

Historic Railroad Scenes 2008 Calendar

Franklin County, Massachusetts





BARDWELL STATION, BOSTON & MAINE RAILROAD - CA 1932

This Boston and Maine Railroad Station was located just west of the Bardwell's Ferry Road railroad crossing in Shelburne, MA. The steel highway bridge over the Deerfield River - not visible - is a few hundred feet to the left. A family named Glass lived on the second floor of the station.

The B&M was a technology innovator after emerging from bankruptcy in 1924. The tracks here are controlled by a Centralized Traffic Control system operated by the train dispatcher in Greenfield. The track on the left is signaled for operations in both directions, which allowed a westbound passenger train to pass a westbound freight train going up the hill from an elevation seen here of 245 feet, to the summit at 512 feet above sea level in Buckland. As 1931 began, the B&M had more track miles under CTC than any other railroad in the world.

JANUARY 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
DECEMBER 2007 S M T W T F S 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		1	2	3	4	5
6	7	8 <i>New Year's Day</i>	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
	27 <i>Martin Luther King, Jr. Birthday</i>	28	29	30	31	
						FEBRUARY 2008 S M T W T F S 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



B & M RAILROAD STATION & FREIGHT HOUSE - SOUTH DEERFIELD - CA 1910

Pictured here is the South Deerfield B & M Railroad Station with the freight house in the background. Most railroad stations had a place to store freight before and after shipments. The telegraph office is located in the bay window. Above the window is the semaphore, a device used to send signals to the approaching train. The wagon on the right side has what appears to be empty milk cans being returned from Boston. Most milk shipments to the city went out daily and would be delivered to customers a day or two later. Note the enclosed water spout near the track in front of the brick water tank.

FEBRUARY 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JANUARY 2008</p> <p>S M T W T F S</p> <p>1 2 3 4 5</p> <p>6 7 8 9 10 11 12</p> <p>13 14 15 16 17 18 19</p> <p>20 21 22 23 24 25 26</p> <p>27 28 29 30 31</p>					1	2
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				<i>Valentine's Day</i>		
17	18	19	20	21	22	23
	<i>President's Day</i>					
24	25	26	27	28	29	<p>MARCH 2008</p> <p>S M T W T F S</p> <p>1</p> <p>2 3 4 5 6 7 8</p> <p>9 10 11 12 13 14 15</p> <p>16 17 18 19 20 21 22</p> <p>23 24 25 26 27 28 29</p> <p>30 31</p>



RAILROAD STATION, WATER TOWER AND FREIGHT HOUSES - BERNARDSTON - CA 1910

The Bernardston B & M Railroad Station was located on Depot Street. We are looking at a southbound train which probably left White River Junction (VT) early in the morning for its 4 1/2 hour trip to Springfield, Mass. This was a very busy single track and the station was open 24 hours a day. The large water tank is wood enclosed with brick to prevent freezing. The train will probably not take water here, but will stop with the baggage cars next to the milk cans which are bound for Boston. No ice needed today! These milk cans would be transferred to an eastbound train in Northampton, Mass.

The agent is walking out with orders for the crew as the order board tells them they can not leave without a clearance "Form A." Plans to double track the railroad from Silver Street in Greenfield, to the Vermont line in 1913, were permanently scuttled by the sinking of the Titanic and the resulting loss of confidence that dragged the B&M into bankruptcy court in 1916.

MARCH 2008

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<i>Daylight Savings Time Begins</i>						
16	17	18	19	20	21	22
	<i>St. Patrick's Day</i>					
23	24	25	26	27	28	29
<i>Easter Sunday</i>						
30	31					APRIL 2008 S M T W T F S 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



RIDING FROM THE SOUTH RIVER STATION - WEST DEERFIELD - CA 1920

Here is Henry S. Chapman leaving from the station the only way he could - by rail. B&M's South River Station was located in the far western part of Deerfield, where the South River flows into the Deerfield River. Of the B&M's 500 or more stations, this was the only one not accessible by wagon or motor vehicle. The facilities were built circa 1895 to serve traffic on the Conway Electric Street Railway. Street railways (trolleys) were not built to handle steam railroad equipment, so all freight was transferred to small 4-wheel rail cars such as the lumber car pictured here. The rail bicycle was standard equipment before gas engines took over. Henry looks as if he is poised to pedal the 1 1/2 miles to the Bardwell Ferry station for his mail and daily milk supply. The South River Station was removed in the early 1920s after the Conway Electric railway closed down.

