

RAILS TO TRAILS



IN WAYLAND



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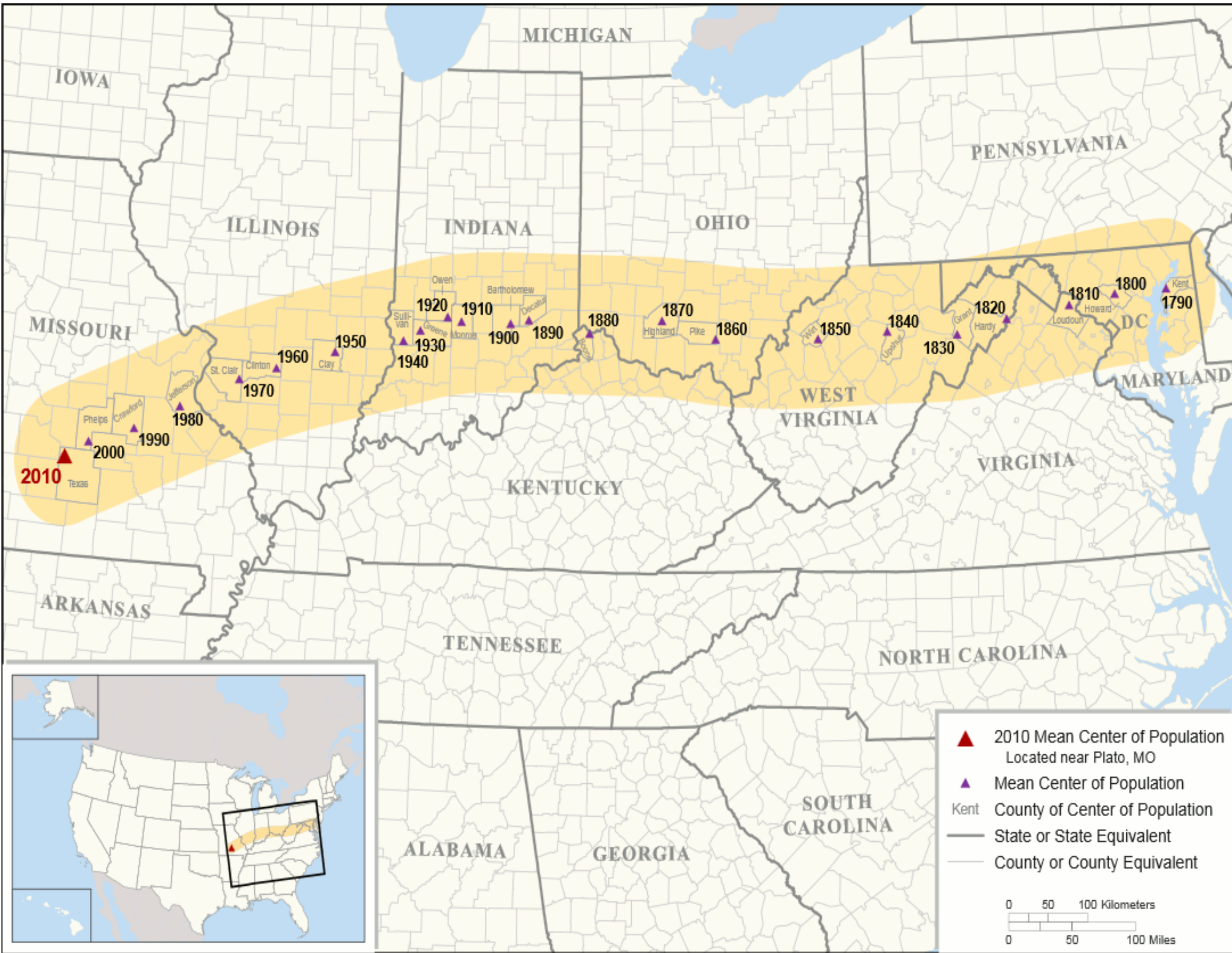
ABOUT THIS EXHIBIT.....

The decision to display these pictures here was prompted by last fall's rained-out historical tour of Wayland's new Railtrail; by Wayland railroad historian Rick Conard's presentation a month later about the Central Mass Railroad; and by Joel Angiolillo's presentation in April 2019 in this room on Wayland's decision to support a new railroad right through the town in the late nineteenth century.

Thanks go to the Wayland Historical Society and Brad Keyes, the Weston Historical Society (who produced an excellent history and means of touring our new rail trail) , Rick Conard, Joel Angiolillo, Larry Keirnan and others from whom I've borrowed freely here.

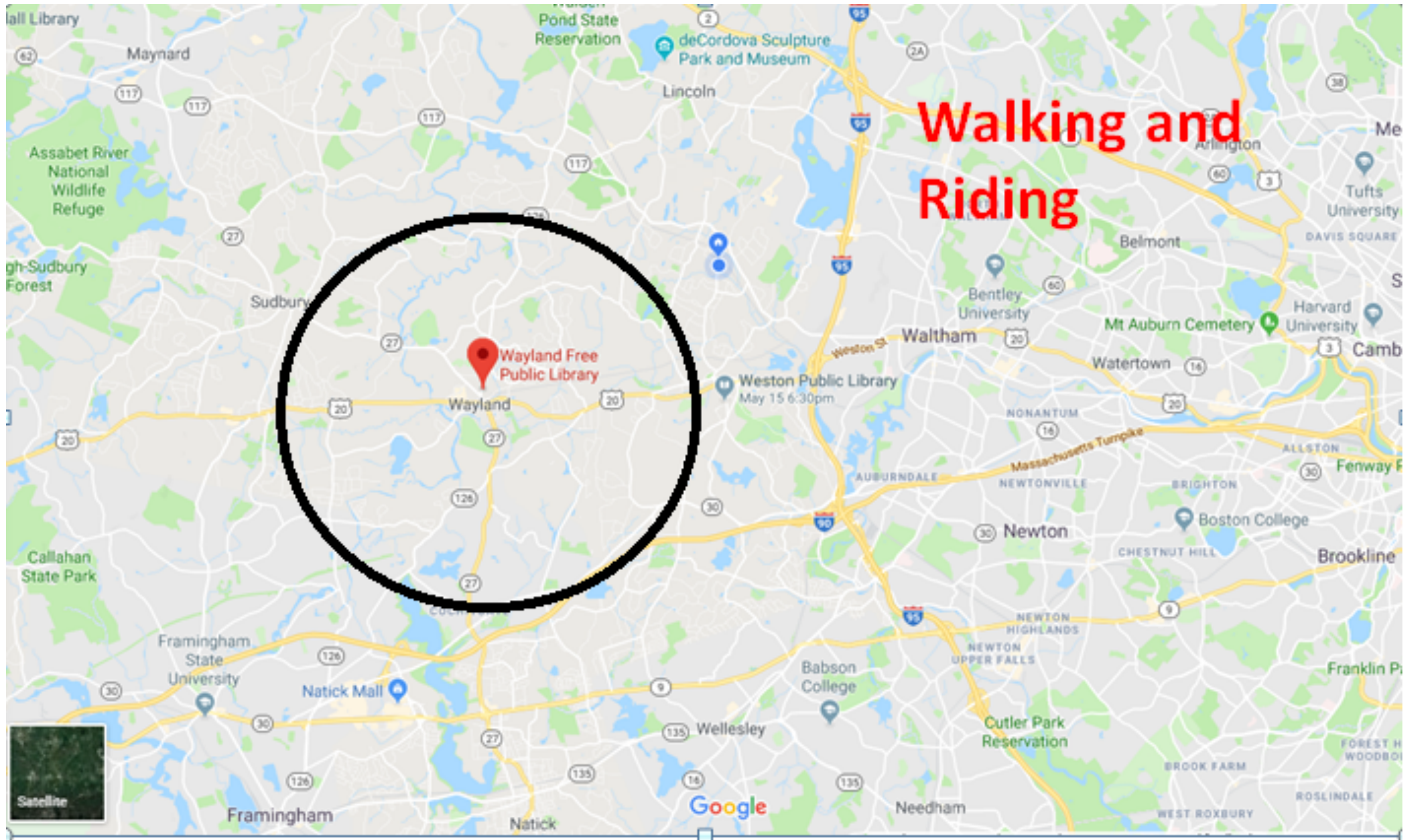
**Molly Faulkner
Wayland Museum & Historical Society**







For the first 200 years of Wayland's history, roads and bridges were the major town expenses



