

**Tracing the Route  
of the  
MARTHA'S VINEYARD  
RAILROAD**

**1874 — 1896**

**(Illustrated)**



**PHOTOGRAPH OF "THE ACTIVE"**

**BY COURTESY OF DUKES CO. HISTORICAL SOCIETY**

**EDGARTOWN, MASSACHUSETTS**

**By Walter Blackwell**

Second Edition, Revised

TRACING THE ROUTE OF MARTHA'S VINEYARD RAILROAD

1874-1896

(Illustrated)



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Laura & Walter Blackwell

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Dedicated to my wife, Laura,  
through whom I learned to love  
the Vineyard and think of it  
as my second home.

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## INTRODUCTION

It was my intention at first to only prepare a map showing, as precisely as possible, the route of the Martha's Vineyard Railroad. In 1969, after reading Henry Beetle Hough's fascinating book, "Martha's Vineyard - Summer Resort", I unsuccessfully tried to locate a map of the railroad. I wanted to visualize just where the train went through Edgartown and started looking for signs of the railroad. I found no railroad depot, no engine barn, no engines, no turntables, no cars, no rails, or ties, but I did find a railroad cut, railway embankments, and people who still remembered the old railroad. After looking at pictures, asking questions, even trespassing on property to look for embankments, a fairly accurate map of the railroad was made. The research done on this project took place chiefly in July and August, 1969.

A first edition of 250 copies containing the map and pictures was published in October, 1971.

Much has been added to the 1st Edition- with nothing removed. There are many more pictures and several more methods given on how to trace the route of the Martha's Vineyard Railroad - or any railroad for that matter. For me it has been a challenge and adventure in which it sometimes took months, even years to see obvious clues. An example is the presence of telegraph poles along the right of way - which I discovered in old pictures of the railroad, but none of which may now remain. I hope railroad buffs as well as lovers of the Vineyard will find this book of interest. I here wish to thank the many who have shared my interest and made helpful suggestions.

The second edition, of 500 copies, will be published in June, 1973.

## ACKNOWLEDGMENTS

The following people helped me to determine the route of the Martha's Vineyard Railroad and (or) in the preparation of the second edition of this booklet. Without them I could not have succeeded. In a greater or lesser degree, they gave me the inspiration, encouragement, information, time, materials or use of materials, and transportation I needed. If anyone has been omitted, please accept my apology.

Mr. John Ackerman - New Bedford Standard Times, New Bedford, Mass.

Mr. Richard Bandler - Pond Lot Road, Edgartown, Mass.

Mrs. Diadama Bettencourt - Clevelandtown Road, Edgartown, Mass.

Mr. Joe Bettencourt - Clevelandtown Road, Edgartown, Mass. \*

Mrs. Laura Blackwell - 3021 N.W. 91 St., Miami, Fla.

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Mr. Richard Brown - Katama Road, Edgartown, Mass.

Mrs. S. Read Chatterton - South Water Street, Edgartown, Mass.

Mr. Thomas Chirgwin - N. Water St. , Edgartown, Mass.

Mr. and Mrs. Joseph Conkling, Pease Point Way, Edgartown, Mass.

Mr. and Mrs. Frank Duarte - Main Street, Edgartown, Mass.

Mr. Phil Dube - High Street, Edgartown, Mass.

Mrs. Mary Engelhard - 8080 N.E. 2nd Ave., Miami, Fla.

Mr. Wallace Engelhard - 8080 N.E. 2 Ave., Miami, Fla.

Mr. Manuel De Frates - Main Street, Edgartown, Mass.\*

Mrs. Estella Galley - Edgartown, Mass.

Mr. James Geddis, Jr. - Fort Lauderdale, Fla.

Mr. and Mrs. James B. Geddis, Sr. - State Road, Edgartown, Mass.

Mr. Edwin B. Gentle, Jr. - School Street, Edgartown, Mass.

Mr. Stephen C. Gentle - N. Water Street, Edgartown, Mass.

Mr. Kenneth Grant and Mr. Ralph Grant, Katama Rd., Edgartown, Mass.

Mr. Nelson Guthrie - 4520 S.W. 116 Ave. Miami, Fla.

Mr. Bob Harris, Jr. - 1070 N.W. 108 St., Miami, Fla.

Mr. Henry Beetle Hough - Vineyard Gazette, Edgartown, Mass.

Mr. E. Gale Huntington - Vineyard Haven, Mass.

Mr. Milton Jeffers - Pine Street, Edgartown, Mass.

Mr. Malcolm Keniston - Main Street, Edgartown, Mass.

Mr. James Klingensmith - Katama Road, Edgartown, Mass.  
Deceased- \*

Mr. Robert Litchfield - Katama Road, Edgartown, Mass.  
Mrs. Grace Luce, mother of Amy Geddis, State Rd., Edgartown, Mass.\*  
Mr. Dave Mc Bride - Sheriff of Dukes County, Edgartown, Mass.\*  
Mr. Arthur Metell and Son - Katama Road, Edgartown, Mass.  
Mr. Roy Meekins - Oliver Street, Edgartown, Mass.  
Mr. David P. Morgan, Trains Magazine, 1027 N. 7 St., Milwaukee, Wisc.  
Mr. Robert Morgan - Mercier Way, Edgartown, Mass.  
Mrs. Margaret O'Neil - State Road, Edgartown, Mass.  
Mr. Walter Nichols - 498 S.W. 19 Ave., Miami, Florida  
Mr. Philip Jeffrey Norton - Dukes Co. Courthouse, Edgartown, Mass.  
Mr. Sam Osborne - S. Water St., Edgartown, Mass. \*  
Mr. Manuel Santos - State Road, Edgartown, Mass.  
Miss. Dorothy R. Scoville Lighthouse Rd. , Gay Head, Mass.  
Mr. George Silva - S. Water St., Edgartown, Mass.  
Mr. Charles M. Smith - 53 Cobblestone Drive, Paoli, Penna.  
Mr. Elisha Smith - Daggett Ave., Vineyard Haven, Mass.  
Mr. Otto Van Koppenhagen - Pine Street, Edgartown, Mass.  
Mr. Herman Vincent - Katama Road, Edgartown, Mass.  
Mr. Robert W. Stokes - Clevelandtown Road, Edgartown, Mass.  
Mrs. Mary Willey and Mr. Nathan Willey - Edgartown, Mass.  
Deceased \*



## PREFACE

New book traces path of Vineyard railroad

By John H. Ackerman

Sunday Editor

Standard-Times, New Bedford, Mass.

"As American railroads go to hell and Amtrak, the notion of a real railroad on Martha's Vineyard seems unbelievable.

"A railroad, on that green island?

"Why? and when and how?

"The why is simple enough: A narrow-gauge railroad was built to link the steamboat wharves of Oak Bluffs with Edgartown and Katama Beach. When it was first put through in the 1870s, it was heralded as something that would save Edgartown from total oblivion. The then editor of the Vineyard Gazette gloomily predicted Edgartown's population would be limited to bats and rats if the railroad was not built to succour the flagging town.

"The railroad was built. From 1874 to 1896, it operated. Like most summer-only ventures that must be kept intact and operable over a long idle winter, the railroad did not flourish. In 1896, a surprisingly early date considering the auto, the worst enemy of the passenger train, was still in its infancy, the Vineyard railroad quit.

"Over the long years since, virtually all traces of the little railroad have vanished. Changes in land use, new roads, more houses, more people have all combined to erase the line's path.

"But not completely. Walter Blackwell of Miami, Florida, undertook to trace the course of the railroad from Oak Bluffs to Katama in 1969. He has set forth his findings in a well-illustrated (maps and photos) booklet titled "Tracing the Route of the Martha's Vineyard Railroad, 1874-1896." Book may be ordered from Mr. Blackwell at his home address; write to Walter Blackwell, 3021 N.W. 91 Street, Miami, Florida." (The price for this Second Edition is \$2.50 and includes the postage.)

"A long list of persons, some now dead, are thanked in the Acknowledgements in the book. Mr. Blackwell sets forth his

archeological techniques - involving hunts for embankments and cuts, talks to people who remembered, or whose fathers did, hunts for spikes or ties, the archives of the Gazette and the Dukes County Historical Society and the like.

"From this, Mr. Blackwell has prepared a nicely-detailed map in three parts, one part per page, complemented by a text that describes details along the right-of-way and concludes with a number of well-produced photos of the railroad.

"For lovers of the Vineyard, for railroad buffs, for those who enjoy such publications as Yankee and the books of Henry Beetle Hough and kindred spirits about New England, this will be an entertaining glimpse of some nearly-forgotten history."

The above book review appeared in the Sunday Standard-Times of New Bedford, Mass. dated July 23, 1972. I wish to thank Mr. Ackerman and his paper for the use of this article. His review is especially valued by me for capturing the spirit of the project and his historical background improves the booklet.

Walter Blackwell

## FACTS ABOUT THE MARTHA'S VINEYARD RAILROAD

or When, Where, What, Why, and Who?

