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THOSE TRACKS DON'T GO ANYWHERE

Chuck Fisk With help

History - Page One

This is a series of guides in chapter form that outline abandoned railroad roadbeds in New England. They are the result of a midnight sojourn by myself and my son Steve to a tunnel in Clinton Massachusetts. I had promised him that we would get back to check it out someday. He was five then and twenty seven when he called me on the deal...Never promise a kid...They NEVER forget..

Our trip generated curiosity about where the abandoned line came from and went to. Town maps were of little help but "topo" (topographical) maps told the story in great detail. In fact the project grew into twenty seven "topos" taped together on our living room wall. It became known as "The Map" and only led to more mystery concerning abandoned roadbeds. It became obvious early on that there was some sort of treasure here. Field trips verified that they were excellent hiking trails. They are, in most cases, totally ignored by the modern world.

Further investigation on this particular abandoned line revealed a true treasure. It formed a virtual secret hiking trail from Northampton in the west-central part of Massachusetts to Boston in the east for a distance of 104 miles.

We didn't learn of the name Central Mass or the existence of the book * until many months of expeditions to the field armed with "topos", flashlights, and two way portables. Many a trip was started at two AM in the winter because of some clues which had been spotted by one of us on "The Map" on the wall.

During one of our midnight sojourns, it became obvious to my son Steve that the line we were hiking went past the home of a former girlfriend. He recalled asking her where they went, and her reply had been "THOSE TRACKS DON'T GO ANYWHERE". As the enormous irony of her answer began to sink in, we vowed that this would have to be the title of anything written.

The "Topo" map/ explanation sheet format of this book was arrived at after a lot of trial and error. Old roadbeds can be so obscure as to be invisible from intercepting roads. Many a crossing point virtually cannot be found without these maps and the explanation sheets. In many cases, if you stop on the road and push back the right bush, what you will see will remind you of Dorothy and the Yellow Brick Road.

History - Page Two

Roadbeds do not go up and down hills.... A lot of people went to a lot of trouble a long time ago to build these straight, level paths for you to hike. The best part is that you cannot get lost as they always have a definite destination. It is the getting there and finding things along the way (like abandoned stations) that is the thrill.

The Central Mass will be the first chapter, but we have since found others and they will form subsequent chapters over time.

Along the way, an association has been formed with the Rails To Trails Conservancy in Washington DC. This national group assists local groups to get the old roadbeds turned into hiking trails where it makes sense. Some of the trails are strictly there for the use as de-facto trails and some of them are eligible for formal conversion.

It is the old "Grant me the wisdom to tell the difference" type of thing.

Acknowledgments

To my sons Steve, Tom, Pete and Eric who put up with this nonsense without having their father committed.

To Ben Crouch of the Boston and Maine Historical society and co-author of THE CENTRAL MASS who encouraged me and blinked when I lifted neat stuff from his book.

To police all over central Massachusetts who didn't arrest us when we were found in peoples back yard at 2 AM with flashlights and portable two-ways.

Hiking abandoned roadbeds

Steve Fisk

Hiking abandoned roadbeds can be one of the most exciting experiences that you can have. However, by not following a few rules it can quickly lead to your feeling like a member of the Donner Party.....(Ask me about Hancock Junction sometime)

Here are a few of the basic rules as I see them;

Do not bite off more than you can chew. Establish a good hike with a reasonable goal. "Reasonable" is different for every individual. You can always add to the hike once you have accomplished what you set out to do. However, when it is two o'clock in the morning, the temperature has dropped twenty five degrees, you are wearing jeans and tee shirt, and you are miles from your car, you are COMMITTED to misery.

Always spot an extra vehicle at your intended destination (and perhaps one in the middle) where it is safe. Extra socks and a thermos of coffee (or whatever) in that vehicle couldn't hurt.

Be prepared for the unexpected. Don't find yourself miles from your car unless each member has the following;

Extra clothing; Sweat shirts, socks, Jackets, etc.

Food and drink; Soft drinks, sandwiches, trail mix, candy bars etc. There are NO CONVENIENCE STORES at West Turnbuckle Junction.

Essentials; RELIABLE FLASHLIGHT-as in Mag Light, Ontario CA. extra batteries and bulb-compass-topo maps of the area-matches-first aid-shoelaces-aspirin-safety pins-toilet paper-tampons-and some change to call the mounties if needed. Consider bringing one pair of hip waders for the group. Missing railroad bridges can cause some real problems.

Personal items as needed.

The very nature of roadbedding is that it is close by yet distant from our known world. You will be isolated from what you know. In the real world it gets cold, it gets dark, it takes longer than you expect. There is a fine line between fun and trouble.

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It's there, I'm not kidding, it really is there.

* Proposed as of May 10 1988

Introduction to The Central Mass.- Page One

This is one of the most likeable lines ever laid down. It had the remarkable quality of a benovelont maverick which wandered pretty much where it pleased and finance itself in the process.

This line is so interesting that the Boston and Maine Historical Society has published a book on just this line.* It is must reading for anyone wishing to pursue the line in more detail than we can furnish here. Most of the material in this chapter was taken from this book. The updated notes for hiking today were made by actually hiking the line. Having the book with us was a great inspiration.

Standing by the ruins of an old station such as West Rutland or Coldbrook Springs after a days hike, looking at a picture of that station in its' heyday and trying to imagine how it was back then was quite an experience. Many of the notes on old ruins were made by referencing the pictures, pacing off through the bush, and digging down.

Here is a condensed history of the line:

February 21 1868- Massachusetts legislature enabled acts creating the Wayland and Sudbury Branch Railroad after petitioning by the citizens of those towns.

October 16 1868- Interested citizens met at Barre to urge that a railroad be built from Boston to Northampton. The line was to go through Barre, include the proposed Wayland and Sudbury Branch Railroad and be known as The Massachusetts Central Railroad.

May 10 1869- Legislature enacted law creating the Massachusetts Central Railroad to run from Stony Brook (rts 20 and 128) to Northampton. Work commenced during the fall of 1870

September 19 1873- Black friday. Seems to have forced bankruptcy and all work on The Central Mass ceased.

1878-Line was financially revived and original contractor rehired

* THE CENTRAL MASS. The Boston and Maine Railroad Historical Society Inc.

Introduction to The Central Mass.- Page Two

1879- Legislature extended lines charter into East Cambridge.

March 21 1880- Massachusetts Central leased to The Boston and Lowell RR for twenty five years.

October 1880- First rails laid at South Sudbury. !!

October 1 1881- Line open from Boston to Hudson.

June 1882- Line completed through to Jeffersons.

May 4 1883- Bankruptcy again, no trains for twenty nine months.

November 10 1883- Central Massachusetts formed out of old Massachusetts Central.

Fall of 1885- New contract signed with Boston and Lowell RR and trains ran again on September 28th.

April 1 1886- Central Mass leased to the Boston and Lowell for ninety nine years.

November 8 1886- Tracks put through to Muschopauge.

Spring of 1887- Tracks reach Rutland and decision was made to route through Ware rather than north through Gilbertville. **

June 27 1887- Tracks reach Ware.

December 12 1887- First train ran from Boston to Northampton. This event carried a great deal of momentum and there were some really grandiose plans to extend the line as far as the Great Lakes and Chicago. These plans never materialized.

February 20 1900- The Boston and Maine purchased the Central Mass and dissolved its' corporation.

** See Central Mass supplement for details of the never used section north of Gilbertville through lands now flooded by the Quabbin reservoir.

Introduction to the Central Mass - Page Three

April 3 1902- Agreement reached to reroute the Central Mass around the proposed Wachusett reservoir thus creating one of the most spectacular bridge and tunnel arrangements anywhere in New England.

June 12 1903- Inspection train travelled from Boston to Oakdale via old route and returned via the new route under reservoir. This trip formally closed the old route.

April 23 1932- Last train ran from Boston to Northampton.

June 1 1938- All service between Oakdale and Rutland discontinued.

September 21 1938- Great New England Hurricane effectively severed the center of the line. This lead to abandonment between Oakdale and Barre Jct.

May 5 1956- The last steam train to run anywhere on the Boston and Maine ran on the Central Mass branch from Clinton to Boston.

April 11 1958- All track between Berlin and Clinton Jct. placed out of service.

During the late 50's and 60's service was gradually cut back from the severed center towards both ends. Freight service on the western end continued through the mid seventies and was known as the Wheelwright Branch.

Recently a group calling itself the Massachusetts Central RR (original name) has introduced container freight service between Palmer and Ware and passenger excursion service to Gilbertville on the old parallel B&A right of way.

The western part between Norwottuck and Northampton is under construction as a hiking/biking trail to be known as the Five Colleges Trail.

Introduction to The Central Mass - Page Four

The Eastern portion between Boston and the suburbs continued with both freight and commuter service into the seventies. On November 26 1971, the last passenger train ran from Boston to South Sudbury and returned. Freight service continued through the mid seventies and the line is still connected to the Fitchburg Branch at Clematis Brook. There is track all the way to beyond Berlin but is blocked in several spots.

A hiking/biking trail is proposed between Clematis Brook to the proposed Lowell-Sudbury trail in Sudbury, and possibly as far west as Hudson.

There is also discussion to formalize a trail between West Rutland and Coldbrook Springs to connect with the state owned Ware River Trail running north to Baldwinsville. This trail could also tie into a system involving Jaffery and Peterboro NH.

The Central Mass gave great service to everyone along its' path. It always dealt in good faith, very unusual for a railroad.

On several occasions I have stood at the site of the station in New Braintree and read the plaque erected by the citizens of that town commemorating the line. I look up and down the line which amounts to a path vanishing straight into the woods, sixty seven miles one way to Boston and thirty seven miles to Northampton the other. No rails, no ties, just this great secret hiking trail.

Sometimes I catch myself waiting for the darn train, but I always reflect that the Central Mass deserves better than to be forgotten.

Chuck Fisk

- 1A 104.0 Northampton Station..Restored from 1800's. Very large and very ornate structure with great restaurant and lounge..Parking etc.

DO NOT HIKE on main line from restaurant to NO Tower.

- 1B 103.34 NO Tower. This was the tower which controlled the switching operations between the main North- South line and the Central Mass which swung east towards Boston from here.
No remains.

- 1C Dunkin Donuts...Open 24 hours.

- 1D This is reported to be the remains of the Farmington Canal which was for navigation to lower Connecticut.

- 1E This multi span bridge is intact.

- 1F Extensive bushwaking required in this area.

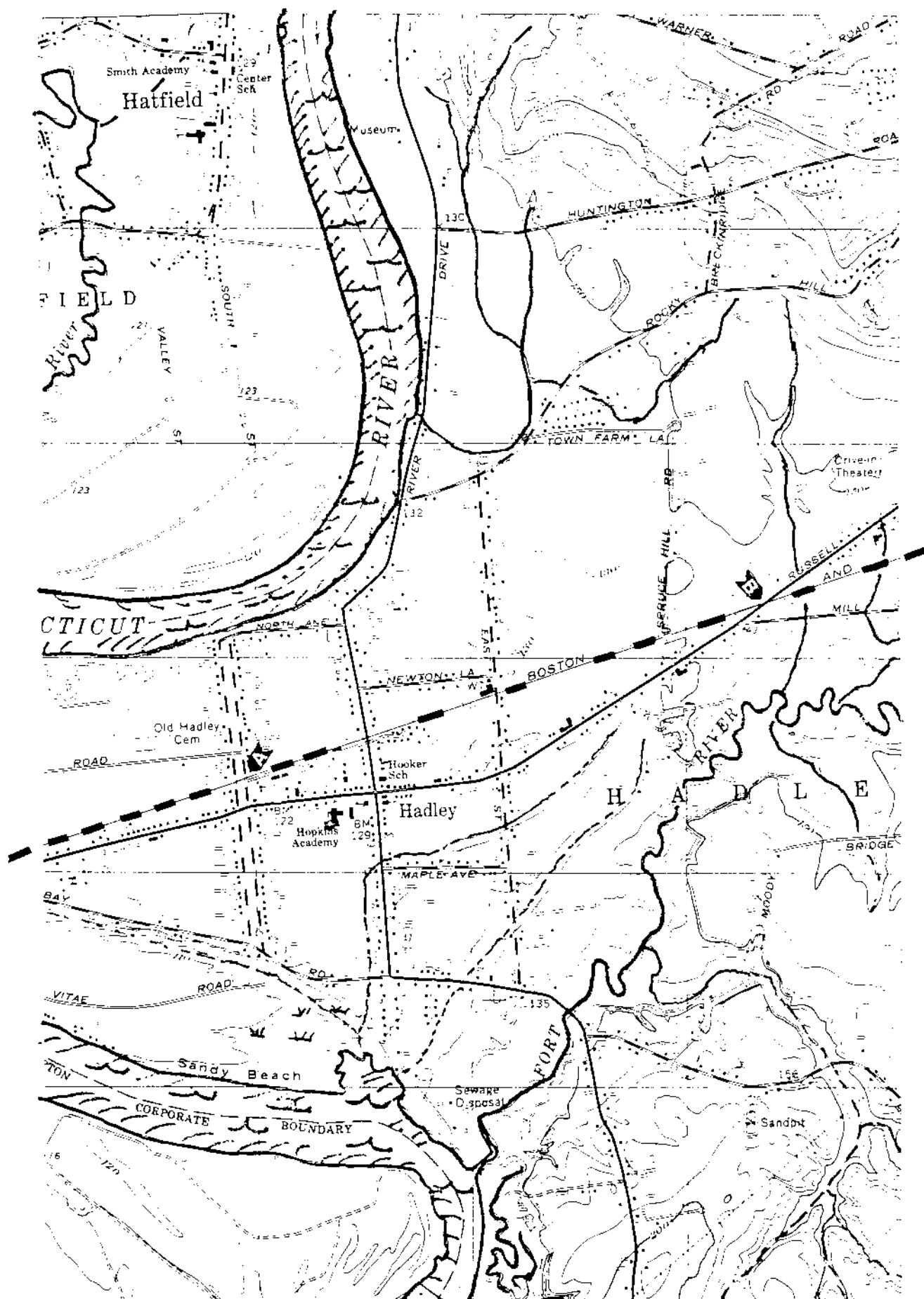
- 1G This is the recommended starting-stopping point for hiking. Woodmont St. off North Ave. It goes under CM at a small one lane bridge.

- 1H Aqua Vitae restaurant. Authentic Italian food...Pizza is magnificent.

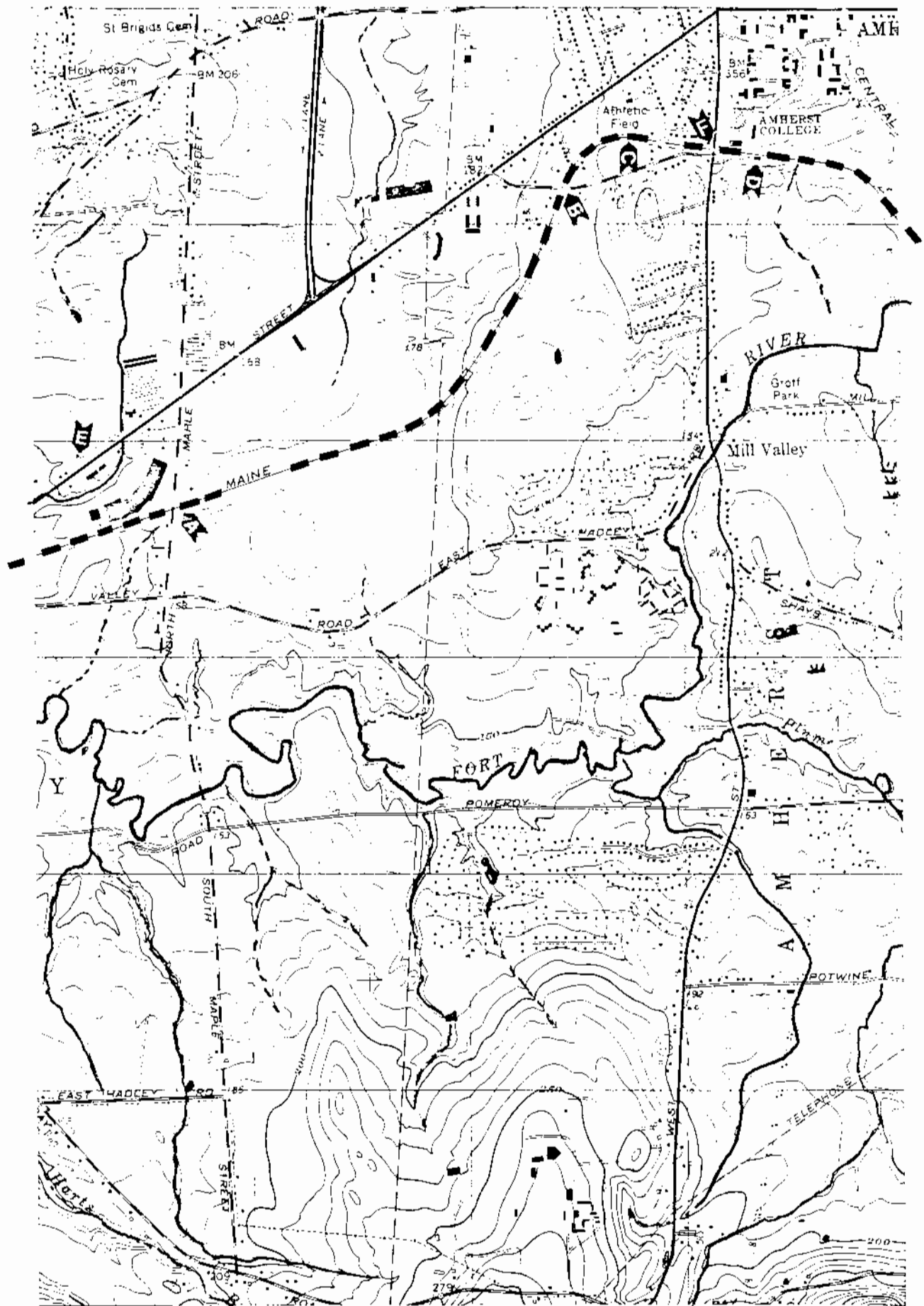
CONTOUR INTERVAL 10 FEET

This is a detailed topographic map of Northampton, Massachusetts, and Hadley, Connecticut. The map shows the Connecticut River flowing through the area, with Hadley to the north and Northampton to the south. Key features include the Northampton State Hospital, Northampton High School, and the La Fleur Airport. The map also depicts various streets, roads, and landmarks such as the Elwell Island and the Calvin Cochrane Bridge. The map is oriented with North at the top.

