Creek and Tenney Hill Roads at Kittery Point in 1897.

CHAPTER 1

DEVELOPMENT OF THE SYSTEM

1893-1903

THE PORTSMOUTH, KITTERY & YORK STREET RAILWAY

The oldest of the underlying companies of the Portsmouth, Dover & York Street Railway, the Portsmouth, Kittery & York Street Railway came into being on March 27, 1893 when the Kittery & York Electric Railroad was incorporated by special act of the Maine Legislature and was authorized to construct an electric or horse railroad within and connecting the neighboring towns of Kittery and York. Incorporators of the company which was capitalized at \$200,000, included Frank E. Rowell, Horace Mitchell, Calvin L. Hayes, Clarence M. Prince, Jethro H. Swett, Samuel E. Jennison, Charles F. McClure, John E. Norwood, Wilson L. Hawkes and Orville D. Baker. All of these men, with the exception of Mr. Baker, were residents of the Kittery-York area. He was an Augusta attorney, specializing in street railway matters.

The charter was extended for two years on March 19, 1895 and late in 1896, control of the road was acquired by Amos F. Gerald of Fairfield, one of Maine's best known street railway promoters, and his associate, Isaac C. Libby of Waterville, then prominent in the Kennebec Valley lumber industry. Both of these men were officials of several companies, including the Bangor, Orono & Old Town Railway, the Skowhegan & Norridgewock Railway & Power Company and the Waterville & Fairfield Railway & Light Company.

Late in January 1897, Leon E. Scruton of Portsmouth, a civil engineer, was engaged to lay out the route of the Kittery & York, and on Feb. 1, at an organization meeting, the name of the company officially was changed to the Portsmouth, Kittery & York Street Railway. An application for locations in Kittery was filed with the selectmen of that town on Feb. 3 and on March 11, the time limit for the start of operations by the PK&Y was extended to Sept. 1 by the legislature.

From then on, events moved rapidly. On April 10, at a special town meeting, voters of York, by a 3-1 majority, favored the construction of the PK&Y in that community, and on April 20, the railway's proposed route in Kittery was approved by the town fathers. Three days later, on April 23, similar action was taken by the selectmen of York.

The authorized route of the PK&Y in Kittery was to begin near the easterly end of the Portsmouth bridge, owned by the Boston and Maine Railroad, over the Piscataqua River and extend through Government Street to Wallingford Square in Kittery Foreside, continuing along Wentworth Street and over private land to Whipple Road (the present Route 103). The private land was acquired to avoid two grade crossings of the York Harbor & Beach Railroad, leased to and operated by the Boston & Maine, which would have been necessary had the railway followed existing streets.

Paralleling the south side of Whipple Road through Kittery, the line was to cross the Kittery Point bridge over Spruce Creek and continue beside the main highway (Pepperell Road) through Kittery Point and on Chauncey Creek Road to Sea Point on Cutt's Island. It then was to enter private right of way, extending in a north-easterly and northerly direction to the York town boundary midway across Brave Boat Harbor.

A branch was to extend from Government Street down New March Street to the shore of the Piscataqua River's Back Channel, at a point opposite Badger's Island. Under the terms of the 1893 charter of the Kittery & York, the company was authorized to operate a steam ferry between Kittery and Portsmouth or to use the Portsmouth bridge. It also was authorized to use the Kittery Point bridge, to build its own bridge, or to operate a ferry across Spruce Creek.

From the York town line at Brave Boat Harbor, the PK&Y was to continue over private right of way through the woods to Seabury, on the south shore of the York River. The company sought first to extend directly across the river from Seabury to a point near the Emerson Hotel at York Harbor, but when permission was denied, the route was changed so the line would run through York Village.

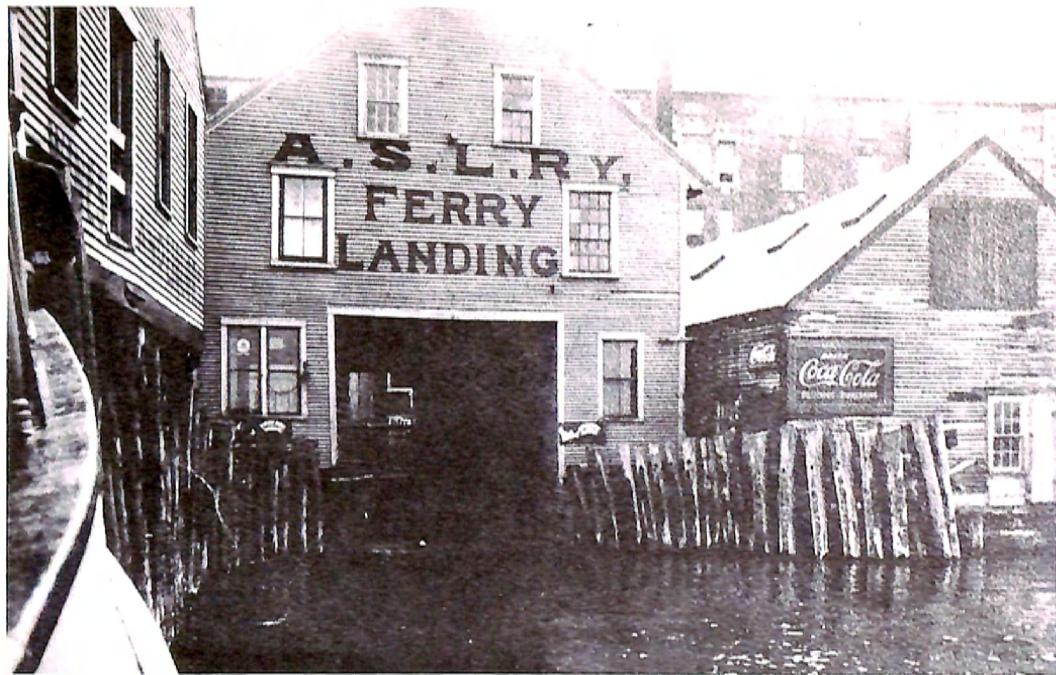
The revised route, beginning at Seabury, was to extend over private right of way to Sewall's bridge over the York River; cross the bridge and run along Organug Road to York Corner on the present Route 1-A. From York Corner, the line was to follow Main Street (Route 1-A) through York Village and York Harbor to York Beach, running along Long Sands (or Long Beach), Oceanside, across the base of Cape Neddick to The Willows, and beside Short Sands, so-called, to a point near The Goldenrod at York Beach Square.

Property owners and hotel proprietors at York Harbor, then, as now, a summer resort for the more affluent, had opposed the granting of locations through that area to the PK&Y and late in April or early in May, they asked the State Supreme Court to enjoin the building of the railway along Norwood Farm Road (a part of the present Route 1-A) and to order the company to use a route running directly from York Village to York Beach. In their bill of equity, they charged, among other things, that the York selectmen had granted the locations under duress; that cars "of great width, size and cumbersome" and freight trains were to be operated, and that construction of the PK&Y would "utterly change and destroy the character of York Harbor as a place of quiet summer resort and retreat from the hustle and bustle of city life." To make a long story short, the injunction was denied and the equity suit subsequently was dismissed.

Shortly before actual construction started, the PK&Y decided to start its line on Badger's Island instead of at the Portsmouth bridge and to provide ferry service between Portsmouth and the island, which was to be connected with the mainland by a pile trestle from the foot of New March Street. The decision not to operate over the Portsmouth bridge and thus gain direct entrance into Portsmouth undoubtedly was due to pressure by the Boston & Maine Railroad, which viewed the PK&Y as an unwelcome competitor for the York Harbor & Beach and declined to cooperate with the electric road in any way.

The ferry service, it might be noted, was intended to be only temporary for it was the plan of the PK&Y to promote the building of a free bridge across the Piscataqua River between Badger's Island and a point near historic St. John Church in Portsmouth. Tolls were charged on the Boston & Maine's bridge across the stream. According to plans disclosed by I. C. Libby in late August of 1897, the states of Maine and New Hampshire were to be asked to appropriate \$10,000 each and the railway was to furnish the balance of the estimated \$200,000 cost of the span. The PK&Y was to be extended across the bridge to connect with proposed electric lines to be built in Portsmouth, New Castle and Rye under a charter then controlled by Messrs. Gerald and Libby. Unfortunately for the PK&Y, this ambitious plan did not materialize and the lack of direct access to Portsmouth was to plague the company and its successors for more than a quarter century.

Contracts for the construction of the road were awarded during mid-April, George E. Macomber of Augusta, another of Maine's prominent traction promoters, being engaged to handle the grading and track laying. Other contracts awarded included those for the construction of necessary trestles and bridges, the building and equipment of the carhouse and power station (which was



Ceres Street landing of Atlantic Shore Line Railway at Portsmouth. Bow of steamer "Alice Howard" appears at extreme left.



Ferry "Newmarch," formerly "Brownstone" of Middletown (Conn.) Ferry Company, arriving at Portsmouth slip.

to be located at Kittery Point), and the furnishing of rolling stock, the last being given to the Briggs Carriage Company of Amesbury, Mass.

Construction began about May 1, more than 60 laborers being hired by the contractor. Work proceeded rapidly for, as previously noted, the railway was required to be in business no later than Sept. 1. As a matter of fact July 1 was the company's target date for completion of the road and the start of operations but this self-imposed deadline was not met due, in part, to the injunction proceedings instituted by the York Harbor group. Sixty-pound T rail was laid in 60-foot lengths on ties spaced on 28-inch centers and poles for the trolley wire were erected at intervals of approximately 100 feet. Gravel ballast was used for the most part and the overhead was supported by side brackets. The route, as a whole, was very crooked, both horizontally and vertically, particularly through Kittery and Kittery Point and in the York Harbor area, where there were numerous steep grades and sharp curves.

Another obstacle to construction was the presence of numerous creeks, brooks, coves and tidal inlets along the route, requiring the building of a substantial number of pile trestles and bridges. Several of these were fairly long, the longest, about 2,400 feet, being that across Brave Boat Harbor. (This was built in two parts, one extending from the Kittery shore across the channel to a wooded island and the second running from the island across the marshes to the York woods.) Other major trestles were located at Lock's Cove, off Whipple Road in Kittery, and across a branch of Chauncey Creek between Kittery Point and Cutt's Island. This was known as Call's Trestle as private land for the Cutt's Island approach to the span was purchased from one John H. Call.

The trestle from the foot of New March Street across the Back Channel to Badger's Island was a 600-foot pile bridge, 24 feet wide, with lanes for both trolleys and teams, and on the river side of the island, a covered walkway and an open wagon lane extended down to the ferry slip at the water's edge. Another ferry slip was provided at a waterfront terminal site at Ceres Street, Portsmouth. A substantial trestle was built along the southerly side of the Kittery Point bridge; a new draw was constructed on the latter, and planking was laid on the new trestle and the old bridge so they appeared as one unit. At Sewall's bridge, originally built in 1757, all rotten and decayed timber was replaced and a new draw was constructed.

The PK&Y crossed the York Harbor & Beach Railroad at Seabury and near Norton's Inn on Route 1-A in York Harbor. A high steel viaduct carried the trolley tracks over the YH&B at Seabury and at York Harbor, a new steel bridge was constructed alongside the existing highway span over the railroad. Both new bridges were of the through plate girder type, with steel trestle bents at each end, and were constructed to give a clear head room of 20 feet between the bottom of the girders and the top of the YH&B rail. Later, in 1901, when the YH&B constructed a branch to the Portsmouth Naval Shipyard in Kittery, the railroad and the PK&Y crossed at grade on Wentworth Street. As constructed in 1897, the Portsmouth, Kittery & York was 15.1 miles long and had 0.10 miles of sidings and turnouts, for a single track equivalent of 15.2 miles, of which four miles were over private right of way owned by the company.

Commenting on the construction of the PK&Y, the Railroad Commissioners' report for 1897 said in part:

"This is the longest electric railroad constructed in Maine during the year. Beginning at York Beach in the town of York, it extends through the towns of York and Kittery to Badger's Island in said Kittery, thence connecting with the city of Portsmouth, N. H., by a steam ferry.

"Following as it does the sea coast, there are many pile and trestle bridges, these being 13 in number with a total length of nearly 1.3 miles. These are largely built of hemlock, with a fair margin of safety, and while safe for the present, will need careful watching."

Late in 1899, the railway purchased St. Aspinquid Park, a pleasure resort on the north end of York Beach, near the mouth of the Cape Neddick River. Created during the summer of 1898 by the St. Aspinquid Park Association, this park contained a casino, restaurant and menagerie and was attractively landscaped with walks, carriage drives and rustic arbors. To serve the park, the PK&Y built a 0.4 mile extension, using 56 lb. rail, from its original terminus at York Beach Square to the resort entrance during the spring of 1900. This extension was completed and placed in operation on June 28, increasing the length of the PK&Y's main line to 15.5 miles. Sidings and turnouts totaled 0.15 mile, for a single track equivalent of 15.65 miles as of June 30, 1900. On June 30, 1903, there was 0.197 mile of sidings and turnouts for a single track equivalent of 15.697 miles.

The total cost of the Portsmouth, Kittery & York Street Railway as of June 30, 1903 was \$511,837, covered in part by \$221,700 in common capital stock (2,217 shares at \$100 par) and \$200,000 in 6 per cent 20-year gold bonds, issued as of March 1, 1897 and maturing on March 1, 1917. The Waterville Trust Company of Waterville, Me., which had provided most of the funds for the building of the road, was trustee of the first mortgage securing the bonds. There were 108 stockholders, 28 of whom were Maine residents, with a total of 706 shares.

THE KITTERY & ELIOT STREET RAILWAY

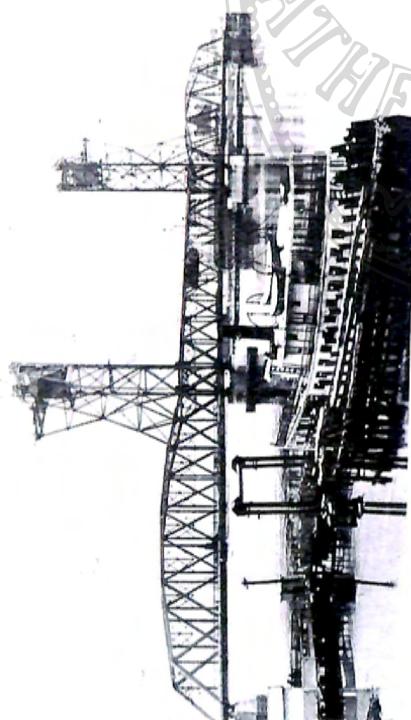
The second of the underlying companies of the Portsmouth, Dover & York, the Kittery & Eliot Street Railway was chartered by the Maine Legislature on March 20, 1897 and was empowered to build from "some convenient point" on Government Street, Kittery, through South Eliot to Sturgeon Creek in Eliot. Incorporators included Frank E. Rowell and Horace Mitchell, both directors of the PK&Y; Willard T. Spinney and James H. Walker, both of Kittery, and J. L. M. Wells, Henry I. Durgin and Thomas F. Staples, all of Eliot. The authorized capitalization was \$100,000.

The charter was revived on March 13, 1901 and later in the year, the necessary locations were approved by the selectmen of Kittery & Eliot. The route was to begin at a connection with the PK&Y at Government and New March Streets, Kittery, and extend westerly through Government Street to Kittery Junction, where the York Harbor & Beach branched from the Eastern Division of the Boston & Maine. Here it was to take to private land, continuing over a pile trestle spanning Weir Creek, and then run along the present Route 103 through Eliot Neck, South Eliot and Eliot to Sturgeon Creek, near the B&M's Eliot depot. The road was authorized to build across the highway bridges spanning the York Harbor & Beach and the Eastern Division of the B&M on Government Street and the Route 103 bridge across Spinney's Creek between Kittery and Eliot Neck, the K&E being required to strengthen all three. Construction began in early July 1903, the tracks being laid and the overhead erected as far as Greenacre in South Eliot, a distance of 3.4 miles, in 14 working days. The route was operated as a branch of the PK&Y, with that company supplying the power and providing the cars and crews.

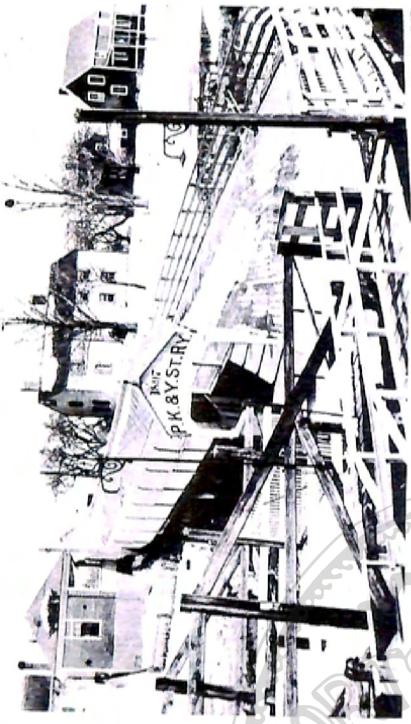
Commenting on the construction of the Kittery & Eliot, the Railroad Commissioners' report for 1902 said:

"This is a new railway extending from a connection with the Portsmouth, Kittery & York Street Railway at Government and New March Streets, Kittery, to Greenacre, a distance of about 3.5 miles. This road is well built in all respects. Considerable private right of way outside of highways was bought, grading done, bridges well built, those of the municipalities strengthened, and the enterprise in all particulars carried out on a generous plan. The roadbed and track are in good condition. The rolling stock is of the best in design, well appointed and equal to all the demands put upon it."

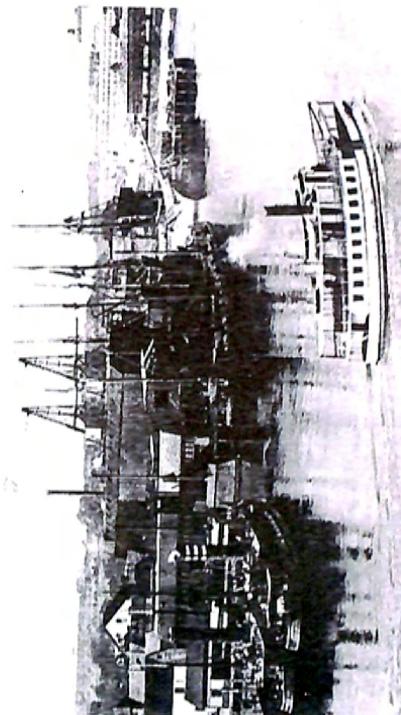
The cost of the Kittery & Eliot was \$101,793 and the company was capitalized at \$100,600 in capital stock, the 1,006 shares being owned by eight stockholders, seven of whom, owning 507 shares, were residents of Maine.



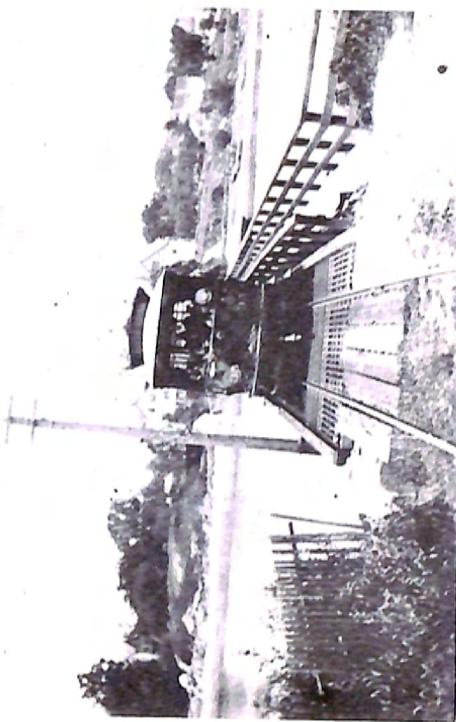
Still incomplete Memorial Bridge looms in background of 1923 photo of "Alice Howard" at Badger's Island slip.



Station building and covered walkway, as well as wagon lane, appear in this view of Badger's Island landing in Kittery.



Leaving Portsmouth on her way to Badger's Island, Kittery, is steamer "Alice Howard." Acquired in 1901, she was still going strong in 1923.



Crossing pile trestle between Badger's Island and Kittery mainland is No. 35, 13 bench open built by Laconia in 1902.

THE BERWICK, ELIOT & YORK STREET RAILWAY

During the summer of 1901, Governor John F. Hill of Maine announced his intentions of building a cross-country trolley line from Dover, N. H., through South Berwick and his home town of Eliot, to York Village and York Beach. At the time, Governor Hill, who had been active in the state's traction industry for a number of years, was a director of the Augusta, Hallowell & Gardner Railroad (a predecessor of the Lewiston, Augusta & Waterville Street Railway) and the Norway & Paris and the Rockland, Thomaston & Camden Street Railways in association with George E. Macomber, one of the promoters of these three roads.

In pursuance of his purpose, he organized two provisional corporations, the Berwick, Eliot & York Street Railway in Maine and the Dover & Eliot Street Railway in New Hampshire; purchased the controlling stock and assumed the debt of the Eliot Bridge Company, owning a toll bridge over the Salmon Falls River between Dover and South Berwick, and subsequently acquired substantial interests in the Portsmouth, Kittery & York and the Kittery & Eliot Street Railways.

The articles of association of the Berwick, Eliot and York, signed by Governor Hill, Atty. Herbert M. Heath, C. R. Hall, Marcellus Shaw and George W. Vickery, all of Augusta, were approved by the Maine Railroad Commissioners on Aug. 31, 1901 and about two months later, on Oct. 2, the Dover & Eliot petitioned the New Hampshire Supreme Court for a corporate charter and for approval of its proposed route from Franklin Square, Dover, to the Maine state line at the Eliot bridge. The petition was referred to the State Railroad Commissioners for a finding of facts and a determination whether the public good required the building of the road. At the time he filed the petition in New Hampshire, Governor Hill declared that if he did not receive a charter in that state, he would abandon the entire project!

At hearings conducted by the Railroad Commissioners in Dover and Manchester, the Dover, Somersworth & Rochester Street Railway, then operating in Dover and from Dover to Somersworth and to Rochester, registered its opposition to the granting of the Hill charter. Through its counsel, Atty. Samuel W. Emery, the DS&R asserted that it had the right to build any railway line that might be needed in the Garrison City; that it was ready, willing and able to build to the Eliot bridge, whenever it would be met by a line from York, and that it would be willing to execute a contract to allow the use of its tracks and overhead from the bridge to the central part of Dover by the proposed Hill system.

After the second hearing concluded, counsel for both the DS&R and the Dover and Eliot requested a continuance of the case. It is not known just what agreement was reached by the two companies but on Feb. 20, 1902, the DS&R notified the Railroad Commissioners that it was withdrawing its opposition to the Dover & Eliot and, in fact, was joining with the latter in urging that its petition for a charter be granted.

As a result of the DS&R's action, the Commissioners, on Feb. 26, ruled that the public good required the construction of the Dover & Eliot Street Railway and authorized a route extending from Franklin Square, Dover, down Main Street to Portland Avenue; through Portland Avenue to Atlantic Avenue; along Atlantic Avenue to Gulf Road; along Gulf Road and over private right of way to Fresh Creek (a tributary of the Cochecho River), and beside Gulf Road again to the Eliot bridge. However, there was no provision for a physical connection with the Dover, Somersworth & Rochester in Dover, the Dover & Eliot, when built, paralleling the tracks of the former for a short distance in Franklin Square.

The proposed locations of the Berwick, Eliot & York, earlier granted by the selectmen of South Berwick, Eliot and York, were approved by the Maine Railroad Commissioners on Feb. 7, 1902. The line was to begin on Main Street, near the Salmon Falls bridge, in South Berwick and extend through Main Street and partly beside Academy Street and partly over private right of way to Great Works Village, where it was to cross the Conway branch of the Boston & Maine at grade and the existing highway of the Great Works River. From here, it

was to continue mostly over private right of way in a southeasterly direction to a point near the confluence of Quamphegan Brook with the Salmon Falls River and extend to the New Hampshire state line, midway across the Eliot bridge, and a connection with the Dover & Eliot.

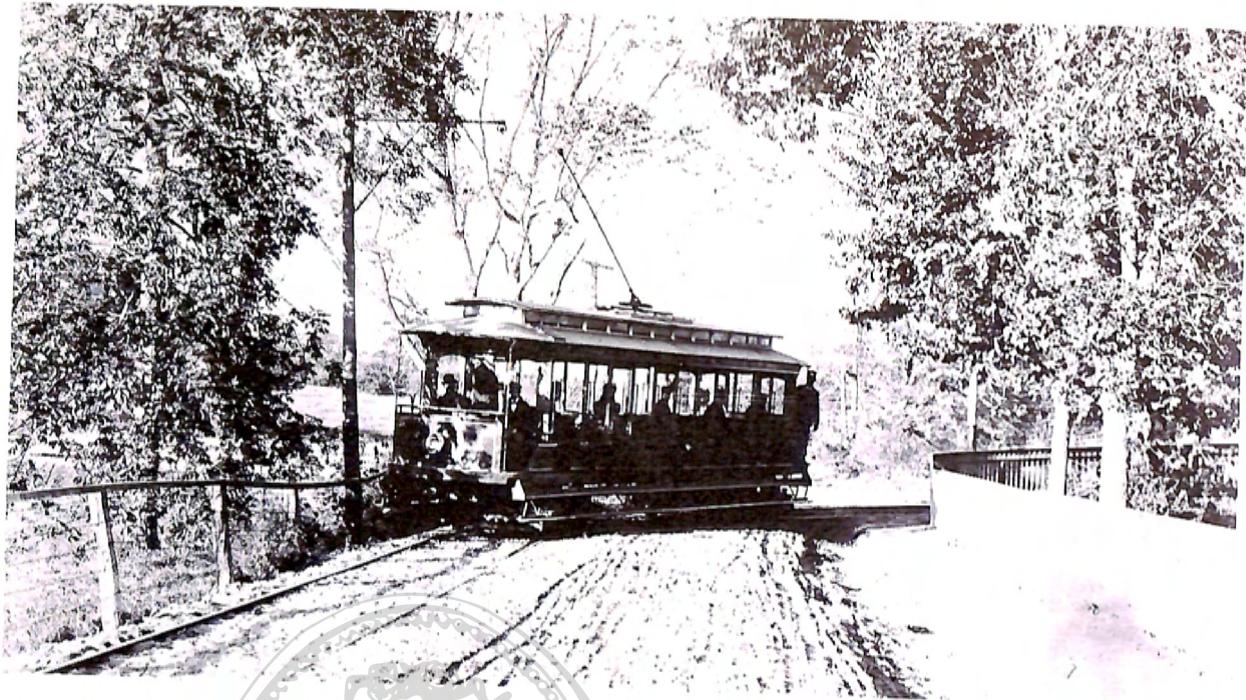
From a point near the east end of the bridge, thereafter known as South Berwick Junction, the BE&Y was to extend southeasterly along the present Route 101, across the South Berwick-Eliot town line at Shorey's Brook and across the Eastern Division of the Boston & Maine at Shapleigh's bridge, to Gould Corner in Eliot. Continuing along Route 101 a short distance, it then was to take to private right of way, extending easterly and northeasterly across country for approximately six miles to the present U. S. Route 1 near Beach Ridge Road, York. Paralleling Route 1, the line was to cross Rice's bridge over the York River and continue alongside the highway and on Main Street (Route 1-A) in York to a connection with the Portsmouth, Kittery & York Street Railway at York Corner.

Late in 1902, Governor Hill, by then a director of both the Portsmouth, Kittery & York and the Kittery & Eliot Street Railways, moved to consolidate the properties in which he was interested into a single operating company. An enabling act was introduced in the Maine Legislature and as Chapter 17 of the Private and Special Laws of 1903, passed on Feb. 11, it authorized the Berwick, Eliot & York to change its name to the Portsmouth, Dover & York Street Railway; to lease or purchase the Portsmouth, Kittery & York, the Kittery & Eliot, the Berwick & South Berwick and the Dover & Eliot Street Railways and the Eliot Bridge Company, and to construct a branch from some point on its main line to connect with the Kittery & Eliot's existing trackage at Greenacre. The Berwick & South Berwick Street Railway, organized by the Hill interests and chartered on Nov. 6, 1901, proposed to build from the terminus of the BE&Y in South Berwick to Berwick. However, no steps toward the construction of this line ever were taken and the charter was allowed to lapse in 1903. The name change occurred on May 20, 1903 and on June 1, the Portsmouth, Dover & York leased the Dover & Eliot for 999 years. (The lease was approved by the New Hampshire Railroad Commissioners on June 15.) A month later, on July 1, the P&D&Y absorbed the Kittery & Eliot Street Railway, and on Nov. 1, it took over the Portsmouth, Kittery & York.

