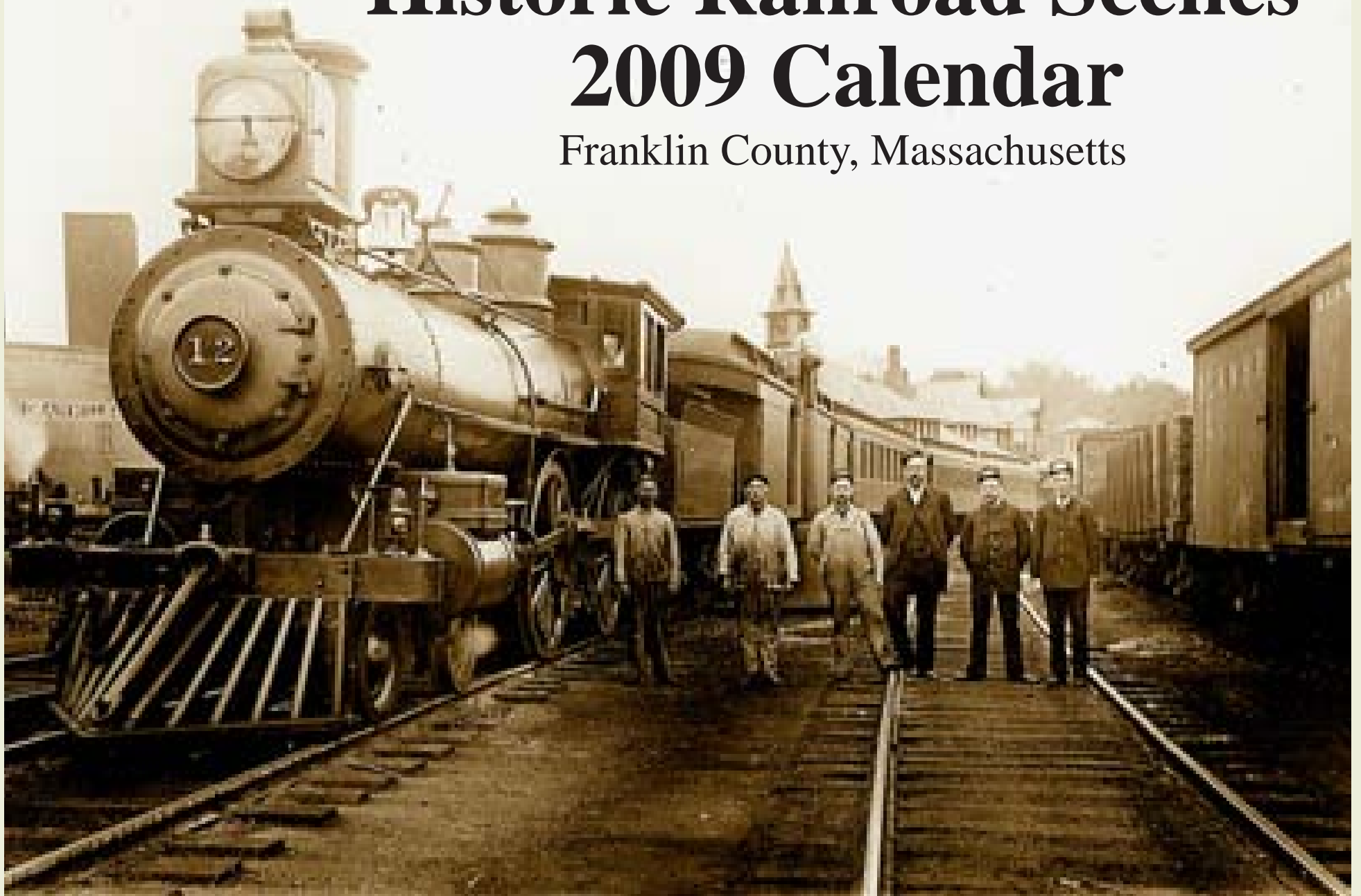


# Historic Railroad Scenes 2009 Calendar

Franklin County, Massachusetts





### GREENFIELD FIRE - FEB. 25, 1935

Very early in the morning of Feb. 25, 1935 the unoccupied attic at the southern end of the Greenfield Railroad Station caught fire. The fire burned the train and yard offices causing \$15,000 in damage. The southern end of the roof caved in, resulting in the removal of the kitchen and eating room. This view is looking due south from Miles Street. Note the baggage building on the right.