**Walking and
Riding**

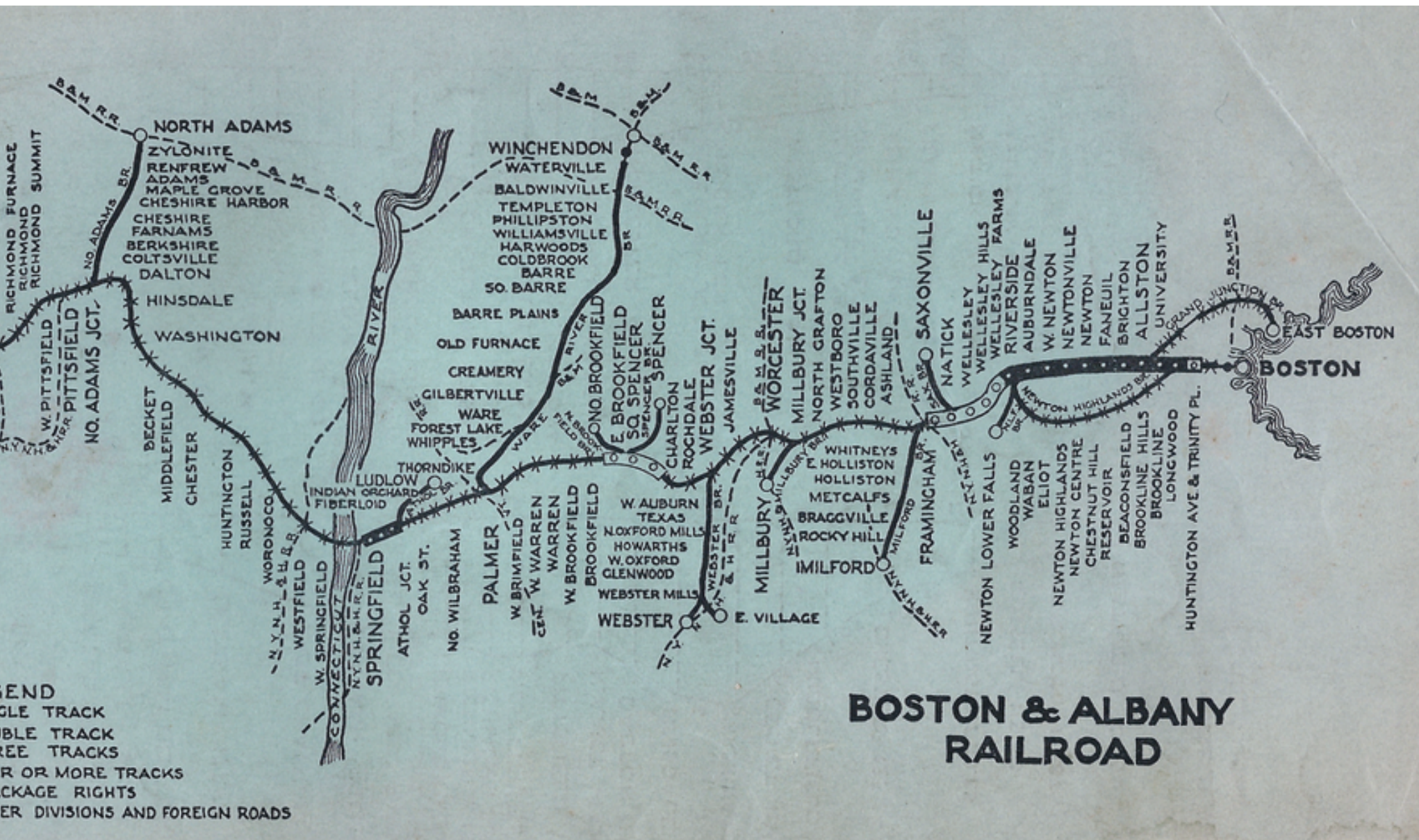
60 minute walk (at 3 mph)

Oxen and Horses



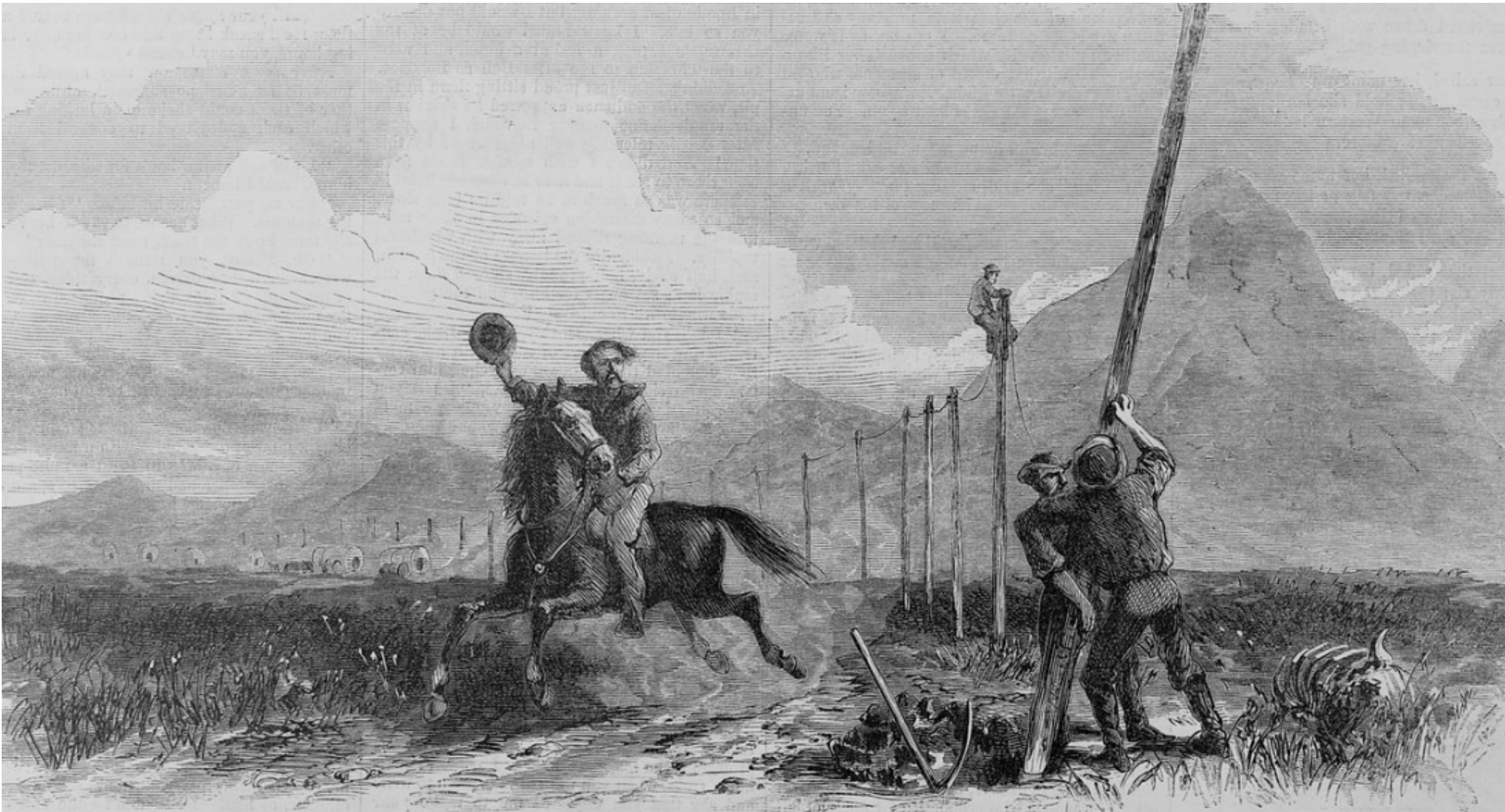
1870
400 horses
200 carriages

Typical farm was 40 acres
1/3 woodlot
1/3 pasture
1/3 crops



Boston and Albany Railroad

- 1834 to Newton
- 1839 to Springfield
- 1841 to Pittsfield
- 1842 to Albany



Pony Express – 1860

Messages from East to West Coast in 10 days

Transcontinental Telegraph - 1861

Messages from East to West Coast in minutes

May 10, 1869 Promontory Summit, Utah Territory



Laying Water Lines in Wayland

DEBT PROJECTS

Mass Central Stock

Purchase (1869)- \$32,500

Cochituate School in South
Wayland (1873) - \$15,000

Waterworks in South
Wayland (1877) - \$23,000

New Town Hall (1878) -
\$15,000

EXPENSES (1880)