When? The railroad was in operation from 1874 to 1896.

Where? The railroad ran from the Oak Bluffs Wharf along the seashore to Edgartown - to Mattakeeset Lodge and South Beach in Katama.

What was the railroad like? The railroad was a single track narrow gauge railroad nine miles long. The rolling stock consisted of one locomotive, two or three passenger cars, and a baggage car. I read of no accidents; there was, after all, only one engine and only two or three roads for the train to cross. The track was narrow gauge, having three feet between the rails - whereas today's track is usually standard gauge, being four feet eight and one half inches between the rails. The weight of the rail was 30 lbs. per yard and its height about three and a half inches with the same width(base). There were 4 places a person could board the train - at the Oak Bluffs Wharf, Edgartown R.R. Depot, Mattakeeset Lodge, and South Beach. A round trip from Oak Bluffs Wharf to South Beach and back, including one meal, cost \$1.00. The engine could be turned around at the turnabouts at Oak Bluffs Wharf and in Katama, or on the turntable near the Edgartown Depot. The locomotive, built by H.K.Porter Co., Pittsburg, Pa. - called (known as) the ACTIVE, the EDGARTOWN, and the SOUTH BEACH - had its own Engine House near the Edgartown Depot - 350 feet to the north.

Why was the railroad built? It was built to take summer tourists from Oak Bluffs to the clambakes, dances, and other affairs in Katama. It also stimulated business in Edgartown.

Who was the railroad's chief creditor through all its years?

The Old Colony Railroad !



METHOD FOLLOWED TO DETERMINE THE ROUTE OF THE  
MARTHA'S VINEYARD RAILROAD

I. Find physical evidence of the route

- A. Look for railroad embankments. These raised the roadbed in low spots, making the roadbed level and firm.

Cross sectional contours looked like this:



Scenic Lane near Pine St.  
See photo pg.27 & map pg.12



On Phil Norton's property  
See photo pg.31 & PN-pg.12



In Mr. Van Koppenhagen's  
yard See V, map pg. 12  
Also same contour occurs  
where railroad crosses  
golf course (See ④, on pg.12)



Katama Shores property  
See picture top of pg. 34  
and symbol S on map, pg. 16

Look for railroad embankments under lines of bushes and trees when everything else around it is an open field or houses. The line of bushes and trees, covering an undeveloped area, are easily seen - even from a distance. See the picture on top of page 31. Less easily seen are embankments, well hidden, in larger undeveloped wooded areas as on the Mary Willey property. See W on map, pg. 12 and the picture at bottom of pg. 30.

- B. Look for railroad cuts through elevated spots (hills).

The only cut I found is 75 ft. east of the Edgartown Golf Course Clubhouse. Had this been a wagon road one hundred years ago it would have gone over the hill or around it, but since a railroad needs a level roadbed the cut was made. A picture of this appears on the bottom of pg. 26. It is now a private road used by people living north of the golf course. When the train passed this way many years ago hardly a house was in that part of Edgartown. See also the map, pg. 12 where CH stands for Clubhouse.



- II. Secure information from people who remember -
- A. Where the railroad ran because they actually saw it.
  - B. Finding spikes or railroad ties, indicating the route of the railroad. Ralph and Kenneth Grant found spikes on the western boundary of their dirt pit and Manuel De Frates found railroad ties on his property.
  - C. Where the railroad ran as a matter of common knowledge. Many people know it ran along the shore from Oak Bluffs to Edgartown, that it ran back of Pine Street, and that it ran along the western boundary of the cemetery between Cooke Street and Robinson Road. See the maps on pages 10 and 12.
- III. Project the probable route of the railroad into the unknown by connecting the known locations of the route on a map. The greater the distance between known locations the greater the margin of error. By finding relics or signs of the roadbed we can determine more exactly the route of the railroad. This needs to be done in south Edgartown as very little of a concrete nature, above the ground, can be found in Katama, where the railroad is concerned. Finding ballast under the topsoil should not be difficult if it is there and if it's undisturbed. A metal detector may be used to find metal objects such as spikes, nuts, bolts, etc. indicating the past presence of the railroad. Perhaps a telegraph or telephone line ran next to the right of way and wire may be found above or under the ground or even the telegraph-telephone pole. On the top of pg. 25 is proof such a line existed at least on part of the route. In wandering over unmown fields we can feel the rise and fall of the ground under our feet. Even in high weeds & grass the contour of the ground may be that of the roadbed we're searching for. Remember to use common sense in the matter of trespassing.
- IV. Use of materials and pictures owned by Mrs. Joseph Conkling, The Vineyard Gazette, Dukes County Historical Society, and books in Bibliography have been most helpful in this work.

## LOOKING FOR RELICS OF THE RAILROAD

Looking for relics of the railroad can be fun, but we wish to make the following comments on things to remember, know, and do:

I. Remember that in trespassing on people's property the closer one gets to a home the greater the reaction. Strangers poking around backyards make home owners nervous. Seek out more deserted areas to look or better yet get permission to look.

II. Success in finding something will be a result of knowing where to look, what to look for, and how to find it.

A. Look on or near the roadbed of the railroad

B. Look for things that can be found, in this case, ballast ( if it's present), metal objects such as spikes, and possibly a piece of the rail.

C. How to find things will be considered under III, IV, and V.

III. Ballast is, by definition, crushed rock or gravel placed between and below the ties of a railroad used to give stability and firmness to the roadbed. Cinders may be used. Ballast may be identified as being found on the roadbed, as small stones of somewhat similar size and appearance, irregular shape, frequently not native to the locality. Finding a layer of these stones on the surface of the ground, under the topsoil, or mixed with it will help place the exact site of the railroad where now uncertainty exists. Ballast, if present, should be easy to find.

IV. Metal objects such as spikes will require digging for them and for best results the use of a metal detector. The spikes are about  $4\frac{1}{2}$  to  $4\frac{3}{4}$  inches long. Samples may be seen at the Dukes County Historical Society in Edgartown.

V. Rail of the Martha's Vineyard Railroad is not easy to find or acquire. Some pieces of rail may be found in Edgartown, but they are already owned or in someone's possession. If a piece of rail is seen or found, how could one decide whether or not it came from the railroad?

The following factors may be considered:

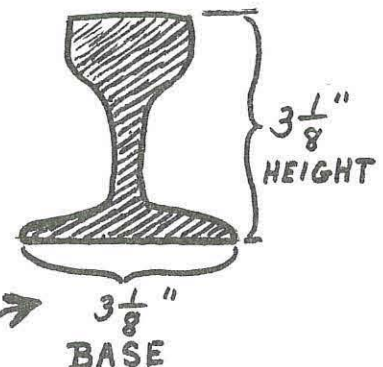
A. The official weight of rail of the Martha's Vineyard Railroad was 30 lbs. per yard.

B. The 30 lb. rail measured  $3\frac{1}{8}$  " high and  $3\frac{1}{8}$  " across the base, easily measured with a ruler.

C. Was rail near the right of way or on it when found?

D. Is there a stamp on the rail such as 30 lbs. and/or Old Colony, or Old Colony R.R.? The Old Colony Railroad as creditor or owner of the railroad may have supplied some of the rail.

