RAILROADS OF WORCESTER

From Court House to Round House

How a small, prim court house town became a busy railroad center and what it meant for the people of Worcester

1830s – 1870s

From the collections of Worcester Historical Museum, Worcester Massachusetts

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2015

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Sources

The documentation format used here involves placing the source bibliography at the beginning, then making references to it throughout the narrative by use of the authors' names, with page numbers. This method avoids "burying" the sources at the end where few readers would be likely to see them. Only sources which have explicitly been used in the gathering of information for the work are included. There are, of course, many other valuable resources on Worcester history.

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www.oldrailhistory.com

www.worcesterhistory.org (Worcester Historical Museum)

As the shire town of the county since 1731 and the county seat since Independence, Worcester in 1820 was a small town of a little under 3,000 people, distinguished from other small towns in the region mainly by the presence of the county court house. Aside from the farms surrounding the core village, there were also merchants providing the necessities of farm and home life, often on a mail-order basis, to the town and the region, and there were the usual artisans, apothecaries, blacksmiths, tanners, millers, carriage makers, and the like.

Running through the town were a number of small brooks comprising the headwaters of the Blackstone River, and by this time they were powering a few small-to-moderate sized mills, mostly textiles. But the Blackstone was far too small to be navigable, even by small boats. Aside from the few mills and the shops of the village center, and, of course, the courthouse-related legal functions, the predominant activity of Worcester was still farming.

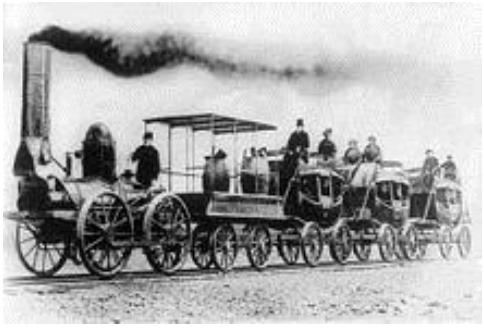
Difficulties in transportation limited the ability of local farmers, artisans, millers, and textile makers to market their goods to the outside world. By the 1820s, the old idea of building a canal had resurfaced as a means of alleviating the transportation problem. Talk of a canal to the harbor at Providence had been around since the 1790s, and the completion of the Boston and Lowell Canal, as well as the ongoing construction of the Erie Canal in upstate New York, undoubtedly encouraged business interests in Providence and Worcester. The decision to build, and the financing in place, construction of the Blackstone Canal began in 1825, and in October, 1828, the canal opened to great fanfare when the *Lady Carrington* was towed into the canal basin, the town's "port" located about where the Major Taylor parking garage stands today.

To an extent, the Blackstone Canal was successful in that it enabled regular shipments to and from Providence harbor, except when ice or other problems intervened (which was often), resulting in more efficient and less costly transportation of goods. The canal promoted commercial and some industrial development in Worcester, especially woolens and woolen machinery, and it is said that the character of the central village began to change as a result. But to whatever extent the canal was successful, it lasted only a short while, and the venture did not in the long run prove to be a good financial investment, at least not as a transportation company. Records summarized by William Lincoln show that total receipts for goods hauled by the canal company peaked in 1832, only four years after service began, and three years *before* the coming of the first railroad. They continued falling thereafter until the railroads eventually rendered the canal obsolete.

By 1835 Worcester's population had risen to some 6,624 persons, according to the state census, an increase of close to 90 percent over what it had been in 1825. Much of that growth clearly was a result of the canal. But despite the boost provided by the canal, the town and its surrounding region were still landlocked, and transportation of goods and of people was still a significant constraint.

It was in this context that the railroads first came to Worcester.

The earliest operations of steam-powered locomotives in the U. S. occurred at several locations in the late 1820s, some of them hauling coal or stone from mining sites, and some being merely experimental endeavors. The first common-carrier operations authorized by state charters were the *Baltimore & Ohio* Railroad in January, 1830; the South Carolina Canal and Rail Road Company in December, 1830; and the *Mohawk & Hudson* Railroad in September, 1831. The Mohawk & Hudson ran between the Mohawk River at Schenectady and the Hudson River at Albany, bypassing the Erie Canal which connected the two rivers, and was pulled originally by the *DeWitt Clinton*.



The *DeWitt Clinton* as it would have appeared on its inaugural run. Source: wikipedia under "Albany & Schnectady Railroad"

In Massachusetts, the first steps toward steam-powered common carrier railroads were taken about that same time. After a long and intensive political struggle in the legislature, the Commonwealth granted charters, between 1830 and 1835, to three newly-incorporated entities:

(1) the *Boston and Lowell* Railroad -- chartered 1830, opened for service in 1835;

(2) the *Boston and Providence* Railroad -- chartered 1831, opened 1835; and

(3) the *Boston and Worcester* Railroad -- chartered 1831, one day after the *Boston and Providence*, opened for service to Worcester, July 1835.

The *Boston and Worcester* Railroad

The *Boston & Worcester* quickly became the most critical of the three, by far the "lead story" in the unfolding drama of railroad development in Massachusetts. It represented the first leg of an intended rail line to the Hudson River at Albany, the purpose of which was to connect Boston and most of New England to the Erie Canal and thus to all lands west of the Hudson, meaning the rest of the country as it was then and as it would become in time. The authoritative source on the subject is Stephen Salsbury's *The State, the Investor, and the Railroad* (1967). According to Salsbury, the initiative to get the state to build a "western railroad," beginning in the mid-1820s, failed to gain legislative support, mainly because small towns not geographically positioned to realize the anticipated benefits opposed the plan. Basically, they feared higher taxes to support a likely financial loser that would not benefit them adequately, if at all.

This strategy failing, the proponents turned to a private investment approach. Despite being seen as a very high risk venture, the necessary capital was raised and the *Boston & Worcester* was established as a "trial run" for the larger and more ambitious purpose of connecting to the Hudson River. The region's first railroad was to serve as an experiment to determine what the costs would actually be and whether revenues could support such an investment. The experiment was to be one

of private sector financing within a context of a light hand of regulation by the state. From the outset it was clearly established that state regulation would be minimal, pertaining mainly to the setting of fees for freight and passenger service, and this, according to Salsbury, was important to the anxious private investors.

Apparently leery of such schemes after the financial losses incurred on the Boston Turnpike and the Blackstone Canal, Worcester investors took only a small part in the financing of the new railroad, buying only 250 of the 10,000 shares of stock that were sold at $100 each. One of the Worcester buyers was Stephen Salisbury II, who bought 50 shares (Southwick, p. 5)

In April, 1834, the B&W began operating a nine-mile run between Boston and West Newton, becoming the first railroad in New England to offer regularly scheduled rail service. Later in the year it extended its reach to Framingham, and the following year the line was completed to its western terminus in Worcester. On the Fourth of July, 1835, the first *Boston & Worcester* train arrived at the new depot on Foster Street to a jubilant reception.

> An excursion train of twelve cars… propelled by two locomotives, bringing the directors and some three hundred stockholders of the road, from Boston, arrived here at one o'clock in the afternoon, after a ride of three hours and a quarter…. (Wall, p. 291-92)

According to Benjamin Hill, writing in 1900 for the Worcester Society of Antiquity, two trains, or "trains of cars," as they would have said then, each with two locomotives and eleven cars, made four trips that day, carrying more than 1500 passengers back and forth to Boston. Hill also described the excitement in Worcester:

> From the earliest morning the town had been filled with the largest number of people that had probably ever assembled there. Few had even seen a railway train, and gazed in silent wonder as the twelve cars, drawn by two locomotives, rolled into the town amid the booming of cannon and the ringing of bells. (p.563)

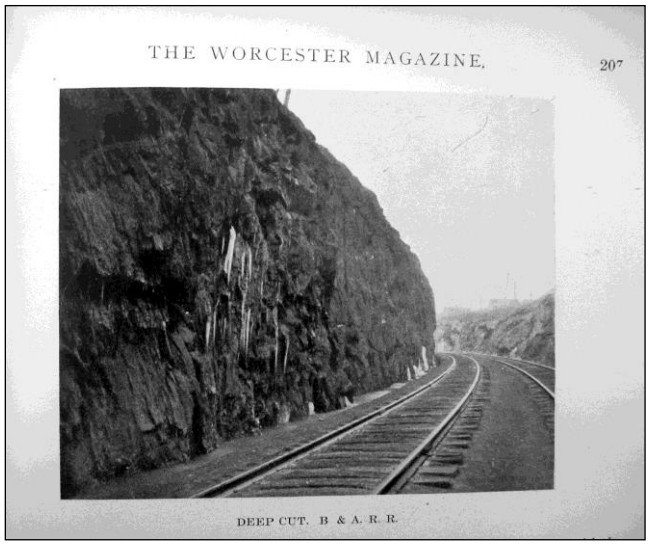
As "trains of cars" departed and arrived throughout the afternoon, a grand celebration was held in the Town Hall, a short walk from the depot, featuring food for everyone and speeches by political leaders, including Governor Lincoln, Edward Everett (who was soon to be elected Governor to succeed Lincoln), and numerous members of the legislature, plus other notables, such as the Rev. Aaron Bancroft, and a few common citizens. During all this, according to Hill, "about 500 ladies and school children were taken to Westboro and back." (p.573) (Imagine being a school kid getting to ride a train on the first day it ever ran in your town and one of the first days it ever ran anywhere.)

"From that day on," wrote historian Albert B. Southwick, "everyone in Worcester knew that Boston was only 2 hours and 45 minutes away. Stagecoaches had taken a full day or more to go the 43 miles. And stagecoaches were not nearly as exciting as steam trains." (p. 9) The public reception of passenger trains was surprisingly strong from the outset and it held up for a century.

The original depot, located on Foster Street at Main, was built by locally renowned builders Horatio Tower and Tilly Raymond (Tower later built Mechanics Hall in the 1850s), and they completed it in time for the ceremonial first train to arrive in July, 1835. The depot consisted of a

100 by 40-foot shed along Foster Street, inside which the track dead-ended. This building was relocated a few years later when the depot was expanded (Wall, p. 292-293).

The 44-mile line, according to Worcester's earliest published historian, William Lincoln, consisted of "… a single track of edge rails, on cast iron chairs, resting on wooden sleepers, bedded in trenches filled with stone." (p.283) The cost of construction, including land, labor, cars, engines, and buildings, was $1.5 million, which was about twice what had been claimed by the railroad's proponents. The tracks entered Worcester at the south end of Lake Quinsigamond and proceeded northward almost to Belmont Street before curving southwesterly across Plantation Street. They then ran about a mile into the Pine Meadow plain of the town's central valley where they diverted westerly toward the station. Except for the final westerly turn, they still do.



Source: *Worcester Magazine*, Worcester Board of Trade December 1903, p. 207

The "deep cut" is just south of Plantation Street before the intersection with Belmont Street.

One of the contractors for the building of the rail line was Tobias Boland, who had also done much of the construction of the Blackstone Canal, and some members of his largely Irish crew had also worked on the canal project (Nutt, v. II, p. 980 and p. 987). The B&W's path into the center of town required a "deep cutting of the slate rock," as Lincoln called it, about 30 feet deep and 500 feet long, involving extensive use of explosives. It has been alleged that in a rush to completion during the harsh winter weather some irresponsible decisions were made which resulted in several workers being killed in a series of accidents (Moynihan, p. 133). According to Southwick, "On February 26, 1835, four men were killed and five injured when a powder blast was fired prematurely in the deep cut." (p. 7)

A passenger's guide to the rail journey between Boston and Albany, written by William Guild and published in 1847, offered a narrative description of what would be seen along the way. It included a rail diagram, which ran throughout the book at a scale of one inch to the mile, placed on the even-numbered pages, and the narrative and sketches were on the odd-numbered pages, carefully linked to the diagram. The guide showed roads, streams, and rivers passing under the tracks; bridges crossing over, roads crossing under or at grade; major geological formations; and indications of rates of ascent or descent at various locations. The careful reader was then, and is now, rewarded with a sense of the visual nature of the ride, if not the sounds, the smells, and the feel of the coach seats. The narrative also offered commentary on scenic views, the appearances of towns, and the like.