Schools - \$4,400

Roads - \$1,700

Poor - \$950

Total - \$17,500





1890 – 8000 horses
1900 – 800 horses

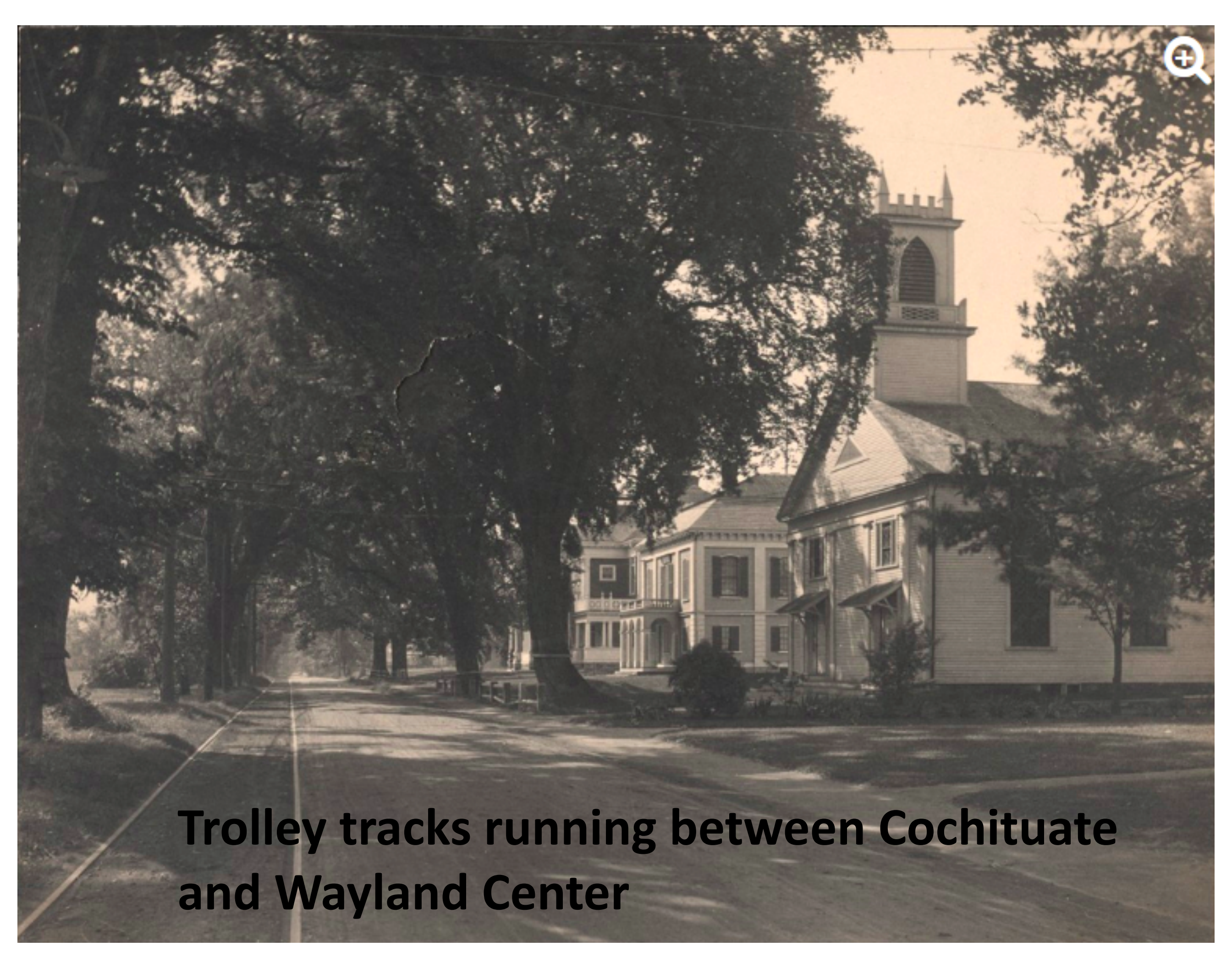
Tremont Street 1895

1875 Map

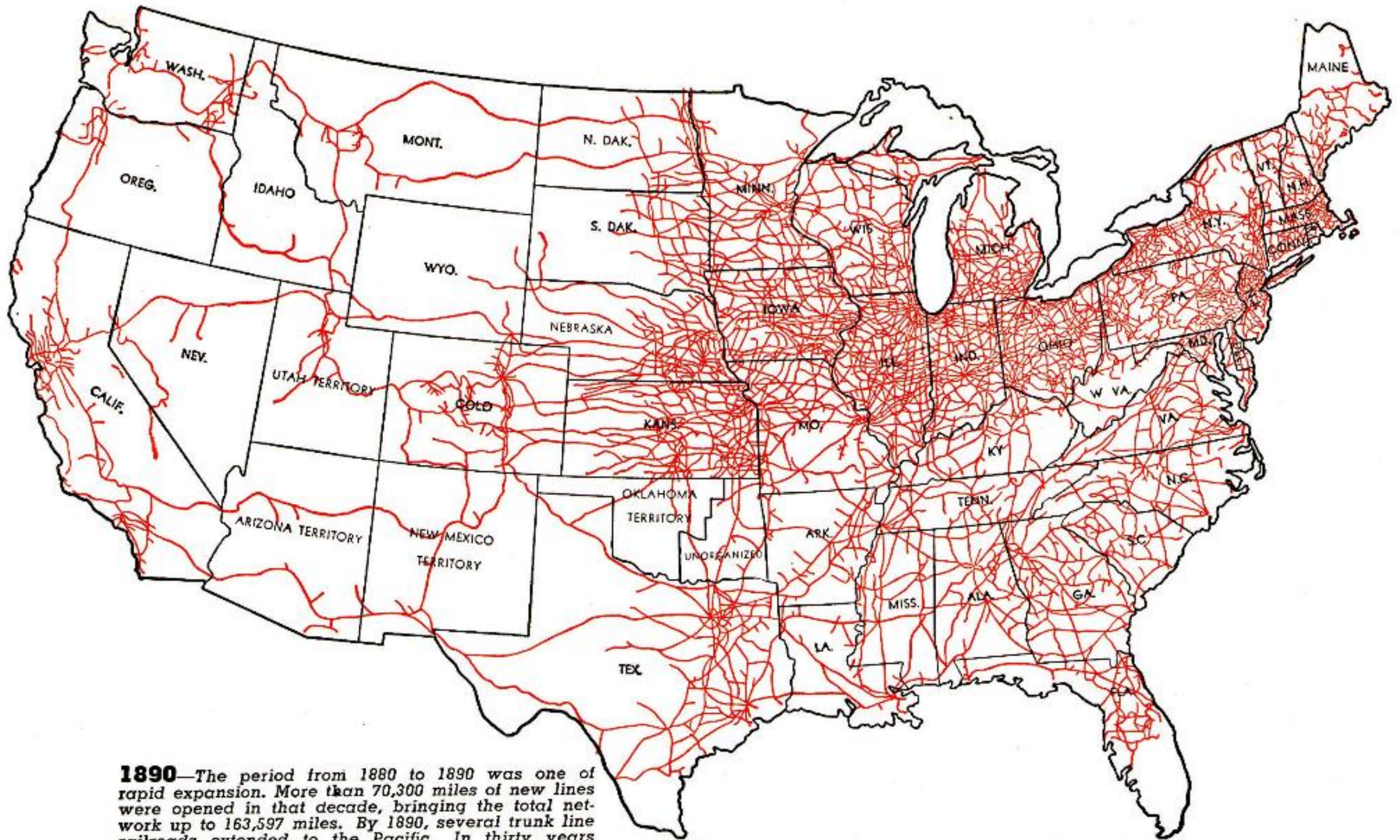




**To make way for
Wayland's Town Hall
(built 1878 for
approx. \$15000) the
Grout-Heard House
was moved up Old
Sudbury Road. The
Town Hall was
demolished 1957
and the Grout-Heard
House moved back
to this site at 12
Cochituate Road.**



