

Origin and Development  
of the  
Fixed-Route Local Bus Transportation Network  
in the  
Cities and Towns of the  
Massachusetts Bay Transportation Authority District  
As of December 31, 1973

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by

Thomas J. Humphrey  
As a Graduate Research Assistant

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## **FOREWORD**

This is a revised edition of a report I wrote presenting the findings of an independent research project that I conducted as a Senior and as a Graduate Research Assistant in the Department of Civil Engineering at the Massachusetts Institute of Technology between 1971 and 1974.

The 1974 report was divided into two volumes. Volume 1 provided an overview of the subject, and is reproduced here with only minor editing. Volume 2 provided detailed histories of each of the operators of fixed-route bus service as of January 1974 in the cities and towns that were included in the MBTA District at that time.

This edition includes the contents of both volumes of the 1974 report in one document. It also includes additional information I subsequently obtained about the companies discussed in the original report between their founding dates and 1974, and more complete details about the street railway lines from which many of the bus routes discussed in the report were derived. The histories of the largest street railway systems from which bus routes in the original MBTA District were derived (Boston Elevated Railway, Eastern Mass. Street Railway, and Middlesex and Boston Street Railway) are related in three new appendixes.

Not surprisingly, given the 46 years between 1974 and 1920, most of the bus companies discussed in the 1974 report are no longer in business. The dates when these companies exited the bus business, and the identities of their successors, if any, are summarized briefly in this edition. For additional details, the reader should refer to *Changes in Transit Service in the MBTA District 1964-2020* by Jonathan Belcher, available online and updated annually.

Thomas J. Humphrey, August 2020

## **Volume 1**

### **INTRODUCTION AND PURPOSE OF REPORT**

In early January 1971, the Massachusetts Bay Transportation Authority (MBTA) announced plans to eliminate up to 20 percent of its bus routes, in an attempt to prevent an increase in the system deficit. Cooperation was asked of the 79 cities and towns then in the MBTA District in determining which routes would be eliminated. A list of more than 40 routes slated for elimination was published a few weeks later. The reduction was originally scheduled to take place in March 1971, but was postponed until June as a result of protests from the 43 communities that would have been affected. Only 13 routes were eliminated in June 1971, and service was subsequently restored on at least two of those routes.

The controversy surrounding the proposed route cuts led the author of this report to certain observations and questions about the bus transportation system in the MBTA area, including the following:

- 1) It is likely that within the MBTA area one can find a number of examples of neighborhoods similar with respect to socio-economic characteristics, but differing in that one is served by buses and the other is not.
- 2) Given the situation hypothesized in observation 1, how does one justify retention of an unprofitable bus route, when its elimination would apparently leave the neighborhood it serves no worse off than a similar neighborhood that had always been without service?

- 3) In partial answer to question 2, it may be hypothesized that in neighborhoods with transit service, a certain portion of the residents are transit-dependent, and that the existence of transit service was important in their locational decisions.
- 4) Given the hypothesis of 3, to what extent is the MBTA obligated to maintain existing bus routes? Is this obligation any stronger than, for example that of a grocery store at which a neighborhood resident shops to stay in business if it loses money?

The two hypotheses and two questions above originally motivated this study. Ultimately, the report did not attempt to answer these questions or verify the hypotheses directly, but rather investigated the following three questions, which appeared to be more basic to understanding the present transportation system.

- A. How and for what reasons were the existing bus routes in the MBTA District established?
- B. Under what conditions has fixed-route bus service been most successful economically?
- C. How does the MBTA compare with private operators in the MBTA District in terms of the service it provides, the way its routes were established, and the cost of providing service?

It was originally planned that this report would concentrate on data on bus operations since 1950. However, during the early stages of research it was found that the 1970s bus network was to a very large extent determined by developments taking place much earlier than 1950. Consequently, the report was expanded to include the entire era of state-regulated bus operation, beginning in 1925. [Sources found since 1974 have enabled the histories of several carriers discussed in the report to be expanded to include years before 1925 in this edition.]