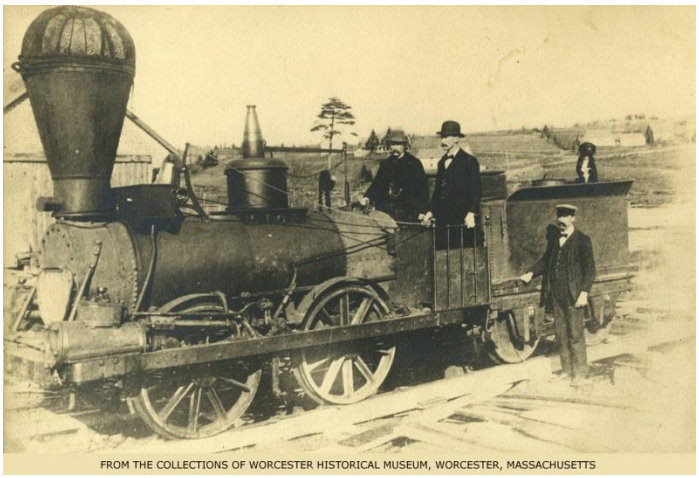
Guild's description of the views from the train as it came into Worcester, and his impressions of the town in the 1840s, are particularly rewarding for the loyal Worcesterite:

> *As we rise upon the highlands, the prospect gradually becomes more extended, and very soon one of the most lovely and charming views that it is possible for one to conceive, bursts upon our view. The cars pass, on very high ground, the beautiful Quinsigamond Pond, which is surrounded by a rich forest, and interspersed with numerous islands, also covered with trees…. We soon reach the deep, extensive rock excavation at Worcester Summit, in some places forty feet in depth, with its black perpendicular walls; and, by a descending plane of one mile in length, arrive at Worcester.*
>
> *This is a large and flourishing town, situated in, and capital of, the county of the same name. Its population in 1847 was 15,643, having doubled in seven years. Worcester is also the centre of a large railroad communication, which tends to make it one of the busiest places in New England…. Its main street is one of great beauty, and the whole aspect of the town is one of surpassing loveliness. (p. 27-31)*

Early indications regarding the relative success of the experiment were encouraging. William Lincoln provided a summary of usage and financial statistics, made available by the corporation, pertaining to the railroad's first six months of operation: From July through December, 1835, the B&W carried 72,558 passengers, an average of about 460 per day (six-day weeks), a little over half of them traveling the full route. There were 757 passenger trains averaging two hours and fifty minutes per trip (one way), and 533 freight trains, the total amounting to more than eight trains arriving or departing from Worcester each day. (p. 310)

Receipts for the six months of the B&W's first year of operation totaled $91,740, about 80 percent of which was derived from passenger service, which turned out to be, in the early years, considerably greater than had been anticipated. Freight service, on the other hand, lagged somewhat during these early months, but then increased considerably in 1836. Operating receipts for the B&W's six months exceeded those of the Blackstone Canal over its first *six years* ($89,484 in six years, three months, per Lincoln, p. 310), although this is not a fair comparison since a high proportion of the railroad's revenues came from passenger service. Freight revenues, however, show a similar pattern. During its first 17 months (July, 1835 through November, 1836), B&W freight revenues totaled $78,665, a figure the canal took about five and one half years to achieve. Clearly the railroad was, from the beginning, the far superior means of freight transport.

The results of the state's trial run of a railroad were decidedly favorable, despite significantly higher costs than had been proclaimed by the advocates, particularly for the acquisition of land. Future revenue potential seemed very good, and the operation of the 44-mile line, in terms of safety and reliability of service, according to Salsbury, had been remarkably good, despite a few accidents, derailments, and other problems. Within a short period of time the trial run from Boston to Worcester had made a convincing case that the long-debated "western railroad" was worth the gamble, and it was soon clear that it would be pursued, and that the means would be private investment within the bounds of a light hand of state regulation.



"The Lion," one of the B&W's early locomotives, was built in England for the Liverpool and Manchester Railway by Bury's Locomotive Works, Liverpool. It first operated here in January, 1836, and it is said that the *Lion* remained in service for 33 years, logging over 700,000 miles. If true, much of that mileage probably was as a yard engine rather than a long distance hauler. To see why, this locomotive can be compared with the "American" type, or 4-4-0 (see p. 10), typical engines of the middle and latter days of *The Lion's* period of service. According to Salsbury, the Lion was the last English engine ever ordered by the B&W. (p. 108) (Photo from the collections of Worcester Historical Museum, Worcester, Massachusetts)

On display at the Science Museum of London, the "Meteor," originally named the "Rocket," was built by Robert Stephenson and Company, in England. A "Meteor" purchased by the *Boston & Worcester* was the first locomotive to operate on Massachusetts rails. According to Smithsonian curator John H. White, "The engine was found to be unsuitable for the roughly laid American track, as its short wheelbase and lack of leading wheels caused the engine to rock and derail easily." (p. 81)

The *Western* Railroad

While the B&W was still under construction, plans were already in place to continue pursuit of the goal of rail service from Boston to Albany. The idea was to be ready to move quickly and propitiously if and when the B&W showed adequately successful results. In March, 1833, a charter was granted by the Massachusetts legislature to the directors of the *Boston & Worcester* to allow them to establish a new corporation, the Western Railroad Company, to build a rail line from Worcester to Springfield, and from there to the state line beyond Pittsfield, where by some as yet undetermined route it would connect with new rail lines to Greenbush, New York, on the east bank of the Hudson at Albany, where ferry service would complete the journey.

There followed a period of waiting to see how the B&W would fare before trying to capitalize the new corporation. But then a threat of serious competition arose from Hartford and New York interests seeking to pre-empt the *Western* by building a direct New York-to-Boston rail line through Hartford, to join the B&W at Worcester. Boston financial interetsts feared that such a line would result in greater dominance of the region by New York, with Boston being reduced to satellite status. Thus the threat had a galvanizing effect on the proponents of the *Western*, and they soon

were pressing hard to sell shares in the already-chartered corporation to a broad base in towns along the projected path of the line.

In Worcester, there was considerable opposition to a westward extension of the railroad, based on thinking the town would be better served as a terminus of the *Boston & Worcester*, rather than as a mere stop along the way of some larger enterprise (Rice (p. 389) and Salsbury). The extent of this anti-*Western* attitude can be seen in the fact that, according to Salsbury, of the 20,000 shares of stock sold to capitalize the company, Worcester citizens "held not a single share !" (p. 141) The general preference in town for Worcester remaining a terminal point of the line was reflected in the design of the Foster Street terminal. Trains came to a dead-end inside it, in perpendicular alignment with Main Street. To turn around to head back east toward Boston they used the turntable outside the depot to reverse the locomotive.

Had the "end-of-the-line" argument somehow prevailed to keep the *Western* rails out of Worcester, it could only have meant that the rail line that was inevitably going to be built from Boston westward would have simply bypassed the town. In such a case, a spur line would eventually have been brought into Worcester from the south, possibly Millbury or Auburn. From an industrial development point of view, the end-of-the-line idea clearly was short-sighted. It would have resulted in a lost opportunity to connect Worcester more efficiently with the rapidly developing lands to the west, and thus hindered the town's potential for industrial development. There were other reasons, as will come into view in due course, why the decision to build the town's first train station at the Foster Street site was not a very good one.

If the Western's coming into Worcester was the first setback for its opponents, the second was the railroad's decision not to use the Foster Street station. Instead, the company opted to purchase land near Washington Square, close to the developing freight facilities of the *Boston & Worcester,* and to build a depot along the rails now running through Worcester to form the primary east-west *through* route. This decision was said to be for reasons of higher cost and increased length of travel, and, according to Salsbury (p.165), because it was considered "undesirable in principle to separate the freight from passenger terminals."

Western Depot, Washington Square

This photograph of the Western Depot, which is undated but has to be prior to 1875, courtesy of the Worcester Historical Museum, shows that the depot was a simple, classic depot design, featuring the covered platform, raised to reduce the step-down from the trains. The depot shown might have been a later replacement, rather than the original 1840 structure.

The town, according to Salsbury, was very angry about this situation. "*In fact as the years went on,*" he wrote, "*Worcester's anger seemed to fester and grow, and the locals made many attempts to get the Western and the Worcester to share a joint passenger station in the center of town.*" (p. 166) The fact that Salsbury's main source of information concerning the local attitude consisted of the proceedings of a public meeting held in 1847 means the hostility raged at least that long.

At this point in the development of railroad systems, it apparently was expected, at least in Worcester, that all trains would run from terminal to terminal and that passengers "passing through" would do so by changing trains. Thus, for an example, a *Western* train coming from Springfield would pull into the shared station at Foster Street, and passengers going to Boston would transfer to a *Boston & Worcester* train elsewhere at the station. That being the norm, and because Worcester's original and primary station was conveniently located near the center of town, locals preferred that it be used as a common station for all railroads coming into town.

Missing from the argument was the concept of *through* cars, whereby a passenger *car* carrying people from places on one railroad line to a destination on another line would be transferred from one railroad to the other at the point of intersection of the lines. Passengers would not have to leave their seats. Thus, for example, a *Western* car carrying passengers from Springfield with tickets for Boston would be transferred to a *Boston & Worcester* train in Worcester. This transfer might have been somewhat easier at the Western depot because it was located on a rail line running straight through the city, but it could have been done at the Foster Street station if the *Western* had run a line directly to it.

Regular service between Worcester and Springfield began in October 1839, and by the end of 1841 the line had been completed, at great cost and difficulty, reaching Greenbush, NY, on the east side of the Hudson at Albany (Karr, p. 156-58).

From the depot at Washington Square, the *Western* tracks headed toward Springfield took a southwesterly path along the southern edge of the Main Street plateau, running along Beacon and Illinois Streets, past New Worcester (Webster Square), over the Middle River and Kettle Brook near Curtis Pond, and close to Stafford Street before curving southward around Jamesville Pond and heading into Auburn. "Guild's Guide" noted that when the westbound train reached the 46½ mile point, at about Curtis Pond, it began a ten-mile climb to "Charlton Summit," rising 430 feet over a grade averaging almost but not quite one percent, which was comparatively steep as grades ran in the early years, enough to force locomotives to work hard to climb them, thus producing lots of chuffing and smoke. Eastbound trains, on the other hand, were rewarded with a long, easy glide down into Worcester, the locomotives having to produce much less power.

After Charlton, the tracks connected small towns and factories, weaving a path, mostly downhill, through South Spencer, East Brookfield, Brookfield, Warren, and other towns following streams around the hills of south-central Massachusetts to Palmer, after which came a straighter and still mostly downhill run into Springfield, 54 miles from Worcester.

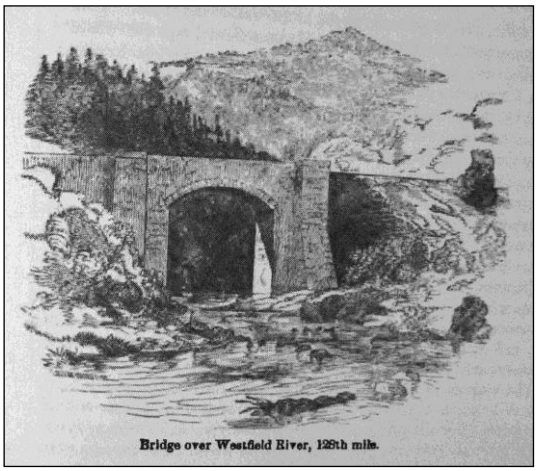
From Springfield station, Albany was another 102 miles, starting with the 1200-foot truss bridge over the Connecticut River,* followed by a mostly uphill climb across the Berkshires, rising nearly 1400 feet in 26 miles from Westfield to Washington, then passing through Pittsfield, the largest town

of the area. Then from there it was down the western slope to Chatham, New York, where the tracks ran next to those of the *Hudson & Berkshire* Railroad, a forerunner of the *New York Central* system of which it would later be a part, to Greenbush and the ferry to Albany. Running the *Western* through the Berkshires, according to Southwick, involved the building of 21 bridges, some of them 60 to 70 feet above ground, and a tunnel of 548 feet in length, located a few miles west of Washington Summit. (p. 11)

* See Appendix, p. 30 for more on this bridge.

At Albany, the traveler could take the *Mohawk & Hudson* to Schenectady to board a packet boat on the Erie Canal, or, depending on the year, take one or more of the railways stretching across the state to Buffalo and beyond, each of which, in 1853, would become part of the *New York Central* System. When completed, the 156-mile road from Worcester to Albany (Greenbush) was said to be "the longest railroad yet constructed in America by a single corporation, and the most expensive." (Karr, p. 158, quoting A. H. Harlow, *Steelways of New England*, 1946)

From the vantage point of the railroad, the more important thing was the freight connection at the Hudson, which, it was hoped, would result in a major part of the eastbound agricutural products from the Erie Canal being diverted to Boston and its harbor for export. This objective, however, proved far more difficult than was expected and never really materialized, largely because the low shipping rates required to make it happen were unpalatable to the *Boston & Worcester.**



"Bridge over the Westfield River, 128th mile" engraving of sketch by H. Billings, Guild's Guide, p.7

As a measure of the extra distance required to wind around the hills and mountains, avoiding steep grades, the 156-mile journey can be compared with today's Interstate highway trip from Worcester to Albany which, according to Google Maps, is 131 miles, a loss of 25 miles, or 16%, from the B&A route. A crow making the direct flight, of course, would eliminate a few more miles from the journey.

[The summary which follows of the circumstances leading to the merger of the B&W and the *Western* railroads is based more or less entirely on the work of Stephen Salsbury, the unrivaled master of the subject. It is, of course, a distinct possibility that this summary fails to do justice to the work of the late Professor Salsbury. The reader interested in taking the next step toward a fuller understanding of the early development of the railroad industry, as reflected in the story of the *Boston & Albany*, should consider starting with the Salsbury account, which was based on his Ph.D. dissertation in history at Harvard under Professor Oscar Handlin.]