# JANUARY 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>DECEMBER 2008</p> <p>S M T W T F S</p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30 31</p>	<p>FEBRUARY 2009</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>			1	2	3
4	5	6	7	8	<i>New Year's Day</i>	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
	<i>Martin Luther King, Jr. Birthday</i>					



### ERVING RR STATION BUILT 1898

This depot was built by the Fitchburg Railroad and is the only passenger station remaining at its original location in Franklin County. Passenger service ended in 1959 and is the era from which this photograph dates. The station is presently occupied by the Box Car Restaurant. The former town hall is visible in the background on the north side of Route 2.

# FEBRUARY 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16 <i>President's Day</i>	17	18	19	20	21 <i>Valentine's Day</i>
22	23	24	25	26	27	28

JANUARY 2009							MARCH 2009						
S	M	T	W	T	F	S	S	M	T	W	T	F	S
			1	2	3		1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28
25	26	27	28	29	30	31	29	30	31				



### RAILROAD WRECK IN DEERFIELD

This railroad wreck occurred just south of the Deerfield River on the East Deerfield Branch of the Boston and Maine (B & M) Railroad. The East Deerfield Branch was built in 1905 to connect the B & M's Connecticut River route with the former Fitchburg Railroad's East Deerfield Yard. The branch is still in service, but has numerous sharp curves and has always presented operational challenges.

# MARCH 2009

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<i>Daylight Savings Time Begins</i>																																																	
15	16	17	18	19	20	21																																											
<i>St. Patrick's Day</i>																																																	
22	23	24	25	26	27	28																																											
29	30	31																																															
					<p style="text-align: center;">FEBRUARY 2009</p> <table border="1"> <thead> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> </tr> <tr> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> </tr> <tr> <td>15</td> <td>16</td> <td>17</td> <td>18</td> <td>19</td> <td>20</td> <td>21</td> </tr> <tr> <td>22</td> <td>23</td> <td>24</td> <td>25</td> <td>26</td> <td>27</td> <td>28</td> </tr> </tbody> </table>		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								
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					<p style="text-align: center;">APRIL 2009</p> <table border="1"> <thead> <tr> <th>S</th> <th>M</th> <th>T</th> <th>W</th> <th>T</th> <th>F</th> <th>S</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> </tr> <tr> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> </tr> <tr> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>16</td> <td>17</td> <td>18</td> </tr> <tr> <td>19</td> <td>20</td> <td>21</td> <td>22</td> <td>23</td> <td>24</td> <td>25</td> </tr> <tr> <td>26</td> <td>27</td> <td>28</td> <td>29</td> <td>30</td> <td></td> <td></td> </tr> </tbody> </table>		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		
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26	27	28	29	30																																													



### THE MINUTEMAN AT THE HOOSAC TUNNEL

A Boston-bound passenger train waits at the East Portal for its electric locomotive to get in the clear. The steam locomotive is in Rowe, and the rear of the train is in Florida. The Hoosac Tunnel was electrified in 1911 to mitigate the nearly impossible operating conditions due to steep grades. Engine No. 3623 was built in Schenectady, NY in 1911 and scrapped in September 1956.



# APRIL 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>MARCH 2009</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 31</p>			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
<i>Easter Sunday</i>				<i>Passover</i>		
19	20	21	22	23	24	25
26	27	28	29	30		<p>MAY 2009</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>



### THE NEW SHELBURNE FALLS STATION - CA. 1910

This depot served three railways: the B&M, the NYNH&H, and the Shelburne Falls & Colrain Street Railway, which came directly up the hill from the “new” concrete bridge over the Deerfield River (Bridge of Flowers). Here you could board cars for St. Louis, Chicago, Boston, New Haven or Colrain. The number of baggage carts indicated how important a station was to the community, and this station was open for business every minute of the year. The gentleman in front may be the B&M agent, and the other man may be the teamster, or perhaps the American Express Company agent.

# MAY 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>APRIL 2009</small> <small>S M T W T F S</small> <small>1 2 3 4</small> <small>5 6 7 8 9 10 11</small> <small>12 13 14 15 16 17 18</small> <small>19 20 21 22 23 24 25</small> <small>26 27 28 29 30</small>					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
<i>Mother's Day</i>						
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	<i>Memorial Day</i>					
						<small>JUNE 2009</small> <small>S M T W T F S</small> <small>1 2 3 4 5 6</small> <small>7 8 9 10 11 12 13</small> <small>14 15 16 17 18 19 20</small> <small>21 22 23 24 25 26 27</small> <small>28 29 30</small>



### WALTER GRANT AT EAST DEERFIELD FREIGHT YARD

The assembly pictured above is the cylinder liner, piston, and connecting rod for a diesel-electric locomotive from the American Locomotive Company, known worldwide as ALCO, located in Schenectady, New York. Heavy overhauls of diesel-electrics were done in North Billerica, but as shown here, East Deerfield could handle some fairly complex servicing and repairs. Modern switchers no longer have a huge diesel engine, but rather 3 or 4 truck-sized diesel-generator sets in each locomotive. Railroads have been using hybrid liquid-fueled locomotives since the 1890's.

