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THE WAYBILL

Mystic Valley Railway Society Newsletter
A Non-Profit Educational Corporation
1970-2020 Fifty Years of Service



credit R. Goelet



VOL. 51 NO. 3 ISSN 0897-7577 Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleyrs.org
www.mysticvalleyrs.org

September - November 2020

Cancelled due to coronavirus pandemic:
Sat. September 12, 2020 – Fifty Years of the MVRs

Postponed indefinitely: 2020 Annual Meeting

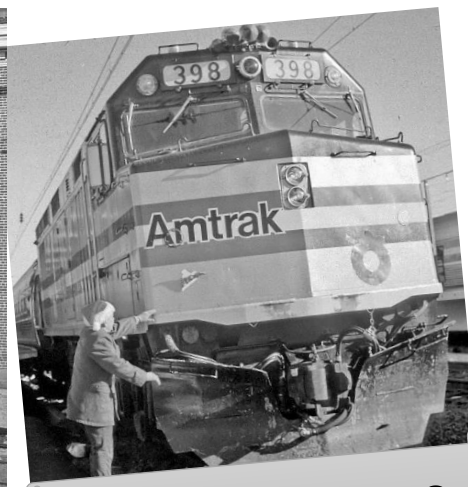
Tracks we have crossed, these fifty years ...



1978 Foliage Express



1981 B&O Steam Special



34th Street Express



1997 National Transport Museum



Golden Spike
National Historical Park

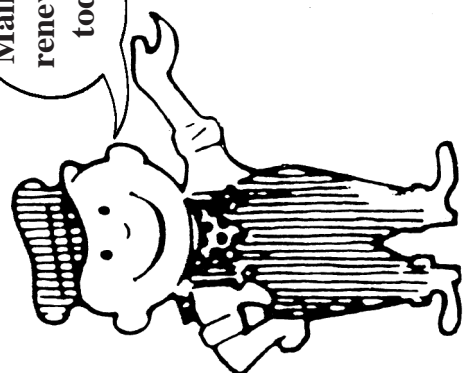


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NOTICE!

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From the President - Theresa E. Rylko

Unfortunately, not only have we had to cancel the Saturday September 12, 2020 trip, Fifty Years of the MVRS, but also to indefinitely postpone the 2020 Annual Meeting. These were necessary as the Massachusetts reopening plan remains in the first stage of Phase 3 because of the recent uptick of COVID-19 cases. Our ability to run trips depends on how many passengers are allowed on a bus, how restaurants and attractions can accommodate us, and the rules on the day of the trip in the destination state(s). The Governor says Massachusetts is likely to remain in Phase 3

until there is either a vaccine or a treatment. Then we can start planning future events. Thank you for your continued support. We all want to travel but only when it can be done safely.

As the weeks go by, I am slowly getting caught up on the piles of memberships that are still coming in. Thank you for being patient.

Thank you all for helping keep the MVRS on track by spreading the word. Please consider volunteering for the various committees. Trip team needs your help to start preparing for when trips can once

again be offered. The Waybill needs to have your input to get the word out.

If you have any comments for Member-o-Gram, such as a favorite picture of yourself enjoying one of the trips or a couple of sentences about a favorite trip, please send it in. Keep in touch with fellow travelers. We never publish telephone numbers or addresses in this column.

If there are any suggestions of how we might improve your enjoyment of the Waybill, please let us know. This is your publication.

Riding the Rails

By Robert A. LaMay



B&O streamline steam train outside Baltimore MD



Maine Central and B&M trains at North Station, Boston MA



The B&M Streamliner – The Cheshire



Boston & Albany Station at Huntington Avenue, Boston MA



Boston & Maine E8 with passenger train



Bangor & Aroostook F3's at Northern Maine Jct. ME

From the MVRS Legal Counsel – Brad Pinta

Zoom Meetings and Video Conferencing Impacting Our Personal and Professional Lives

I am sure that all of you would agree that the recent and still on-going COVID-19 pandemic has created incredible changes in our lives. For those of us who operate businesses, or at least want to stay connected with their loved ones and business associates, my question is whether you have yet had the opportunity to join, or at least be invited to, a Zoom Meeting. So, what is Zoom, anyway?

Zoom is a cloud-based video conferencing service that anyone can use to virtually meet with others, either by video or audio, all the while conducting live chats. Did you know that over half of the Fortune 500 companies reportedly used Zoom in 2019?