- 2A 101.30.... Hadley Station...Tickets sales discontinued Oct 18
1928. Station closed March 1955.
- 2B Russell Road crossing. Very busy. use care in crossing.



- 3A 99.11.... East Hadley Station. Opened in 1896. Buiding status unknown.
- 3B Bridge is intact.
- 3C Very scenic cut....Forms lower boundry of Amherst College athletic field.
- 3D 97.00.... Amherst Station. Agency discontinued April 24 1938. In very good shape, now a building supply company.
- 3E The Stables...Now a snack bar..Was once owned by the author during his college days. Was known as Amherst Electronics and was used to manufacture communications equipment.
- 3F Route 115 bridge over CM has been filled in but is easilly traversed.



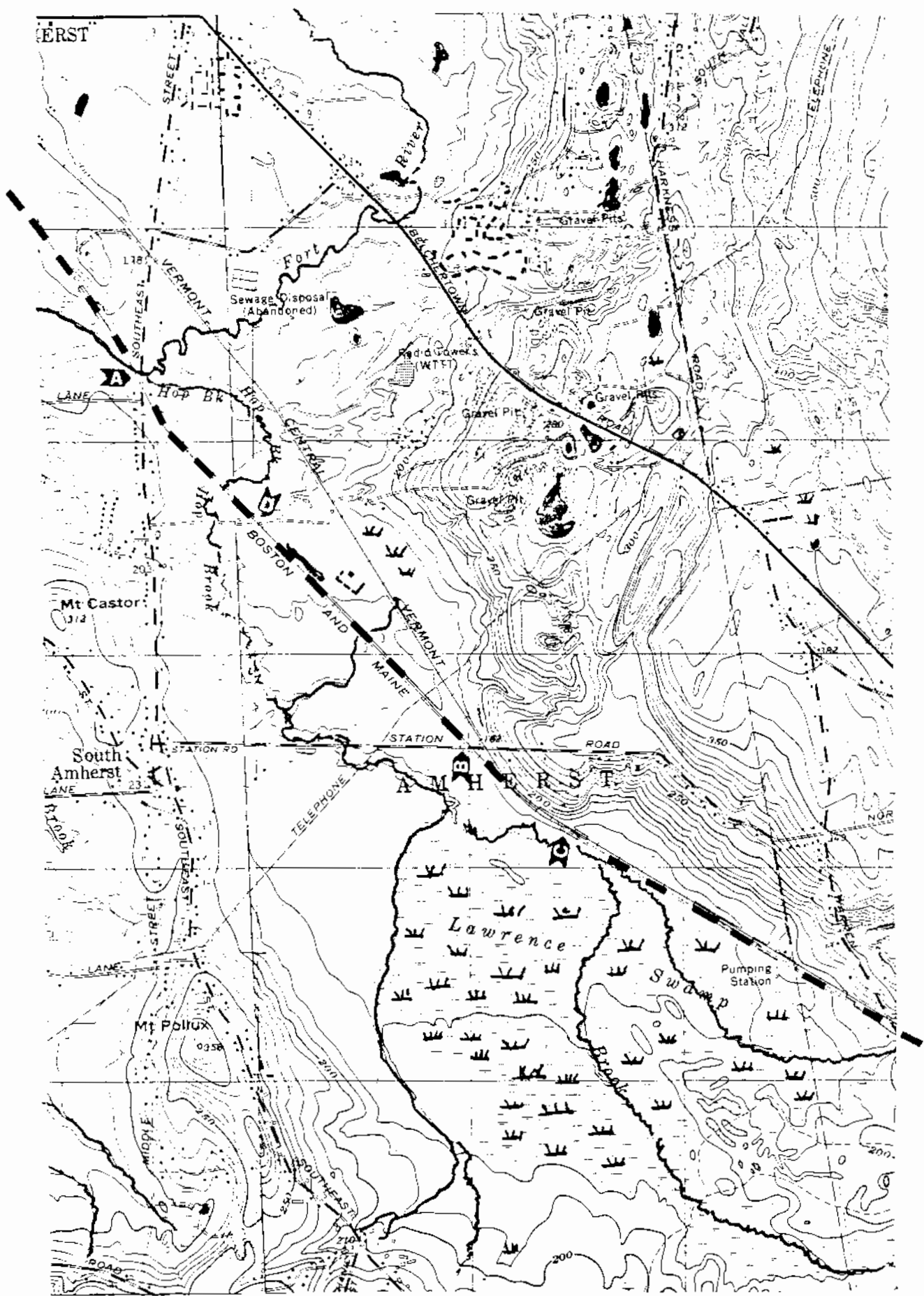
4A Bridge is intact

4B 94.51.... Norwottuck Station...was called South Amherst prior to 1910. Was called Dwight Station between 1910 and 1912. Closed May 26 1924.....No remains of station.

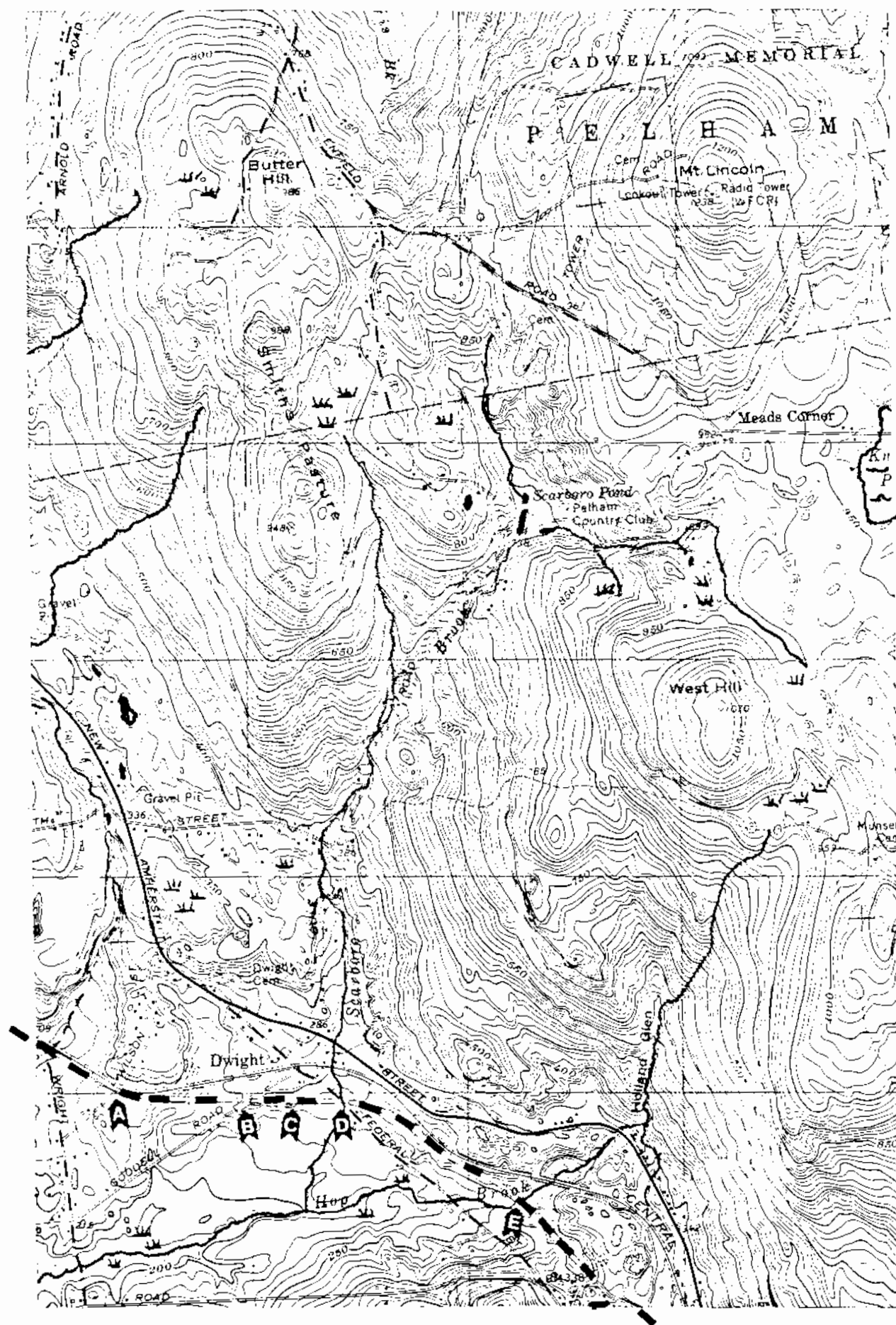
Norwottuck will be the eastern end of the Five Colleges bike trail when completed.

4C Connection to Central Vermont RR...This connection was built in 1931 when CM roadbed to Canal Junction (7A) was abandoned.

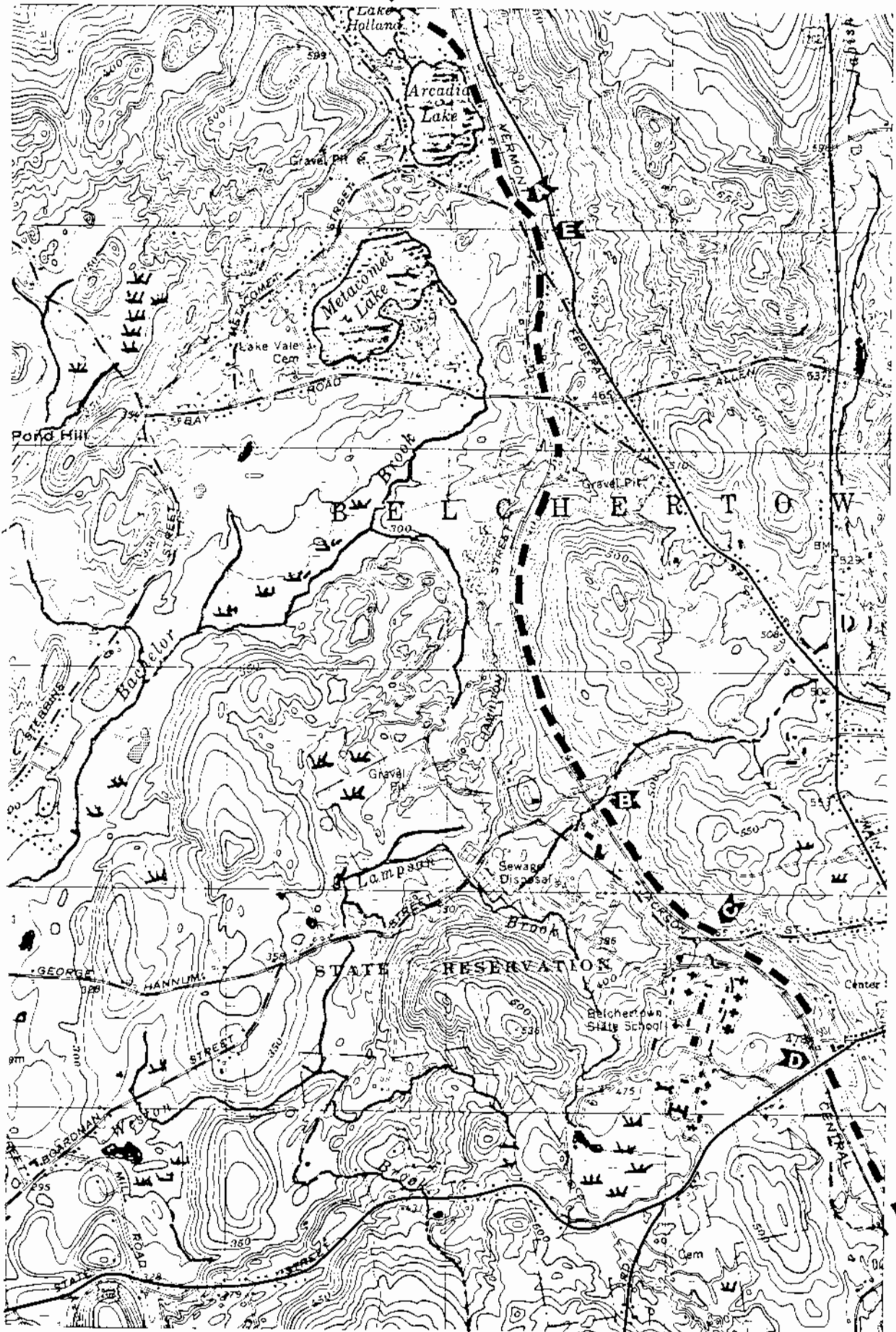
4D Bridge is intact.



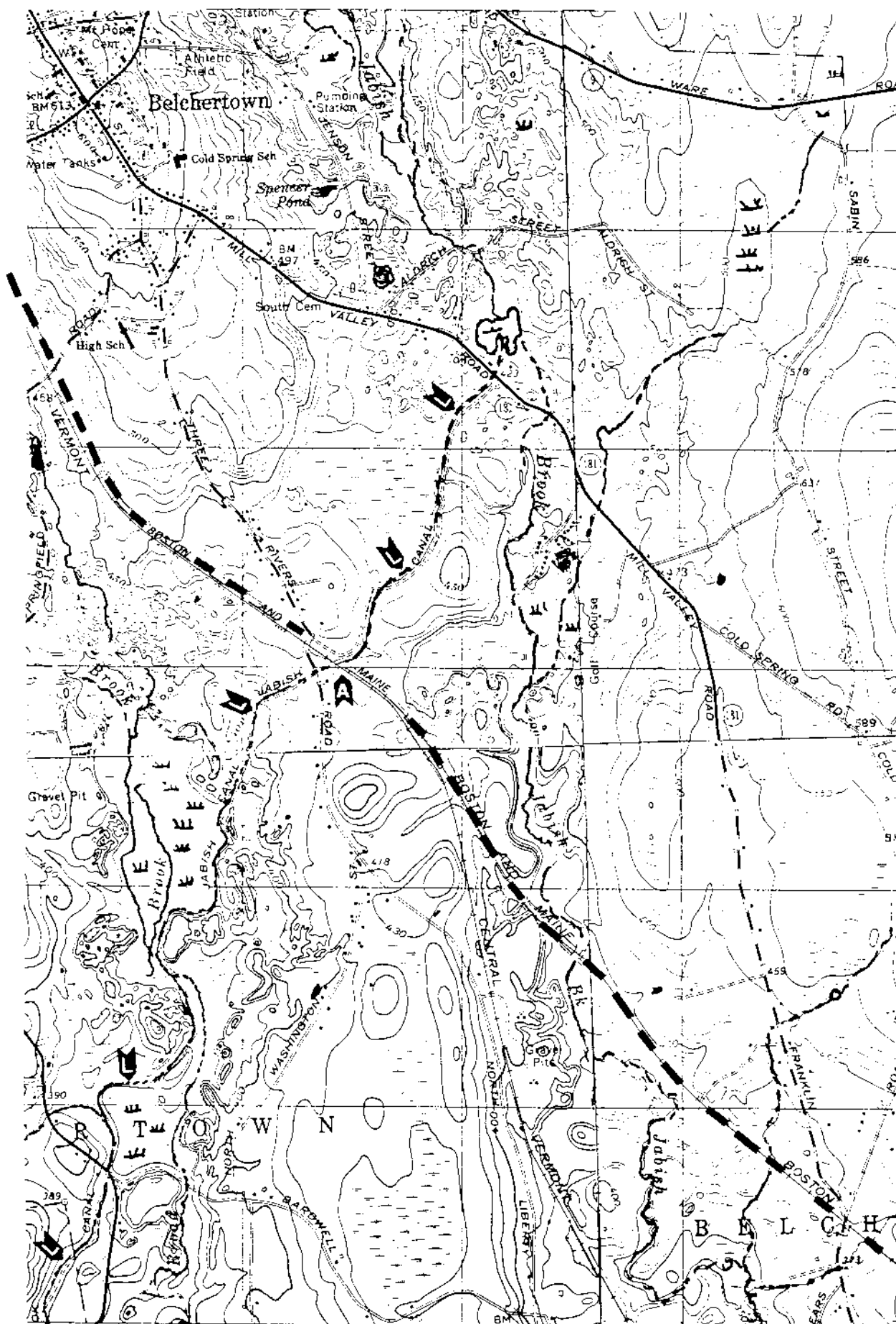
- 5A Overpass is intact.
- 5B Bridge is removed but easily traversed.
- 5C 92.17.... Pansy Park Station. Agency discontinued in 1913.
No remains. Not even a stone.
- 5D Bridge is removed but easily traversed.
- 5E This area requires extensive bushwacking.



