

Lowell Daily Journal & Courier

January 26, 1852

Stony Brook Railroad
GENERAL SUMMARY

At the annual meeting of the stockholders in this city on the 6th instant, the following board of directors was chosen, viz: Tappan Wentworth, Esq., John Wright, Sewall G. Mack, William A. Burke of Lowell, Ziba Gay of Nashua, J. W. P. Abbott of Westford and Samuel Lawrence of Boston, the last in place of John Clark, Esq. deceased. George H. Carleton was re-elected treasurer and Charles Hovey, Clerk. The annual report was made and ordered to be printed. A semi annual dividend of $3\frac{1}{4}$ percent becomes payable next month.

January 28, 1852

Lowell

Petitions were received by Joel Adams and others, and Joseph Reed and others, praying for the right of way, (without land damages) across the city farm "for a branch railroad extending from the Boston and Lowell Railroad, to the Centre Meeting House in Chelmsford, and connecting with the branch lately built by Daniel Ayer, Esq." The petitioners intend to build said road by voluntary contribution. Referred to Overseers of the Poor.

Lowell Daily Journal & Courier

Thursday evening, January 1, 1852

Stony Brook Railroad
FALL ARRANGEMENT

On and after MONDAY October 13, 1851, Passenger Trains will run as follows:

UP TRAINS

Leave Lowell 7:15, 11:30 A.M. and 4:45 P.M.

DOWN TRAINS

Leave Groton Junction 8:10 A.M., 12:30 and 5:45 P.M.

The 4:50 P.M. Train from Lowell meets the Steamship Train for New York the same night.

All trains connect directly at Groton Junction with trains on Worcester and Nashua, Fitchburg, Cheshire, Vermont and Massachusetts, Peterborough and Shirley Railroads.

The 7:15 train connects at Worcester for Springfield, Albany, and New York City, Land Route.

The 11:30 train connects at Worcester for Providence.

The 4:45 trains connects at Worcester for New York city via Norwich per Steamboat. down trains connect at Lowell with Boston and Maine, and Essex Railroads.

The 12:30 train down connects directly with the train for Portland.

Charles F. Grove Sup't
Oct. 31 dtf

Nashville October 13, 1851

Lowell Courier - Citizen

April 29, 1908 - Flagman Wessels, at the Lowell street crossing.....

July 24, 1908 - Repairs are being made on the concrete walks about the Railroad station, Leonard Spaulding is doing the work.

February 22, 1914 - Philip Donahue, who has been missing for several days from his post as flagman at the Centre crossing, is ill at his home in Littleton street, with an attack of bronchitis.

September 11, 1914 - Philip Donahoe, who has lived in the Railroad block in Littleton street for a number of years, has removed to the Ellingwood house in Acton street.

March 15, 1916 - Little Josephine Donahoe is ill at the home of her father, Philip Donahoe in Acton street with an attack of tonsillitis.

Lowell Daily Courier

July 14, 1903

BOSTON AND MAINE OBJECTS

DOESN'T WANT TO ELIMINATE PRINCETON STREET CROSSING

OPPOSES CHELMSFORD PLANS

Claims That There Is Not Enough Traffic

on Road to Warrent \$40,000 Expenditure

Boston, July 13---Counsel W. M. Coolidge of the Boston and Maine railroad brought out very forcibly before the railroad commissioners this morning the objection of the company to the proposed elimination of the Princeton Street crossing in the town of Chelmsford.

Lowell Daily Courier

Tuesday, July 7, 1903

West Chelmsford

Shortly after dinner Friday, the team belonging to Supt. Blade of the quarry was standing near the depot in charge of the driver, a young fellow, when a fast freight came along and frightened the horse and the driver, losing control, the animal rushed headlong into the fast-moving train and was dragged some distance. The driver was thrown from the wagon, which was demolished, and sustained several cuts around the face and neck. The horse, which was a valuable Kentuckian, had to be shot.

Lowell Courier Citizen

1908

Chelmsford, Feb. 16 - Sand and stones washed onto the track by the heavy rain caused an electric car to leave the rails when nearly opposite the ~~Adams~~ Adams library, Saturday afternoon at ~~about~~ about 5 o'clock. It was 7 o'clock before the car was again on the track.

Chelmsford, March 15 - The selectmen have not yet taken action upon the petition of the Boston & Northern street railways for a franchise to allow them to operate a trolley express within the town. Supt Lees was not present at the meeting held on Saturday, but forwarded copies of concessions granted in other towns where their petition for similar privileges had met with favorable action.

Chelmsford, April 26 - Open cars on the electric road were used today, Sunday, April 26 for the first time this season, which was, with the possible exception of Thursday the 23rd the first day they could be used with any degree of comfort. In other years they have been known to make their appearance as early as the 19th of April.

Chelmsford, May 10 - The rear trucks of the 9 o'clock car from Lowell in charge of Motorman O'Brien and Conductor Flannagan, on Saturday morning left the rails on the curve near Mrs. H. H. Emerson's, almost closing the roadway to travel. A defective rail was thought to have caused the trouble. It took about an hour for the wrecking car to straighten matters out.

Chelmsford, June 15 - The unannounced change of time on Monday for the west bound train on the N.Y., N.H., & H.R.R. from ~~11.30~~ 11.30 to 11.13, has been the occasion of some

~~inconvenience~~ inconvenience. Grangers ~~the~~ who are planning to attend the grange picnic at Lapham's grove on Wednesday should have this change in mind.

Chelmsford, Sept. 23- During the heavy fog early this morning a wagon ~~was~~ owned by one Louis Lampros, a Greek milkman, was reported to have been in collision with an electric car near the Lowell line, resulting in considerable damage to the wagon.

Chelmsford Oct. 13- It will be well to remember that cars for Chelmsford Centre for the next few weeks will leave from the corner of Central and Merrimack street while the operations of the sewer department in Merrimack square are in progress. The work is to commence at once.

Chelmsford, Nov. 19- Work on the Merrimack street sewer has passed the end of Central street and Chelmsford Centre cars once more pass through Merrimack square.

The Boston & Northern Street Railway Company is replacing a number of poles through the centre of the village. The new poles are decidedly inferior in appearance to the old ones.

Chelmsford, Nov. 22- If the cold weather will hold off for another week, the excellent work being done on Lowell street will be completed. From the railroad crossing to Billerica street a sidewalk with cobble curbing will have been completed, and from Wilson street to where the electric car track occupies the middle of the road, the present surface will have been removed, a foundation of stone placed, and a surface of suitable gravel overlaid.

Chelmsford, Dec. 9- The engine of the "local" westbound freight became disabled this forenoon in attempting to start a heavy freight. The train at the time happened to be upon the crossing and to allow passage of teams and pedestrians, the train was "broken."

An extra locomotive was sent out from Lowell to carry the train on and the disabled engine switched to siding and a bent driving rod replaced.