That the *Boston & Worcester* and the *Western* would eventually become parts of the same whole had been the goal of the railroad proponents from the beginning, but the anticipated natural partnership of the two turned out to be anything but "natural" and for a quarter of a century the

relationship between them was something less than amicable. While the B&W enjoyed easier topography and greater population density, the *Western* inherited the terrain of the Berkshires, and the greater motive power requirements it demanded, as well as the disadvantage of there being fewer people along a much longer route. While the B&W turned early and substantial profits, the *Western* struggled in its early years, its stock price plummeting. In effect, stockholders of the wealthier B&W weren't sure of the need to carry their "poor relation" through merger.

It was recognized early that passenger service was proving to be far more popular and more lucrative than had been expected, while freight revenues were lagging behind expectations. In due course, however, the enabling effect of the railroad began to result in industrial development along the rails, much of it of a heavy and high value nature, particularly machinery, and as a result, freight service began to bring in greater revenues for the railroads. Largely as a result, the financial situation of the *Western* began to turn more favorable during the 1850s. Another boost came with the increased manufactures and therefore greater freight hauling throughout the region associated with the Civil War. The final shot in the arm for the *Western* in its desire to merge with the reluctant *Boston & Worcester* resulted when the B&W's thirty-year period of legislative protection from competing railroads within its geographic domain approached its expiration. Facing the threat of the *Western* expanding its own rails to Boston, the B&W finally agreed to merger in 1867.

Effective in 1868, the *Boston & Albany Railroad* came into existence, and the *Western* and *Boston & Worcester* names disappeared into history. The new name, the *Boston & Albany Railroad*, far more accurately reflected the hopes and ambitions of the original proponents of a "western railroad" enterprise. The *Boston & Albany* was slated to enjoy a long and strong future as the predominant, although not the only, east-west common carrier linking Boston and, to an extent, the New England region, to New York state and points west.

A "4-4-0" locomotive (4 leading, or pilot, wheels, 4 drive wheels, no trailing wheels) of the *Boston & Albany*, known as the "American" type, c. 1870. Compared with "The Lion," pictured earlier, this photo shows how far locomotive design had evolved .
This was the predominant locomotive type for local railroads from the late 1840s into the mid-1890s when they began to be replaced by the 4-4-2 type, which allowed larger fireboxes under larger boilers, yielding greater motive force.

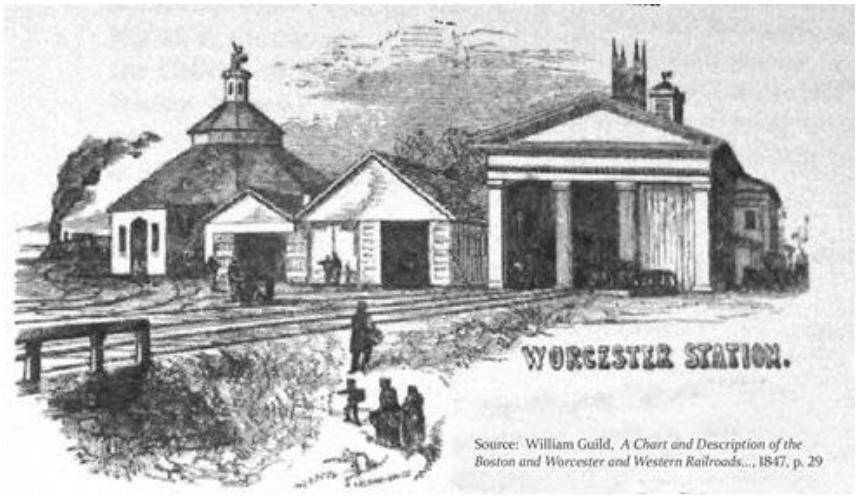
The *Norwich and Worcester* Railroad

The *Norwich and Worcester* Railroad (N&W) was formed in 1833 by a merging of corporate entities in Connecticut and Massachusetts, and the 59 miles of track connecting the two cities were laid between 1835 and 1840. Service to and from Worcester began April 1, 1840. At Norwich, the terminal was located at harbor facilities built by the railroad at the northern reach of the Thames River, where passengers and freight would be transferred to steamships for conveyance by way of Long Island Sound to New York. It was hoped that this rail-steamboat combination would become the predominant route of travel between Boston and New York. Furthermore, once the necessary rail and bridge construction had been completed it had the potential to serve as a major cog in an all-rail route between the region's principal metropolitan areas as well.

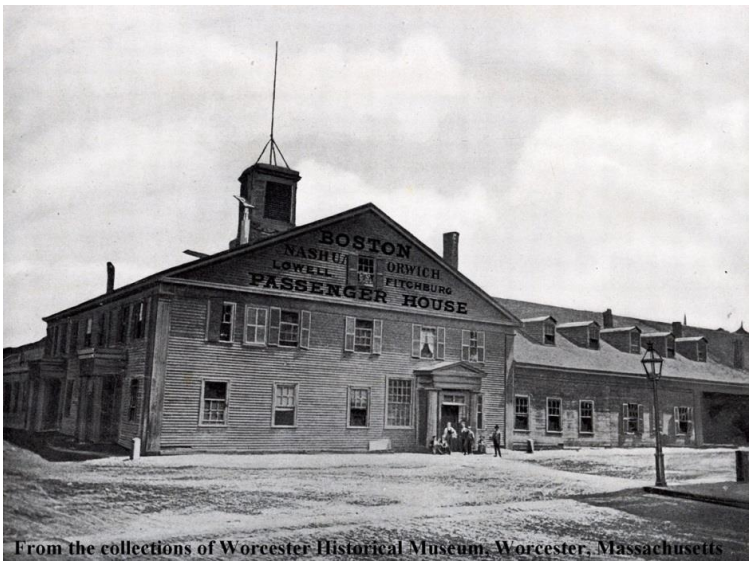
The N&W tracks came into Worcester from Auburn along the north side of Southbridge Street, and crossed those of the *Western* at what came to be known as the "Junction." From there they entered the center of town, crossing Park Street and the Common where they passed about 100 feet from the Old South Church and the Town Hall. The tracks then ran parallel to Main Street, crossing Front and Mechanic Streets to enter the newly-expanded station at Foster Street.

To accommodate the *Norwich & Worcester* and to meet growing passenger loads, an expansion and reconfiguration of the station was built in 1839-40 by the same carpenter-builders who had built the original depot, Horatio Tower and Tilly Raymond. They constructed a 60 by 72-foot building to form the corner of the new depot, and moved the original 100-by-40 structure to join the corner unit on the east end, adding a 17-foot section in the process. They then added extensions southerly along Norwich Street for N&W trains and easterly along Foster Street for B&W trains, bringing the overall dimensions to 285 feet along Norwich and 225 feet along Foster Street.

As seen in this engraving from Guild's Guide (p.29), the east end was designed in the Greek Revival style, which was popular at the time. Four large doric columns support an entablature and a large pediment over an entrance for two tracks. Also evident are two yard buildings, presumably used for storage of cars, plus an eight- or ten-sided engine-house, generally known as a roundhouse. Not shown, but located in front of it was a turntable used to turn engines around for the return trip, or to park them in the shed for servicing or simply to await their next runs.



Source: William Guild, *A Chart and Description of the Boston and Worcester and Western Railroads...*, 1847, p. 29

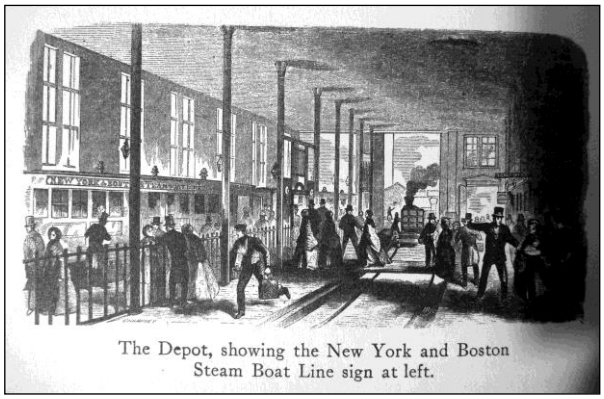


Courtesy of Worcester Historical Museum, Worcester, Ma.

Another view showed the opposite end of the Foster street wing, from a vantage point in Foster Street near Norwich, thus from the west side. The building had the look of an over-sized Federal style house, with corner pilasters seeming to support the 60-foot wide pediment. The Norwich St. building, 150 feet in length, featured a row of small dormers which let in light, and allowed some smoke to escape as well.

The changes and additions made by 1840 enabled the *Norwich & Worcester* to use the same station as the *Boston & Worcester*, despite the two lines entering at a right angle to each other. It is not clear whether the station, now home to two railroads, ever had an official name. Various sources have called it the Foster Street station (or depot), the Norwich Street station (or depot), or the Foster-Norwich station (or depot). We'll go with Foster-Norwich station for the entire facility and use *depot* for the building itself. What was most unusual about the Foster-Norwich station was that it was a place where rails dead-ended from two directions.

A plaque commemorating the station on the external wall of the Worcester Bank building (now Bank of America) on the Norwich Street side.


The Depot, showing the New York and Boston Steam Boat Line sign at left.

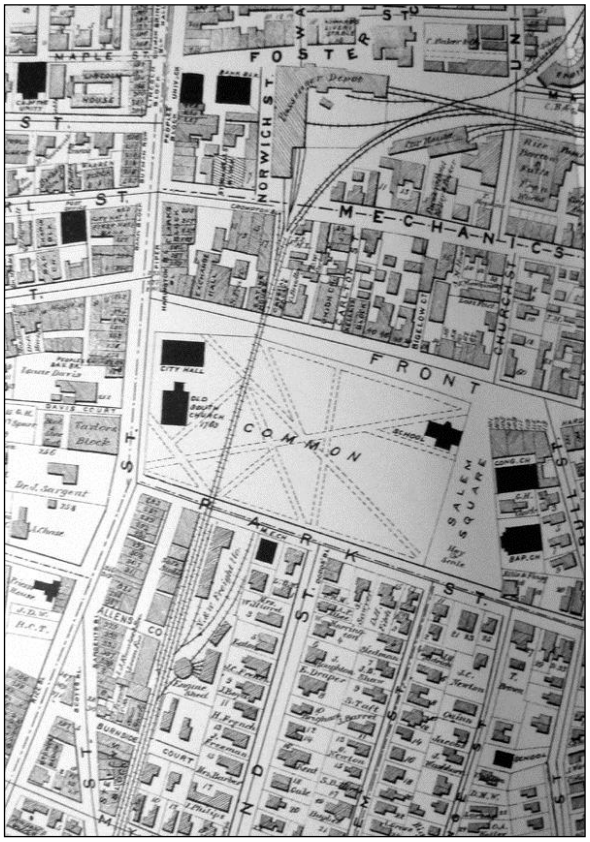
Internal view of the Depot, from unattributed sketch, in Mildred Tymeson's *Worcester Bankbook*, 1954, p. 48 If the sketch is accurately drawn, the view apparently is from the north end looking south. Although not visible here, the sign on the left (east) side says "New York & Boston Steamboat Line." There was no such steamship line, although the *Norwich & Worcester* might have chosen to advertise its rail-steamship journey that way.

Although a curved track ran through the yard connecting the B&W with the N&W, this feature was not used for through trains but for train management at the station and at nearby yards.

In the early years, all passenger trains of both railroads terminated their runs at the station. Thus, a passenger traveling from Boston to Norwich would exit the B&W train and board the N&W around the corner, within the same connected depot, a short walk away.

The *Norwich & Worcester* also established a small freight yard south of Park Street (now Franklin Street) where it had sidings, a freight house, and an engine house, the latter added in 1839. Icons of these structures can be seen in the map of the area shown here.

The *Western* railroad, as previously noted, chose not to use the Foster-Norwich station, thus causing dischord over the matter of there being two stations instead of one. To make matters worse, the co-existence of the Western and the Norwich & Worcester railroads now resulted in the need for a *third* station, as will be seen.



From Atlas of 1870, plate 17

It was inevitable that eventually, and probably sooner rather than later, there would be an all-rail route between Boston and New York along the Connecticut coastline and up through Providence. But a great many obstacles to such a route arose from the rivers and bays and the irregularities of the coastline. It is also believed that political clout of the steamship lines had a hand in slowing the progress of the shoreline rail system. It was not until 1870 that the Connecticut River was bridged near its mouth, at Old Saybrook-Lyme, and 1889 when the Thames River was finally spanned between New London and Groton. Until then, rail travel along the coast required ferry excursions, which increased travel times considerably, thereby aiding the steamship companies in their efforts to retain the dominant role in coastal travel.

The *Norwich & Worcester* route to New York by steamship connection at Norwich proved popular and for a time was the predominant route for travel between Boston and New York. Travelers from Boston to New York could come to Worcester on the *Boston & Worcester* and change trains inside the station. Zelotes Coombs, in one of his "Historical Society Jottings," published in 1937, described what was called the "Boat Train." It departed Worcester about 8:00 p.m. and arrived at Norwich about 11:00, where passengers would board the steamboat and adjourn to their

staterooms for the overnight sail to New York. Because of winter icing problems on the Thames at Norwich, the N&W extended its line down to Allyn's Point, about half way to the sound on the east side of the river, where it built a new steamship dock. By 1859 the railroad had extended to New London where passengers could board a steamship at that harbor. N&W freight service continued loading and unloading at Allyn's Point.