**Trolley tracks running between Cochituate
and Wayland Center**



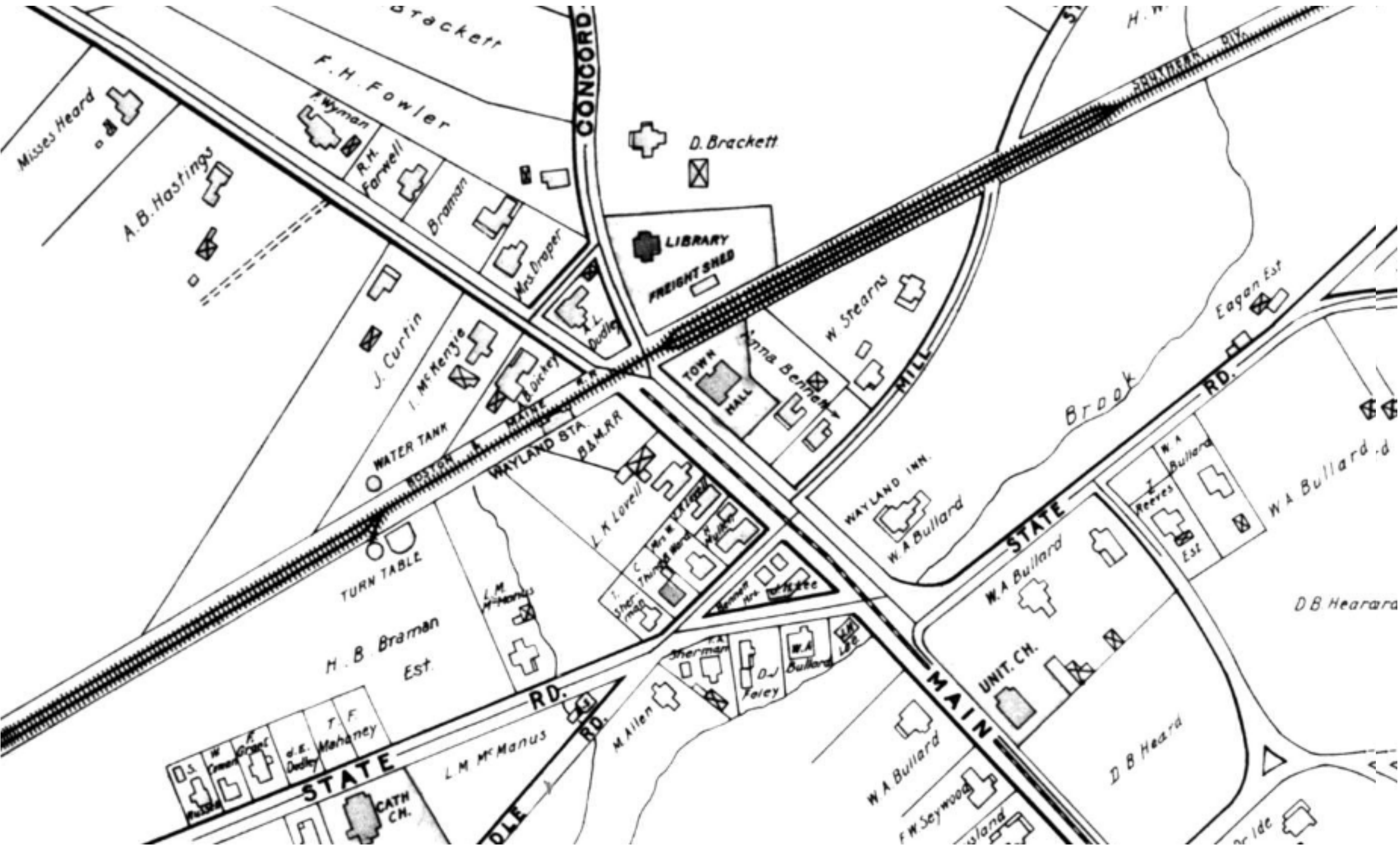
1890—The period from 1880 to 1890 was one of rapid expansion. More than 70,300 miles of new lines were opened in that decade, bringing the total network up to 163,597 miles. By 1890, several trunk line railroads extended to the Pacific. In thirty years from 1860 to 1890, the total mileage of the region west of the Mississippi River increased from 2,175 to 72,389, and the population of that area increased fourfold.

US TRAIN NETWORK 1890

Urban Growth and Railway Growth – Drove Each Other

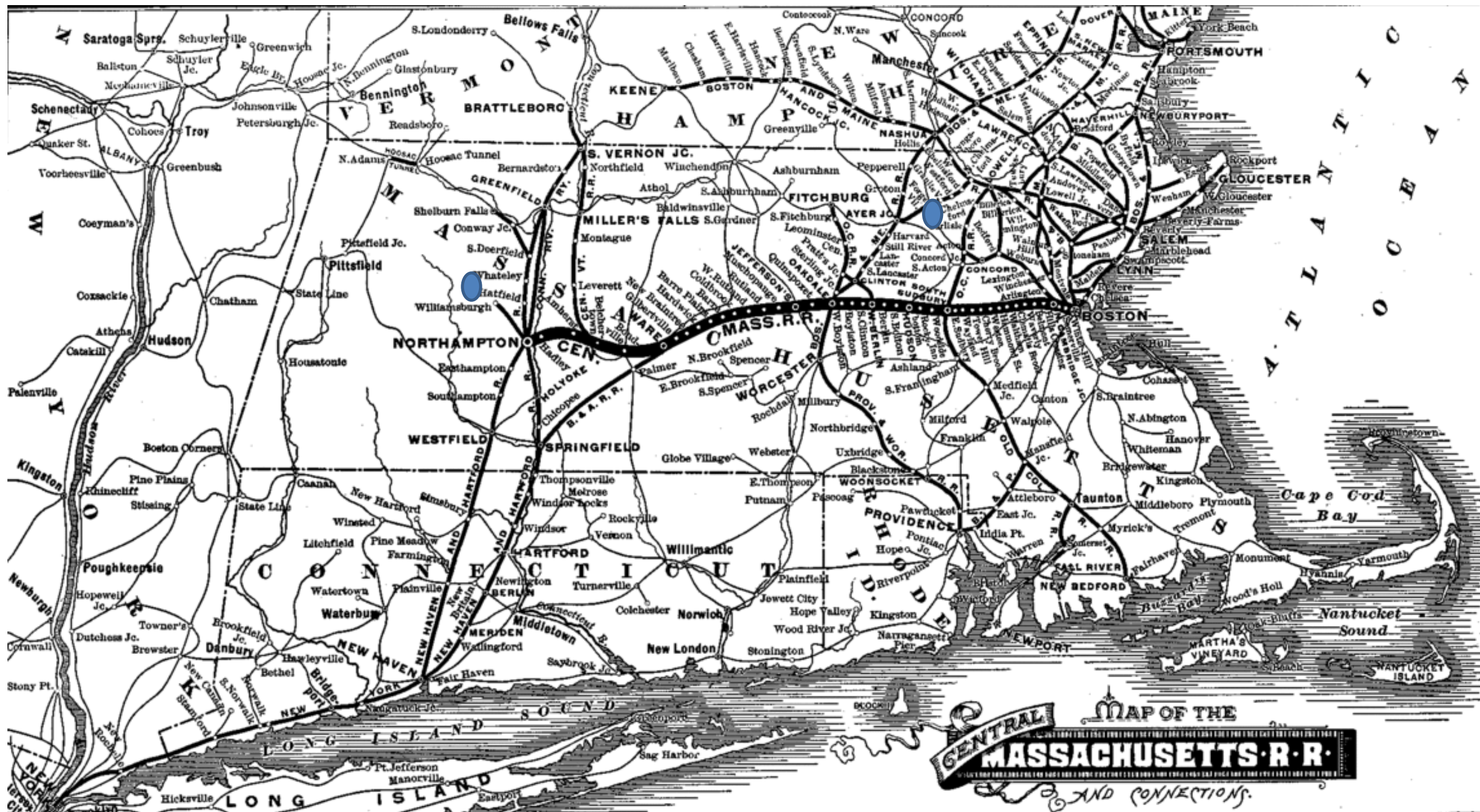
Almost all train lines connected cities and seaports to the farms, factories and mines in the interior