1909

Chelmsford, Jan. 7- A large black and white bull held the attention of those in Central square about 1 o'clock this afternoon. The bull was being led by ropes from either side of its head, but when the 1 o'clock car came in, it ~~preferred~~ preferred, in spite of ~~its keepers~~ the best efforts of its keepers to go down the Boston road instead of along Billerica street. The car finally went by it, and on the return trip, 10 minutes later, assisted this time in persuading it to go down Billerica street.

Chelmsford, Jan. 10- The engine on the 10 o'clock westbound freight Saturday morning, when directly opposite the station, blew a plug from the boiler, immediately enveloping the engine and filling the cab with scalding steam. The engineer and fireman fortunately escaped without injury. The water entirely escaped from the boiler, making the engine useless, and the ~~train~~ train was allowed to drop back to Golden Cove, when another engine came from Lowell and took it into the city.

Chelmsford, Feb. 22- The skipping of a trip in the electric car service about the middle of the afternoon today and

the delay in later cars was an annoyance and inconvenience to patrons of the roads. The cause was later found to be due to the collision of cars at Prescott and Central streets.

Chelmsford, Feb. 26 - In instances where, during the recent rush of surface water there has been an overflow upon private property, the Boston & Northern has been notified to supply suitable drains for itself within the confines of its track. The amount of water has been unusual this season but the need of suitable ~~drainage~~ drainage is very apparent.

Chelmsford, March 18 - E. T. Adams, chairman of the board of selectmen, and Charles F. Devine, selectman at East Chelmsford, attended a hearing at Boston today, the object of which was to require the expense of overhead bridges at grade crossings to be borne entirely by the railroads. As the matter stands at present, the expense is divided as follows: Railroads, 65 per cent.; state, 25 per cent.; towns, 10 per cent. Upon an order from the state, overhead bridges will be necessary at all grade crossings, and with the number to be found within the town, would make Chelmsford's share in the expense most burdensome.

As Chelmsford's part in the building of the overhead bridge at North Chelmsford, a bill of \$3571.12 was received today.

Chelmsford, Sept. 7 - Dr. Howard's valuable Boston terrier "Ted" was struck by the engine of a freight train at the Centre crossing this afternoon and though stunned for a

time and bearing a number of cuts and bruises was thought to have escaped without serious injury.

The dog was struck twice, the first time being tossed a matter of 20 feet and landed between the rails where he was again picked up by the cowcatcher and thrown to the side of the track.

Chelmsford, Oct. 5 - The forward trucks of the car leaving the Chelmsford terminus at 6.35 this ~~morning~~ morning left the rails at the Golden Cove turnout, tying up the line to the village until 8 o'clock.

Chelmsford, Oct. 8 - Sport, the big friendly St. Bernard owned by Town Treasurer E. W. Sweetser, came to an untimely end this morning, being struck by an engine "running wild." when crossing the tracks near the station. He was a friend to all and by all he will be truly missed.

Chelmsford, Nov. 28 - The street railway department evidently took warning by the recent storm, for men were at work today placing in position the snow fences near the Lowell line. A new fence will be needed to protect the track near the railroad crossing, the old fence being destroyed by fire last season after it had been piled up for the summer.

1910

Chelmsford, Jan. 14 - The electric cars were but little affected by the storm this afternoon, a snow plow put in operation about noon time keeping the track in fair condition.

Chelmsford, Jan. 16 - In spite of the storm that raged all Friday night with a wind that piled the snow in big drifts the electric cars were promptly on time for the early trips on Saturday morning. Said one man who lives away from the

car line: "I knew the cars were running all right for I found my Courier-Citizen at the door as usual when I came down stairs."

Chelmsford, Feb. 14- The car leaving Chelmsford at 6.35 this morning broke an axle near the Lowell line and tied up traffic for some two hours. The accident came at a most inopportune time delaying a large number who were anxious to be at their work in the city.

Chelmsford, March 15- Preparation is being made by the Boston & Northern for retracking their road through the village, from the railroad crossing on Chelmsford street to the terminus. A large number of the rails have already arrived and are being carried to a convenient place in readiness for the work to begin. New rails over this stretch of line will be appreciated by all who have to ride over it.

Chelmsford, April 5- Open electric's made their appearance on the Chelmsford Centre line today for the first time this season. To the best of recollection this is the earliest day of their operation on this suburban line.

Chelmsford, April 21- The recent petition of the Boston & Northern Street Railway Co., for permission to lay a double track in Chelmsford street from Westford street to Shaw street, will be received with favor by every patron of the road, with the wish that the request be granted speedily and the work pushed through.

Chelmsford, April 25- The Boston & Northern Street Railway Company is doing its best to prevent the crowding

of its cars on the Chelmsford Centre line during the night rush hour, by putting two through cars on the 10-minutes-of-6 trip from the square, and also ~~and~~ continuing the two-car ~~car~~ service at the 6 o'clock trip.

Chelmsford, May 1- "Billie" and "Jerry" as William Keegan and William Reagan, popular conductor and motorman of an evening car on the Chelmsford Centre line, are familiarly known, completed their service with the Boston & Northern on Saturday night to take up their duties on the Lowell police force, for which they recently passed examinations.

Chelmsford, May 15- An extra freight Lowell bound, about 6.45 Saturday morning, picked up a hand car operated by road men, ~~at~~ a point nearly opposite the town hall.

There are steep banks on either side of the track ~~at~~ at this place and when the men saw the oncoming train there was no chance to get the car from the rails. The men lost no time in getting to a place of safety and a quick application of brakes on the freight saved the car from more than a slight bump from the engine pilot.

Chelmsford, May 16- The first of two electric's returning to Lowell about 6.45 this evening jumped the tracks when near Wilson street, blocking through travel for some time. The rear trucks left the rails completely and narrowly missed striking a pole at the side of the track. The rear car carried passengers to the end of the line until the track was ~~cleared~~ cleared.

1910 cont Lowell Courier-Citizen

Chelms., June 12 ~~12~~ - A hearing upon petition of the Boston & Northern Street Railway Co., relative to relocating their tracks from Wilson street to a point near the blacksmith shop, is advertised this morning.

Chelmsford, June 13 - An electric car that left the rails near the Lowell line about noon today tied up the ~~the~~ service for a matter of two hours, to the annoyance of a number going to and from their ~~business~~ business.

Chelmsford, June 17 - The New York - Portland express begins its run on Monday, passing through town to New York at 11.55, and to Portland about 3 o'clock.

Chelmsford, June 20 - Quite a few were on hand at noon today to watch the passing, on its first trip, of the Portland - New York express. D. F. Hartley, who recently purchased the George A. Byam place on the Littleton road, is a trainman on the new flyer. The train from New York, at 3 o'clock, seemed to be running at a far greater rate of speed and left behind it a blinking cloud of dust that filled the square.