By 1849 there was stiff competition for the honor - and the financial reward - of "best route between Boston and New York." In January of that year, the *New York & New Haven* Railroad began operations between the two cities of its name. Since 1839 rail service had been in place between New Haven and Springfield *via* the *Hartford & New Haven* Railroad, and because the *Western* railroad connected Springfield to the *Boston & Worcester*, the addition of the *New York & New Haven* meant an all-rail journey was now possible between Boston and New York.

This spelled competition for the *Norwich & Worcester* rail-steamboat combination. The "boat train" may have been a bit slower, but it offered the advantage of a comfortable overnight journey in a stateroom, compared with a train ride of about seven hours. By the late 1850s, reasonably comfortable sleeping arrangements on trains had arrived (Mencken, p. 57), but they not yet, if ever, in the same comfort class with steamship staterooms. Some passengers preferred the pleasures and comforts of the steamship part of the journey, although probably not in the worst of weather conditions on Long Island Sound. Coombs said that "… many took the trip solely as a pleasant traveling experience."

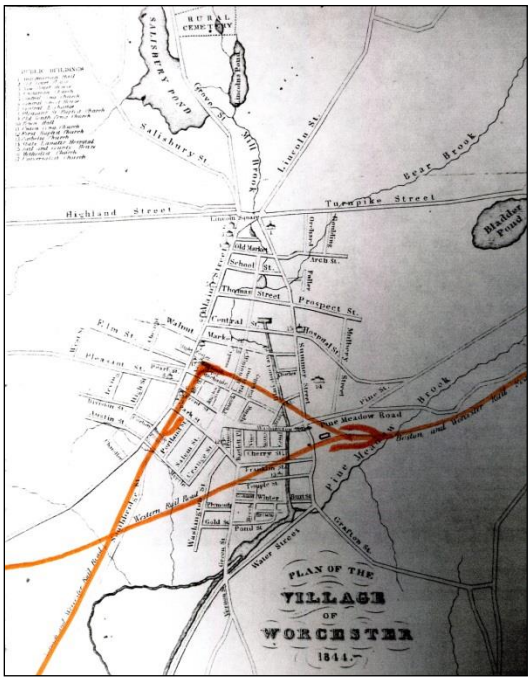
The steamboat line, according to Coombs, was popular and well patronized, and the railroad-steamboat combination, he claimed, was a profitable business. Karr, however, claimed the *Norwich & Worcester* did not fare well financially in its early years. "Without loans from the state of Massachusetts and the city of Norwich in the 1840s, the railroad would not have been able to operate" (p. 107). But the situation apparently improved over the years, as will be seen.

A second all-rail route came into play in 1870 with the completion of the bridge over the Connecticut River at Old Saybrook-Lyme. This bridge made possible rail service from New York to New London. At New London, passengers could then switch to the *Norwich & Worcester* for the journey to Worcester. This meant N&W passengers could opt for either the steamship or the all-rail route to New York.

The fact that Worcester sat in the middle of the flow pattern for all three options clearly helped make the city into a leading rail nexus of southern New England. For the local population this meant more options and greater convenience in travel, a situation which would only get better as the years went by.

In 1869, the *Norwich & Worcester* was leased in its entirety by the *Boston, Hartford & Erie* Railroad, thus bringing to an end its corporate and operational independence. The BH&E was an ambitious endeavor, a product of the merging of several small rail lines in an effort to link Boston and other key cities of southern New England to the *Erie* Railroad at Newburgh, New York, and from there to points west. Such a rail system, if successful, might rival the *Boston & Albany* for New England's trade with the rapidly developing regions west of the Hudson.

By 1840, Worcester had become rail-connected in three directions: east toward Boston; west to Springfield and Albany, with connections at Springfield for Hartford, New Haven, and New York; and south to Norwich, and from there by steamboat or rail to New York. This left Providence to the southeast, which was still nominally linked to Worcester by the fading Blackstone Canal, and all destinations to the north. These shortcomings would be addressed in the near future.



This map of the "Village of Worcester, 1844," is from Howland's *City Directory* of that year, and has been modified by hand-drawing in orange to show the rail lines as of that date. Rail yards are shown crudely by orange "sidings."

(larger version of this map in the Appendix)

(The Appendix includes some insightful excerpts from writings of passengers on early trains, compiled by August Mencken in *The Railroad Passenger Car*.)

The *Providence & Worcester* Railroad

In the early years of railroads in Worcester, the lack of a rail line to Providence was a result, at least in part, of the existence of the Blackstone Canal, which continued operating into the 1840s, despite a sharp decline in business attributable to the presence of various railroads throughout the region. The brief advantage that Providence merchants had enjoyed in trade relations with Worcester and south-central Massachusetts had run its course and the advantage was now clearly to Boston and Eastern Massachusetts. It does not follow, however, that Boston railroad interests had quickly run a rail line to Worcester precisely to bring about such a result. Instead, a rail line headed westerly from Boston – possibly, but not necessarily, *through* Worcester – had been inevitable and of great urgency, since it would eventually tie all of eastern New England to New York state and points west. Such an east-west route could have bypassed Worcester, perhaps running through Millbury, Auburn, Oxford, etc., or farther south on its way to Springfield and beyond. But if it had, there is little doubt that a spur line would have been run into Worcester, endowing it with a substantial enough rail connection to offset any lingering trade competition effects of the canal to Providence and Narragansett Bay.

First steps toward resolution of the lack of a rail line to Providence were taken in 1844 with the formation of separate corporations in Massachusetts and Rhode Island, their merger in 1845, and the purchase by this entity of the virtually defunct Blackstone Canal Company. The Providence and

Worcester Railroad Company, according to Karr, was firmly controlled by Providence interests, who raised most of the funds for it, while "Worcester investors were notably leery of purchasing stock." (p. 140)

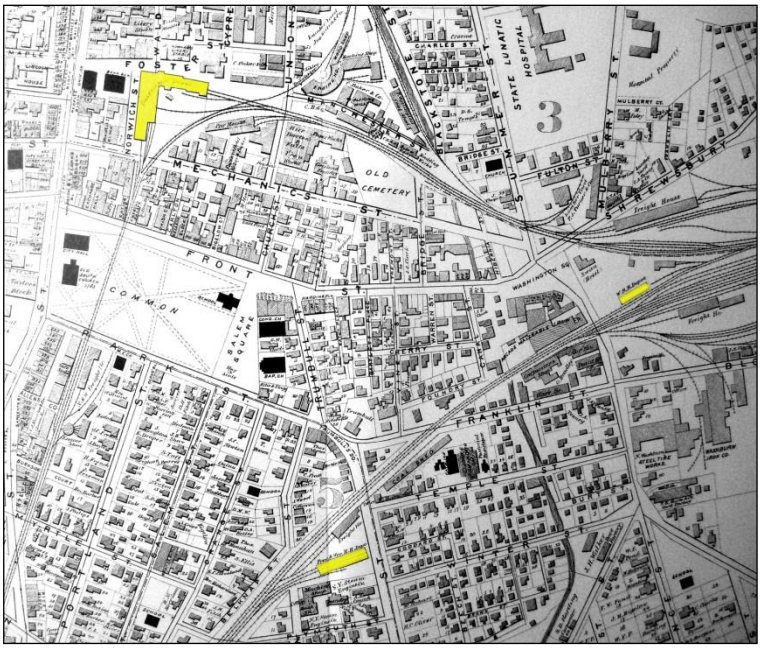
Rail construction followed the route and the properties of the canal as closely as possible. From the mouth of the Blackstone at Narragansett Bay in Providence, it ran through Pawtucket, Woonsocket, Blackstone, Millville, Uxbridge, Northbridge, and Millbury, accommodating mills and villages along the "working river" before entering Worcester, a total of fifty-three miles. The *Providence and Worcester* Railroad opened for service in October, 1847.

Guild's guide described the bucolic scene on Worcester's south side as seen from a seat on the *Western* Railroad soon after leaving the station:

> The valley of the Blackstone River is somewhat below, with the Providence and Norwich Railroads stretching off in the distance. Upon the hill-side,beautifully situated, stands the College of the Holy Cross, a Catholic institution, founded by Bishop Fenwick, and designed for the education of young men for an ecclesiastical or professional course of life. A farm of sixty acres is attached to the College. (p. 31)

In Worcester, the P&W tracks followed the path of the river and the canal to the Junction, and from there, for a short time, used the tracks of the *Norwich & Worcester* running parallel to Main Street across Park Street and the Common to the Norwich Street part of the station. After about a year of sharing yard facilities with the N&W and the B&W, a dispute arose pertaining to use of the roundhouse turntable, and as a result the P&W no longer used the N&W's tracks. [Wall, p. 297] This also meant the P&W no longer used the Norwich Street station. The solution was to add another track alongside those of the *Western* railroad from the Junction eastward to Green Street, where the P&W had a small freight yard and house (see map). By 1854 a new brick passenger depot stood on the lot.

P&W passengers with Worcester as their destination, or who were leaving Worcester, there was no problem in this arrangement. They simply used the Green Street station. But if they were arriving from elsewhere and wanted to make connections in Worcester to other railroads, then there was a problem. They would have to take a "hack," or some other form of "ground transportation" across a section of downtown Worcester to get to the Western or the Foster-Norwich station to make their connections.



Three passenger depots, from 1870 Atlas of Worcester, Plates 17-18 (partial), depots in yellow by author. (larger image of this map in the Appendix)

To resolve this problem, as well as others of a similar nature, the Junction station came into existence. It served as a kind of "meeting place" for passenger exchanges which did not otherwise work at the three main stations. For example, a passenger from Providence wanting to go to Springfield or points west could get off at the Junction station, less than half a mile short of the Green Street station, and board a *Western* (B&A). That *Western* train would be stopping within a mile of its terminus at Washington Square. There were other cases of a similar nature, also causing a need for a depot at the Junction. Thus, the existence of three primary stations resulted in the need for a fourth.

Clearly some problems had been created by the decision to build the original station where they did, and to add onto it the second part on Norwich Street. The situation eventually gave rise to the need for a "union" station, a subject which lies ahead.

The *Worcester & Nashua* Railroad

Worcester's first rail connection to northerly destinations came with the formation of the *Worcester & Nashua* Rail Road, which opened for service in December, 1848. From the newly-chartered City of Worcester, it ran northeasterly through Sterling, Clinton, and Ayer to Nashua, NH, a run of 46 miles. The line was intended to encourage traffic from southeastern New Hampshire and Maine to flow to Worcester or through it to join the various railroads going west or south. According to Karr, the plan worked well for many years. (p. 196)

The *Worcester & Nashua* was the first railroad in Worcester established primarily by Worcester investors. Essentially the same group had been behind the organization of another railroad enterprise a few years earlier known as the *Worcester Branch* Railroad. Organized by act of the legislature in 1841, it laid tracks from Lincoln Square, running southward between Union and Blackstone Streets, to a tie-in with the *Boston & Worcester* near the freight yard at Washington Square. The *Branch* had no rolling stock and no motive power of its own, its purpose being merely to enable the *Boston & Worcester* to access factories along its right-of-way, including Stephen Salisbury's Court Mill at Lincoln Square, and to encourage further factory construction in the area. One case of such new construction was investor William A. Wheeler's foundry and machine shop at Union and Thomas Streets. When the *Worcester & Nashua* was built a few years later it was a simple matter to tie into the *Branch* line, which it then acquired, at Lincoln Square. The principal investors included Daniel Waldo and Isaac Davis, as well as Stephen Salisbury II and William Wheeler. Their establishing the *Branch* Line gained half a decade or more of development time for industrialization along the rails.

Southbound trains entered Worcester from Boylston, then ran through the Summit and turned southward, following the westerly side of West Boylston Street, through Northville and Barber's Crossing, along Crescent Street and the Mill Brook, and through Lincoln Square, a stone's throw from the original home of the Salisbury family, about where Major Taylor Boulevard intersects Belmont Street today, before tying into the old *Branch* Line. The rails then ran between Union and Summer Streets to about Exchange Street, where a turnout enabled a westerly turn toward the Foster Street station, or an easterly turn along Blackstone Street toward the freight yard at

Washington Square. The W&N then built a yard of its own, with a roundhouse, in the triangle formed by the diverging tracks and Manchester Street. (see map above and photo below)

Stephen Salisbury II, who had moved to his new residence up the hill on Harvard Street at Highland about a decade earlier, was insistent that a passenger depot be built for the new railroad at Lincoln Square, apparently not concerned that it would be near the original family home, now known as the "mansion," and the Salisbury store. In the deed for the sale of part of his holdings to the railroad in 1847, Salisbury included a stipulation that a station be built there. (Worcester Registry of Deeds, 1847, Book 429, Page 335)

Why Salisbury was so concerned to have a passenger depot there, as well as the freight facilities that were probably inevitable in any case, is unknown, but his insistence resulted in a small passenger depot at Lincoln Square for the next quarter of a century.

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The *Worcester & Nashua* roundhouse, ca. 1850-1870, courtesy of the Worcester Historical Museum.