It is hoped that this report will serve as a useful reference for those seeking a general knowledge of the bus transportation system in the MBTA District as it existed in 1974 and how it evolved over the years, and as background material for those trying to identify appropriate companies on which to conduct further research.

## **SOURCES OF INFORMATION**

A major portion of the material in this report was drawn from records of the Massachusetts Department of Public Utilities (DPU) Railway and Bus Division and Accounting Division. Material made available by the DPU included lists of routes authorized to bus companies by certificates of public convenience and necessity (CPCNs), annual reports filed by bus companies, and records of public hearings pertaining to bus companies since the beginning of regulation by the DPU.

The MBTA Planning Department and Planning Library furnished material on the history of the MBTA's own bus routes, and studies prepared at various times concerning service of private bus carriers in the MBTA District.

Attempts to obtain information directly from the private carriers were limited by several factors. The general offices of the private carriers were widely distributed throughout the MBTA District, presenting difficulties in visiting them within the time and budget limitations of this study. A few carriers were visited during the early stages of information collection, but the kinds of information they had readily available was not particularly useful for the study.

One potentially valuable source of information that could not be fully exploited was that of contemporary newspaper accounts of establishment of new bus routes. Unfortunately, there



appeared to be no single collection of microfilmed newspapers from the entire MBTA District for the years under investigation. Collections of local newspapers were contained in various municipal libraries, but usually each library had newspapers for only one or two towns. The DPU records indicate the dates when routes were authorized, but not when they started operating, so it was usually necessary to look through several weeks of newspapers to find the information sought. However, the information that was found in this way was usually quite useful. [For this updated edition of the report searchable digitized newspaper archives accessible online were an additional source of information not available for the original study.]

Most of the chapter of this volume on history of regulation was compiled from annual reports of the Massachusetts Public Service Commission (PSC, the predecessor of the DPU), and of the DPU; from the annually published *Acts and Resolves Passed by the General Court of Massachusetts*; and from *Massachusetts General Laws Annotated*, St. Paul, West Publishing Company, especially Chapters 159A and 161A.

## **SUMMARY OF FINDINGS**

Regulation of fixed-route bus service in Massachusetts extends almost to the beginning of the bus industry. As of 1973, laws controlling the location of routes were derived essentially from a 1919 statute requiring the bus routes be licensed by cities and towns, and a 1925 statute requiring certificates of public convenience and necessity from the DPU in addition to local licenses. Regulations on non-fixed-route bus services were established at later dates, largely in order to protect the financial stability of fixed-route carriers. Charter and special service first came under regulation in 1939. Since World War II, a number of laws have been passed tightening the restrictions on eligibility for charter licenses and special service permits. Changes in control or ownership of fixed-route carriers and in location of garages of charter companies are now subject to DPU or MBTA approval. The only type of for-hire bus service still exempt from regulation is contract school service financed from general funds with no special user charges. Since 1964, the MBTA has had jurisdiction over granting of certificates of public convenience and necessity for fixed routes entirely within the MBTA District, but has had limited occasion to use this authority.

In 1973, 19 private carriers held certificates authorizing them to provide bus service between points within the MBTA District as then constituted. Nine additional private carriers only operated routes between Boston and points outside the MBTA District, and had either limited or no authority to provide service between points within the District.

Only three of the 19 local-service companies were started after 1950, but at least two other companies were under management new to the bus business since 1950. Nine companies had histories dating back to before 1926. At least two companies had been under control of the families of their original owners continuously since before 1930, but nine companies were known to have changed ownership at least once since their founding. Every company in operation in 1973 and started after 1930 first operated one or more routes operated by another carrier rather than new service. It has historically been very unusual for a bus company to go out of business without some other company subsequently resuming service on at least some of the routes of the defunct company. The most extreme case discovered of maintenance of an apparently unprofitable route was that of a line started in 1900 as a trolley route and thereafter operated successively by four street railway companies and six bus companies, one of which changed ownership twice during the time it operated the route. In 73 years, service was never interrupted for more than a few months. [This route was finally discontinued in 2003.]