In early April, when COVID-19 had essentially shut down the Massachusetts Court system, I had the pleasure of being invited into a Zoom Meeting by a judge in the Norfolk Superior Court. Apparently, this judge had just been issued his new set of video conferencing equipment and he wanted to “try it out” in a civil motion session that involved a time-sensitive matter in one of my cases. Hence, early one morning, when the courts were closed to the general public and my office building was shut down, I jumped out of bed and put on a pair of gym shorts and sandals, a white shirt, a tie, and a dark colored sport coat and proceeded to argue my client’s position to the judge in my first Zoom Court Confer-

ence Hearing that essentially took place in my dining room. More than three full months have elapsed since that particular Zoom meeting and, due to the more recent distribution of video equipment to many other judges and supporting staff in the various Courts in the Commonwealth of Massachusetts, these types of virtual hearings have become commonplace. My office received notice last week of one particular judge’s scheduling for early September of a bench trial of a case that I am handling that had a delayed trial date due to the COVID-19 crisis. At this point, I am not sure if that case will proceed forward to its planned “virtual” trial. What I do know is, I’ve got an extra responsibility to sharpen my cross-examination skills, because any witnesses will have the built-in buffer of distance inherent in a virtual setting. But the fact remains that our world has now dramatically changed and perhaps, these changes will be to our benefit.

If you had asked me last year whether I had ever participated in a Zoom meeting, I would have had a quizzical look. But now, I can tell you all about one-on-one meetings, how to handle a group video conference (i.e., I actually conduct a monthly networking group meeting with over fifty attendees) and how to “screen share” and operate “chat rooms” with certain selected participants in a meeting. My own doctor’s office called last week and wanted to

perform my annual physical in a virtual setting. And also last week, I participated in a virtual mediation where the retired judge, acting as the court appointed mediator in a case pending in Virginia “hosted” the meeting from her offices in Virginia while the several litigants, all of whom were participants in the Zoom meeting, were situated in separate locations such as Quincy and Boston.

What is really amazing is that you can download the Zoom Application on your computer, phone, or any mobile device and join any meeting with a supplied meeting ID number. And the best part is that it is free for a basic membership.

Many of my friends and fellow networkers have not only become proficient with the Zoom communication platform but have also added a bit of creativity to their participations by adding virtual backgrounds. Amazingly, a fellow Group Leader in my professional networking community became so elaborate with this virtual platform that he held a pizza party by having each person’s favorite pizza delivered to their home simultaneous with the timing of the Zoom meeting. Becoming proficient with this technology allows for exceptional creativity. Welcome to the new world everyone, which now can include virtual pizza parties!

literally at your fingertips.

Even though my local library building is not yet open, it’s still possible to loan physical items such as books and DVDs. It works by placing an online hold then going at a prearranged time to collect them from a table at the door, all while maintaining social distancing. And if you don’t have online access, then try the old-fashioned way. Give the library a call and see what you can work out together: ask for ten books about trains, or ten novels by authors whose names begins with the letter D. Who knows what you’ll end up with, but there’s a good chance there’ll be something to exercise your mind.

So, till we meet again, do your best to have fun and be creative, all while maintaining social distancing and wearing a mask away from home. And when in doubt, please wash your hands.

From the Waybill Editor – Roma Hertel

This is again a slimmed-down Waybill with four pages. Although there are no new group trips yet, our options for getting out the house and meeting others are wider than before. Though the situation with respect to the COVID-19 pandemic in Massachusetts is less dire than three months ago, it is still far from ideal.

As the 2020 Annual Meeting has been postponed indefinitely, at the August directors’ meeting Leo Mignace became the new Vice President. He would normally have been sworn in at the Annual Meeting, but instead President Tracey Rylko proposed he occupy the position with immediate effect, and the board voted in agreement. Leo was born in Calabria and has enjoyed travelling around Italy by train, visiting Milan, Venice and Rome. He and his wife Pina, who is from Croatia, have been MVRS members for

about 15 years, going on day trips throughout New England. Leo looks forward to working with Tracey as the society develops plans to keep going and move forward in the current pandemic situation. He would like to see the membership increase, and for people to be able to be out and about enjoying themselves once the virus is under control.