1908

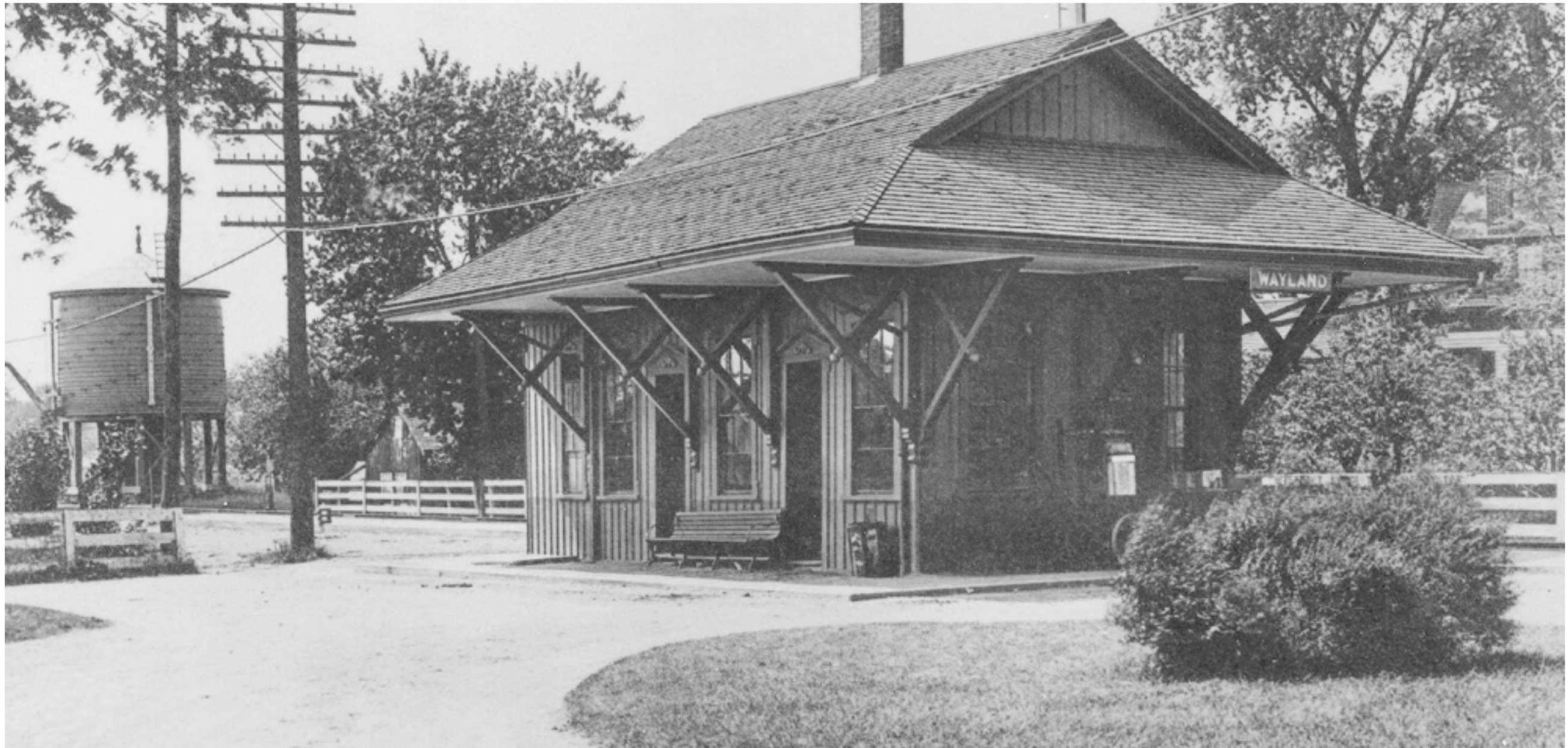




Weston Station agent Charles R. Cole and his dog Prince in 1909. Two years later, he succeeded Frank Pousland, the first Station Agent in Wayland, and held it for another 21 years. His job generally included sending telegrams; selling passenger tickets; keeping records of sales and cash; handling baggage, express, and mail; handling articles of freight; and receiving and sending messages by telegraph, both railroad and Western Union (public) messages. He maintained the station, shook down and stoked the potbellied coal stove in winter, and raised and lowered crossing gates at least 10 times a day. All four gates were lowered from a mechanical post with two metal cranks. If dark, he'd hang kerosene lanterns on each gate.



Promoters of the ill-fated Central Mass. Railroad hoped to reach west of New England, but they were lucky to make it to Northampton. In 1916 Wayland was served by a total of 22 passenger trains, 11 to and 11 from Boston each weekday. Travel time averaged 37 minutes except for milk trains which stopped everywhere and took 55 m. By the time young George Lewis began to notice, there were just four round trips per day: one very early, two commuter trains and a mid-morning “shopper.” Most passengers were principally Boston-bound commuters: businessmen, bankers, lawyers, engineers, clerks and teachers. Freight from Boston nourished textile mills in small towns and milk from towns like Wayland was carried to Boston.



Wayland Station viewed from the southeast, about 1920. The building today looks very much the same. In the background at left is the 50,000-gallon water tank used to supply water to steam locomotives. The protruding center bay on the track side provided additional space for the agent's office and offered a view of trains in both directions. There was a railroad clock on the east wall and hard wooden benches all around the waiting room. A large pot-bellied stove stood in the center of the station. There were two toilets, one on the outside for men, and one inside for women with elaborate porcelain washbasin with running water piped from the big water tank for flushing as well as drinking. Old newspaper strips were used for toilet paper. In the late 19th and early 20th century, before telephones came into common use, Waylanders would come to the station to send telegraph messages. Across the street to the right stands the Town Hall built in 1878. (Photo courtesy of the Wayland Historical Society)

credit: Donald Robinson



Mogul 1496 hustles train 3106 into Wayland's Tower Hill Station in 1956

Henry Patterson (Mike Patterson's uncle) reminisced about the evening freight train, a "double header":

The train would stop just above Tower Hill, so it could take advantage of the downgrade to Wayland before bucking the upgrade toward Sudbury and the two engines would uncouple and come on alone to the water tank. They were as big as the side of a house, and gave the impression of tremendous power as they coughed and panted and blew off steam. When they had filled their water tanks they backed up and hooked onto the cars again.

Then here it came—we'd see a great belch of black smoke, and about a minute later hear the deep coughing of the exhausts. The nearer it came to louder and faster the racket grew until the train hit the crossings and tore by, with the engines straining to put every ounce of power into the drivers, and the whole world was full of smoke and cinders and roaring, and the rattle of brake rods, and dust and dirt, and the ground shook like an earthquake – and then it was way up the track and the train man on the rear platform of the caboose was waving to us in the darkness.

Yes, those, as the fellow says, were the days --the last of the really great days of railroading, when the steam locomotive was still the absolute ruler of the transportation world, and carried itself like a King.