The private bus companies in the MBTA District are typically family businesses, with all stock held by one individual or by members of one family. Three public corporations were in the fixed-route business as late as 1968, but one was subsequently acquired by the MBTA, one went out of business and was replaced with MBTA service, and one sold all of its fixed-route certificates to a private corporation.

The patterns of route development in the systems now operated by the MBTA and by the private carriers are very similar. After 1950, there were few attempts at establishing new routes, and the failure rate for new routes that were established was high. Although private carriers generally have lower operating costs than the MBTA or its predecessors, they also operate in areas with much lower population densities and correspondingly lower demand. The major trend in new bus service since 1950 has been to limited-stop routes connecting Boston with suburban areas. The opening of a number of new limited-access highways radiating from Boston has reinforced this trend.

It is difficult to determine accurately the operating cost of private bus companies, because most of them have large volumes of charter and school service, and the cost accounts, as reported to the DPU, are not separated between the different types of service. The 19 private companies represent only 13 independent managements, due to common ownership, and certain management costs may be allocated arbitrarily among commonly held companies.

Some of the company owners themselves are probably not able to fully determine their operating costs for specific services. Preliminary investigation in conjunction with this report indicated that the total cost per vehicle-mile of the highest-cost private carrier was nearly three times as large as that of the lowest-cost carrier. This situation helps to explain why routes given up as unprofitable by one carrier are frequently taken over by another carrier. Preference required by law for fixed-route carriers in issuance of charter licenses and special service permits is a major reason for carriers staying in the fixed-route business in spite of low profits. A certain amount of behind-the-scenes persuasion by the DPU is also involved.

## **HISTORY OF REGULATION OF BUS SERVICE IN MASSACHUSETTS**

### **Background**

Regulation of motorbus service in Massachusetts, as in most other states, was prompted by the appearance of the “jitney.” This was a motor vehicle, often an automobile, which was driven along heavily traveled streetcar routes picking up passengers waiting for trolleys, and charging a five-cent fare. Although the term jitney was first applied to vehicles operating such service in Los Angeles in 1914, the Massachusetts PSC Annual Report for 1915 states that there were jitneys in Massachusetts as early as 1911. Specifically, there was a route from Market Street, Lynn to Monument Square, Swampscott, and a route from Market Square, Salem, to Peabody Square, both of which followed routes of the Bay State Street Railway Company.

The number of jitneys in Massachusetts remained fairly small until the summer of 1915, and then rapidly increased. The PSC Annual Report for 1915 contained a special report on jitneys. The jitney routes in the original (1964) MBTA District as recorded in the PSC study, are listed in Table 1. The distinction between the terms “jitney,” “auto bus,” “touring car,” “bus,” and “hackney,” as used by the PSC is not clear. Thirty-passenger self-propelled vehicles were used

Table 1  
Jitney Routes in Original MBTA District Communities in 1915

<u>County</u>	<u>Termini</u>	<u>No. of Vehicles</u>
Essex	Lynn–Salem	12 buses, 1 touring car
	Lynn–Marblehead	2 buses
	Lynn–East Saugus	1 bus
	Lynn–Nahant	1 bus, 4 touring cars
	Lynn–Peabody	1 bus
	Salem–Peabody	3 buses
	Salem–Beverly	1 bus, 3 touring cars
	Marblehead–Swampscott	2 buses
	Danvers–Topsfield Fair	2 touring cars
	Wenham–Idlewood Lake, Hamilton	1 bus
Middlesex	Arlington–Belmont	1 bus
	Waltham–Waverley	1 bus
	Concord Jct.–Waltham	1 bus
	Malden–Everett–Revere Beach	1 bus
	Framingham local	9 jitneys
	Wellesley–Framingham	1 20-passenger car
	Natick–Framingham	4 autos
	Waltham–Concord	2 buses
	Waltham–Wayland	1 bus
	Waltham–Newton	3 buses
	Waltham–Watertown	6 buses
	Waltham local	2 buses
	Norfolk	East Walpole–Boston
In Braintree		1 jitney
In Dedham		3 jitneys
In Holbrook		2 jitneys
In Quincy		4 jitneys
In Randolph		1 jitney
In Weymouth		4 jitneys
Plymouth	In Rockland	1 jitney
	Rockland–Scituate	1 auto
	In Scituate	5 jitneys
Suffolk	T Wharf–Fish Pier (Boston)	3 or 4 auto buses
	Hyde Park–Forest Hills & Mattapan	1 hackney
	Revere–Scollay Square (Boston)	1 jitney
	Revere–East Boston	1 jitney
	Revere–Revere Beach	2 jitneys
	Revere–Chelsea	2 jitneys

for sightseeing in Boston as early as 1906, but most of the vehicles referred to in the 1915 report probably had capacities of 15 or fewer passengers.