APRIL 2008

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<i>Passover</i>						
27	28	29	30			<p>MAY 2008</p> <p>S M T W T F S</p> <p>1 2 3</p> <p>4 5 6 7 8 9 10</p> <p>11 12 13 14 15 16 17</p> <p>18 19 20 21 22 23 24</p> <p>25 26 27 28 29 30 31</p>



SOUTH VERNON B&M STATION - WEST NORTHFIELD, MASS. - CA 1910

The South Vernon Railroad Station was actually located in Northfield, Massachusetts right on the Vermont border. Here two rail lines came together - the Central Vermont (bound for Vermont) and the Boston and Maine (bound for Keene, NH). The highway overpass is West Northfield Road. In the distance a B&M train is approaching on its way south to Greenfield. The cars to the left are on a side track.

West Northfield Road connected this B&M station with the Northfield School for Girls, via the now closed 515 foot steel Schell Bridge over the Connecticut River. Note the ball signals beyond the depot and the remotely operated turnouts with the hand levers on the right. Of the four tracks seen left to right: siding, B&M main track south to Greenfield, spur track to turntable, and Central Vermont main line south to New London, CT.

MAY 2008

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<i>Mother's Day</i>						
18	19	20	21	22	23	24
25	26	27	28	29	30	31
	<i>Memorial Day</i>					



SHELburne FALLS RAILROAD STATION - BUCKLAND, MA - CA 1910

The east bound passenger train is stopped at the Shelburne Falls Union Station. This station, located on the Buckland side of the Deerfield River, served both the Boston & Maine and the New Haven Railroads and also the Shelburne Falls and Colrain Street Railway. This station was built in 1909, the same year as the street railway bridge opened - today's "Bridge of Flowers". On the left edge of the picture is a water spout - used to recharge the engine's boiler. Everything in this photo is gone now, except for the water spout's concrete pad and the tracks themselves.

The fireman on the locomotive has the blower on to minimize smoke during the stop. That causes the safety valve to vent steam and waste expensive coal. It was a very difficult job running down hill from the Hoosac Tunnel to Bardwell's not to have smokey station stops or waste steam on these passenger runs.

JUNE 2008

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A CONSTRUCTION RAILWAY ON THE TURNERS FALLS CANAL - MONTAGUE, MA. - CA 1912

A huge “steam shovel” is loading a rail car with fill from the widening of the Turners Falls Power Canal. The rubble was carted away via the temporary construction railway to make what is now Unity Park above the Turners Falls Dam. The vertical-boilered machine on the right appears to be a steam drill. The steam locomotive on the left is quite similar to the one awaiting restoration efforts at the Shelburne Falls Trolley Museum. The large brick building is the former Keith Paper Mill. In the background (right) there is a much older and smaller apparatus - a mule-drawn cart.

JULY 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JUNE 2008</p> <p>S M T W T F S</p> <p>1 2 3 4 5 6 7</p> <p>8 9 10 11 12 13 14</p> <p>15 16 17 18 19 20 21</p> <p>22 23 24 25 26 27 28</p> <p>29 30</p>		1	2	3	4	5
6	7	8	9	10	<i>Independence Day</i>	12
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27	28	29	30	31		<p>AUGUST 2008</p> <p>S M T W T F S</p> <p>1 2</p> <p>3 4 5 6 7 8 9</p> <p>10 11 12 13 14 15 16</p> <p>17 18 19 20 21 22 23</p> <p>24 25 26 27 28 29 30</p> <p>31</p>



CENTRAL VERMONT / B&M DEPOT - MILLERS FALLS, MA - CA. 1915

Seen here is a Central Vermont passenger train passing the Millers Falls Station, headed south towards Amherst and points beyond. This station was also used by the B & M Railroad which ran the east-west line from Boston to Troy, NY. The two railways are still operating here, but under different names. The 1884 depot survived for many decades on the outside of one of the sharpest curves on the B&M, but in 1963 its luck ran out. In that year an eastbound freight ran off the tracks and hit the side of the station. Since it was no longer needed for dwindling railroad business, the building was taken down.

Here we see a spiffy Ten-wheeler No. 219 hauling a southbound passenger train. The 219 was built by ALCO in Schenectady, New York, in 1915. Its sister engine, No.220, resides today in restored condition at the Shelburne Museum in Vermont. Now (2007) Amtrak's Vermonter travels these tracks every day between Washington DC and northern Vermont.