Weston Commuters

7:03 am Workers
8:02 am Clerkers
8:43 am Shirkers



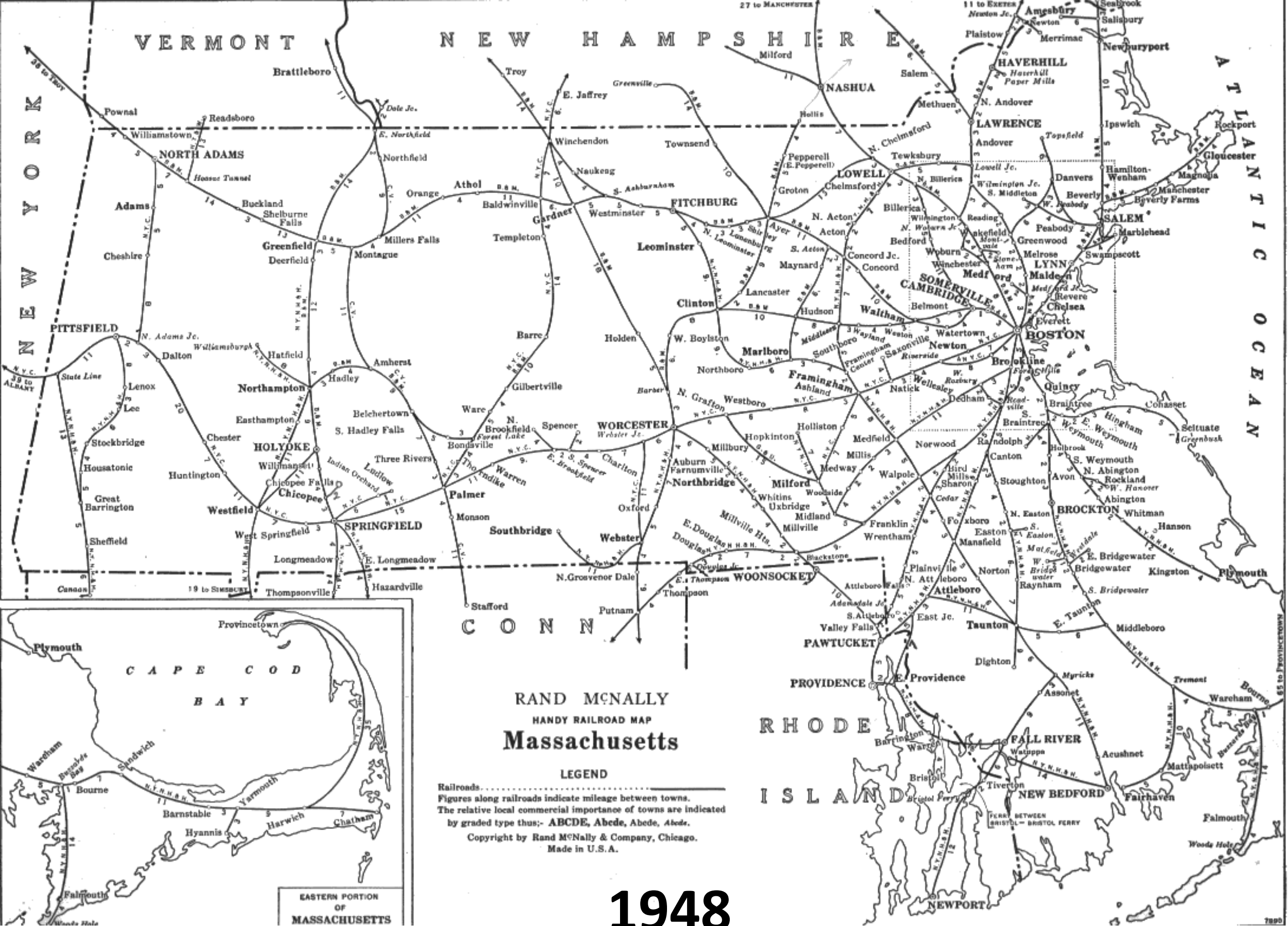


Route 128 in Lexington, 1938





Gas, diesel and electric replace the steam engines 1948



VERMONT

NEW HAMPSHIRE

NEW YORK

ATLANTIC OCEAN

CONN

RAND McNALLY
HANDY RAILROAD MAP
Massachusetts

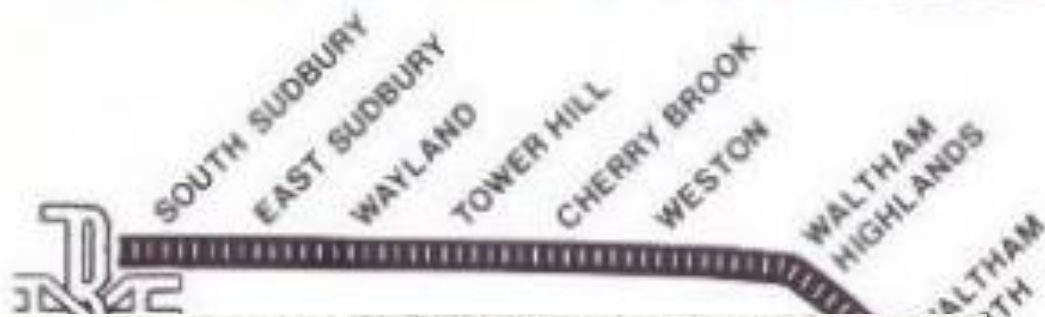
LEGEND

Railroads
 Figures along railroads indicate mileage between towns.
 The relative local commercial importance of towns are indicated
 by graded type thus: - ABCDE, Abede, Abede, Abede.
 Copyright by Rand McNally & Company, Chicago.
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1948

EASTERN PORTION
OF
MASSACHUSETTS

AVOID TRAFFIC PROBLEMS...GIVE THE TRAIN A TRY!



DIRECT SERVICE TO AND FROM CAMBRIDGE AND DOWNTOWN BOSTON - CONVENIENT CONNECTION AT NORTH STATION TO RAPID TRANSIT SYSTEM SERVING BOSTON AND THE SOUTH SHORE AREA.

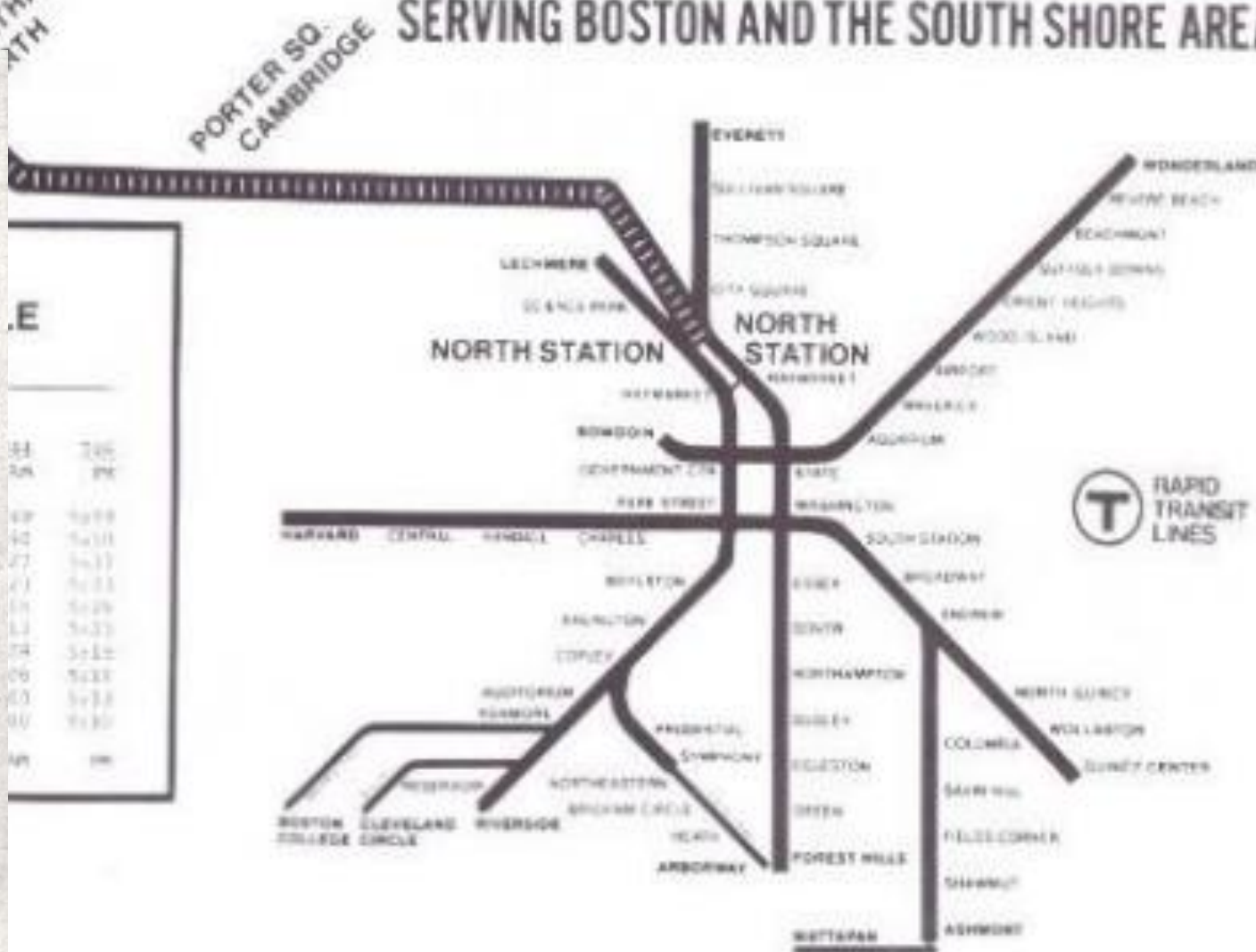
DO YOUR NERVES GET FRAZZLED?



Here's a suggestion which has helped many active people -

Rush, rush, - from the time you get up to the time you go to bed. Never a pause in the day's activity. That's the story of many a man's day and that's the reason for that "all in", tired feeling. No wonder the modern business man suffers from indigestion and frazzled nerves.

If you want to get the most out of your day - to enjoy increased health and happiness - leave your car at home. Your wife will appreciate it. Go to and from your work by train. Try commuting for a month. You'll be surprised and pleased at the ease and comfort of train travel. You'll enjoy the opportunity for rest and relaxation. Even more important, you'll find an added zest in work and play.



Buy 12-ride tickets between Boston and:	
	Cost per ride
WAKEFIELD	17 1/4c
GREENWOOD	15 1/3c
WAKEFIELD CTR.	17 1/4c
WAKEFIELD JCT.	16 2/3c

Also special 3-day round-trip tickets at 20c per ride

COMMUTE BY
BOSTON and MAINE

THE RIDE THAT REVIVES

October 1971 Promotion

WESTON OCTOBER 1971



RAILTRAIL SAFETY

- Keep RIGHT – bikers AND walkers
- Bikers and Runners -- use bell or call “*on your left*” when overtaking others
- Bikers always yield to pedestrian
- Bikers stop at road crossings
- Wear helmet correctly:



Right



Wrong



Last day of passenger service, train at South Sudbury, Nov. 26, 1971



The last years of the Central Mass. were ones of almost constant travail. These examples, involving Extra B-43, the east end local, were photographed by Ben Crouch, and are described further on page 137. Above: The results of bad track on March 15, 1976, at the Fitchburg Route bridge in Weston. Below: The aftermath of vandalism at the east switch to the abandoned Ordway ammunition depot on April 27, 1976.