According to a ~~tariff~~ tariff received at the railroad station today, a change of fares will go into effect July 23 on the N.Y., N.H. & H. railroad. The fare to Lowell, now eight cents, will be increased to 10. Tickets to South Framingham will be 55 cents ~~total~~ instead of 50 cents.

All intermediate ~~the~~ points will call for the same fare as at present. For all intermediate points will call for the same fare as at present. For all points west of South Framingham

there will be an increase.

Chelmsford, June 26 - Expressions of approval and remonstrance over the relocation of the electric car tracks on Chelmsford street from the centre to the side of the road, from Wilson street to a point opposite the blacksmith shop, will be listened to at the town hall on Wednesday evening.

The electric car tracks were temporarily joined at Grand street Saturday evening to allow for through passage ~~to~~ over Sunday.

Chelmsford, June 29 - A public hearing was held at the town hall this evening by order of the board of selectmen, upon a petition of the Boston & Northern Street Railway Company, which requested an alteration and relocation of its tracks in Chelmsford street, between Wilson street and the junction of Chelmsford and Centre streets in Central square. E. Adams, chairman of the board of selectmen, presided, with ~~Frank~~ D. Frank Small as secretary, at the meeting opening at 8 o'clock.

Supt. Lees, representing the Boston & Northern Street Railway Company, stated that the company proposed relaying the track from the railroad crossing to the end of the line, and desired to make the work ~~permanent~~ permanent, or for a matter of at least 30 years. The reason for the present petition was a suggestion made to the company that it would be more desirable to have the track on the side of the road and not because the road itself wished to make any change. Town Treasurer E. W. Sweetser and John W. Wilson, owners of abutting property, and

Town Clerk E. J. Robbins, representing Mrs. James Ashworth who also owns property on the street, appeared in remonstrance to the ~~the~~ proposed change. No one appeared in favor of ~~the~~ re-locating and among those who spoke in opposition, citing various disadvantages that would be caused, were H. E. Ellis, J. E. Warren, George W. Day, E. R. Marshall, H. C. Sweetser and Rev. Wilson Waters. ~~The~~ The board will announce ~~the~~ its decision later.

Chelmsford, July 1, The electric car tracks on Chelmsford street, ~~was~~ where double tracks are being laid, were joined late Thursday afternoon and the cars will make through trips until after the Fourth.

~~Chelmsford, July~~

COMMONWEALTH OF MASSACHUSETTS
 BOARD OF RAILROAD COMMISSIONERS

(7871.) Boston, July 15, 1910

On the petition of the Boston and Northern Street Railway Company that it be required to act as a common carrier of ~~freight and~~ ~~the~~ baggage and freight in the town of Chelmsford, the Board will give a hearing to ~~the~~ the parties in interest at its office, No. 20 Beacon street, Boston, on Wednesday, the twenty-seventh day of July, instant, at ten-thirty o'clock in the forenoon.

And the petitioner is required to give notice of said hearing by publication hereof once prior to said date

in the Lowell Courier-Citizen, a newspaper printed in Lowell to serve a copy ~~of~~ hereof on the Town of Chelmsford, and to make return of service at the time of hearing.

By order of the Board,

(signed)

CHARLES E. MANN, Clerk

Chelmsford, July 29 - The proposed change in fares on the N. & H. ~~R.~~ railroad went into effect on Saturday, and tickets from Chelmsford to Lowell are now 10 cents, instead of eight.

Chelmsford, August 3 - Preparations are being made by the Boston & Northern Street Railway Company, for relaying the tracks through the centre of the village.

Chelmsford, August 5 - Work began this morning, relaying the electric car tracks through the village. The start was made at the steam railroad crossing on Chelmsford street and from there to where the tracks take the centre of the road the rails and ties were taken up. Cars from Lowell came up to the crossing and another car, waiting at the opposite end of the break, took passengers to the end of the line.

Chelmsford, August 10 - The electric car tracks have been relaid so that cars ran nearly to Parkhurst's store tonight. The work is being pushed with all possible speed.

Chelmsford, August 15 - The work of relaying the electric car tracks through the centre of the village has been completed as far as the

post office, a fact much appreciated by those who have been obliged to walk part of the way each day on their way to and from work.

Chelmsford, Aug. 26 - The work of relaying the tracks through the village so that the cars run through to the end of the line. We now have one of the best roadbeds that there is in the vicinity of Lowell.

Chelmsford, Sept. 13 - A petition to the Boston & Northern Street Railway Company is being circulated, asking that a later car service than is now given ~~to~~ may be had on Sunday nights. At present, the last car for the Centre on Sunday night leaves the square at 10.00. The petition ~~is~~ asks that the time for the last trip be made 11.05.

State House, Boston, Sept. 9 - In an order issued on Saturday, the state board of railroad commissioners grant the petition of the Boston & Northern Street Railway Co. that it be required to act as a common carrier of baggage and freight in Chelmsford, subject ~~to~~ to the restrictions contained in the following order:

It appearing, after notice and hearing, held under the provisions of chapter 402 of the acts of 1907 that the Boston & Northern Street Railway ~~Company~~ Co. has heretofore filed with the selectmen of the town of Chelmsford a petition for approval of the right to act as a common carrier in that town; and the selectmen having failed to act on said petition within 60 days

of the filing thereof, and the board being of opinion that the rights petitioned for ought to be granted, - it is

Ordered, That the board hereby certify that the public convenience and necessity require the granting of this petition, and therefore that the Boston & Northern Street Railway Company be required to act as a common carrier upon the lines of its railway in Chelmsford, to the extent of receiving, carrying and delivering such baggage and freight, described in the schedule on file with the petition, as is usually transported by express companies, restricted to exclude besides explosives all articles and commodities the transportation of which may be hereafter prohibited by the board.

This order is made subject to the following regulations and restrictions:

1. The company shall receive and deliver baggage, express and freight at suitable places or stations, and without discrimination or favor to any person or corporation.

2. All baggage, express and freight shall be transported in suitable cars to be provided with proper fenders, brakes and safety appliances, and to be run at no time at a higher rate of speed than that at which the company operates passenger cars.

3. The exercise of the authority herein granted ^{shall} in no way alter or abridge the duties and obligations of the

company relative to the transportation of passengers, nor in any way interfere with the conduct of the passenger service.

4. The company shall be subject to such further regulations and restrictions as shall be lawfully made from time to time.

5. The authority herein granted is given upon the express condition that it shall not operate in any way to enhance the value of the assets of the company in the event of a purchase of the railway property by municipality or state.

By the Board,

(Signed) CHARLES L. MANN

Clerk.

Chelmsford, Sept. 18 - Until further notice, the ~~last~~ last car from Merrimack square on Sunday evenings for Chelmsford Centre, will leave at 10.35 instead of 10.05. This change was decided upon the latter part of the week, following a conference between the local officials of the Boston & Northern and Chairman E. T. Adams of the board of selectman and Representative Erson B. Barlow.