Note the minimal visibility of buildings in the background, quite possibly a consequence of huge volumes of railroad and other sources of smoke.

The locomotives appear to be of the "American" type (4-4-0) which was standard during the era. Around the curve in front of the yard engine headed away from the photographer is the Foster Street station.

This location is about where Commercial Street and that side of the civic center now stand (2015).

From the Collections of Worcester Historical Museum, Worcester, Massachusetts

From its beginnings and continuing to 1870 and beyond, the "Nashua Road," as it was often called, was considered a successful railroad operation. It was, according to Karr, "… a prosperous bridge between New Hampshire and the various lines that connected at Worcester." (p. 196) The Nashua Road also interchanged freight traffic at Groton Junction,where it crossed the *Fitchburg* and the *Nashua & Lowell* railroads, giving it access to the textile towns of the Merrimack Valley.

A *Worcester & Nashua* locomotive, the "C. S. Turner," ca. 1870.

Charles S. Turner, for whom this engine was named, began his railroad career in 1851 as freight agent for the *Norwich & Worcester* on Park Street. [Wall, p. 296] In 1868 he was appointed Superintendent of the *Worcester & Nashua*, and from 1881 to 1883 served as its president.

The tracks of the W&N coming into the city center from the north were also used by two other railroads, although in different ways, as will be seen.

The *Fitchburg & Worcester* Railroad.

In 1850, two years after the *Worcester & Nashua* became established, the *Fitchburg & Worcester* Railroad opened a line from Fitchburg through Leominster and southward to Sterling Junction, but it never came into Worcester, despite its name. At Sterling Junction, passengers or freight were transferred to the *Worcester & Nashua* to be pulled into Worcester, and of course, the opposite was true as well: from Worcester to Sterling Junction. Passengers either changed to a car of a *Worcester & Nashua* train, or their car was detached and added to a W&N train, such that they could remain in their seats. In either case, scheduling was such that the exchange was made with minimal loss of time. If one went to the Worcester depot to meet a friend coming from Fitchburg, the train would actually be one of the three daily arrivals of the *Worcester & Nashua*.

* The *Fitchburg & Worcester* should not be confused with the *Fitchburg Railroad*. The latter, in combination with its subsidiary the *Vermont & Massachusetts* Railroad, grew to become the principal east-west route across the northerly part of Massachusetts, connecting Boston and upstate New York as far as Schenectady, after the opening of the Hoosac Tunnel in 1875, and eventually farther west. According to Karr, "The Fitchburg became highly competitive with the region's other east-west trunk line, the *Boston & Albany*, and by 1895 was hauling more western grain and livestock than its rival to the south." (p. 202-03) The *Fitchburg* was leased by the *Boston & Maine* in 1900.

In general, the *Fitchburg & Worcester* was a relatively minor provider of passenger service to and from Worcester, but, according Franklin P. Rice, it provided an important freight service link between the northern and southern parts of the county, each year attracting "…to this city many thousands of tons of freight that would otherwise go to Boston or Springfield." (p. 391) *

In 1869, the *Fitchburg & Worcester* was consolidated with another line running from Sterling Junction to Framingham, the new entity becoming the *Boston, Clinton, & Fitchburg* Railroad. The name *Worcester* was thus dropped from the name of the railroad, which never came to Worcester anyway. This line would undergo further consolidations in the years ahead but they resulted in little change for Worcester.

The *Boston, Barre & Gardner* Railroad

The last of the new railroads of 19th century Worcester was the *Boston, Barre & Gardner* (BB&G), which opened for service in 1871, hauling freight and passengers the 26 miles between Worcester and Gardner. Ironically, it never went into Barre and didn't even come close to Boston. The corporate entity had come into existence more than two decades earlier with the intention to build a line to Palmer to compete with the *Western* Railroad for traffic going west, but after years of inaction it changed its focus to a right-of-way running northwesterly from Worcester to Gardner where it could make connections for points west. Three years after opening to Gardner, the line was extended the ten miles to Winchendon, and from there to Peterborough, New Hampshire, by its leasing of the *Monadnock* Railroad that same year, 1874.

The BB&G was heavily dependent on the *Fitchburg* Railroad for freight transfers (Karr, p. 187), which was natural since the *Fitchburg* was a major east-west line to New York state. The BB&G's line to Gardner established a connection between it and Worcester. The connection to Gardner also offered travelers a way to go west on the Fitchburg system, through the Berkshires, the Hoosac Tunnel, and into New York state through Troy to Rotterdam Junction. There, or in Albany, connections could be made to the various options of the *New York Central* System.

From Winchendon and Gardner, the BB&G ran southward through Hubbardston, Princeton, and Holden before entering Worcester between Grove and Holden Streets, soon passing the Y-intersection of Holden and Brattle Streets before joining the *Worcester & Nashua* rails at Barber's Crossing for the trip into the center.

The BB&G Railroad Corporation was a primarily Worcester-based institution, one of only two of the seven original railroads in the city which was, the other being the *Worcester & Nashua*. The city of Worcester itself was a significant shareholder in the corporation. In his inaugural address in 1870, Major James Blake noted that city voters had approved a proposal to subscribe to the original issuance of stock in the railroad to the extent of one percent of the total valuation of the city in 1868, which came to $262,200. Given that the cost to build the railroad totaled about $1.18 million, the city's investment amounted to a major share of the undertaking. In 1873, when the corporation mortgaged its assets to raise funds to operate, the mortgagees were Worcester parties as well,

including Stephen Salisbury and others.*

* See Worcester District Registry of Deeds, Book 894 page 295 (1873), and Book 964, Page 342 (1873). See also Book 1106 Page 350 (1881) in which the mortgagee was Philip L. Moen and others.

The President of the BB&G signing off on those mortgages was Ginery Twichell, who took the position in that year after leaving Congress upon completion of three terms, and upon his resignation as President of the *Atchison, Topeka, and Santa Fe* Railroad. Twichell, who had started out as a stage line operator between Barre and Worcester in the 1830s and 1840s, had joined the *Boston & Worcester* in 1848 as assistant superintendent, and risen to its presidency in 1857.

In an address delivered in 1956 before the Saint Wulstan Society of Worcester, Philip M. Morgan provided some useful perspectives on the BB&G not found elsewhere. They included return-on-investment data, a list of original rolling stock with purchase prices, and a summary of the basic functions served by the BB&G.

Figures Morgan culled from annual reports show that as an investment the BB&G was more than a little disappointing. In 1876, for example, net income after operating expenses was about $38,000, which was a relatively good year, but since the total cost to build the railroad had been in excess of $1.18 million, this figure represented a very weak return on investment. In 1880, net income was only $4,823, and in 1881 only $1,634, a year in which records showed substantial investment in steel rails to replace originals made of iron. In 1885, the BB&G was absorbed into the *Fitchburg* Railroad, which by that time was the major carrier across the northern tier of Massachusetts, its primary competitor being the *Boston & Albany*. When BB&G stockholders received their shares of the *Fitchburg* in the exchange there can not have been very many of them.

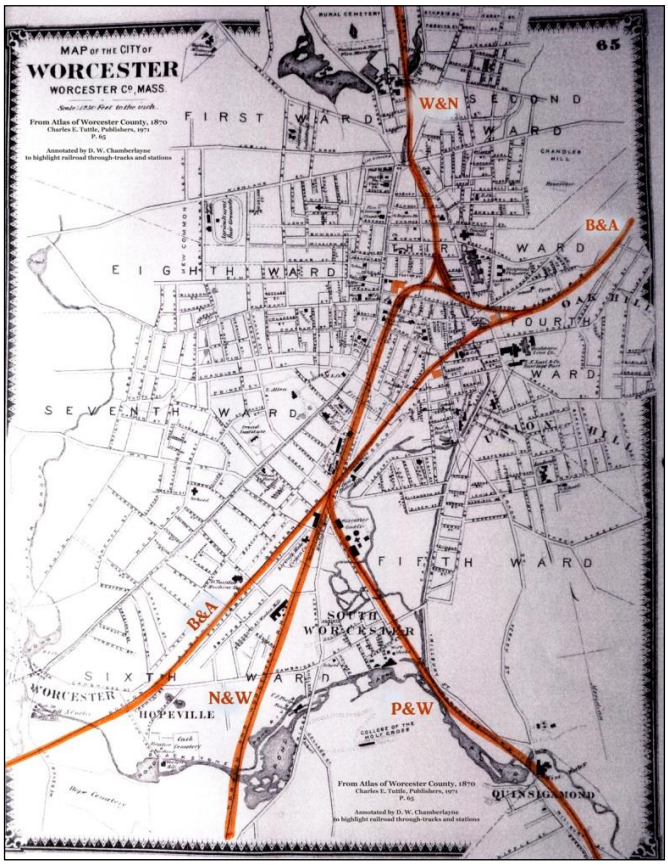
Morgan's figures for the original rolling stock of the company (in 1871) provide another perspective on the railroad business at the time: five engines, purchased from the Rhode Island Locomotive Works for $38,000, or $7,000 each; seven passenger cars, purchased from the Osgood Bradley Car Company of Worcester (as were all other types of rolling stock) at a cost of $13,300, or $1,900 each; twenty freight cars at $650 each; six baggage cars at $500 each, and a variety of snow plows, gravel cars, and other equipment totaling $6,100. The grand total of $70,400 for rolling stock amounted to about six percent of the cost of the railroad to build. (p.3)

Morgan also outlined the transport needs that were served by the BB&G. They included its role as conveyor of ice and milk from outlying areas into Worcester; in hauling to market the products of lumbering operations, small furniture factories, and shoddy mills (the recycling of old wool rags with new wool for blankets and other non-fine wool products); and as a provider of a moderate volume of passenger service along the route for ordinary travel, much of which related to connections to three other railroads along the way.

Another significant contribution of the railroad was its stimulation of further development of resort hotels in Princeton, at the base of Mount Wachusett, some of which had been established earlier when served only by stage coach lines. Similar resort development occurred at Rindge, Jaffrey, and Peterborough, New Hampshire, near Mount Monadnock, when the BB&G extended its geographic reach by leasing the *Monadnock* Railroad in 1874. Focusing his talk on this function of the

BB&G, Morgan listed a number of resort hotels, or inns, in Princeton, including Prospect House, the Mountain House, and the Grand View House, among others.

The city's rail pattern is highlighted in this map showing the central and southerly parts of the city in 1870. It makes clear the signifi-cance of the Junction as the cross-ing point of railroads not coming together at the three 'primary" stations.



From *Atlas of Worcester County*, 1870, p. 65
(larger view of this map in the Appendix)

Worcester's "northern roads," as they would come to be known, came into the Foster-Norwich Station on the tracks of the *Worcester & Nashua*, stopping as necessary at the Barber's Crossing and Lincoln Square depots along the way. By 1871, of the seven original railroads, there were now six, due to the *Boston & Albany* merger, and one of the six, the *Fitchburg & Worcester*, is better classified as an option open by way of the *Worcester & Nashua.*

At the south end of Worcester's railroad triangle, the Junction, west-bound or southbound trains ran in three directions, on tracks of the B&A, the N&W (formally, as of 1869, the *Norwich & Worcester Division* of the *Boston, Hartford & Erie* railroad), or the P&W.

Worcester was well connected in all directions, with tracks coming into the city on six rights-of-way, two of which joined at Barber's Crossing to make it five lines into the center. All railroads except the *Providence & Worcester* used the Foster-Norwich station. The B&A, however, used it only for terminal runs from the east (not going beyond Worcester) and used the Western Depot, which became known after the merger as the Washington Square station, for through trains to Springfield and beyond. The P&W still had its own depot on Green Street.

Three of Worcester's railroads passed through the Junction on their way out of the city, the B&A, the P&W, and the N&W. Each train would stop at the Junction station if any passenger was to be discharged or boarded. A discharge would be made known to the engineer by the conductor, while the existence of one or more passengers waiting to board an arriving train would be made known by means of a signal, a bright green or red object, serving as a flag, hoisted by a rope and pulley system. While some people used the Junction station as a terminus because it was more convenient for them, its primary use was to enable passengers wanting to change from one train to

another when it could be done only at that location without having to take "ground transportation" from one depot to another. For example, a passenger from Spencer (or any town west of Worcester) wanting to go to Providence would come in on the B&A, get off at the Junction station, and board the P&W which has just left the Green Street depot less than a mile away. Similarly, a passenger from Framingham wanting to catch the "boat train" for New London and New York, would come in on a B&A through train, get off at the Junction, and board the N&W which when it arrives has just departed from the Foster-Norwich station.

What the trains meant for the people of Worcester

A good starting point for examining what the passenger railroads meant for the people of Worcester is to look at a schedule of departures for a typical weekday, and at a chart showing the accessible locations along the way of each passenger line serving the city. The simulated schedule shown on the next two pages was created from listings published daily in all of the city daily newspapers, in this case from the *Worcester Daily Press* of May 3, 1873. This date puts us past the opening of the last railroad to come into the city (the BB&G, 1871), and at the end of the period designated here as the first phase of railroad development in Worcester. The schedule is organized by the terminal destination of each train and the railroad providing the service, and shows the stations from which each train departed and whether the train was an *express* (making fewer stops and better time).