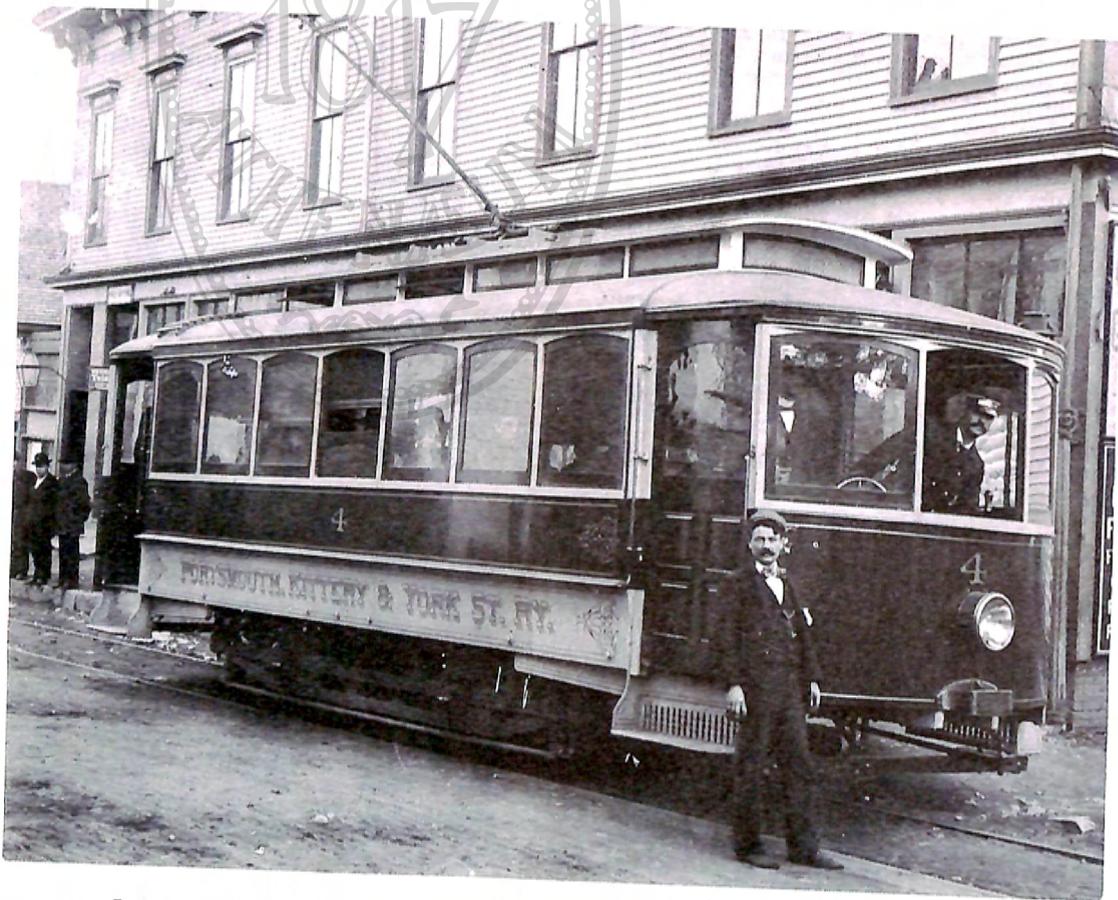
Although some grading on its private right of way was undertaken by the Berwick, Eliot & York during 1902, the major part of the work on the construction of the new lines was accomplished during early 1903. During January and February, the Maine Railroad Commissioners, in rapid succession, approved the grade crossing of the B&M at Great Works and authorized the crossing of the Great Works River bridge, Shapleigh's bridge in Eliot and Rice's bridge in York, the railway being required to strengthen all three. Track laying began during the early spring, 60 lb. T rail being used for the most part. Overhead construction was mostly of the side bracket type, double trolley wires of No. 00 copper and feeders of 4/0 wire being employed. Double trolley wire also had been provided on the Kittery & Eliot in 1902.

The branch to Greenacre began at a point known as Rosemary Junction, near the intersection of Goodwin and Depot Roads in Eliot, and extended down Depot Road a short distance before taking to private right of way and crossing the Eastern Division of the Boston & Maine on a high steel viaduct, 700 feet long, with earth and masonry approaches. Continuing on private right of way through a swampy area known as Marshwood, the line joined Route 103 a short distance west of Kennard Corner, followed the highway for less than a mile, and curved southeasterly onto private land extending to Tobey's Corner. From Tobey's Corner, the tracks, again beside Route 103, extended to Greenacre. A pile trestle was constructed across Fresh Creek in Dover on the Dover & Eliot and shorter pile bridges were built across Sturgeon Creek in Eliot and Barrell Creek near Beach Ridge in York.

In all, more than 20 miles of new railway were built during 1903, including the Dover & Eliot from Dover to the Eliot bridge, 2.78 miles; from the Eliot bridge (at the state line) to South Berwick, 4.84 miles; from South Berwick Junction to York Corner, 9.8 miles, and from Rose-



Turning from New March Street into Government Street, Kittery, is one of seven 14 bench opens purchased from Briggs by PK&Y in 1897.



Later converted to a line car, PK&Y No. 4 is shown on Government Street at Kittery Foreside in 1897.

mary Junction to Greenacre, 3.5 miles. As of Nov. 1, 1903, when the Portsmouth, Kittery & York was consolidated with the PD&Y, the latter owned 36,977 route miles and leased 2,783 miles (the Dover & Eliot), for a total of 39,760 miles, of which 20,903 miles were over private right of way. Sidings and switches included 1.537 mile owned and 0.11 mile leased, for a total single track equivalent of 41.407 miles.

The Maine Railroad Commissioners, in their 1903 report, said in part:

"This line (the Portsmouth, Dover & York) is made up of lines heretofore known as the Portsmouth, Kittery & York, the Kittery & Eliot and the Berwick, Eliot & York Street Railways. Lines have been built from a connection with the old main line near York Village to Dover, N. H. and South Berwick, and from the latter line in Eliot near Eliot station to Greenacre, thence running over the line built last year to Kittery, connecting by ferry with Portsmouth, N. H. The old line from Kittery to York Beach is in all respects in good condition, improved in many ways over last year. The bridges have been considerably improved, especially in the draw spans. The new lines are well built, the best of material having been used. The line in great measure is located over private right of way, with particular attention paid to alignment and gradient. The bridges are all first class structures, having a good wide margin of safety in their construction. Nothing seems to have been omitted that would be required to make this a first class line."

The capitalization of the Portsmouth, Dover & York Street Railway was \$650,000 in common stock (6,500 shares at \$100 par) and the bonded debt included the \$200,000 in first mortgage bonds issued by the Portsmouth, Kittery & York in 1897 and \$450,000 in 4 1/2 per cent 20-year mortgage bonds issued by the PD&Y as of Aug. 1, 1903. The State Street Trust Company of Boston, Mass., was trustee of the first mortgage securing the PD&Y's bonds. Another \$200,000 in PD&Y 4 1/2 per cent bonds was held in the treasury to retire the bonds of the PK&Y upon maturity in 1917.

Securities of the Dover & Eliot Street Railway included \$25,000 in capital stock (which effectively was owned by the PD&Y) and a single mortgage bond for \$25,000, which was pledged to the State Street Trust Company as a portion of the security on the PD&Y bonds. A second mortgage bond issue of \$100,000 by the PD&Y was authorized in 1905 but only \$60,000 in securities, at an interest rate of 5 per cent, were actually issued. Dated March 16, 1905, they were to mature on April 1, 1925. The Augusta Trust Company of Augusta, Me., was the trustee.

Officials of the Portsmouth, Dover & York as of June 30, 1905 included John F. Hill, president; E. Burton Hart Jr., of New York City, vice president and treasurer; Atty. Herbert M. Heath, clerk of corporation; A. D. Foster, auditor, and Willis G. Meloon, general manager and purchasing agent.

CONSOLIDATION AND DIVORCE

Late in 1905, stock control of the Portsmouth, Dover & York was acquired by the syndicate which controlled the Atlantic Shore Line Railway, and on Feb. 1, 1906, the necessary legislative permission having been obtained, the PD&Y was formerly consolidated with the Atlantic Shore Line and became the latter's Western Division. Willis G. Meloon, general manager of the PD&Y, became general manager of the combined properties and served

until 1908, when he was succeeded by Edward B. Kirk, former general manager of the Sterling, Dixon & Eastern Electric Railway in Illinois. Kirk, in turn, resigned in 1910 and was succeeded by his former assistant, Lee H. McCray, who first held the title of superintendent and later was designated general manager.

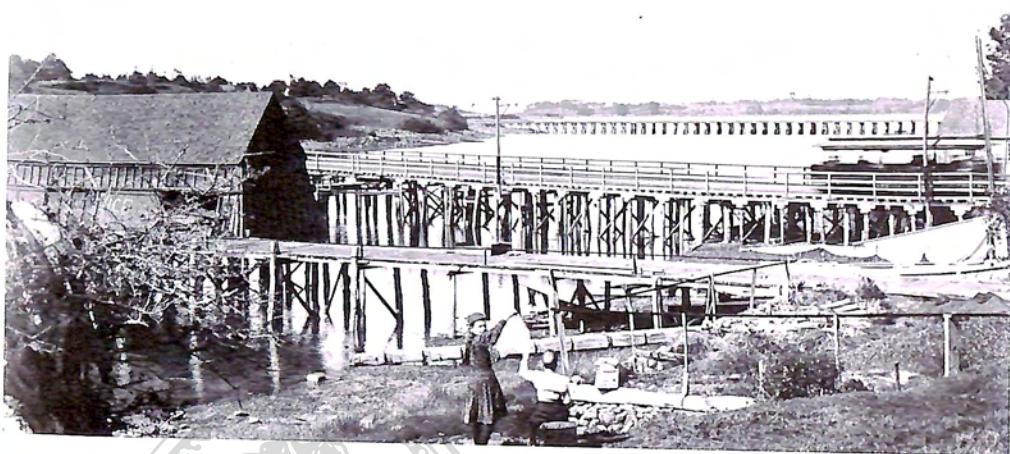
At the time of the 1906 consolidation, the Atlantic Shore Line Railway operated a system extending from Sanford to Springvale, from Sanford to West Kennebunk, Kennebunk and Cape Porpoise (the last in the town of Kennebunkport), and from Dock Square in Kennebunkport to the city of Biddeford. It was in the process of constructing a line from Kennebunk through Wells Township to York Beach, this route being completed and placed in operation during mid-1907.

Because of financial difficulties, the Atlantic Shore Line Railway was reorganized as the Atlantic Shore Railway on Jan. 1, 1911, and late in 1915, as the result of an equity suit filed by a creditor, the Consolidation Coal Company of Maryland, the Atlantic Shore Railway went into receivership as of Nov. 1. A month after going into receivership, the Atlantic Shore defaulted the interest payment on the Portsmouth, Dover & York's second mortgage bonds, due Dec. 1, 1915, and on Jan. 1, 1916, it passed the interest on the PD&Y's first mortgage securities. Three months later, on April 1, the interest on the former Portsmouth, Kittery & York's first mortgage bonds was defaulted.

The interest on all three issues of bonds, due semi-annually, again was defaulted later in the year and the trustees of these issues, the State Street Trust Company, the Augusta Trust Company and the Waterville Trust Company, were permitted by the U. S. District Court at Portland to intervene in the Atlantic Shore receivership proceedings to protect the interests of the PD&Y and PK&Y bondholders. A few months later, in their report to the court for the 1916 fiscal year, the receivers recommended that the Western Division be separated from the rest of the Atlantic Shore system and such action was taken on May 1, 1917 when Willis G. Meloon, only recently returned to Maine, was appointed receiver of the former Portsmouth, Dover & York and Portsmouth, Kittery and York lines.

One major reason for the financial difficulties of the Atlantic Shore Line and later the Atlantic Shore Railway was the fact that the system derived most of its revenues from the high earnings resulting from heavy excursion and pleasure travel during the brief summer season. Revenues during the fall, winter and spring were about one fourth of those during the summer months—and the fall, winter and spring were the seasons when operating expenses were the greatest due to snow removal costs and extensive maintenance projects. In short, the profits earned in summer had to carry the company through the remainder of the year—and this they could not do.

Another major reason was the heavy bond interest charges. The interest on the Atlantic Shore Line's bonded debt of \$3,265,000 (including the underlying bonds of the PK&Y and PD&Y) for the year ended June 30, 1910 was \$138,500, more than one third of the gross transportation earnings of \$339,148—and there was an additional interest charge of \$9,351 on miscellaneous obligations. The funded debt of the Atlantic Shore Railway was scaled down to \$2,535,250 (again including the PK&Y and PD&Y bonds), but even this was too much of a burden for the system to carry, the interest charges for the year ended Dec. 31, 1914 being \$93,865, more than one quarter of the total operating revenues of \$357,869.



Kittery Point bridge across Spruce Creek, York Harbor & Beach Railroad trestle and coal wharf where PK&Y received fuel for its power plant appear in this 1898 view.



PD&Y No. 26, built by Laconia in 1904, at Wallingford Square on Wentworth St., Kittery Foreside, during World War I years.

CHAPTER 2

FACILITIES AND EQUIPMENT

CARHOUSES

The first carhouse erected by the Portsmouth, Kittery & York in 1897 was located near Hutchins' Corner (at the intersection of Pepperell and Chauncey Creek Roads) at Kittery Point and was a 45 by 175 ft. wood frame building erected on piles over a tidewater swamp. Two lead-in tracks were connected through a transfer table to the four tracks inside the rambling structure, which had a capacity of 12 cars. Some repair facilities were provided.

Late in 1897, the railway began the construction of a second carhouse—this one located near the intersection of Route 1-A and Nubble Road at York Beach. Also a wood frame building, it was 40 feet wide and 90 feet deep but there is no information as to the number of tracks it contained or its capacity. Destroyed by fire on the morning of Oct. 9, 1904, it soon was replaced by a new building of similar design, with two tracks and a capacity of six cars.

With the construction of the Berwick, Eliot & York lines in 1902-03, a modern carhouse, with a capacity of 20 cars, was erected a short distance east of South Berwick Junction, on the way to Rosemary. Sixty feet wide and 100 feet deep, it had three bays, two with two tracks each and one with three tracks. The two two-track bays were separated by a fireproof brick wall and at the rear of the building were rooms to house repair shop equipment. One of these rooms was a carpenter and paint shop, the second was a machine shop and armature winding room, and the third housed a blacksmith shop and general repair facilities. An ell on the south side of the carhouse contained space for a substation, offices and a crew's lobby, and on the north side, another ell served as a storage battery house. Fire protection was provided by a sprinkler system fed from an elevated water tank.

After the merger of the PD&Y with the Atlantic Shore Line, all heavy repairs on the system were made at the latter's main shops at the Town House barn in Kennebunkport. This building was destroyed by fire on Feb. 7, 1909, with a loss of seven passenger cars and one snow plow, but was rebuilt in 1911. During the interim, a carhouse at Ogunquit served as the Atlantic Shore's main shops. As of 1909, the Kittery Point carhouse was described as being so lightly constructed and in such shabby condition that there was danger of its being blown down in almost any gale. But this calamity never did occur and the building remained in use until 1923, being razed about two years later.

POWER

The brick power station of the Portsmouth, Kittery & York was located directly behind the Kittery Point carhouse and the original equipment included three Dillon 125 hp vertical boilers and two Ball & Wood tandem compound engines, one of 250 hp and one of 150 hp, belted to General Electric 550 volt direct current generators of 225 and 110 Kw. respectively.

During 1900, a storage battery was installed in the basement of the York Beach carhouse, to boost power on the outer end of the PK&Y. Furnished by the Electric Storage Battery Company of Philadelphia, Pa., and arranged to float on the line, it had 220 cells and was rated at 160 amperes on a one-hour discharge basis. This battery was destroyed when the carhouse burned in 1904 but

was replaced by a new battery of similar design when the new carhouse was built.

Enlargement of the Kittery Point power station was undertaken during 1901 and 1902, two Hodge 200 hp boilers, an Erie City 400 hp four-valve 21 in. x 21 in. engine, and a General Electric 225 Kw. 550 volt direct current generator being installed. Coal for the power station reportedly was first landed from barges at the rear of the building but later was received at a wharf adjacent to the Kittery Point bridge and carted to the plant. There was a coal pocket at the wharf and later a siding was provided so the fuel could be hauled to the power plant via rail.

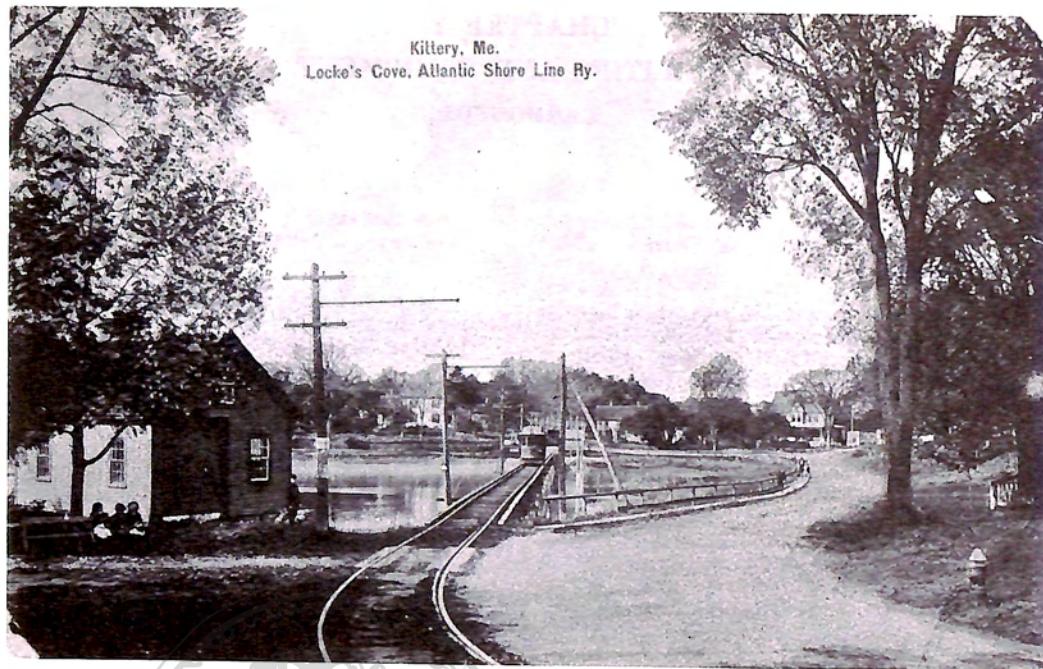
A more modern power system was provided for the new lines of the Berwick, Eliot & York in 1903. These consisted of a General Electric 200 Kw. motor generator set and a 278-cell chloride accumulator storage battery, arranged to float on the line, at the South Berwick carhouse, and a Westinghouse 200 Kw. 12-pole 550 volt 60-cycle, three-phase rotary converter, three 76 Kw. Westinghouse stationary transformers, connected in delta, and a two panel switchboard in a substation at York Corner. This was a neat wood frame building, 30 by 20 feet in area, and was divided into two sections, one a waiting room and the other a machine room for the electrical apparatus.

Power for the substations at South Berwick and York Corner was purchased from the United Gas & Electric Company (later the Twin State Gas & Electric Company) of Dover and was transmitted at 3,400 volts alternating current to South Berwick and at 10,000 volts to York Corner. No changes were made in the old PK&Y power system but feeder lines were so arranged that the substations at York Corner and South Berwick could take over part of the load of the Kittery Point steam plant in the event of an emergency—and vice versa. At the steam plant, incidentally, the original engines and generators were run most of the time, the Erie City engine and the new generator being used during periods of heavy traffic or when one of the other units was undergoing repairs.

WAITING STATIONS AND DEPOTS

Ten waiting stations of wood frame construction were erected at different points along its line by the Portsmouth, Kittery & York in 1897 and similar stations were built by the Kittery & Eliot and the Berwick, Eliot & York in 1902 and 1903. Of tasteful design, they resembled the summer houses or gazebos popular at the turn of the century and most were open to the breezes during the summer months, being enclosed with shutters or windows during other seasons.

A sizeable depot building, containing a waiting room and a refreshment stand, was provided at the head of the ferry landing on Badger's Island and a similar building later was erected at Rosemary Junction, replacing the original waiting station there. The refreshment stand at Rosemary was managed for a number of years by one W. C. Willey, who became famous for his home-made candy kisses. A refreshment stand and waiting room facilities also were provided at the Portsmouth ferry terminal. The general offices of the PK&Y and the PD&Y were located in an old brick building, formerly the old Spring Market, at 16 Bow St., Portsmouth.



Car crosses Locke's Cove trestle, near present main entrance to Portsmouth Naval Shipyard, Kittery.



No. 12 of PK&Y "somewhere in Kittery." This car was renumbered 6 by Atlantic Shore Line and wrecked in plunge off Kittery Point bridge about 1911.

ROLLING STOCK PASSENGER CARS

Rolling stock ordered from the Briggs Carriage Company by the PK&Y during April 1897 included three 20-foot single truck closed cars, Nos. 2, 4 and 6; two 10 bench single truck opens, Nos 1 and 3, and seven 14 bench double truck opens, Nos. 5 odd through 17. A fourth 20-foot closed car, No. 12, was added later in the year. All had rectangular monitor roofs.

The closed cars were fully vestibuled, with single leaf swinging doors on either side of each platform and three large drop-sash windows at the ends. They had convex-concave panel sides, with seven drop-sash windows on each side and single sliding doors in the end bulkheads, and were fitted with 10 reversible transverse and four longitudinal corner seats, all upholstered in plush. The seating capacity was 28 and the cars were heated and lighted by electricity.

The 10 bench opens, which seated 50, were of standard Briggs design and had three drop-sash windows in the end bulkheads and single running boards. The 14 bench opens, which seated 70, also had three window end bulkheads but were provided with double running boards. Early photographs show that the 14 bench opens bore no numbers when delivered to the PK&Y and it is said they were not numbered until a year or so after they had been placed in service.

All cars rode on Peckham trucks furnished by the Peckham Motor Truck & Wheel Company (later the Peckham Manufacturing Company) of New York, and each was equipped with two motors, the Westinghouse 12-A (25 hp) and Westinghouse 49 (35 hp) types being used. All had Westinghouse K-10 series-parallel controllers and hand brakes. Electric headlights of the incandescent type were provided. On the closed cars, PORTSMOUTH, KITTERY & YORK ST. RY. was lettered on the concave side panels, and on open cars, the company name appeared on the letterboards.

A fifth closed car, No. 14, was added in 1899. Built by the Wason Manufacturing Company of Springfield, Mass., it had a 30-foot body with straight, vertically-sheathed sides and a steam coach roof and measured about 40 ft. long overall. There were 11 windows on each side and 12 reversible transverse and four longitudinal corner seats accommodated 44 passengers. It rode on Peckham double trucks, had four motors and originally was equipped with hand brakes only. The company name was lettered on its sides. Another double truck closed car and two more double truck opens were added by the PK&Y during the year ended June 30, 1902. The closed car, No. 16, had a 32-foot body, with straight, vertically-sheathed sides, 10 divided sash windows on each side, and a monitor roof. It had the same seating arrangement and capacity as Car 14 and also rode on Peckham trucks.

No. 16 is believed to have been one of a lot of 99 cars built for the Third Avenue Railroad of New York City by the St. Louis Car Company of St. Louis, Mo., in 1899. About 80 of these cars were sold to other traction properties during 1901 and 1902. As constructed, the car had open platforms, vestibules being added immediately after its purchase by the PK&Y. Like No. 14, it had four motors and hand brakes.

The new open cars, Nos. 19 and 21, were both of the 13 bench type, seating 65 passengers. Built by the Newburyport Car Company of Newburyport, Mass., they had monitor roofs, double running boards and three window end bulkheads, and rode on Taylor SB trucks. Each was equipped with two motors and hand brakes. These were, incidentally, the first cars on the PK&Y to have end destination and side route signs, all of the four-sided retarding wooden box type. Another 13 bench open car, also built by Newburyport, was added late in 1902, No. 23, and as of Nov. 1, 1903, when the PK&Y was consolidated with the Portsmouth, Dover & York, equipment of the former included four single truck and two double truck closed cars and two single truck and 10 double truck open cars.

New equipment for the Berwick, Eliot & York Street Railway was ordered from the Laconia Car Company of

Laconia, N. H., early in 1902 and included five 25-foot railroad roof double truck vestibuled closed cars, Nos. 18, 20, 22, 24 and 26, and five 13 bench monitor roof double truck opens, Nos. 25, 27, 29, 31 and 33. Also ordered were 10 sets of Laconia 9-B trucks and twenty Westinghouse 68C (40 hp) motors. Two more 13 bench opens, Nos. 35 and 37, were ordered from Laconia later in the year. Delivered early in 1903, the new cars carried BE&Y lettering, the full name of the company appearing on the side panels of the closed cars and on the letterboards of the opens, and its initials appeared on the dashers of both types.

The closed cars had straight, vertically-sheathed sides, with nine divided drop-sash windows on each side, and had a seating capacity of 36 passengers on 14 reversible transverse and four longitudinal corner seats upholstered in rattan. The cars had single sliding doors in their end bulkheads and there were two-leaf folding doors on either side of each vestibule. The new open cars all had double running boards and three-window end bulkheads.

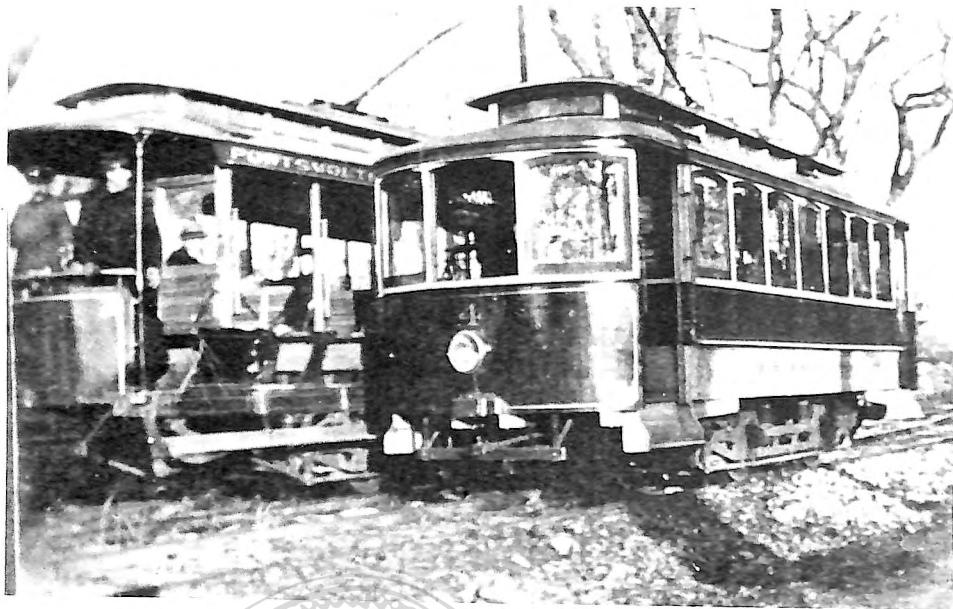
All of the new cars, both open and closed, had Christensen air brakes, with AA1 compressors, supplied by the Christensen Engineering Company of Chicago, Ill. Additional air brake outfits are believed to have been purchased for Nos. 14 and 16 at this time. The new closed cars were equipped with four Westinghouse 68C motors and K-6 controllers during the fall, winter and spring, while most of the opens were to have two motors and K-10 controllers during the summer. Neither the PK&Y nor the PD&Y, incidentally, had sufficient motors to keep all of its cars "alive" the year round and it was necessary to transfer motors from closed cars to opens in the spring and back to the closed cars in the fall.

Two closed cars, Nos. 6 and 26, were lost in the York Beach carhouse fire of 1904. No attempt was made to replace No. 6 but a new 28-foot double truck closed car was purchased from Laconia late in the year and was numbered 26. This had straight, vertically-sheathed sides and a steam coach roof and there were 10 double sash windows on each side, both sashes being arranged to drop flush with the window sill to provide a semi-convertible effect. According to the Street Railway Review of March 15, 1905, the interior of the car was finished in red birch, with ceilings of three-ply quartered oak. The curtains were of the Curtain Supply Co. make; the seats were of the Wheeler No. 42 pattern in rattan, with polished bronze grab handles on the backs, and the car was fitted with DeWitt sand boxes, Consolidated heaters, Wilson trolley retrievers and Christensen air brakes. There were 16 reversible and four longitudinal seats accommodating 40 passengers. The car rode on Peckham trucks and was equipped with four Westinghouse 68C motors and K-28 controllers. The Laconia 9-B trucks under the original No. 26 were salvaged from the ruins of the York Beach carhouse and were rebuilt for continued use. It is not known whether the Peckham truck under No. 6 was salvaged.