The precise routings of jitneys in 1915 were not identified by the PSC, but at least five of the 39 routes listed would have provided service to areas not previously served by trolley lines, and therefore would not fall strictly within the original definition of jitneys.

The Massachusetts Public Service Commission, like similar agencies in other states, was concerned about unregulated jitney operations for several reasons. Street railway companies were already having to subsidize lightly traveled lines from revenues of heavily traveled ones. If jitneys could replace lightly used trolley lines effectively, the street railway companies would benefit. However, jitney operators were, for the most part, interested only in trying to take business away from the profitable trolley routes, thereby reducing the street railway companies' ability to subsidize unprofitable routes.

In their unregulated form, jitneys did not provide a dependable enough service to be a substitute for street railway operation. Many jitneys were operated by auto owners temporarily out of work or on vacation. The number of vehicles in service on any given route often fluctuated widely from day to day or from week to week. When the weather was bad, there was often little or no jitney service. Entry and exit from the jitney business occurred rapidly, because investment cost was low. Most operators used either their personal cars or bought inexpensive used cars and ran them until they fell apart. Few operators had sufficient insurance or resources to pay for damages if a serious accident were to occur.

Several states had instituted jitney regulations by the end of 1915. These regulations usually required jitney operators to have fixed schedules, set a minimum number of hours of daily operation, and required operators to post bonds to cover damages in case of accident. Wherever such rules were adopted there was usually a drastic reduction in the number of jitneys in service.

### **Massachusetts Jitney Regulation 1916 to 1918**

Chapter 293 of the Acts of 1916 established the first jitney regulation in Massachusetts. Under this Act, cities and towns were given the authority to license and regulate the transportation of passengers for hire as a business between fixed and regular termini by any motor vehicle, except trackless trolleys, not operated on tracks or rails; to impose license fees; to make regulations for operation of such vehicles within the city or town limits; and to impose penalties for violation of regulations. Every operator granted a license under such regulations was to be required to deposit a security with the city or town treasurer. This act merely authorized cities and towns to set up regulations but did not compel them to do so.

Chapter 226 of the Acts of 1918 provided the next step in regulation. Section 1 authorized street railway companies, subject to approval by the PSC, to acquire, own, and operate motor vehicles not running on rails or tracks, for the carriage of passengers or freight. This did not relieve the companies of the obligation to obtain local city or town licenses. Some street railway companies needed amendments to their charters to allow them to provide bus service, because such activity was not among the stated purposes in their acts of incorporation.

Section 2 of Chapter 226 of the Acts of 1918 declared all bus operators to be common carriers, thus barring them from discrimination against any customers. This section also provided a process for appeal of city or town bus regulations to the PSC.

Section 3 provided that the PSC should make rules and regulations for the operation of motor vehicles by a street railway company in any city or town not having rules, until such time as the city or town adopted its own rules.

According to the PSC Annual Report for 1919, Section 3 of the 1918 Act had been intended to give the PSC authority to regulate any motor bus service or jitney operation in any city or town without regulations, but due to an error in wording, the act only allowed the PSC to regulate motor bus operation by trolley companies in the absence of local regulation. The 1916 Act had been ineffective because not all cities and towns adopted regulations, and those that did had trouble enforcing them.

During 1918, 993 jitneys operated in Massachusetts. This was greater than the number in any other state, and was more than one-sixth of the U.S. total for the same year. Furthermore, larger vehicles capable of carrying 20 passengers or more were beginning to replace automobiles in jitney service.