Some of the trains available to those who could afford them were unique, or special, in different ways. Certainly the "Steamboat Express," commonly known as the "boat train," could be so classified, as it featured a night run down to Norwich, later New London, where passengers boarded a steamboat, the *City of Worcester*, for the overnight cruise to New York. Another was the B&A's 9:35 p.m. express to Albany,which came to be known as the "Albany Sleeper." It was an all- or mostly sleeper car train which arrived in Albany in the morning in time for connections to trains going in all directions, most of them parts of the New York Central system. Besides the Albany area, possibilities included Saratoga Springs, Schenectady, Utica, Syracuse, Rochester, or Buffalo; the Catskills, the Adirondacks, or the Finger Lakes region. One could take the Central's "water level route" all the way to Chicago, arriving about two days and nights after leaving Worcester. To average 500 miles per day in travel, in relative comfort and even sleeping in a bed (of sorts) while doing so would have seemed remarkable to a Rip Van Winkle who had been asleep for a couple of decades.

Most train rides for most people, of course, were more local and less adventuresome than such journeys as these. A large percentage were just short hops to the workplace, to nearby towns or districts for shopping, visits with friends or relatives, or other personal matters. For a mid-range example, if in the 1830s one needed badly enough to go to Providence, it was about a two-day trip there and two days back. It might have been a bit faster by stage coach, but not as quiet and comfortable as a seat on the passenger longboat of the Blackstone Canal Company. A generation later, by the 1860s or early 1870s one could catch a train in the morning, conduct business, attend a meeting, go shopping, or meet a friend for lunch, and return home to Worcester in time for dinner.

Simulated Daily Schedule: Departures from three stations, May 1873

Boston:

Boston & Albany RR

4:30 a exp. Wa.Sq.
7:00 a Foster-Nor
9:25 a exp. Fos-Nor
9:30 a exp. Wa.Sq.
9:45 a Foster-Nor
1:40 p Foster-Nor
3:25 p exp. Wa.Sq
3:55 p exp. Wa.Sq.
4:25 p exp. Fos-Nor
6:00 p Foster-Nor
9:35 p exp. Wa.Sq.

Providence:

P&W RR
(Green St. Sta.)

7:30 a
10:15 a exp.
11:30 a
4:00 p
6:30 p

Norwich, New London:

Boston, Hartford & Erie RR, N&W Division
(Foster-Norwich Sta.)

6:35 a
10:00 a
5:15 p
6:13 p Webster
7:20 p ("Steamboat Express") *

* board steamship at New London

Springfield & points west:

Boston & Albany RR
(Washington Square Sta.)

6:45 a Albany & way
9:00 a Springfield & way
9:55 a NYC & Albany exp. *
10:25 a NYC & Albany exp. *
11:20 a NYC exp.
4:30 p NYC & Albany exp. *
4:45 p Springfield & way
6:30 p NYC & Albany exp. *
10:35 p NYC & Albany exp. *

* Trains split at Springfield with through cars to both, NYC via other railroads

Gardner:

Boston, Barre & Gardner RR
(Foster-Norwich Station)

8:20 a
12:00 n
4:45 p
6:40 p

* not yet extended to Winchenden

Nashua, Fitchburg:

Worcester & Nashua RR
(Foster-Norwich Station)

6:30 a
11:15 a
4:15 p
6:15 p Ayer

Connections at Sterling Junction, Clinton, and Ayer for Fitchburg, Boston, and other

Trains not marked as express trains made stops along the way, as necessary, to pick up or discharge passsengers. Such trains were called "accommodation" trains, and were also known as "locals." The term "way" referred to stations along the way, between the terminals at the ends of the line. Express trains included fewer stops, but did stop at some way stations. Worcester, for example, was a way station for a *Boston & Albany* express train, and they did stop here.

Another term not shown in the schedule but still important to an understanding of how the rail system worked is the "through car." A passenger car designated as a "through car" to a stated destination would go to that destination, regardless of which railroad was pulling it, and passengers did not have to change. Thus, for example, a through car to New York City on the *Boston & Albany* would be taken out of the train at Springfield and picked up by a southbound train of the *Hartford & New Haven* RR which would take it to the *New York & New Haven* RR at New Haven. Passengers would not have to leave their seats, and the effect for them was that they were simply on a train bound for New York, even though the train on which they had begun their journey would have headed toward Albany.

Simulated Worcester Railroad Chart, 1873

(mileage figures from R. D. Karr)

Boston, Barre & Gardner:

Holden	8
Princeton	16
Hubbardston	20
Gardner	26
Winchendon *	36

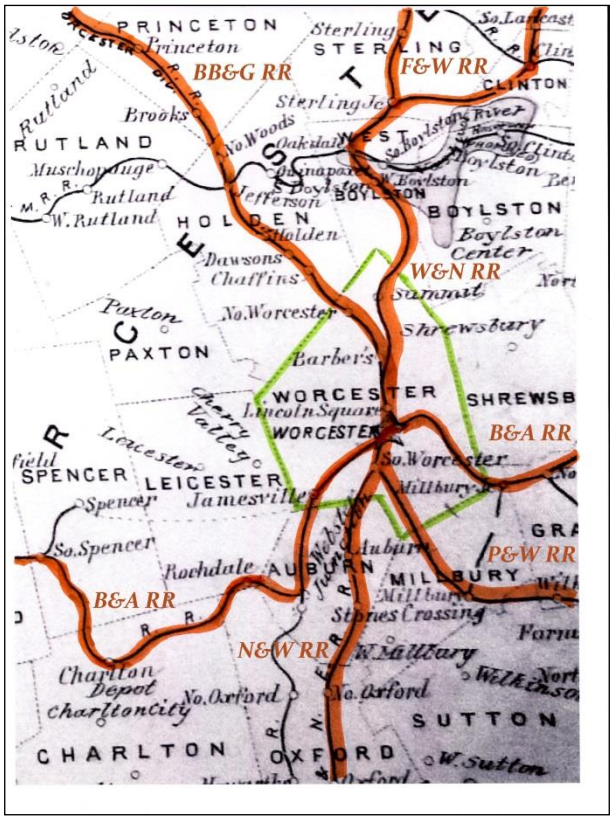
* added late in year

Boston, Clinton & Fitchburg:
(Fitchburg & Worcester Div.)

Sterling Junction	12
Sterling Center	14
Leominster	20
Fitchburg	26

Worcester & Nashua:

W. Boylston	9
Sterling Junction	12
Clinton	17
Lancaster	19
Ayer	28
Pepperell	36
Nashua, NH	46



***Boston & Albany* (eastbound):**

Millbury Junction	4
No. Grafton	6
Westborough	12
Southborough	16
Ashland	20
Framingham	23
Natick	26
Wellesley	29
Newton	37
Brighton	39
Allston	40
Brookline	42
Back Bay	43
Boston, South Station	44

***Boston & Albany* (westbound):**

Worcester Junction	1
Rochdale	9
Charlton Depot	13
So. Spencer	18
E. Brookfield	20
Brookfield	23
W. Brookfield	26
Warren	29
Palmer	40
No. Wilbraham	45
Springfield	54

New York & New England:
(Norwich & Worcester Div.)

Worcester Junction	1
Auburn	5
Oxford	11
Webster	16
Putnam, CT	26
Plainfield	43
Norwich	59
New London	72

Providence & Worcester:

Worcester Junction	1
Millbury	6
Northbridge	12
Uxbridge	19
Millville	23
Blackstone	25
Woonsocket, RI	27
Pawtucket	38
Providence	43

Rail transportation certainly opened up countless possibilities pertaining to business, especially for traveling salesmen. Rail travel, for business or pleasure, also caused increased need for hotels of varying types and levels of comfort and status. It brought with it the beginnings of tourism and with it all the various ways local business firms would try to meet the needs of the traveling public, from food to souvenirs.

The simulated passenger schedule shows thirty-eight departures each day of the week in 1873. Since there was an arrival associated with every departure, round-trips being necessarily the norm, this amounted to seventy-six trains per day coming into or leaving the city at one of the three primary stations. Every one of those trains featured bells clanging, whistles blowing, steam chuffing, and smoke billowing, sometimes with cinders and always with ash. All but six departed or arrived between 6 a.m. and 8 p.m., yielding an average of twelve minutes between trains during those hours (and the other six were doing the same at bedtime hours). Since each train huffed and puffed and clanged and whistled for more than just a brief moment, there was an enormous amount of smoke and noise being generated in the inner part of the city. Moreover, since stopping and starting yielded more smoke and noise than ordinary running, the effect was that much greater because of the multiple stops associated with the Junction and other stations.

But there was more. There were also freight trains, the numbers of which are not known, but clearly not as numerous as passenger trains. However, they were often longer. There were also the countless activities in the rail yards and on the tracks between them, as hostlers moved engines and cars around to get them in their proper places for scheduled departures, building the trains that the locomotives pulled on the main lines. They also disposed of engines and cars upon their arrival, to sidings, freight or car houses, or the various industrial sidings used by rail-shipping clients. With all that noise and smoke, it was true in more than just the usual sense of the expression that Worcester was a "railroad town."

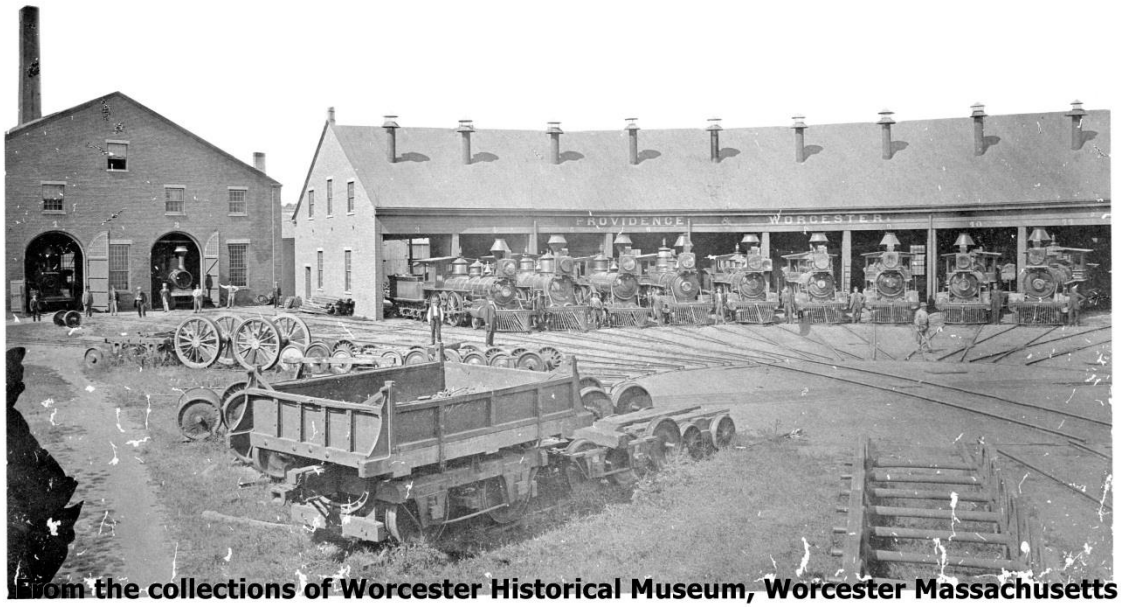
So there was a lot of smoke and a lot of noise associated with the railroads, two strikes against them, but sensitivities to such forms of environmental pollution had not yet become what they are now. (No doubt there were at least a few "grumpy old men" complaining about the noise, recalling the good old days when it was so much quieter here in town.) Regardless of such drawbacks, it was clear that the people loved their passenger trains, and that they loved the fact that they could travel faster and more comfortably, at less cost than ever before.

The importance of these trains to the people of Worcester is difficult to over-estimate. Obviously they greatly increased the speed, convenience, and comfort of travel; less obvious but equally true is that they greatly reduced the per-mile (and per hour) cost of travel. But there was more to it than that. The existence of these trains meant that local people increasingly were inhabitants of a much larger place than the Worcester area. With obvious affordability constraints imposed by ticket prices, this expanded geography meant that people were increasingly residents of New England, or, for some, larger geographic spaces. The railroads gave people a realistic, even if only occasional, choice to spend some of their hard-earned money to visit Boston, New York, or other cities; to spend a day or a weekend or longer at the beaches of Cape Cod or other coastlines of the region; to visit the Berkshires or the White or Green Mountains; the mountain resorts of the Wachusett or Monadnock regions; the rugged coasts or back-country lodges of "vacation land" Maine; or countless other places

throughout New England and beyond. Given the resources to pay the fares, one could go by train virtually anywhere in the northeast – or close to it – by the early 1870s. All trains led to connections with other trains, and local agents could plot itineraries for any wants or needs. Affordability limitations were always there, but the trains expanded just about everyone's universe significantly, even if for some only occasionally in its realization.