Chelmsford, Oct. 2 - Supt. Higgins began work Friday reducing the grade on Bartlett's hill. About six inches will be removed from the crown of the hill to conform with the grade of the electric car rails recently relaid.

Chelmsford, Oct. 6 - The electric cars have hard work on grades nowadays owing to the leaves that have fallen on the tracks. A liberal application of sand is often needed to enable the cars to make the hill in Central square.

→ Chelmsford, Oct. 25 - The electric car due in Chelmsford at 8.30 left the rail at the end of the line, occasioning a slight delay in the service this evening.

Chelmsford, Nov. 6 - The railroad crossing in the centre of the village was blocked for nearly four hours, Friday evening, by the derailling of a car on the Lowell bound freight about 8.30. The train, ~~potentially~~ fortunately, was running slowly at the time, intending to stop at the Lowell street crossing, where the electric cars met. The accident was caused by the drawbar of one of the cars, near the head of the train, pulling out, throwing the car ~~and~~ immediately following it partially from the track. ~~The~~ Delay in clearing the wreck was found in getting the wrecking crew together at that time of night and then, to get at the wrecked car, the balance of the train had to be pulled onto the sidings at the Centre and at South Chelmsford. Teams and automobiles made use of the Lowell street crossing and Fletcher street to get around the blockade. Had the train been running at a rate of speed sometimes made through the village, there is probability that Town Treasurer Sweetser's back yard would have been piled high with broken cars and miscellaneous freight. It was after midnight before the tracks were cleared. There was but little damage either to the car or roadbed.

The freight wreck Friday night caused an amusing confusion to the electric car conductors and ~~train~~ motormen until they "got wise." The engine of the

Freight had come near enough to the Lowell street crossing to put in operation the warning bell, and hearing this and seeing the headlight of the engine, one car at least, waited nearly 10 minutes.

Chelmsford, Dec. 14 - The Boston & Northern Street Railway Co. has protected the Chelmsford Centre line from drifting snows this winter by placing several new sections of snow fences in exposed places.

1911

Chelmsford, Feb. 7 - Today's storm affected the running of the electric cars this morning and during the afternoon. The car in charge of Conductor Winchester and Motorman Lussier was disabled at the Chelmsford end of the line and remained until the next car, a half hour later, towed it back to the city.

Chelmsford, March 6 - A fire on Sunday afternoon, started by engine sparks, burned over about five acres of grass land on High street, owned by D. E. Atwood. The resulting damage owing to the frozen ground was slight.

Chelmsford, April 6 - Dr. A. G. Seboria's horse that ran away last evening, was caught near the Lowell line on Chelmsford street by a motorman on an electric car.

Chelmsford, April 24 - An electric signal bell is being placed this week at the Centre crossing and will be in operation at night only, after the crossing tender, Phillip Donahue, is off duty. The post upon which the bell is placed, stands near the flagman's house. The necessary wiring has not been completed yet and probably will not be finished before the end of the week. Trains approaching from the

~~the~~ west will start the bell ringing as they near the bridge over the brook, and those from Lowell as they get to the Lowell street crossing. There has been a need, for a long time, of protection during the evening and night at this spot, and it seems only miraculous that serious accidents have been prevented.

Chelmsford, April 25 - Open electric cars were used on the Centre cars today for the first time this season.

Chelmsford, May 9 - The poultry yards of James Crompton at Golden Cove had a narrow escape from destruction by fire Monday night, the blaze having its origin in sparks from the westbound freight that passed about 9:30, setting a fire nearby brush and woods.

Guy Files has concluded his services as assistant at the railroad station and has gone into business with his father.

Chelmsford, May 24 - The electric signal bell at the Centre crossing was set going, by lightning in the thunder shower soon after midnight and continued in operation until switched off about 7 o'clock.

Chelmsford, July 31 - Spreading rails on the siding caused a carload of corn in bulk for Sweetser and Day to leave the track Saturday noon, just before it reached a position for unloading. A force of men were at work today to repair the damage.

Chelmsford, Aug. 15 - A car off the track during the rain of Tuesday evening inconvenienced passengers on the Chelmsford line for several hours. A closed car fortunately for those

homeward bound, happened to be on the Chelmsford side of the break.

Chelmsford, Oct. 1— The chestnut season opened with a rush today and the capacity of the electric car service was tested to the limit. One car, Lowell bound, about 6 o'clock, was said to have registered 128 fares.

1912

Chelmsford, Jan. 18— Just before 11 o'clock yesterday forenoon, Charles F. Morse came to the express office on business. His horse, attached to a light open carriage, was left at the east end of the railroad station in charge of Abner Butterfield. An approaching freight ~~the~~ train made the horse uneasy and he was brought around to the side of the depot. When the train came to the crossing, in spite of Mr. Butterfield's best efforts to control him, the horse broke away, throwing him to the ground as it did so. Then the horse made a dash for the railroad tracks on the west, reaching them but a little in advance of the oncoming freight. Near the works of the Chelmsford Spring Co., Track Inspector Jas. Markham and John LeBlanc, a laborer, were shoveling snow from the tracks. They were prepared for the train, but were not looking for and did not see the runaway. Both were knocked unceremoniously into the drifts, but aside from severe and painful bumps and bruises, were not seriously injured. A more bewildered pair than they, when they emerged from the snow banks would be hard to imagine. For a time they were strongly of the opinion that the train had struck them. Knowing that there

were several bridges over culverts and streams between here and South Chelmsford that a horse couldn't possibly be driven over, Mr. Morse began looking up the telephone number of the Rendering Co., for he gave his horse up as lost, even if the train didn't catch it. The agent at South Chelmsford was notified of what had happened and in a short time reported that the horse was in sight and could probably be caught as it came to the crossing. Mr. Morse took the 11.03 train in pursuit and found his outfit safe and sound, ready to be driven home in season for dinner.

Chelmsford, March 15- The unusual amount of water flowing in the brook under the railroad track at the head of the mill pond, has made it necessary in the interest of safety, for the N.Y., N.H. & H. road, to keep men stationed there night and day for several days past.

Chelmsford, March 27- A slight railroad wreck about noon today effectually tied up traffic on the N.Y., N.H. & H. road for several hours. While the westbound freight, ~~at~~ about 11.30, was shifting cars from the siding, the forward trucks of an empty box car left the rails just as they were about to take the main track near the Chelmsford Spring Co. The car toppled over, completely blocking the road. The wrecking train was sent for and it was nearly ~~at~~ 4 o'clock before the line was clear for travel. The big crane made short work of lifting the car body out of the way, and as easily and quickly, ~~took up the~~ 1 1 1

them at one side of the track. The wreckage was not cleared away until 7 o'clock.

Chelmsford, May 19 - The 15-minute ~~to~~ electric car service, maintained during the warm weather on Sunday afternoons went into effect today.

Chelmsford, June 12 - Needed repairs are being made upon the local passenger and freight stations by the N.Y., N.H. & H. railroad company and on completion, the buildings are to be painted.