If you have access to the internet on a computer or phone, then you have even more options. If Brad Pinta’s description of an online pizza party makes you curious to try out Zoom, take a look at the free tutorials on the www.ihelpsteach.com website set up by two South Shore students. Another great opportunity is to look into the virtual programs offered by libraries, historical societies, and membership organizations. And bear in mind there is no need to be limited to your town, state, or country. The world is

MEMBERSHIP APPLICATION

The Mystic Valley year runs from April 1 - March 31

Here’s what’s included:

- Our quarterly paper, *The Waybill*, filled with pictures and schedules of RR events.
- Exclusive members-only tours to unique activities and locations.
- Color Railroad calendar with 12 frameable prints (while supplies last).
- Annual Calendar Color Slide Contest for members.
- Railroad Socials.
- Membership card, The Mystic Valley Pass.
- Railroad films and guest speakers available upon request.

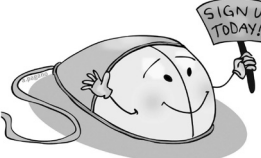
Membership Fees & Classes

1. **Regular Membership** (one person) \$10
2. **Family Membership**
Price of regular membership for one member plus \$4 per additional person living in the same house with regular member. All are full members with only one copy of every mailing mailed to the family address.
3. **Life Membership** (one person, U.S.A. only) \$125
4. For membership outside the U.S.A., please double the above fees (remit in U.S. currency only).

Calendars will be mailed to all current members as stated above and not necessarily presented at time of joining (while supplies last).

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TOTAL AMOUNT ENCLOSED \$

If you join more than once in the membership year, it will be considered a donation. Please send a SASE, a #10 business size envelope. Cards will be mailed to you in 5-6 weeks. There will be a \$20 service charge for returned checks.

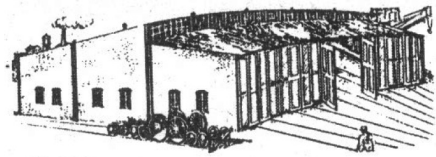




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The Roundhouse



Pan Am Railways and the MBTA are building a new joint dispatching office at Iron Horse Park in Billerica. MBTA/Keolis north side dispatchers will be in the same building as Pan Am dispatchers. [Railpace]

The New York Metropolitan Transportation Authority (MTA) entered into an agreement with Wabtec Corp. subsidiary MotivePower Inc. to purchase 25 diesel-electric locomotives for MTA New York City Transit. The new R255 locomotives will replace diesel locomotives built between 1966 and 1977. The locomotives will have the capability to work in an all-electric mode within confined work zones for up to eight hours, and will be used to move work trains that must operate at job sites where third rail power is removed, MTA officials said in a press release. The locomotives also will be equipped with cameras to capture images of the track, wayside and signals along the length of the track, as well as on-board monitoring and diagnostics systems that can help technicians maintain and repair the locomotives, agency officials said. Funding for the \$233 million order comes from the MTA's 2015-2019 Capital Program. Deliveries will begin in 2023.

Mark Tomlinson sends out an internet broadcast of various events in railroad history. This one caught my attention. On

June 13, 1920 the Postmaster General sent out an order that children could no longer be shipped by parcel post. There had been several previous orders that were ignored in some places. A 1921 order finally ended the practice.

Parcel post started in 1913 and a few parents figured out that for a small child it was cheaper to pay parcel post rates than to buy a railroad ticket. The Post Office tried to ban this shipment of children in 1913 but it was not finally banned until 1921. It was usually a matter of shipping the child to grandma. They would hang a cardboard sign on the child with a return address and a destination address and the appropriate number of stamps. The children rode in the Railroad Post Office car under the care of the postal clerks. The stories that I was able to find online were all from very small towns in the West where everybody knew everybody else. The parents knew the postal clerk to whom they were entrusting their child. It does not appear that railroad employees were involved in these shipments.

The Smithsonian Magazine had an article on this subject and there is also information on the History Channel website. Perhaps the most famous child shipment was Charlotte May Pierstoriff age 4 who was shipped from Grangeville ID. Her journey inspired a children's book called "Shipping May".

I contacted both the Boston & Maine Railroad Society and the New Haven Technical Society in hopes of finding a local story on this subject. Neither group was able to find a story in their archives.