AUGUST 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JULY 2008 S M T W T F S 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					1	2
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31						SEPTEMBER 2008 S M T W T F S 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



THE ZOAR STATION - CHARLEMONT, MA - CA 1910

We are looking at the famous “Zoar Curve”, which was, and is a rail photographer’s dream as the trains sweep along a long open curve beside the Deerfield River. The Zoar Station was the next-to-last before trains entered the Hoosac Tunnel, and was used for passengers and freight. The last station, at the Tunnel itself, was harder to access by highway. This photo may have been taken in conjunction with the installation of semaphores (on the roof). The B&M put these signal devices on all of its stations between 1907-8.



BOSTON & MAINE STATION - CHARLEMONT, MA. CA 1908

Pictured here is the Charlemont B & M Station located on the south side of the Deerfield River, east of the railroad crossing. On the roof of the station are two semaphores used to send signals to approaching trains. The “Jacksonville & Charlemont” stagecoach is standing by on the right. The Charlemont station was a very busy depot a century ago - open 24 hours a day. Huge quantities of freight from farms, forest and mines passed through here.

The train order signals above the roof look to be very recently installed. They were controlled from the operator's bay where he or she could see trains approaching from either direction. This frequently meant cutting a hole in the roof, which was quite a chore when the roof was slate. The signals had to be located at such a level above the roof that they could be seen far enough away so that a train could safely stop without an emergency brake application. These signals were built close to the roof, but they were much higher at some other stations.

OCTOBER 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
SEPTEMBER 2008 S M T W T F S 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			1	2	3	4
5	6 <i>Columbus Day Observed</i>	7	8	9 <i>Yom Kippur</i>	10	11
12	13	14	15	16	17	18
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26	27	28	29	30	31 <i>Halloween</i>	NOVEMBER 2008 S M T W T F S 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



THE “SWALLOW” LEAVING EAST DEERFIELD - CA 1940

No. 4112 was an especially large “Mountain type” engine, designed to haul heavy loads up steep grades. Here it is westbound leaving the east Deerfield railyard en route towards the Hoosac Tunnel. This locomotive, which was also known as “The Swallow”, was in service for almost 20 years. The covered bridge carried McClellan Farm Road over the main line tracks into this busy railyard. This bridge was replaced about 1950 by the current open bridge which soon became known as the “Railfans Bridge”, as it was one of the most popular train watching spots in New England.

Of the tracks you see here, on the other side of the engine is the Farm Bureau lead stub known as “The Hole”, then the westbound mainline holding the 4112, the eastbound mainline, the East Deerfield Loop that was constructed in 1905 to connect the former Fitchburg RR to the B&M’s former Connecticut River RR, and finally the Gas House track, which leads to the plant that formerly produced illuminating gas for the railroad. No. 4112 was a B&M locomotive for eight years, and served out the rest of its life for the B&O railroad.

NOVEMBER 2008

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
OCTOBER 2008 S M T W T F S 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						1
2 <i>Daylight Savings Time Ends</i>	3	4 <i>Election Day</i>	5	6	7	8
9	10	11 <i>Veterans Day</i>	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27 <i>Thanksgiving Day</i>	28	29
30						DECEMBER 2008 S M T W T F S 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