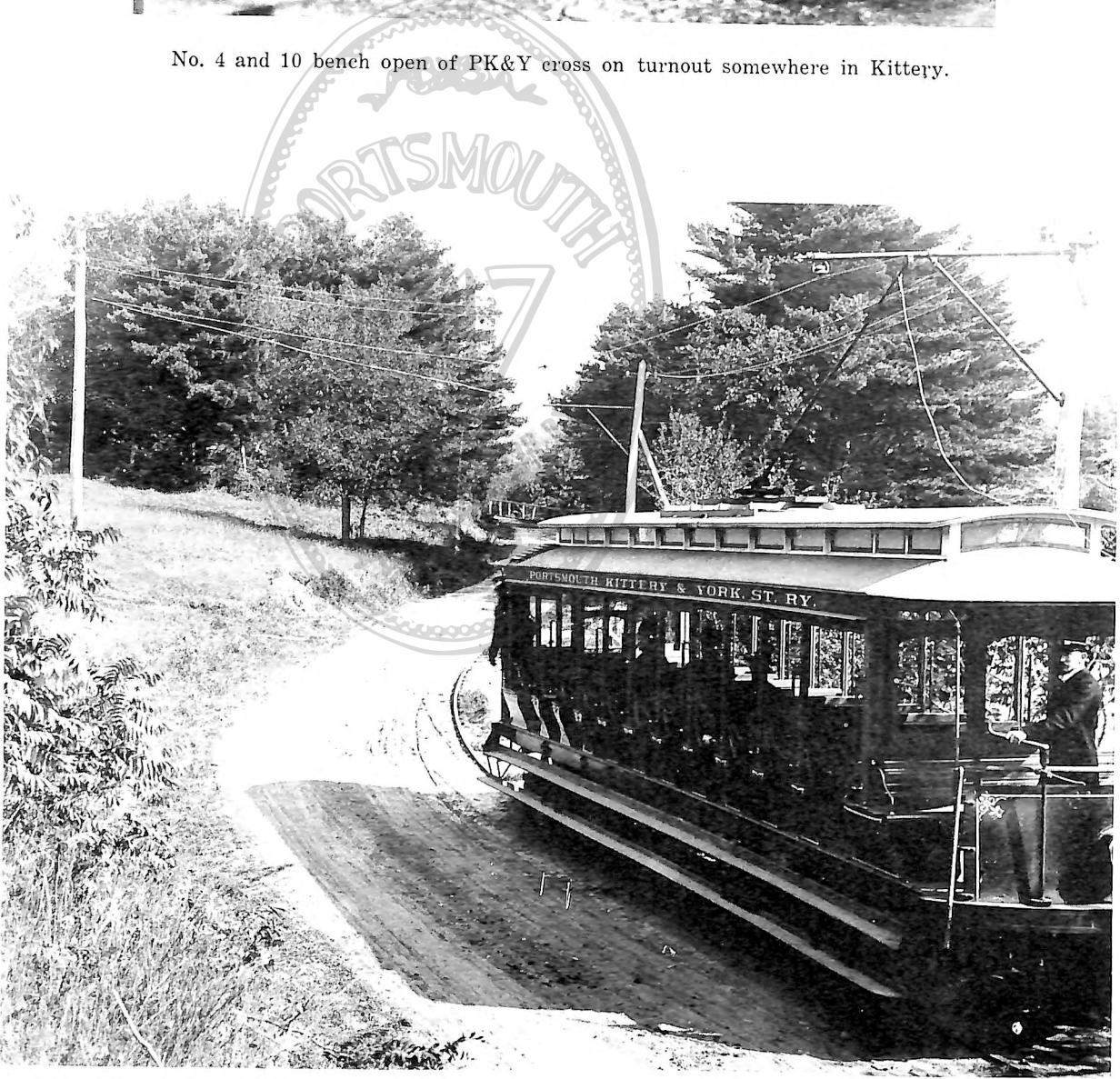
After the PD&Y was consolidated with the Atlantic Shore Line in 1906, one of the Briggs closed cars, No. 4, was rebuilt to a line car, although it retained its passenger car number. Another Briggs closed car, No. 12, was renumbered 6, and one of the 14 bench opens, No. 5, became No. 39 on the Atlantic Shore Line roster.

All of the passenger cars of the PD&Y were repainted in the standard Atlantic Shore Line livery—a Pullman green, with gold leaf striping around the side panels on closed cars; on the seat end panels of opens, and on the dashers of all types. Letters and numbers also were of gold leaf, with the company name appearing on the letterboards. On open cars, numbers were placed on the dashers and on the end panels of the front and rear benches, and on closed cars, they were carried on the dashers and on the side panels at each end of the car. Roofs of all passenger cars were painted a reddish brown.

Many cars were fitted with side signs of the four-sided wooden box type denoting routes, such as PORTSMOUTH & YORK BEACH, DOVER & SOUTH BERWICK, etc., but the company appears to have avoided the use of front destination signs except for dasher-mounted



No. 4 and 10 bench open of PK&Y cross on turnout somewhere in Kittery.



One of the PK&Y's Briggs 14 bench opens on Chauncey Creek Road at Kittery Point.

types. Like the car bodies, the side signs were painted Pullman green with gold leaf lettering. Nos. 18, 20, 22, 24 and 26 are believed to have been equipped with Baker hot water heaters about 1910 and all the double truck opens not previously equipped were fitted with air brakes shortly after the 1906 consolidation.

Two former PD&Y cars, No. 7, a 14 bench open, and No. 14, a 30-foot double truck closed, were destroyed in the Town House barn fire of 1909. The latter was in the shops for repairs at the time of the fire and No. 7 was in dead storage for the winter, having been stripped of motors and controllers. Another ex-PD&Y car, No. 6, a Briggs 20-foot box, was wrecked beyond repair when it plunged off the Kittery Point bridge about 1910, and the third Briggs 20-foot box, No. 2, appears to have been scrapped by the Atlantic Shore Railway sometime between 1910 and 1917.

As of May 1, 1917, former PD&Y passenger cars remaining included the two 10 bench opens, Nos. 1 and 3; six 14 bench opens, Nos. 9, 11, 13, 15, 17 and 39; ten 13 bench opens, Nos. 19 through 37; one 32-foot closed car, No. 16; four 25-foot closed cars, Nos. 18, 20, 22 and 24, and one 28-foot closed car, No. 26.

MAIL AND EXPRESS CARS

Early in 1898, the Portsmouth, Kittery & York Street Railway received a government contract to transport the U. S. Mail between Portsmouth and York Beach. For this, it was necessary to provide suitable equipment and a single truck railway postoffice car, "A", was purchased, probably from the Taunton Locomotive Manufacturing Company of Taunton, Mass., prior to May 1.

The RPO car, which rode on a Peckham truck, had an 18-foot body and was divided into two compartments, one 8 feet long for mail and the other, 10 feet long, for baggage and express. Later, the larger compartment was used for mail and the smaller one for express. There were large sliding doors in the center on each side and smaller doors on opposite corners at each end. UNITED STATES RAILWAY POST OFFICE appeared on the letterboards and on the sides, the car was lettered U. S. MAIL and PK&Y ST. RY. EXPRESS DEPT.

A new double truck mail and express car, built by the Laconia Car Company, was acquired in late 1904 or early 1905. It was described in detail in the Feb. 15, 1905 issue of the Street Railway Review:

"A new combination mail and express car was recently built by the Laconia Car Company for the Portsmouth, Dover & York Street Railway. The car is of the following dimensions: Length over corner posts, 28 ft. 8 in.; length over bumpers, 38 ft. 8 in.; width over corner posts, 8 ft. 3 in.; width inside, 7 ft. 4 $\frac{3}{4}$ in.; height from bottom of sills to top of trolley boards, 9 ft. 3 $\frac{1}{2}$ in.; length of mail compartment inside, 15 ft., and length of express compartment inside, 12 ft. 11 in.

"The car is built on the lines of those for steam railroad service, having straight sides, sheathed; steam coach roof; two windows on a side in the mail compartment; vestibules at each end with single swing doors; also single sliding door in one end of the express compartment; two side express room doors and two side mail room doors. The car is sheathed on the inside with hard pine and the ceilings are sheathed and painted. Mail boxes are arranged on each side of the mail room and slots are provided in the sides of the car so that letters may be dropped in. The mail room is fitted up with one Harrison bag rack and one slotted shelf is located over the bag rack, which is supported by chains and can be folded back against the side of the car. A table is provided opposite the bag rack; it is supported by iron stands and may be folded back against the side of the car when not in use. The car is equipped with eight Consolidated 93T heaters, De-Witt sand boxes, Wilson trolley retrievers, Laconia scrapers and Sterling safety hand brakes."

The car was lettered P. D. & Y. ST. RY. on the side panels beneath the windows and U. S. MAIL on the dashers. Each side of the mail compartment bore the legend UNITED STATES MAIL—RAILWAY POST OFFICE, and on either side of the express room there was the sin-

gle word EXPRESS. Riding on Peckham trucks, it was equipped with four Westinghouse 12-A motors and K-12 controllers, only hand brakes being provided.

Fate of "A" is unknown, possibly destroyed in the York Beach carhouse fire, but accounts do not list it among the cars lost. The new mail car, which bore no number or letter on the PD&Y, was numbered 108 by the Atlantic Shore Line Railway and was provided with Air brakes. Later it was equipped with Standard C-50 trucks, four General Electric 70 motors and K-28 controllers.

SERVICE CARS AND SNOW PLOWS

The first service car of the PK&Y is believed to have been "B", a four-wheel motor flat car constructed prior to June 30, 1898. Riding on a Peckham truck, it was an open platform affair, with a flat dasher at each end and side boards to permit the hauling of coal or gravel. Its single trolley pole was mounted on a pipe standard in the center of the body. A second motor flat car, "E", was provided by the Portsmouth, Dover & York. Similar in design to "B", it was somewhat longer, however, and rode on Peckham double trucks. Both "B" and "E" could be equipped with side boards to permit the carrying of gravel, sand or perhaps coal.

Flat car "B" disappeared at an early date but "E" was taken over by the Atlantic Shore Line and remained in use until one day when it was heavily overloaded and collapsed, both side sills snapping under the extra weight. The trucks, motors and controllers were salvaged and may have been applied to No. 98, an eight wheel motor flat car with cabs at each end, which was assigned to the Atlantic Shore's Western Division.

According to the Maine Railroad Commissioners report for 1904, the PD&Y owned 12 service cars as of June 30 of that year. A number of these were four-wheel side dump cars and others are believed to have been four-wheel flat trailers. Two dump cars and "B" were disposed of prior to June 30, 1905 as only nine work cars were owned by the PD&Y on that date.

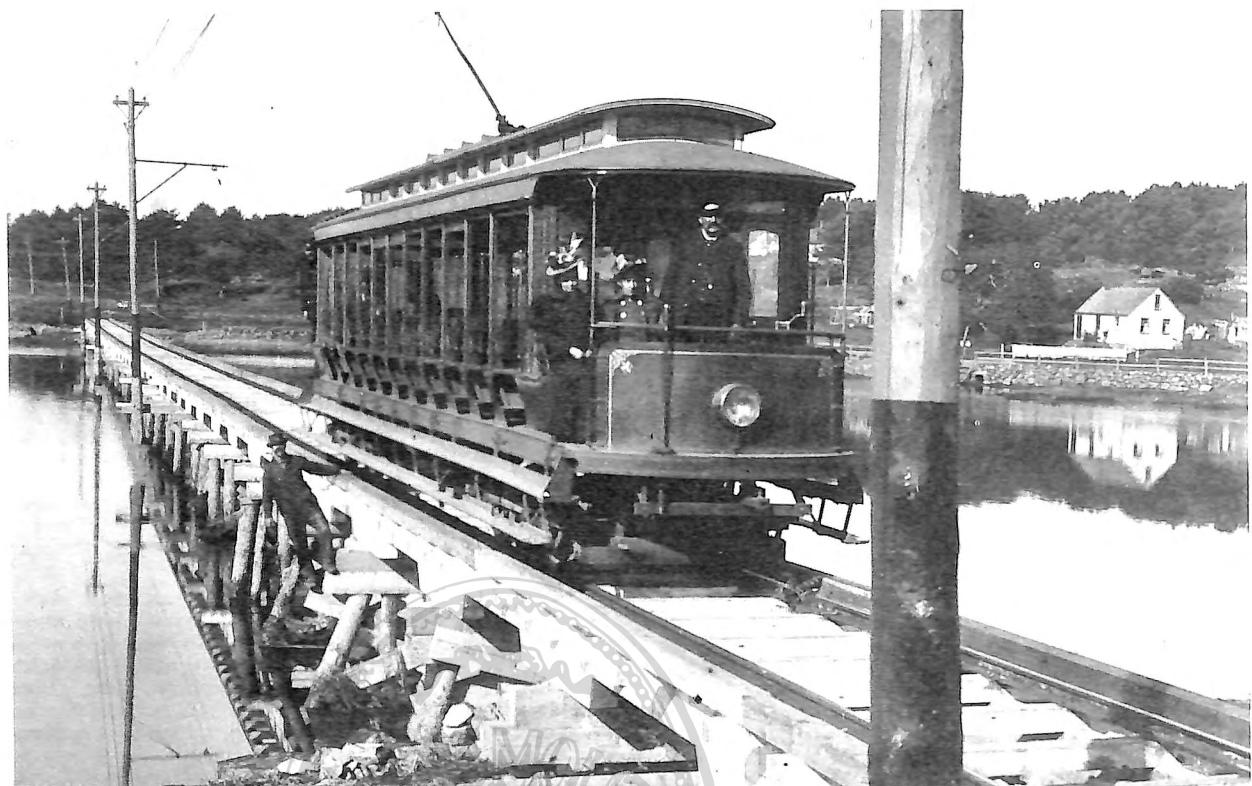
Snow plows of the PK&Y system included "C" and "D", both of the Taunton four-wheel nose type, built in 1897 and 1899 respectively, and a Wason four-wheel nose plow purchased in 1903. One of these plows was destroyed in the York Beach carhouse fire and was replaced by a double truck nose plow, "F", built by Smith & Wallace of Woburn, Mass. This was a four motor affair and initially had hand brakes only, air brakes later being provided.

It is believed that one of the Taunton plows was destroyed in the York Beach fire and that its letter was assigned to a new Wason four-wheel nose plow purchased by the Atlantic Shore Line in 1906. Snow plows on the Atlantic Shore's Western Division on May 1, 1917 included "A", "C", and "D", all of the four-wheel variety, and "F", a double truck affair.

FERRY BOATS

The first ferry boat owned by the Portsmouth, Kittery & York in 1897 was purchased second-hand from the Middletown (Conn.) Ferry Company and was of the conventional double end side wheeler type. Originally named the "Brownstone", it had been built in 1889 by S. Gildersleeve of Portland, Conn., and was operated across the Connecticut River between Middletown and Portland until 1895. It was 82 feet long (91 feet over all) by 24 ft. beam and 8 ft. depth of hold and was equipped with two Pittman bar-type engines. After its acquisition by the PK&Y, the ferry, renamed the "New March", was towed to Boston, where, at Atlantic Wharf, it was fitted out for operation on salt water. On July 23, it arrived in Portsmouth Harbor, having been towed from Boston by the tug "Piscataqua", and was docked at Badger's Island.

According to the Portsmouth Herald, trial runs with the "New March" were unsatisfactory, and a small steamer, the "Mystic", formerly operated between Portsmouth and Kittery Point, was leased and later purchased by the PK&Y. A newspaper item on Oct. 4, 1897 noted that the "New March" was to be equipped with screw propellers and that the work was to be done at the Bath



Crossing Call's Trestle between Kittery Point and Cutt's Island en route to York Beach.



Enthusiastic crowd greets first trolley to York Beach on afternoon of Aug. 27, 1897.

Iron Works in Bath, Me. The ferry was back in Portsmouth in early January 1898 and the Portsmouth Herald of Jan. 12 reported that the "New March" had been run between Portsmouth and Badger's Island all the previous afternoon and by the end of the "shakedown" cruise, the river crossing was being made in three minutes. A few days later, the "New March" went into regular service and the "Mystic" was withdrawn.

War hysteria gripped the nation after the sinking of the battleship "Maine" in Havana Harbor on Feb. 15, 1898 and on March 15, the PK&Y found it necessary to deny rumors that the "New March" would be converted into an armored cruiser, of all things, for the defense of Portsmouth Harbor.

The "New March" was destroyed by fire in 1899 and was replaced in 1900 by a new double end side-wheeler ferry, the "Kittery", built in Kennebunkport by one David Clark. The "Mystic" was sold for \$500 in 1901 and was replaced by another small steamer, the "Alice Howard." The hull of the "New March" subsequently was planked over and was used as a float at the Kittery ferry landing for more than 20 years.

The "Kittery" had a gross tonnage of 139 and a net tonnage of 87. It was 83 ft. 6 in. long, 39 ft. 6 in. wide over the paddle boxes, and drew 9 ft. 1 in. of water. Its engine was of 230 hp and its normal crew was five men.

According to the Street Railway Review of March 15, 1901, it was constructed to carry teams and was so designed that tracks could be laid on its main deck and trolleys transported across the Piscataqua. Such tracks never were provided.

The "Alice Howard", built at Peaks Island, Me., in 1899, had a gross tonnage of 77 and a net of 45; was 73 ft. 1 in. long and 19 ft. 6 in. wide, and drew 6.2 feet. It had a normal crew of four.

For many years, the "Kittery" provided most of the Cross-Piscataqua service, the "Alice Howard" serving mostly as a spare boat. For a summer or two, it was operated between the Portsmouth ferry landing and Kittery Point, the Hotel Pocahontas on Gerrish Island, Kittery, and New Castle, and in Atlantic Shore Line and Atlantic Shore Railway days, it sometimes was used for summer excursions between Portsmouth and the Isles of Shoals.

The "Kittery" appears to have been taken out of service about 1916, with the "Alice Howard" being used as the regular boat thereafter. The smaller vessel was less expensive to operate and since few, if any, teams were being carried across the river by then, the "Kittery", which was in need of extensive repairs, was simply tied up at the float at Badger's Island to gather barnacles and become a nesting place for seagulls.

CHAPTER 3 OPERATIONS

1897-1917

THE PORTSMOUTH, KITTERY & YORK STREET RAILWAY

The first trial trip over part of the Portsmouth, Kittery & York Street Railway was made on Aug. 11, 1897 and on the following day, two cars, probably Nos. 1 and 3, were placed in operation on a half hour headway between the Kittery ferry landing and the Kittery Point carhouse, a distance of 3.75 miles. Houses and public buildings in Kittery and Kittery Point were decorated with flags and bunting for the red letter occasion and riders jammed the little open trolleys on almost every trip.

Because the ferry slip at Ceres Street, Portsmouth, was not yet ready and because of the difficulties with the ferry "New March", operations were somewhat hampered until Aug. 19 when the "Mystic" began running between Badger's Island and Broughton's wharf, at the foot of Daniel Street, Portsmouth. Under the schedule in effect Aug. 20, the "Mystic" left Portsmouth at 6:50 a.m. and half hourly until 9:50 p.m., connecting at Badger's Island with cars departing on the hour and half hour for Kittery Foreside, Kittery Point and Sea Point on Cutt's Island. The running time between Badger's Island and Sea Point (five miles) was 30 minutes and the fare was 10 cents—or five cents from Portsmouth to Ferry Lane in Kittery and five cents from Ferry Lane to the end of the line.

The cars began running as far as Seabury on Aug. 25 and on the afternoon of the following day, the first car reached York Harbor. But Friday, Aug. 27, was the BIG day for the PK&Y—when it began operating all the way to York Beach Square. A 30 minute headway was placed in effect and the initial running time was 1 hr. 40 min., soon reduced to 1 hr. 25 min. at York Beach.

Describing the arrival of the first car at York Beach, the Portsmouth Herald of Aug. 28 said in part:

"The appearance of the first electric car at the beach was a grand event and everyone made the most of it. The car that left Kittery at 2 o'clock bore several officials of the road, who assured the passengers that if the track was clear, they should go way through to York Beach and they made their promise good . . . The residents along the beach made their pleasure known in welcoming the car with cheers and waving of handkerchiefs and hats. One elderly lady cheered in a manner that brought smiles to all who heard her. When the car reached York Beach, the same scenes were enacted and a small cannon sent out its sound of welcome from the steps of the Ocean House. When the car arrived at its destination, the North Berwick Cornet Band was playing its best, while the crowd assembled gave rousing cheers . . ."

Commenting editorially on the opening of the PR&Y

through to York Beach, the same issue of the Portsmouth Herald said:

"Messrs. Gerald and Libby . . . are entitled to much credit for the successful manner in which they handled the large crowds on the electric line yesterday and last night. It is remarkable that with such a jam and on the first day of the opening that not an accident of any description occurred. The cars were all kept moving . . . and while it took about one hour and forty minutes to make the trip, it must be considered that some of the men in charge of the cars were making their first run."

Effective Sept. 1, the "Mystic" left Broughton's Wharf at 10 minutes before and 20 minutes past the hour and cars left Badger's Island for York Beach at 6 a.m. and every half hour until 8:30 p.m., and in the opposite direction, cars left York Beach for Badger's Island half hourly from 7 a.m. until 9:30 p.m. This same schedule was in effect when the Railroad Commissioners made their inspection trip over the line on Oct. 6 prior to issuing a certificate of safety.

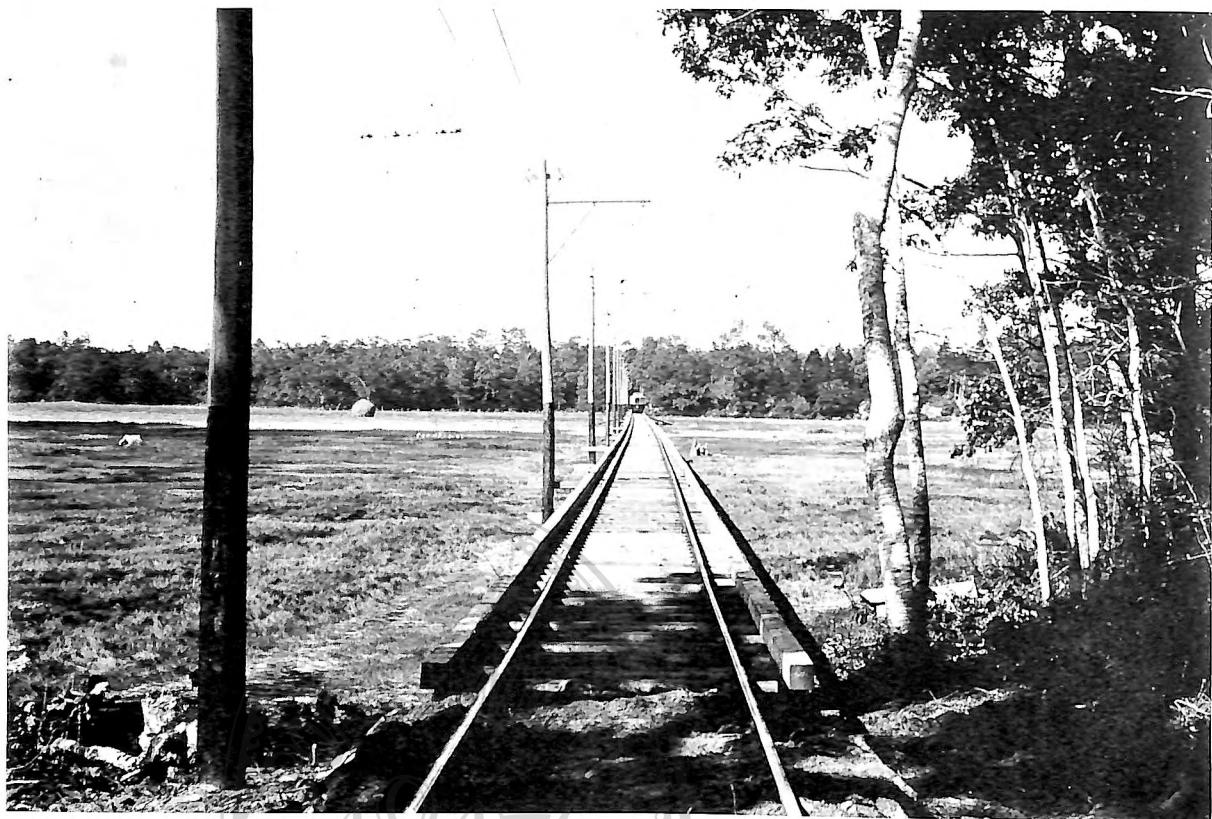
Hourly headway between Badger's Island and York Beach was instituted on Oct. 14. Under the new schedule, cars left Badger's Island for the beach every hour from 7 a.m. until 9 p.m. and departed from York Beach hourly from 6:30 a.m. until 9:30 p.m. Intermediate trips, running only to Sea Point, left the ferry landing at 6:30 a.m. and hourly until 8:30 p.m., thus providing 30 minute service through Kittery and Kittery Point.

The through fare between Portsmouth and York Beach was 25 cents, there being five five-cent zones:

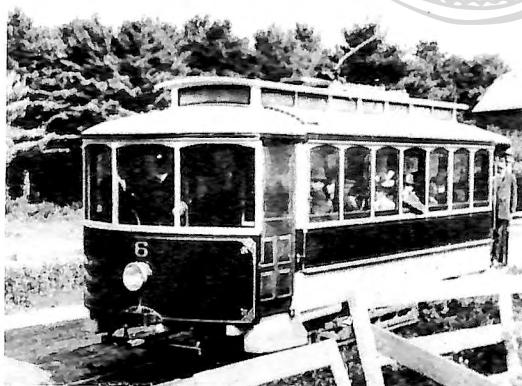
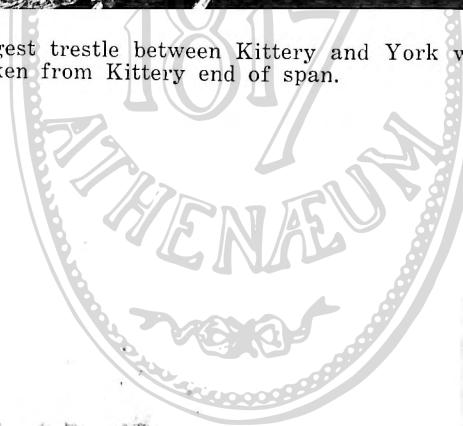
Portsmouth and Ferry Lane, Kittery; Ferry Lane and Sea Point; Sea Point and Seabury Station; Seabury Station and York Harbor; York Harbor and York Beach.

Available information does not indicate at precisely what point in York Harbor the fourth zone ended and the fifth began but it is believed to have been at the Club Stables, near the northerly end of the present Norwood Farm Road.

Early in November, arrangements were made to run the steamer "Samuel Butterfield" between the Kittery Point bridge and New Castle, N. H. This service was provided on an hourly headway throughout the year and a 10 cent fare was charged. Extra service was given Saturday nights on both the trolleys and the steamboat. By November, incidentally, the Ceres Street wharf and slip in Portsmouth were ready and the "Mystic" began departing from this facility instead of Broughton's Wharf. Early in 1898, as previously noted, the "New March" took over the cross-river run.



Longest trestle between Kittery and York was that across Brave Boat Harbor.
View taken from Kittery end of span.



Original No. 6, burned at York Beach carhouse fire in 1904, shown near Fort McClary at Kittery Point.



Purchased in 1917 and sold in 1921 was
"Shetucket," powered by a gasoline engine of
questionable reliability. Acquired to replace
the "Kittery."

Half hourly service between Portsmouth and York Beach was resumed in the spring of 1898 and during that summer, the "Mystic" was placed in service between Portsmouth and the Hotel Pocahontas, with the "Samuel Butterfield" continuing to ply the water of Spruce Creek and Portsmouth Harbor between the Kittery Point bridge and New Castle. Street railway tickets were accepted on both steamers. These tickets, incidentally, were available at the rate of 11 for 50 cents.

Cars ran between Badger's Island and Sea Point every 30 minutes and between Badger's Island and York Beach every hour during the fall of 1898 but when the 1898-99 winter schedule went into effect, the Badger's Island-York Beach headway was lengthened to 90 minutes, thus setting up an operating procedure which was continued for the next two or three years. This procedure called for 30 minute service between Portsmouth and York Beach during the summer; an hourly through headway during the early fall and in the spring, and a car every 90 minutes during the late fall and winter. Half hourly service between Portsmouth and Sea Point was provided during the periods of the hourly and 90 minute headways to York Beach.

With the opening of the extension from York Beach Square to St. Aspinquid Park on June 28, 1900, the Badger's Island-York Beach running time was increased to 1 hr. 30 min. and the last fare zone was extended to the park. Service to the park, incidentally, was provided during the late spring, summer and early fall only, cars ending their runs at York Beach Square at other times.

The PK&Y's summer time table in 1901 called for 30 minute service between Badger's Island and York Beach from 6:30 a.m. until 8 p.m. and then hourly until 11 p.m. on weekdays. Trips from the ferry landing to Sea Point were made at 8:30, 9:30 and 10:30 p.m. On Sundays, service began at 8 a.m. During the same season the "Alice Howard" made six daily trips between Portsmouth ferry landing and New Castle and five trips each to Kittery Point Bridge (tide permitting) and to the Hotel Pocahontas. The same rail service was operated during the summer of 1903 but the boat trips had been discontinued.

All cars on the PK&Y were dispatched from Kittery Point, a private telephone system connecting the dispatcher's office (which was housed in a small building near the carhouse) with the various turnouts and terminal points on the road. The telephones were of Couch & Seeley manufacture and were housed in iron boxes attached to the line poles. There were, incidentally, eight turnouts on the line, these being located at Emery's (near Ferry Lane) in Kittery; at Champernowne (near the Congregational Church) at Kittery Point; at Sea Point; at Hazen's (near Seabury) in York; at York Village; at Norton's in York Harbor, and at Goodwin's and Long Sands at York Beach.

The Portsmouth, Kittery & York was the second electric railway in Maine (the first being the Rockland, Thomaston & Camden) to operate a railway postoffice car. Effective May 1, 1898, "A" began running between the Badger's Island ferry landing and York Beach, serving the post offices at Kittery Foreside, Kittery Point, York Corner, York Village, York Harbor and York Beach. The mail was handled on the ferry between Badger's Island and Portsmouth and the total of 15.75 miles for the RPO route included the distance across the Piscataqua. Previously, mail between Portsmouth and York Beach had been carried by the York Harbor & Beach Railroad.