- 6A CM Bridge over CV tracks removed but large stone abutments remain.
- 6B CM roadbed closely follows CV. Quite obscure in parts.
- 6C Same
- 6D 87.60.... Belchertown Station. No station remains..In fact, the CM seems to have been obscure here for some time due to the conversion of CM to CV right of way between 4B and 7A.
Considerable detective work is required to trace CM roadbed. The State St. bridge appears to have been rebuilt after removal of tracks.
- 6E There is an outside chance that you could encounter a lady here who might ask you if you are part of a survey crew. Something about a mon-rail from Boston to Northampton.....
Pay no attention to this lady.



- 7A 86.88.... Canal Junction. No station was ever here...This is the eastern end of the CM use of the Central Vermont track after 1931 partial abandonment. Very interesting road runs from roadbed to stone structure at Jabish Canal as if to transfer cargo.
- 7L Jabish Canal. Very unusual structure which seems to have been used for navigation and runs for considerable distance to the south....Could easily be subject of seperate canoe trip.....Warrants further investigation.

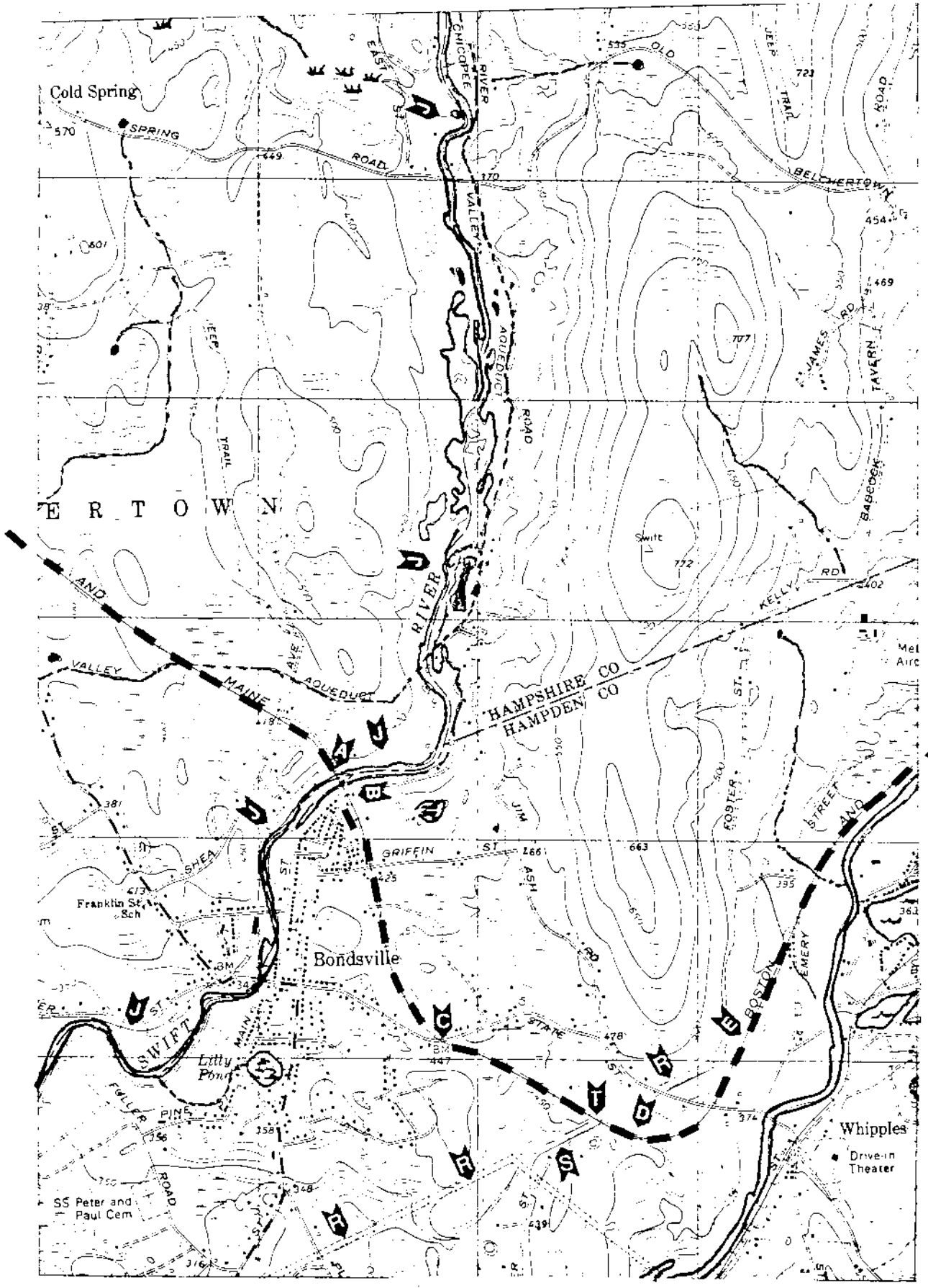


Bondsville was once a bustling railroad community. In addition to the Boston and Albany having three branches nearby, there was the Central Mass, the Central Vermont and the Hampden.

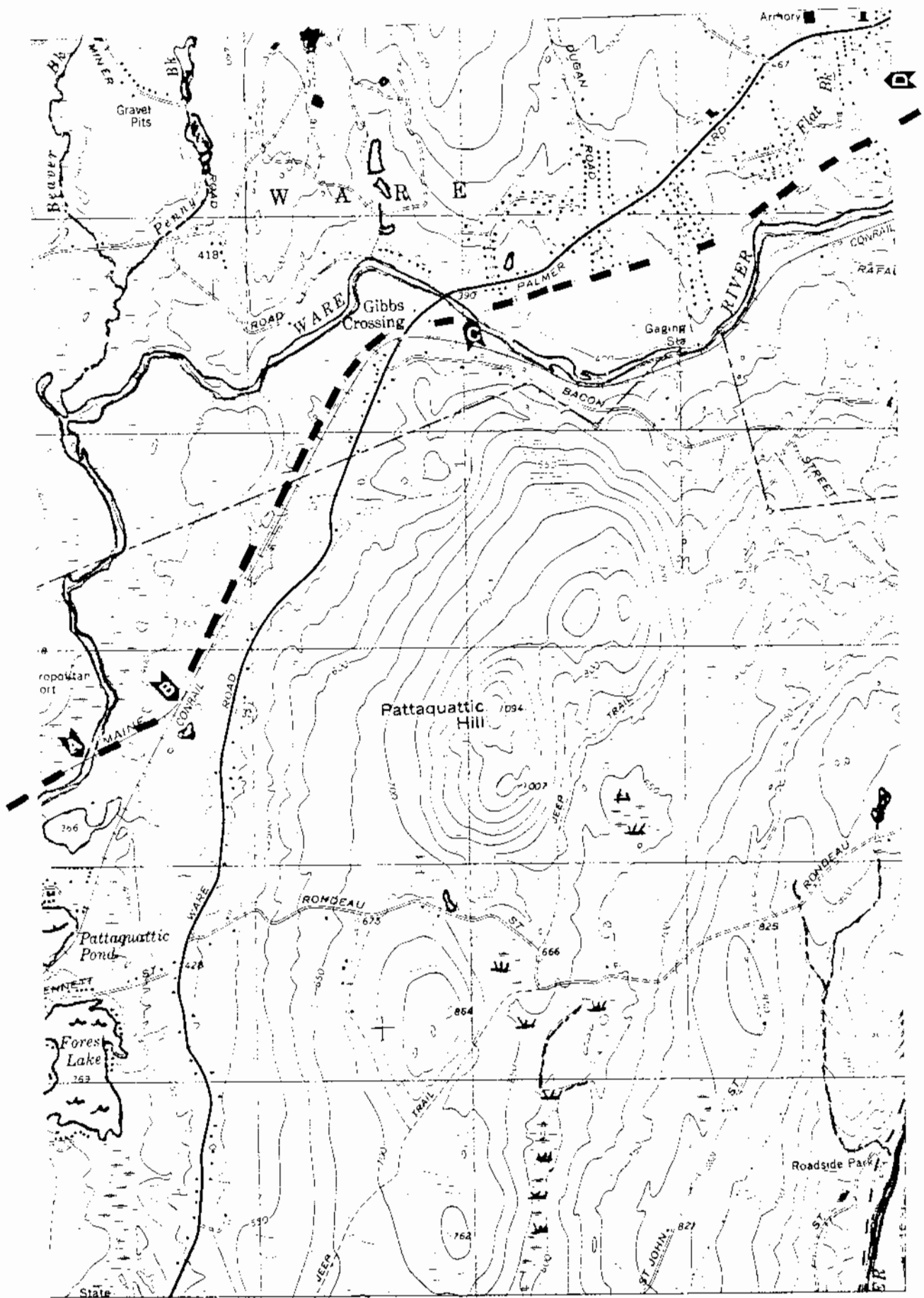
- 8A West abutment of the MISSING Bondsville trestle. Trestle crossed the Swift River and the B&A Athol Branch.
- 8B 82.58 Bondsville station. This station is still standing but barely. Agency was discontinued Sept 28 1973. CM ends in midair forty yards to the west due to the missing trestle.
Since trestle is MISSING, you must hike out of your way to see Bondsville Station.
- 8C Bridge intact over State St. Track and ties are intact between 8B and 9B.
- 8D CM Milemarker B81-N23. CM Milemarkers are unique in that they give mileages to BOTH ends. Both numbers always add to 104
- 8E Hampden Junction. This is the northern end of the completed but never used Hampden RR. This strange little connecting line was built in the late 1880s', ran CNE inspection train and went belly up.

The Hampden RR will be topic of seperate chapter.
- 9J Boston and Albany-Athol Branch. Previously the Athol and Enfield RR. This line was known as the "rabbit run" due to its' habit of stopping to pick up schoolbound children from towns now flooded under the Quabbin reservoir.

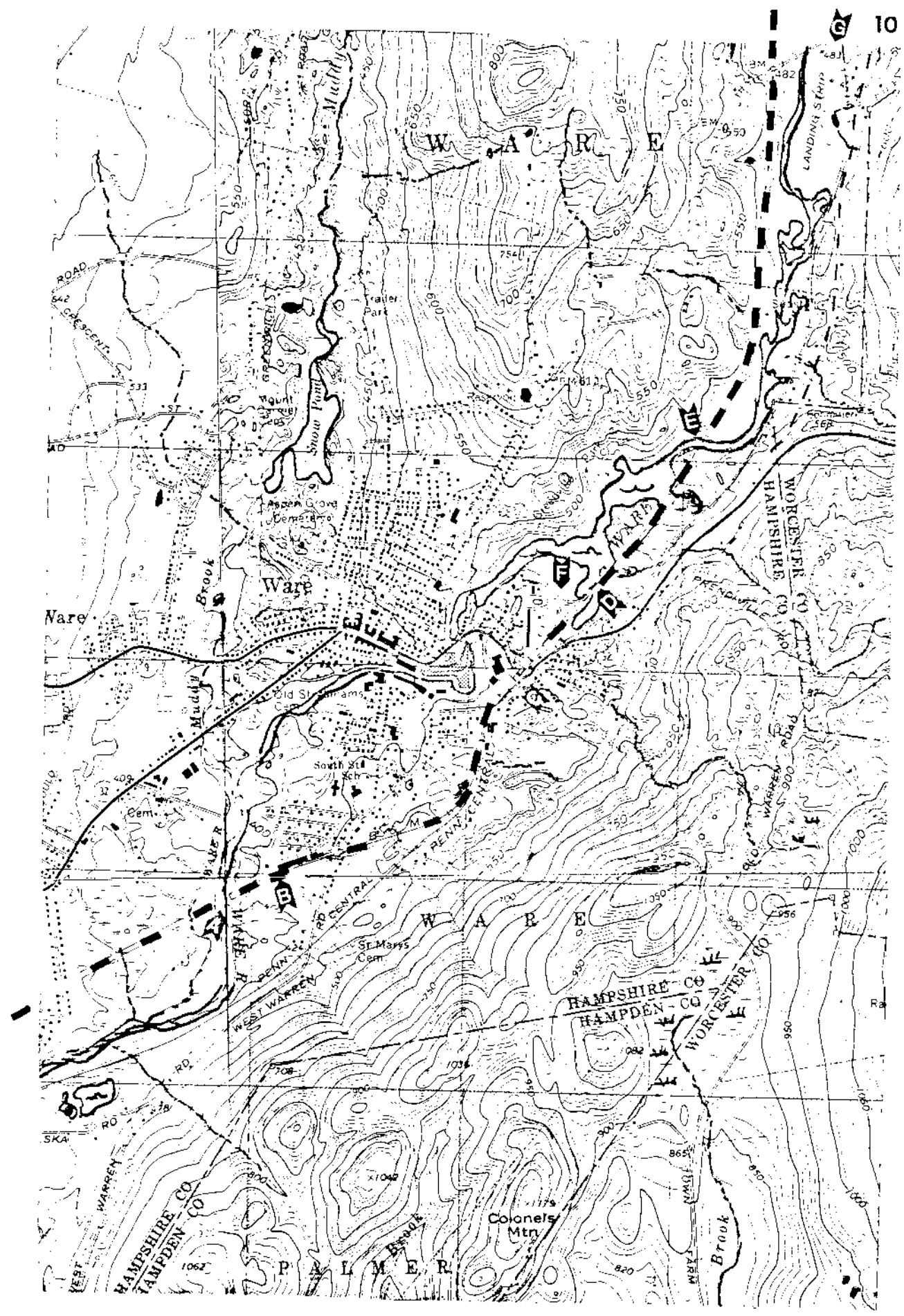
The "rabbit run" will be a seperate chapter.
- 8R Remains of the ill fated Hampden RR.
- 8S Milemarker 81 on the Hampden.
- 8T CM bridge over the Hampden is intact and VERY interesting.
Hampden RR roadbed is filled in between 8T and State St.



- 9A This bridge across the Ware is intact.
- 9B Forest Lake. This connection to the old Boston and Albany was built in 1932 when CM tracks between here and Canal Junction (7A) were abandoned.
- 9C This bridge across the Ware River is MISSING. Use Palmer Rd (rt 32) to negotiate. CM roadbed is very obscure at Gibbs Crossing.
- 9D Unknown topography. there is rumored to be a roadbed in this area which is the remains of a trolley between Palmer and Ware. This could be it.

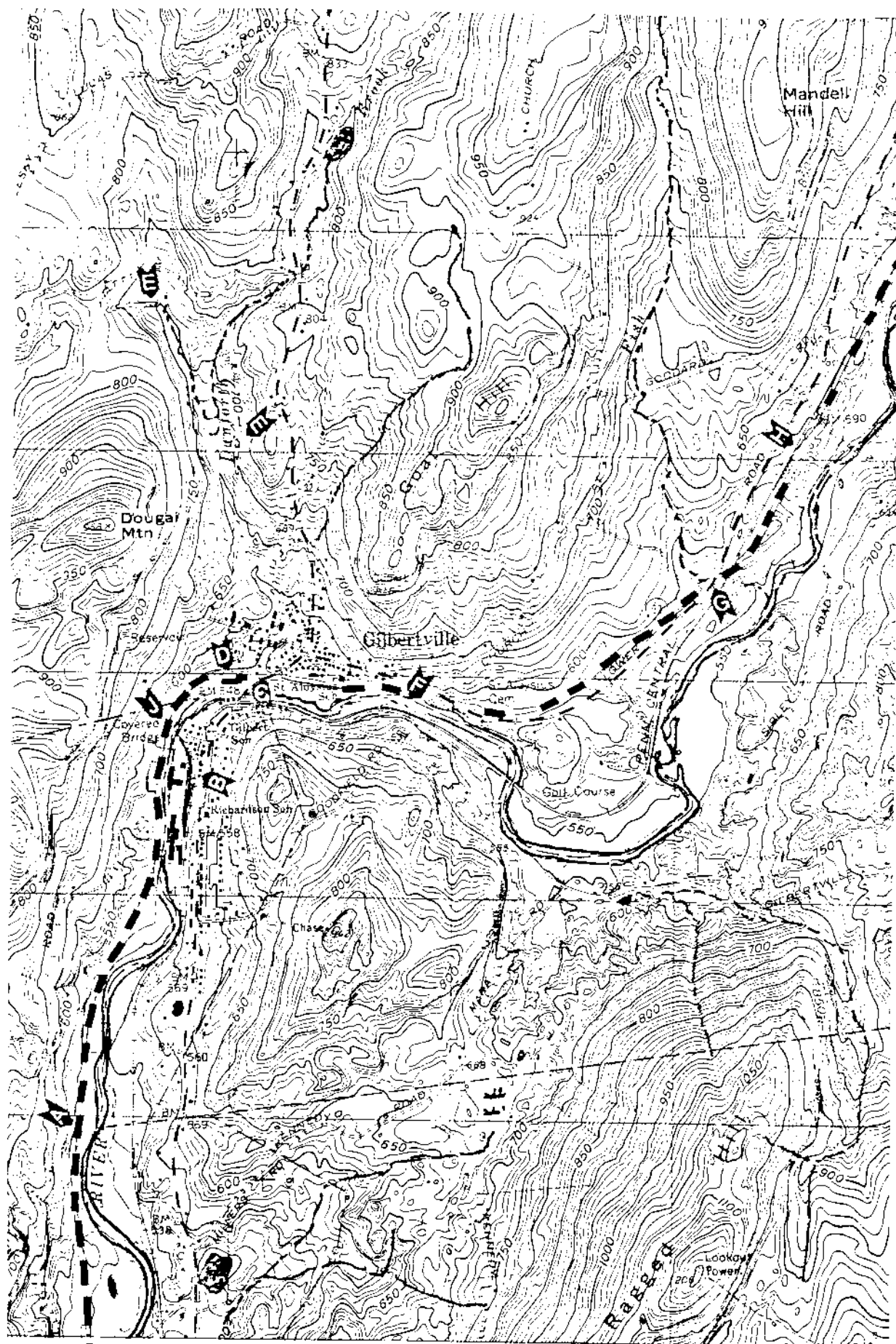


- 10A This bridge over the Ware River is OUT.
- 10B The dark shape across the roadbed IS a building.
- 10C 74.61.... Ware Station. The line marked Penn Central is the line referred to in this chapter as the Boston and Albany- Ware River Branch. The CM line had to be built parallel to the then B&A rather than share right of way because of feared competition...See page 18 of THE CENTRAL MASS * for very involved explanation.
- 10D The bridges here are intact.
- 10E The bridge across the Ware River is OUT.
and you CAN'T FAKE IT.
- 10F Old CM "Y" and siding.
- 10G Use this road to return to CM roadbed. Use best judgement to negotiate between 10C and 11C.