Chelmsford, June 20 - A small grass fire, set by the 11.15 train at the turnpike, near Golden Cove, was the occasion for a ~~whistle~~ whistle alarm this noon. About a quarter of an acre was burned over without damage.

Chelmsford, July 1 - The big new electric's lately put in operation on the Chelmsford line, met with immediate approval and provide an accommodation for which there has for some time been a demand.

Chelmsford, July 22 - George Arthur Ingham whose tragic death occurred at the railroad crossing at West Chelmsford on Friday, was a nephew of David Ingham, carrier on Route 1 of the local R.F.D.

Chelmsford, July 29 - Five fires, four of them set by engine sparks, ~~was~~ between Chelmsford and South Chelmsford, were promptly discovered by J. F. Hammond from the watch tower on Robin hill Sunday. They were given quick attention and the resultant damage reduced to a minimum.

Chelmsford, Aug. 13 - Railroad employees are putting in shape the water drain under the road and sidewalk at the

Centre crossing. The pipe was found to be almost entirely clogged by the dirt and refuse that had washed ~~into~~ it. One half of the work was completed today.

Chelmsford, Aug. 14—For the length of time it lasted, the heavy thundershower this noon contributed the greatest amount of water of any of the showers this summer. No damage was reported, but during the storm an electric car went out of commission at the Chelmsford terminus, cutting out a trip.

When the upper half of the drain at the Centre crossing was opened this morning, it was found that every section of pipe in that part had been cracked and was useless, presumably from the frost during the past winter. Fifty-two feet of new ~~10~~¹⁰ inch pipe will be needed to complete the job.

Chelmsford, Sept. 13—The accommodations provided by the electric road today were entirely inadequate and called forth much ~~criticism~~ criticism. On Thursday a 15 minute schedule was maintained, but today the cars ran on half hour time.

Chelmsford, Sept. 15—The electric car service was ~~interrupted~~ interrupted for a half hour on Saturday evening when, about 8 o'clock the rear trucks of a short-trip car left the rails at the Jenness street turnout.

Chelmsford, Sept. 17—The switch controlling the electric signal bell at the Centre railroad crossing has been removed and Flagman Donahoe can no longer check the disturbing clangor while a train remains nearby. As a warning

signal from approaching trains the bell served its purpose well, but when its ringing continues during the time needed for discharging freight it becomes a public annoyance. This noon the bell rang continuously for nearly 30 minutes.

Chelmsford, Oct. 20- "Doubleheader" electric car service was provided by the Bay State Street Railway Company this afternoon for the throng of chestnut gatherers that invaded the town.

Chelmsford, Oct. 29- The completion of the drain being put in on the Boston road has been delayed by the belated arrival of the needed size of pipe.

Chelmsford, Dec. 30- The village was without electric service for two hours this afternoon, caused by the car leaving Chelmsford at 2.35 jumping the rails near the Lowell line. Sand washed onto the track by the heavy rain was responsible for the trouble. The car plunged through the dirt for some 15 feet and collided with a pole breaking it off. The damage to the car consisted of broken fenders, shattered glass in the vestibule and a forward step torn from one side. Mrs. J. Adams Bartlett, and Mrs. C. George Armstrong were the only passengers on the car and although considerable shaken by the jolting and the impact of the car with the pole, fortunately escaped any serious injury. Mrs. Bartlett, who was seated near the forward vestibule, was showered with flying glass as was also Mrs. Armstrong whose seat was about midway of the car.

The car was running at good speed, having had no

stops to make after leaving the village and the impression gained by the sudden stopping was that a ~~head-on~~ head-on collision had occurred.

1913

Chelmsford, Feb. 16 - An important change in the running time of the cars on the Chelmsford Centre line of the Bay State street railroad goes into effect Monday, Feb. 17. The new schedule is as follows: Leave Lowell, 4.58, 5.13, ~~5.28~~ 5.28, and every 30 minutes to 8.53, (Sunday, 7.35, every 30 minutes to 9.05) 9.35, every 30 minutes to 3.35, every 15 minutes to 6.35, every 30 minutes to 10.35, ~~11.05~~ 11.30. Leave Chelmsford, 5.28, 5.43, 5.58, then every 30 minutes to 8.28, 9.02, (Sunday 8.05, 8.35, 9.05) 9.35, every 30 minutes to 4.05, every 15 minutes to 7.05, every 30 minutes to 11.05, 11.35, 12.00.

Chelmsford, Feb. 17 - The new schedule of street railway service that became operative today, affects the early morning cars only. They will run about seven minutes earlier than on the old schedule. At 9.35 the old running time is resumed and continues through the rest of the day and evening. The usual 15 minute service on Saturday and Sunday afternoons and evenings, will be continued.

Chelmsford, Feb. 23 - The Lowell bound car leaving Chelmsford at 11.05 this forenoon, left the rails at the Golden Cove turnout, blocking the line for nearly two hours.

Chelmsford, March 23 - The early discovery of a grass fire, in

dangerous proximity to the buildings at Sweetser & Day's grain mill, on Saturday morning, prevented serious trouble. Sparks from the engine of a southbound freight started a blaze in the dry grass.

Chelmsford, April 22- Today established a record for this season, for the greatest number of grass and brush fires in one day. Eight were started along the railroad tracks by one locomotive, between the Centre village and North Acton.

Chelmsford April 25- The open electric cars were used today for the first time this season. Their appearance was welcomed, for the weather was of a summer temperature.

Chelmsford, April 27- An electric car became disabled on Golden Cove hill about 5 o'clock Saturday afternoon, requiring the services of a wrecking car. To continue the service, the damaged car was drawn to a turnout, where it was possible for inbound and outbound cars to pass it.

Chelmsford, May 4- A brush fire started near the old Turnpike by the 11:09 passenger train Saturday forenoon, was, thanks to modern ~~appliances~~ methods and conveniences, checked by the time it had burned over a quarter of an acre. Past experiences have caused Mr. Hammond at the station on Robin hill to keep careful watch of all trains on this division, from the time they leave the yard at Lowell until after they have completed the long grade.

Chelmsford, June 2- The change in schedule of trains on the

N.Y., W.H., & H. railroad that went into effect today has a consequent effect upon the time of the opening of the mails. The new schedule and the changes made are as follows: Arrive at Chelmsford, from Lowell, 7.18 (11 minutes later;), 11.15 (same;), 5.37 (23 minutes later.) Leave Chelmsford, for Lowell, 8.33, (4 minutes earlier;), 2.41, (same;), 6.42 (same.)

While waiting for a homebound car in Merrimac square, do not be misled by the sign on the side of the car reading "Chelmsford street," into the belief that the car is a "halfway" one, but look for the mark at the ends of the car for its ~~real~~ real destination. The reason for the cars being marked in this misleading way is unknown and has been the cause of several waiting over a trip.