The route was designated the YORK BEACH & PORTSMOUTH RPO and under the terms of the initial contract, the railway postoffice car made two daily round trips on weekdays, including holidays. No service was provided on Sundays. In 1899, the contract was amended to provide two additional round trips on weekdays and one round trip on Sundays during July, August and September, service the remainder of the year consisting of two daily round trips with "A" on weekdays and one round trip with closed pouch mail (carried on regular passenger cars) on Sundays. Another amendment, in 1900, provided for four daily round trips on weekdays from June 1 until Sept. 30 and two daily round trips on weekdays from Oct. 1 to May 31. One round trip with closed pouch mail was operated on Sundays throughout the year.

The contract rate for the operation of the RPO car initially was six cents per mile, being increased to 7½ cents in 1902. The rate for the closed pouch service was three cents per mile and this never was increased. So far as can be determined, the RPO service was a joint employee operation, that is, the mail clerk of the car was a regular employee of the PK&Y, who received a small additional compensation from the government for his postal duties. He was assisted by the car crew in handling baggage and express.

THE KITTERY & ELIOT STREET RAILWAY

The first trial trip over the Kittery & Eliot Street Railway was made on Wednesday, July 23, 1902, when a workmen's car conveyed about 40 men, women and children from the Kittery ferry landing to the W. S. Spinney store in South Eliot. The Railroad Commissioners were taken over the entire 3.4 mile line that same day and promptly issued a certificate of safety. The formal opening of the line took place on the afternoon of Thursday, July 24, when a special car carried railway and town officials, members of the press and invited guests to Greenacre. Regular service between the Kittery ferry landing and Greenacre began two days later.

Initial schedules, which remained in effect for about a year, called for cars to leave the Kittery ferry landing at 7 a.m. and hourly until 10 p.m. and to depart from Greenacre at 6:35 a.m. and every hour until 10:35 p.m. The route had a running time of 20 minutes and the through fare was 10 cents—five cents from Portsmouth to the South Eliot school house and five cents from the school house to Greenacre. According to report, some attempt was made to operate a 30-minute headway over the line but it soon became apparent that the volume of patronage did not warrant such service and the original hourly headway was restored. For all practical purposes, the Kittery & Eliot was a branch of the Portsmouth, Kittery & York, the latter supplying the power and providing the cars and crews.

THE PORTSMOUTH, DOVER & YORK STREET RAILWAY

No special ceremonies appear to have marked the opening of the new routes constructed by the Portsmouth, Dover & York, formerly the Berwick, Eliot & York. A certificate of safety for the trackage from South Berwick to South Berwick Junction and on to York Corner was granted by the Railroad Commissioners on June 29—after a trial trip over the new construction—and on that same day, the Dover and Eliot was opened, the first car running from Dover to South Berwick in the afternoon. Regular service between Dover and York Beach commenced July 1. Because of a delay in the completion of the viaduct over the Boston & Maine near the Eliot depot, the extension from Rosemary Junction to Greenacre did not open until July 14, a certificate of safety having been granted the previous day.

The Portsmouth, Dover & York system was operated on a seasonal basis, the most frequent service being given during the summer months when the traffic was heaviest due to the travel to and from York Beach. Routes and headways during the summer were as follows:

Portsmouth to Kittery, Kittery Point, York Village, York Harbor and York Beach	30 min.
Portsmouth to Dover via South Eliot, Rosemary Junction and So. Berwick Junction	30 min.
Dover to York Village, York Harbor and York Beach	60 min.
Dover to South Berwick	60 min.

On the Portsmouth-Dover route, which had a through running time of one hour, cars leaving the Badger's Island ferry landing on the half hour ran through to Franklin Square, Dover, but those departing on the hour went only to Rosemary Junction, where connections were made with eastbound and westbound cars on the Dover-York Beach route. Conversely, cars leaving Dover at five minutes past the hour ran directly to York Beach, passengers for South Eliot, Kittery and Portsmouth changing at Rosemary, while those departing on the half hour ran through



High trestle over York Harbor & Beach Railroad at Seabury in York.



First pile drawbridge in America, Sewall's bridge, across York River in York, built in 1761, had to be strengthened to permit use by electric cars.

to the ferry landing. The ferry departed from the Ceres Street slip at Portsmouth at 25 and 55 minutes past the hour and left Badger's Island after the arrival of connecting cars.

The running time between Dover and York Beach was 1 hr. 25 min., including 23 minutes for the 7.2 miles between Rosemary Junction and York Corner. The average speed over this section was 19 miles per hour, the highest on any route of the PD&Y system, and for this reason — and probably because it followed an almost straight course from Rosemary to Rice's bridge over the York River, the Rosemary-York Corner trackage was popularly referred to as the "Air Line". The PD&Y, incidentally, advertised itself as "The Scenic Route of New England", a slogan by no means exclusive.

The Portsmouth-York Beach route was operated much the same as in the former PK&Y days, with cars leaving the Kittery ferry landing on the hour and half hour and arriving at St. Aspinquid Park 90 minutes later.

Basic schedules during the fall, winter and spring were as follows:

Portsmouth to York Village and York Beach	2 Hourly
Portsmouth to Sea Point, Kittery Point	30 min.
Portsmouth to Dover	60 min.
Dover to South Berwick	60 min.
Rosemary Junction to York Beach	2 Hourly

For a few weeks in the early fall and late spring, hourly service was given between Portsmouth and York Beach.

As indicated by the service provided, the PD&Y system did its heaviest year-round business between Portsmouth and Sea Point, there being a large amount of local riding in Kittery and Kittery Point. There was, however, nothing in the way of local traffic between Sea Point and York Center, where the old PK&Y route ran almost entirely over private right of way through a virtually uninhabited wilderness, and few would have been inconvenienced had the PD&Y suspended all operations over this 5.3 miles of track during the winter months. But this was not possible because of the mail contract.

The RPO schedule, as before, called for two round trips daily on weekdays from Oct. 1 to May 31 of each year and four round trips daily except Sundays through June, July, August and September. On Sundays throughout the year, closed pouch mail was handled on one trip of a regular passenger car. For about six months, from July 1, 1904 until Jan. 12, 1905, the RPO service was suspended and only closed pouch mail was handled. After it was resumed, a regular railway mail clerk handled the postal matter and the mileage rate for operation of the RPO car was increased from 7½ cents to 11¼ cents.

According to former PD&Y employes, the Portsmouth-Dover route was a difficult one on which to maintain the running time — 55 minutes for the 12.5 miles between the Kittery ferry landing and Franklin Square — because of the side of the road trackage and the many curves in Kittery and South Eliot. Another difficult route on which to keep on schedule was the 7.6 mile line between Dover and South Berwick, 30 minutes being allowed for the trip.

A feature of the Dover-South Berwick line was the interlocking plant at the grade crossing of the B&M's Conway branch at Great Works. There were four signals of the semaphore type, two governing the B&M signals of the semaphore type, two governing the street rail of the crossing. The signals governing the street rail of the crossing. The signals were situated 100 feet east and 130 feet west of the railroad tracks. Derailing switches were also provided on the trolley line. At this crossing, each trolley was to stop and if the way was clear, the conductor was to throw the derailing switch so the car could cross the B&M tracks. After the car had crossed, the conductor was to throw the derailer again so that any following car would run into a spur track leading to an embankment unless its conductor followed the same procedure. The throwing of the derailing switch set the signals on the railroad.

There was no such protection at the crossing of the York Harbor & Beach Navy Yard spur on Wentworth Street, Kittery. Here each motorman was required to

bring his car to a dead stop while the conductor "ran the crossing" to see if the way was clear. The way was clear most of the time as only an occasional freight train ran over the spur.

The South Berwick line served Quamphegan Park, a small summer resort offering boating, bathing and fishing on the Salmon Falls River and Quamphegan Brook. Located a short distance west of South Berwick Junction, it had a dance pavilion, picnic groves, cottages and some amusements and was fairly well patronized, particularly by residents of Dover, for a number of years.

The basic fare on the PD&Y system was five cents, each route being divided into two or more five cent zones.

Fare zones on the PD&Y system were as follows:

PORTRSMOUTH-YORK BEACH: Portsmouth and Emery's (Ferry Lane), Kittery; Emery's and Sea Point; Sea Point and Seabury, York; Seabury and Club Stables, York Harbor; Club Stables and St. Aspinquid Park, York Beach.

PORTRSMOUTH—DOVER: Portsmouth and Cross Street, South Eliot; Cross Street and Rosemary Junction; Rosemary Junction and South Berwick Junction; South Berwick Junction and Dover.

DOVER-YORK BEACH: Dover and South Berwick Junction; South Berwick Junction and Rosemary Junction; Rosemary Junction and Langley's Road, East Eliot; Langley's Road and Rice's Bridge, York; Rice's Bridge and Club Stables, York Harbor; Club Stables and York Beach.

Zone tickets were available at the rate of 11 for 50 cents.

DOVER-SOUTH BERWICK: Dover and South Berwick Junction; South Berwick Junction and South Berwick.

For a few days after the opening of the Dover-South Berwick line, a 15 cent fare was charged but because of numerous protests, the rate soon was reduced to 10 cents.

Passengers arriving at Badger's Island on the ferry from Portsmouth were entitled to free transfers good to Cross Street or Ferry Lane while passengers on cars arriving at the Kittery ferry landing were entitled to transfers good for the river crossing to Portsmouth. Free transfers also were issued between the Portsmouth-Dover and former PK&Y lines at Government and New March Streets, Kittery, these transfers being valid for a ride within the first fare zone on either route.

In addition to the passenger receipts and the revenue from mail and express, the PD&Y had another source of income — the tolls from the railway-owned Eliot bridge. A few typical tolls were as follows:

Foot Passenger02
One Person With Horse08
Carriage Drawn by One Horse15
Carriage Drawn by Two Horses25
Coach, Hack or Sleigh Drawn by Four Horses40
Led Horses or Cattle, Each05
Sheep or Swine, Each01
Bicycle03

In later years, the rate for bicycles was increased to five cents. The rate for automobiles with two seats was 15 cents, with a two cent charge being levied for each additional seat, occupied or unoccupied. The rate for motor trucks (limited in weight) was 25 cents.

ATLANTIC SHORE LINE-ATLANTIC SHORE RAILWAY

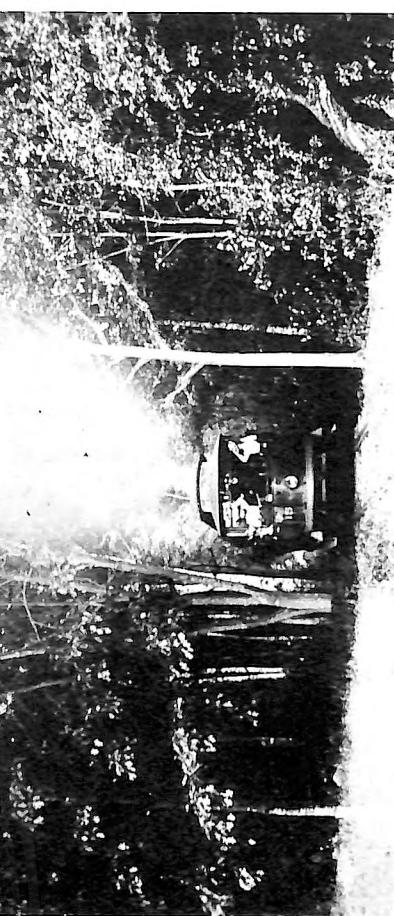
Until the opening of the Atlantic Shore Line's York Beach-Kennebunk route on July 20, 1907, there were few if any, changes in the operation of the old PD&Y system. The same routes were operated and the same services were provided; the same familiar faces operated the cars and collected the fares and, for that matter the same cars were used. The principal outward manifestations of the change in regime were the new badges and buttons worn by the crews, different tickets, transfers, timetables and other printed matter, and the repainting and relettering of the rolling stock. So far as the riding public was concerned, the change in ownership made little difference.



13 Bench Open No. 35 at York Corner Junction about 1910. Note Model T Ford, harbinger of things to come, at rear of trolley.



York Village Square with open car No. 25 about 1915.



Open car 15 emerges from woods between Seabury in York and Brave Boat Harbor.



Crossing the Piscataqua between Portsmouth and Badger's Island is double ended ferry "Kittery," built at Kennebunkport, Me., in 1900.

One major improvement almost immediately made was the installation of three sets of United States electric signals, showing white for a clear line and red for an occupied block. One set controlled the half mile of track between the Badger's Island ferry terminal and the intersection of Government and New March Street in Kittery; the second governed the half mile between Emery's Turnout on Whipple Road, Kittery, and Champaowne Turnout on Pepperell Road, Kittery Point, and the third set covered the 0.30 mile between York Corner Junction and the York Village turnout. In addition, there was a set of spacing signals on a sharp curve in Kittery. The signals in York appear to have been removed at an early date as they are not listed among existing signal installations in 1909.

The first change in Western Division operations after the opening of the Kennebunk-York Beach route appears to have been the moving of the York Beach terminal. Instead of running through to St. Aspinquid Park, cars from Dover and Badger's Island ended their runs at York Beach Square, connecting at The Goldenrod or the Atlantic House with the trolleys to and from Kennebunk. The latter served St. Aspinquid Park, which gradually faded as an attraction and eventually was closed.

For about two years, from 1907 until 1909, the York Beach-Kennebunk line was effectively a part of the Western Division (although designated the Atlantic Shore Line's Central Division), its operations being controlled by the Western Division dispatcher at Kittery Point. After 1909, the route was part of the Eastern Division and its cars were dispatched from Kennebunk. The Atlantic Shore Line's Eastern Division in 1907 consisted of the lines from Sanford to Springvale; from Sanford to Kennebunk and Cape Porpoise, and from Kennebunkport to Biddeford.

Although available Atlantic Shore Line and Atlantic Shore Railway timetables are vague on the matter, old trolley guides note that for two or three years, beginning about 1909, through service was operated during the summer months between the Kittery ferry landing and Town House Square in Kennebunkport, a distance of about 35 miles, with a running time of 2 hrs. 30 min. A half hour headway was maintained. In the winter, cars ran every two hours from Rosemary Junction to Town House, a distance of 32.4 miles, with a running time of about two hours. Crews were changed at Bald Head turnout, about three miles north of York Beach Square.

Some trips from the ferry landing, it is said, ran all the way to Biddeford, a distance of nearly 44 miles, with a running time of about three hours. Equipment used on the Badger's Island-Town House and Rosemary-Town House runs consisted mostly of new Brill double truck semi-convertibles, purchased by the Atlantic Shore Line and Atlantic Shore Railway, during the 1907-1911 period.

Summer schedules continued to call for half hourly service between Portsmouth and Dover and between Portsmouth and York Beach and, as before, hourly service was provided between Dover and York Beach in summer and between Dover and South Berwick the year round. Half hourly service continued to be provided between the Kittery ferry landing and Sea Point during the fall, winter and spring but the number of trips continuing on to York Beach in winter was reduced gradually so that by 1916, only three per day were being operated, a fourth trip running to York Harbor only. The railway postoffice service also was curtailed and by 1915, only three round trips per day were being operated on weekdays during June, July, August and September two round trips being provided at other times. Closed pouch mail continued to be provided at other times. Closed pouch service handled on Sundays and by this time, closed pouch service also was being provided between Portsmouth and the South Eliot postoffice.

One service that does appear to have been expanded was the express business. Box motors made regularly scheduled departures from the Kittery ferry landing, Dover, South Berwick and York Beach and handled less than-carload freight as well as express. Beginning in 1913, the express business was conducted by the Atlantic Express Company, the railway providing equipment and motormen, for which it received compensation. The express company furnished a messenger and offered pick up and delivery service at the major terminals, using a va-

riety of vehicles for this purpose. Carload freight service was provided by the Atlantic Shore Line and the Atlantic Shore Railway but this was limited in scope on the Western Division, being restricted to points east of York Corner.

For several years, there was some talk of establishing a tidewater terminal for freight in Portsmouth and, as a matter of fact, the Atlantic Shore Line leased a wharf for this purpose in 1906. A similar terminal was to be established at Cape Porpoise and the proposed service was to be operated in conjunction with the projected Eastern Maine Steamship Company and in competition with the Boston & Maine Railroad. These ambitious plans, unfortunately, never materialized.

FARES

Except for one minor change, the fare zones on the Western Division of the Atlantic Shore Line and the Atlantic Shore Railway were the same as those of the former PD&Y and the cash fare, until the late spring of 1909, was five cents per zone, commutation tickets for workmen being sold at the rate of 100 for \$3.50 and school tickets being provided at a price of 100 for \$2.50. The single change was the shortening of the last zone on the Portsmouth-York Beach and Dover-York Beach routes, which was cut back to the York Beach postoffice from St. Aspinquid Park. This change was only temporary, the zone limit being moved to Cape Neddick Road, in the vicinity of the park site, effective March 31, 1913.

The cash fare was increased to six cents per zone on June 16, 1909, strip tickets containing 18 coupons, each good for one fare zone, being sold for \$1. Commutation tickets for regular or frequent riders were available in books of 100 for \$5. The price of 100 workmen's tickets was advanced to \$4 and the rate for 100 student tickets went up to \$3.

Among special round trip excursion tickets available were the following:

Portsmouth to York Beach	50¢
Dover to York Beach	60¢
South Berwick to York Beach	60¢
Portsmouth to Biddeford	\$1.40
Dover to Biddeford	\$1.50

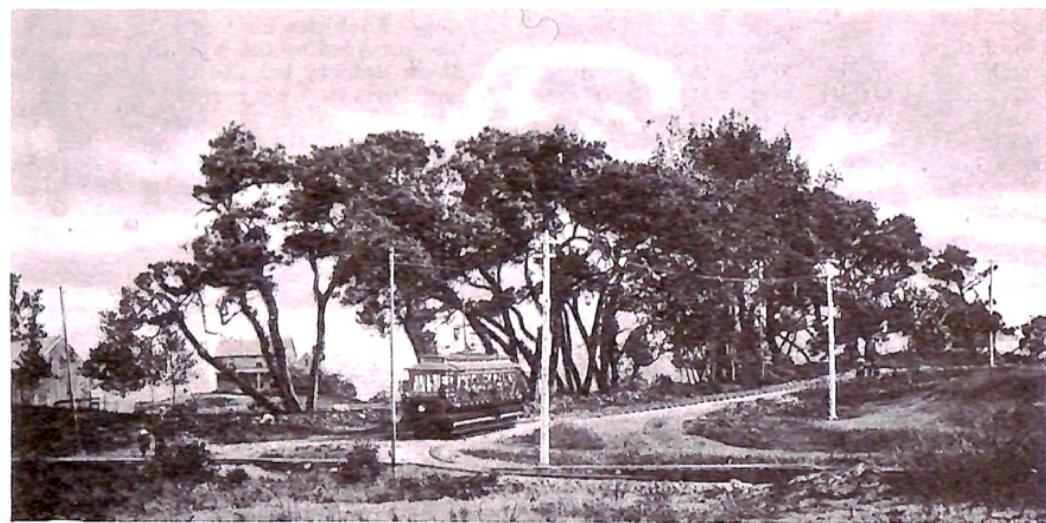
All tickets were sold at various agencies, those on the Western Division being located at York Village, York Harbor, York Beach, Rosemary Junction, South Berwick, Dover, South Eliot, Portsmouth and Kittery Point.

As before, passengers on cars arriving at the Badger's Island ferry terminal from Dover were entitled to a transfer good on the first connecting trip of the ferry to Portsmouth or the first connecting car to Emery's in Kittery; passengers arriving at the ferry landing on the old PK&Y route were entitled to a transfer good either on the ferry or on the first connecting car to Cross Street in South Eliot, and passengers arriving at Badger's Island on the ferry from Portsmouth were entitled to a transfer good to either Cross Street or Emery's. Transfers issued from the ferry were of two colors, one for cash fares (red) and the other for ticket fares.

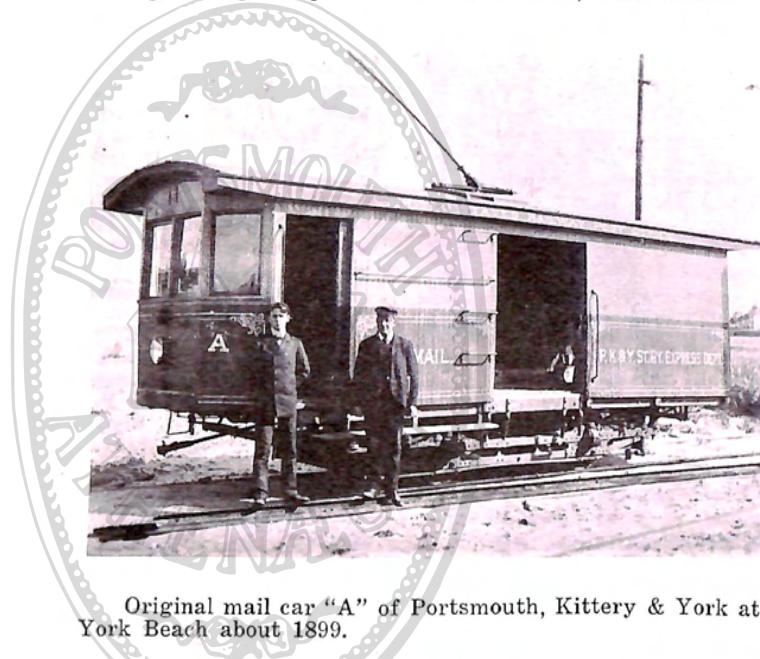
With the exception of the single fare collected on the ferry at Portsmouth, through fares were collected between Portsmouth and Dover, Portsmouth and York Beach, Dover and South Berwick, Dover and Rosemary and between Rosemary and York Beach. All cars, incidentally, were equipped with Ohmer indicating and recording fare registers.

There was no change in the cash fare after 1909 but effective Dec. 18, 1909, the 18 coupon strip tickets were withdrawn and were replaced by strips of five tickets selling for 25 cents. Effective Feb. 1, 1915, the five ticket strips were replaced by nine ticket strips selling for 50 cents. At the same time, workmen's and commutation tickets were abolished and student tickets were governed by a separate tariff.

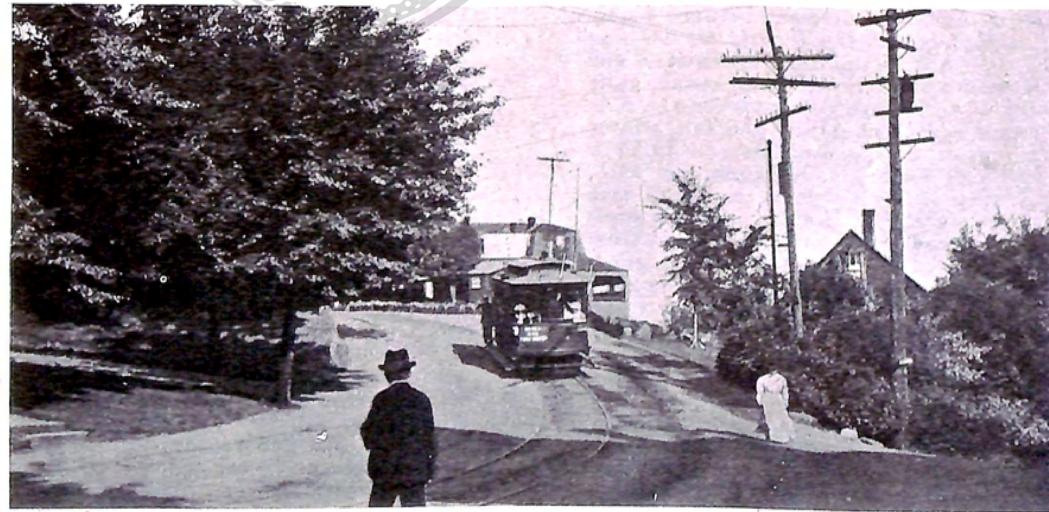
Among special Western Division tickets available at one time or another were round trip coupons good between the York Beach and York Harbor postoffices. These sold for 15 cents each—or 7 for \$1. Twenty trip "Navy Yard" tickets, so-called, good between Sea Point turnout and



Negotiating sharp curve at The Willows, York Beach.



Original mail car "A" of Portsmouth, Kittery & York at York Beach about 1899.



DOVER AND YORK BEACH appears on the dasher sign of this open trolley, pictured in York Harbor.

the Kittery postoffice, were sold for \$1.25. Later "Navy Yard" tickets were good only between Call's Trestle at Kittery Point and the Kittery postoffice.

OPERATING PROCEDURES

All dispatching on the Atlantic Shore Line and the Atlantic Shore Railway was conducted by telephone, phones being located at the various carhouses, substations, at turnouts, sidings and junctions and at other important points. As earlier indicated, Western Division operations were controlled by the dispatcher at Kittery Point.

Details on the dispatching methods on the Atlantic Shore Line in 1907 were given in the Street Railway Journal of Dec. 14 of that year.

"Pegged board are used by the dispatchers to follow the progress of cars in their charge. All stations and turnouts not previously named are definitely named for convenience in dispatching. The scheme is also of value to passengers, inasmuch as every turnout is furnished with a locality sign.

"The dispatcher's orders are usually received by the carhouse or substation attendants, who write them out on Egry autographic registers, delivering one copy to the motorman and another to the conductor, while the third copy remains in the locked box. In cases where a car has been delayed for over five minutes, the motorman must call the dispatcher at the first turnout, receive his orders and repeat them to the conductor. The latter must then repeat the message to the dispatcher."

This was directly opposite to the procedure followed by most street railways on which the conductor, who was in charge of the car, called the dispatcher for orders and repeated them to the motorman, who, in turn, repeated them back to the dispatcher. The Atlantic Shore Line had adopted this customary practice by 1909.

Continuing with the quotation from the Street Railway Journal:

"It is customary in busy times for the station men at York Beach and other important points to keep the dispatcher informed of the progress of the cars.

"During periods of heavy traffic, the company runs two or more cars in a block on the 'Car Following' system. The first car carries a sign worded 'Car Following' instead of having the customary green sign. This serves as an indication to intending passengers that there is a car behind. Upon reaching turnout, the crew of this car notifies the crew of the opposing car to wait for No. 2. Should No. 2 bear a 'Car Following' sign, it is necessary to wait for No. 3, and so on. Following cars are not subject to dispatcher's orders, crews being instructed simply to obey the orders given to the motorman and conductor of the preceding car."

The green signs referred to in the foregoing were small rectangular wooden boards carried on the car dashers and signified a clear line. "Car Following" was lettered on the reverse side. Metal disc signs, painted green on one side and lettered "Car Following" on the other, were carried in later years. Express and freight cars, were classified as work equipment and snow plows were all classified as extras and carried small metal disc signs bearing the letter "X" in black on a white background.

Among general orders applicable primarily to the Western Division in effect on Dec. 1, 1909 were the following:

1. **YORK BEACH**—York Beach is the dividing line of the Eastern and Western Divisions. At York Beach, crews running on the Eastern Division must report "off the line" to the Eastern Division dispatcher and report to the Western Division dispatcher before running on the Western Division. Crews running on the Western Division must report "off the line" to the Western Division dispatcher and report to the Eastern Division dispatcher before running on the Eastern Division.

2. **CARS AT BADGER'S ISLAND**—When two or more cars arrive at the Badger's Island ferry landing on the same trip, it is the duty of the conductor of the first car arriving to report to the purser or captain of the ferry the number of cars following.

When two or more cars are leaving Badger's Island,

the first car to start and the following sections which start from the same spur will have the right of way to the switch. The cars on the other spur or side track will not start until these cars have left the switch.

(There were two tracks at the ferry terminal, that on the east being used by cars on the Dover route. The west track was used by cars on the York Beach line.)

3. **NO-NOTHING STOPS**—All regular and extra passenger cars will make "No-Nothing" stops at the following places: Eliot Post Office, Kittery Post Office, Kittery Point Post Office, York Corner Post Office, York Village Post Office, York Harbor Post Office and York Beach Post Office.

Motormen must sound gong loudly upon approaching these points from either direction and conductor must announce same. Motormen, after making the stop, must not start car until after receiving a "go ahead" signal from conductor.

4. **SAFE STOPPING PLACES**—Conductors' and motormen's attention is called to the importance of not stopping to let off or take on passengers at places where they are likely to get injured.

When stopping at such places at Hutchins' Corner in Kittery Point, the private right of way in front of the Academy in South Berwick, the private right of way near Tobey's Corner, the Congregational Church, Eliot, or at road crossings on the Cross Country, and cars are not stopped in season to let passengers off in the highway, they must be backed a reasonable distance. Do not compel passengers to get off at dangerous places. At Marshwood, passengers must not be left off between the cattle guards and not allowed to get off at such places on the private right of way that they would be compelled to walk across the open cattle guards.

5. **BLOCK SIGNALS**—**Champernowne and Emery's**—The regular crossing will be at Champernowne but in case either car is late, dispatcher may order the crossing made at either Champernowne or Emery's. Down cars will run to and cross at Champernowne except on special orders, or when the red light is indicated at signal at Emery's. Up cars will cross at Champernowne except when down car is late and signal does not indicate car has left Emery's, when they must report to the dispatcher, who may order them to run to Emery's if signal indicates that line is clear.