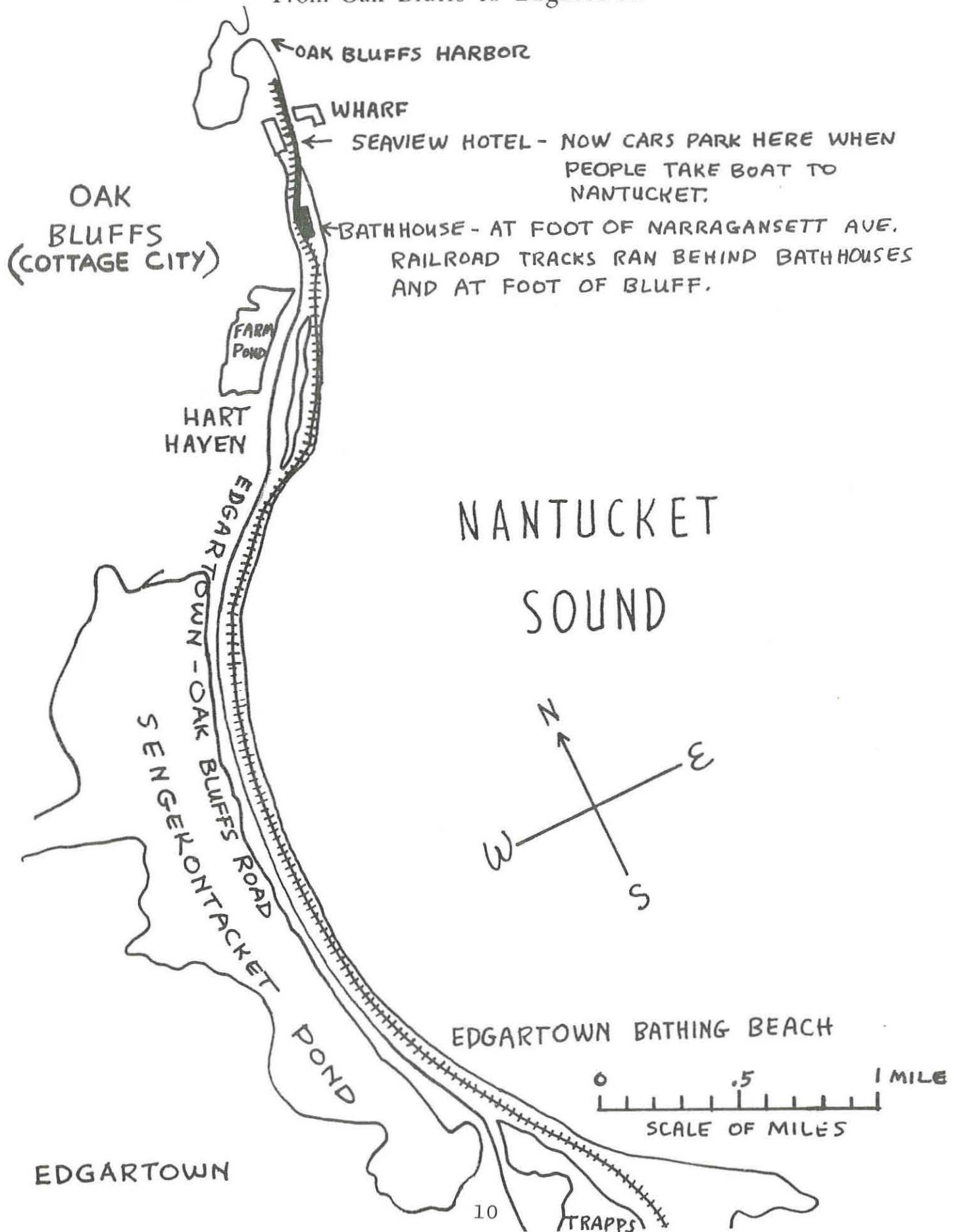
E. What does owner of the rail know about history of rail.





# ROUTE OF MARTHA'S VINEYARD RAILROAD

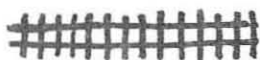
From Oak Bluffs to Edgartown



## MAP SYMBOLS USED FOR TRACK

### Meanings and Comments

The crossbarred line or lines show the route of the Martha's Vineyard Railroad



A railroad cut or embankment is here, still clearly visible to the eye.

---



A single, very heavy line, crossbarred, indicates the railroad ran here - even though no embankment or cut is seen. Proof consists in the finding of spikes, ties, pictures, and the memory of those who plowed the field, bulldozed the field, or facts remembered by the old timers still with us.

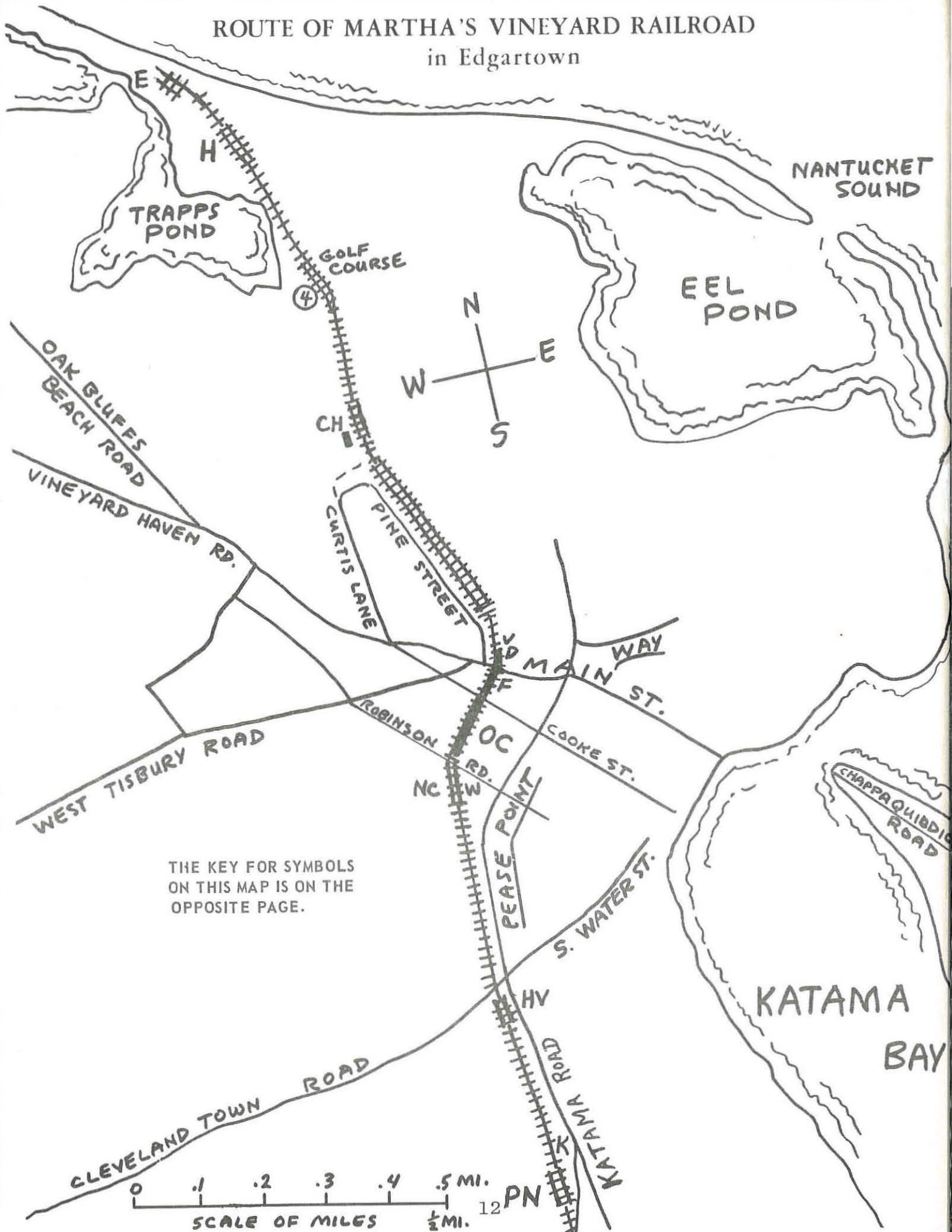
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A single line, not so heavy, indicates a projection of the route of the railroad. It is drawn between two known locations. The longer the projected line is the greater the margin of error.



ROUTE OF MARTHA'S VINEYARD RAILROAD  
in Edgartown



# MAP SYMBOLS ON OPPOSITE PAGE EXPLAINED HERE

- See picture bottom pg. 25
- E There is an embankment at this spot crossing a low area of ground. The dirt road which is seen in the picture at bottom of pg. 25 probably runs on top of the roadbed of railroad. If spikes or ballast are found along here we will know the track turned inland from Nantucket Sound at this place. Note the house on the hill in the distance in the picture above mentioned.
- H Prominent house on the hill, north of Trapp's Pond, is easily seen from Beach Road as one leaves Edgartown and also easily seen from the Edgartown Bathing Beach. The railroad ran close to the north side of this location. The railroad ran close to Trapp's Pond.
- See picture top of pg. 26
- ④ A very low embankment or roadbed with a cross section like this                      crosses the Edgartown Golf Course about 100 feet north of the 4th hole. It may be seen in picture at top of pg. 26 crossing the golf course from HERE to THERE. The level (horizontal) slightly curved roadbed is interrupted by a sand trap near the dirt road it runs into.
- See pictures bottom pg. 26.
- CH Clubhouse of Edgartown Golf Club. About 75 feet east of the clubhouse is the old railroad cut where train ran 75 - 100 years ago, now a private dirt road. See picture, at bottom of page 26.
- See pg. 27.
- Railroad track near Pine Street. See picture on page 27.
- V Otto Van Koppenhagen's property, next to Depot Service Station on Pine Street. Here, on a slight elevation, about 50 ft. from Pine St., may be seen probable location of track yaers ago. Mr. Van Koppenhagen donated three railroad spikes to the Dukes County Historical Society.
- See pictures pgs. 28 & 29.
- D The Depot Service Station and Otto Van Koppenhagen's property are actually on site of the Edgartown Railroad Depot as shown in pictures on pgs. 28 and 29. Note the engine house in picture, page 28.
- F Manuel De Frates, across Main St. from the Depot Service Station, found a railroad tie (or ties) years ago while planting a hedge next to his driveway.
- See picture top of pg. 30
- OC Old Cemetery I call this the old cemetery because the one across Robinson Road is a new cemetery. It's common knowledge that the railroad ran close to the western boundary of the cemetery from Cooke St. To Robinson Road. See the picture on top of page 30.