By the 1870s, Worcester had become very much a "railroad town," in every sense of the term. People now took for granted the enormous expansion of the realm of the possible regarding travel. Future decades would bring more of the same, only bigger, faster, more comfortable, and even cheaper, in terms of the ratio of travel costs in time and money to how much of both people had. Despite the smoke, the grime, and the noise, there advantages of the railroads far outweighed the disadvantages for virtually everyone. The remainder of the century, however, would see some issues arise only to be ironed out in a generally successful manner as both the city and the railroad companies effected strategies of consolidation.

* * * * *

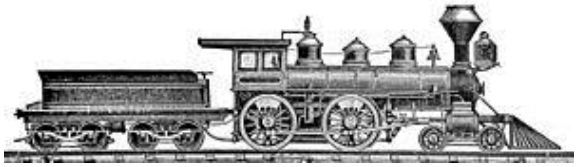


Nine workhorse 4-4-0s sit in front of their stalls at the *Providence & Worcester* roundhouse, their engineers standing with them, while two of their early predecessors appear to observe from their stalls in the engine house to the left.

Supplement

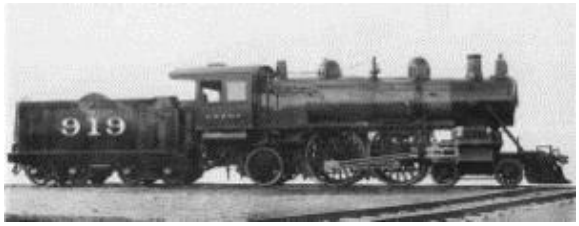
Locomotives

The predominant locomotive of the era, by far, was the *standard* or *eight-wheeler*, the "4-4-0" in the Whyte notation scheme. Later called the *American* type, it "reigned supreme" from its origin in the 1840s into the 1890s, about half a century. The large drive wheels shown here (approximately six foot diameter) provided more forward movement per revolution than would smaller wheels, thus yielding greater speed per thrust of the piston. Correspondingly, smaller wheels yielded less speed but greater power.



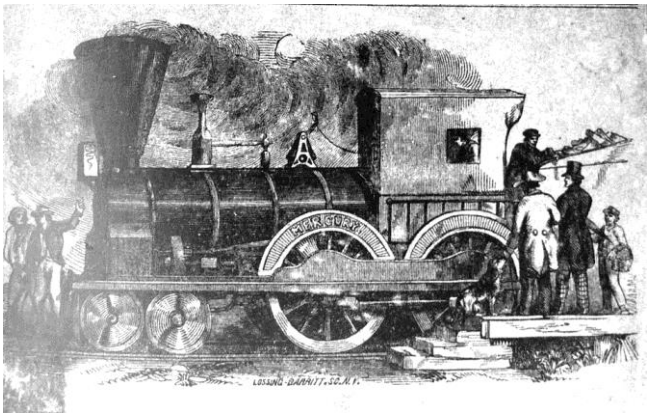
1880s woodcut of 4-4-0
Source: wikipedia, under "4-4-0"

Beginning in the 1890s, the *American* type began to be replaced by the *Atlantic*, a 4-4-2 wheel configuration, considered to be an improvement because the trailing wheels under the cab allowed a larger firebox to be placed behind the driving wheels, thus enabling greater power generation. The first successful 4-4-2 in the United States was built by the Baldwin Locomotive Works in Philadelphia in 1894. (wikipedia)

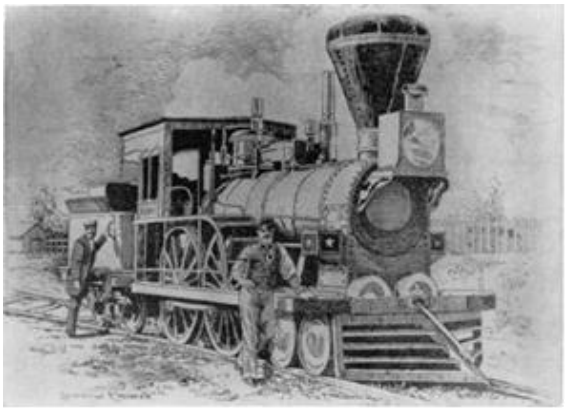


4-4-2 *Atlantic* type, after 1894
Source: wikipedia under "4-4-2 (locomotive)"

Two Early 4-4-0 Locomotives of the *Boston & Worcester*



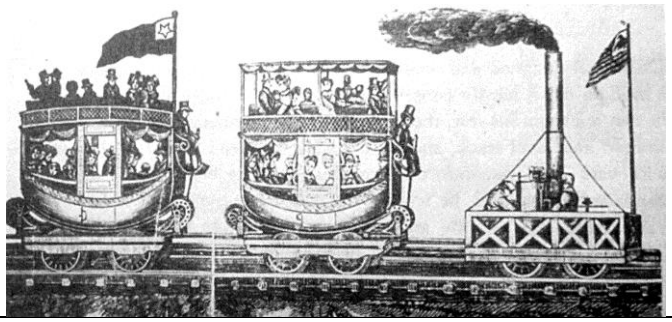
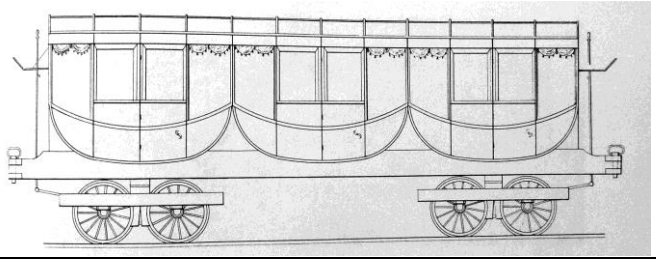
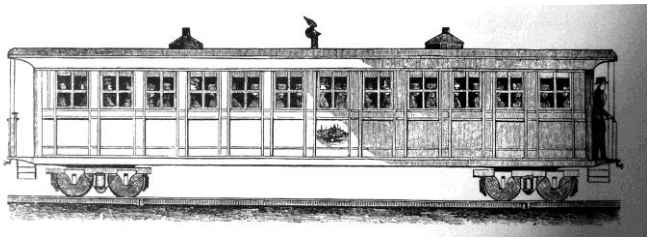
"Mercury" 1847
From cover of Bradbury & Guild's *Rail-Road Charts: Boston to Albany*, Number I, 1847



"Fury" 1849
Courtesy of John H. White, *Project Gutenberg EBook* (www.gutenberg.com)

Passenger Cars

An accurate accounting of the evolution of early passenger cars is well beyond the present scope, but in outline terms it ran something like the progression shown here, using sketches extracted from Mencken's *The Railroad Passenger Car*.

The "Imlay" coach, a product of carriage builder Richard Imlay. A bi-level coach on single four-wheel truck. Typical of earliest railroads. Mencken, p. 6	
Three Imlay bodies on double-truck, eight-wheel frame. Transitional Mencken, p. 13	
Rectangular body on double-truck frame with center aisle Became the predominant form by the 1840s Mencken, p. 16	

August Mencken (brother of H. L. Mencken), writing in 1957, provided a good sense of the "look and feel" of rail travel in the early days by extracting from travel accounts written by various rail travelers from the 1830s to the 1890s. Several of these accounts involved travel through Worcester and are worthy of note.

An Englishman wrote in 1839 regarding a trip from Boston to Harrisburg:

> Our journey from Boston to Worcester was 44 miles, the fare two dollars and the time occupied was about three hours. We stopped at ten different stations to put down and take up passengers and at each of these were comfortable and well furnished waiting-rooms for ladies and gentlemen separately, with ample refreshments for those who needed them. All the appointments of the railroad appeared to be excellent. (Mencken, p. 101)

Another Englishman, writing in 1855, described a route from Boston to New York which was called the "New York Express Line," running from Boston to Worcester to Springfield to New Haven to New York. "The whole distance," he wrote, "is two hundred and thirty six miles, which was accomplished in nine hours, and the fare was five dollars,a little over two cents a mile." He then offered compliments regarding the general comfort of the trip, citing the seats and the adjustable footboards as especially helpful. But then he dared to cast aspersions on a hallowed symbol of old New England:

> *At Springfield the broad waters of the Connecticut river are spanned by a long bridge from which we anticipated having a fine view, but we were doomed to disappointment on this occasion and very often afterward, for this bridge as well as others in America is roofed and encased in wooden walls. These covered bridges are very ugly features of the landscape and the source of continual annoyance to the tourist, who, just as he is straining to catch a glimpse up or down some pretty stream finds himself whirled through a musty, close smelling, dusty box. (Mencken, p. 123)*

Take that! The same writer then offered another interesting observation pertaining to the train in New York City.

> *The rails are laid in the middle of Fourth avenue and the Bowery to Canal street and the locomotives are not allowed to pass through these. So at an outer station the train was broken up and each car drawn into town by horses with bells on their harness. (Mencken, p. 123)*

Perspectives on Rail Travel and Freight Transport Decisions

1: Passenger Train Alternatives:

Scenario: A Worcester entrepreneur needing to go to New York (city) on business, ca. late 1850s, considers three alternate routes:

(1) by the *N&W* to Norwich, 59 miles, leaving about 8 p.m., and from there by steamship to New York *via* Long Island Sound, an overnight sail;

(2) by N&W to Norwich, 59 miles; by the *New London and Northern* Railroad to New London, 13 miles; by the *Shore Line* Railroad from New London to New Haven, 49 miles, involving a crossing of the Connecticut River by ferry at Lyme-Old Saybrook; and the *New York and New Haven* Railroad to New York, 72 miles, for a total rail-and-ferry trip of 193 miles in an estimated seven hours or more, depending on the ferry and station stops along the way; or

(3) by the *Western* Railroad to Springfield, 54 miles; the *Hartford & New Haven* to New Haven, 62 miles; and the *New York & New Haven* to NYC, 72 miles, for a total all-rail journey of 188 miles, estimated at about six hours, depending on station stops.

Most likely our busy business traveler would have selected route no. 3, and it was, for a number of years, the most popular alternative for people heading to New York from Boston, Worcester, and other points east. Also popular, however, was the steamboat route which brought passengers into New York in the morning in time for the day's activities after a restful night at sea (but not always, weather being what it is).

The rail trip to New York through Norwich and New London was shortened considerably after 1870 when an iron bridge was built across the Connecticut River at Old Saybrook, making that an all-rail route. The shore line route from New York to Boston, however, continued to be hampered

by the need to cross the Thames River at Groton-New London by ferry until it was finally spanned in 1889. The bridging of the Thames yielded a substantial increase in travel along the coastline through New London and Providence to Boston, the latter leg of the trip being along the route of the *Boston & Providence.*

These crudely estimated travel times represented major gains in the efficiency of travel relative to what it had been before when the best means was by stage coach, with longer travel times and sometimes the added expense of overnight lodging and dining.

2: Freight Transport Alternatives:

Scenario: A boxcar load of machinists' tools – lathes, drill presses, planers, and the like – made in Worcester, ca. 1870, requires transport to two locations in the Berkshires - Pittsfield and Great Barrington.

(1) The *Boston & Albany* offers direct service to Pittsfield (106 miles), where that area's portion of the shipment could be off-loaded, the boxcar then picked up by the *Housatonic* Railroad for the 26-mile trip south to Great Barrington.

(2) The *Fitchburg & Worcester* runs to Fitchburg (26 miles) where the car would be picked up by the Fitchburg-owned *Vermont & Massachusetts* Railroad, which would take it to North Adams (93 miles), where it would be transferred to the *Pittsfield & North Adams* Railroad for the 18-mile run to Pittsfield, where the *Housatonic* would pull it to Great Barrington.

The latter trip would be longer, but freight transport differed from passenger service in that the mileage wouldn't matter if the price was right or the scheduling was better.

The *Worcester & Shrewsbury* Railroad

In 1873, a narrow-gauge, steam-powered railroad was built from downtown near the B&A tracks at Washington Square to Lake Quinsigamond, on the Worcester side, just south of Belmont Street. In the early 1880s the railroad and related land and developments were sold to an interesting and noteworthy character named Horace Bigelow, a wealthy former shoe manu-facturer who at that time owned and operated "Bigelow's Palace," a roller skating rink on the site of the former Foster-Norwich Street railroad station. The story of what came to be known as "the Dummy" railroad, because of its small, odd appearance, is a fascinating and in some ways important story of the development of venues for entertainment and enjoyment of the greater part of the city's population. Because it was narrow-gauge and not an inter-urban line, the *Worcester & Shrewsbury* has not been otherwise covered here.

Good accounts of Bigelow the man and the entrepreneur, the railroad, the development and use of Lake Quinsigamond in the late 19th century, and the extension of entertainment opportunities to a larger share of the city's population can be found in several sources:

Albert B. Southwick, "Worcester at the Rink," *Once-Told Tales of Worcester County* (Worcester: Worcester Telegram and Gazette, 1985, p.86-90) and "Horace Bigelow and his Works," *More Once-Told Tales of Worcester County* (Worcester: Databooks, 1994); Bruce Papazian (ed.), *Looking Back on a Half Century*, columns in the *Worcester Evening Post* by William J. Larkin, column of Oct. 14,1935, pp. 72-73; Roy Rosenzweig, *Eight Hours for What We Will: Workers and Leisure in an Industrial City, 1870-1920* (Cambridge University Press, 1983); and Zelotes Coombs, "The Dummy Railroad," Historical Society Jottings, *Worcester Magazine* (second publication of that name), December 25, 1937.