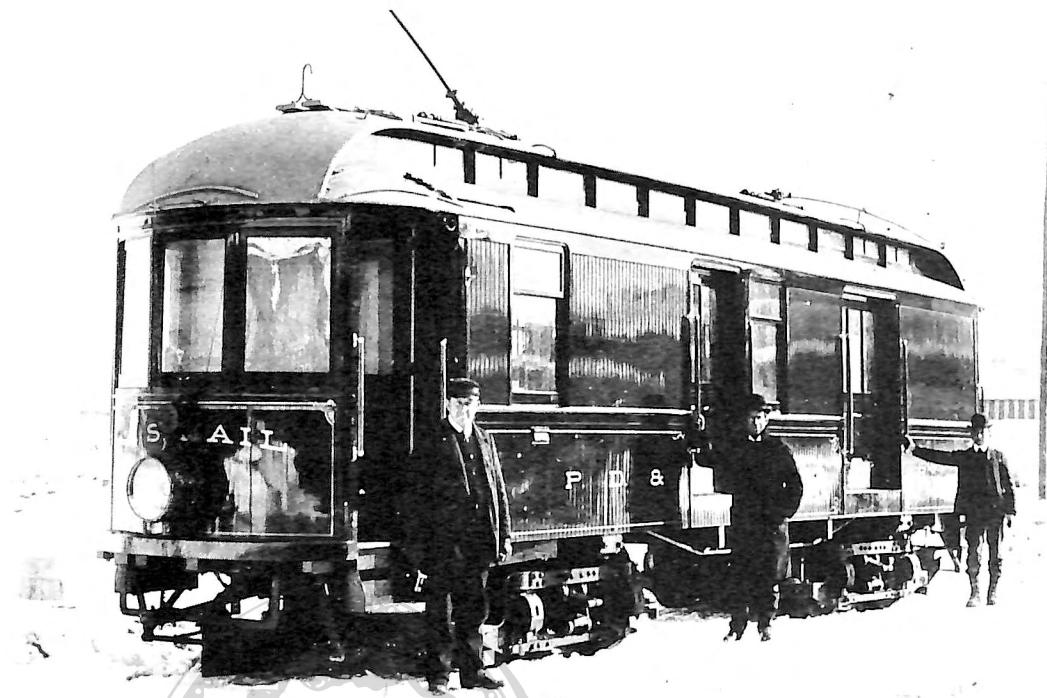
New March Street and Badger's Island—In case the PK&Y Division car arrives at New March Street first and no light is shown at the signal, it has the right to enter the block. If the white light shows after entering, it has the right of way to Badger's Island. If the Portsmouth and Dover car arrives while the PK&Y car is in sight, it has the right to follow to the ferry. If the PK&Y car is out of sight, the Portsmouth and Dover car must wait until the white light is switched out by the arrival of the former at Badger's Island, after which it may enter, and if the white light is indicated, it also has the right of way to Badger's Island.

When two cars are leaving Badger's Island for New March Street on the same running time, crew of the head car must be sure to notify the crew of any car waiting at New March Street that there is a car following. In case there are no cars following, give the clear line signal.

(Rules governing the spacing signals in Kittery provided that when two or more cars or sections were running in the same direction on the same schedule time, the first car had to clear through the protected track before the second could enter—and so on.)

6. **GREAT WORKS CROSSING**—All cars leaving South Berwick must come to a full stop at the top of the grade near Great Works crossing when trains are passing and hold until Boston & Maine track is clear. Never attempt to run down this grade while train is passing. Report every occasion when delayed by trains passing at this crossing . . . When reporting delays or cases in which the signals are not operating properly at this crossing, be sure to take the names of several witnesses . . .

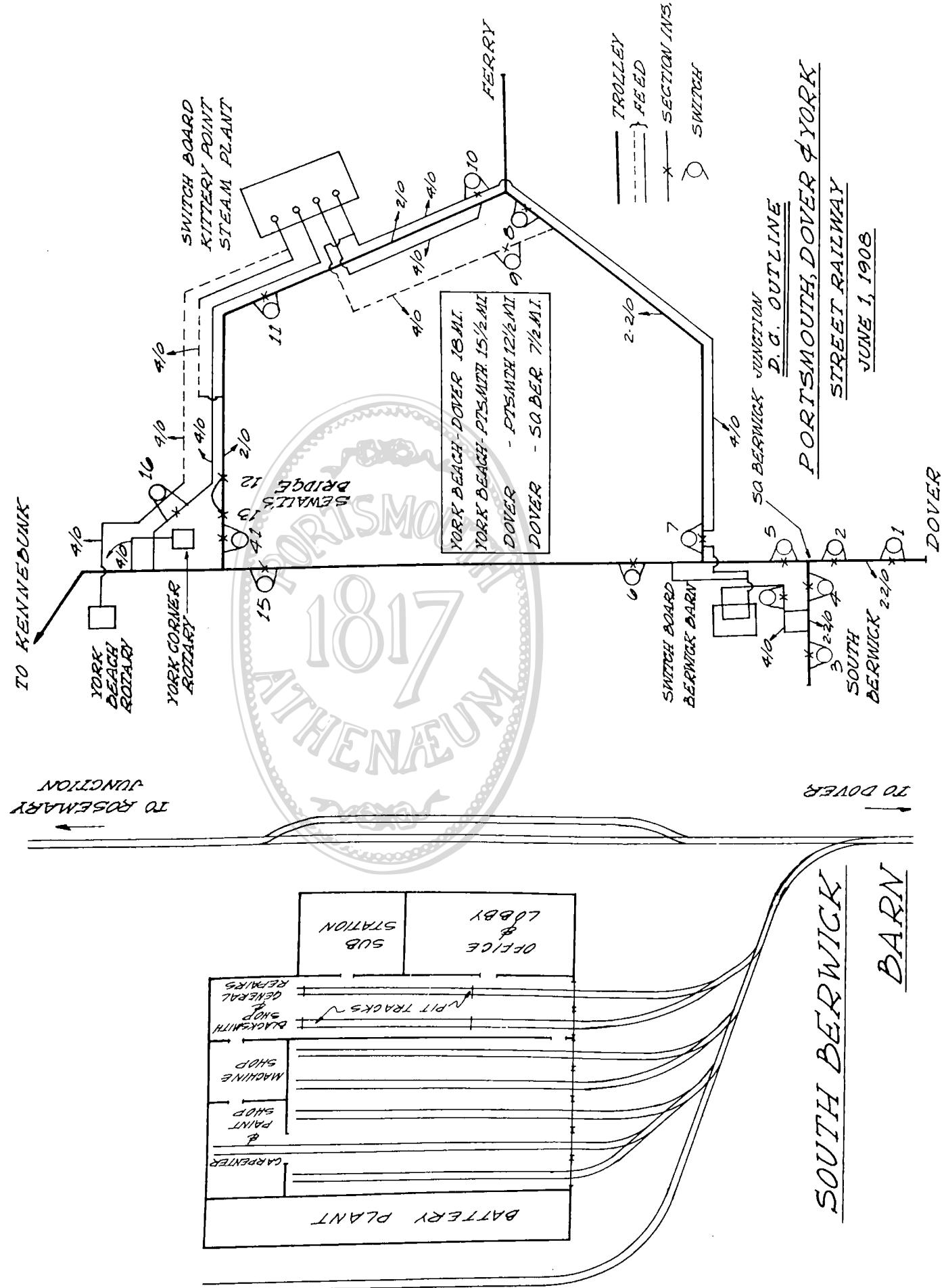
Cars running toward South Berwick must not pass by the semaphore unless it is set at safety, in which case they may run to a point 15 feet from the nearest Boston & Maine rail and motorman must not proceed until conductor has gone to the center of the crossing and given him a "go-ahead" signal.



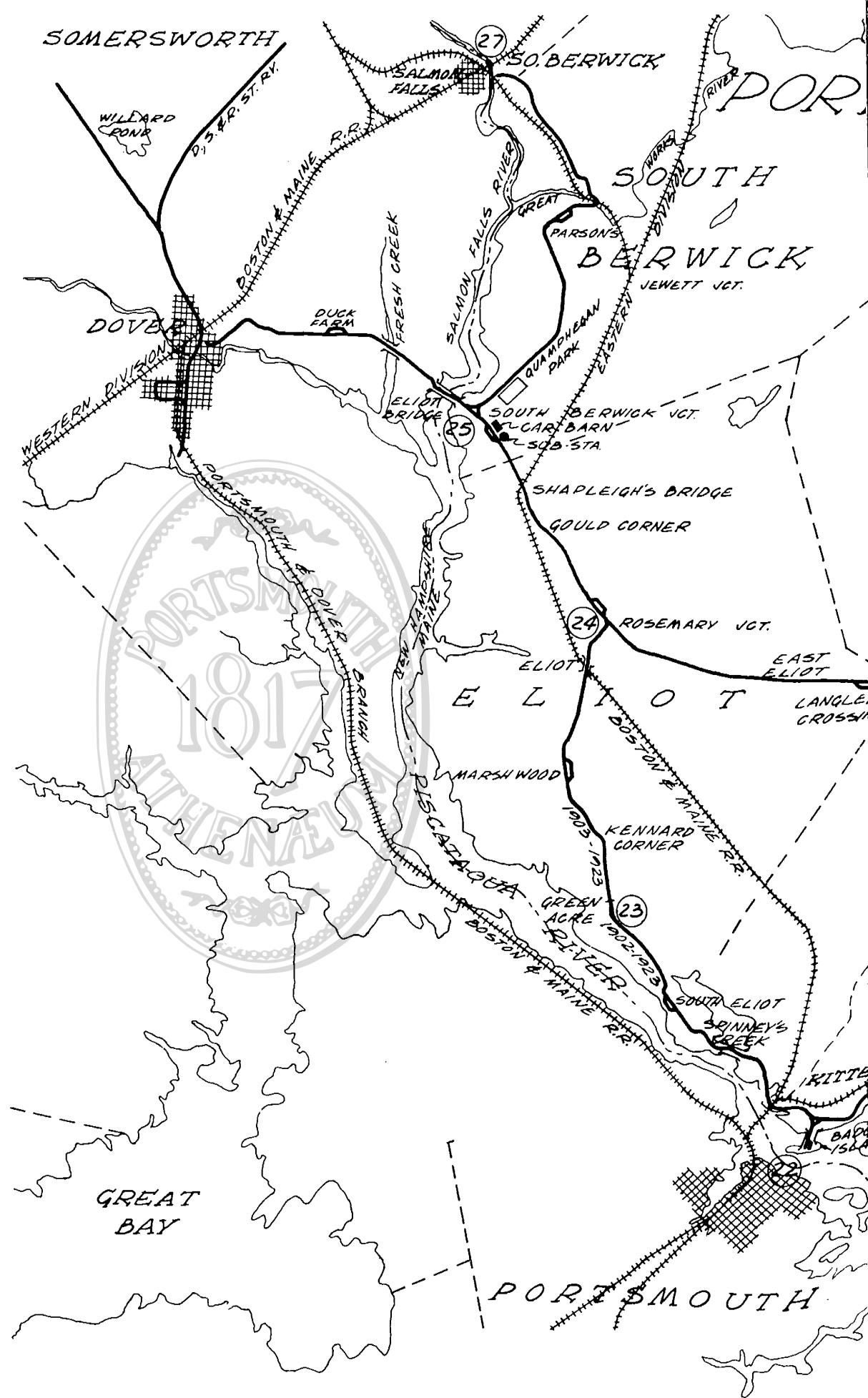
Laconia Car Company built second mail car of PD&Y, shown at York Beach about 1905. Later became 108 of Atlantic Shore Line.



Mail car 108 on its side on ice after toppling off Brave Boat Harbor trestle in 1918. Car is now at Seashore Trolley Museum in Kennebunkport.

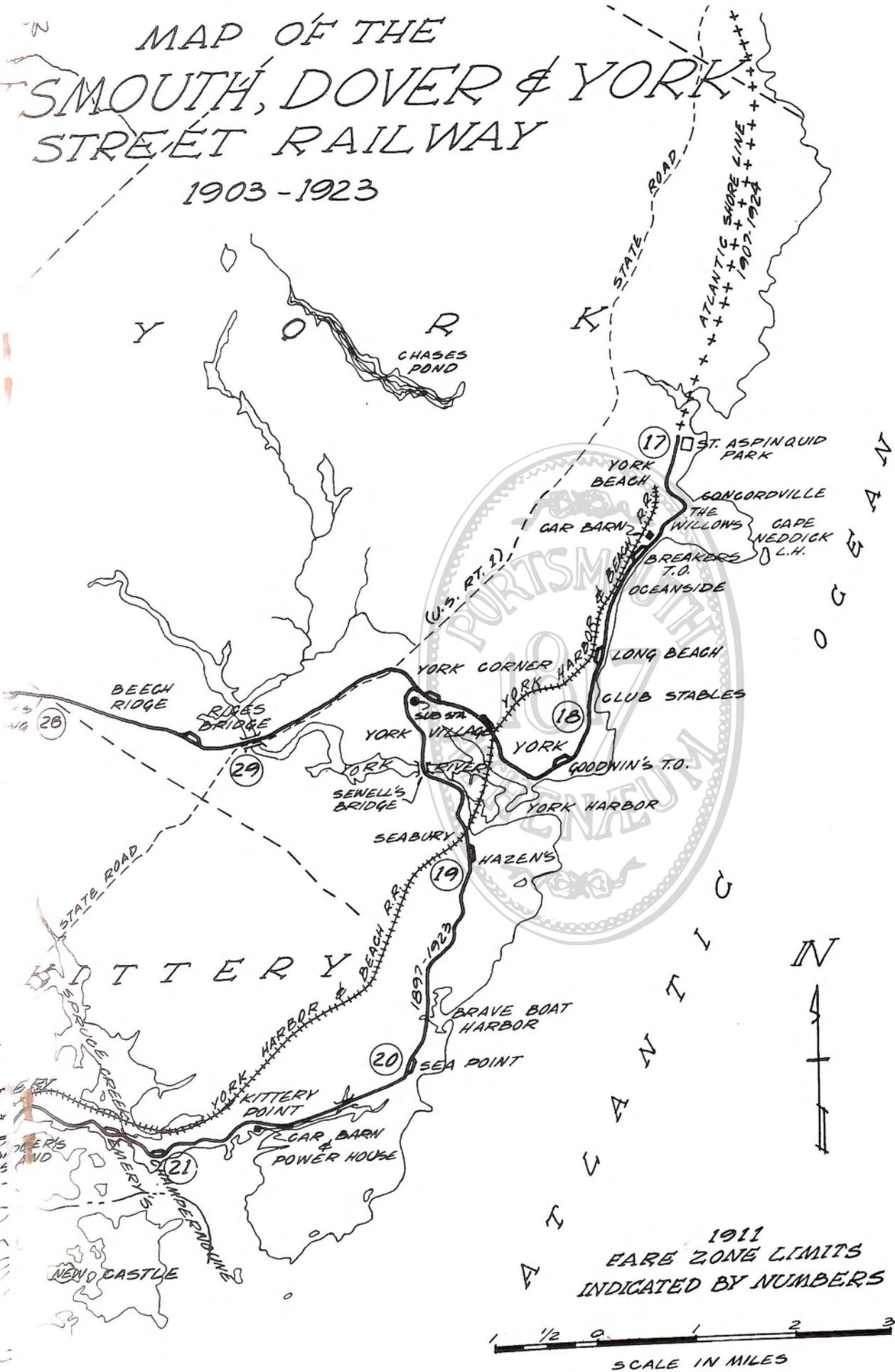


Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

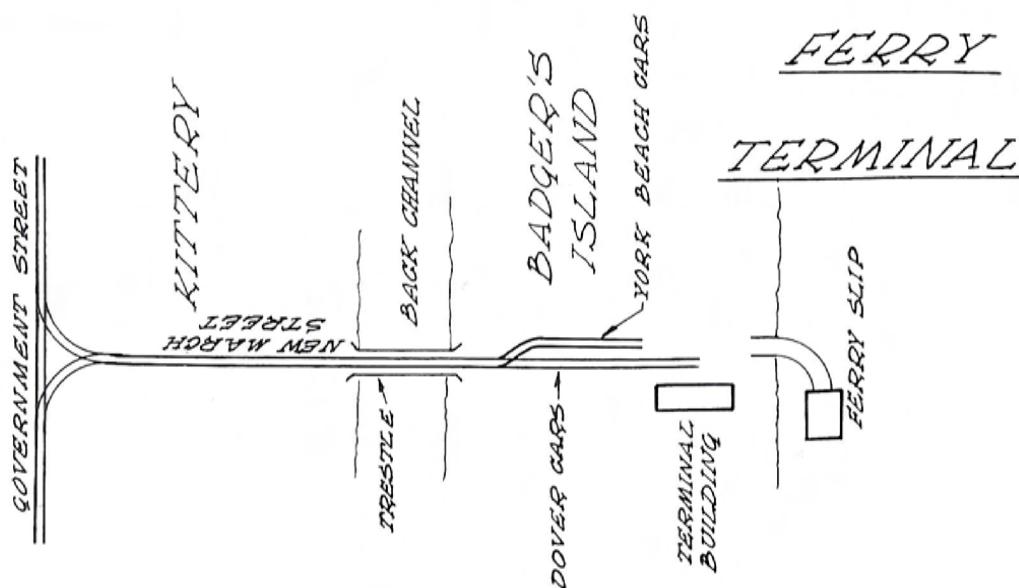
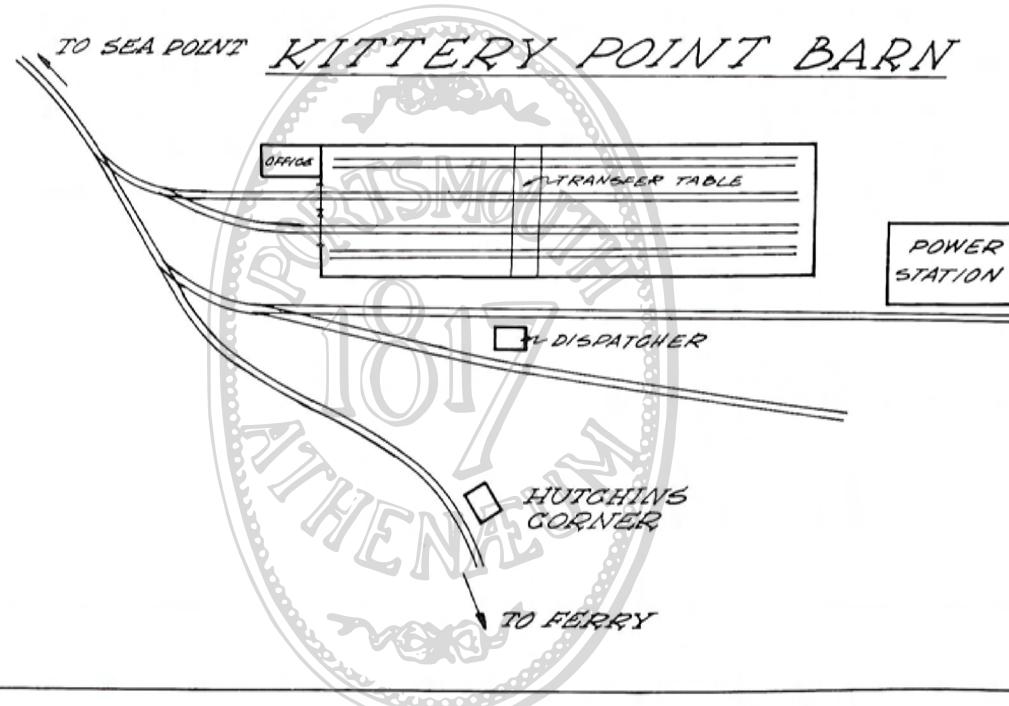
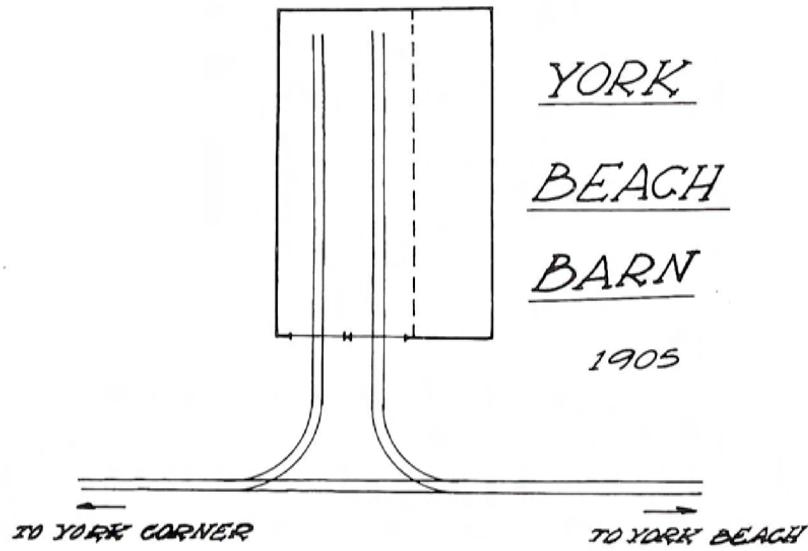


MAP OF THE
SMOUTH, DOVER & YORK
STREET RAILWAY
1903 - 1923

1903 - 1923



Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.



There is a derailing switch in operation at Great Works. Conductors of all cars leaving South Berwick will stop car and run ahead to the crossing, look both ways carefully, and if the track is clear and the signal set at safety, he will throw the switch in position for car to take main line. After the car passes, he will then throw the switch to such a position that a following car would be switched onto the spur leading into the bank. Motormen must use a great deal of caution and have the car under perfect control, coming to a full stop before reaching the switch.

This crossing was a bone of contention between the Atlantic Shore and the Boston & Maine for years and on several occasions, efforts were made to force its elimination through separation of grades. Such a project never was undertaken, however, and the crossing remained in use until abandonment of the street railway in 1923.

ACCIDENTS

The first fatal accident on the Portsmouth, Kittery & York Street Railway occurred in Kittery on May 10, 1898 when Car No. 4 struck and fatally injured one John C. Neal, 84, of Kittery, who reportedly stepped in front of the moving trolley.

A little more than three years later, on the evening of July 4, 1901, a Badger's Island-bound car ran over an intoxicated man near the Rice Public Library on Wentworth Street, Kittery, inflicting injuries that resulted in death the following day. According to report, the victim was lying asleep with his body in the long grass beside the track and his legs across a rail.

Another intoxicated man was struck and killed instantly at York Village siding on Nov. 13, 1901. The Railroad Commissioners report noted that the man was lying on the tracks and that it was very dark and snowing at the time of the accident. A coroner's jury exonerated the company.

On the Portsmouth, Dover & York, two fatal accidents occurred during the year ended June 30, 1905. In one, a man fell from a car and received injuries from which he died. In the other, an intoxicated man asleep on the track at night was struck by a car and killed.

A two-car collision occurred on Fort Hill, Kittery, on Oct. 19, 1910. According to the brief report made to the Railroad Commissioners, one car slipped back on a grade and struck the car following. There was no mention of injuries but the report did note that the forward car was badly damaged.

Two open cars, Nos. 13 and 19, collided head-on near Emery's turnout in Kittery on July 1, 1911. According to report, the crew of Car 13, which was bound for York Beach, failed to notice the red light in the block signal Beach, until the trolley was through the turnout. H. E. Quimby, motorman, and Albert H. Walker, conductor, attempted to back up and the car split a switch, being struck a moment later by Car 19, which was headed for Badger's Island. Neither car was badly damaged but a woman who jumped from Car 19 suffered an ankle fracture.

Another Western Division head-on crash occurred on Sept. 8, 1912 when two opens, Nos. 61 and 17, met near Gould's Corner, Eliot. Both cars were moving slowly at the time of impact and only minor damage resulted—but six persons were slightly injured. According to the Public Utilities Commission report of the crash, Car 61, with R. C. Norton as motorman and E. H. Dearborn as conductor, was bound from Rosemary to South Berwick Junction and No. 17, with E. W. Kimball and R. B. Martin as its crew, was headed in the opposite direction.

Still another head-on crash occurred on the morning of May 21, 1916 when Car 99, a double truck motor flat, of the motor flat car was only slightly damaged. Frank A. Prescott, motorman, and V. H. Riley, conductor, were the crew of No. 46, which was towing two open cars, Nos. 37 and 13, from the South Berwick barn to the Town House shops to be readied for summer service. Harry H. Goodwin was the motorman of Car 99.

Faulty orders issued by the dispatcher were blamed for both the Gould's Corner and Rosemary Junction col-

isions and the Public Utilities Commission's report on the latter scored the Atlantic Shore's dispatching system.

The worst accident of all occurred about 11:20 on the night of Aug. 14, 1916 when Car 33, bound from South Berwick to the South Berwick carhouse, jumped the derail switch on the west side of the Great Works crossing and overturned. Fred Roux, 35, of Rochester, the motorman, was fatally injured when pinned under the running board and one James Dube, a passenger, suffered a fractured ankle. The conductor, Harry H. Shapleigh of Eliot, jumped and escaped injury.

According to the official report, the air pump governor on the car was not working properly and Roux had opened the compressor switch before he and Shapleigh had gone into a lunch room near the South Berwick terminal. When they returned to the car after eating, Roux forgot to close the compressor switch and when No. 33 neared the Great Works crossing, Conductor Shapleigh, who was running the car, discovered that there was no air. The car rolled down the grade leading to the crossing, hit the derailer and left the tracks. It was not stated in the report if Shapleigh attempted to use the hand brake.

Other accidents, mostly derailments, are known to have occurred on the Western Division but no reports about them are available in the files of the Maine Railroad Commissioners or Public Utilities Commission.

CHAPTER 4

RIDING THE LINES

The best available description of the lines of the Portsmouth, Dover & York system is that which appeared in a manuscript entitled "Southern Maine—Scenic and Historic", prepared by one Leonard Withington, a one-time editor of the Newburyport (Mass.) Herald, about 1908. It apparently was written for publication in a proposed advertising brochure and each route of the Atlantic Shore Line system was covered in detail.

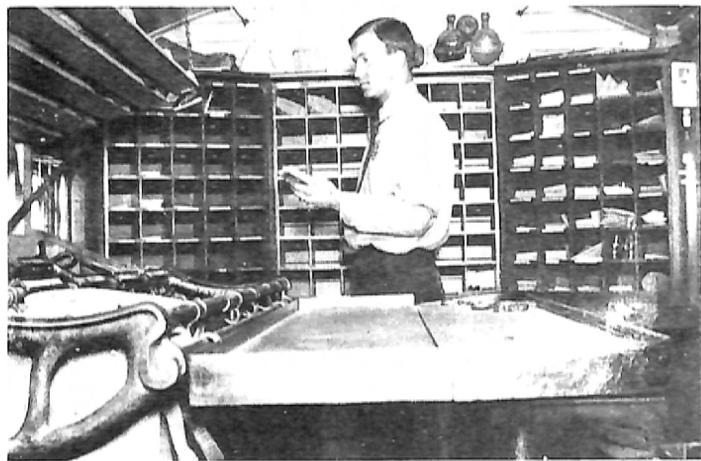
Beginning with a brief description of Portsmouth, the manuscript continued by telling of the ferry ride across the Piscataqua River and features of the trip from Badger's Island to York Beach. To quote in part:

"As the steamer leaves her slip, we see behind us old Strawberry Banke, named by Captain John Smith and his men from the abundance of strawberries that they found growing there. Upstream may be seen the somewhat unsteady outline of the Portsmouth bridge, built in 1822 and enlarged when the railroad was built . . . Not less interesting is the view downstream where may be obtained a panorama of the United States Navy Yard, better known as the Portsmouth yard but really in the town of Kittery, Maine.

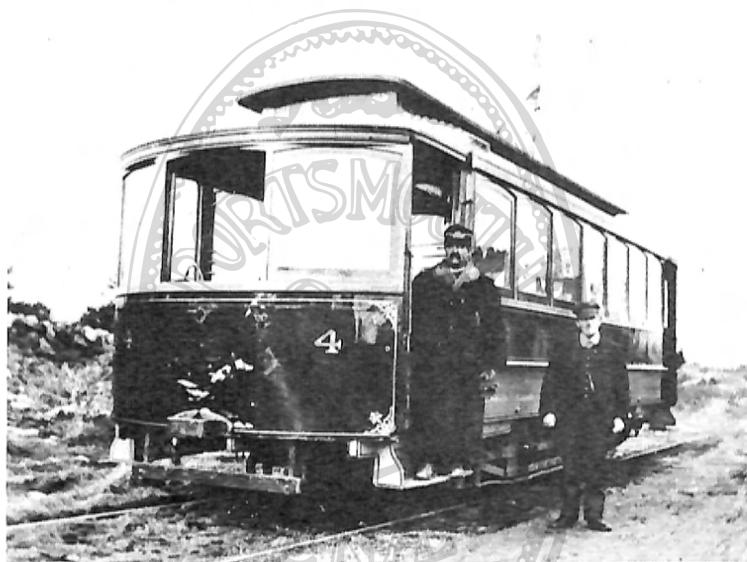
"As we land from the ferry, we step upon historic ground. This is Badger's Island, the first navy yard of the United Colonies. Here were built the Raleigh and the America . . . The island received its name from Capt. William Badger, who built a hundred ships there. It is said that he never witnessed a launching until that of his hundredth ship, which he named for himself.

"Let us now take a car, marked PORTSMOUTH & YORK BEACH, on the left hand track. Our way lies largely through historic Kittery, the oldest town in Maine . . . We pass along New March Street and turn into Government Street, while another line turns to the left on its way to Eliot and Dover. The car climbs Cottle's Hill and then runs through that part of Kittery known as the Fore-side, stopping at the entrance to the Navy Yard and passing on the right the handsome Rice Memorial Library. Just beyond we pass the Navy Yard station of the steam road . . . The car next crosses Locke's Cove and we get a close view of the powder magazines of the Navy Yard and just beyond, the prison ship 'Southery'.