The Rail Customer Coalition is calling on the U.S. Senate to approve President Donald Trump's nominations of Robert Primus and Michelle Schultz to fill two vacancies on the five-member Surface Transportation Board (STB). Primus, a Democratic congressional staffer from New Jersey, was recommended by U.S. Sen. Chuck Schumer (D-N.Y.). He and Schultz require Senate confirmation before they may be seated on the board. Schultz's Senate confirmation has been stalled for two years. Schultz, of Pennsylvania, has served as deputy general counsel at the Southeastern Pennsylvania Transportation Authority. The coalition — which represents more than 70 trade associations in the manufacturing, energy and agricultural industries that rely on freight-rail service — sent a letter to the Senate Transportation Committee in support of the nominees' confirmation. "The confirmation of Ms. Schultz and Mr. Primus will allow the board to live up to its obligations under the Staggers Act and continue to pursue sensible reforms that will benefit everyone," the letter states. "Such reforms will increase access to competitive freight-rail service and market-based rates, while cutting red tape and allowing the board to operate more effectively." If approved by the Senate, Primus and Schultz would join Republican Chair Ann Begeman, Republican Patrick Fuchs, and Democrat Vice Chair Marty Oberman on the STB.

The town of Rockingham VT is looking into the possibility of purchasing and renovating Bellows Falls Union Station. The station was built in 1849 and heavily renovated

in 1921 after a fire. [Railpace]

New York has started the process of buying Grand Central Terminal. After the Penn Central bankruptcy, ownership passed to American Premier Underwriters, a successor to Penn Central. Eventually America Premier sold Grand Central to Midtown Trackage Ventures, the current owner. Metro North has been paying rent of \$2.4 million to Midtown Trackage. The state's plan is to buy Grand Central from Midtown Trackage for \$35 million. [Railpace]

The Mt. Washington Cog Railway played a crucial role in rescuing hiker Ashley Furness. She slipped and fell several hundred feet into a ravine. Lt. Mark Ober of the rescue team said that without the train the rescue would have taken all night and required several additional rescue teams. The train got her to an ambulance waiting at the Base Station by 11:00PM. [Railpace]

To finish up with, here are a few short items from **RAILPACE**

- There is a new photographer-friendly pedestrian walkway on the Goethals Bridge between Staten Island NY and Elizabeth NJ. It provides views of both rail and marine activity.
- Massachusetts is beginning to study more rail service to Cape Cod, though no dates were mentioned.
- There continue to be problems with the new Chinese designed cars for the MBTA Orange Line.
- Vermont hopes to extend the Ethan Allen from Rutland to Burlington next year.

Lines from Ireland

Due to emergency public measures initiated by the Irish government to prevent/reduce the spread of the coronavirus (C-19), buses and trains in the Republic of Ireland began working to a Saturday schedule Monday to Friday from Monday March 30th with further reductions in service commencing on Wednesday April 1st. The service frequency on the DART was reduced to one train every 30 minutes from one every 10 minutes, though this was increased to one every 15 minutes for an hour in the morning and an hour in the evening to facilitate essential workers. Similar reductions were made to long-distance train schedules.

Dublin Bus and Go-Ahead Ireland, which provide bus services in the Greater Dublin Area, started working to a Saturday timetable with the numbers of passengers on double deck buses limited to 6 downstairs and 10 upstairs using clearly designated seats. Single deck buses were limited to 8 or 10 depending on size. On buses with a mid-body door, passengers enter by the front door and exit by the mid-body door. On buses with a front door only, passengers do not board until those on board have exited. Luas services with seating restrictions continued to operate as normal.

Steam train trips scheduled to be operated by the Railway Preservation Society of Ireland and other heritage railroad operators were suspended and remain so until further notice.

On Monday May 18th, the Irish government commenced a phased re-opening of the country with further phases coming at three-week intervals depending on the number of reported C-19 cases.

Public transport services did not resume a normal schedule until Monday June 29th with DART reverting to a ten-minute service and long-distance trains resuming as well. Those using public transport were advised to wear a face covering and this was made mandatory by Government with effect from Monday July 13th. However, trade union representatives made it clear that train engineers, train conductors, and bus drivers would not police this mandatory requirement and called on Government for the establishment of a dedicated transport police force along similar lines to the British Transport Police in the U.K. Passenger capacity on public transport has been increased to 50%

subject to social distancing requirements.

