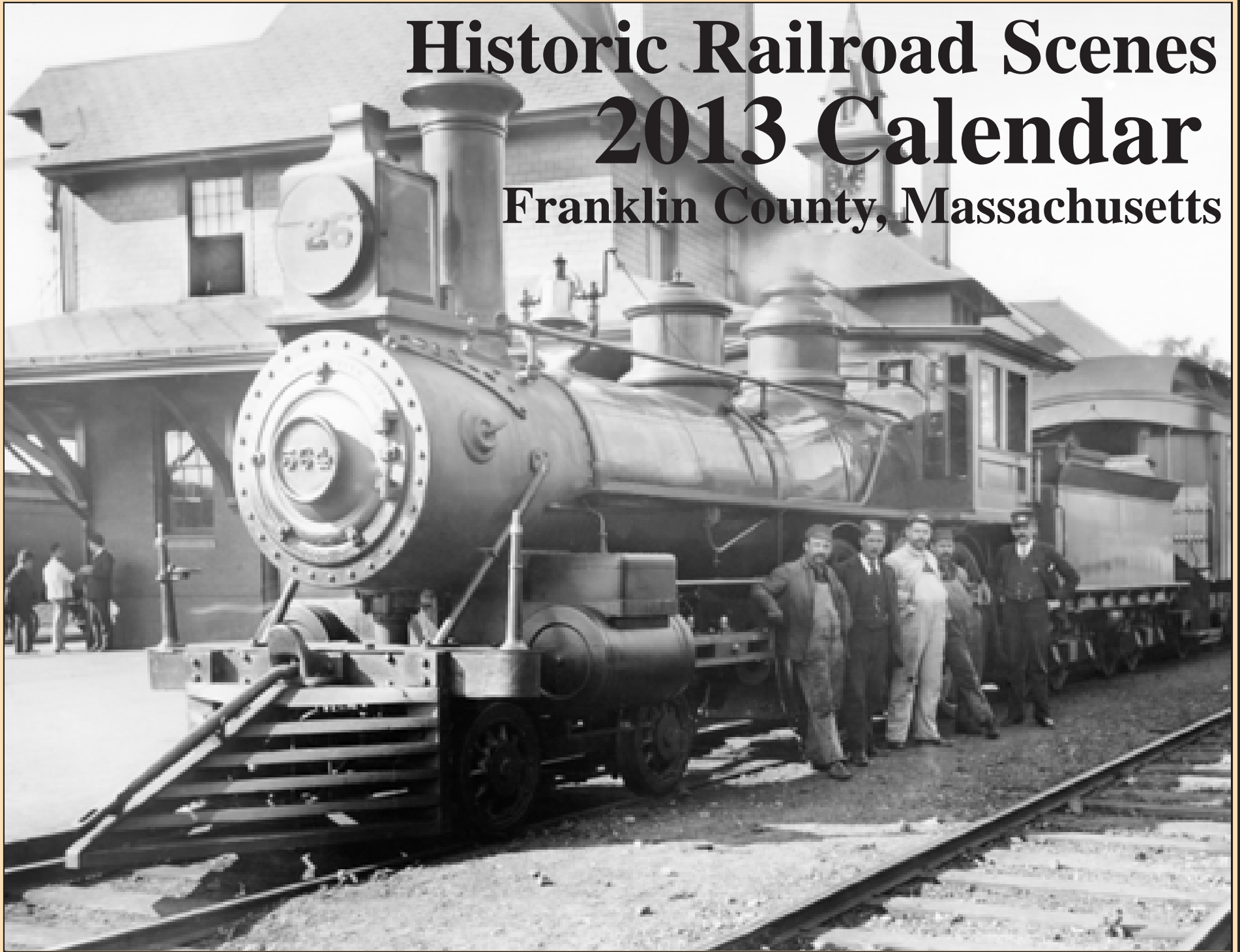


# Historic Railroad Scenes

# 2013 Calendar

Franklin County, Massachusetts





### GREENFIELD'S CONNECTICUT RIVER RR DEPOT- CA 1890

This building was built circa 1860 and was probably Greenfield's second passenger depot. It was located at the site of the new John W. Olver Transportation Center. The depot served the Conn. River Railroad Co. (CRRR), running from Springfield to Keene, and was considered to be one of the best managed railroads in the country. The B&M absorbed the CRRR in 1893, and we can read the letters on the 4-wheel "Bobber" caboose as CONN RIVER, designated by a letter "F" instead of being numbered. In 1901, the B&M purchased the Fitchburg road, making this depot redundant and it disappeared, perhaps as early as 1892 if the CRRR was already using the 1881 Troy & Greenfield RR depot.

