

Historic Railroad Scenes

2012 Calendar

Franklin County, Massachusetts





GREENFIELD DEPOT - CA 1918

This is one of the best photographs to be found showing the south side of the Greenfield Depot (built in 1881 by the Commonwealth of Massachusetts.) A soldier is apparently offering money to another military person on the ground with perhaps a request for food or a newspaper. Troops were usually forbidden to leave a train and traveling “news butchers” were not available on every train at all hours. The unoccupied track remains in 2012, as do the stairs on the right leading down to Bank Row.

JANUARY 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 New Year's Day	2	3	4	5	6	7
8	9	10	11	12	13	14
15 Martin Luther King Jr. Brithday	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	1	2	3	4

DECEMBER 2011

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 2012

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			



THE SHELburnE FALLS Trolley BRIDGE - CA. 1909

The Shelburne Falls & Colrain Street Railway bridge connecting Shelburne and Buckland was built in 1908 to eliminate labor intensive transfer of freight from the still in use 1867 Troy & Greenfield RR freight house in Buckland to the trolley depot on Deerfield Avenue in Shelburne. Fortuitously, an essential water main was buried in the poured concrete bridge which accounts for the bridge's continued existence.

Combination car No.10 was designed to haul small trailers of freight when it was built in 1896. Here we see it shoving a box car towards the Buckland rail yard, probably soon after the bridge opened in February 1909. Most freight would now move behind car No.25, which had air brakes and standard couplers, but local freight such as milk cans would still move in the little cars. One story goes that in winter, if No.10 was pulling more than one trailer on the morning school run to Arms Academy, the students on board would be late for school. You can ride No.10, Memorial Day weekend thru October in Buckland, and walk the bridge, The Bridge of Flowers, during much of the year. On 28 August 2011, tropical storm Irene tested the bridge with water splashing over the top and washing away the pebbles on the walkway.

FEBRUARY 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JANUARY 2012 29</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>	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	Valentine's Day	22	23	24	25
26	Presidents' Day	28	29	1	2	3
						<p>MARCH 2012 3</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>



ENGINE 444 IN THE EAST DEERFIELD YARD - CA 1930

The engine above is one of only six remaining B&M steam locomotives. Two others have been cosmetically restored, two may be restored to eventual operation, and one lies under the waves in Portsmouth harbor. Of the 15 men shown here, 5 would be the crew on the east side switcher and 5 on the hump switcher. The yardmaster may be the man on the left, with the night trainmaster on the far right. There would also have been a telegrapher, some clerks and perhaps a messenger.

Engine 444, a B&M class G-11-b 0-6-0 switcher, was built in Dunkirk, New York, by the Brooks Locomotive Works in 1916. In April 1952, it was sold to the H.E. Fletcher Granite Quarry in Westford, Massachusetts and then, just a year later, it was replaced by a diesel. Engine 444 then sat derelict at the quarry until 1986, when it was gifted to the city of Dunkirk. You can visit it today at the Chautauqua County Fairgrounds.

MARCH 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
FEBRUARY 2012 26 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	APRIL 2012 27 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	28	29	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
Daylight Savings Time Begins						St. Patrick's Day
18	19	20	21	22	23	24
		First Day of Spring				
25	26	27	28	29	30	31



THE EAST DEERFIELD WRECKER - CA 1940

The Boston and Maine Railroad publicity people would like you to call this piece of equipment a railroad crane, but to everyone else, it would be called a wrecker. Behind it we can see the coaling stage at the engine terminal. East Deerfield had two coaling stages, with the other larger one straddling the main lines at the east end of the yard. That larger one was torn down in 1948, but the area is still called Teapot Dome by old timers, as the concrete coaling tower resembled a huge tea pot. Unlike the engine terminal coaling facility which was filled with a bucket crane, the Teapot Dome was filled with a skip jack.