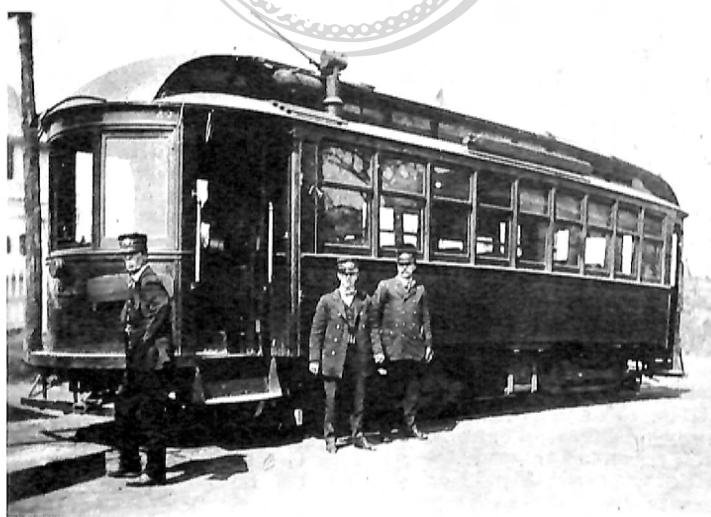
"After passing over Fort Hill and Bridge Hill, we come to the Kittery Point bridge, which spans Spruce Creek. Crossing this, we enter the oldest part of the town. Off to the left as we round the next curve . . . is the Kittery Point Congregational Church, with its ancient parsonage. At our right as we make the next turn is the Cutts House, better known as the Lady Pepperell House . . . Near it is the old burying ground, which contains many odd epitaphs.



Sorting letters inside mail car 108 is Clerk Charles Preston.



No. 4 of PK&Y at St. Aspinquid Park about 1904.



No. 18, Laconia 25-foot closed, at Badger's Island about 1915.

"The nearby siding is called Champernowne, from Sir Francis Champernowne, the land agent of Mason and Gorges. At the right, the second yellow cottage is the summer residence of William Dean Howells, the author, and just beyond is the home of the Piscataqua Yacht Club.

"At the foot of the slight descent, the track makes a detour to the left to avoid the grounds of Fort McClary. The spot was the site of the fort built by the elder William Pepperell in 1700 and has been used as a fort during every conflict since that time . . . The picturesque blockhouse is of comparatively recent date and the fort is not now in use. Beyond it we skirt the edge of the harbor, the rendezvous of pleasure craft in the summer season.

"Rounding Hutchins' Corner, we pass the power house and car barn and then skirt the shore of Chauncey's Creek, beyond which is Gerrish Island, the birthplace of many sea captains. When we cross the next creek, we are on Cutt's Island, so named from the earliest settlers of Kittery. Near Sea Point, on clear days, we may see to the southeast the Isles of Shoals.

"Leaving Sea Point siding, the car makes its way down the rocky ledges, crosses Brave Boat Harbor and plunges into the fragrant woods.

"After entering York, the car passes the Raynes Neck or Seabury schoolhouse and soon emerges from a rocky cut and runs out on the odd curved trestle which carries the electric road over the track and the Seabury station of the steam road. From this trestle one has a magnificent panoramic view of York Harbor with its narrow entrance, Fort Head, the islands connected by the causeway of the new bridge, the hotels and cottages rising on the further shore, and the blue Atlantic in the background.

"A short distance beyond Seabury is Hazen's Siding . . . Beyond the car passes through one of the most beautiful bits of woodland to be found on the entire line, skirts the quiet waters of the York River, and crosses Sewall's bridge. This historic structure was built in 1757 from plans by Major Samuel Sewall and was the first pile drawbridge in America. If the major had known that modern trolley cars were to pass over this bridge, he probably would have constructed a different sort of draw.

"After leaving the bridge, we pass the handsome home of the York Country Club and follow Organug Road through the golf links . . . to York Corner . . . We now pass through a thickly settled section and after leaving York Village turnout, soon come to the village green.

"Leaving the village, we pass the soldiers' monument, cross the railroad again at Norton's turnout, where we may see to the right Lake Gorges and the river, and then descend under the brow of Sentry Hill to York Harbor post office. The harbor is the mecca of wealthy people from all over the country and we pass many fine residences as the car climbs the hill that overlooks the harbor mouth and the bathing beach. The tract sloping east from the summit of the hill is called Norwood Farm and from here a fine view is had of Long Sands, the Nubble with its lighthouse, and the wooded hills inland, Mount Agamenticus rising in the distance.

"We pass along Long Beach siding and then follow the curving strand . . . The next siding is Sea Cottage and soon after leaving it, the track swerves inland and emerges at the western end of York Beach proper. On the bluff at the right is Concordville, while the hotels in the distance are on Union Bluff. Our car stops at the square within a minute's walk of the beach . . ."

PORSCOMOUTH-DOVER

"Our destination is Dover and we will, on landing at Badger's Island, take the car on the right hand track. Our car follows New March Street to Government and then leaves the Kittery line, turning to the left. At the top of the hill is Rice's Avenue, which, in former days, led to the ferry maintained by Major Rice—then the only means of crossing the Piscataqua . . . The portion of the road to the right of our track is now known by the romantic title of Love Lane. We next pass in rapid succession the Kittery Depot post office, the depot and the old Portsmouth Bridge. Rounding a sharp curve, the car shoots out on the bridge across Weir Creek, from which one of the most beautiful views of the Piscataqua may be obtained. Beyond is Penhallow's Lane and

then, after doubling a sharp curve, we cross Spinney's Creek bridge into Eliot.

"After passing the second house beyond the bridge, we may see, in a field to the left of the track, large square depressions. These were the vats used in the latter part of the 17th century by Samuel Peck in his evaporating salt works. Beyond, well kept houses line the track until again the track skirts the river bank and we look up what for three centuries has been known as the 'Long Reach of the Piscataqua . . .'

"After leaving the river, we pass Staples turnout and then climb through a farming region to Greenacre, the scene of a noted summer school of comparative religion and once a haunt of the poet John Greenleaf Whittier. At Tobey's Corner, where the car enters the private right of way, is Mast Cove Road, so-called because the cove at its foot was a famous shipping place for the tall masts used in the Royal Navy . . . A little further along, we see to the right the high school and the Congregational Church and then the car rounds Kennard Corner, where stands the Fogg Library.

"At Kennard Corner, we leave the Old Road, which is probably the oldest highway in Maine . . . From the corner, the car now descends the slope of Sunset Hill, formerly Parsonage Hill. At Marshwood, we see to the left the birthplace of Governor Hill and to the right, the swamp from which the place derives its name. Tradition says that in the midst of this almost impenetrable swamp is Jones Island, where, on still evenings, may be heard the pitiful cries of the marooned Jones, a character whose history is not recorded.

"North of Marshwood siding, the car crosses the viaduct over the Eastern Division of the Boston & Maine . . . A minute's run from Eliot depot brings us to Rosemary Junction, where we may change for York via the Cross-Country line.

"Rosemary Junction takes its name from Rosemary Cottage, which is on the nearby hill. The cottage was built by Mrs. Hannah G. Farmer, wife of Prof. Moses G. Farmer, the electrical inventor, and is used by the City Mission of Boston as a fresh air home. The large hill is called Frost's Hill and a little north of the station, on the highway, is a big boulder known as Ambush Rock. Here Major Charles Frost, the famous Indian fighter and first commander of the militia of the District of Maine, was shot by Indians in ambush when returning from church at Newichwanock (now South Berwick) in 1697.

"About a mile north of the junction the car comes to Gould's Corner . . . A little later, we descend a sharp hill and cross Shorey's Brook, so-called, for 250 years. Just beyond is a car barn and South Berwick Junction. Here is located Quamphegan Park, a high class amusement resort.

"After we leave the junction, we cross the Newichwanock, or Salmon Falls River, and again we are in the state of New Hampshire. A short ride through wooded country brings us to the city of Dover, where connections are made with cars for Rochester and Somersworth. The terminus is in Franklin Square, within a stone's throw of the depot and close to many points of interest.

SOUTH BERWICK BRANCH

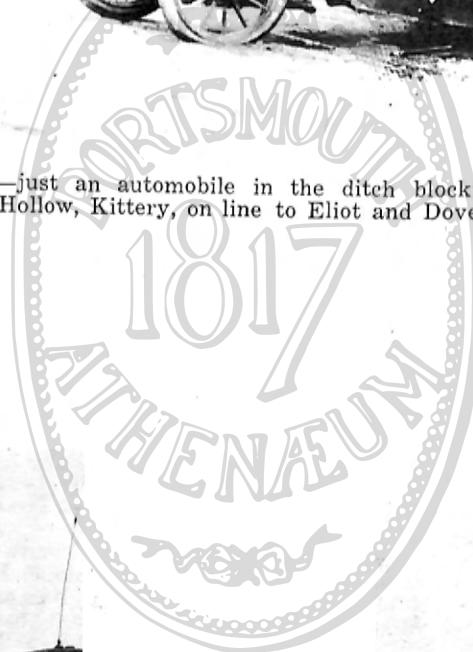
"The trip over the South Berwick branch, consuming but 40 minutes, is one of the prettiest short journeys on the system. The cars leave the Portsmouth and Dover line at South Berwick Junction, pass Quamphegan Park, and make a long climb through hilly country until the valley of the Newichwanock bursts upon the eye like a great picture. At Brattle Street may be seen to the left the old Hamilton house, which is the scene of Sarah Orne Jewett's "Tory Lover". Less than a mile beyond, the car passes the Newichwanock Mills and crosses the steam road at Great Works station. A half mile beyond is Davis' crossing.

"Upon the hill to the right is the beautiful building of Berwick Academy, an ancient and famous school. The car now enters the center of the town. The tavern to the right is famous for the wonderful piece of wallpaper, depicting a single scene, which has been on its parlor walls since Revolutionary days.

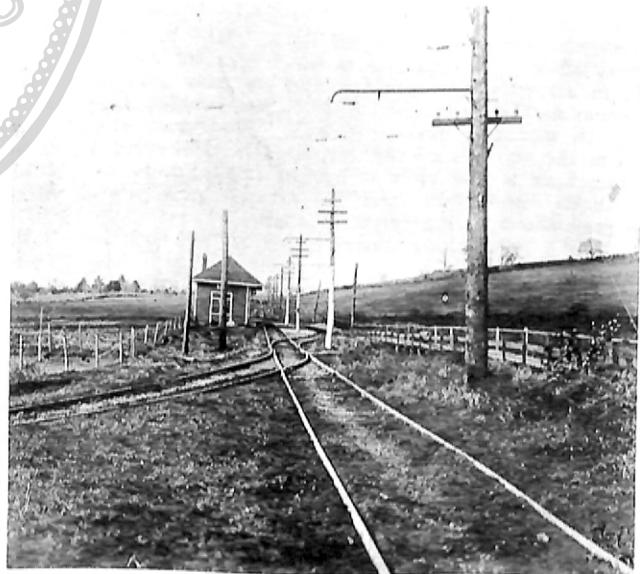
"Two notable landmarks of South Berwick are the



No collision—just an automobile in the ditch blocking tracks on Government Street, in Rice's Hollow, Kittery, on line to Eliot and Dover.



This Badger's Island scene snapped on March 17, 1923, last day of trolley operation on the PD&Y.



Rosemary Junction, seemingly deserted here, was important point on PD&Y system. Track at left led to Eliot and Kittery; that at right went to York Corner.

handsome colonial home of Miss Sarah Orne Jewett in the square and the birthplace of Dr. John Lord, the author of 'Beacon Lights of History'. The latter stands to the left of the track just after the car leaves the square and may be readily identified by the huge elm tree in the front yard.

"The terminus of the South Berwick branch is at the Salmon Falls bridge, across which is the busy manufacturing town of Salmon Falls, N. H."

THE CROSS-COUNTRY LINE

"The Cross-Country line, running between Rosemary Junction and York Corner and forming a short line from Dover to York Beach, is not so rich in historic lore as some of the other portions of the system. In scenic beauty, however, this stretch of track is one of the finest of them all. Long stretches of tangent through the woods, redolent with that piney odor which is so inseparably connected with the State of Maine, splashing brooks and tree-clad hills, all combine to give this route a charm that is all its own.

"There are a number of historic spots on this line which are deserving of mention. Soon after leaving Moulton Farm, there is a second Frost Hill and a saw pit where logs were once sawn by manpower. The Barrell Mansion below Beach Ridge is one of the finest examples of colonial farmhouse architecture extant. The mansion built for Gorges was on the right bank of the York River about half a mile above Rice's Bridge. The third house beyond the bridge on the right is the Old Bradbury Place, the original house having been the home of Gorges' right-hand man. A mile farther along the road is York Corner Post Office. Here we leave the Old Post Road, the main highway between Portland and Boston.

"One of the unique scenic features of the Cross-Country line is the arch across the track formed by the 'Twin Trees' which stand just east of Goodwin Road."

Although this narrative primarily is concerned with the Portsmouth, Dover & York routes to York Beach, a description of the York Beach-Kennebunk line built by the Atlantic Shore Line Railway would not be out of place. Quoting again from the Withington manuscript:

"Our journey over the new line begins at the square, York Beach, where we will board one of the magnificent semi-convertible cars built especially for this line. A moment after we start, we pass St. Aspinquid Park, managed by the railway company, and then turn into the private right of way of the new line. To our left we catch a fleeting glimpse of quiet Cape Neddick Village as we dash out upon the long trestle over the river of the same name. On the right rises the Passaconaway Inn and the cottages of York Cliffs. There is a long climb through the woods to Summit siding and then we spin down the long incline with the blue sea on one side and the green woods on the other. The neat little depot on the right is the station for Bald Head Cliff, one of the most wonderful rock formations on the coast. The picturesque stone church above the depot is St. Peter's, the gift of Mrs. George M. Cannaroe, whose summer residence is nearby.

"A few rods beyond the station is what the car men call 'Mud Village', the home of a colony of Italian laborers during the construction of the road. We are passing through High Pasture and on the shore close by is a wonderful Spouting Rock. Bald Head siding and the Ogunquit Golf Links come next and we climb the long slope of Pine Hill . . . Beyond Pine Hill is Walnut Grove, the haunt of the artist colony. Between the two lies Perkins Cove.

"We soon enter the pretty settlement of Ogunquit, legally a part of the town of Wells. On the left should be noted the pretty library building erected in 1897 by Mrs. Cannaroe in memory of her husband. On the other side, a line of hotels and cottages fronts the splendid beach.

"In Ogunquit, the track strikes the Old Post Road from Portsmouth to Portland and follows it most of the way to Kennebunk. Just beyond the village is a car-house and rotary station, then we follow the highway with the sea in sight, Cape Porpoise rising in the distance. Moody's spur is left behind, Moulton River is crossed and we come to Webhannet. A short distance beyond the

turnout are the Falls of the Webbannet, a beautiful sight when the brook, misnamed 'river', is full. The First Church is passed on the left and about a half mile beyond we can see on the right an enclosure with a flagpole and monument in it.

"Beyond the monument, we pass along through Wells Village, with the beach about a mile away. At the 'Corner' is the high school at the left and the soldiers monument and town hall to the right. Our road is now shaded by trees as we pass 'The Elms', with its nearby station on the Western Division of the Boston & Maine. The car swings to the left under the steam road and makes a bee line for Kennebunk, crossing on the way Branch Brook, the source of the water supply for the nearby towns. As we enter the town, we pass on the right the historic old Mousam House and then cross the Mousam River, just below the falls. We are now at Main and Water Streets, the junction with the line from Sanford and Springvale to Cape Porpoise."

The tracks of the York Beach-Kennebunk line followed the westerly side of the present U. S. Route 1 nearly all the way from Ogunquit Village to Kennebunk, a distance of approximately 10 miles. There was a stretch of private right of way about 1.5 mile long, extending southerly and to the west of the highway from a point about a mile south of Kennebunk to approximately a half mile north of the B&M overhead bridge, near the present Cozy Corner in Wells.

MAINTENANCE AND IMPROVEMENTS

Both the Portsmouth, Kittery & York and the Portsmouth, Dover & York spent large sums for the proper maintenance of their track, overhead, trestles and rolling stock and annual reports of the Maine Railroad Commissioners and Public Utilities Commission from 1906 through 1916 indicate that the Atlantic Shore Line and the Atlantic Shore Railway performed a considerable amount of maintenance work and effected many improvements on the Western Division. During 1906 and 1908, for example, many pile bridges were partially filled, solid earth embankments being provided, and in 1909, slightly more than \$4,600 was spent for caps, stringers, new ties and guard timbers on Western Division trestles and bridges, 10 miles of overhead wire being completely replaced that same year.

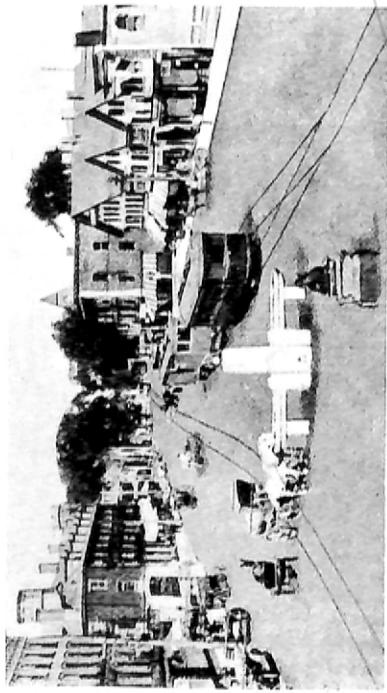
During 1907 and 1908, the Boston & Maine laid double track on its Eastern Division in Eliot and South Berwick, and this necessitated the rebuilding of Shapleigh's bridge in Eliot. A temporary span was used by the Atlantic Shore Line while the rebuilding work was in progress.

A new trestle was built at Locke's Cove in Kittery in 1912, the location of the track being changed to improve the curvature at each end of the span. A gravel bank between Kennard Corner and Marshwood in Eliot was acquired in the same year and in 1913, some of the original 56 lb. rail between York Beach Square and St. Aspinquid Park was replaced by 60 lb. steel and about 1,000 feet of worn 60 lb. rail on curves in Kittery was renewed. A new trestle was built at Call's at Kittery Point and the reverse curve at one end of the span was eliminated.

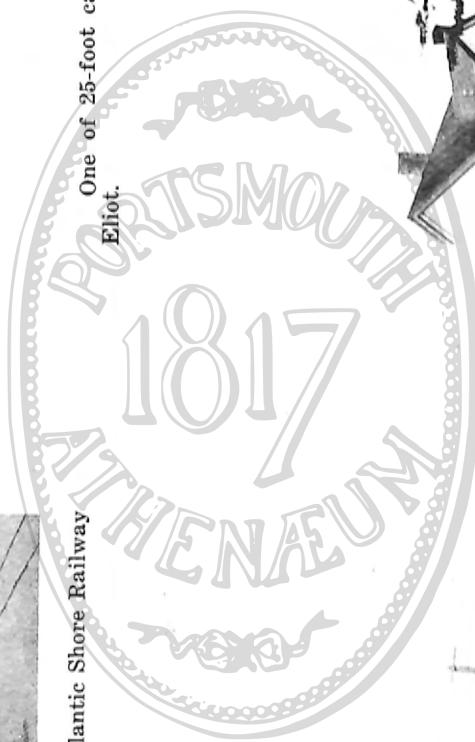
Track in York was relocated at various points in 1914 to accommodate the building of a new state highway, and in 1915, 33 tons of new 80 lb. rail were laid in York Harbor to replace worn 60 lb. rail. During that same year, Brave Boat Harbor trestle was rebuilt and according to report, the bridge engineers, instead of driving piles into the mud flats, used mud boards, which were 24 in. by 24 in. sills. Holes were made for the piles, the mudboards were placed on top of the flats, and the piles were fitted in place.

Work in 1916 included the repairing and strengthening of the bridge over the York Harbor & Beach at Norton's in York Harbor and the repairing, strengthening and painting of the Great Works bridge. All pole-mounted telephone boxes on the Western Division were abandoned and replaced with phone booths. These booths had either insulated floors or were insulated from the ground by high voltage insulators.

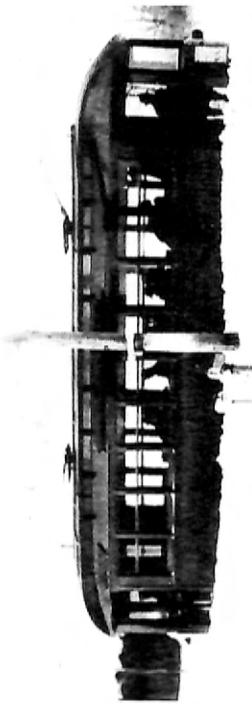
Despite all the work that was done, there were many maintenance projects that were neglected because of the lack of funds. Little attention was paid after 1910 to



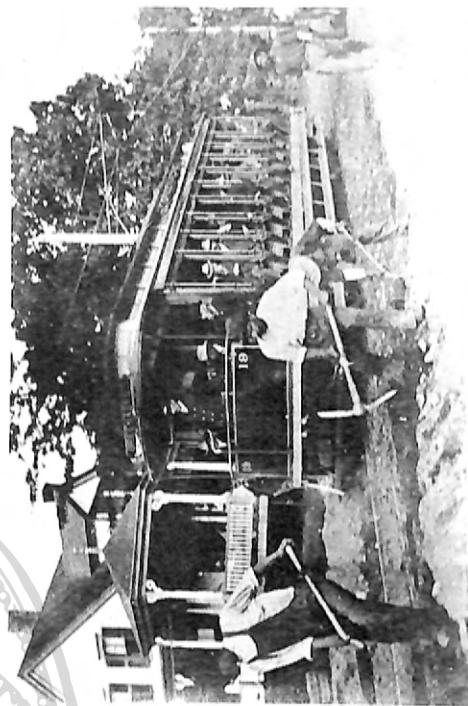
Franklin Square, Dover, showing Atlantic Shore Railway
68 and express car.



One of 25-foot cars of 18-24 group at Tobey's Corner,
Eliot.



Derailed on trestle across Sturgeon Creek, Eliot, is No.
16, originally Third Avenue Railway car. Flat car at rear
is "E".



No. 19 at Greenacre on July 24, 1902, opening day of
Kittery & Eliot Street Railway.

the trackage west of Kittery and York Corner and by the time the receiver took over in 1917, these lines were in poor condition. As a matter of fact, the extensive rehabilitation of the entire PD&Y system was necessary—and this will be discussed in the next chapter.

CHAPTER 5

THE LAST YEARS

1917-1923

The system taken over by Willis G. Meloon, receiver of the Portsmouth, Dover & York Street Railway on May 1, 1917, was the same as that absorbed by the Atlantic Shore Line Railway in 1906 and consisted of 39.76 route miles and 1.64 miles of sidings and turnouts, for a total of 41.40 miles of track, 38.61 miles of which were owned and 2.89 miles of which (the Dover & Eliot) were leased. Among the physical properties of the system were the carhouses at South Berwick, Kittery Point and York Beach; the power station at Kittery Point; the substations at South Berwick and York Corner; the ferry terminals at Portsmouth and Badger's Island, and the Eliot bridge.

Officials of the receivership, in addition to Meloon, included Clyde E. Nottage, former master mechanic of the Lewiston, Augusta & Waterville Street Railway, assistant to the receiver; Roy W. Sturtevant, superintendent, and Will A. Leavitt, auditor. Mr. Sturtevant, who had been trainmaster and superintendent of the Western Division of the Atlantic Shore Line and the Atlantic Shore Railway from 1909 until 1917, resigned in 1918 to enter the employ of the Portsmouth Naval Shipyard and Mr. Nottage later became associated with the Concord (N. H.) Electric Railways. Mr. Leavitt was succeeded as auditor by A. D. Foster, formerly auditor of the Atlantic Shore Railway.

REHABILITATION

Receiver Meloon assumed control of the PD&Y at a difficult period for all street railways—the World War I years—and he also was faced with the problem of rehabilitating a property largely run down because of the Atlantic Shore's inability to perform proper maintenance. He wasted no time in beginning the task and during the six months ended Oct. 31, 1917, according to the annual report of the Maine Public Utilities Commission, two tons of new and five tons of relay 60 lb. rail were laid and about 1,000 feet of track were reballasted. Spacing signals were installed through Rice's Hollow on Government Street, Kittery; the grade at Bridge Hill, Kittery, was reduced and a 100-foot trestle was filled. Six hundred cedar and 400 oak cross ties, 11,000 feet of hard pine bridge ties, and 10,000 feet of hard pine and 600 feet of oak switch ties were used.

Work during 1918 included additional track rehabilitation and extensive repairs to Sewall's and Rice's bridges in York and Great Works bridge in South Berwick, and during the year ended Oct. 31, 1919, materials used for track work included 1500 new rail braces, 8000 cross ties, 15,111 feet of Southern pine switch ties, 3065 feet of white oak switch ties and 2000 cubic yards of gravel ballast. The bridge ties were used in making repairs to Brave Boat Harbor, Barrell's Creek and Fresh Creek trestles, Eliot bridge, Spinney Creek bridge and Norton's bridge. A set of U. S. electric signals was installed to cover the block between Rosemary Junction and Marshwood siding.

That the rehabilitation program was noted and appreciated by the riding public is attested by quoting from an undated editorial clipped from the Portsmouth Herald:

"Patrons of the PD&Y electric lines are greatly pleased at the many improvements being made all along the railroad. The roadbed has been greatly improved from Kittery to the Eliot bridge, near Dover, and it is in the best condition it has been for years. New ties have replaced worn ones, a piece of work that was most needed."

"One particularly noticeable part of the work is cleaning the drainage ditches to take care of the surface water and protect the road from too many frost upheavals this

winter. This work has kept a large crew of men busy most of the summer and the job has continued in spite of bad weather conditions. Grass has been removed from between the rails most of the distance to South Berwick Junction."

"The rail crews have been kept busy as well and the roadbed and traveling surface are now in excellent condition. Patrons of the road have commented on the improvement of the service to that extent."

Extensive track work was continued in 1920, two tons of 60 lb. relay rail, 50 pairs of new rail joints, 7000 cross ties, 5000 feet of Southern pine bridge ties, 2000 feet of white oak switch ties and 1000 cubic yards of gravel ballast being used. Five hundred rail bonds were installed and a new wooden bent was constructed under the Seabury viaduct over the York Harbor & Beach Railroad. The metal work on all bridges and the viaduct was painted.

During the year ended Dec. 31, 1921, two and one-half tons of new 85 lb. rail and seven tons of old 65 lb. rail, 55 pairs of new rail joints, 10,000 new cross ties, 250 feet of new bridge ties and 1200 cubic yards of ballast were used in track maintenance. Two concrete culverts were built and extensive repairs were made to the ferry landings at Portsmouth and Badger's Island.

Another 5473 new cedar cross ties and 1400 feet of white oak switch ties were laid during 1922, approximately 500 cubic yards of gravel ballast being used. This was the very last track work undertaken by the PD&Y, nothing more than the most urgent repairs being made prior to abandonment of service in early 1923.

One major change made during the 1917-1923 period was closing the obsolete steam plant at Kittery Point in the late summer of 1918, the station equipment being retained for possible emergency use. Arrangements were made to purchase 550 volt direct current from the Rockingham County Light & Power Company in Portsmouth and a submarine cable was laid under the Piscataqua River from the RCL&P plant off Daniel Street to Badger's Island, where connections were made with the feeder lines of the old PK&Y Division. Alternating current for the substations at South Berwick and York Corner continued to be purchased from the Twin State Gas & Electric Company at Dover.

Funds for the rehabilitation of the PD&Y were obtained by borrowing, \$20,000 in 6 per cent receiver's certificates being issued during 1919 and another \$10,000 in 7 per cent certificates being issued in 1921.

ROLLING STOCK AND BOATS

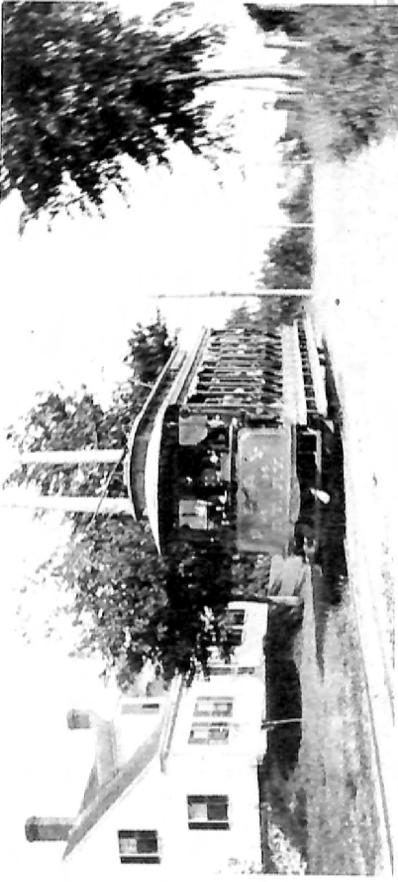
Former PD&Y passenger cars turned over to the receiver by the Atlantic Shore Railway on May 1, 1917 included 18 opens and six closed cars. The 18 opens consisted of two 10 bench cars, Nos. 1 and 3, both of which, minus trucks, were in storage at the York Beach carhouse; six 14 bench cars, Nos. 9, 11, 13, 15, 17 and 39, and ten with 13 benches, Nos. 19, 21, 23, 25, 27, 29, 31, 33, 35 and 37. Closed cars included Nos. 16, 18, 20, 22, 24 and 26.