# JANUARY 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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		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
<i>Inauguration Day</i>	<i>Martin Luther King, Jr. Birthday</i>					
27	28	29	30	31		FEBRUARY 2013 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



### DEERFIELD STONE CRUSHER - CA 1910

Above is a photo of the plant that is still producing crushed stone along River Road and still loading rail cars from time to time. Note the narrow gauge, perhaps 30 inches, for the stone cars. They were probably moved by rope and gravity, as there are no mules visible. Just beyond the crusher, a bridge overpass takes River Road over the New Haven & Northampton RR, proving the boast of that company that it had no grade crossings north of South Deerfield when the lines were opened to Turners Falls and Conway Junction in 1881. Just to the left of the stack, you can see the shelter that was the New Haven's Cheapside flag stop. A passenger could board a train here twice a day for either Turners Falls or South Deerfield. The Deerfield Branch

# FEBRUARY 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																	
<p>JANUARY 2013</p> <table border="1"> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td></td></tr> <tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td></tr> <tr><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td></tr> <tr><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td></tr> </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	31							1	2							
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																																																			
3	4	5	6	7	8	9																																																	
10	11	12	13	14	15	16																																																	
				<i>Valentine's Day</i>																																																			
17	18	19	20	21	22	23																																																	
	<i>President's Day</i>																																																						
24	25	26	27	28		<p>MARCH 2013</p> <table border="1"> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td></td><td>1</td></tr> <tr><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td></tr> <tr><td>16</td><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td></tr> <tr><td>23</td><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td></tr> <tr><td>30</td><td>31</td><td></td><td></td><td></td><td></td><td></td></tr> </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	31					
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																																																						



### EAST DEERFIELD CABOOSE - CA 1910

In this photo, the flagman is looking ahead, probably to snag some waybills and/or train orders on a hoop, while the conductor stands with his register slip, and perhaps a magazine, tied around a fusee ready to throw off to the train order operator. This wood-sided caboose has the appearance of a typical Boston & Maine “buggy”, which generally remained in service for 60 years or more when maintained. The B&M built their own cabooses all over the system, but most came out of the shops in Concord and Laconia, NH. The caboose was a mobile office, a home away from home for the crew (complete with kitchen facilities), and a lookout for problems when in motion. Computers, hot bearing and dragging equipment detectors made the caboose largely redundant in the 1960’s and very few are in use today, where they are usually known as “shoving platforms.”

# MARCH 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
FEBRUARY 2013 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					1	2
3	4	5	6	7	8	9
10 <i>Daylight Savings Time Begins</i>	11	12	13	14	15	16
17 <i>St. Patrick's Day</i>	18	19	20 <i>First Day of Spring</i>	21	22	23
24 <i>Passover Begins</i>	25	26	27	28	29	30
31 <i>Easter Sunday</i>						APRIL 2013 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