During the March – June period, Iarnród Éireann used the time of reduced train operations to engage in track re-laying at several locations around the country.

Addressing the Irish Railway Record Society in their Dublin premises on Thursday February 13th, Jim Meade, Chief Executive Officer, Iarnród Éireann, revealed that as part of the National Development Plan 2018-2027, the company strategy is to align overall transport policy, in particular DART Expansion, and to integrate with Bus Connect (dedicated high speed bus routes), Luas and Metrolink, as the company on its own cannot provide the complete solution for public transport in the Greater Dublin Area. The equivalent of US\$2.2B in the NDP has been allocated for conventional rail, mainly for the electrification of services from Dublin to Maynooth/M3 Parkway, Hazelhatch, and Drogheda, using electric or battery-electric trains. Battery-electric trains will have a minimum range of 50 km but more likely 80 – 100 km which will enable trains to operate 'beyond the wire' i.e. Hazelhatch to Newbridge.

The DART Expansion Project will deliver 4-tracking from Parkwest into Dublin Hueston station, the creation of a new platform in Dublin Connolly station, the reconfiguration of junctions and four platforms at Dublin Docklands, the creation of a new interchange at Junction with the proposed Metrolink and a new Electric Multiple Unit depot west of Dublin.

Electrification is at the heart of the NDP and DART Expansion which is good for the customer, environment, and company cost base. Working with partner organisations, the company will meet the challenges created by Brexit and will be going for growth at Rosslare Europort, Ireland's Gateway to Europe.

Also announced in March was the Cork Metropolitan Area Transport Study which is part of a US\$3.8B-equivalent investment in transport in the Cork Area, 160 miles south of Dublin, with all modes of transport benefiting. Eight stations are proposed on the Cork Commuter network: Blackpool, Monard, Blarney (Cork-Mallow), Tivoli, Dunkettle, Carrigtwohill West, Water Rock (Cork-Midleton), and Ballynoe (Glouthaune-Cobh). Longer term plans for the electrification of

May to July 2020

the Cork commuter network form part of this strategy which will align with the electrification of the main Dublin-Cork line resulting in improved long-distance train services and journey times. A 17 km light rail system operating between Ballincollig and Mahon Point via the Cork City downtown area and Kent railway station is also planned. It will have 25 stops along the route which will run on a 5-minute frequency service.

Six companies (Stadler, Bombardier, Siemens, Hitachi, Alstom, and China Railway Rolling-stock Corporation) have prequalified to bid to provide the new DART fleet. These bids are now being evaluated.

News from Britain

HS2 Plans for East Midlands transport hub unveiled

In May it emerged that more trains, buses and trams will be provided to link communities with the East Midland hub of the HS2 rail scheme under which 20 cities, towns and villages will have direct access to this high speed rail service at Toton. Midland Connect, a group consisting of 22 local authorities, enterprise groups, chambers of commerce, and regional airports have advanced a three-phase program. The first focuses on the decade before HS2 trains start serving this region of the U.K. and includes an extension to Nottingham's tram network, increases to bus and train services across the region and work on the main highway between Derby and Nottingham. A second phase which could be up and running within 20 years includes a new railway station at East Midlands Airport providing quicker connections to Derby, Leicester, and Nottingham. The final phase envisages new rail links to the South Derby Growth Zone and Rolls-Royce plus a train-tram serving Long Eaton. The British government expects that HS2 Phase One from London to Birmingham will be completed between 2028-2031 and Phase Two from Birmingham to Manchester and to Leeds completed between 2035-2040.

Four New Railway Stations to be built in Wales by 2024

Welsh Assembly Minister for Transport Ken Skates has submitted a request to the U.K. government for funding to build four new railway stations at Carno in Powys, St. Clear in Carmarthenshire, Deeside Parkway,

By James Scannell

and Ely Mill, Cardiff. These stations could be open by 2024 if funding is provided from U.K. government's Restoring Your Railways fund.

Wearing of face coverings becomes compulsory in Scotland

From Monday June 22nd the wearing of face coverings by travelers in Scotland became mandatory for users of all forms of public transport including taxis and private hire cabs. The rules also apply to buses, trains, the Glasgow Subway, Edinburgh trams, aircraft, and enclosed spaces onboard sea ferries. Children under 5, individuals with respiratory difficulties and those with a physical condition which it hard to keep a mask in place are exempt.