Following passage of the 1918 Act, the PSC received complaints against local motor vehicle regulations from trolley operators in Malden, Lynn, Salem, Nahant, and Swampscott within what became the original MBTA District, and in Lawrence, Haverhill, Newburyport, Brockton, and New Bedford outside the District. In each case, the trolley operators felt that the local regulations were insufficient to protect their service from jitney and bus competition. The PSC agreed, and established a new set of regulations for all of the cities and towns named above. Highlights of these regulations included imposition of vehicle safety standards, a requirement that operation must be over fixed and regular routes, and a requirement that all licenses issued to motorbus and jitney operators by cities and towns be valid for one year only.

Every operator was required to file a schedule of operations, and to operate at least 12 consecutive hours out of every 24, allowing a maximum of two hours for meals. Each route was to be served at least once every hour if termini were less than five miles apart. No operation off of regular routes was to be permitted except in emergencies, and every trip was to cover the full length of the route.

#### **Massachusetts Jitney Regulation 1919 to 1924**

Chapter 371 of the Acts of 1919 superseded the 1916 and 1918 regulatory Acts. Section 1 of the 1919 Act provided that after April 30, 1920, no person or corporation could operate motor vehicles on a public way, for carriage of passengers for hire in such a manner as to provide transportation similar to the type of service provided by trolleys, i.e. indiscriminately receiving and discharging passengers along the route on which the vehicle was operated, or for transporting passengers for hire as a business between fixed and regular termini, without first obtaining a license from the licensing authority of the city or town in which the operation was to be conducted.

Section 2 provided that no city or town was to issue the licenses required by the carriers under the terms of Section 1 until a set of rules and regulations had been adopted. This section also required operators to deposit bonds with cities or towns to cover injuries or damages to passengers or property.

Section 3 retained the process of appeal of regulations to the PSC established by the 1918 Act. Section 4 retained authorization for street railway companies to acquire and operate buses, subject to PSC approval, and in compliance with local regulations.

Effective December 1, 1919, all of the “rights, duties, powers, and obligations” of the Massachusetts Public Service Commission were transferred to the newly established Department of Public Utilities (DPU).

The DPU annual report for 1921 stated that the use of “jitneys” or “jitney buses” in competition with trolley routes was decreasing. The remaining jitney routes were mostly where no trolley line had ever existed or where trolley lines had been abandoned. In most situations where jitneys had competed with trolley lines, the jitneys had gone out of business and the trolleys had remained. The PSC felt that the proper role of the jitney was to supplement and extend service provided by trolleys.

Jitney service continued to dwindle during the early 1920s, but at the same time, improvements were being made in the design of larger motor vehicles, making them more effective competitors with trolley cars, and also making them suitable for longer trips. As the long-distance possibilities for bus service improved, a new threat was posed, this time to railroad passenger service. The 1924 Annual Report of the Boston and Maine Railroad included the following statement on motorbus competition:

“The interurban competition of the common carrier passenger buses along the main line routes of the railroad became so keen in 1924, especially in Massachusetts where these vehicles are not subject to regulation or restriction by the Department of Public Utilities and where no certificate of exigency is required, that it seemed necessary for the railroad to present its case to the various cities and towns where bus companies were applying for licenses to compete with the railroad for its single-trip passenger business.

Some cities and towns have declined to issue licenses to independent bus lines, recognizing that they were taking from the railroad the more profitable standard fare traffic, and that, deprived of this traffic, the railroad could not afford to continue low rate service for commuters. In some instances, where such bus companies continued to operate without licenses in violation of the law, legal proceedings were taken, and are now pending.”

Meanwhile, street railway companies seeking to replace unprofitable trolley lines with buses were experiencing difficulty obtaining municipal approval. In some communities, independent operators were also seeking the rights to provide replacement service. A bill backed by the street railways would have transferred the licensing authority for street railway-operated bus service from cities and towns to the DPU, but municipal opposition resulted in defeat of the bill in the Massachusetts House in February 1924 by a large margin.