I suspect, but can not confirm, that this was the East Deerfield wrecker which was replaced by the much larger model No.3366 that is still at East Deerfield. Somewhat larger were the 3364 assigned to Boston and the 3365 at Mechanicville. Cranes were originally all steam powered, but were either scrapped or converted to diesel by the 1950's. They were used for many other functions besides wrecks, such as building bridges or moving structures. Now they have been supplanted by specialist contractors who own cranes that can move both on rails and on the interstate highways, relieving railroads of the need to stage a crane every 100 miles or so.

APRIL 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																				
1	2	3	4	5	6	7																																																																																				
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THE DEERFIELD RIVER BRIDGE AT CHEAPSIDE - CA 1950

The first railroad bridge at this location was operational in November 1846 when the Connecticut River Railroad was able to enter Greenfield with track stretching all the way to Springfield. The first two bridges were constructed of wood, with a subsequent bridge of iron built in 1882. It was unusual as it was “gantlet” track, (also used under Main Street in Greenfield until the 1960’s.) Gantlet tracks utilize frogs and four running rails, but have no points or control mechanisms, and only one train can be handled at a time. What was unique here was the automatic block system used on a first come first served basis. There was no superiority of trains, although First Class was given some respect by timetable instruction, and whichever train was in the block first received a signal to proceed over the bridge. To the best of my knowledge, there was never a problem with this system.

The bridge pictured above was built in 1911 as a double track and is still in use today. It was built for the immense steam locomotives of that era, with their extreme dynamic augment stresses. Did the photographer know this rare engine would be coming along? Judging by the light, this was probably the Connecticut Yankee which left Greenfield at 5:25 PM and had a through coach to Grand Central Terminal in New York City, with arrival there at 9:58 PM. The first coach in the train is an Osgood-Bradley lightweight built in Worcester in the late 1940’s. They were otherwise known as American Flyer cars because the model train manufacturer with that name produced them. You can visit a derelict full size one today at the Shelburne Falls Trolley Museum.

MAY 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>APRIL 2012</small> <small>S M T W T F S</small> <small>1 2 3 4 5 6 7</small> <small>8 9 10 11 12 13 14</small> <small>15 16 17 18 19 20 21</small> <small>22 23 24 25 26 27 28</small> <small>29 30</small>	30	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
Mother's Day						
20	21	22	23	24	25	26
27	28	29	30	31	1	<small>JUNE 2012</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>
	Memorial Day					



EAST DEERFIELD YARD AERIAL - CA 1980

Rails were first laid down here in 1851 as the Vermont & Massachusetts Railroad built a branch line from Millers Falls (Grout's Corner) to connect with the Connecticut River Railroad at Cheapside. As traffic to Greenfield soon exceeded that going to Brattleboro, the branch became the main line and the Brattleboro line was sold. The small yard was greatly expanded between 1900-1925 following its acquisition by the Boston and Maine. Efficiency was greatly enhanced in 1905 by the East Deerfield Loop and again in 1931 by the new brick signal tower and centralized traffic control. As outlying yards were closed, including Mechanicville, East Deerfield became the central switching operation for the entire B&M RR.

JUNE 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>MAY 2012 27</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>	<p>JULY 2012 28</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>	29	30	31	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
Father's Day			First Day of Summer			
24	25	26	27	28	29	30



LEVERETT DEPOT - CA 1870

The New London Northern ran the first train into Leverett in 1867 and the population of the town in 1870 was 877. The station sign tells us we are 30.3 miles from Brattleboro and 90.7 miles from New London. Today, Amtrak's Vermonter passes this location in each direction everyday. There is no signaling system on the NECR in Connecticut or Massachusetts, nor has there ever been, hence another good reason for moving the Vermonter back to its historic route along the Connecticut River, which is scheduled to happen late next year.

The New London Northern was leased to the Vermont Central Railroad in 1871, which went bankrupt in 1873, and became the Central Vermont Railroad. That railroad became bankrupt in 1896 and became the Central Vermont Railway, which was purchased by the Canadian National Railway for the sum of \$22,000,000 in 1929. The CV in turn was purchased from CN by Raitex, a shortline holding company, in 1995. Raitex was sold in 2000 to RailAmerica, another holding company, which now operates 394 miles of railroad in four states and is called the New England Central.