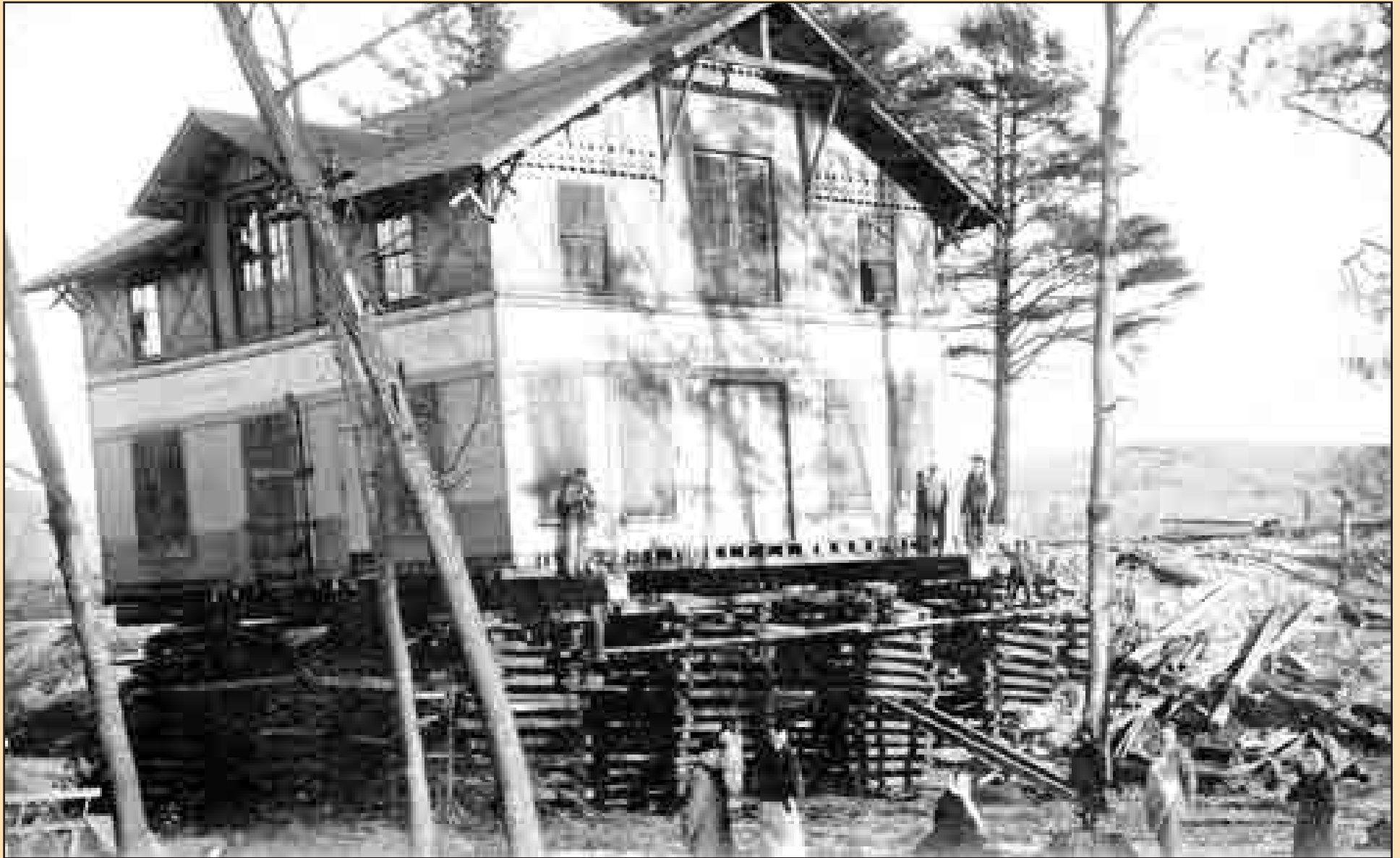
### CENTRAL VERMONT RAILWAY MONTAGUE DEPOT- CA 1900

The railroad came to Montague Center in 1867 and this depot most certainly dates back to that time. Montague is 31.3 rail miles north of Palmer on today's New England Central Railroad and 3.5 miles south of Millers Falls. In 1910 you could board No.5 at 8:45 AM and be in Brattleboro at 10 AM, or join No.4 at 11:43 AM and arrive in Palmer at 12:55 PM. There you would find frequent connections to Boston or to the west. The CV Southern Division Employees' Time Table No. 29, effective October 3rd, 1909, shows 3 First Class and 3 Second Class trains each way daily except Sunday. Montague was a water stop between watering facilities at South Vernon and Amherst. No agent is listed at Montague in 1909, so we date this photo to an earlier time.