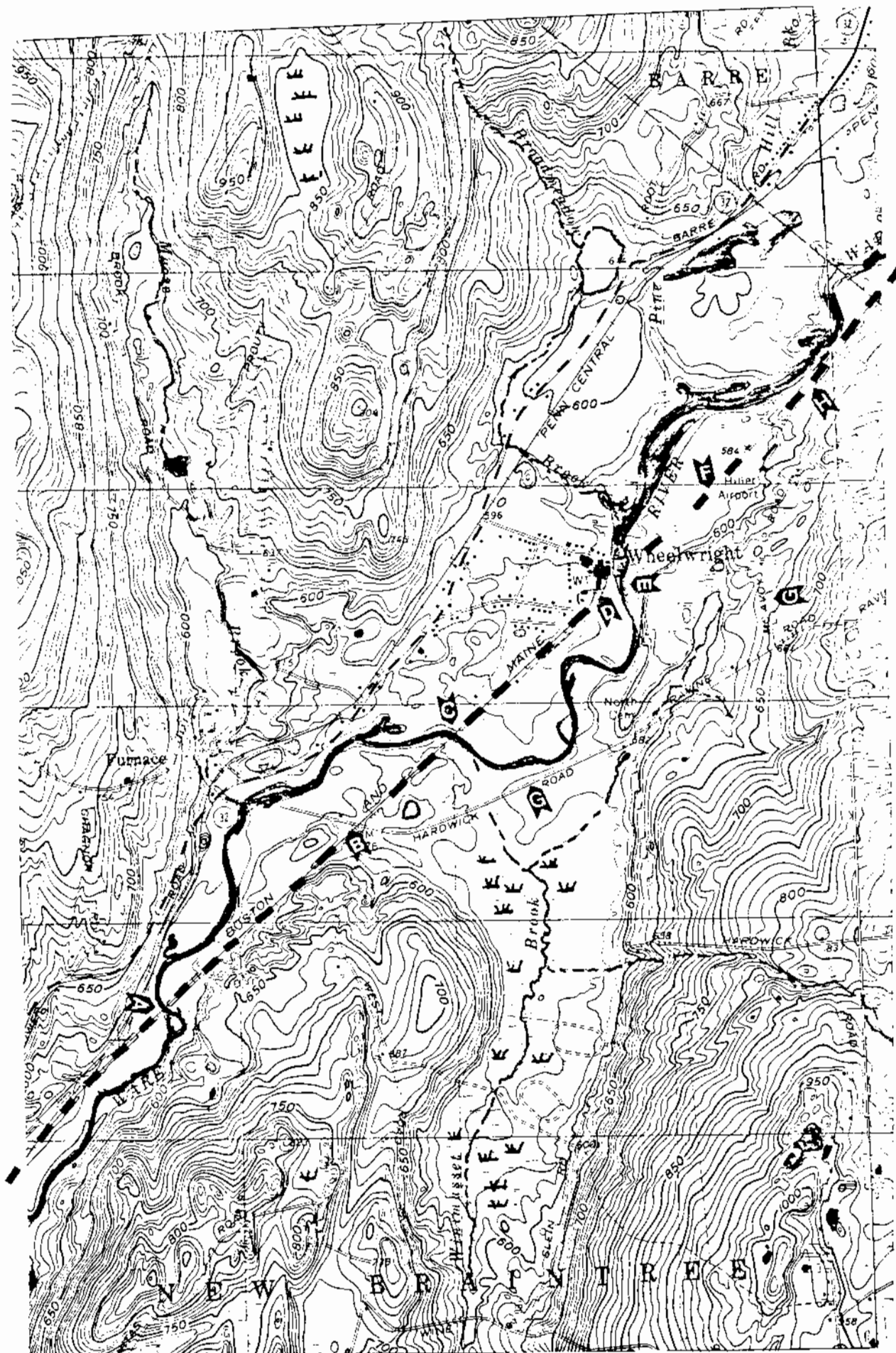


Note that CM roadbed between 10C and 11G is quite fragmented due to missing bridges and washouts. Consider using old B@A line to circumvent. THIS is STILL active iron....Use YOUR discretion.

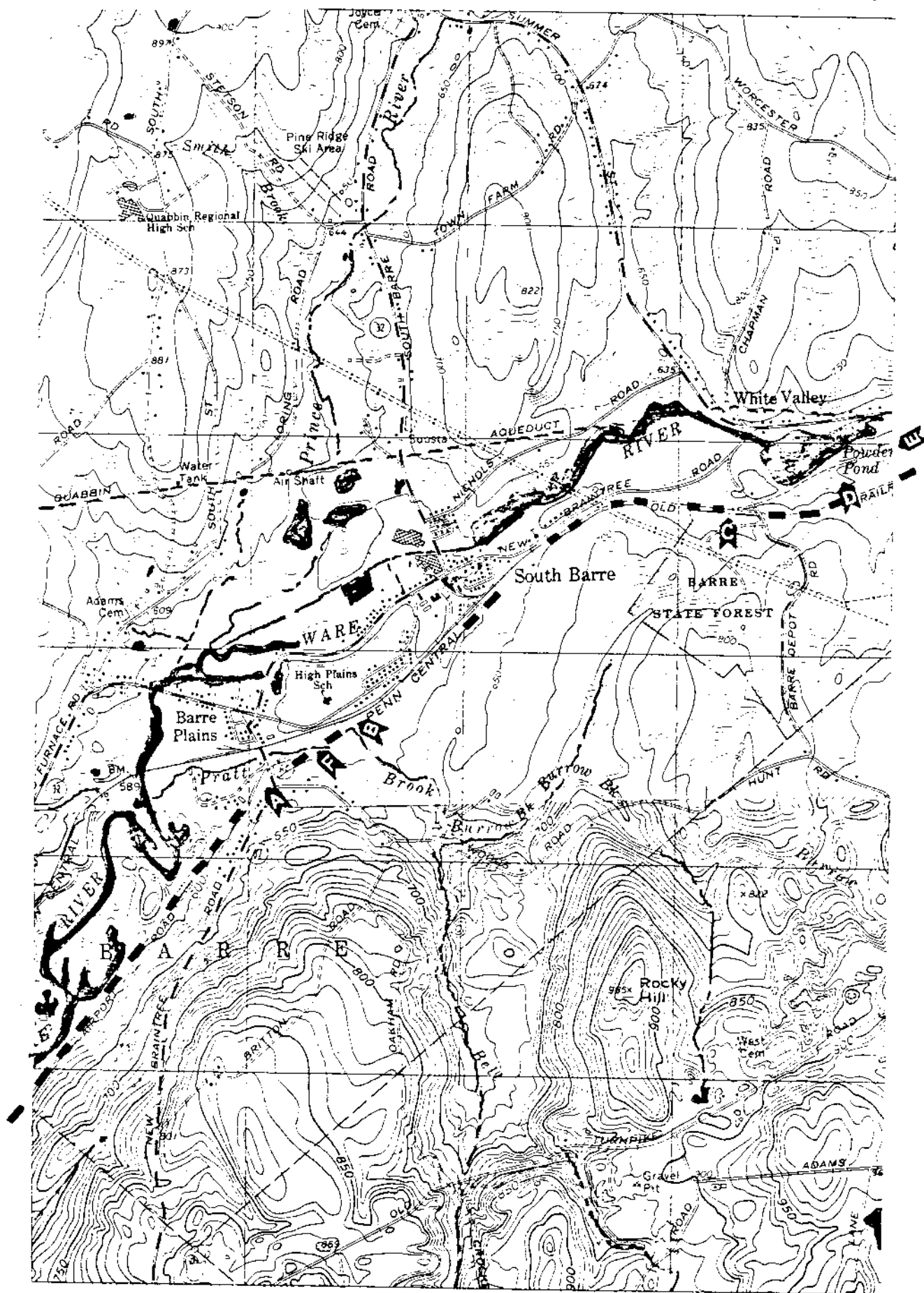
- 11A Isolated due to bridge missing at 10E.
- 11B Existing Gilbertville station on old B@A. Great station which is now a snack bar and gift shop (aren't they all).
- 11C 70.26..... Existing CM Gilbertville Station. This one escaped being a gift shop. (it's a liquor store). This station has original semaphore etc. I would recomend arranging this to be the last stop on hike.....
- 11D CM roadbed runs behind factory and through a power substation. Extensive no trespassing signs. Go around or bring your attorney...
- 11E Remains of never completed CM which was to go through Hardwick instead of south along B@A. Other remains near near Quabbin reservoir....See CM supplement.
- 11F Considerable bushwacking and trespassing required here. Trust me, it's there.
- 11G Interesting stone abutments where CM crossed B@A.
- 11H Creamery ...No station...This is junction with B@A during partial abandonment...
- 11J Covered bridge across Ware river..Scenic. recomend using it to avoid 11D above.



- 124 This bridge is intact
- 128 66.47.... New Braintree Station. Very interesting plaque in middle of triangle commemorating Central Mass RR. Agency discontinued in 1718....no remains.
- 121 This bridge is intact.
- 120 66.55.... Wheelwright Station. No structure remains. was known as Newwick prior to 1894. Agency notified to paper mill until 1973.
- 129 This bridge is out AND YOU CAN'T FAKE IT.
- 12F Central Mass becomes runway 4/32 of Miller Airport. Do not hike unless you are are very dumb or very brave...
- 11E Use Harowick and McEvoy roads to negotiate the above mentioned hazards.



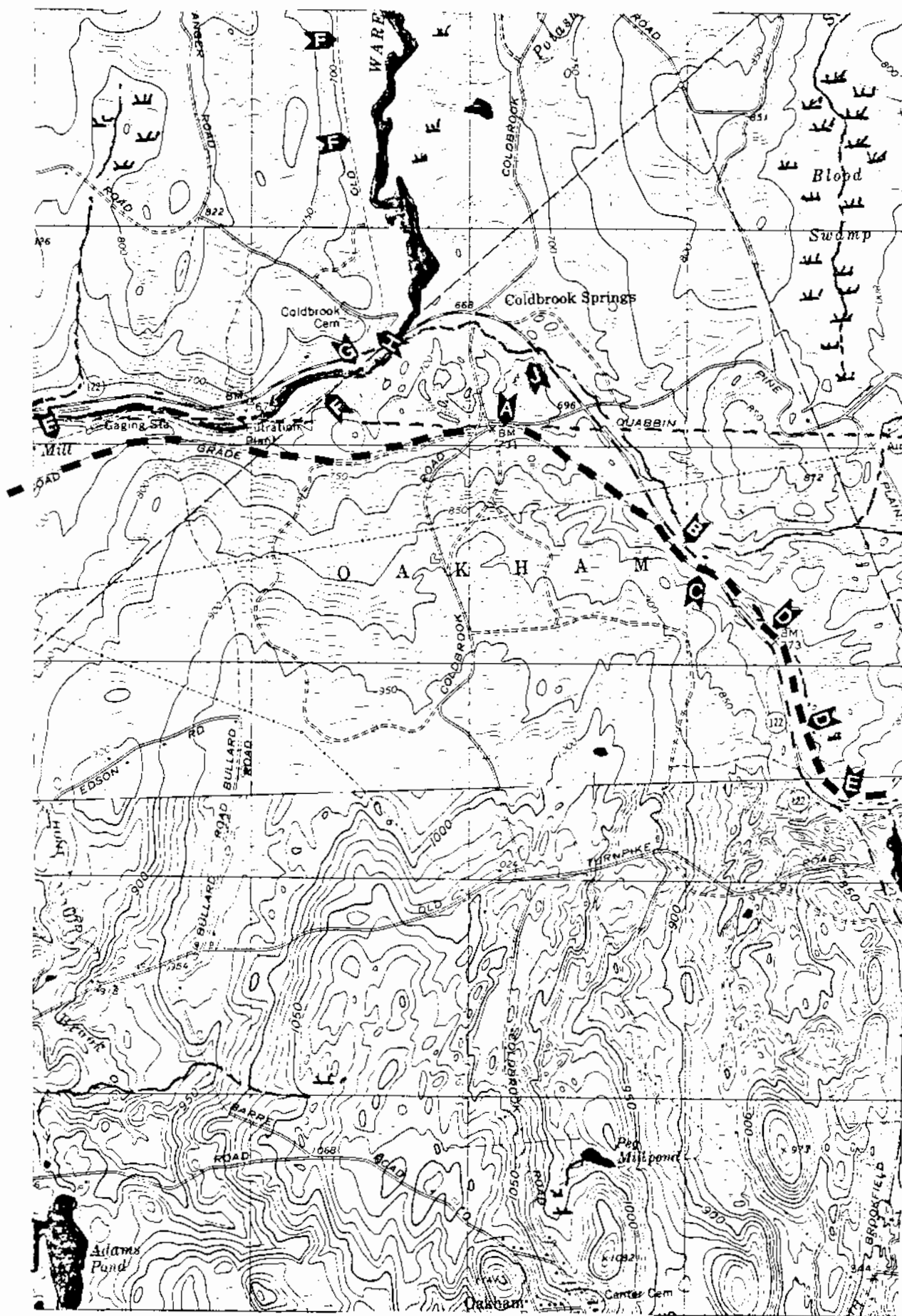
- 13A 63.16.... Barre Plains Station.... Agency discontinued
January 31 1940...No remains
- 13B Barre Junction.. No station here. Connection to B@A
built in 1932.
- 13C 61.38..... Barre Station...Agency discontinued July 27
1928. Current structure is old freight station. B@A
and CM once had seperate stations here.
- 13D There is, unfortunately, a monster landfill going in here
- 13E Boston and Albany-Ware River Branch heads north towards
Baldwinsville here. This line is owned by the state and
will become part of a large trail system. Is currently
very hikeable all the way to Keene or Jaffery NH via
Winchendon.
- Ware River branch will be topic of seperate Chapter.
- 13F This bridge is out but can be crossed with difficulty.



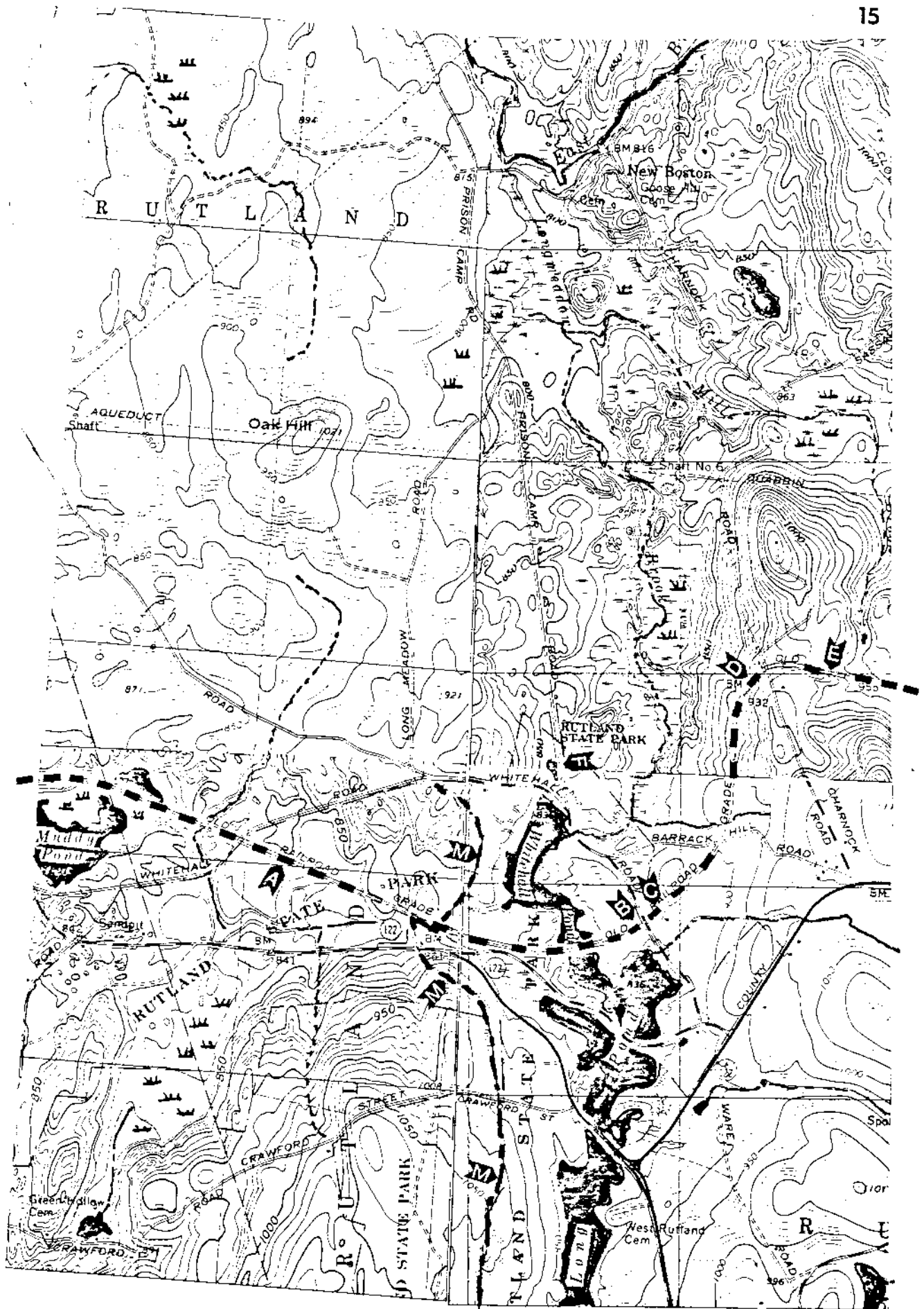
- 14A 59.67 Coldbrook Springs Station....Closed Aug 12 1926... Cellar hole of station at northeast corner of road and CM. Cellar hole of water tower is on same side and 30 yards further east. (Eastbound firemans side)

Central Mass water tower cellar holes are SQUARE.
(Well, but it COULD be important).