### **DPU Bus Regulation 1925 and 1926**

Chapter 280 of the Acts of 1925 provided stronger regulation of bus transportation, which had been sought by the railroads, and provided a compromise to the legislation the street railways had sought the previous year. The Act was approved on April 29, 1925, and became effective 90 day later.

Of particular importance was Section 2, which provided that no person could operate a motor vehicle under a license issued by a city or town unless they had also obtained from the DPU a certificate declaring that public convenience and necessity required such operation. The DPU in turn could not issue any such certificate unless it was approved by the Highway Division of the Massachusetts Department of Public Works (MDPW). The MDPW was given authority to approve or deny operation of buses over any public way under its jurisdiction or connecting two or more cities or towns.

Section 4 of Chapter 280 provided that all persons holding city or town licenses as provided by previous law who were operating under authority of their licenses between the termini fixed in the licenses as of January 1, 1925, were *prima facie* entitled to a certificate of public convenience and necessity with respect to these routes.

The DPU maintained that the legislature had not intended to grant automatic “grandfather clause” rights to carriers under Section 4, but rather to make it possible for carriers to continue operating after the Act became effective, without violating the terms of Section 2, until such time as the DPU should determine which routes were truly required by public convenience and necessity. In accordance with this interpretation of the law, the DPU began issuing temporary certificates on July 29, 1925. Originally all the temporary certificates were to expire December 31, 1925, but the DPU found that more time was needed to investigate the needs for bus transportation service in the state. The temporary certificates were extended first to March 31, 1926, and later to June 30, 1926. At the end of May 1926, the DPU began hearings on the issuance of permanent certificates for the routes covered by the temporary certificates.

Table 2 provides a list of companies within the original MBTA District that were granted temporary certificates in 1925. Also shown, if the company was no longer active in 1973, was the date it left the fixed-route business, and its immediate successor, if any.

In 1925 and early 1926, the DPU issued approximately 90 temporary certificates covering bus routes within the original MBTA District. Some certificates covered more than one route. All but about a half dozen of the temporary certificates were made permanent in 1926. DPU records from 1926 did not show the reasons for denial of certificates. However, the information available about the routes that did not get permanent certificates suggests that most of them had either been discontinued before the middle of 1926 or had been taken over by different operators.

Among the routes covered by the temporary certificates, it is difficult to identify any that were competing with trolley or rail passenger routes that were still in operation in 1925. This seems to indicate either that such competition, at least within the original MBTA area had disappeared by 1925, or that operators of such routes saw no hope of obtaining permanent certificates from the DPU and therefore did not even apply for temporary certificates.

### **Additional DPU Regulatory Authority 1931 to 1939**

In 1931, the Massachusetts legislature codified the regulations of bus operations as Chapter 159A of the General Laws. The provisions of the 1919 and 1925 Acts were retained in substance, but the requirement for approval by the MDPW of bus operation on routes under its jurisdiction or on routes between two or more cities or towns was dropped.

A new provision included in the 1931 codification was authority for granting of temporary licenses by the DPU. Temporary licenses were to be used in order to provide for “unusual, sudden, or unforeseen transportation needs, or to avoid interruption of existing transportation facilities,” and were to allow operation over routes specified by the DPU without additional local licenses. No temporary license was to be valid for more than 60 days, and the DPU could, at its discretion, provide shorter durations. Temporary licenses were to be non-renewable, and no temporary license for substantially the same route was to be granted to the same party because of the same emergency.

Table 2  
 Recipients of DPU Certificates for Fixed-Route Bus Service in 1925  
 with Dates of Entry to and Exit from Fixed-Route Business