# APRIL 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
MARCH 2013 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	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
	<i>Patriot's Day</i>					
28	29	30				MAY 2013 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



### LAKE PLEASANT STATION ON THE MOVE - CA 1908

In 1872 the Vermont & Massachusetts railroad purchased land in Lake Pleasant as the Spiritualist community was rapidly ramping up demand for transportation. Not long afterwards, the Fitchburg RR had this immense station constructed. By 1900 there were 196 homes and cottages at Lake Pleasant and the population had reached 2,000. A fire on April 25, 1907 destroyed 130 structures, including the hotel and dance pavilion. Competition from horseless carriages and the trolley line precipitated moving the Lake Pleasant Station to the village where it was incorporated into the new Lake Pleasant Inn. The B&M built a modest station in its place. The Spiritualist community continued to decline and the Inn was torn down in 1977.

# MAY 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
APRIL 2013 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	13	14	15	16	17	18
<i>Mother's Day</i>						
19	20	21	22	23	24	25
26	27	28	29	30	31	JUNE 2013 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
	<i>Memorial Day</i>					



### GREENFIELD DEPOT FALL 1912 - THEODORE ROOSEVELT

This was the way a Presidential campaign was run a century ago. The Progressive Party (a.k.a. The Bull Moose Party) candidate, Teddy Roosevelt, is addressing the crowd in Greenfield in the fall of 1912 as he heads north. Despite his efforts, he carried only 6 states and 27.4% of the popular vote. Democratic candidate, Woodrow Wilson, won 40 states and 41.8% of the vote and was the last Democrat elected president until 1932.

# JUNE 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>MAY 2013</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
<i>Father's Day</i>					<i>First Day of Summer</i>	
23	24	25	26	27	28	29
30						<p>JULY 2013</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>



### MOUNT HERMON STATION - CA 1895

The depot pictured above is not typical of this “cookie-cutter era” when most small railway depots were assembled from parts pre-fabricated in the railway shops to standard plans. Northfield native and famed evangelist Dwight Lyman Moody reportedly hired a New York architect around 1885 to design the station, had it constructed, and then sold it to the Connecticut River RR for one dollar. The building contained 5 rooms for the agent and his family, an office and the waiting room. The station sign suggests the photo was taken after the B&M absorbed the CRRR in 1893. Mount Hermon depot was in Northfield 10.09 rail miles north of Greenfield and a quarter mile from the Bernardston line at the rail crossing on Route 142 today. Notice the dug well on the left. In 1910, five passenger trains in each direction could stop daily, while others whizzed by northbound, or worked hard on the five-mile-long grade southbound. That grade is the hardest grade on the CRRR line. This photograph is from the archives of the Northfield Mount Hermon School.

# JULY 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<p>JUNE 2013</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	9	10	11 <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>AUGUST 2013</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>



### MILLERS FALLS RAIL YARD - CA 1918

The view is looking southwest in Millers Falls. The bridge overpass is the highway to North Amherst, now Route 63. When the New London Northern came to town in 1867, it crossed the Vermont & Massachusetts RR at grade a few miles south of this photograph. This did not please the Massachusetts RR Commissioners, so eventually the Central Vermont RR was elevated at great expense to cross over both the Fitchburg RR and the highway, and you can see the beginning of the flyover in the distance. It looks like the Brattleboro to Palmer CV local is in town working the yard out of sight to the right, where the depot and freight house were located. Note the style B semaphore which indicates the next two blocks are clear of traffic.



# AUGUST 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JULY 2013 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 2013 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	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



### NORTHFIELD STATION - CA 1900

Here we are looking north along the Central Vermont Railway in Northfield at train time. Northfield was on the Amherst Subdivision, 108.56 miles north of New London and 12.78 miles south of Brattleboro. Northfield was an important traveler's destination because of its educational and religious communities. Competition for passengers between the B&M and CV was fierce. The B&M pulled off a public relations coup when it changed the name of its new station in West Northfield from "South Vernon" to "East Northfield" around 1912. No law said they could not do that, although it was very misleading. This photograph is from the archives of the Northfield Mount Hermon School.

# SEPTEMBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 <i>Labor Day</i>	3	4	5 <i>Rosh Hashanah Begins</i>	6	7
8	9	10	11	12	13	14 <i>Yom Kippur Begins</i>
15	16	17	18	19	20	21
22 <i>First Day of Autumn</i>	23	24	25	26	27	28
29	30				AUGUST 2013 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	OCTOBER 2013 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



### CONWAY ELECTRIC STREET RAILWAY No.2 - CA 1912

The Conway Electric Street Railway ran 6.5 miles from South River Station in Deerfield, shown here, across the Deerfield River, and then up to Burkeville in Conway by 1897. In 1908 the B&M RR purchased the road to obtain power from the South River dam at night for lighting its East Deerfield yard, as it did not like paying the high commercial rates. Pictured above is car No.2, delivered in September 1911 from Wason Mfg. Co. of Springfield, which was the only car the RR ever owned with air brakes, despite the steep grades. As the story goes, at times of low water flow, passengers were required to get off and walk up the south bank of the Deerfield while the trolley crept along, a ton or two lighter.

# OCTOBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
SEPTEMBER 2013 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
13	14 <i>Columbus Day</i>	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31 <i>Halloween</i>		NOVEMBER 2013 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



### GREENFIELD AERIAL - CA 1955

This is not the sharpest photo, but well worth a closer look. Pictured above was downtown Greenfield a half century ago, showing most of the structures and tracks intact. The Greenfield Station, right center, was torn down after fire damage. A Budd Rail Diesel Car is at the depot on the westbound track. It could be going to Boston or Springfield, as both main tracks here were signaled for both directions (called neutral tracks in RR speak.) There is currently no passenger or freight service in Greenfield except for loading scrap in East Greenfield. That will change when the Amtrak planned track upgrades are completed.

# NOVEMBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
OCTOBER 2013 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	DECEMBER 2013 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  <i>Daylight Savings Time Ends</i>	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	27	28  <i>Thanksgiving Day First Day of Chanukah</i>	29	30



### THE 4TH RAILROAD BRIDGE AT BARDWELL - CA 1915

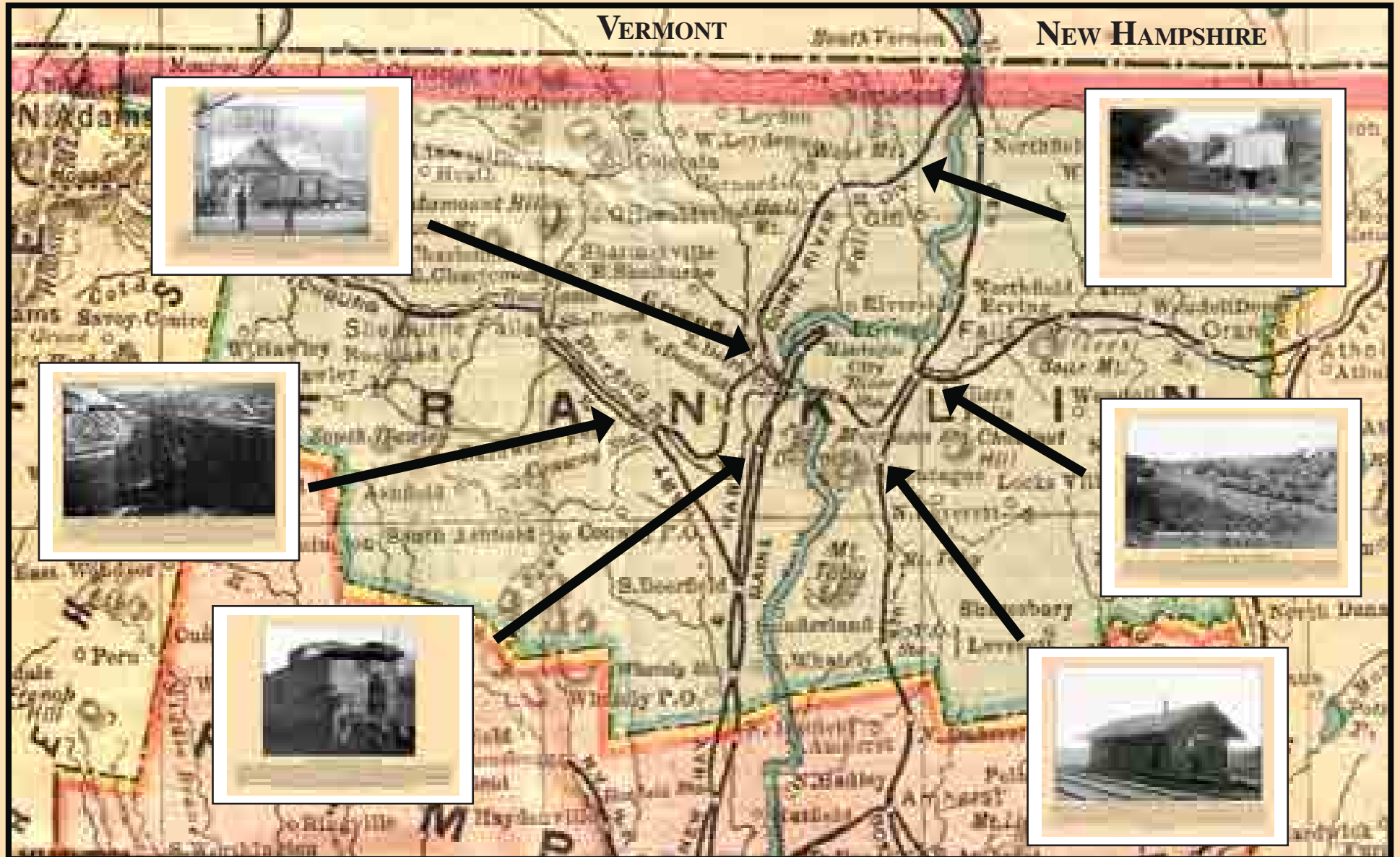
The first railway bridge at Bardwell was in service in 1866 or 1867 and was washed away in the fatal freshet of October 4, 1869. It was replaced immediately with a similar wooden bridge. Subsequently an iron bridge was built nearby and elevated about 20 feet in 1881. Here (in 1915) we are shown the beginning of the work to replace the 1881 double-track iron bridge with the current steel bridge. When the water was low in the Deerfield in late summer, the false work in the river was constructed and would support a track to keep trains moving while the old bridge was dismantled and the new one erected. With a train every 20 minutes around the clock, you can see why elaborate plans had to be made, including work windows and train fleeting. On the bridge we see two vertical stoves for heating rivets. Behind them is a steam crane and the Shelburne Junction tower. A B&M work train and a large crew of men can be seen over in Conway on the New Haven RR embankment. The job was completed sometime in 1916.