- 14B Excellent rest area on west side of route 122.
- 14C Mile marker B59/N45. Large stone abutments between 14C and route 122.
- 14D CM roadbed runs just east of route 122 for considerable distance. Two minor fordings required here.
- 14E Very picturesque bridge abutments here. Can be jumped but not with high heels.
- 14F Boston and Albany- Ware River Branch. See page 13.
- 14G Bridge over Ware River is gone. Pillars remain.
- 14H B@A Coldbrook Station. Remains of water tower cellar hole can be found under the large pine tree...actually very dangerous.
- 14J Remains of original town of Coldbrook Springs.
Town was forced to vacate for creation of Ware River watershed project. Road from 14A to 14J goes by ruins of old schoolhouse and the actual springs..



- 15A Very straight, very scenic section through Rutland State Park.
- 15B Excavations here to obtain fill for sections further west.
- 15C 55.99..... West Rutland Station. Agency discontinued Aug 11 1927. Cellar Hole of station and water tower remain.
- 15D West end of Charnock Cut. Bridge over CM has been filled in.
- 15E East end of Charnock cut. Area from to here east to 16A is posted but by all means, check out the cut itself.
- 15F Remains of WW1-WW2 POW camp.
- 15M Intersection of CM and the Mid-States Trail which extends from Connecticut to New Hampshire.



16A 54.00.....Rutland Station....Agency discontinued Sept 6 1934
No remains, now part of private driveway.

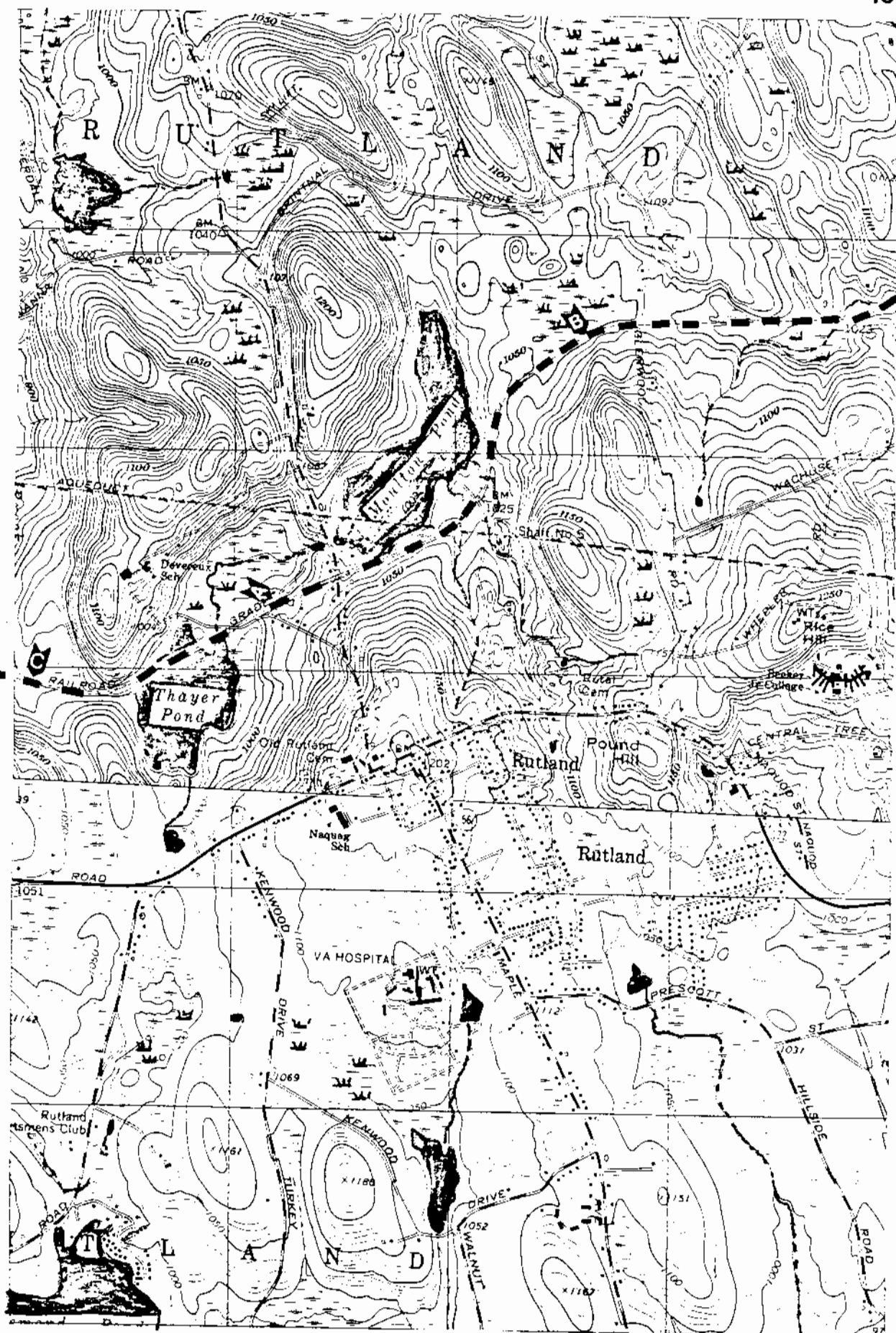
16B Summit siding...Once called Rutland summit. No station
here. Highest point on CM.

The Central Mass has many sidings along the way. usually at
stations. This is due to the single track nature of the line.
Eastbound and westbound trains could pass at these sidings
and without mishap if everyone was on the ball.

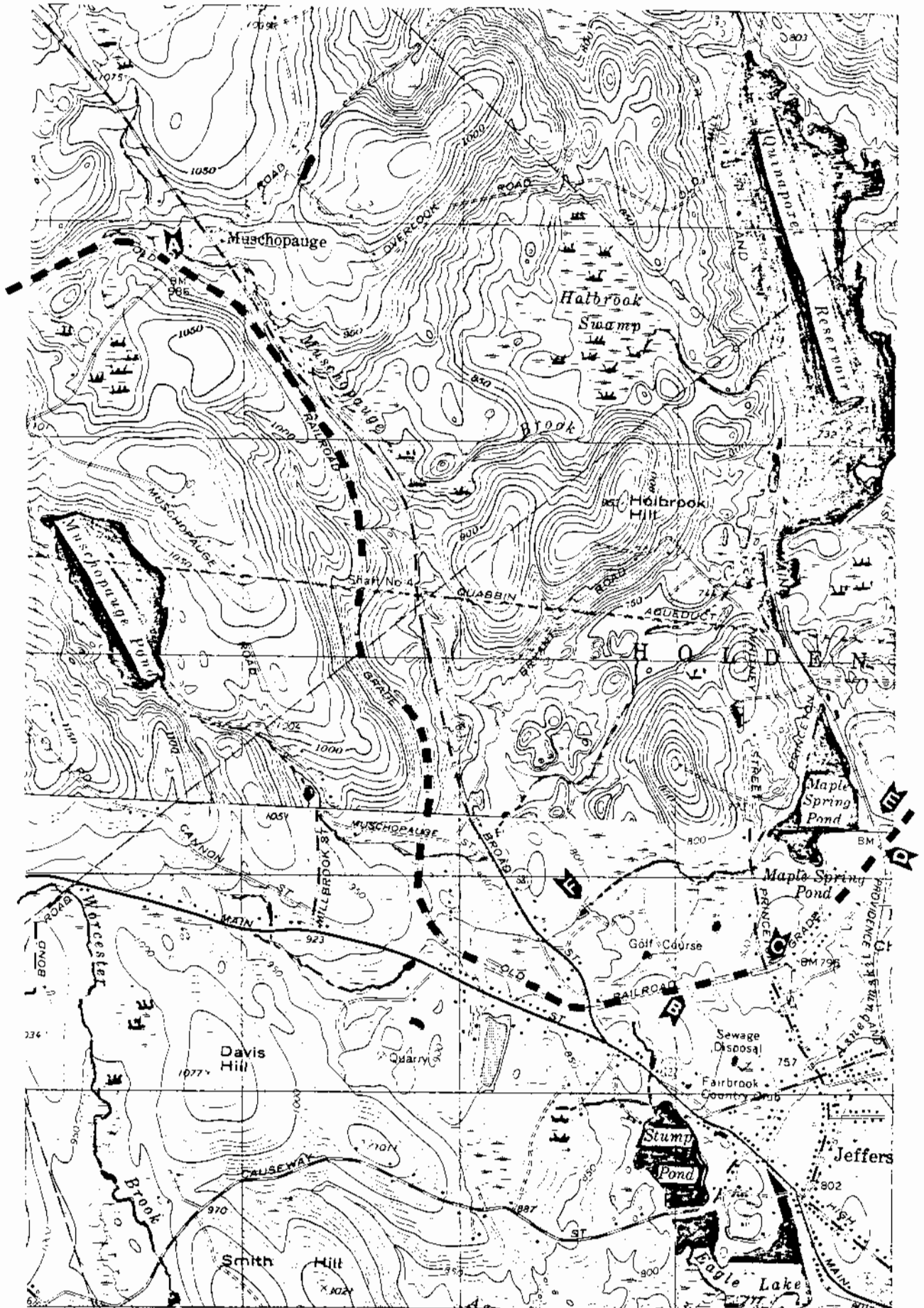
These were the days before railroad radio. The only means of
communications was telegraph. If some vital piece of operating
information was not passed onto the operators before it left the
last station, the only thing stopping it was the accident.

The Central Mass had its' share of mishaps and, due to its'
rural nature any many twists and turns, some of them were quite
comical. See THE CENTRAL MASS for enlightenment. In some cases
locomotives were loose out in the woods, running wild and causing
just plum awesome havoc.

16C Posted private here and east to Thayer pond.



- 17A 51.37.....Muschopauge Station. Opened 1898. Closed June 25 1925. No remains.
- 17B There is a snack bar here during golf season. Do not try to impress the children running it about the CM which runs through the course. They haven't a clue.
Mighty handy for a dog and coke though.
- 17C 48.09.....Jefferson Station. Was called Jeffersons once and was Western terminus for a while. Closed during the 30's
- 17D 48.00.....Holden Junction. Was transfer point between CM and Boston Barre and Gardner RR (Which never went to either Boston or Barre). The routine here was to transfer ONE car of train to the other using ramp at 17E below.
- 17E Remains of connecting ramp. in very good condition.
I have often tried to imagine the scene here in the middle of the night as a car was transfered up or down the ramp. With the kerosene lamps illuminating, passengers peering out at the dark woods. For all of our progress, we have nothing like that in modern times.
Damm shame, I say.
- 17F Unexplained man made topography. Yet to be explored.
Probably some sort of amazing story behind this.



18A This section is a really nice hike. It does not show as roadbed on the topos, yet it is one of the best preserved sections. Land is owned by a lumber company in Princeton.

The section from 18E to 18C is unhikeable due to progress.
(split levels and kids on Bigwheels)

The section 18A to 19C was a mystery....It took many hikes and some real head scratching to connect the two....

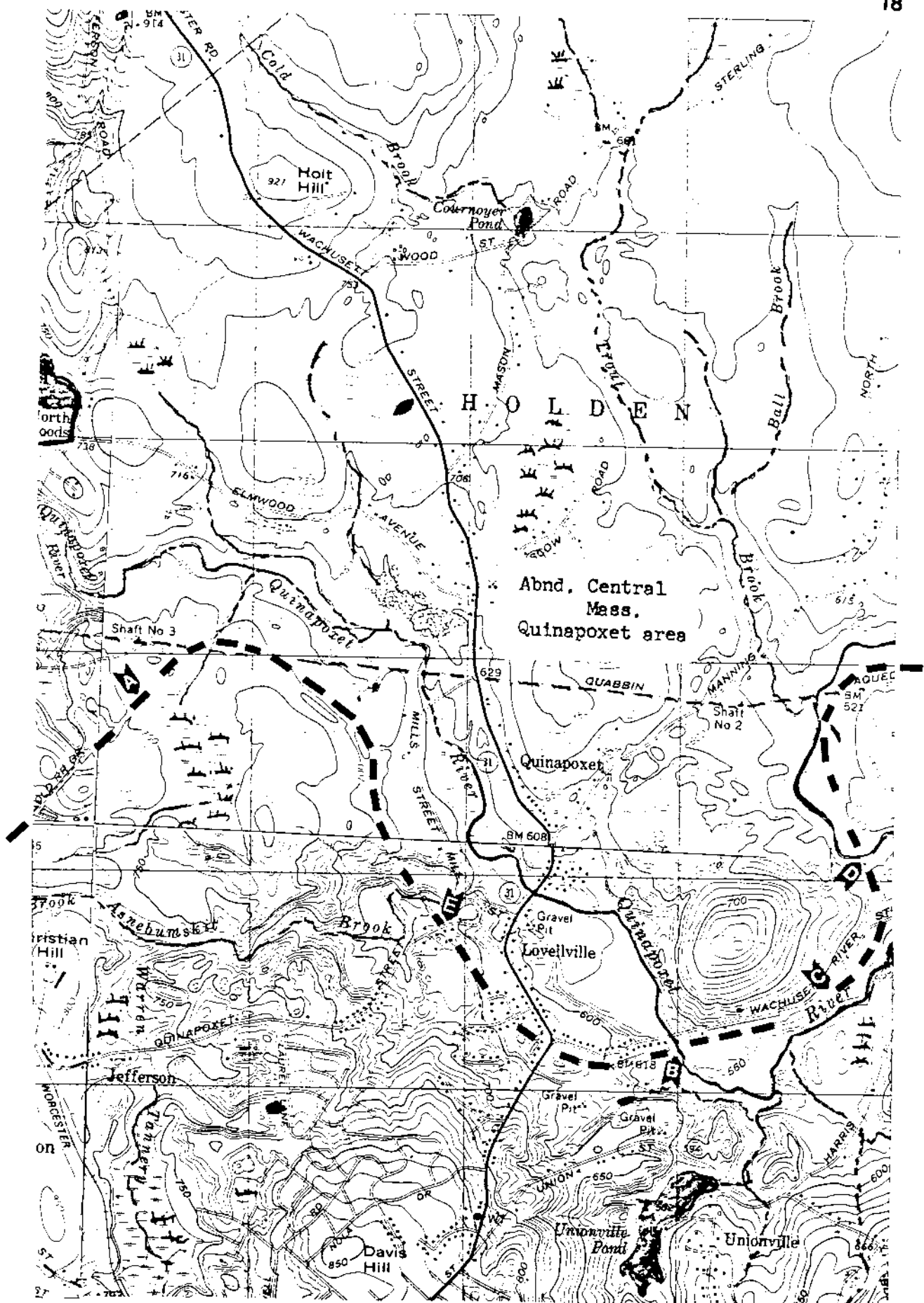
18E Recommended entry-exit point. Very nice shaded section exists east to the house at the top of circular road, however roadbed ends at their birdbath. If you do hike through, say Hi to the kitty cat.

18B Large stone abutments where CM crosses Quinapoxet River. Use road to go around.