Sudbury, April 27, 1976

Weston, March 15, 1976





Wayland begins Rail Trail (Date)



www.railstotrails.org

46 Cedar River Trail

WALKING
A Cedar River Trail

The Cedar River Trail follows the old Orange Street, a historic thoroughfare that winds through the heart of Lowell. The trail is paved and well-maintained, making it a popular route for walkers and runners. It starts near the downtown area and follows the river through the city.

Beginning in the heart of Lowell, the trail follows the old Orange Street, a historic thoroughfare that winds through the heart of Lowell. The trail is paved and well-maintained, making it a popular route for walkers and runners. It starts near the downtown area and follows the river through the city.

The trail is paved and well-maintained, making it a popular route for walkers and runners. It starts near the downtown area and follows the river through the city.

Length
 1.5 miles
Difficulty
 Easy
Season
 Year-round



LANDLINE

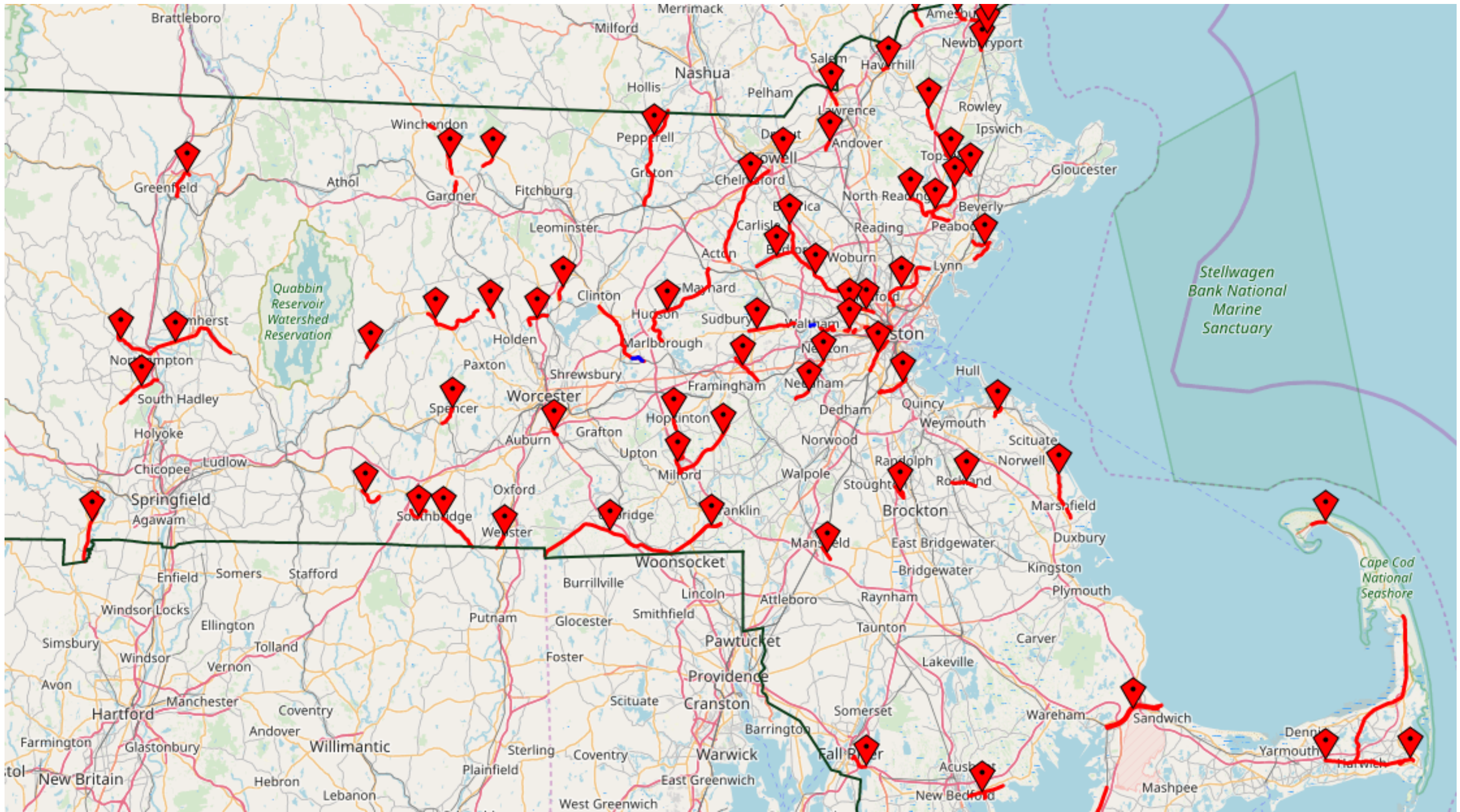
Connecting people and places with an active trail network in Metro Boston

The Metropolitan Area Planning Council is proposing a 1,400-mile connected network of trails and greenways within the Boston region.

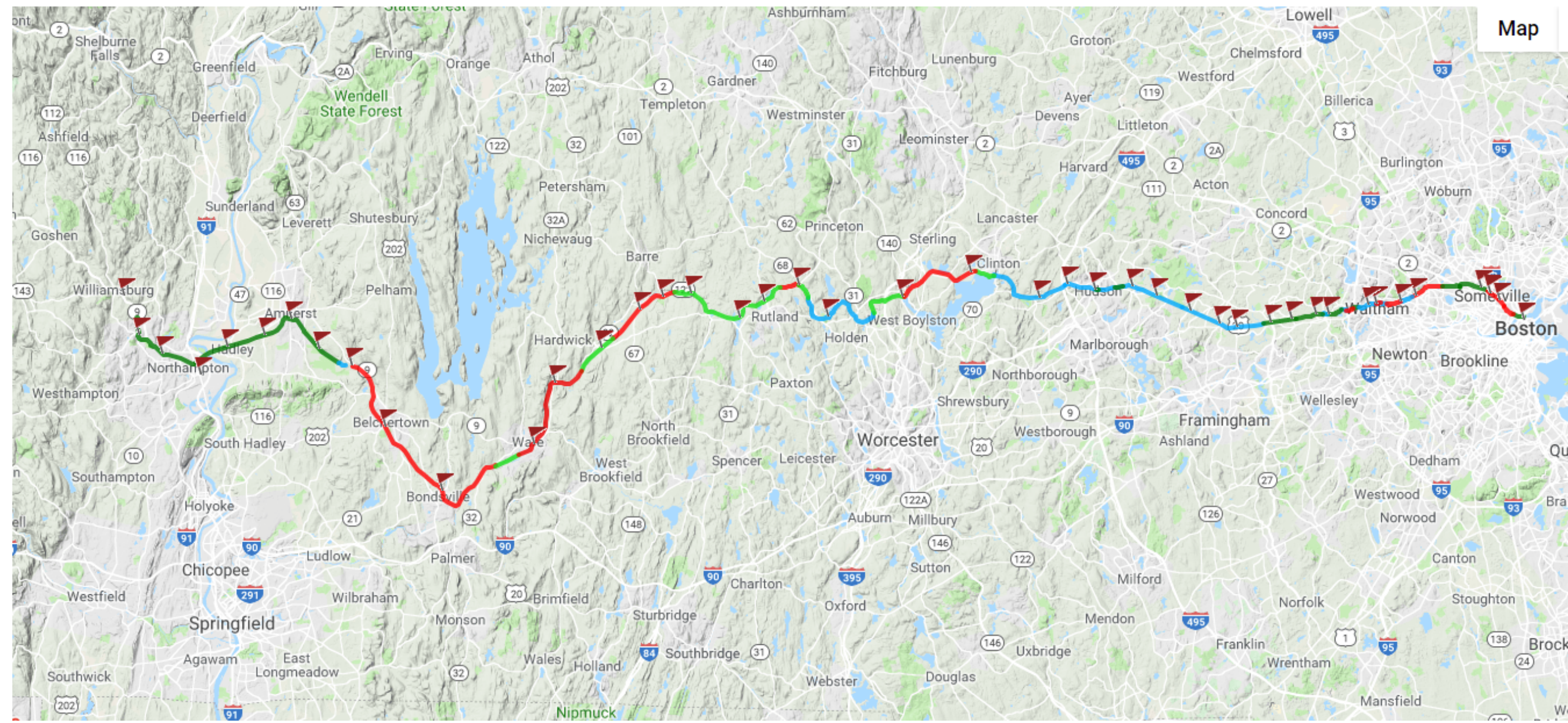
[LANDLINE MAPS AND TRAILS](#)
[2018 SUMMER GREENWAY RIDE AND WALK SERIES](#)
[FULL REPORT PDF](#) 