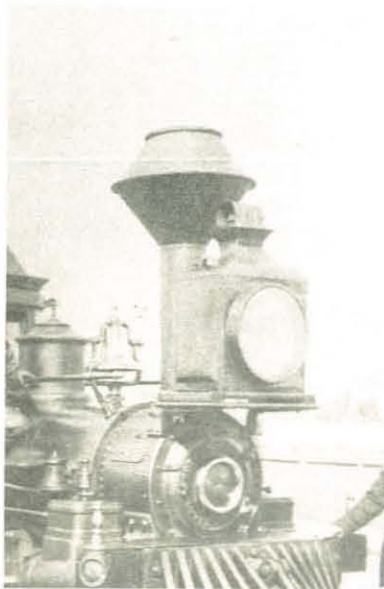
## REMINDERS OF THE PAST



THIS STONED UP WELL, ON PREMISES OF THE DEPOT SERVICE STATION AT CORNER OF MAIN AND PINE STREETS, IS BELIEVED TO BE A RELIC OF THE EDGARTOWN RAILROAD STATION. (SEE SYMBOL D ON MAP, PG. 12 AND PICTURES ON PAGES 28 AND 29.)  
PHOTO BY WALTER BLACKWELL - 1969



THE SOUTH WING OF MATTAKEESET LODGE IN THIS PICTURE, IS NOW PART OF THE HARBOR VIEW HOTEL ON NORTH WATER STREET IN EDGARTOWN. (SEE SYMBOL ML ON MAP, PG. 16 AND PICTURES, PG. 33.)  
PHOTO BY WALTER BLACKWELL - 1969



SEE THE HEADLIGHT OF THE ACTIVE, THE MARTHA'S VINEYARD RAILROAD LOCOMOTIVE, NOW ON DISPLAY AT THE DUKES COUNTY HISTORICAL SOCIETY MUSEUM AT THE CORNER OF SCHOOL AND COOKE STREETS IN EDGARTOWN, MASS.

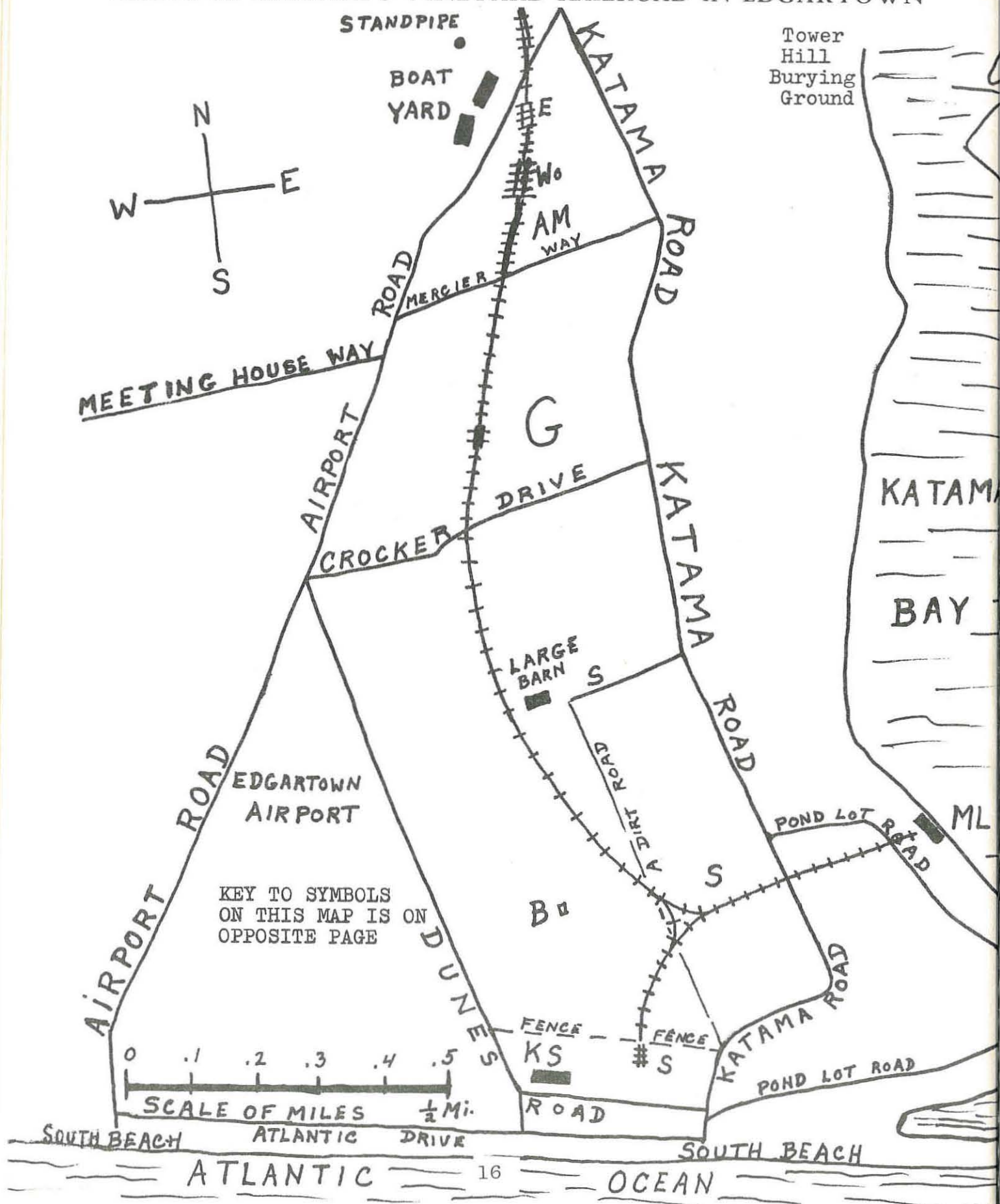


(continued from page 13)

- NC     New Cemetery. The railroad veered to the left, crossed  
See     W     Robinson Road, and a very fine railroad embankment is  
picture     on the western edge of Mary Willey's property - just  
bottom     across the fence marking the eastern boundary of the  
pg. 30     New Cemetery. This embankment is hidden by trees and  
           bushes and not readily noticed. See the picture on  
           the bottom of page 30.
- HV     Herman Vincent's property. The railroad crossed the  
           rear of his property, just east of the fence. This spot  
           is about 200 feet west of Katama Road and 200 feet south  
           of Clevelandtown Road. A slight elevation indicates  
           location of roadbed. Mr. Vincent showed us the spot.
- See     A line of bushes and small trees are growing on the  
picture     roadbed or embankment of the railroad, easily seen from  
top of     Katama Road between Herman Vincent's place and James  
pg. 31     Klingensmith's house, on the map between HV and K.  
           These bushes and trees may be considered a clue in look-  
           ing for roadbeds and embankments. In this case, the  
           growth is mostly noticed near Mr. Klingensmith's house.  
           See the picture, taken from near Mr. Vincent's house  
           looking southward. It is on top of page 31.
- K     Mr. James Klingensmith's property. The railroad ran thru  
           spot where house now stands about 200 feet west of  
           Katama Road, near where the Airport Road begins. The  
           embankment is still evident under the line of bushes and  
           trees running north of the house. Also the embankment  
           continues southward from the dirt road which leads up  
           toward the Standpipe.
- PN     Phil Norton's property. About 200 feet from the fork in  
See     the road and 150 feet from the Airport Road is the most  
picture     easily seen railroad embankment in Edgartown. It is con-  
bottom     spicuous, high, not covered by trees or bushes. A cross  
pg. 31     sectional contour of this embankment is shown on the top  
           of page seven. See also picture, bottom page 31.