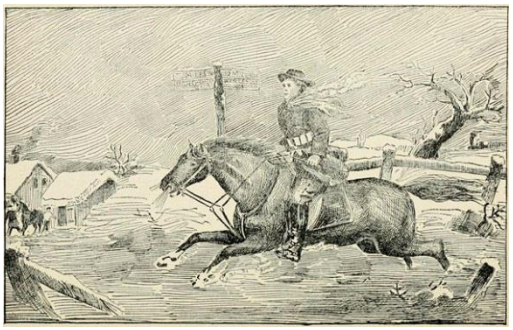
Stage Coach Lines Give Way to the Railroads

Ginery Twichell, a very well-known man in his time, was famous first for his exploits as a post-rider and later for other accomplishments. Turn-of-the-century writer Alice Morse Earle, of Worcester, described him this way:

> From 1830 to 1846 a brilliant comet flashed its way through the stage-driving world of New England; it was Hon. Ginery Twichell, who was successively and successfully post-rider, stage-driver, stage proprietor, most noted express rider of his times, railroad superintendent, president of the Boston and Worcester Railroad, and member of Congress. (p. 301)

Twichell's stage line ran where the railroads did not (yet), so he was more accurately described as coordinating with, rather than competing with the railroad, as can be seen in this 1842 advertisement. In 1848 Twichell joined the *Boston & Worcester* as assistant superintendent and in 1857 he became its president. He was also later president of the *Atchison, Topeka and Santa Fe* Railroad, 1870-73. In 1873, upon leaving both Congress and the ATSF Railroad, Twichell became president of the *Boston, Barre and Gardner* Railroad.

Twichell may be best known in folk-lore as "The Unrivaled Express Rider," who rode from Worcester to Hartford, "a distance of Sixty miles in Three hours and Twenty minutes through a deep snow, January 23, 1846."



Source: Earle, p.306

Advertising broadside by G. Twichell, 1842:

Rail-Road & Steamboat
MAIL STAGE LINES.

FROM WORCESTER DEPOT,
For Greenfield, *Mass.*, Brattleboro', *Vt.*, Keene, *N. H.*
DAILY,--[Sundays excepted.]

STAGES leave WORCESTER,
on the arrival of the Morning Trains of Cars from Boston, Norwich, Springfield and Steam-Boat from New-York, via. Norwich, passing over the Barre and Petersham New Road,—DINING AT PETERSHAM,—arrive at Greenfield and Brattleboro', at 7 o'clock, P. M.

RETURNING:
Leave Greenfield and Brattleboro', at 6 o'clock, A. M.,—DINING AT BARRE,—arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steamboat via. Norwich for N. Y. ☞STAGES leave Winchester on the arrival of Worcester Stage via. Barre and Petersham, *TUESDAYS, THURSDAYS,* and *SATURDAYS,* and arrive at Keene, N. H., same day.

MONDAYS, WEDNESDAYS and FRIDAYS,
STAGES leave Worcester on the arrival of the morning Trains of Cars from Boston, Norwich, Springfield, and Steamboat from New York via. Norwich,—DINING AT TEMPLETON,—arrive at Keene, N. H., the same day at 7 o'clock, P. M.

RETURNING:
Leave Keene, TUESDAYS, THURSDAYS, and SATURDAYS, at 6 o'clock, A. M.,—DINING AT TEMPLETON,—arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steamboat via. Norwich for New York.

Also.--Stages leave Worcester,
Mondays, Wednesdays and Fridays, on the arrival of the Morning Trains of Cars, for Greenfield and Brattleboro', via. Templeton and Athol, arriving the same day.
☞ RETURNING:—Leave Greenfield and Brattleboro', TUESDAYS, THURSDAYS and SATURDAYS, and arrive at Worcester, in season for the afternoon Trains of Cars for Boston, Norwich, Springfield, and Steam-Boat via. Norwich, for New York.

PASSENGERS
Will be furnished with Stage and Rail Road Tickets, on application to F. A. BILLINGS, No. 7, or J. BROOKS, No. 11, Elm Street, Boston.—ADAMS & CO., No. 7 Wall Street, New York.—D. LONG, Greenfield, Mass.—L. FARR, Brattleboro', Vt.—WM. HARRIS, Keene, N. H.
☞ Passengers purchasing their Tickets at No. 7, Elm St., Boston, for Greenfield, or Brattleboro', will be called for, and conveyed to the Cars, FREE OF EXPENSE.

Worcester, July 1, 1842. G. TWICHELL & CO.

CHURCH & FISK, Printers,—No. 15, Central Exchange, Worcester, Mass.

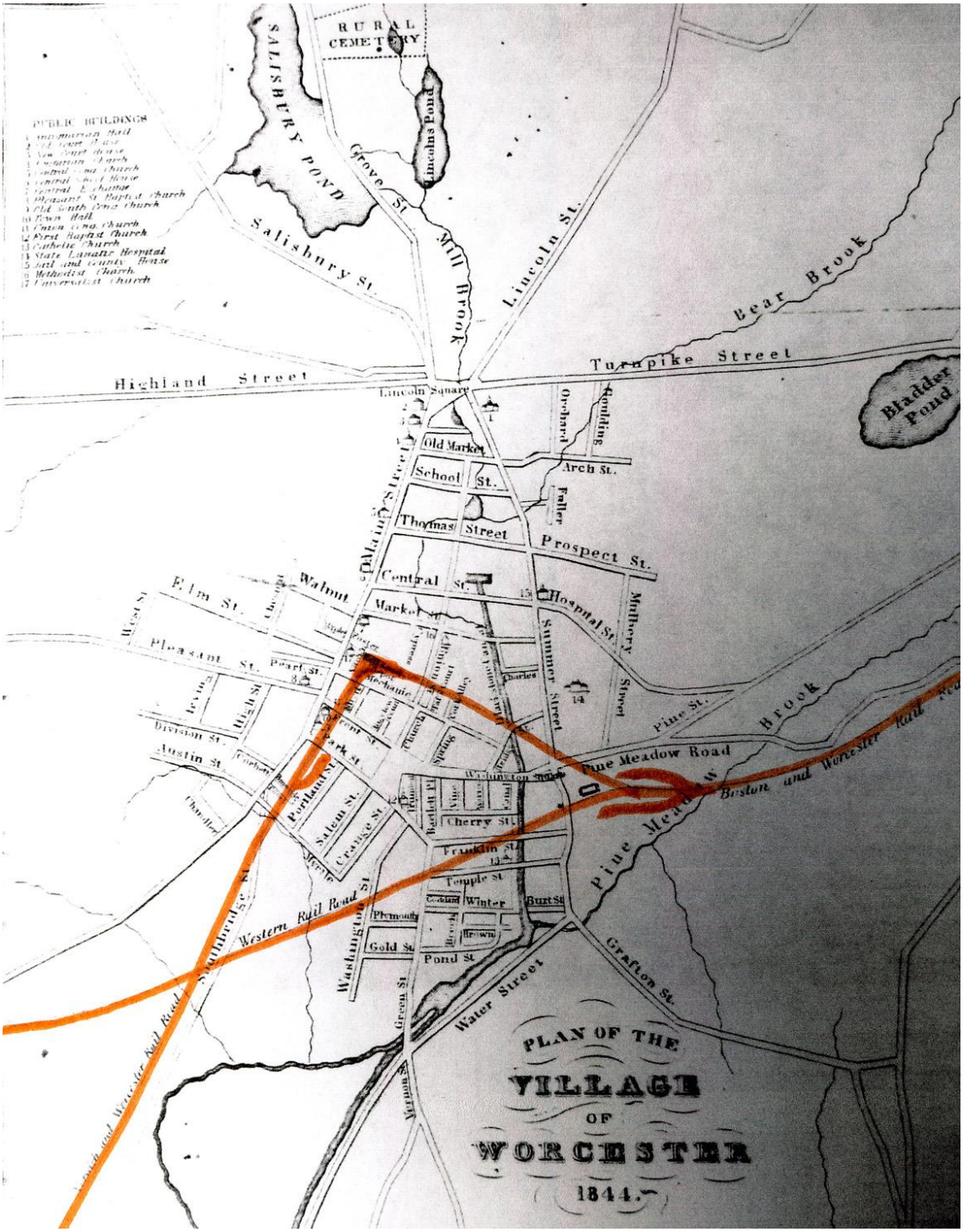
Source: Charles Nutt, *History of Worcester and its People*, v.2, opp. p.977

Source: Nutt, v.2, opp. p. 977

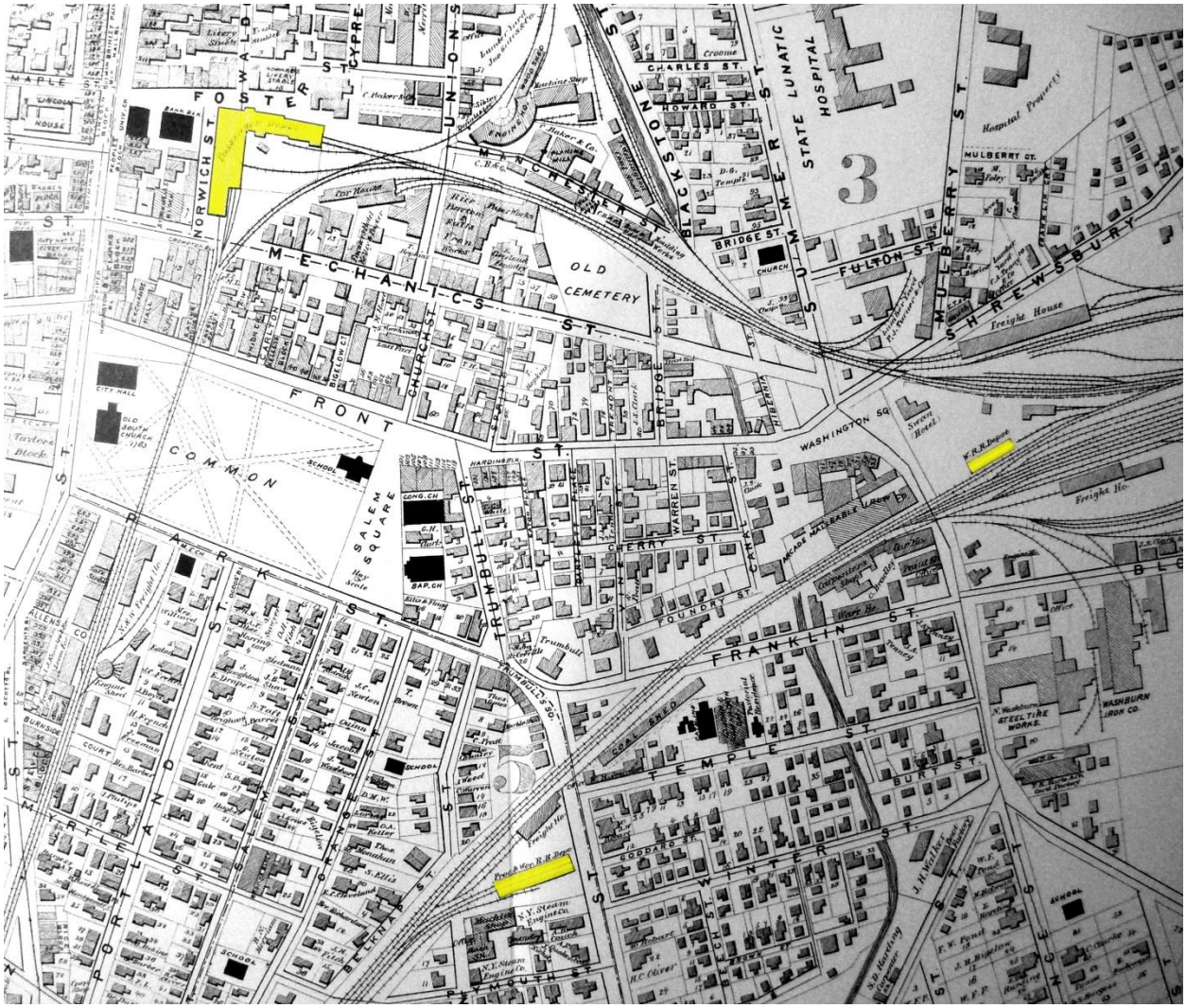
Note that the ad refers to "Trains of Cars" of the *Boston & Worcester*, the *Western*, and the *Norwich & Worcester* lines, each implied by the locations to and from which the trains would arriving or departing.

By 1870, only a few stage coach lines connecting Worcester to outlying town centers remained in service. They were still of value to the places least effectively served by the railroads, including the Rt. 122 path of Paxton, Rutland, Oakham, and Barre; Cherry Valley and Leicester; and Shrewsbury Center, Northboro, and Marlboro. By the end of the century, inter-urban streetcar lines would consign the stages to history.

Larger version of the 1844 map shown on p. 16.



Larger version of the Three-Stations map (1870) shown on p. 18.



Larger version of the City Rail Lines Map (1870) shown on p.23.