JULY 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Independence Day	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

JUNE 2012

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

AUGUST 2012

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 NEW SOUTH VERNON DEPOT - CA 1912

The little shanty in the center of the photograph is where the switchtender would stay when he was not out throwing turnouts or operating signals. The track on the left was used for Ashuelot Branch trains to Keene or for parking cars. In this era, some trains still ran directly from Springfield to Keene. The overhead bridge still exists today and leads from the depot to the now closed Schell bridge over the Connecticut River. East Northfield (aka South Vernon) once had watering facilities, a turntable and a small enginehouse; and the depot was open around the clock until 1964.

So what is South Vernon doing in Northfield, Massachusetts? Railroads can name their stations anything they wish. CONN. & PASS. DIVISION (South of Windsor) No.36 of June 21, 1915, lists South Vernon 49.67 miles from Springfield. No.39 of October 1, 1916, lists East Northfield at the same mileage. East Northfield is where the B&M and CV crossed and it was an elaborate junction controlled by the two aspect home signal showing at the stop indication in the distance and a ball signal not visible that contained four balls. The number of balls, or lights at night, showing, told which train had authority to move.

AUGUST 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JULY 2012 29</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>	30	31	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 2012 1</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</p>



B&M FALL RIVER BRIDGE IN BERNARDSTON - CA 1950

John Childe, chief engineer for the Connecticut River Railroad, built this exquisite Bernardston viaduct in 1847-48. The stone for the bridge came from Beaver Meadow quarry in Leyden, hauled by oxen down Keets Brook Road. Ezekiel Bascom and Alvah Martin of Gill were expert stonemasons mentioned as having done the actual construction. This view is very different today as the structure on the left that powered the Bernardston Grain Mill via rope into the 1970's is long gone, as is the dam itself.

John Childe was trained at West Point along with George Washington Whistler and William Gibbs McNeill and all three worked together to build the Western Rail Road, with Childe in charge of the section in New York State. Wooden railway bridges were known to be hazardous, and CRRR President Erastus Hopkins states in his annual report that when the extension road opened from Greenfield on 01 January 1849 to the Vermont State Line, "The culverts and viaducts are of permanent masonry, without wooden bridges." Still in use 163 years later with little maintenance, having supported billions of tons of freight and millions of passengers.

SEPTEMBER 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>AUGUST 2012</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>	26	27	28	29	30	31
2	3 Labor Day	4	5	6	7	8
9	10	11	12	13	14	15
16	17 Rosh Hashanah Begins	18	19	20	21	22 First Day of Autumn
23	24	25	26	27	28	29
30	1	2	3	4	5	<small>OCTOBER 2012</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 31</small>



FARLEY DEPOT IN WENDELL - CA 1930

Today Farley is a quiet village in the town of Erving just off Route 2. This depot was across the Millers River in the Town of Wendell. The track on the left was known as a “team track” where farmers and construction workers would bring their teams to load or unload freight cars. Farley was known by train crews for its grade. Firemen leaving the Teapot Dome at East Deerfield and heading east would encounter 4 miles of .75% upgrade by Lake Pleasant to the CV bridge. Then a downhill stretch passing Millers Falls before tackling 4 miles on Farley Hill, which had a rate of rise of about 40 feet to the mile. Next it was relatively easy going until Athol, where Royalston Hill with its 8 mile grade would make every fireman dream of having a stoker fired engine. After Royalston, there was an additional six miles upgrade from Otter River to East Gardner before the fireman could finally sit down.

In my B&M employees' Time Table No.1, dated April 29, 1928, we find that you could board a train to Boston at 5:27 AM and 5:51 PM (except on Sundays). Returning from Boston could be at 10:30 AM or 4:10 PM, with arrival at Farley at 1:38 and 7:14 PM respectively. Effective with Time Table No.4, dated April 28, 1929, we find Farley no longer exists. No trains, no agent, no listing. Hence the missing train order blades high above the roof.