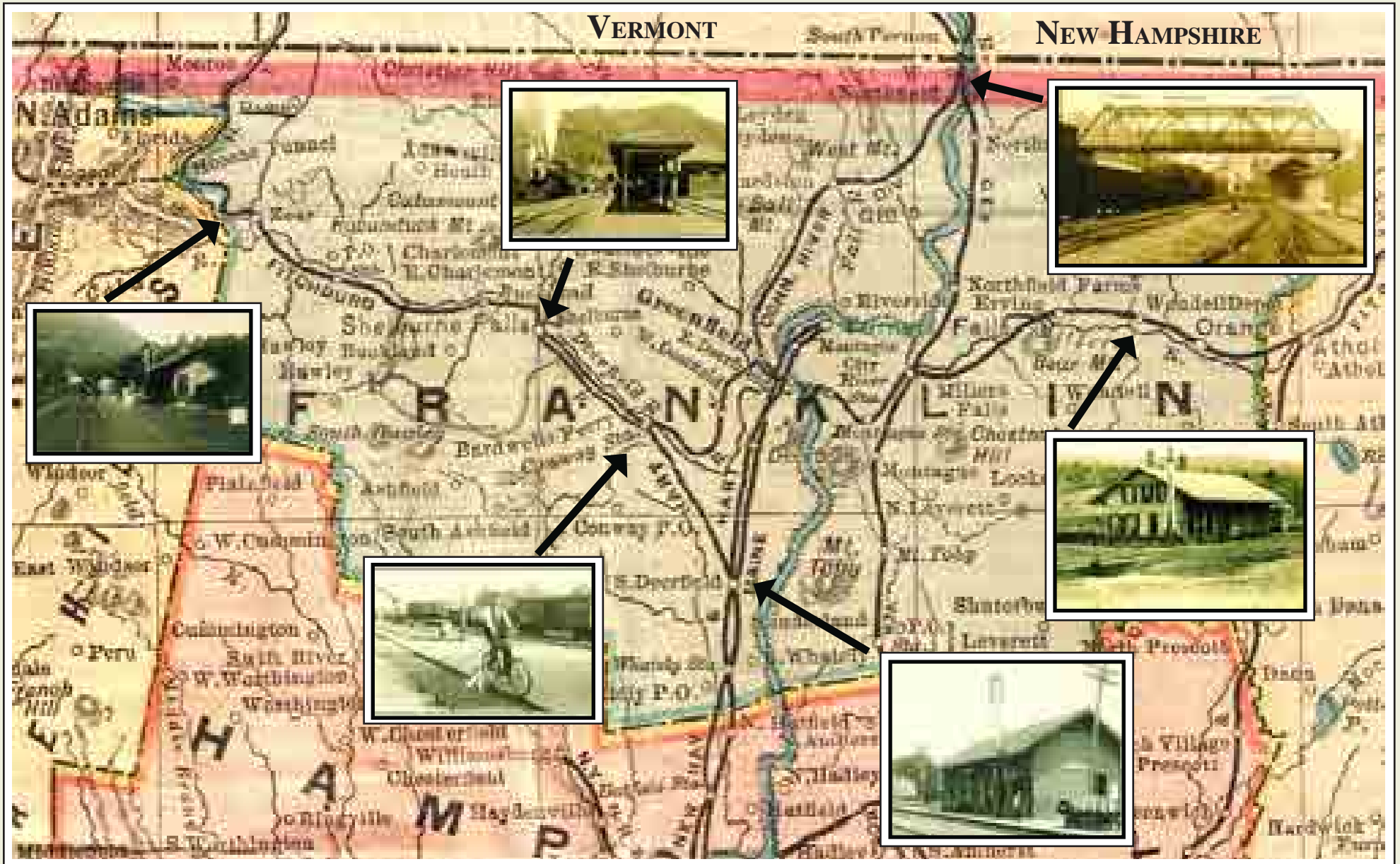
THE WENDELL B & M RAILROAD STATION - CA 1910

The Wendell B & M Railroad Station was located near the banks of the Millers River, between the two railroad bridges which crossed the river, just beyond the building here. This was a multi-purpose station, handling both passengers and freight. The agent and his family lived in the depot. The semaphores on the tower in front suggest a date of about 1910 for this photo. The building could have been built decades earlier. Old Route 2 (now Route 2A), can be seen between the two buildings. The station is gone now, but there is still an active single track, with about ten freights a day passing through Wendell.

DECEMBER 2008

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NOVEMBER 2008 S M T W T F S 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	1	2	3	4	5	6
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14	15	16	17	18	19	20
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	<i>Hanukkah</i>			<i>Christmas</i>		
28	29	30	31			JANUARY 2009 S M T W T F S 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
			<i>New Year's Eve</i>			

MAP OF FRANKLIN COUNTY - 1899



The 1899 map shows the rail stations (small circles) illustrated on this calendar along with a sampling of photos. You can see why Franklin County's railroads are important - three major lines passed through here. Most of these railroads still exist. The Central Vermont came north from Amherst through Millers Falls to Vernon, Vermont and then on to Canada. The New York, New Haven and Hartford came from Northampton to Conway, with a branch line from South Deerfield to Turners Falls. The Fitchburg Railroad (B&M) passed east-west from Boston through Greenfield to the Hoosac Tunnel and points beyond.

There is an error on this charming old map: it shows two rail lines along the Deerfield River going westerly to Shelburne Falls. But there was only one, the B&M. The NY,NH&RR never had a rail line north of Conway.

JANUARY 2009						
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SEPTEMBER 2009						
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OCTOBER 2009						
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Historic Railroad Scenes 2008 Calendar

Franklin County, Massachusetts



Cover: An eastbound Boston and Maine RR train enters Greenfield in the mid 1940s. The train is probably No. 58, The Minute Man, due in mid-afternoon on its 5 hour dash from Troy to Boston. By fall of 1946, Fitchburg Division trains would normally be diesel powered, but steam would still be seen for another 6 years in Greenfield.



The included 1899 Map of Franklin County shows all the railroads and station locations.



Railroad history researched and provided by Alden Dreyer, Shelburne, Massachusetts. Photographs & captions courtesy of Peter S. Miller, Greenfield, Massachusetts.

Calendar website: www.whist.com/railroads

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