Other equipment of the PD&Y in 1917 included a line car, No. 4; a double truck motor flat car, No. 98; the mail car, No. 108; five four-wheel dump cars, and four snow plows—three of the four wheel type, "A", "C" and "D", and one with double trucks, "F".

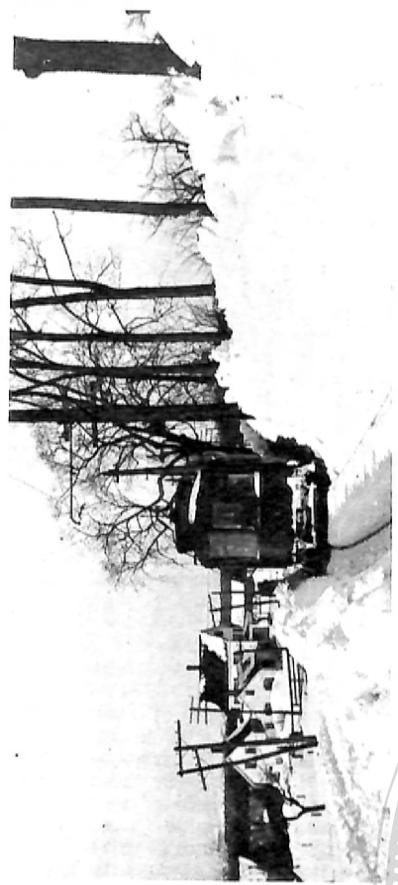
Motors returned included 20 of the Westinghouse 68C type; 18 Westinghouse 12-A, 18 Westinghouse 49; four Westinghouse 69 and four General Electric 67. Also returned were two Peckham single trucks, 11 sets of Peckham double trucks, nine sets of Laconia 9-B-1 trucks and two sets of Taylor SB trucks.

Also on the PD&Y property at the time of the receivership were three Atlantic Shore cars, Nos. 34, 36 and 58. The first two were 30-foot combination passenger-baggage cars built by Jackson & Sharp of Wilmington, Del., in 1899, while No. 58 was a 30 ft. 8 in. double truck semi-convertible built by the Wason Manufacturing Company in 1909. No. 34 was either discarded or returned to the Atlantic Shore at an early date but both Nos. 36 and 58 were retained by the PD&Y receiver, these replacing two former PD&Y cars, Nos. 7 and 14, lost in the Town House fire of 1909.

Many of the cars were in poor condition when returned to the PD&Y and nine cars had been stripped of



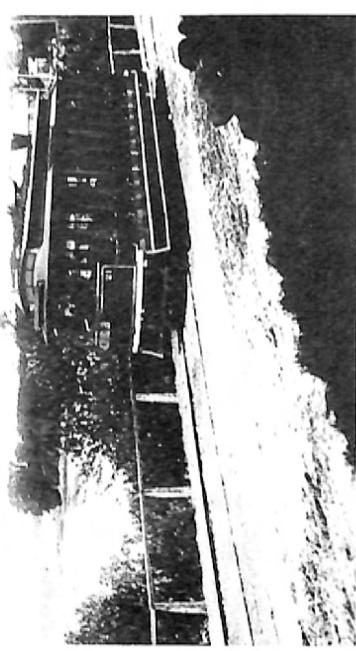
No. 35, carrying Berwick, Eliot & York lettering, outside Philip G. Furbish's home in Eliot about 1903.



No. 16 of PD&Y passing Furbish home during last week of trolley operation in 1923.



Nos. 16 and 22 at South Berwick Junction about 1903. Philip G. Furbish Photo.



Running between Kittery ferry landing and Greenacres in South Eliot in 1902 is No. 19, 13' bench open built by Newburyport Car Company.

air brakes, which had been installed by the Atlantic Shore Line after the 1906 consolidation. New air brake equipments were purchased for these cars during 1919 and at about the same time, 24 old and obsolete motors, including all of the Westinghouse 12-A type, were replaced.

During the winter of 1917-18, the PD&Y rented a number of single truck closed cars from the Cumberland County Power & Light Company of Portland for operation on the old PK&Y Division. These were returned to Portland in 1918 after three single truck closed cars, built by Wason in 1912, were purchased second-hand for \$3400 in September from the defunct Worcester & Warren Street Railway in Massachusetts.

Numbered 50, 52 and 54, the three cars had 20-foot bodies, with straight, vertically-sheathed sides; eight windows on each side and monitor roofs, and each had two longitudinal seats, probably accommodating 28 passengers. They rode on Brill 21E trucks. Unloaded from flat cars at the Navy Yard station of the York Harbor & Beach Railroad, they were placed in service with few, if any, alterations, even the numbers remaining the same. They were used between the Kittery ferry landing and Sea Point during the fall, winter and spring, the double truck closed cars being operated on the Portsmouth-Dover, Dover-South Berwick and Rosemary Junction-York Beach routes. The double truck combination car, No. 36, it is said, was operated on certain trips on the PK&Y Division to accommodate workers at the Portsmouth Naval Shipyard.

Three other second-hand closed cars, all of the single truck type, were purchased by Receiver Meloon during 1919 but so far as can be determined, they were never used, being placed in dead storage at the South Berwick carhouse. There is no official information as to their origin but they may have come from the Eastern Massachusetts Street Railway.

Speaking of the South Berwick carhouse, the ell on the south side of the building was damaged by fire on Nov. 16, 1918 but the flames did not reach any of the cars. This barn housed the main repair facilities of the PD&Y, the Kittery carhouse being primarily an operating center and the York Beach barn being used entirely for storage purposes. During 1919, the mail car, No. 108, was rebuilt to a combination line car and wrecker, the old line car, No. 4, being scrapped.

There is little available information about PD&Y rolling stock subsequent to 1919 as annual reports of the receiver to the Public Utilities Commission for 1919 and 1921 contained no references to equipment. As of Dec. 31, 1922, according to the annual report of the PD&Y to the New Hampshire Public Service Commission, equipment included six closed and seven open passenger cars equipped for electric power, 11 open cars without electric equipment, two work cars and four snow plows. However, it is known that more than six closed cars were on the property at the time.

Ferry boats taken over by the receiver in 1917 included the "Kittery", which had not been used for a year or two, and the "Alice Howard". The former was sold in 1918 for \$6000, having been replaced by the "Shetucket," purchased for \$5500 in September 1917. Propelled by a gasoline engine, the "Shetucket" proved unsatisfactory and was sold in 1921 for \$5000, leaving only the "Alice Howard" to provide the trans-Piscataqua ferry service. This steamer was overhauled thoroughly during 1922 and while it was laid up, the "Goldenrod", propelled by an internal combustion engine, was hired by the PD&Y.

OPERATIONS

Few changes were made in the operations of the PD&Y during the months immediately after the receiver took over the property and during the summer of 1917, as in previous years, half hour headways were maintained between Portsmouth and Dover and hourly headways were operated between Dover and York Beach and between Dover and South Berwick.

Shortly after Labor Day of 1917, the usual fall and winter schedule went into effect, with cars running hourly between Portsmouth and Dover and every two hours be-

tween Portsmouth and York Beach via Kittery Point and between Rosemary Junction and York Beach. Half hourly service was given between the Kittery ferry landing and Sea Point.

In late September or early October, Portsmouth-York Beach service was curtailed drastically, only five round trips per day—two in the morning and three in the afternoon—being operated. This arrangement continued until Dec. 31 when Rice's bridge over the York River was closed for rebuilding and Rosemary-York Beach service was suspended for several months, the Portsmouth-York Beach two-hour headway being restored on a temporary basis.

Railway postoffice service between Portsmouth and York Beach came to an abrupt end on Jan. 12, 1918 when the mail car, No. 108, toppled off Brave Boat Harbor trestle, near the Kittery end, and landed on its side on the ice. Five men were aboard the car but only one, Grover C. Fitzgerald of Penacook, N. H., a mail messenger, was hurt—and not seriously. Others on the car, which was bound from York Beach to Badger's Island, were Motorman George Mitchell, Conductor E. F. Clough, Supt. Sturtevant and Arthur E. Sewall, attorney for the road. The Public Utilities Commission investigated the accident and found that a large cake of ice had been dashed against the trestle and had knocked the tracks out of line. Repairs to the trestle were effected quickly but it was some time before the mail car was righted. Temporary tracks were laid on the marsh beside the trestle and the car was hauled to shore and towed to the Kittery Point barn.

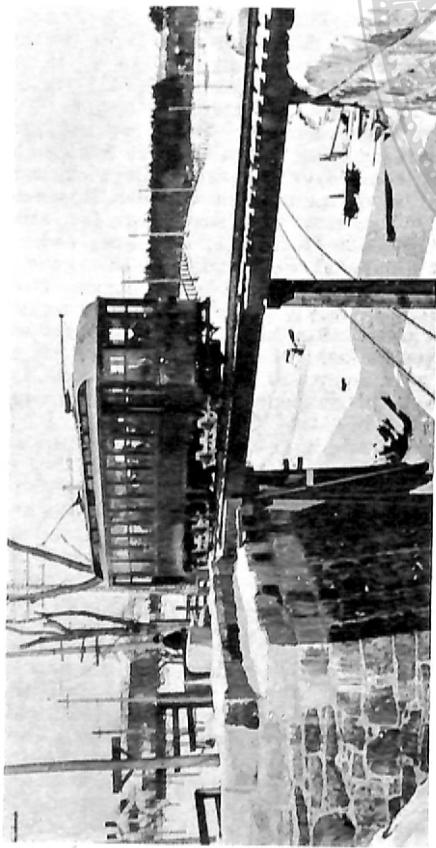
Ten days later, the York Harbor & Beach Railroad began transporting the mail between Portsmouth and York Beach, the PD&Y's contract for this service being officially cancelled as of Feb. 1. Reporting on the cancellation of the contract, Receiver Meloon said it had been sought by the railway because the railway postoffice service had been operated at a loss.

During the summer of 1918, the Portsmouth-Dover and Portsmouth-York Beach routes were operated on hourly headways and the through Dover-York Beach run was suspended, cars operating between Rosemary Junction (where they connected with Portsmouth-Dover cars) and York Beach every hour. Thirty minute local service continued to be furnished between the Kittery ferry landing and Sea Point. Identical schedules were operated during the summers of 1919, 1920, 1921 and 1922. Operation of the trackage between Sea Point and York Corner was suspended temporarily from July 1 to Aug. 4, 1918 due to the reconstruction of the draw of Sewall's bridge.

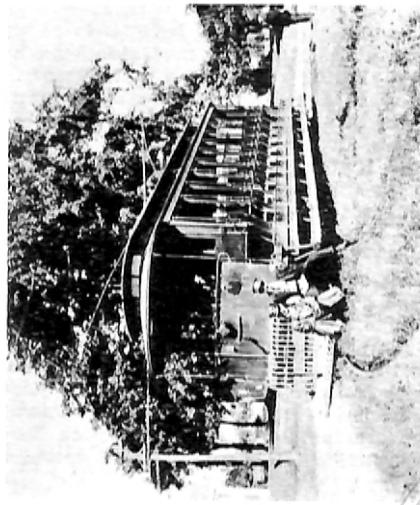
Schedules for the fall, winter and spring of 1918-19 were essentially the same as those for the preceding year, hourly service being given between Portsmouth and Dover and between Dover and South Berwick and a two hour headway being maintained between Rosemary and York Corner. The last was suspended for about 3½ months—from Jan. 20 to May 1, 1919—per order of the U. S. District Court at Portland, and this gave rise to published reports that the PD&Y had "gone into hiding for the winter," a weekly newspaper inferring that the road had shut down altogether. These reports were denied by Receiver Meloon, who pointed out that the railway had spent large amounts of money for repairs on Rice's bridge and that the suspension was only temporary. It is believed that while the Rosemary-York Beach service was suspended, a two hour headway was again operated between Portsmouth and York Beach via Kittery Point.

Eventually, all service between Sea Point and York Corner was suspended during the winter months and service between the Kittery ferry landing and Sea Point was provided on an hourly headway. Passengers wishing to ride to York Beach had to travel to Rosemary and change cars there. Speaking of Rosemary Junction, the depot building there was destroyed by fire on Dec. 5, 1922 and was replaced by the waiting room formerly at Greenacres, the building being moved on a flat car to its new location.

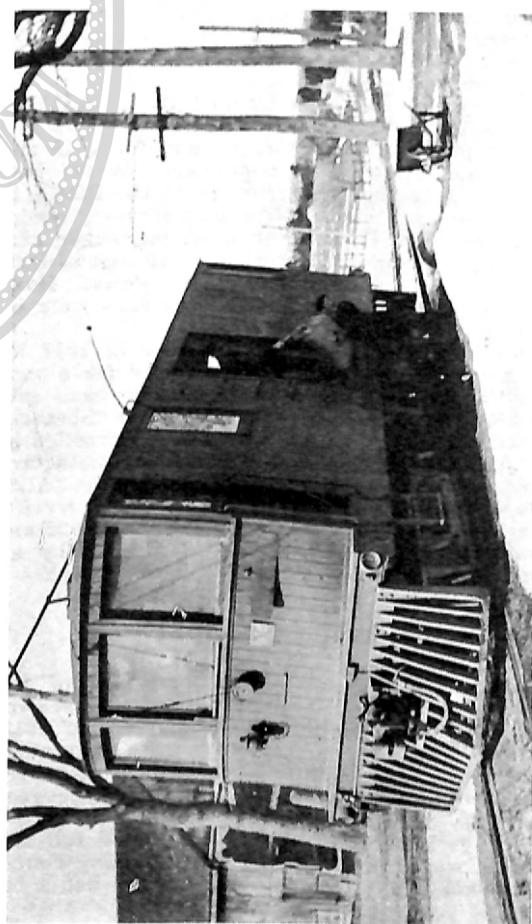
What is believed to have been the last timetable issued by the PD&Y, effective Sept. 25, 1922, called for hourly service between Portsmouth and Dover, Dover and South Berwick, and Portsmouth and Sea Point and a two-hour headway between Rosemary Junction and York Beach.



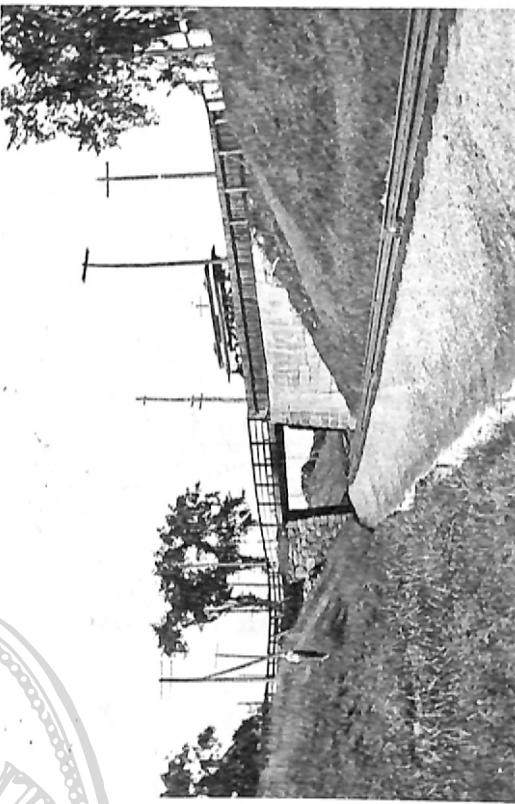
No. 14 of Atlantic Shore Line crosses temporary trestle erected at Shapleigh's bridge, Eliot, during double tracking of B&M's Eastern Division. Car was destroyed in York Beach carhouse fire of 1909.



No. 19 at York Corner about 1920.



Motor Freight Car 101 in front of Furbish home in Eliot about 1915.



Open car about to cross Shapleigh's bridge over Eastern Division of Boston & Maine in Eliot.

ACCIDENTS

The first serious accident on the PD&Y after Receiver Meloon took over the property occurred on Sept. 15, 1918 when two open cars, Nos. 27 and 39, collided head-on at Marshwood siding in Eliot, resulting in the death of one James Carroll. This crash probably was the reason the block signals were installed between Rosemary and Marshwood the following year.

There were three fatal accidents during 1919, two of them involving cars. On Aug. 17, one James Boyle fell from the rear end of a closed car at York Corner and was so seriously injured that he died two days later. On Aug. 21, one Mrs. Abby Neal was struck and fatally injured when she attempted to cross the track in front of a moving car. In the third mishap, a boy fell into the Piscataqua River from a ferry boat, probably the Alice Howard. He contacted pneumonia as a result of the immersion and died two days later.

FARES AND FINANCIAL

As indicated by the accompanying financial table, operations during the first eight months of the receivership were fairly profitable, the road earning a net profit of \$8530 for the period. Due to a tremendous increase in operating expenses, the year 1918 ended with a loss of \$22,082. A record 3,249,657 passengers in 1919 accounted for a profit of \$4979 for the year, but riding dropped by more than 600,000 in 1920 and a further reduction of 500,000 passengers was recorded in 1921. Much of the passenger decreases in 1920 was due to severe storms in February and March which forced suspension of service for several weeks—until the tracks could be cleared of mountainous drifts of snow. The patronage drop in 1921 was attributable largely to the increasing competition of the private automobile.

The receiver continued the fare zones of the Atlantic Shore days and the six cent fare, with tickets selling at the rate of 9 for 50 cents, remained in effect until March 4, 1920. On this date, the cash fare was advanced to seven cents and a new ticket rate of 9 for 60 cents was established. About seven months later, on Oct. 14, the cash fare was increased to 10 cents and tickets were sold at the rate of 6 for 50 cents. School tickets were available at the rate of 50 for \$2.50 and special 20-ride workmen's tickets, good between Call's trestle at Kittery Point and the Kittery postoffice, were sold for \$2. These were made available for the benefit of Kittery residents employed at the naval shipyard.

Coincident with the advances in rates, the number of fare zones between Portsmouth and York Beach was increased from five to six. Another zone was added between York Beach and Rosemary Junction and the number of zones between Dover and South Berwick was increased from two to three. The revised zones were as follows:

YORK BEACH AND PORTSMOUTH

1. York Beach to Club Stables; 2. Club Stables to York Corner; 3. York Corner to Seabury; 4. Seabury to York Beach; 5. Sea Point to Emery's; 6. Emery's to Sea Point Siding; 5. Sea Point to Emery's; 6. Emery's to Portsmouth.

YORK BEACH AND ROSEMARY

1. York Beach to Club Stables; 2. Club Stables to York Corner; 3. York Corner to Rice's Bridge; 4. Rice's Bridge to Langley's; 5. Langley's to Rosemary Junction.

SOUTH BERWICK LINE

1. Dover to South Berwick Junction; 2. South Berwick Junction to Brattle Street, South Berwick; 3. Brattle Street to Salmon Falls Bridge, South Berwick.

The fare advances helped somewhat, the loss for the year ended Dec. 31, 1921 being only \$3076 (as compared with \$8712 the previous year) but during 1922, there was another decrease of 500,000 passengers and a deficit of \$5081 for the year was reported, the total deficit as of Dec. 31, 1922 being \$27,086.

ABANDONMENT

By early 1922, it was only too apparent that unless drastic steps were taken, the Portsmouth, Dover & York Street Railway was doomed. Automobile competition was increasing steadily and the construction of the Memorial Bridge over the Piscataqua River between Portsmouth and Kittery meant that ultimately the railway would be forced to discontinue its ferry service. The bridge, incidentally, was built as a joint effort of the states of New Hampshire and Maine and the federal government and was constructed as a memorial to the soldiers and sailors of the two states who participated in World War I.

The PD&Y proposed to construct an extension across the new bridge and during 1922, Receiver Meloon spent \$63 for plans for the projected trackage, which was to begin on New March Street, Kittery, and extend across a new bridge over Back Channel to Badger's Island and then over the Memorial Bridge to Daniel Street, Portsmouth—and along Daniel Street to Market Square.

The estimated cost of the extension was \$30,000 and in an effort to raise this amount, a bondholders' protective committee proposed in late 1922 that owners of the \$450,000 in PD&Y bonds and \$200,000 in PK&Y bonds be assessed 20 per cent of the value of their holdings, or a total of \$130,000. Of the total, approximately \$87,000 was to be used to retire the outstanding receiver's certificates and other debts, \$30,000 was to be used for the extension across the Memorial Bridge, and \$12,500 was to be applied toward the purchase of five new one-man cars. The plan failed when only 37 per cent of the security holders agreed to the proposal, with less than \$50,000 being pledged. It might be noted that the PD&Y never made any attempt to convert its existing closed cars for one-man operation despite the savings that would have resulted.

A second proposal called for the organization of a new company, which was to have \$650,000 in stock and \$300,000 in 6 per cent bonds. Of the bonds, \$130,000 were to be issued and the remainder were to be held in the treasury. The bonds were to be issued in denominations of \$100, \$500 and \$1000. Each purchaser of a \$100 bond was to get a "bonus" of five shares of stock; a \$500 bond, 25 shares, and a \$1000 bond, 50 shares.

The bonds were to be offered to the public and local committees to push their sale were formed in Portsmouth, Kittery, York and Eliot, communities which were vitally interested in preserving the street railway service. Numerous meetings were held, one of the best attended being held in Portsmouth on Dec. 28.

Urging its readers to attend this meeting, the Portsmouth Herald said in an editorial:

"The construction of the Memorial Bridge and its prospective opening the first of the year has brought to Portsmouth and its sister communities in Maine a problem that is strictly up to them. Do we want electric communication with the great and prosperous district across the river in Eliot, Kittery and York? Do those communities desire to continue trade relations with us? Next Thursday evening there is to be a 'get-together' meeting at the court house in Portsmouth. Every citizen of these various communities should be there and talk affairs over. The affairs of the Portsmouth, Dover & York railway are not as bad as some people think and others hope. The road has been going along for more than five years under the management of Receiver Meloon and given the best possible service under unfavorable conditions.

"The road is in a healthy condition but it should be healthier as far as new rolling stock and betterments of equipment are concerned. The new bridge has placed the road in this condition: it must build across or leave its passengers on the other side—which is most undesirable. It will cost but little to build across. The road is not a dead horse or a white elephant as some might think. It is a very live industry in our midst and one of the most important to Portsmouth and the communities served."

Despite energetic promotion, the bond sales lagged. Kittery, Eliot and York residents did their best, in fact, they subscribed for more than their share of the securities. But Dover residents were indifferent as to the fate of the road and it is said that some South Berwick merchants were anxious to see the line collapse in the belief



No. 19 running along present Route 1-A at York Beach
about 1920.



No. 24 passes Sarah Orne Jewett home on Main Street,
South Berwick, about 1904.



Early view of Rosemary Junction, Eliot. No. 20, at
right, is headed for York Village, Harbor and Beach, while
that in left background has just arrived from Kittery.



Brill semi-convertible No. 60 of Atlantic Shore Line at
end of track at Salmon Falls bridge, South Berwick, in 1910.

they would gain trade through the cutting of the rail link to Dover.

The winter of 1922-23 was a severe one but despite heavy storms which snarled steam railroad and highway traffic, the PD&Y managed to keep going. Receiver Meloon made every effort to maintain service under the most adverse conditions in the hope of convincing the public that the trolleys were necessary—and thus spur bond sales. Unfortunately, his efforts were in vain.

Finally the day of reckoning came. On March 2, 1923, the U. S. District Court at Portland set March 15 as the date of a show cause hearing on the closing of the road. The hearing was held as scheduled and at its close, the presiding justice ordered the railway to suspend operations, effective at the close of business on Saturday, March 17. The last cars pulled into the South Berwick and Kittery Point barns in the late evening of that day and the PD&Y was a thing of the past.

The abandonment—on short notice—caught the public and even some employees by surprise. On the morning of March 18, a few would-be passengers gathered at stopping places to await trolleys that never came. Some PD&Y employees, who customarily rode to work on the early morning cars and who had not been informed of the court's action—or perhaps were optimistic that some last-minute miracle would save the railway—walked to the car barns to find out what had happened and were informed that their jobs were no more.

Attempts to reorganize the company and restore service were continued after abandonment but when these efforts failed, the property was sold at foreclosure sale to the bondholders' protective committee, which subsequently directed the receiver to dismantle the railway. The foreclosure sale occurred on June 30 and shortly thereafter, Receiver Meloon contracted with the Irving S. Van Loan Corp. of New York City to tear up the tracks, remove the overhead and scrap the rolling stock.

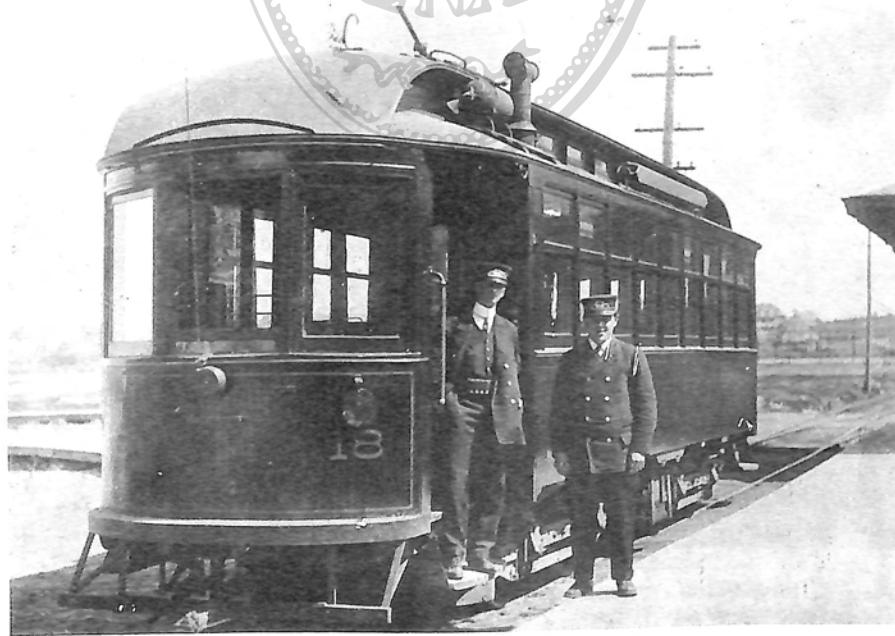
All but 12 miles of track—from Kennard Corner, Eliot, to Sea Point, Kittery—was torn up and sold for scrap in 1924. Late in that year, W. W. Sargent, president of the Fitchburg & Leominster Street Railway of Massachusetts; E. A. Pierce, superintendent of the Bellows Falls & Saxtons River Street Railway of Vermont; Zelig Van Loan of the Irving S. Van Loan Corp., and Dr. Samuel Nason of Kittery organized the Portsmouth, Kittery & Eliot Street Railway to take over the Kennard

Corner-Sea Point trackage, build the extension into Portsmouth and resume operations. But public support could not be rallied and in 1925, the remaining rails were removed. Other physical properties of the PD&Y were sold (the Eliot bridge was purchased by Ivan L. Meloon, brother of Receiver Meloon) and the rolling stock was scrapped, a few bodies being conveyed to private parties.

So far as can be determined, only two pieces of PD&Y rolling stock were sold for continued operation. Car No. 18 was sold in January 1925 to the Shelburne Falls & Colerain Street Railway of Massachusetts for \$800 and during that same year, the ex-mail car No. 108 was sold to the York Utilities Company, successor to the Atlantic Shore Railway in 1923. Used as a line car and occasionally as a locomotive by the York Utilities Company, No. 108 is now owned by the New England Electric Railway Historical Society, Inc., and is now preserved at the Seashore Trolley Museum at Kennebunkport, Me. Completely rebuilt at the museum, No. 108 now looks much as it did when delivered to the PD&Y in late 1904 or early 1905. The York Utilities continued operating the Kennebunk-York Beach route until March 31, 1924, leasing 0.4 mile of track—from York Beach Square to the site of the former St. Aspinquid Park—from the PD&Y.

By late 1926, everything that could be sold had been sold and early in 1927, Receiver Meloon made his final report to the court and was discharged. According to report, creditors of the PD&Y received only a small part of the face value of their claims in the final settlement.