# JUNE 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>MAY 2009</small> <small>S M T W T F S</small> <small>1 2</small> <small>3 4 5 6 7 8 9</small> <small>10 11 12 13 14 15 16</small> <small>17 18 19 20 21 22 23</small> <small>24 25 26 27 28 29 30</small> <small>31</small>	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
<i>Father's Day</i>						
28	29	30				<small>JULY 2009</small> <small>S M T W T F S</small> <small>1 2 3 4</small> <small>5 6 7 8 9 10 11</small> <small>12 13 14 15 16 17 18</small> <small>19 20 21 22 23 24 25</small> <small>26 27 28 29 30 31</small>



### SHELBURNE JUNCTION - CA 1910

We are looking west in this photograph at Shelburne Junction (actually located in Conway). The tower was built in 1881, as was the rock cut and related trackwork. This line accommodated the New Haven & Northampton Railroad, aka the Canal Line, which took advantage of the Commonwealth's public toll railway known locally as the State Road. Henry S. Chapman is on his rail bicycle and will presumably ride to his regular station at South River in Deerfield. The New Haven Railroad took over the NH&N and the line from South Deerfield to Shelburne Junction was abandoned in 1921 with removal of the track one year later. The Shelburne Junction tower was closed in October 1922.

# JULY 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p><small>JUNE 2009</small></p> <p><b>S M T W T F S</b></p> <p>1 2 3 4 5 6</p> <p>7 8 9 10 11 12 13</p> <p>14 15 16 17 18 19 20</p> <p>21 22 23 24 25 26 27</p> <p>28 29 30</p>			1	2	3	4
5	6	7	8	9	10	<i>Independence Day</i>
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	<p><small>AUGUST 2009</small></p> <p><b>S M T W T F S</b></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>



### MONROE BRIDGE STATION - CA 1910

Monroe Bridge Station was located in Rowe, along the Hoosac Tunnel & Wilmington Railroad, which was known far and wide as the “Hoot, Toot & Whistle”. This 3 foot gauge line was opened in 1885 and ran from the Fitchburg Railroad depot at Hoosac Tunnel Station in Rowe to Wilmington, Vermont. The line was standard gauged in August 1913 and abandoned in the mid 1970’s when the Deerfield Glassine Paper Company closed. The link & pin style coupler on the freight car dates this photo to the narrow gauge era around 1910.



# AUGUST 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JULY 2009</p> <p>S M T W T F S</p> <p>1 2 3 4</p> <p>5 6 7 8 9 10 11</p> <p>12 13 14 15 16 17 18</p> <p>19 20 21 22 23 24 25</p> <p>26 27 28 29 30 31</p>						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					<p>SEPTEMBER 2009</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</p>



### NEW STATION IN NORTHFIELD - 1909

The East Northfield passenger station was under construction in 1909 to replace the South Vernon, Vermont station (located behind the photographer). The track to the left is the Southern Division of the Central Vermont (CV) Railway. The middle track is the Connecticut River Division (South) of the B & M. Although located in West Northfield, the station was called East Northfield for commercial purposes to compete with the CV's much more convenient Northfield depot. Today, the bridge abutments still support a highway bridge and Amtrak runs through here daily, but without a stop. The station was closed in the mid-1960's and demolished.

# SEPTEMBER 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>AUGUST 2009</small> <small>S M T W T F S</small> 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 <i>Labor Day</i>	8	9	10	11	12
13	14	15	16	17	18	19 <i>Rosh Hashanah</i>
20	21	22	23	24	25	26
27	28 <i>Yom Kippur</i>	29	30			<small>OCTOBER 2009</small> <small>S M T W T F S</small> 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



### EAST DEERFIELD FREIGHT YARD - 1940

The large building on the left was the sandhouse, where sand used for traction was dried and then blown into the small elevated buildings. It would then flow by gravity into the locomotive sandboxes mounted on top of the boilers. "Sandhouse gossip" was, and remains, the railroad slang term for rumors as many "rails" would hangout in the warm sandhouse in winter. The locomotive on the left, Class R-1b No. 4106, was a Mountain type 4-8-2 built by Baldwin and was considered B&M's finest steam locomotives.