www.mapc.org

<https://trailmap.mapc.org/>



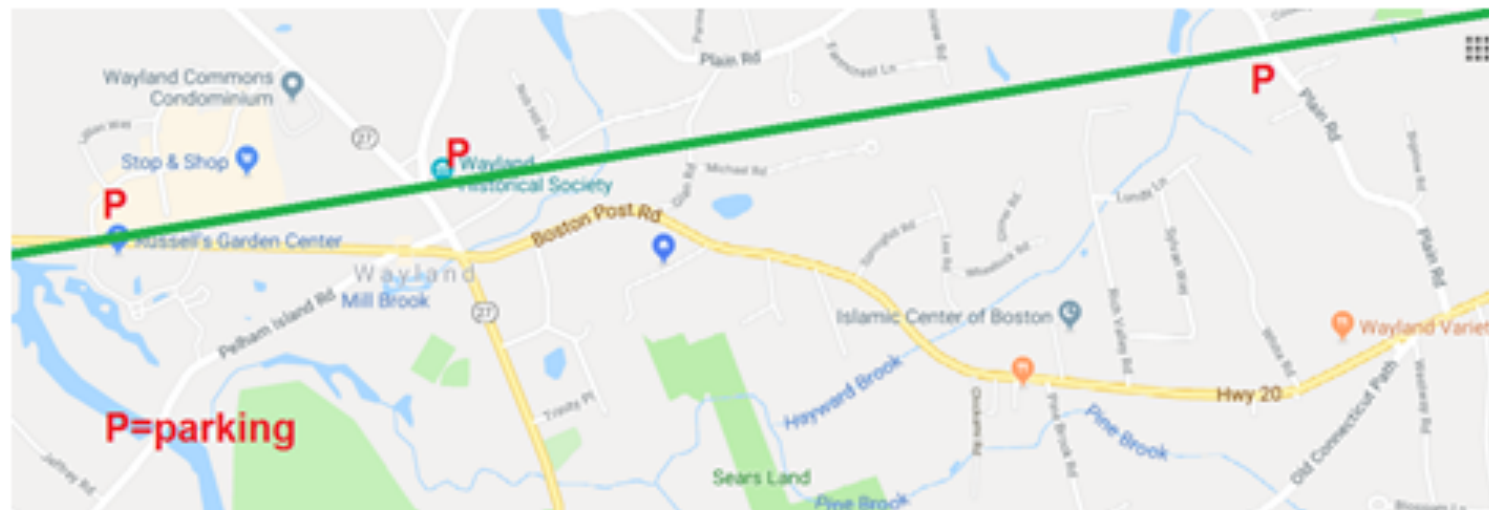
Rail Trails in Massachusetts



www.MassCentralRailTrail.org

TAKE YOUR OWN TOUR OF WAYLAND'S RAIL ROAD

The full guide to the Rail Trail and Mass Central Railroad in both Weston and Wayland is available for sale in the Wayland Depot. Below, the first number represents the miles along the track from Boston. The towers that support the high-voltage lines along the right-of-way are numbered, from 187 in Waltham down to 91 in Sudbury.



15.30 Tower 134 Town line bound, Weston/Wayland
15.52 Tower 131+ Plain Road crossing



15.53 Tower 131+ Tower Hill Station site
15.55 Tower 131- Tower Hill Station platform
15.65 Tower 130- Hayward Brook
15.78 Tower 128+ Whistle post, eastbound
15.89 Tower 127- Rail top cattle pass (1921)
15.98 Tower 126- Mile marker B16/N88 (16 m. to Boston, 88 to Northampton)
16.10 Tower 124+ Rail rest
16.13 Tower 124+ Whistle post, westbound
16.38 Tower 120+ Glen Road crossing
16.47 Tower 119- Mill Brook
16.53 Tower 118+ Ring post, westbound
16.60 Tower 118- Millbrook Road crossing
16.63 Tower 117+ Whistle post, eastbound



16.71 Tower 115+ Freight house (1881)
16.74 Tower 115- Cochituate Road crossing
16.77 Tower 114+ Wayland Station (1881)
16.80 Tower 114- Track switch
16.82 Tower 113+ Water tank foundation (1887)

16.85 Tower 113+ Engine house foundation (1887)



16.87 Tower 113 Turntable pit (1887)
16.95 Tower 111+ Mile marker B17/N87 (see 15.98)
17.17 Tower 108+ Shopping center



17.23 Tower 108- Russell's Crossing

Timeline for Mass Central Rail Road and Rail Trail

1868 Massachusetts legislature grants petition creating the Wayland & Sudbury Branch Railroad, to run from Mill Village in Sudbury to Stony Brook in Weston, on the Fitchburg line, a distance of 6.75 miles.

1869 Massachusetts legislature grants petition creating the Massachusetts Central Railroad, with the right to unite with the Wayland & Sudbury Branch to construct a railroad from Stony Brook to Northampton, about 98 miles.

1870 The fledgling railroad sells stock to raise funds. Because Weston had the Fitchburg Railroad, with four stops, and the Boston and Albany running through the south edge of town, Weston was less enthusiastic than Wayland and twice rejected resolutions to purchase stock from town funds.

1871 A contract is signed in April 1871 and construction begins.

1873 The original contractor is forced into bankruptcy. All work ceases.

1878 Efforts begin to revive the railroad. A new bond issue is authorized.

1880 The Boston & Lowell Railroad agrees to lease and operate the rail line when completed, for a term of 25 years. Construction begins again.

October 1, 1881 The rail line opens for business from Boston to Hudson (28 miles). Weston Station is in place. Construction continues 20 more miles to Jefferson, a hamlet in the town of Holden.

May 1883 Operations cease due to financial problems. No trains for 29 months. November 1883 The Massachusetts Central Railroad is reorganized and renamed the Central Massachusetts.

September 28, 1885 Trains begin running again.

1886 – 87 The Central Mass. is leased to the Boston & Lowell. In turn, the B & L is leased to the Boston & Maine for 99 years. Since then, the Central Mass. has been an integral part of the Boston & Maine. Construction to the west is resumed and reaches Ware, then Northampton.

December 19, 1887 First train for Boston departs from Northampton.

1896 – 1903 Construction of the Wachusett Reservoir requires relocation of seven miles of Central Mass. track.

1907 – 1914 Peak of operations. Later, World War 1 also generates traffic.

1927 – 1930s Automobiles, trucks, and the Great Depression bring retrenchment.

1932 Last through passenger train travels from Boston to Northampton.

1938 Damage from Hurricane of 1938 physically severs the rail line at Coldbrook (near Barre), and the two ends are never rejoined.

1940s Train service revives during World War II, with four trains daily between Clinton and Boston and more serving a large ammunition depot in Stow and Maynard. Service decreases after the war.

Late 1950s – 1969 Service cutbacks reduce weekday number of round trips to two a day, then one. In 1968, passenger counts average 77 riders per day.

March 1970 Boston & Maine goes into bankruptcy.

1971 “Save the train” campaign in October and November is unsuccessful. Last passenger train runs on November 26, ending 90 years of passenger service.

1980 Last freight train.

1990s Plans develop for construction of a 25-mile “Wayside Rail Trail” from Belmont to Hudson

December 8, 1997 Weston Town Meeting votes against entering into lease to build the rail trail through Weston

December 30, 2010 Massachusetts Department of Conservation and Recreation (DCR) leases, from the Massachusetts Bay Transportation Authority (MBTA), 23

miles of the former Central Mass. rail corridor between Waltham and Berlin for the proposed rail trail.

January 10, 2014 DCR receives a waiver from the requirement to prepare an Environmental Impact Report, greatly simplifying permitting.

2016 MBTA agrees to let Eversource file for required conservation permits to build a gravel access road so its maintenance crews can safely access electrical transmission lines along the railroad right-of-way.

January 2017 DCR joins Eversource in filing updated notices of intent that include the proposed multi-use rail trail.

April 2017 Wayland completes half-mile section of rail trail between the Wayland Depot and Boston Post Road.

October 11, 2017 Historic assets along the trail are marked for protection.

October 16, 2017 Construction of Eversource access road started in Wayland with rail and tie removal, grading, and gravel spreading.

2018

2019