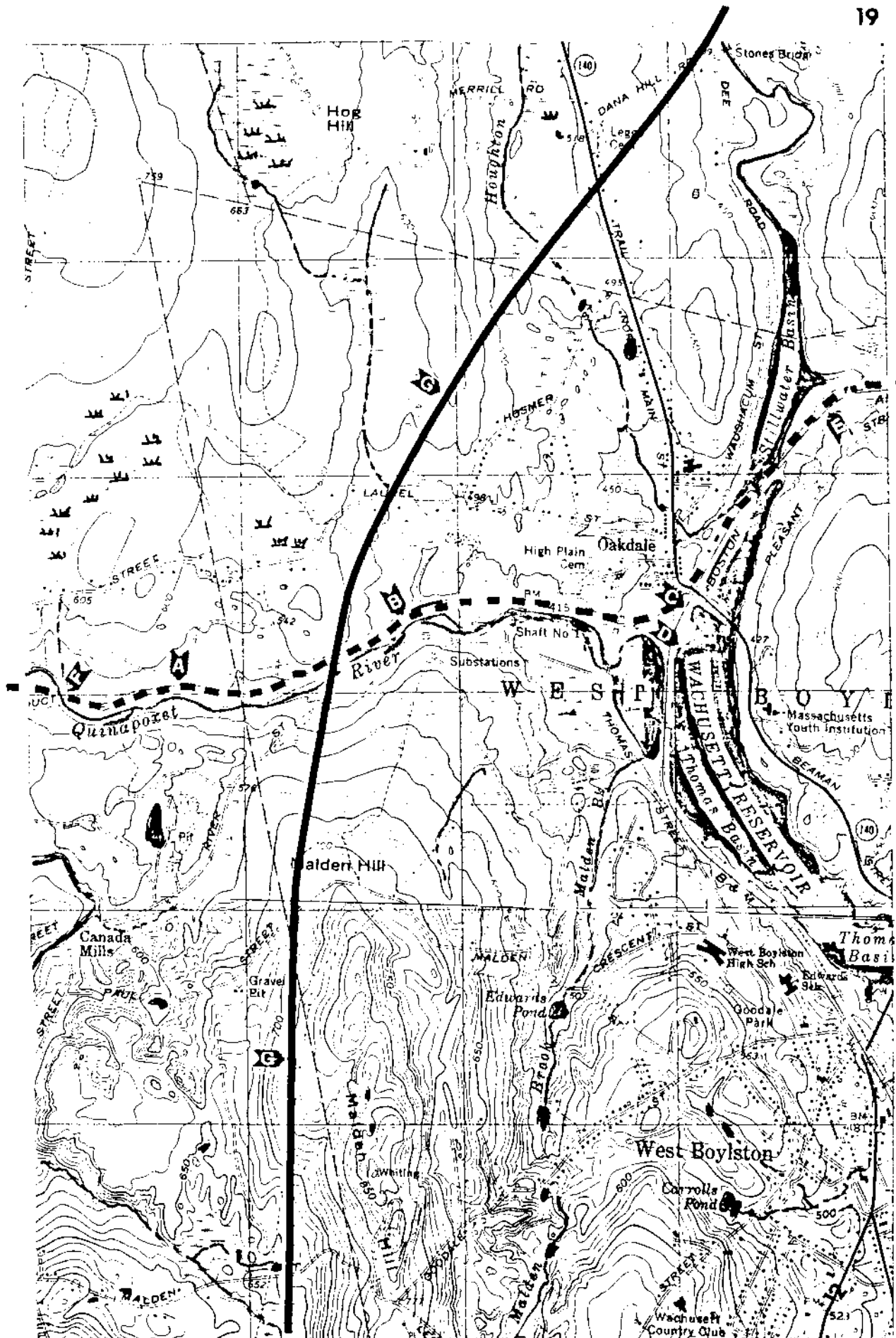
18C 44.50.....Canada Mills. Passing siding only.

18D Bridge missing but can be crossed if you bring your sense of adventure with you.

The section from 18D to 19F is on a peninsula of non-accessable MDC land is is virtually untouched since the thirties. A must see for fanatics.



- 19F Bridge across Quinapoxett is missing but is vey like a trout stream and is quite fordable. Well...sort of challenging actually.
- 19A 42.7..... Old abandoned village of Springdale. Folks here were forced to leave due to taking of land for the Wachusett reservoir project in 1902. Many abandoned cellar holes above CM in the hills and interesting water power sluiceways between CM and river.
- CM roadbed between 19F and 19C is very popular hike for the folks in the Worcester area..Very heavily hiked..VERY interesting ruins.
- 19B Milemarker B42/N62.
- 19C 41.27.....Oakdale Station...No remains..Stations were here for both CM and Worcester Nashua and Portland...Was once VERY busy as it was a diamond.
- 19D Central Mass originally went through what is now the Wachusett reservoir previous to 1903 and connected at West Berlin (22A).
- 19E Current active iron. Shared by CM between CM and WN@P between Oakdale and Clinton Junction between 1903 until sometime in the 30's.
- 19G Approximate location of Interstate I 290.



cm20.buk

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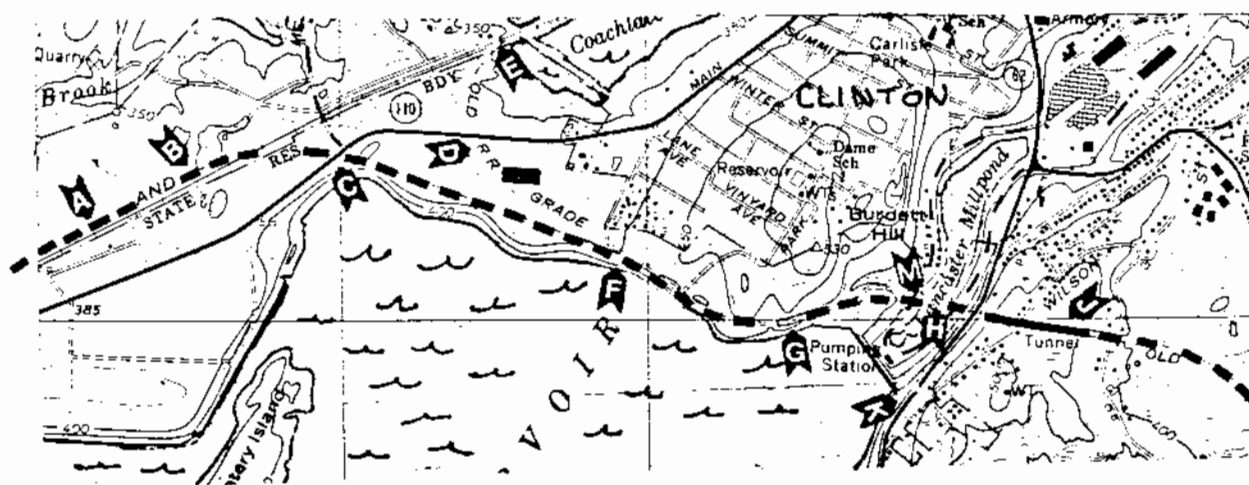
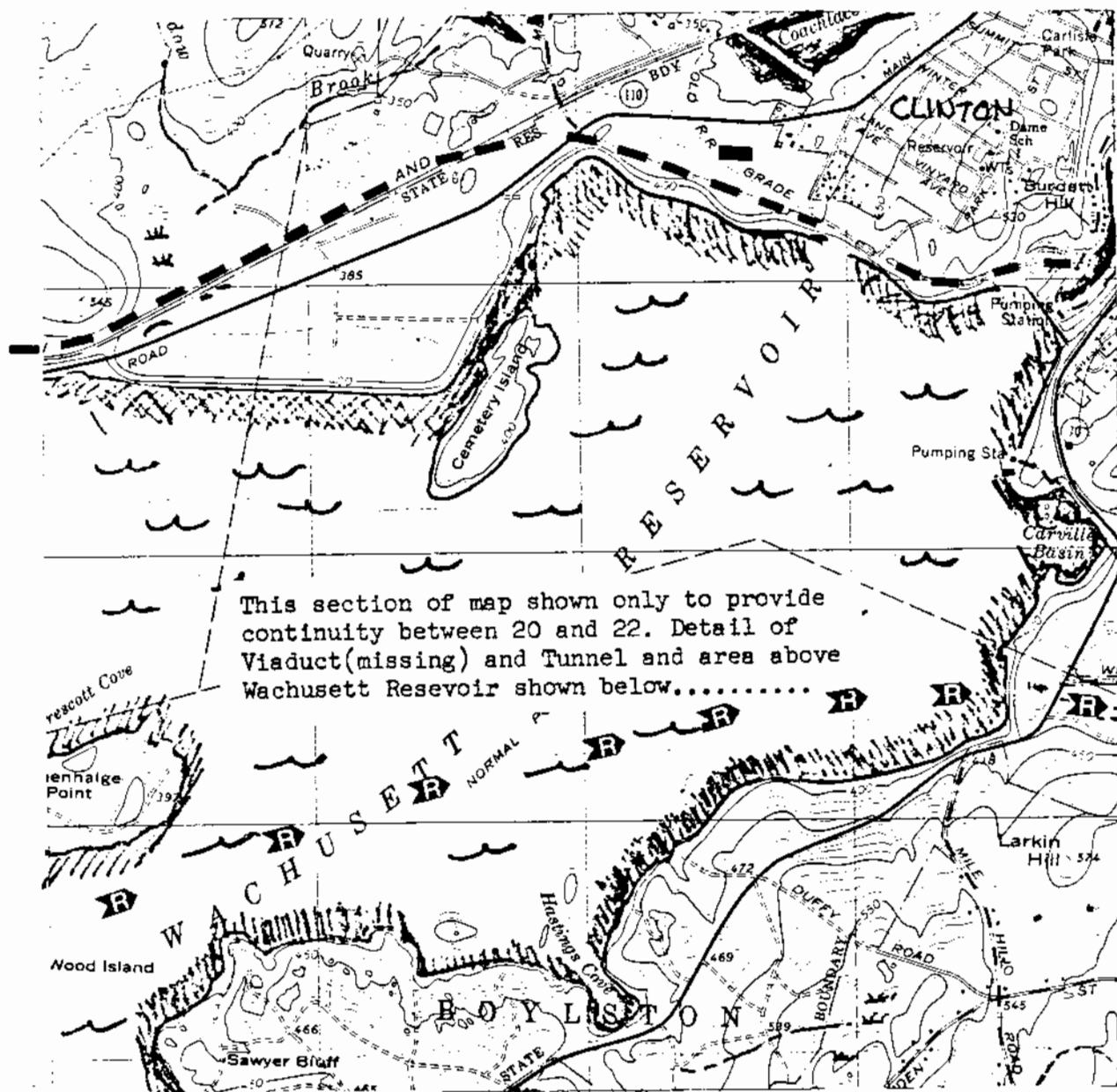
5-8

20A 39.67....Sterling Junction... Junction of Worcester Nashua
and Portland to Ayer, (Groton Junction) and Boston, Clinton
and Fitchburg (Fitchburg) to Sterling.

20B Abandoned BC@F.



- 21A 36.8.....Clinton Junction. This is point where CM left the WN&P.
- 21B Clinton Junction Station.... Platform between two lines and station cellar remain.
- 21C Bridge over route 110 removed in the 1970's.
- 21D This section was built during 1903 diversion thus forming a "Y" between 22B-22E-22F. Allowed direct CM access to Clinton from Boston.
- 21E 36.38.....East Switch.
- 21F 35.62.....Reservoir Switch.
- 21G Very scenic cut through rock.
- 21M Milemarker B35/N69 and west abutment of Clinton Viaduct.
This viaduct was perhaps the most interesting structure on the CM. Remaining until July 7 1975, it connected the line from 22M to the west portal of the Clinton -tunnel, was near a tenth of a mile in span and one hundred, thirty two feet above the Nashua River.
- Starting east of 22J. and heading westbound, passengers went from being in a cut. to darkness, to looking way down to the river. Must have startled more than one old Yankee...
- 21H Footings for viaduct still in millpond.
- 21J Clinton tunnel. Very hard to find from the road but more than worth the effort. Runs for over a thousand feet under hill. Park at 22K and walk north on route 70. Look for abutment and climb hill.....Presto... Bring flashlight.
- 21K Parking area for tunnel,viaduct,dam,etc.... Bring lunch.. This area takes a long time to appreciate.
- 21R Pre 1903 CM..See 22D and 19D.



22C Clinton tunnel.

22E Church built on CM roadbed.

22F Home " " " " .

22A 32.78.....West Berlin Junction. No station here. Was transfer point for cars between CM and New Haven. Topographical evidence of ramp-cut can be seen just below the W of "West Berlin". Same deal as Holden Jct. See 17D and 17E. Also, old New Haven sidings in Northeast corner of Jct.

22B Bridge out. Go down, go up.

22D Pre 1903 CM right of way. Very scenic, very spooky, very private.

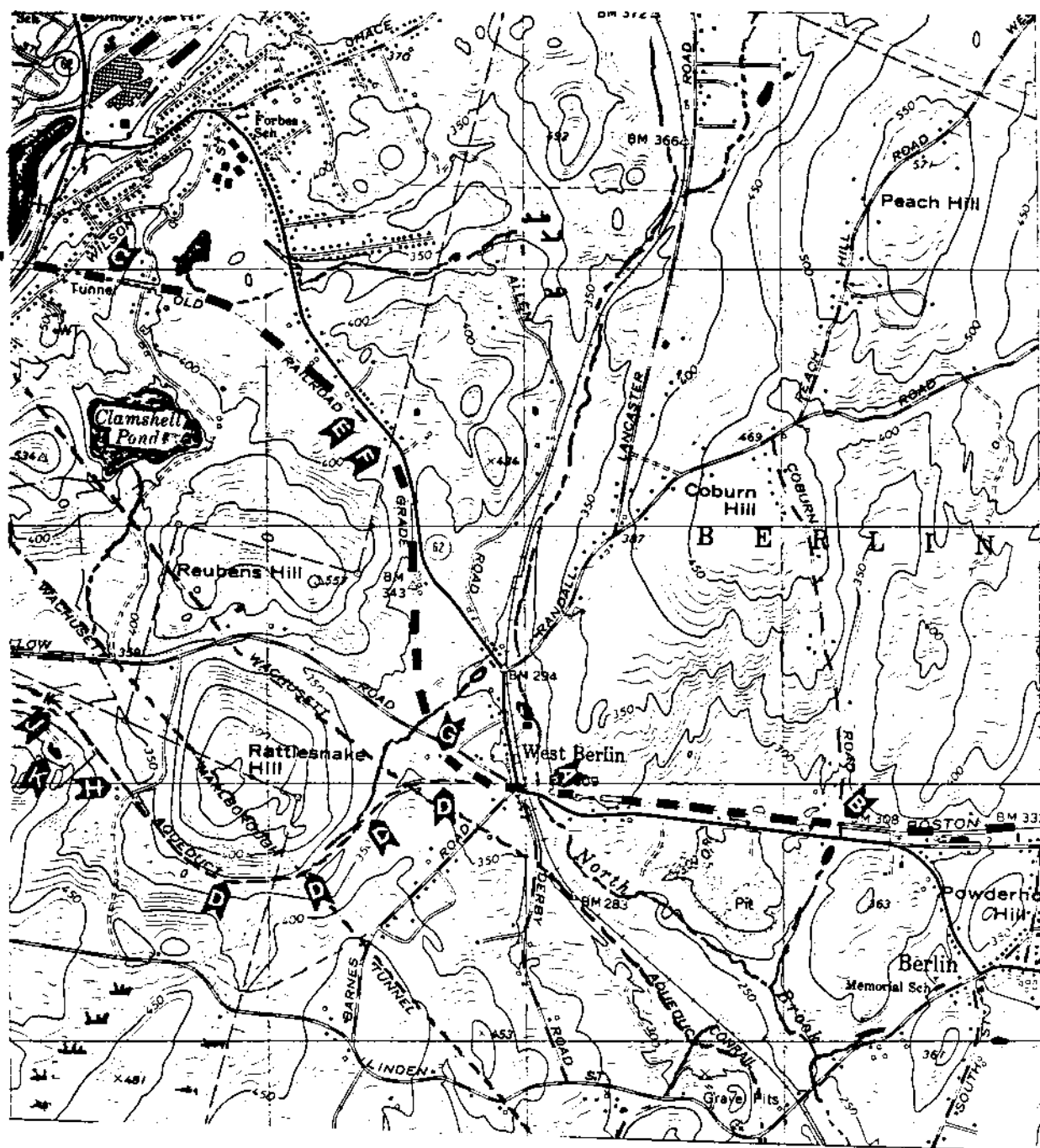
22G Home of John Nieozial....He owns the land under Rattlesnake Hill and part of the pre 1903 CM. He may tell you the story about Rattlesnake hill and may let you walk the roadbed. He is a great guy and is good natured about the CM even though his family had to move thier HOUSE - TWICE for the damm thing.

22H Owner of the rest of pre 1903 cm roadbed. I don't know who this gentleman is but I can tell you that he has pigs the size of Volkswagons that charge when disturbed.