# ROUTE OF MARTHA'S VINEYARD RAILROAD IN EDGARTOWN



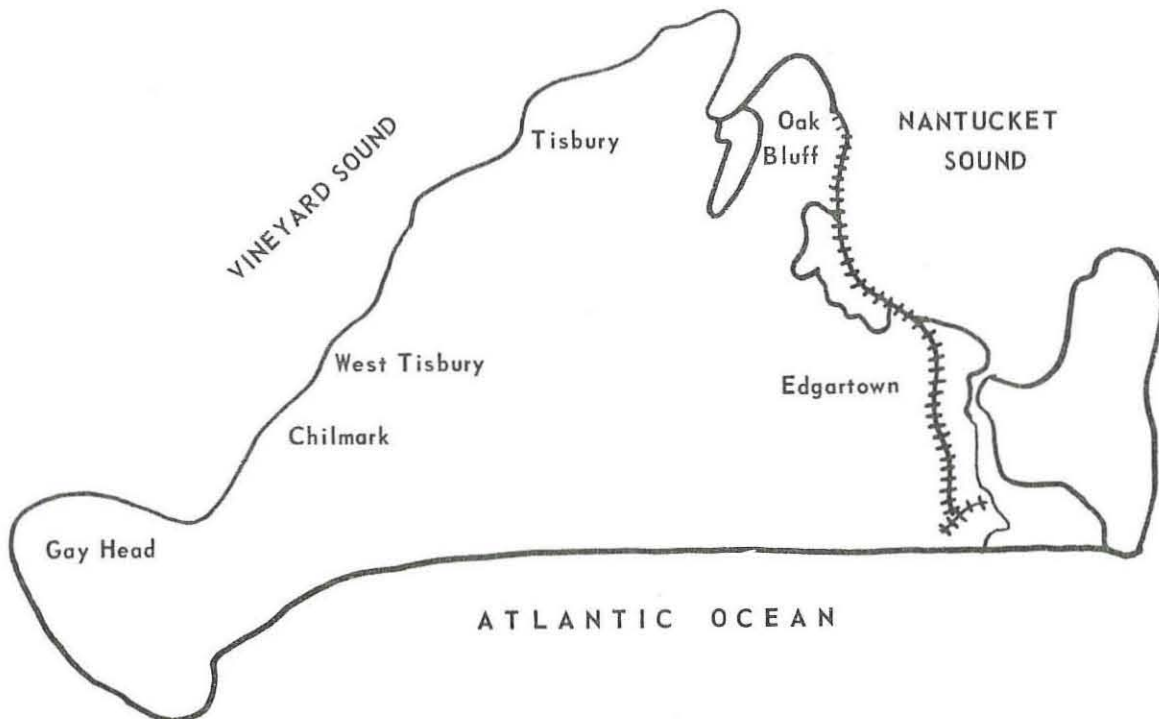
# MAP SYMBOLS ON OPPOSITE PAGE EXPLAINED HERE

- E Embankment or roadbed An embankment or roadbed may be clearly seen across the road from the more northerly driveway of Norton's Boatyard on the Airport Road. The track of the Martha's Vineyard Railroad crossed the Airport Road diagonally, north and south, between the New England Telephone and Telegraph Company poles # 20 and 21. The name of the company may be abbreviated as N.E.T.&T. Co. on the poles.
- Wo Woods southeast of Phil Norton's Boatyard An embankment is easily seen in the woods, about 150 to 250 feet east of the Airport Road.
- AM Arthur Metell's property. Mr. Metell pointed out where the railroad crossed his property. It's no longer visible. The track crossed Mercier Way approximately  $\frac{1}{4}$  mile west of Katama Road or  $\frac{1}{8}$  mile east of Airport Road. In other words the track crossed Mercier Way about one third the distance from Airport Road to Katama Road.
- G Grant Bros. Construction Co. Dirt Pit. Ralph and Kenneth See Grant found railroad spikes along the western edge of the Photo pit. This fact with aerial photos of Stephen Gentle suggest top, pg. 32 the railroad touched the northwestern part of the Grant Brothers' Dirt Pit.
- S Elisha Smith. According to Mr. Smith the railroad ran about 150 feet west of the large barn, but a faint line on Steve Gentle's aerial photo suggests the track may have veered a little farther west than indicated by Mr. Smith. I have somewhat compromised the two views. Mr. Smith also showed me the place where the train could turn around. It is called a wye and looks like this ~~xxx~~ on the map on pg. 16. Since Mr. Smith has lived and worked in Katama for many years, bulldozing and plowing the fields where the roadbed once was found, he should know the facts. Photo bottom pg. 32
- KS Katama Shores property - between the Dunes Road and the northern boundary of the property, where a fence is found. The embankment is near the fence. I, the author, walked 250 steps from Northeast corner of the Katama Shores Motor Inn property from close to Katama Road to point where the roadbed of the Martha's Vineyard Railroad enters the Katama Shore's property. It is about 480 feet from Katama Road. See cross-section of roadbed-top, pg. 7 Photo top pg. 34
- ML Site of Mattakeeset Lodge, also called Katama Lodge Photos → page 14, also page 33.
- B White Blockhouse is a point of reference which helps project route of railroad.
- Photo bottom pg. 34 South Beach - the end of the line for the little railroad, was famous for its clam bakes in the old days. Thousands came.

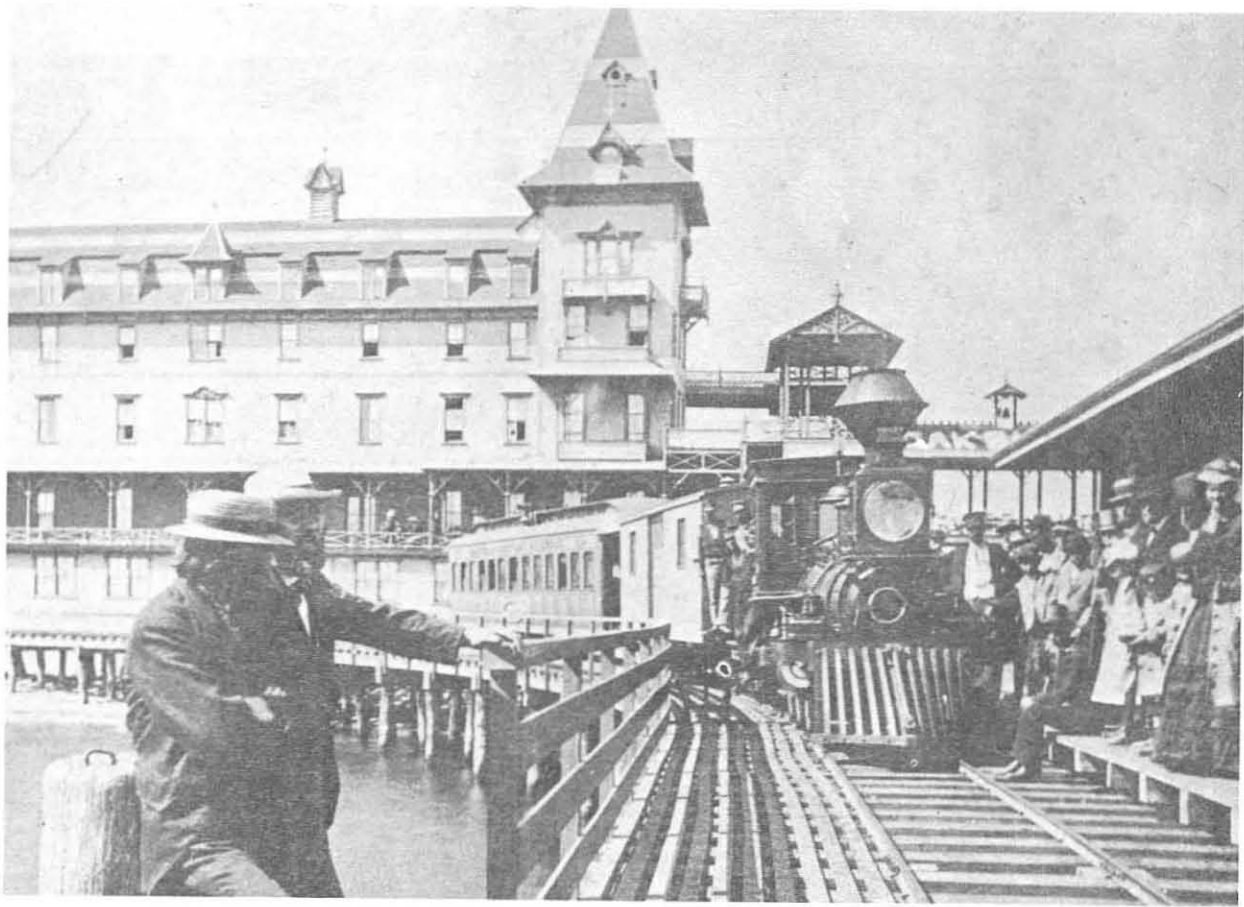


## MAP OF MARTHA'S VINEYARD

SHOWING  
APPROXIMATE ROUTE OF THE MARTHA'S VINEYARD RAILROAD



The Martha's Vineyard Railroad ran where crossbarred line is drawn. It was in business from 1874 to 1896.



THE SEA VIEW HOTEL AND TRAIN ON OAK BLUFFS WHARF — SEE MAP PAGE 10 — PHOTOGRAPHER UNKNOWN



SITE OF SEAVIEW HOTEL, NOW A PARKING LOT, WHERE PEOPLE WAIT FOR STEAMERS FROM WOODS HOLE OR NANTUCKET — SEE MAP PAGE 10 — PHOTO TAKEN BY WALTER BLACKWELL — 1969





THIS CIVIL WAR STATUE, NEAR THE SITE OF THE SEAVIEW HOTEL, IN OAK BLUFFS, IS THE ONLY ONE I'VE HEARD OF THAT'S DEDICATED TO THE SOLDIERS ON BOTH SIDES IN THE CIVIL WAR. THE GINGERBREAD TYPE HOUSES ON OCEAN AVENUE IN THE BACKGROUND ARE TYPICAL OF OAK BLUFFS.

THERE ARE TWO TABLETS ON OPPOSITE SIDES OF THE STATUE.