Face coverings become mandatory on buses, trains, and ferries in Northern Ireland

From July 10th the wearing of face coverings on most buses, trains and ferries became mandatory in Northern Ireland with exemptions for those with medical conditions and children under the age of 13. Outdoor areas of a sea ferry where social distancing can be maintained will be exempt from these requirements.

Face coverings become mandatory on trains and buses in Wales

On July 13th Welsh First Minister Mark Drakeford announced that with effect from Monday July 27th the wearing of three-layer face coverings would become mandatory on all forms of public transport in Wales and would be also the case for taxis and other situations where 2 meter social distancing is not possible.

Railway Locomotive Mystery Solved

Researchers at the Locomotion National Railway Museum in Shildon, Co. Durham, have proved that the Lyon steam locomotive said to have been designed by George Stephenson and predating his 1825 Locomotion No.1 and the 1829 Rocket, was in fact later. Following several months of a forensic examination of the locomotive and its archive documentations, it emerged that the technology needed to make long sheets of wrought iron plate used in Lyon's boiler did not exist prior to 1840 and it has now been established that this locomotive was built around 1849 and for the next 60 years was used to haul coal at Hetton Colliery near Durham.

MEMBER-O-GRAM

Leo Mignace, new Vice President and director, wishes everyone a safe and healthy rest of the summer, and hopes to see you all soon.

Lines from Ireland columnist **James Scannell** writes that since the Irish lockdown commenced in March, and although restrictions there have started to ease on a phased basis, it appears under various public health requirements that meetings and lectures will probably not resume until next year. He has had a break of several months from giving presentations and talks but in April was invited by the County Wicklow Decade of Centenaries (1914 - 1924) Committee to join the panel of local historians who will contribute articles and essays on the Irish War of Independence/Anglo-Irish War (1919-1921) and Irish Civil War (1922-1923). These will be published on a dedicated website. All five submissions he has made so far have been accepted and he has several more in preparation, though with research facilities in libraries still closed they will have to await re-opening to be finalized.

Would you like some free bundles of Waybills to distribute in your area?

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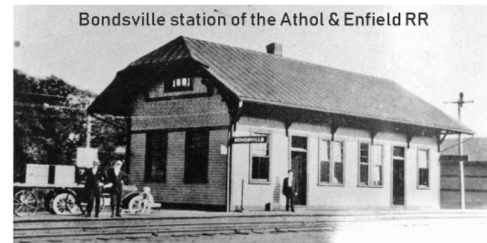
Palmer, the Town of Seven Railroads

By Dirk Hertel

The MVRS had planned to celebrate its 50th anniversary at The Steaming Tender Restaurant in Palmer MA, but caution dictated against live festivities. This historic location would have befitted the event, being the former Union Station building. Serving three railroads at its peak, the building was designed by Henry Hobson Richardson. It is located in Depot Village, the largest of the four villages making up Palmer, known as “the Town of Seven Railroads”, at the confluence of several rivers: the Quaboag from the east, Chicopee Brook from the south, the Ware from the northeast and the Swift from the north. They combine into the Chicopee River which flows west towards the Connecticut River. Palmer became a hub for the railroads that followed them.

The “seven railroads” should not to be taken literally. One was never completed (the *Southern New England Railroad*) and another never operated (the *Hampden RR*). Of the five lines that did connect the town of Palmer to the outside world, only three actually ran through Union Station. The other two had stations at the village of Bondsville in the northern part of town. However, counting the two electric trolley lines that once operated in Palmer does restore the number to seven.

Palmer’s railroad history began with the 1839 opening of the *Western RR* between Worcester and Springfield. [Editor’s note: see the March-May 2020 Waybill for more about this line further west around Chester MA.] This east-west connection gave rise to the new Depot Village, which rapidly outgrew the old Palmer Center. Second came the *New London Northern RR*, chartered in 1847 to connect New England’s water-powered manufacturing to the seaport of New London. In 1850 Palmer became the northern terminus of that railroad’s southern branch, the *New London, Willimantic and Palmer RR* then, in 1853 the southern terminus of its new northern branch, the *Amherst, Belchertown and Palmer RR*. The third arrival was the *Ware River RR*, heading northeast to Winchendon in 1873.