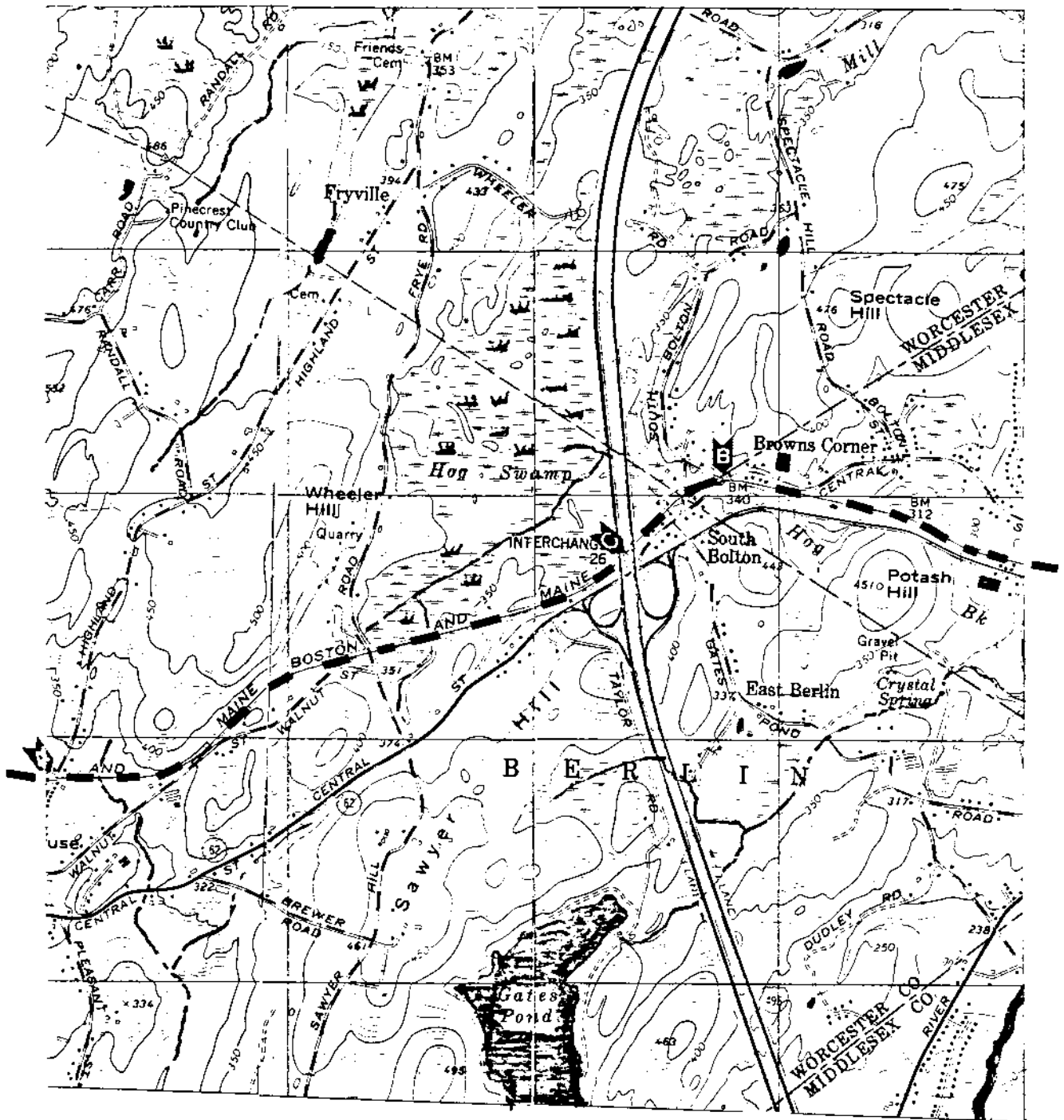
22J This is apparently a branch of the pre 1903 roadbed which must have been used during abandonment to facilitate the mining of rock from 22K below. It ends in mid-air at the west end with about a forty foot drop.

So that would make it the abandoned section of the abandoned section of the abandoned railroad.

22K Unbelievable quarries....Had to have been used for building the damm at 21H.



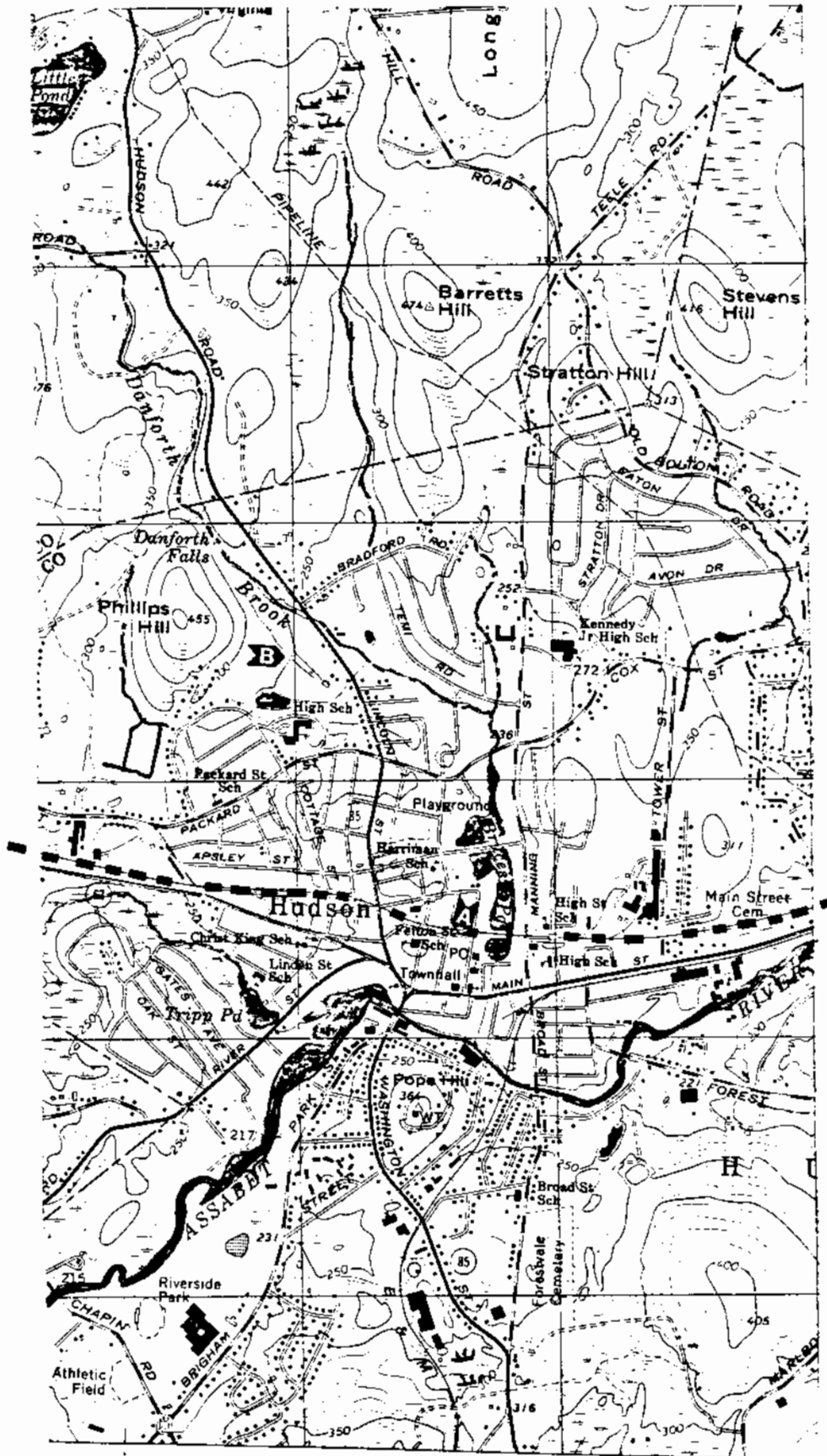
- 23A 31.71.....Berlin Station. Closed January 30 1931.
No remains.
- 23B South Bolton Station. Formerly called Bolton. The agency
was discontinued January 10 1921. No remains. there was
an overpass near here for the Worcester Consolidated
Street Railway.
- 23C CM passes under route 495 via small tunnel.



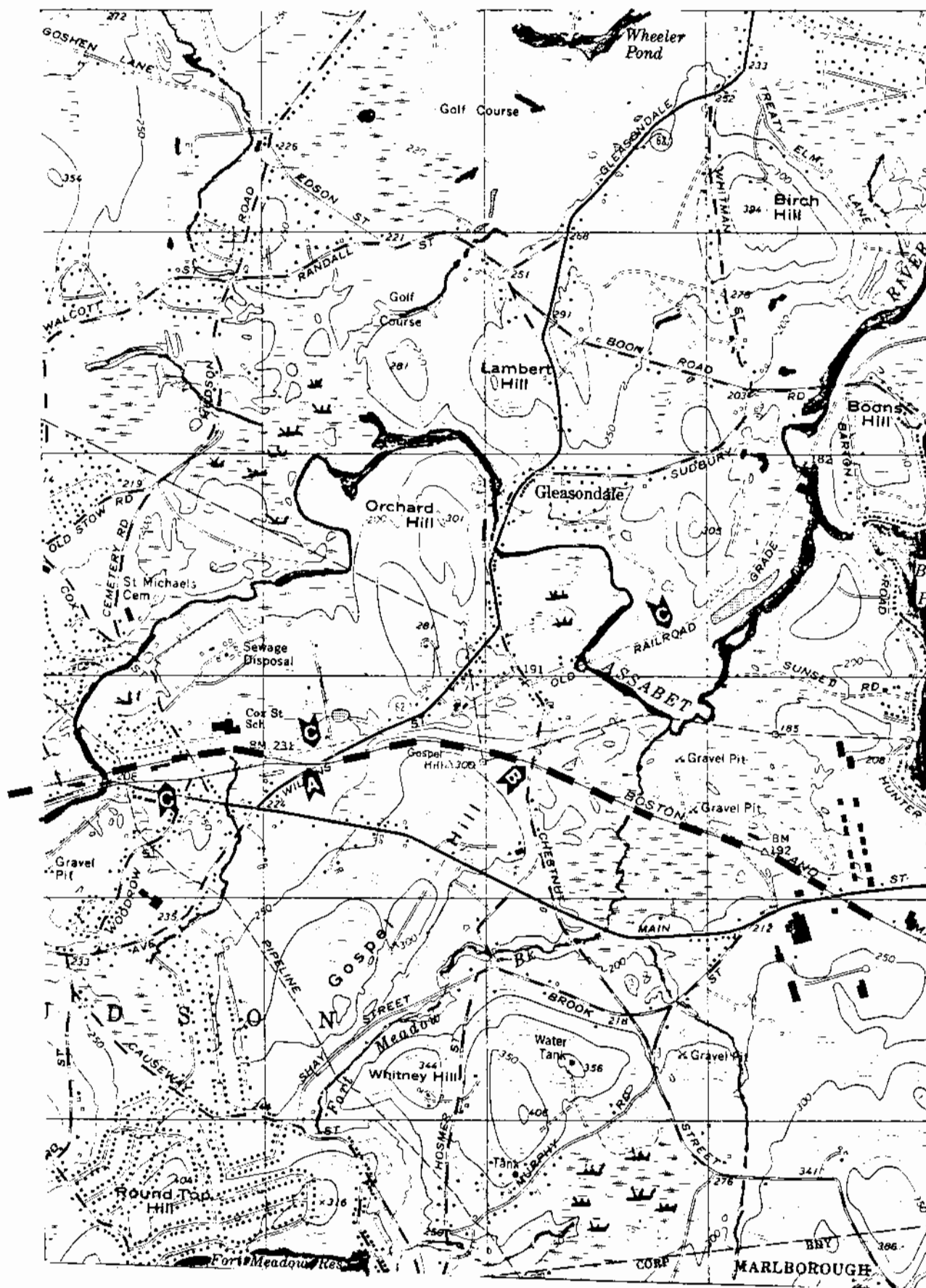
24A 28.00 Hudson Station...Station closed December 30 1950
but remains today as the Pope Professional Building.

24B Remains of the Lancaster and Hudson RR....This strange
little entity was built between 1870 and 1872, ran ONE
inspection train and shut down forever. One of their
big administrative decisions was whether to run trains
from Hudson to Lancaster or vice versa!!

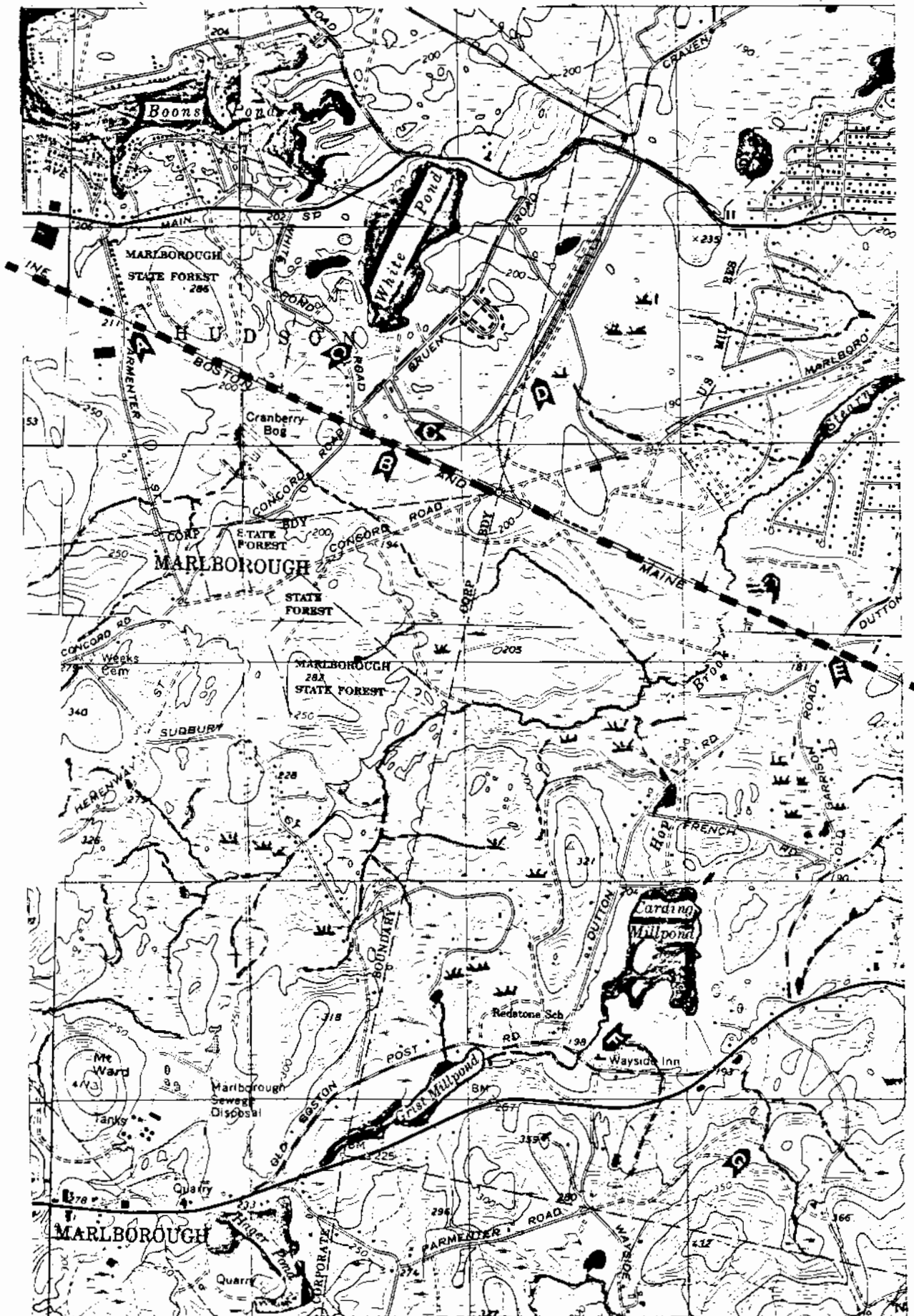
Lancaster and Hudson will be topic of a very short seperate
chapter.



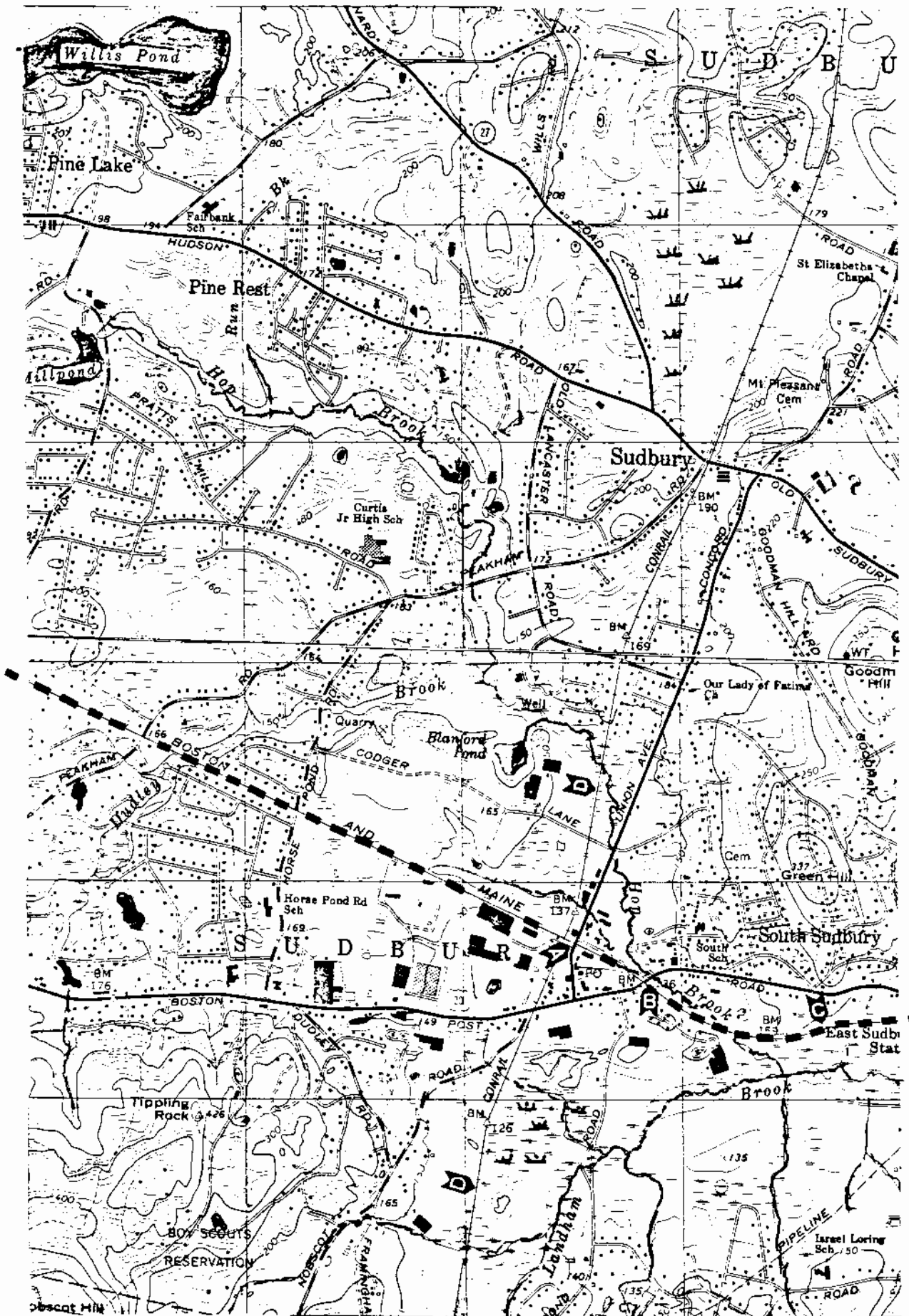
- 25A 26.28.... Gleason Junction..No station. was transfer point between CM and Marlboro-South Acton Branch.
- 25C Old Fitchburg RR Marlboro Division which became Marlboro Branch of B&M below CM, and abandoned above CM to Maynard.
Also, there was a street railway here. The power station for it is still on the south side of route 117 at the junction of route 62 on the west side of Maynard.
- 25B 25.64.....Gleason Station...Was once known as Rockbottom. Agency was discontinued December 1 1924. CM blocked here due to road overpass being filled in.