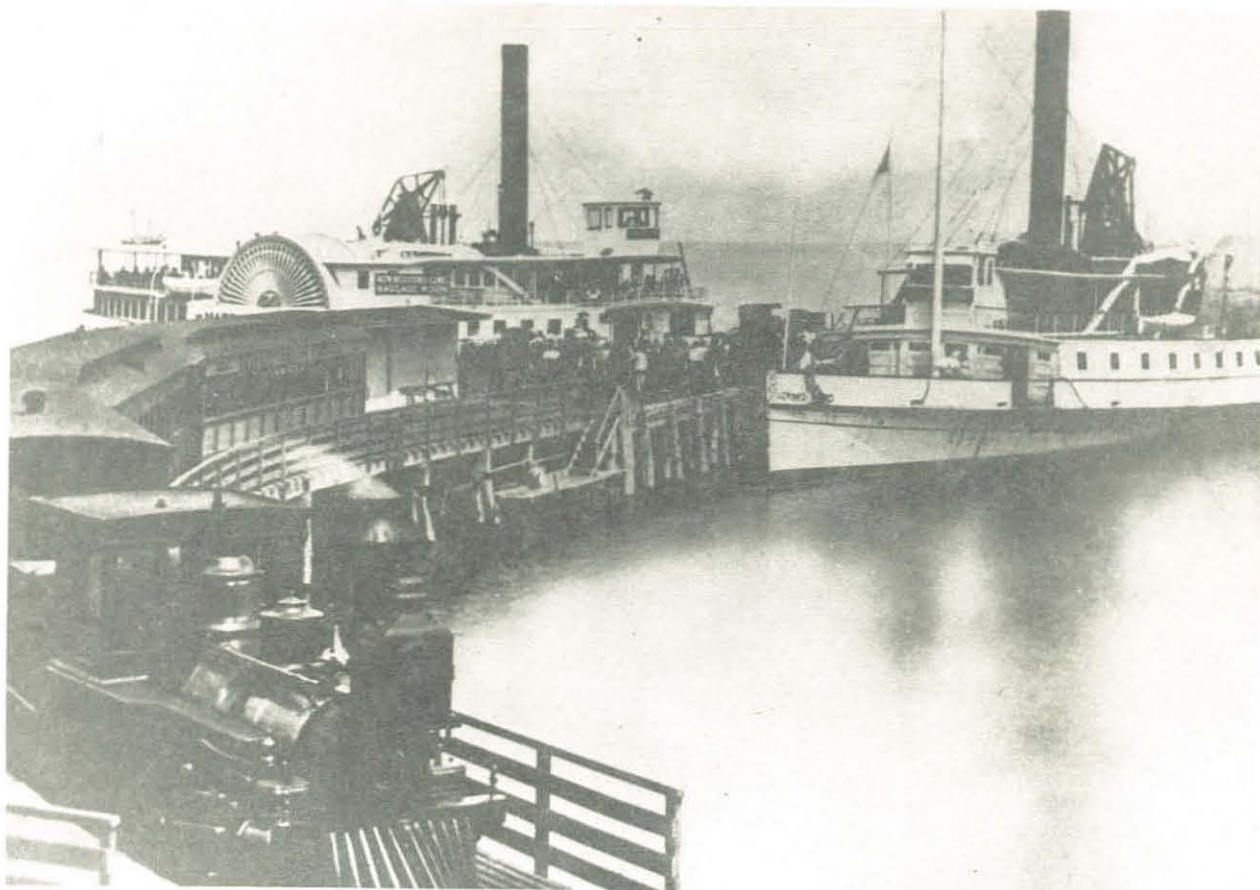
ON ONE TABLET WE READ:

ERECTED IN HONOR  
OF THE GRAND ARMY OF  
THE REPUBLIC BY  
CHARLES STRAHAN  
CO. B 21ST VIRGINIA  
REGIMENT

ON THE OTHER TABLET WE READ:

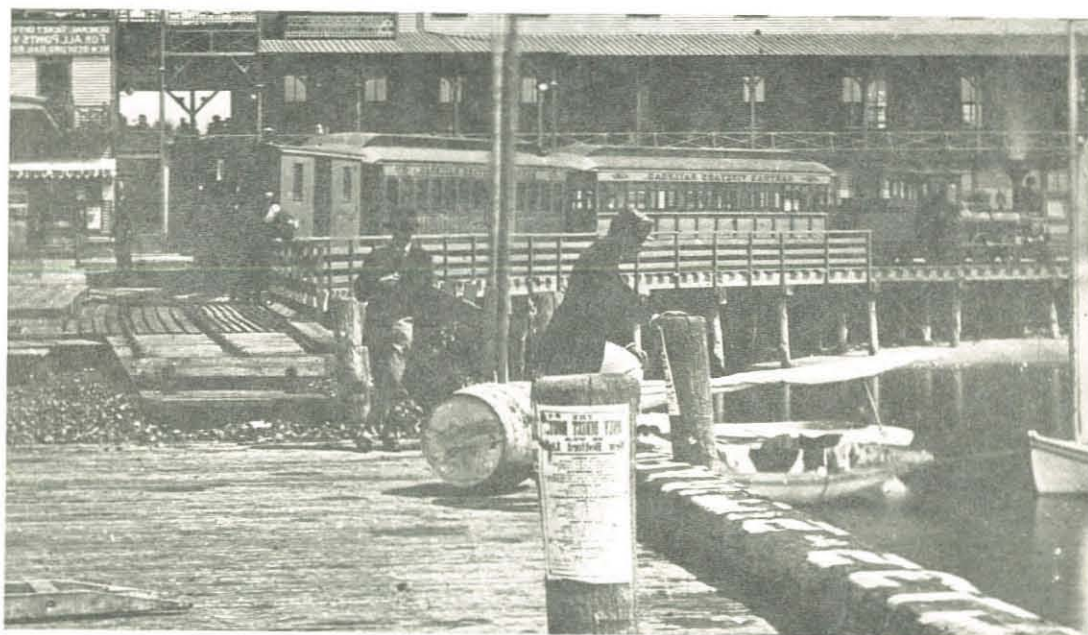
THE CHASM IS CLOSED  
IN MEMORY OF THE  
RESTORED UNION  
THIS TABLET IS DEDICATED  
BY UNION VETERANS  
OF THE CIVIL WAR AND  
PATRIOTIC CITIZENS OF  
MARTHA'S VINEYARD IN  
HONOR OF THE  
CONFEDERATE SOLDIERS

PHOTO TAKEN BY WALTER BLACKWELL - 1969



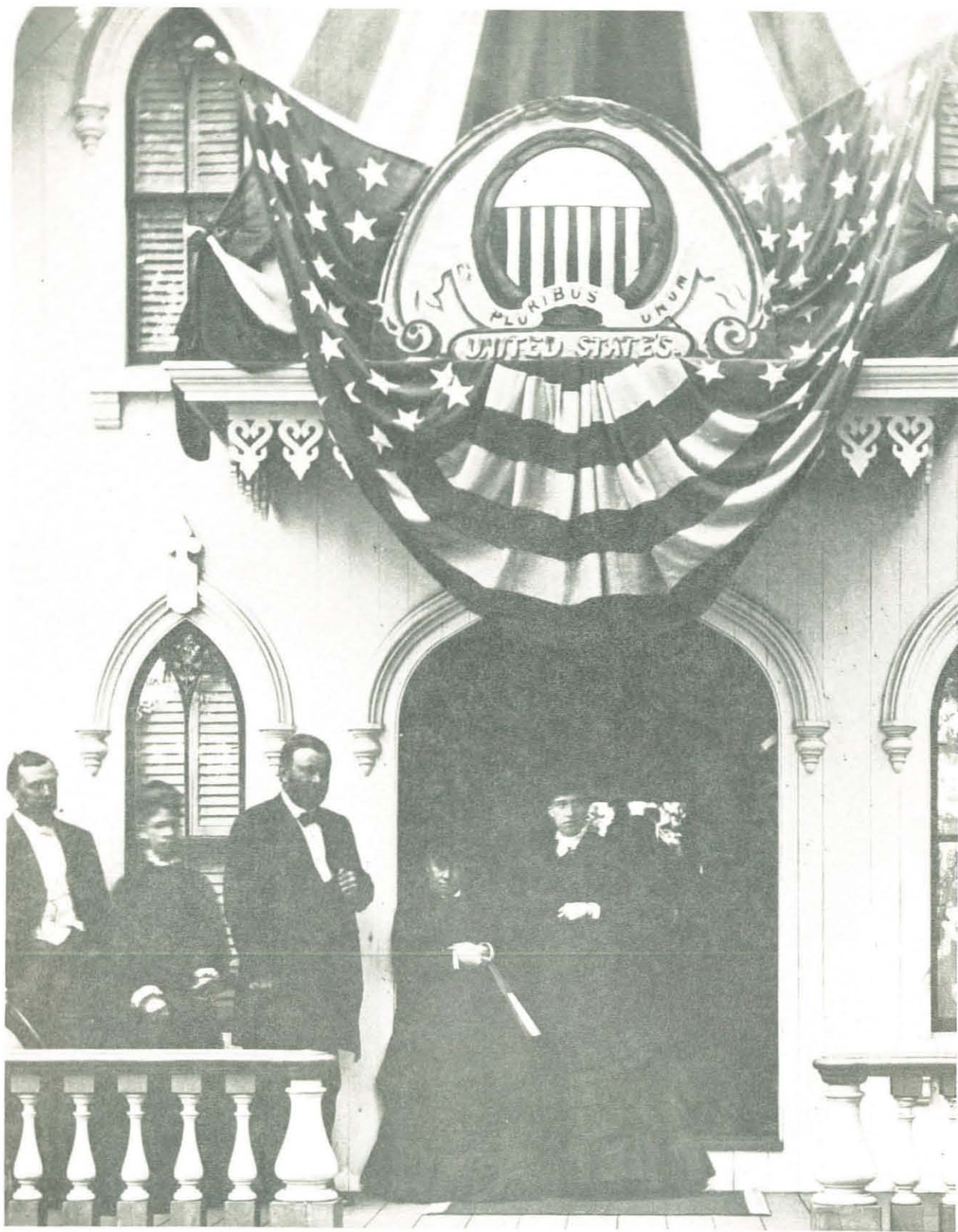
TRAIN AND STEAMERS AT OAK BLUFFS WHARF ABOUT 1885. SEE MAP PAGE 10.