Bondsville station of the Athol & Enfield RR

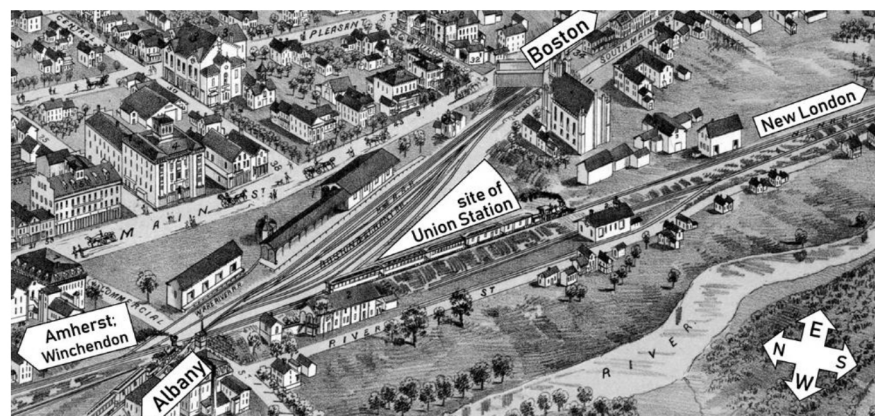


Bondsville station of the Central Mass RR

The *Athol & Enfield RR* also opened in 1873, as number four. Following the Swift River, this line had a station in Bondsville as did number five the *Central Massachusetts RR* which in 1887 connected Boston to Northampton.

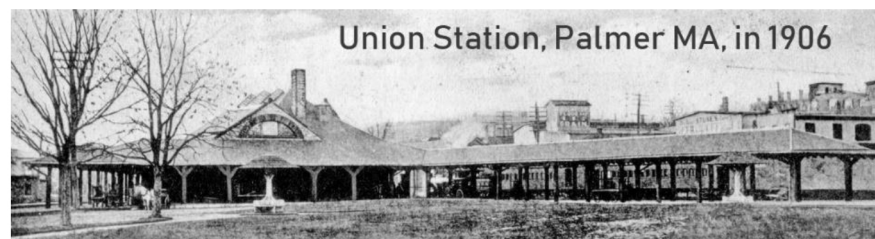
After the building boom the challenges of actually operating the railroads brought about the busts, mergers, acquisitions and general consolidation that are the hallmark of American capitalism. By 1880, railroads #1, 3 and 4 were part of the *Boston & Albany RR*, while #2 was part of the *Vermont Central RR*. However, both railroads were still served by separate passenger depots and freight sheds. There was a strong incentive to

combine these scattered small “cheap” buildings and improve access from Depot Village.



Depot Village in 1879, with stations for the *Boston & Albany*, *New London Northern*, and *Ware River Railroads*, and the site of the Union Station built later in 1883-4.

In 1881, the *Boston & Albany* commissioned architect Henry Hobson Richardson to design stations in Auburndale, North Easton, and Palmer. Built in 1883-4, Palmer’s Union Station was the largest and was further beautified by a depot park complete with grotto designed by landscape architect Frederick Law Olmsted. Sitting in the Y between the platforms of the *Boston & Albany* and the *Vermont Central*, at its peak the station handled 30 to 40 passenger trains each day, with connections to Chicago and St. Louis in the Midwest, and northwards to St. Albans and Montreal.



Union Station, Palmer MA, in 1906

Fast-forwarding to 2020, passenger trains still pass through Palmer but without stopping to discharge or pick up passengers. Amtrak’s *Lake Shore Ltd.* runs on the tracks of the old *Boston & Albany*, while *The Vermonter* crosses them on its way from New York City up north. However, Richardson’s magnificent station has not only survived the ravages of time (apart from the long *Boston & Albany* platform canopy seen above on the right), but has been restored and brought back to life by its current owners as a railroad-themed restaurant and railfan destination. The 2016 *Northern New England Intercity Rail Initiative* (NNEIRI) recommended station stops in Palmer for future Boston – New Haven and Boston – Montreal trains, and the *Citizens for a Palmer Rail Stop* are advocating for passenger trains to stop and connect at this hub once again.

(Palmer Public Library eHistory resources: *Pictorial Palmer*, Carpenter & Cady (1896), *History of the town of Palmer, Massachusetts, 1716-1889* by J.H. Temple (1889). Photos from Digital Commonwealth.)