OCTOBER 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>SEPTEMBER 2012 30</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</p>	1	2	3	4	5	6
7	8 Columbus Day	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 Yom Kippur Begins	3
			Halloween			<p>NOVEMBER 2012 3</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</p>



MILLERS FALLS - CA 1875

Notice the small mountain of locomotive fuel. It will be cut, split and stored in that empty shed before the snow flies. For the first 40 years of railroading in New England, the number of cords of wood on hand on 30 September was usually noted in annual reports. No wood, no rail service. Farmers would work all winter earning cash by cutting wood for the railroads, chestnut for crossties, hardwoods for fuel. By 1870 the forests within 5 miles of most rail lines had been clear cut and the price of locomotive wood was becoming unreasonable. With great reluctance, the railroads started importing coal from Pennsylvania as it became less expensive and by the 1890's woodburners were infrequent on the larger railroads.

Martin Grout was the first settler in this part of Montague and hence it was known as Grout's Corner in 1848 or so, when the Vermont & Massachusetts Railroad arrived (being built from Fitchburg to Brattleboro). The New London Northern arrived from the south in 1867 and the Millers Falls Manufacturing Company was established in 1868. Martin Grout died in 1865 and the name of the village was changed to Millers Falls around the time of this photograph.

NOVEMBER 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>OCTOBER 2012 28</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>	29	30	31	1	2	3
4	5	6	7	8	9	10
Daylight Savings Time Ends		Election Day				
11	12	13	14	15	16	17
Veterans Day						
18	19	20	21	22	23	24
				Thanksgiving Day		
25	26	27	28	29	30	<p>DECEMBER 2012 1</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>