PHOTO COURTESY OF DUKES COUNTY HISTORICAL SOCIETY.



SEAVIEW HOTEL AND WHARF WITH TRAIN SHOWING NAME OF RAILROAD, "MARTHA'S VINEYARD RAILROAD," ON THE PASSENGER CARS. PHOTO #373, COURTESY MARSHALL R. COOK STUDIO, OAK BLUFFS, MASS.





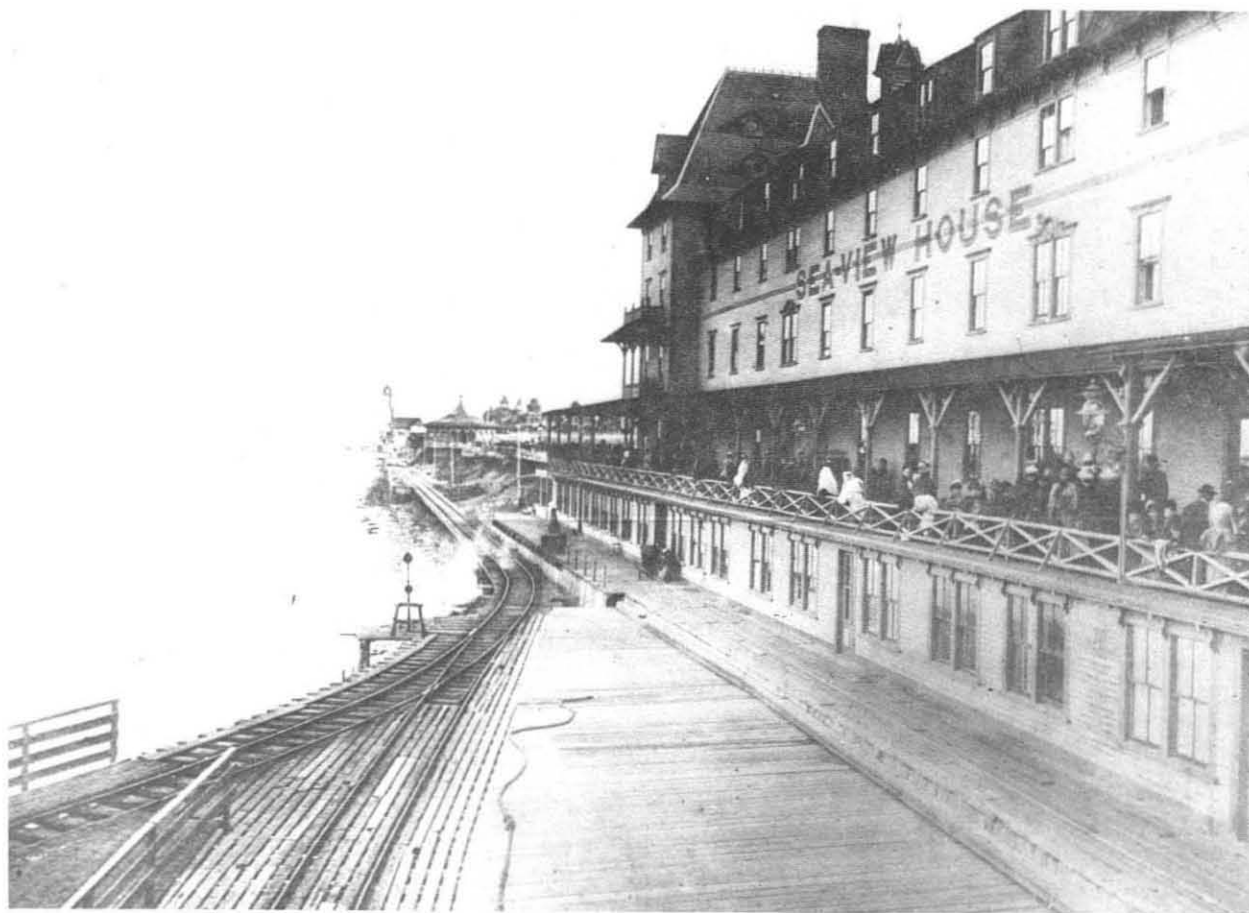
PRESIDENT GRANT AT BISHOP HAVEN'S COTTAGE IN 1874 AT 10 CLINTON AVENUE, OAK BLUFFS, MASS. PHOTO #402 BY COURTESY OF MARSHALL COOK STUDIO, OAK BLUFFS, MASS.





TURNABOUT (WYE) AT OAK BLUFFS WHARF AFTER THE FIRE BURNED DOWN THE SEAVIEW HOTEL IN SEPTEMBER 1892, OAK BLUFFS, MASS.

PHOTO BY COURTESY OF DUKES COUNTY HISTORICAL SOCIETY



SEAVIEW HOTEL (SEAVIEW HOUSE) AND RAILROAD TRACK. TALL TOWER IN DISTANCE SHOWS WHERE BATH HOUSES WERE LOCATED. SEE MAP PAGE 10.

PHOTO COURTESY OF DUKES COUNTY HISTORICAL SOCIETY.



THIS IS THE ROADBED WHERE THE TRAIN CROSSED WHAT'S NOW THE EDGARTOWN GOLF COURSE. THE ROADBED IS LEVEL AND CURVES SLIGHTLY TO THE RIGHT FROM HERE TO THERE IN THE PICTURE. SEE TOP OF PG. 7 AND SYMBOL 4 ON MAP, PG. 12 AND ON PG. 13.

PHOTO TAKEN BY WALTER BLACKWELL - 1969



RAILROAD CUT, 75 FEET EAST OF CLUBHOUSE, EDGARTOWN GOLF COURSE (SEE SYMBOL CH ON MAP, PG. 12)

PHOTO - WALTER BLACKWELL - 1969



THIS SCENIC COUNTRY LANE SHOWS WHERE TRAIN RAN CLOSE TO PINE STREET IN EDGARTOWN.  
SEE MAP PAGE 12.

PHOTO TAKEN BY WALTER BLACKWELL — 1969





TRAIN AT EDGARTOWN RAILROAD DEPOT AND ENGINE HOUSE

THIS PICTURE OF THE TRAIN AT THE EDGARTOWN RAILROAD DEPOT WAS TAKEN ABOUT 1884. THE BUILDING IN THE RIGHT BACKGROUND WAS THE ENGINE HOUSE WHERE THE LOCOMOTIVE WAS KEPT. THE TRAIN OPERATED IN 1896 FOR THE LAST TIME AND FINALLY, IN 1908, THE STATION WAS TORN DOWN BY MR. JAMES E. CHADWICK. THE OFFICE OF THE DEPOT SERVICE STATION SHOWN AT THE BOTTOM OF PAGE 29 IS LOCATED ABOUT WHERE THE OPEN WINDOW IS IN THIS PICTURE. (SEE SYMBOL D ON MAP ON PAGE 12.)

EVERYTHING ON THIS PAGE IS BY COURTESY OF MRS. JOSEPH CONKLING, FORMERLY ESTHER CHADWICK, THE DAUGHTER OF MR. JAMES CHADWICK MENTIONED ABOVE. SHE LIVES IN EDGARTOWN, MASS.



THE TRAIN AT EDGARTOWN RAILROAD DEPOT (SEE SYMBOL D ON MAP PAGE 12 AND ITEM D ON PAGE 13.  
PHOTO COURTESY OF DUKES COUNTY HISTORICAL SOCIETY.