Chelmsford, June 4 - Tuesday, for the first time in local service, a passenger car on the evening train from the west was lighted by electricity. In all, 30 lights were in operation, 26 to light the car, one in either toilet and one on each platform. The car is equipped with a dynamo and a storage battery, the electricity being generated by the revolutions of the wheels of the car.

Chelmsford, June 18 - The Chelmsford Spring Co. had another close call from fire on Monday night, but successfully fought the flames in an original manner. Just before the close of the day's work - and work is rushed at the ginger ale plant these days - sparks

from a passing engine set fire to a straw in the rear of the building, which in turn communicated itself to the carboys about which the straw lay.

Chelmsford, July 25- Two new mails, making a total of 12 mails per day to be handled at the local office, will be in force on August 1. Mail will be dispatched on the 11.15 train, closing at the office at 10.45. A mail will be received on the train arriving from the west at 2.41.

Chelmsford, Oct. 17- Through some disarrangement of the wires connecting it, the electric signal bell at the Centre crossing kept up an incessant clangor all night Thursday. Visitors from New York city who were kept awake by the constant dinning, were of the opinion that they would be obliged to return to their urban home to ~~gain~~ a night's sleep.

Chelmsford, Oct. 28- The breaking down of the southbound freight train, between South Chelmsford and North Acton, caused an hour's delay in the arrival of the New York mail tonight.

Chelmsford, Oct. 29- The electric car leaving the Chelmsford terminus at 7.28 ~~th~~ o'clock this morning, left the rail at the Golden Cove turnout, causing a belated arrival in Lowell, many of whom missed train connections for Boston. The track was not cleared for travel until about 11 o'clock.

Chelmsford, Nov. 28- Anticipation of changed travelling conditions is apparently held by the Bay State Street Railway Co., as ~~employees~~ employees were engaged today in putting up the storm fences from the Lowell line to Stevens street.

This stretch of roadway is more apt to become filled with drifted snow than any other line out of Lowell.

Chelmsford, Dec. 1 - The electric car service on the Chelmsford Centre line during the late afternoon and early evening is at present a subject for severe criticism. Not only are the cars crowded to the limit and a little way beyond, but it is not an unusual occurrence for a patron to be from three-quarters of an hour to an hour and a half in covering the distance of four miles. ~~On~~ On Saturday evening five cars were gathered at one time at the Jenness street turnout. Lengthy waits on turnouts, to the extreme exasperation of the passengers, are the rule during the hours mentioned.

Chelmsford, Dec. 10 - The electric car from the Chelmsford terminus at 7.05 this evening suddenly left the rail as it rounded the curve near W.B. Sargent's and when it came to a stop entirely blocked the roadway. The car was in charge of Conductor Joseph Fallon and Motorman Guilbeault, who fortunately, were the only passengers. The rear trucks remained on the track and as the car swung around the rear ~~with~~ vestibule crashed into the bank beside the track and was almost completely torn from the car. Conductor Fallon, who was in the vestibule was thrown to the ground and only by the liveliest scrambling was he able to save himself from being ground under the wheels. As it was, he received numerous cuts from the flying glass from the shattered vestibule and was badly bruised about the body. He was taken to Dr. Seaboria's

where his injuries were dressed. One window in the forward vestibule was broken but, Motor man Guilbeault escaped without injury. It was decidedly lucky that no team happened to be passing the point at the time of the accident. A flange was broken from a wheel on the forward truck, but whether that was done before or after the car took to the roadway was not known.

1914

Chelmsford, Jan. 2 - Two signs, of good size, each bearing the word "Chelmsford," have been placed, one at either end of the long concrete walk ~~at~~ in front of the railroad station. The locations chosen are, without question, conspicuous, and the boards will, as time goes on, no ~~long~~ doubt seem less unsightly.

The 8.30 car from Chelmsford bound for Lowell and containing a number of well known Chelmsfordites on a shopping expedition was proceeding at a moderate speed along the track when suddenly without warning the axle on the front truck broke and the car made for the middle of the road.

Luckily the car was not going at a great speed and was stopped before reaching the other side of the road. As it happened there was no other car at the Chelmsford end of the road, and the wrecked car blocked the tracks so it was necessary to ^{get} some means of transportation for those wishing to reach that place. It was speedily decided that an auto truck would be just the thing, and one owned and operated by the Chelmsford

Spring Co. was pressed into service. At noon the wrecked car was on the tracks again and through electric traffic was resumed.

Chelmsford, March 16- A telegraph block system of handling trains is now in force on the local division of the N. Y., N. H. & H. railroad. A report of the passing of a train at the next station is necessary before another train can be allowed to proceed in the same direction.

Chelmsford, April 7- The patrons of the Chelmsford Centre line would greatly appreciate more care upon the part of the officials of the Bay State Street Railway in operating the cars during the break in the service, caused by the work now going on in Appleton street. There is no apparent intention of running the cars from the Square to make connections with the Centre car to be taken beyond the postoffice and on one trip Monday evening, 30 would-be passengers, missed the home-bound car by a narrow margin and a little later 28 more were left to wait over a trip.

Chelmsford, April 26- The sewer work that has been in progress in Appleton street for the past few weeks has been completed sufficiently to permit through car service to be resumed.

Chelmsford, June 5- A new train schedule went into effect today on the N. Y., N. H. & H. railroad and the time of all trains passing through Chelmsford is affected. The new schedule is as follows: Arrive at Chelmsford from Lowell, 7.18, 11.08 a.m. and 5.44 p.m. Leave Chelmsford for Lowell, 8.37 a.m., 3.32, 6.41

p.m. Sundays, arrive from Lowell, 7:18 ~~a.m.~~ a.m., 4:39 p.m.
 Leave for Lowell, 9:41 a.m., 9:27 p.m. Two incoming and
 outgoing mails are cut off; those on the 11:08 a.m. and
 3:32 p.m. trains. The greatest change comes in the
 afternoon train to Lowell, the new time being more
 than half an hour later.

Chelmsford, August 6- The first of two Chelmsford-bound electric's
 left the track at the Golden Cove turnout about 6 o'clock
 this evening, effectually blocking the line for nearly an
 hour.

Chelmsford, Oct. 21- A broken trolley wire on the Lowell road
 disturbed the slumbers of residents from Wilson
 street to the Square about 1:15 this morning. The
 wire broke at a point where the track leaves the
 middle for the side of the road, and as it
 connected with the rail there was a loud report,
 accompanied by a vivid electrical display, that
 brought many of the slumberers to their windows and
 later to the roadway to discover the cause of the
 disturbance. Happening at the hour it did, there was
 but little danger to passersby, and a telephone
 message to the power house soon brought a repair
 crew.

1915

Chelmsford, Apr'l 18- The weather was warm enough on Saturday to justify
 the appearance of the first open electric cars which were
 put in service at noon and continued throughout the
 afternoon when the closed cars were again put on
 for the evening riding.