# DECEMBER 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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>Christmas Day</i>			
		<i>New Year's Eve</i>			NOVEMBER 2013 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	JANUARY 2014 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

# 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 2013						
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 2013						
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		

MARCH 2013						
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						

APRIL 2013						
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				

MAY 2013						
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 2013						
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 2013						
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 2013						
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 2013						
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 2013						
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		

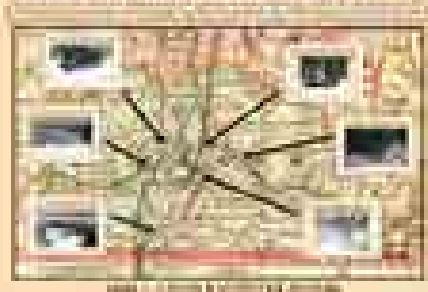
NOVEMBER 2013						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

DECEMBER 2013						
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 - 2013 Calendar Franklin County, Massachusetts



Cover: Standard No.564 was built by Taunton for the Connecticut River RR in 1881 with 17 by 24 inch cylinders. It was scrapped by the B&M in 1903. This is B&M Train No.26 to New York City, scheduled to depart at 1 PM and arrive at 6:58 PM, as told in the March 1900 OFFICIAL GUIDE. Today's Amtrak Vermonter passes just east of Greenfield around 1 PM and is due to arrive in The City at 6:41 PM, 17 minutes quicker after 112 years! The crew left to right: engineer, flag-man, baggageman, fireman, conductor, all with the mandatory mustache.



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 courtesy of Peter S. Miller, Greenfield, Massachusetts. Calendar website: [www.whist.com/calendars/rail/franklin](http://www.whist.com/calendars/rail/franklin)

Published By: Roberge Associates Land Surveying  
21 Mohawk Trail Greenfield, MA 01301  
(413)-772-2801