DEPOT SERVICE STATION, EDGARTOWN, MASS. (SEE SYMBOL D  
ON MAP, PG. 12.) PHOTO TAKEN BY WALTER BLACKWELL - 1969.



WESTERN BOUNDARY OF OLD CEMETERY, SITE OF THE RAILROAD BETWEEN COOKE ST.  
AND ROBINSON ROAD. SEE SYMBOL OC ON MAP, PAGE 12.

PHOTO TAKEN BY WALTER BLACKWELL - 1969.



THE RAILROAD RAN ON AN EMBANKMENT WHERE TREES NOW GROW, SHOWN BY ARROW,  
TEN FEET FROM EASTERN BOUNDARY OF THE NEW CEMETERY. SEE SYMBOLS NC AND  
W ON MAP, PG. 12.

PHOTO TAKEN BY WALTER BLACKWELL - 1969 -





THE LINE OF BUSHES AND TREES IN THIS PICTURE COVERS A RAILROAD EMBANKMENT ABOUT 200 FT. WEST OF KATAMA ROAD FROM NEAR HERMAN VINCENT'S PROPERTY TO THE HOUSE OF JAMES KLINGENSMITH - UNDER THE ARROW IN THE PICTURE. (SEE SYMBOLS HV AND K ON MAP, PAGE 12.) PHOTO TAKEN BY WALTER BLACKWELL - 1969.

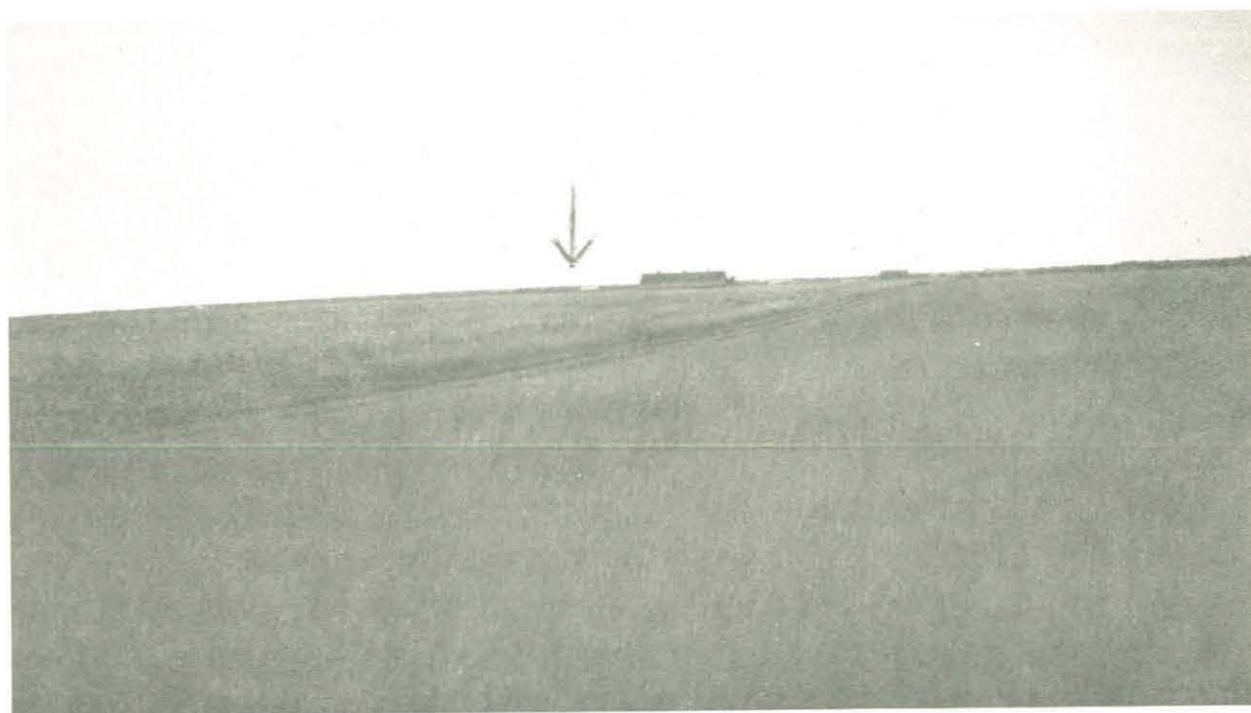


RAILROAD EMBANKMENT ON PHIL NORTON'S PROPERTY (SEE SYMBOL PN ON MAP PAGE 12 AND ITEM PN ON PAGE 15) PHOTO TAKEN BY WALTER BLACKWELL - 1969



HERE, ON THE WESTERN EDGE OF GRANT BROTHERS' DIRT PIT AND SOUTHWARD, WE SEE THE ROUTE THE TRAIN TOOK TO MATTAKEESET LODGE AND SOUTH BEACH.  
(SEE SYMBOL G ON MAP, PG. 16 AND ITEM G ON PG. 17)

PHOTO TAKEN BY WALTER BLACKWELL - 1969



HERE, ON THE SITE OF THE TURNABOUT (WYE), THE TRAIN COULD GO SOUTH TO SOUTH BEACH, EAST TO MATTAKEESET LODGE, OR NORTHWARD TO OAK BLUFFS. THIS PICTURE SHOWS ROUTE TO NORTHWARD ACROSS THE GREAT PLAIN IN KATAMA WHERE TRAIN PASSED TO LEFT OF WHERE LARGE BARN IS SEEN IN PICTURE.  
(SEE SYMBOL S ON MAP, PG. 16 - NEAR THE WYE.)

PHOTO TAKEN BY WALTER BLACKWELL IN 1969.



MATTAKEESET LODGE, A TERMINUS OF THE RAILROAD, AND TRAIN IN EDGARTOWN (SEE SYMBOL ML ON MAP PAGE 16)  
 PHOTO COURTESY OF DUKES COUNTY HISTORICAL SOCIETY.



SITE OF FORMER MATTAKEESET LODGE, NOW HOME OF RICHARD BANDLER ON POND LOT ROAD (SEE SYMBOL ML ON MAP, PAGE 16.) PHOTO TAKEN BY WALTER BLACKWELL — 1969





THIS CROSS SECTIONAL VIEW OF THE ROADBED PROVES THE MARTHA'S VINEYARD RAILROAD RAN ON WHAT'S NOW THE KATAMA SHORES PROPERTY. THIS ROADBED IS ABOUT 460 FEET WEST OF KATAMA ROAD AND RUNS NORTHWARD ABOUT 90 FEET TO THE BOUNDARY FENCE WHERE THE TREES ARE SEEN IN THIS PICTURE. (SEE TOP OF PG. 7 AND SYMBOLS KS AND S ON BOTTOM OF MAP ON PG. 16.)

PHOTO BY WALTER BLACKWELL - 1969



SCENE AMONG THE SAND DUNES ON SOUTH BEACH, EDGARTOWN, MASS.

PHOTO TAKEN BY WALTER BLACKWELL - 1969

## BIBLIOGRAPHY

My sources of information in the preparation of this booklet have been the following:

Dukes County Intelligencer, the Nov. 1971 issue of the quarterly published by the Dukes County Historical Society, Edgartown, Mass. See the article titled "Martha's Vineyard, 1890-Photographs" by Alexander M. Orr.

Martha's Vineyard-Summer Resort, 1835-1935  
by Henry Beetle Hough

Martha's Vineyard-A Short History and Guide-Eleanor R. Mayhew, Editor Used book for only one reference, namely the stoned-up well on premises of Edgartown R.R. Depot. See page 142.

Narrow Gauge Railways in America - by Howard Fleming

Poor's Railroad Manual - Several editions dating 1880 and after Official weight of rail of M.V.R.R. was 30 pounds to the yard according to Poor's Manual- .

Railroad Magazine, August, 1943- contained a good article, "New England's Off-Shore Narrow Gages" by H.F.Thomas about the Martha's Vineyard and Nantucket Railroads.

Technical Manual # 5-627 U.S.War Department , September, 1946 on pg. 30 under Railway Track Maintenance gives dimensions of 30 lb. rail as having a height of three and one eighth inches and three and one eighth inches for the base-my only need for this manual

Vineyard Gazette, Edgartown, Mass. Looked through the back issues of Martha's Vineyard's newspaper.

Yankees Under Steam, pub. by Yankee, Inc., Dublin, N.H. contains an article titled "Active and Dionis" by John H. Ackerman about the Martha's Vineyard and Nantucket Railroads.

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### BOOKS AVAILABLE ON THE SUBJECT OF MARTHA'S VINEYARD

Martha's Vineyard- A Short History and Guide  
by Dukes County Historical Society, Inc.  
Edgartown, Mass. Published 1956 and sold by Society

An Introduction To Martha's Vineyard by Gale Huntington  
Sold by Dukes Co. Hist. Soc., Edgartown, Mass.

Martha's Vineyard-Photographs by Alfred Eisenstaedt  
Text by Henry Beetle Hough  
Pub. Viking Press, Inc., 625 Madison Ave., New York, N.Y. 10022