# OCTOBER 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>SEPTEMBER 2009</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</p>	<p>NOVEMBER 2009</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
11	12	13	14	15	16	17
	<i>Columbus Day Observed</i>					
18	19	20	21	22	23	24
25	26	27	28	29	30	31
						<i>Halloween</i>



### GREENFIELD PASSENGER TRAIN 1927

The westbound Boston and Maine Railroad train No. 55 left Boston at 9:25 AM and arrived in Greenfield at 12:22 PM for a 12 minute stop. Arrival in Troy would be at 3 o'clock and a connection would have you in Albany at 3:25. The tender was usually filled with water in Somerville, Fitchburg, Gardner and North Adams, so normally water would not need to be taken on in Greenfield.

# NOVEMBER 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																																		
1 <i>Daylight Savings Time Ends</i>	2	3	4	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 <i>Thanksgiving Day</i>	27	28																																																																																																		
29	30				<table border="1"> <thead> <tr> <th colspan="7">OCTOBER 2009</th> <th colspan="7">DECEMBER 2009</th> </tr> <tr> <th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th> <th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th> </tr> </thead> <tbody> <tr> <td></td><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td> <td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td> </tr> <tr> <td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td> <td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td> </tr> <tr> <td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td> <td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td> </tr> <tr> <td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td> <td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td> </tr> <tr> <td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td> <td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td> </tr> </tbody> </table>	OCTOBER 2009							DECEMBER 2009							S	M	T	W	T	F	S	S	M	T	W	T	F	S					1	2	3			1	2	3	4	5	4	5	6	7	8	9	10	6	7	8	9	10	11	12	11	12	13	14	15	16	17	13	14	15	16	17	18	19	18	19	20	21	22	23	24	20	21	22	23	24	25	26	25	26	27	28	29	30	31	27	28	29	30	31			
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### BORDER WASHOUT - JANUARY 22, 1910

A serious service disruption right on the Massachusetts - Vermont border. The South Vernon, VT depot is on the left. The locomotives on the right may well be in Massachusetts and the new East Northfield station is just out of the photograph to the right. Looking northeast, the line by the depot runs across the Connecticut River to Keene, New Hampshire. The line to the west of the depot is the Central Vermont to Brattleboro and on into Canada. Fortunately this washout was discovered before a train derailed. Probably trains were moving again within a couple of hours with a temporary wooden cribbing fix. A permanent culvert would be built later in the year.



# DECEMBER 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
NOVEMBER 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		1	2	3	4	5
6	7	8	9	10	11	12
						<i>Hanukkah</i>
13	14	15	16	17	18	19
20	21	22	23	24	25	26
					<i>Christmas</i>	
27	28	29	30	31		JANUARY 2010 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>		



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

FEBRUARY 2009						
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22	23	24	25	26	27	28

MARCH 2009						
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

APRIL 2009						
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			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		

MAY 2009						
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					1	2
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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE 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				

JULY 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	

AUGUST 2009						
S	M	T	W	T	F	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER 2009						
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13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER 2009						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER 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					

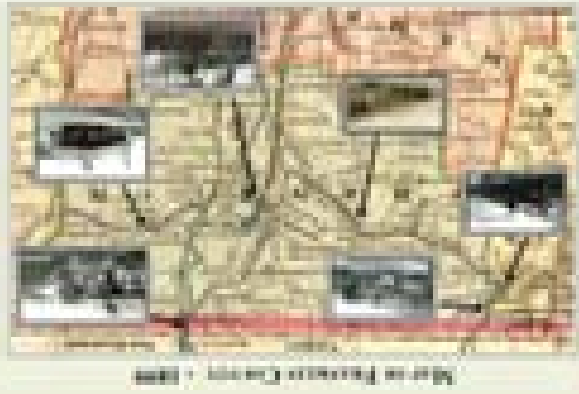
DECEMBER 2009						
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6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

# Historic Railroad Scenes 2009 Calendar

## Franklin County, Massachusetts



A westbound accommodation train crew takes time out for a photograph in the 1890's. No. 12 was built by the Manchester, New Hampshire Locomotive Works in May 1885 and scrapped in August 1920. From left to right: assistant fireman, fireman, locomotive engineer, conductor, flagman and baggageman.



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/railfranklin](http://www.whist.com/railfranklin)*

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