Chelmsford, July 9- Red hot sparks dropped from a locomotive on the

top of a load of cotton waste near the Lowell street crossing this forenoon and very shortly afterwards tiny spirals of smoke dotted the load. The driver of the waste wagon was unaware of the conflagration, until warned by a passing teamster. For a few minutes his activities in removing the burning bits were like unto a monkey in search of fleas.

Chelmsford, Aug. 9- The electric signal bell ~~ran away~~ at the Centre crossing "ran away" at an early hour this morning, but not so far but all in the vicinity who were robbed of their morning naps wished it further.

Chelmsford, Sept. 20- Taking advantage of the reduced traffic on Sunday, new rails were ~~be~~ laid at the Centre railroad crossing and today new plankings has been put in.

Chelmsford, Oct. 13- On Thursday, Harry L. Parkhurst concludes his services as agent for the N.Y., N.H. & H. railroad at Chelmsford, a position he has filled for nearly 30 years, succeeding his father, the late Edwin King Parkhurst.

Chelmsford, Nov. 5- The railroad station was broken into some time during Thursday night, but entrance was not gained to the ticket office or baggage room. The large glass in the main door was broken and one window was also smashed. The break was not made until after midnight, for Agent Shea did not leave the office ~~until~~ until a few minutes before 12. The gum machine was broken into and what pennies it contained were taken, but the stock in trade was unmolested. No other damage was done. The depot at South Chelmsford is also reported to have been entered on the same night.

1916

Chelmsford, March 10 - There were many late suppers because of the storm on Wednesday. Two double-header trips were made by the electric between 6 and 7.30 o'clock, and then the traffic was at a standstill until about 10 o'clock, when a plow was sent over the line and the tracks were cleared of snow. Two cars were stalled near the railroad crossing and there were two more at the Golden Cove turnout.

Chelmsford, July 24 - Because of the breaking down of the engine at North Acton, the arrival of the evening mail from the south was delayed an hour and 13 minutes tonight. An engine was sent out from Lowell, to pull the train in.

CHELMSFORD CAR SERVICE

Editor ~~of~~ Courier-Citizen:

It is quite generally recognized that the people of Lowell are as a whole a long suffering lot and it is nowhere more evident than by the matter-of-fact way in which they stand for the service which they receive from the Bay State Street Railway Co. Nowhere is the lack of system more conspicuous than it is on the Chelmsford Centre line, where in the hours between 5.30 and 7 o'clock it is not uncommon for three or four cars to stand from 10 to 15 minutes on a turnout for no apparent reason - ~~the~~ unless it be to allow one or more trips to be missed entirely. On this line there seems to be no consideration given to the convenience of the hundred

or more patrons who are frequently on the several cars that are thus held up. When a car is five or more minutes late in leaving the Square, why should it be obliged, when the signal shows a perfectly clear track, to lose more time in waiting for an inward-bound car, which has not yet entered the block? Why should not the outward-bound car, crowded with passengers, have precedence over the other, which probably has but three or four? Men and women on their way home from a day's work do not feel happy when an hour is required to cover a distance which should be covered in half that time. The loss of that time is not ~~to~~ made easier by sitting still and listening to Jim, or Jack, or Bill discussing which car shall go on, and which go back. Why should not each car do its trip and do it on time - barring accidents? Another thing that many fail to understand is why, at the principal stops in the Centre, rain or shine, hot or cold, passengers have to leave the cars from the left-hand side instead of the right as is usual.

AN EVERYDAY SUFFERER

Chelmsford, Sept. 14 - Until the public becomes accustomed to the change brought about by painting out a number of white posts that have designated the stopping places of the electric cars, the additional walk will cause considerable annoyance. An economy of both time and power is given as a reason for cutting down the number of stops.

Chelmsford, Sept. 15. - A change in the train schedule on the

N. Y., N. H. & H. railroad is expected to take effect the latter part of the month. A forecast of the revision indicates that the evening mail from the south will not arrive until after ~~7~~ 7 o'clock.

Chelmsford, Sept. 17—The train schedule to take effect on the N. Y., N. H. & H. railroad Sunday, Sept. 24, is as follows: Leave, southbound, weekdays, 7.18, ~~11.08~~ 5.24. Sundays, 7.18, 4.29. Arrive from the south, weekdays, 8.37, 3.12, 7.11; Sundays, 9.46, 8.32. The change from the former schedule will be noted in the arrival of the evening train from the south, which will be practically a half ~~hour~~ hour later than at present.

Chelmsford, Oct. 19—The old order changeth, even to the method of flagging trains at the railroad crossing. Yesterday morning Philip Donahoe, tender at the Centre crossing, and William Grady, in charge ~~at~~ at the Lowell street crossing, were equipped with the new warning signs which are to replace the time honored flags. The new sign consists of a circular white plate, about 18 inches in diameter, upon both sides of which is painted in conspicuous black letters the word "stop". A stout handle is attached and the sign is to be held aloft, so that all approaching from either direction may be duly ~~in~~ informed. "It's a good sign and we want to be up-to-date," commented Phil, "but in the 18 years I've swung the flag at the crossing there has never been an accident." ~~After~~ After dark the lantern will be used as heretofore.

Chelmsford, Nov. 9—The electric car tracks on Appleton street have at last been cleared and until some new job is undertaken

the passage to the city will be unbroken.

~~the passage to the city will be unbroken.~~

A POEM THAT MANY WILL RECOGNIZE

Apropos the recent death of Philip Donahue, the "Crossing Man" at Chelmsford Centre for many years, the poem written by J.R. Parkhurst which was printed in the Boston Globe nearly three years ago will bear repetition. It has been furnished by the kind consideration of Mr. Parkhurst. It follows:

THE CROSSING MAN.

When Winter goes and summer comes
To clothe the land in beauty,
Our rural village Crossing Man
Still keeps his post of duty.
Though storms may may and tempests roar,
Or icy snowflakes glisten,
He waves the flag that bids us all
"Stop, and look, and listen!"

For twenty years, through heat and cold,
He's held his post of danger,
To stop the careless driver and
Protect the passing stranger.
With warning hand and nerves of steel
He halts the flying auto,
"Stop where you are, and take no risks,"
For safety is his motto.

While traffic keeps him busy with
Approaching Spring and Summer,
There's a nod of recognition and
A smile for every comer.
The tourist out for pleasure,
From business cares retreating,
Leans from his velvet-cushioned car
And speaks a word of greeting.

Young "Scouty" on his way to camp,
At seaside, lake or mountain,
His thirsty soul prepared to quaff
Deep drafts from pleasure's fountain;
The soldier just from overseas,
Returning home a hero,
Inquires his way of Philip -
He's an Information Bureau.

The deaf man walks in silence,
With the noisy world around him;
Disease impaired his hearing,
And this misfortune found him.
Now he watched for the word,
To halt or move on faster;
And many times the Crossing Man
Has saved him from disaster.