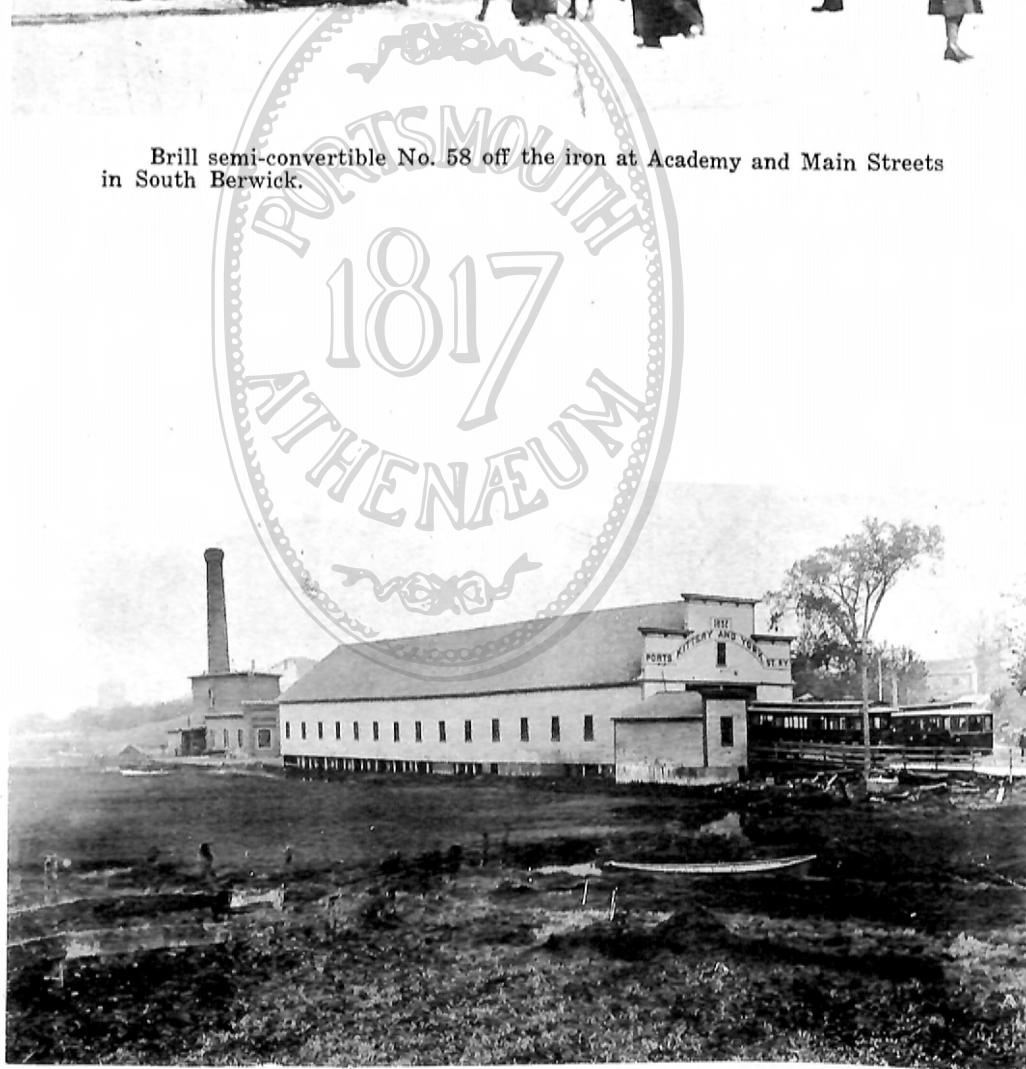
Today, 1965, there remain many traces of the old PD&Y system. Much of the private right of way is intact and can be located without much difficulty. The abutments and much of the piling of the trestles can be seen, the Brave Boat Harbor trestle being particularly in evidence. The depot at Badger's Island, Kittery, and the rotary station at York Corner are now private homes and the last waiting station at Rosemary Junction still exists. Until World War II, a few car bodies were in a field at York Beach. The Kittery Point carhouse was razed in 1925 or 1926 and the South Berwick barn was torn down shortly before World War II but the barn at York Beach is now a dance hall. One of the stone pillars at the entrance to St. Aspinquid Park still stands. A surprisingly large number of former employees of the road are still around and many of them have provided pictures or assisted in other ways in the preparation of this narrative.



No. 18 at York Beach terminal about 1915. Note stack for Baker hot water heater.



Brill semi-convertible No. 58 off the iron at Academy and Main Streets in South Berwick.



Rambling Kittery Point carhouse, built by PK&Y in 1897. Power station is at rear.

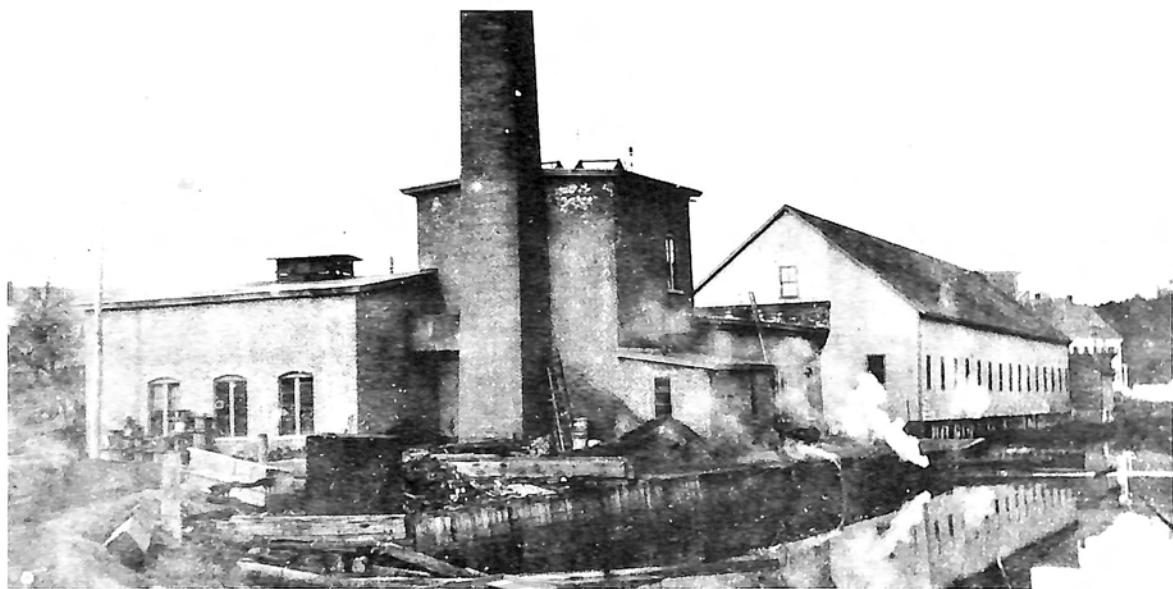
PORTSMOUTH, KITTERY & YORK STREET RAILWAY
PORTSMOUTH, DOVER & YORK STREET RAILWAY

ROSTER OF EQUIPMENT

1897-1906

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Remarks</u>
1	10' Bench Open	Briggs	1897	
2	20' Closed	"	"	
3	10' Bench Open	"	"	
4	20' Closed	"	"	Rebuilt to line car by ASL
5	14' Bench Open	"	"	Renumbered 39 by ASL
6	20' Closed	"	"	Destroyed in York Beach Car-house fire - 1904
7	14' Bench Open	"	"	
9	14' Bench Open	"	"	
11	14' Bench Open	"	"	
12	20' Closed	"	"	
13	14' Bench Open	"	"	Renumbered 6 by ASL
14	30' Closed	Wason	1900	
15	14' Bench Open	Briggs	1897	
16	32' Closed	St. Louis	1899	Acquired by PK&Y in 1901
17	14' Bench Open	Briggs	1897	
18	25' Closed	Laconia	1902	
19	13' Bench Open	Newburyport	1901	
20	25' Closed	Laconia	1902	
21	13' Bench Open	Newburyport	1901	
22	25' Closed	Laconia	1902	
23	13' Bench Open	Newburyport	1902	
24	25' Closed	Laconia	1902	
25	13' Bench Open	"	"	Destroyed in York Beach Car-house fire - 1904
26	25' Closed	"	"	Destroyed in York Beach Car-house fire - 1904
26	28' Closed	Laconia	1904	
27	13' Bench Open	"	1902	
29	13' Bench Open	"	"	
31	13' Bench Open	"	"	
33	13' Bench Open	"	"	
35	13' Bench Open	"	"	
A	Single Truck	Taunton	1898	Believed sold or destroyed in 1904
B	Single Truck Motor Flat	PK&Y	1898	
C	Single Truck Nose Plow	Taunton	1897	
D	Single Truck Nose Plow	Taunton	1899	
E	Double Truck Motor Flat	FD&Y		
F	Double Truck Snow Plow	Smith & Wallace	1904	
--	Double Truck Mail Car	Laconia	1904	Numbered 108 by ASL
--	Single Truck Snow Plow	Wason	1903	
				There were also a number of four-wheel side dump cars and four-wheel flat trailers but details on this equipment are unavailable.
				<u>ATLANTIC SHORE RAILWAY</u> <u>KITTERY POINT BARN</u>
				<u>WESTERN DIVISION OPEN CARS</u>
				<u>JUNE 28, 1916</u>
			9 13 15 17 19 21 23 25 35 39	
				<u>SOUTH BERWICK BARN</u>
			11 27 29 31 33 37 51 53	
				51 and 53 were 14' bench opens purchased second-hand from Norfolk & Portsmouth (Va.) Traction Co. by Atlantic Shore Line Railway after 1909 Town House fire. Both built by Brill in 1907. 51 transferred to Eastern Division in July 1916 in exchange for 59 of same type.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.



Power plant behind Kittery Point barn in 1906.



York Corner rotary station in 1910 view, now a private home.



Phil Furbish, who helped build South Berwick carhouse, snapped this view just after building was completed in 1903.

ATLANTIC SHORE LINE RAILWAY

WESTERN DIVISION EQUIPMENT - 1908

Compiled from an official roster of equipment
of the Atlantic Shore Line Railway prepared
by Master Mechanic W. J. Dunston.

No.	Type	Remarks
18	25 Ft. Closed	Laconia trucks. Four West. 48C motors. K-6 controllers. Christensen air brakes. Trucks to No. 32; controllers to No. 37; air brakes to No. 51 and motors to Nos. 23 and 25 in summer.
19	13 Bench Open	Taylor trucks. Two G.E. 67 motors. K-10 controllers. Motors and controllers from snow plow. G. E. air brakes.
20	25 Ft. Closed	Same as No. 18. Controllers and trucks to No. 35. Two motors to No. 27 and two motors to No. 29.
21	13 Bench Open	Same as No. 19. Motors and controllers from snow plow.
No.	Type	Remarks
1	10 Bench Open	Peckham truck. Two West. 12-A motors. K-10 controllers. Hand brakes.
2	20 Ft. Closed	Peckham truck. Two West. 12-A motors. K-10 controllers. Hand brakes. Trucks, motors and controllers to No. 1. Car junked prior to 1917.
3	10 Bench Open	Same as No. 1
6	20 Ft. Closed	Same as No. 2. Trucks, motors and controllers to No. 3. Car wrecked in plunge off Kittery Point bridge and junked prior to 1917.
7	14 Bench Open	Peckham trucks. Two West. 49 motors. K-10 controllers. G.E. air brakes. Car destroyed in Town House fire of 1909.
9	14 Bench Open	Peckham trucks. Two West. 49 motors. K-10 controllers. G.E. air brakes.
11	14 Bench Open	Same as No. 9.
13	14 Bench Open	Same as No. 9. Motors and controllers from Wason snow plow.
14	30 Ft. Closed	Peckham trucks. Four West. 49 motors. K-12 controllers. G.E. air brakes. Two motors to No. 11 in summer months. Car destroyed in Town House fire of 1909.
15	14 Bench Open	Same as No. 9. Motors and controllers from Wason snow plow.
16	32 Ft. Closed	Peckham trucks. Four West. 49 motors. K-12 controllers. Christensen air brakes. Two motors to Car 9 in summer.
17	14 Bench Open	Peckham trucks. Four West. 12-A motors. K-12 controllers. G. E. air brakes. Motors and controllers from express car 104.
		"E" Double Truck Motor Flat

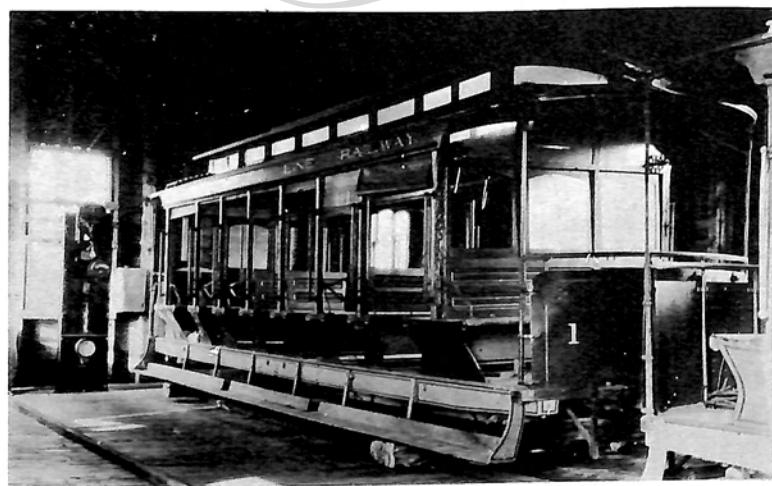
There is no record of the plows assigned to the Western Division in 1908.



Now a dance hall is second York Beach carhouse, built in 1905.



Dispatcher's shanty and one of single truck closed cars purchased second-hand from Worcester & Warren St. Ry. in 1918 at Kittery Point carhouse.



With trucks removed, Nos. 1 and 3, both 10 bench opens, in storage at York Beach car barn.

PORTSMOUTH, DOVER & YORK STREET RAILWAY

<u>ROLLING STOCK</u>				<u>No.</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Remarks</u>
				34	30' Combination	Jackson & Sharp	1899	Atlantic Shore Equipment turned over to PD&Y receiver as replacements for Cars 2, 6, 7 and 14.
				36	"	"	"	
1917-1923				58	30'8" Semi-Convertible	Wason	1909	

<u>No.</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Remarks</u>	<u>No.</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Remarks</u>
1	10' Bench Open	Briggs	1897	Nos. 1 and 3 in dead storage at York Beach Garhouse.	52	"	"	"	Purchased from Worcester & Warren St. Ry. for \$3,400 in Sept. 1918
3	"	"	"		54	"	"	"	
9	14' Bench Open	"	1897						
11	"	"	"						
13	"	"	"						
15	"	"	"						
16	32' Ft. Closed	St. Louis	1899						
17	14' Bench Open	Briggs	1897						
18	25' Ft. Closed	Laconia	1902						
19	15' Bench Open	Newburyport	1901						
20	25' Ft. Closed	Laconia	1902						
21	13' Bench Open	Newburyport	1901						
22	25' Ft. Closed	Laconia	1902						
23	13' Bench Open	Newburyport	1902						
24	25' Ft. Closed	Laconia	"						
25	13' Bench Open	"	"						
26	28' Ft. Closed	"	1904						
27	13' Bench Open	"	1902						
29	"	"	"						
31	"	"	"						
35	"	"	"						
37	"	"	"						
39	"	"	"						

Service Cars and Snow Plows

<u>No.</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Remarks</u>
4	Line Car	Briggs	1897	Scrapped in 1919
98	Double Truck	ASL		
	Motor Flat			
108	Mail Car	Laconia	1904	Converted to line car in 1919. Sold to York Utilities Co. in 1925.
A	Single Truck	Wason	1908	
	Nose Plow			
C	"	"	"	
D	"	Taunton	1899	
F	Double Truck	Smith & Wallace	1904	
	Nose Plow			
				5 side dump cars
				Motors on hand May 1, 1917 included:
18	West.	12-A		
18	West.	49		
20	West.	68C		24 old motors were retired
4	West.	69		during 1918-19 and a like
4	G. E.	67		number of new motors acquired.

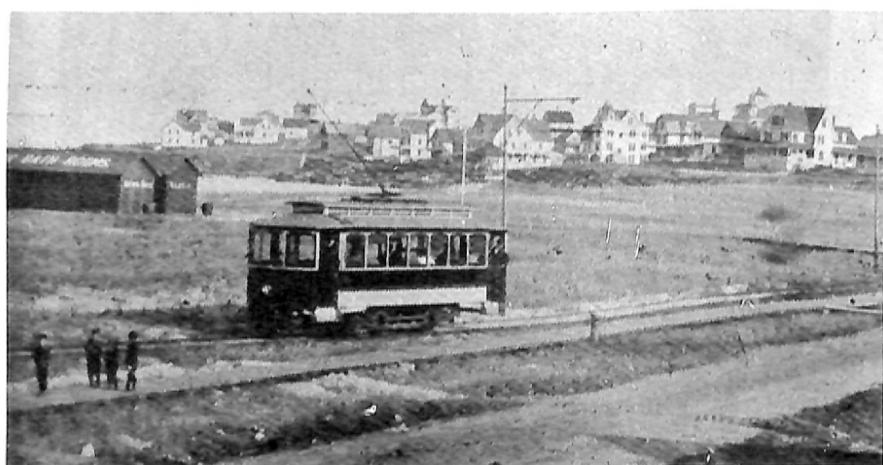
All of the above were former Portsmouth, Dover & York cars turned over to the receiver of the PD&Y by the Atlantic Shore Railway on May 1, 1917.



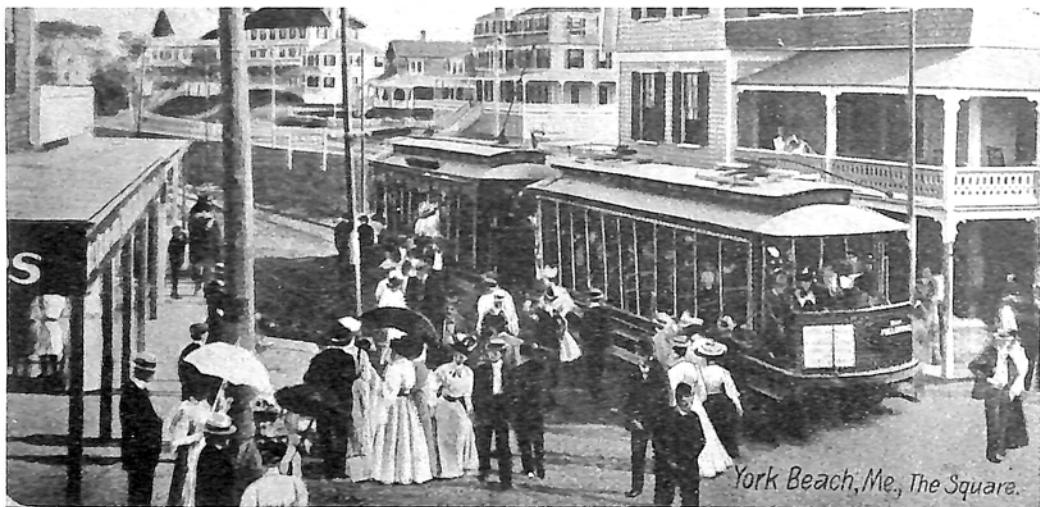
One of the Atlantic Shore's Brill semi-convertibles prepares to leave York Beach for Ogunquit, Wells and Kennebunk.



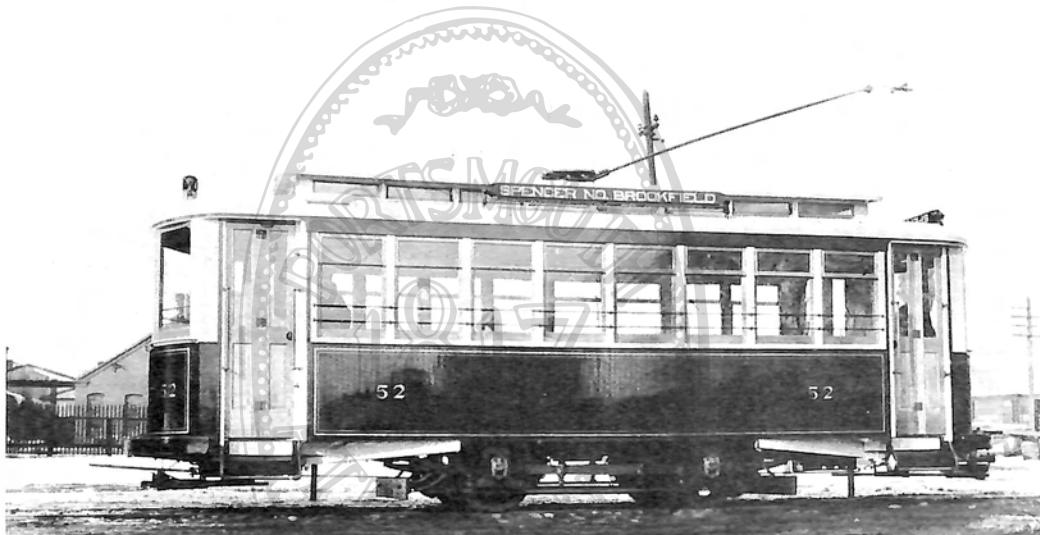
Atlantic Express Company delivery wagon and Atlantic Shore Railway box motor at York Beach Square.



Briggs closed car running along Short Sands at York Beach.



Two PD&Y opens at The Goldenrod at York Beach.



Builder's photo of one of Worcester & Warren cars purchased second-hand by PD&Y in 1918.



Extensively restored, mail car No. 108 at Seashore Trolley Museum. From left are Richard T. Lane (in Model T); Joseph E. McLaughlin and Jeffrey N. Sisson.

PORTSMOUTH, KITTERY & YORK ST. RY.

FINANCIAL DATA

<u>Year Ended June 30</u>	<u>Passenger Revenue</u>	<u>Total Revenue</u>	<u>Profit or Loss</u>
1898	\$ 41,061	\$ 41,206	Only one short year ago
1899	67,497	70,912	On a bright warm summer day,
1900	66,042	71,181	The first electric trolley
1901	72,448	75,940	Came buzzing o'er the way.
1902	75,331	80,538	And scant were the words of welcome
1903	71,462	81,606*	It received from any one.
<u>Nov. 1</u>			Most said it is a nuisance
1903	739,336	36,969	To be borne as best we can.
		42,022**	But now the tune is altered
		13,049	In both Kittery and York, too.
			And today they speak proudly of it
			And of the ones than ran it through.
			<u>* Including \$5,577 from the Kittery & Eliot</u>
			<u>** Including \$3,222 from the Kittery & Eliot</u>
			<u>PORTROUTH, DOVER & YORK ST. RY.</u>
<u>Year Ended June 30</u>			
1904	1,960,486	\$ 87,351	The motormen and conductors
1905	2,812,046	140,602	Have proved themselves worth praise
<u>Jan. 30</u>			For their quiet, gentlemanly manners,
1906	1,989,633	99,482	Honest and courteous ways.
<u>Dec. 31</u>			They came among us strangers.
1917 ^o	1,541,204	\$127,051	Many friends they have made
1918	2,688,670	158,666	In the way they have run the trolley
1919	3,249,657	190,250	Through the peaceful, quiet glades.
1920	2,690,817	188,852	
1921	2,190,605	195,541	Of two of the oldest towns on the coast
1922	1,693,533	150,561	Of the proud old State of Maine
<u>March 17</u>	253,772	22,158	Who ever thought that the hum of the trolley
1917			Would ring over hill and plain.
			But the South Berwick trolley
			Gets me every time.
			Though I've struggled to conquer
			This failing of mine.
			So laugh if you will
			At my weakness and folly.
			I always feel nervous
			On the South Berwick trolley.

^oFrom May 1, 1917

All figures rounded off to the nearest dollar.
Figures in parentheses indicate deficits

THE ELECTRIC TROLLEY

(Dedicated to the Portsmouth,
Kittery & York St. Ry. in
1898.)

Over this land I have traveled
For nigh forty years
And seldom get timid
Or troubled by fears.

I've journeyed by auto
By steam car and boat.
But the South Berwick trolley,
It getteth my goat.

Just when it is coming,
You never can tell.
It may be on time,
Or a half hour late.

It will come when it gets here,
Is all you can say.
But often it loses
Two or three trips each day.

It rolls and it pitches,
Just missing the ditches.
It bounds and it wallows
Then skims like the swallows.

I'd love to possess
And drive a Tin Lizzie.
And just like the sailor,
I'd never get dizzy.

To make the electric trolley
The best one in the land.

The motormen and conductors
Have proved themselves worth praise

For their quiet, gentlemanly manners,
Honest and courteous ways.

They came among us strangers.

Many friends they have made

(Author Unknown)

THE SOUTH BERWICK TROLLEY

Over this land I have traveled
For nigh forty years
And seldom get timid
Or troubled by fears.

I've journeyed by auto
By steam car and boat.
But the South Berwick trolley,
It getteth my goat.

Just when it is coming,
You never can tell.
It may be on time,
Or a half hour late.

It will come when it gets here,
Is all you can say.
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(Author Unknown)

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	

PORSCMOUTH, DOVER & YORK ST. RY.—TRANSFER TICKET

BADGER'S ISLAND TO

PORTSMOUTH.

Series No.

Stedman Transfers, Rochester [N. Y.] Printing Co.

		Standard Transfers, Rochester (N.Y.) Printing Co.		A. M.		P. M.	
		Jan	July	15	230	15	230
		Feb	Aug	15	45	15	45
		Mar	Sep	15	245	15	245
		Apr	Oct	30	330	30	330
		May	Nov	15	345	15	345
		Jun	Dec	15	430	15	430
		0	0	15	445	15	445
		6	30	0	530	0	530
		15	45	15	545	15	545
		15	645	15	630	15	630
		0	730	0	730	0	730
		15	745	15	745	15	745
		0	830	0	830	0	830
		15	845	15	845	15	845
		0	930	0	930	0	930
		15	945	15	945	15	945
		0	1030	0	1030	0	1030
		15	1045	15	1045	15	1045
		0	1130	0	1130	0	1130
		15	1145	15	1145	15	1145

NOT A STOP-OVER CHECK
"Good for continuous ride from transfer point in direction and within time punched. Subject to the Rules of Company.

PORTSMOUTH, DOVER & YORK ST. RY. — TRANSFER TICKET		BADGER'S ISLAND TO EMERY'S OR CROSS STREET		A. M.		P. M.	
NOT A STOP-OVER CHECK		Good for continuous travel from transfer points in either direction, and within three months, subject to the rules of the Badger's Island Railway.		0	130	0	130
				15	45	15	45
				Jan	July	0	130
				Feb	Aug	15	45
				Mar	Sep	0	230
				Apr	Oct	15	235
				May	Nov	0	330
				Jun	Dec	15	345
				0	130	0	130
				15	45	15	45
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				0	130	0	130
				15	45	15	45
				0	130	0	130
				15	45	15	45
				0	130	0	130
				15	45	15	45
				0	130	0	130
				15	45	15	45
				0	130	0	130

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17															
52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68															
51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28								
69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
PORTSMOUTH, DOVER & YORK STREET RY.																															
EMPLOYEE'S PASS No. 159																															
Issued to <u>Lewis Johnson</u>																															
between _____ and _____																															
Expires <u>Dec 31. 1923</u>																															
VOID UNLESS COUNTERSIGNED BY																															
<u>A. D. Foster, m.m.</u>																															
<i>H. G. Melville</i> RECEIVED																															



Items arranged left to right, then down line by line as described: Transfer issued to passengers boarding ferry at Badger's Island; Transfer issued by PD&Y during 1917-1923 period; PD&Y didn't last long enough for this employee's pass to expire; Tickets issued by PD&Y during receivership period.

**Are You Interested in the Future of the
Portsmouth, Dover & York Street Railway**

?

A PUBLIC MEETING

WILL BE HELD IN THE
Probate Court Room, Rockingham County Court House,
Thursday Evening, December 28th, 1922

AT 7.30 O'CLOCK
to hear a statement regarding the situation of the road and what the bondholders are doing in connection with its reorganization. I. McD. Garfield and George E. Macomber of the bondholders' committee will be present to speak and answer questions.

It is not the purpose of the meeting to solicit any funds.

All in Portsmouth or in the territory served by the railroad who are interested, whether members of the Chamber or not, are invited to attend.

BOARD OF DIRECTORS
PORTSMOUTH CHAMBER OF COMMERCE

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

PORPSMOUTH, DOVER & YORK STREET RAILWAY
 W. G. Meloon, Receiver
 Portsmouth, N. H.

Dear Sir:

I write to tell you with promptness and dispatch
 Of the accident that happened to myself and Calvin Hatch
 Since I knew you want the details to preserve the same on file;
 Please excuse my punctuation and crude poetic style.
 This Hatch sir is my chauffeur and a good old soul is he;
 A sober steady fellow and as careful as can be.
 He seldom jumps a trolley or kicks a breaker out
 He's always on his job sir and knows what he's about.
 When we left Rosemary and started down the line.
 The stars were shining faintly; the evening was fine;
 We had two men upon the car I found when I came 'round
 To gather up the tickets, that for Saco they were bound.
 When we had passed the breakers the car was running slow.
 As we climbed the hill I went inside to turn the seats, you know.
 A man said "How's our chances" I answered him "They're fine."
 As I drew my watch and looked to see "We'll get there just in time."
 Now some one threw in the switch, sir, although I cannot see
 Just why he did the trick, sir, or who the chap could be.
 The grass and leaves and grease, sir, were spread o'er the rail,
 Else I would not at present be writing you this tale.
 But Calvin saw the open switch, it happened like a flash.
 He threw the lever over and then there came the crash;
 We'd run into York Beach Car Barn and butted in the door
 'Twixt our car and the mail-car we'd sandwiched twenty-four.
 I saw when I had looked around it might have been far worse.
 We had no need of doctors, morticians or the hearse.
 We backed out from the wreckage and it wasn't very far
 To run from there to Short Sands where we met the east-bound car.
 Now this is all the story of the mishap that befell
 Myself and Calvin Hatch sir as near as I can tell.
 I hope it will be long ere we meet with another.
 I'm the guy you've often heard no doubt the boys speak of as "Brother."

(Frank Sewall)

YORK BEACH & PORTSMOUTH R. P. O. Dist. 3

ELECTRIC.

(Atlantic Shore Railway Co. 15.75 miles. Route 302001.)

B6	B4	B2	6-1-15	B1	B3	B5
3 30	9 15	6 15	Le. Y. Beach..Ar.	9 15	1 00	7 30
5 00	10 30	7 30	Ar. Port'uth..Le.	8 00	11 30	6 00

15'. (15' required).

TRAIN 2.

§ Port. & Bos., tr. 35 b | Ports.

TRAIN 4.

§ Ban. & Bo., tr 102 b | Ports. || Port. & Conc. tr. 377 b | Ports.
 § N. Co. & Bo., tr. 537 b " ||