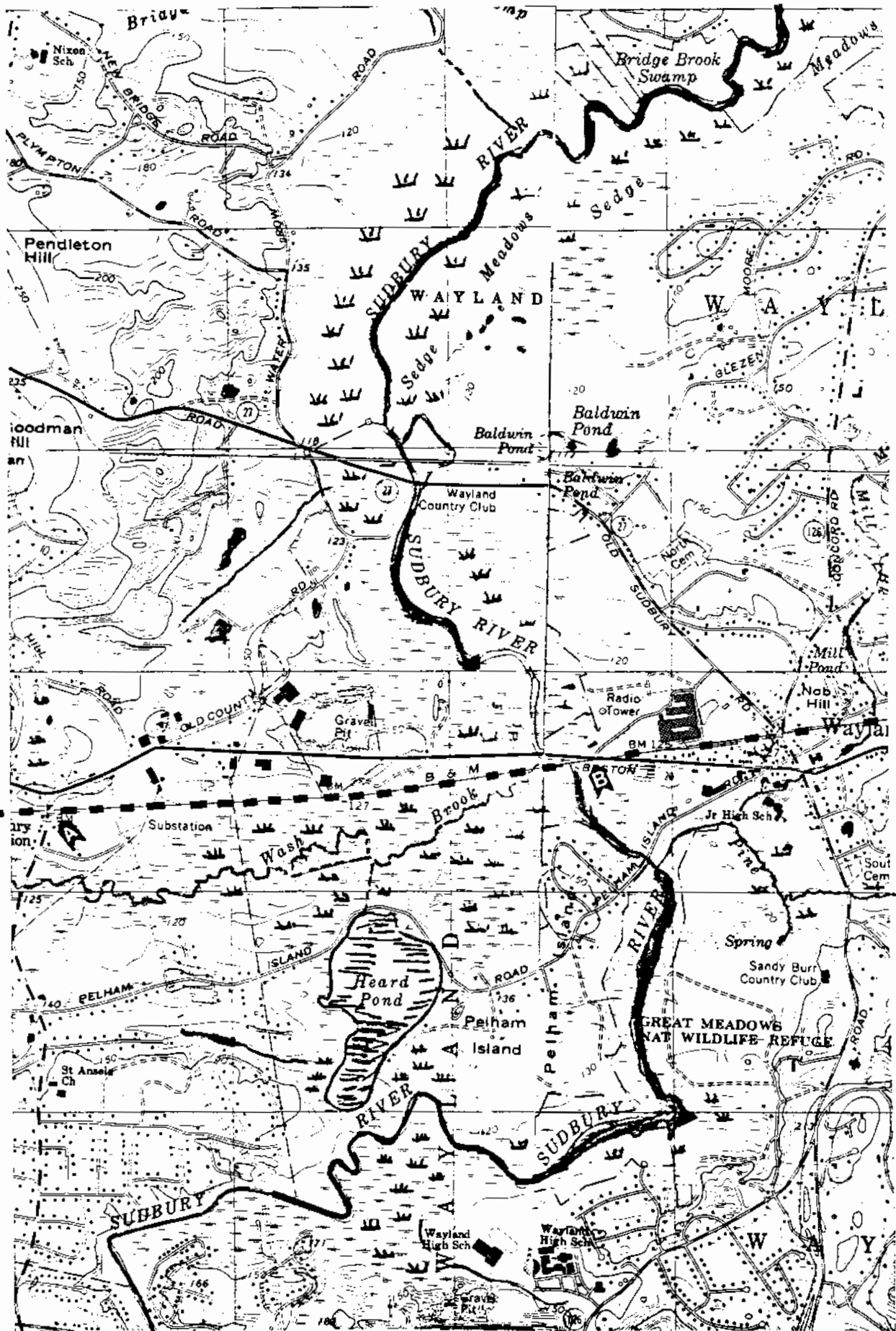
- 26A 24.14.....Ordway station..Was known as Ordways' Crossing prior to 1909. A shelter type station opened for summer use in 1902....No remains.
- 26B 23.34.....Mirror Lake. This was a switch for the ammunition dump to the north.
- 26D Line to ammo dump...No ties or tracks remain.
- 26C This spur and the topo remnants above it are listed as "Old ice track" on some maps. Very interesting...not yet checked out by author.
- 26E 21.93.....Wayside Inn Station...Was just a shelter. No remains.
- 26F Wayside Inn...Famous restaurant fashioned after one of Longfellows writings.
- 26G Very unusual topography not yet checked by author.



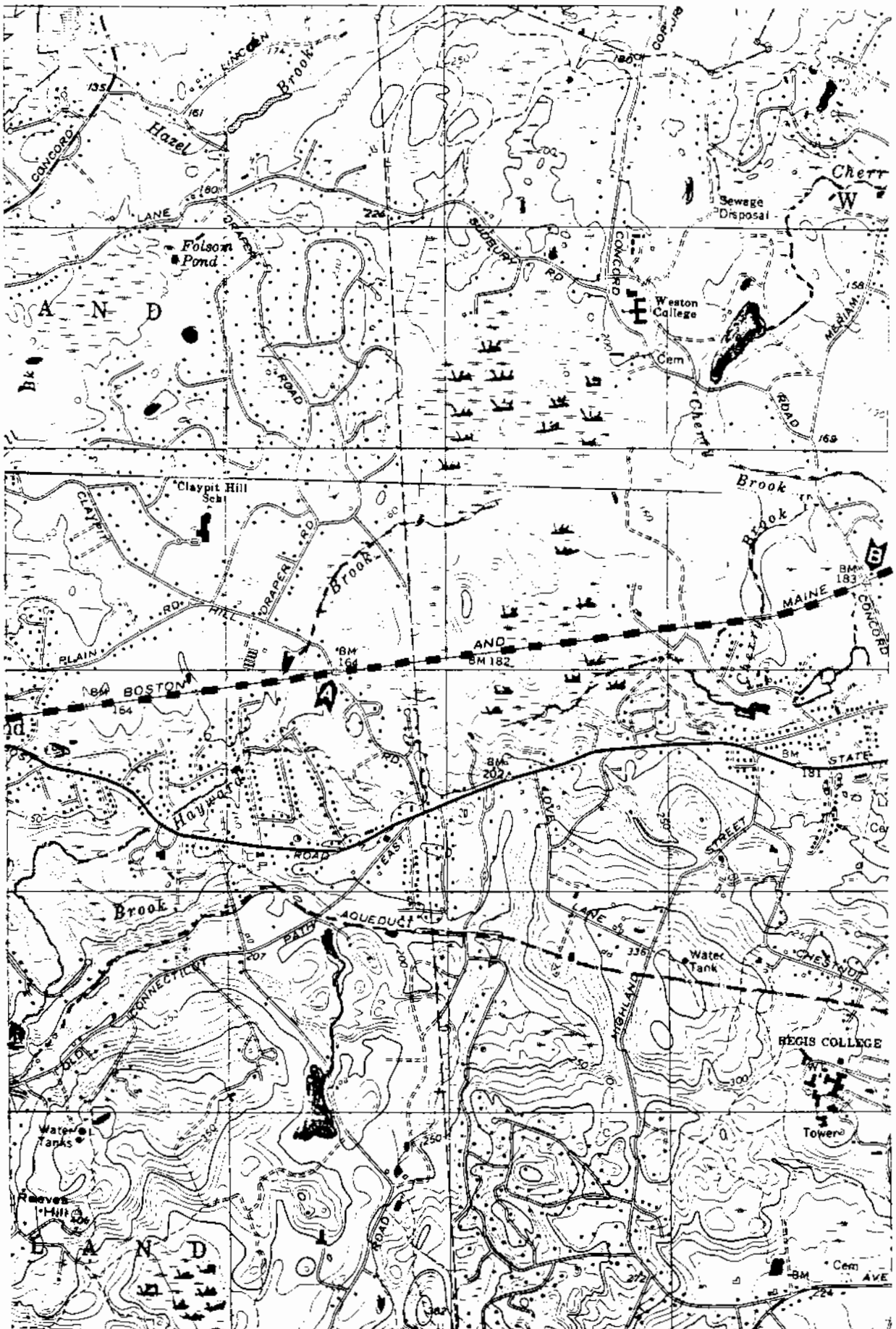
- 27A 19.99.....South Sudbury Station. Station closed April 17 1952 but still stands as The Crumble Station (cookies) next to Union Ave. There were several impressive structures nearer the Junction with the Old Colony...27D.
- 27B A very interesting hand car shed is at the northeast corner of CM-route 20 junction. It looks vey homey with flowerboxes and shutters....This is the sort of thing which seperated the CM from your basic ordinary railroad.
- 27C Milemarker B19/N85.
- 27D Old Colony later...Later New Haven...Now Conrail..This line is almost totally abandoned north of West Concord and it is being actively pursued as a hiking/ biking trail.



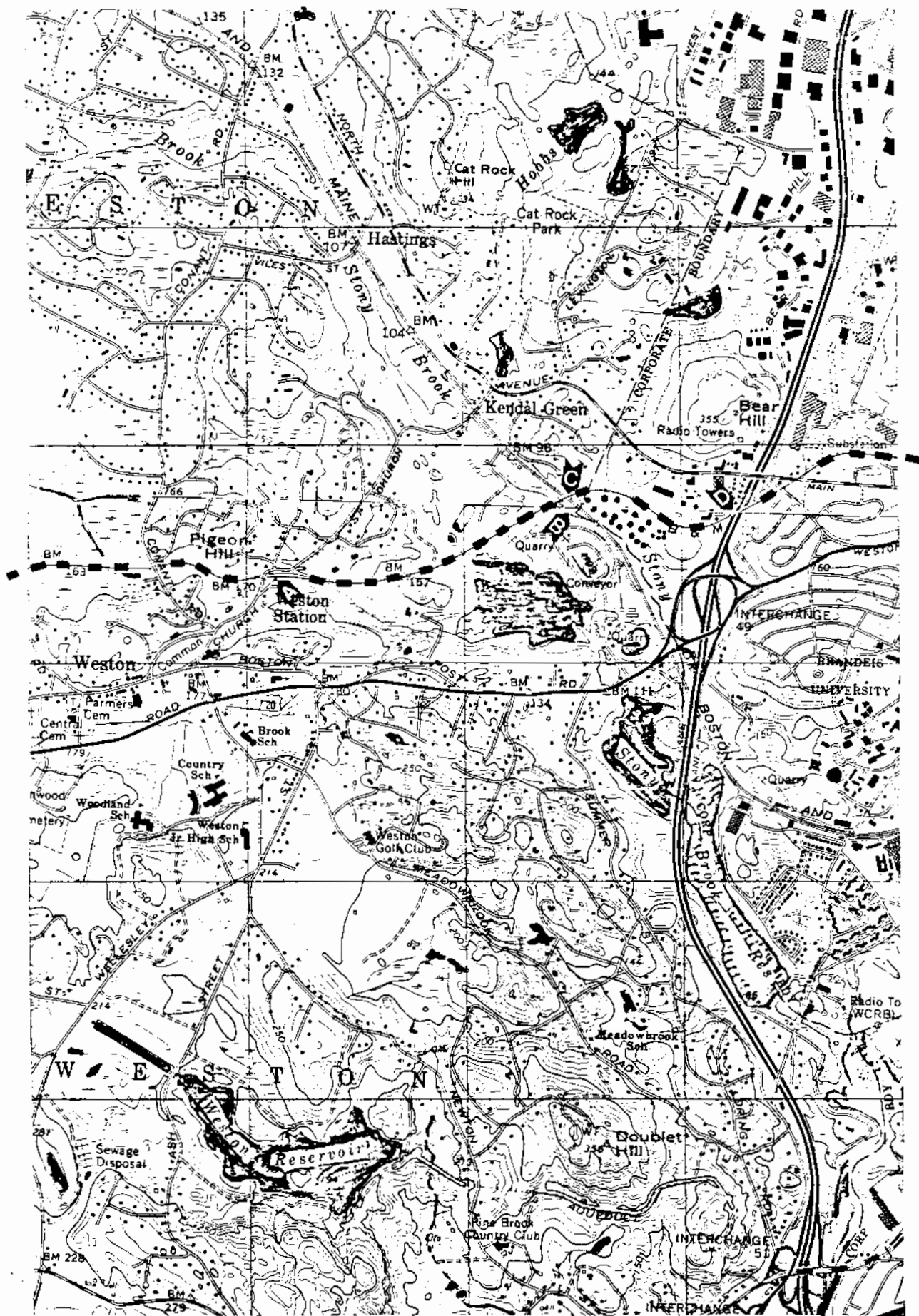
- 28A 18.84..... East Sudbury Station. The platform, and the stairs up to the road are still there although VERY obscure. Look for opening in guard rail at southeast corner of bridge. Agency discontinued in 1913.
- 28B Russells' Crossing. This was the scene of a most unusual crossing gate which flipped up out of the road similar to the wing flap on an airplane.
Probably no car ever snuck around this baby....Airborne maybe, but never around. Had some problems in winter.
- 28C 16.67.....Wayland Station. Still standing in perfect condition with signals and all...Has become...a gift shop. Frieght station still exists kitty korner from station. Agency discontinued November 29 1949.



- 29A 15.53.....Tower Hill Station...A shelter type structure remains today although severely wounded. Agency discontinued December 31 1920.
- 29B 13.97.....Cherry Brook Station. Another shelter type station and also severely wounded. An interesting twist here is that the street lamp at the station is still lit today (tonight ?) as if the station were still used. Agency discontinued in 1913.



- 30A 13.24.....Weston Station. This station still stands today as a newspaper distribution office. Was once located a ways to the west but was moved when the Church St. overpass was built. Closed February 11 1954.
- 30C Stony Brook bridge is still standing.
- 30B This was originally the proposed starting point for the CM and. in later years, a connection was proposed here similar to West Berlin and Holden. It was never installed.
- 30D Bridge over route 128 is intact.



- 31A 10.64.....Waltham Highlands Station. Was named Hammond St prior to 1899 and West Waltham before 1883. This terrific little station is today, the Regan Insurance Agency. Ticket agency closed December 30 1949.
- 31B 10.05.....Waltham North Station. Was named Waltham prior to April 1912.....No known remains.
- 31C Bridge is intact.



- 32A 8.58.....Clematis Brook Station. Known as Blue Hill for a short time around 1909. No known remains.
- 32Z This is, for all intents and purposes, the eastern end of the CM in modern times. Between here and Hill St crossing one can make out where the CM ran north of the Fitchburg....It was brought down in various stages up through the fifties until it was run entirely on the Fitchburg Branch...
- 32B 7.68.....Waverley Station. CM station was once at street level and CM employed three crossing guards. Still a stop on the Fitchburg Branch.
- 32C 6.70.....Belmont Station....Cellar hole remains of CM station and some roadbed remains although much of it is taken up by Pontiac, Renault dealerships and the like.



- 34A 2.82.....Somerville Junction. No Station, junction between B&M southern Division and Lexington Branch.
- 34B ???.....Winter Hill Station. Exact location unknown. However, was stone building and may yet yield up some remains.
- 34C 1.89.....Prospect Hill Station..Less obscure location than 3B yet still very little information other than structure was made of stone and may yet be found.
- 34D Mystic Junction. No Station.. Was junction between main line and Mystic warfs.
- 34E 00.00..... North Station...End of all former and current B&M southern Division passenger traffic.