Each unrecorded valiant deed
Should cover him with glory.
The record of those twenty years
Would make a wondrous story.
The lives preserved, the many homes
He saves from desolation;
His shanty, too, a clearing house
For general information.

Moral:

They tell us of a preacher
Who wears with graceful ease
The laurels and the mantle
Of famed Demosthenes;
He makes the sinner realize
The evil of his ways,
And every one who knows him
Names him only but to praise;

He does his work and does it well,
To benefit mankind,
Compare him with the Crossing Man,
And this is what we find:
Two actors in life's drama,
Each playing different roles;
One plays his part at saving ~~sew~~ lives,
The other saving souls.

Chelmsford.

J.B. Parkhurst.

State-run rail line inaugurated

By JOAN MONACO
Sun Staff

yesterday, formally inaugurating an "innovative" State rail program — made possible under the federal Conrail reorganization program — aimed at bolstering state industries which

CONCORD — Lt. Governor Thomas O'Neil officiated at ribbon cutting ceremonies at the West Concord Depot

were threatened with a loss of service.

In his brief trackside remarks, O'Neil said the rail service is an important part of the state's effort to retain Massachusetts industry and business to aid industrial development and to save jobs. He estimated that 600 jobs will be saved as the result of the project.

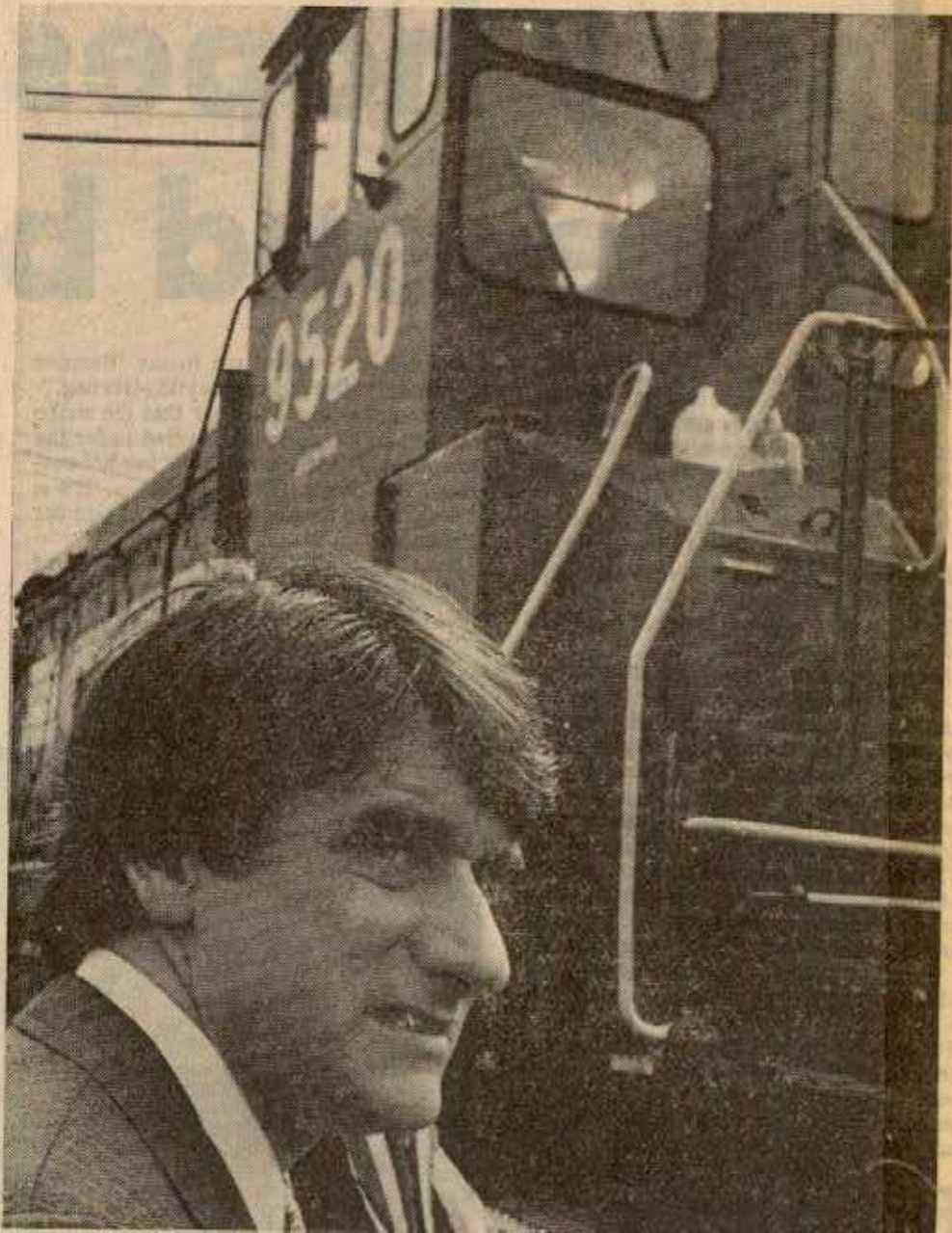
Under the program, the state "is acting" to preserve 85 miles of rail lines throughout the state. These lines presently serve 40 industries and "potentially many more in the future."

The South Sudbury to Chelmsford branch line was cited as a special example of the freight lines the state is "trying to save." Originally, the federal plans called for the abandonment of the full 22.5 miles from South Sudbury to Lowell. O'Neil said public and private boosters, "gathered important data that federal officials had missed."

The local effort was termed "critical" in convincing the Boston and Maine Railroad to acquire and operate the northern two miles, serving six shippers in Lowell.

This group was also credited with helping to develop state plans to continue rail service on the rest of the line.

THE B&M PROJECT is separate from the Conrail portion, which spans the 20 and one-half miles from South Sudbury to Chelmsford.



... and will run from
South Sudbury to Chelm-
sford.

Governor Michael Dukakis last April filed a \$375 million transportation bond issue that included funds for state subsidization of freight service on affected lines.

The state rail program will use funds from both the comprehensive bond issue, signed in January and federal funds made available under the Rail Reorganization Act.

In essence, the project is a

joint federal-state effort, with the former picking up the lion's share of the costs, during the five year plan.

Initially, the federal government will pay the entire \$1 million cost. The federal share will decline to 90 per cent next year, 80 per cent the year after, and 70 per cent in the fourth and fifth years.

LT. GOV. THOMAS P. O'NEILL

. . . at opening of state-operated service on Lowell-Sudbury rail line

IN PRINTED remarks, O'Neill said the state will move to encourage new freight movements along these lines and to lower the operating costs in an effort to make them economically self-sustaining.

Additionally, the state plans to spend approximately \$2 million to rehabilitate

these lines "because the railroad has allowed them to deteriorate to a very grave degree."

Conrail supersedes seven former independent lines — the largest of which was the Penn Central. Others were the Erie-Lakawana, Lehigh Valley, Reading Ann Arbor, Leigh and Hudson, and the Central of New Jersey.