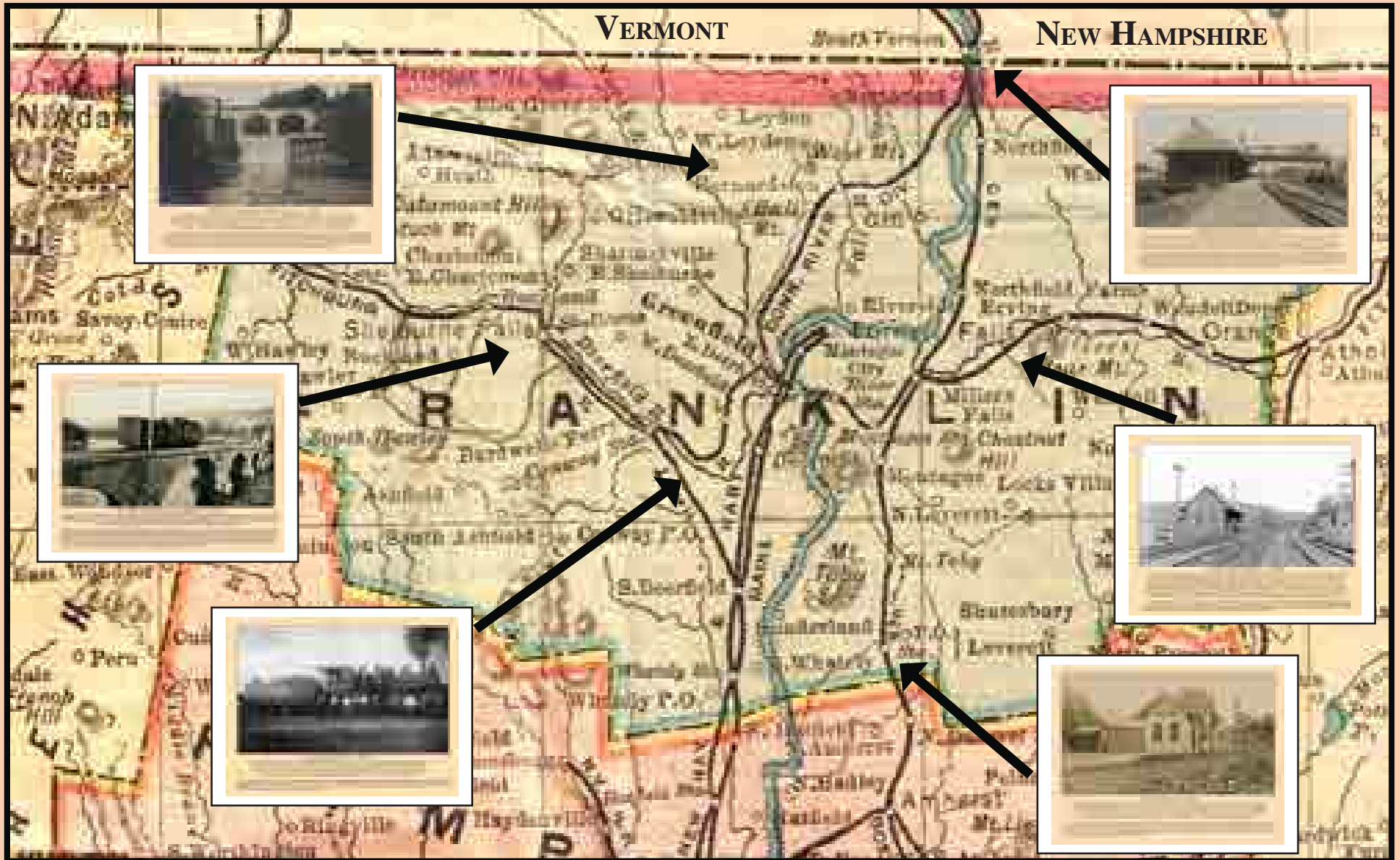
GREENFIELD DEPOT BAGGAGE ROOM - CA 1900

The Greenfield Depot was built in 1881 and is now located within the Greenfield Energy Park. At one time it was also the entrance area for the Greenfield Fairgrounds. It is unusual to find a photograph taken inside any depot other than the magnificent large city railway cathedrals. Most were dark, but here the photographer seems to have made excellent use of natural lighting. The baggage wagons pictured above were nearly indestructible if you could keep the wooden deck from rotting, and Amtrak still uses hundreds of them today. Baggage men earned their wages transferring passenger's immense trunks, all the mail and express. For decades, baggage tags were made of brass and affixed with a leather strap. They were numbered, had the origin and destination cities and the railroads involved, and are highly prized today by those few collectors who know what they are.

DECEMBER 2012

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<small>NOVEMBER 2012</small> <small>S M T W T F S</small> <small>1 2 3</small> <small>4 5 6 7 8 9 10</small> <small>11 12 13 14 15 16 17</small> <small>18 19 20 21 22 23 24</small> <small>25 26 27 28 29 30</small>	26	27	28	29	30	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
Hanukkah Begins						
16	17	18	19	20	21	22
					First Day of Winter	
23	24	25	26	27	28	29
		Christmas Day				
30	31	1	2	3	4	<small>JANUARY 2013</small> <small>S M T W T F S</small> <small>1 2 3 4 5</small> <small>6 7 8 9 10 11 12</small> <small>13 14 15 16 17 18 19</small> <small>20 21 22 23 24 25 26</small> <small>27 28 29 30 31</small>
	New Year's Eve					

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. There was actually only one - the B & M. The NY, NH & HRR never had a rail line north of Conway.

JANUARY 2012

S	M	T	W	T	F	S
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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 2012

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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			

MARCH 2012

S	M	T	W	T	F	S
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

APRIL 2012

S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

MAY 2012

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		

JUNE 2012

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 2012

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 2012

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	

SEPTEMBER 2012

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						

OCTOBER 2012

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			

NOVEMBER 2012

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 2012

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					

Historic Railroad Scenes - 2012 Calendar Franklin County, Massachusetts



Cover: The Fitchburg RR train No. 14, known as the "Boston Special" with the crew from left to right: flagman, baggageman, conductor, fireman and engineer. The track to the left leads into the West Yard, know in recent times as "The Jungle". Note the unusual 3 door baggage car which may have been partitioned off for valuable express shipments, complete with an armed guard. Standard type (aka American) 4-4-0 No. 183 was built by Taunton Locomotive Works on June 1888 and scrapped in October 1912.



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



Railroad history researched and provided by Alden Dreyer, Shelburne, Massachusetts.
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Calendar website: www.vhist.com/calendars/railfranklin

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