<u>Name</u>	<u>Start Year</u>	<u>End Year</u>	<u>Replaced By</u>
Boston Elevated Railway Company	1897	1947	Metropolitan Transit Authority
Boston and Maine Transportation Company	1925	1959	Eastern Mass. St. Ry.; Trailways of N.E.
Boston and Worcester St. Ry. Co.	1903	1927	Boston, and Worcester & N.Y. St. Ry. Co.
Brush Hill Transportation Co.	1920	--	Still in fixed-route business in 1973
Carlstrom Bus Lines, Inc.	1920	1938 (a)	Johnson Bus Lines, Inc.
Eastern Mass. St. Ry. Co.	1919	1968	MBTA
Foxborough-Mansfield Bus Company	1921	1952	Perry's Bus Service; Transit Bus Line
Gloucester Auto Bus Company	1920	1966	Michaud Bus Lines, Inc.
Hart's Bus Line	1922	1928	Hart Bus Lines, Inc.
Hemeon Bros. Motor Coach Service	1920	1942	Hemeon Motor Coach Service, Inc.
Johnson Bus Lines, Inc.	1924	1963	The Short Line, Inc.
Lovell Bus Lines, Inc.	1919	1953	M&B St. Ry.; J. Mancini; Hudson Bus (1947)
Lynnfield Community, Inc.	1918	--	Still in fixed-route business in 1973
James Mason, d/b/a Mason's Bus Line	1925	1939	Albert Lane (Lane's Bus Service)
Massachusetts Coach Company	1925	1928	Eastern Mass. St. Ry.
Medway and Dedham Bus Lines	1924	1938	Johnson Bus Lines, Inc.
Eudger J. Michaud (Michaud's Bus Line)	by 1919	1936	Michaud Bus Line, Inc.
Middlesex & Boston St. Ry. Co.	1907	1972	MBTA
Nantasket Transportation Company	1919	--	Still in fixed-route business in 1973
New England Transportation Company	1925	1958	The Short Line, Inc.; Johnson Bus Lines, Inc.
Oakdale Community Garage and Bus Line	1921	1945	Dedham Transit Lines, Inc.
Pierce Bus Lines, Inc.	1923	1959	MTA; Transit Bus Line (1957)
Rawding Bus Lines, Inc.	1919	1938 (b)	Boston Elevated Railway Co.
Rose Brothers Bus Co.	ca. 1920	1927	Edward W. Cobbett
Service Bus Line, Inc.	1925	--	Still in fixed-route business in 1973
Waltham Auto Exchange	by 1925	1932	Waltham Auto Exchange, E. Jennison Prop.
Wellesley Motor Coach Co.	1923	--	Still in fixed-route business in 1973
Fred C. Woodward (Modern Bus Lines)	1919	1940	Modern Bus Lines, Inc.

Notes

a) Carlstrom Bus Lines reactivated as independent company in 1952. Company had no routes in 1964 MBTA District until 1958

b) Rawding Bus Lines was still in business as a Boston sightseeing company in 1973.



In practice, the DPU issued temporary licenses for the following kinds of situations:

- 1) To provide service over a route discontinued by a bus or street railway company, until another company had obtained local licenses for the route and the DPU could conduct hearings on a permanent certificate.
- 2) To provide bus service in substitution for abandoned rail passenger service, until the bus company obtained local licenses and the DPU could conduct hearings on a permanent certificate.
- 3) To provide special bus service during railroad strikes.
- 4) To provide service to cemeteries on Memorial Day.

Chapter 399 of the Acts of 1931 required operators of sightseeing vehicles to obtain special certificates of public convenience and necessity from the DPU. A 1913 law had defined sightseeing vehicles as motor vehicles carrying persons for sightseeing purposes for a fee in or from Boston, with guides provided.

Chapter 404 of the Acts of 1939 established a requirement for DPU licensing of special and charter service. These two kinds of service were defined as the operation by hire of any motor vehicle carrying eight or more persons, and leased, rented, used, or chartered for the carriage of passengers in such a manner as not to be subject to the regulations previously established for fixed-route bus service. However, sightseeing vehicles and vehicles actually used for transportation of school children under a contract with a municipality or municipal board, were specifically excluded from the definition of charter or special service. In 1941, this act was amended to require the DPU to establish minimum rates for special and charter service.

### **War Emergency Bus Service Regulation**

Chapter 13 of the Acts of 1942 granted special war emergency powers to the governor of Massachusetts. These included the power to vary the terms and conditions of licenses, permits, or certificates of registration issued by the Commonwealth or by any of its agencies or political subdivisions. This authority was used to alter regulation of bus service in conformance with federal directives to conserve gasoline and rubber. Most charter and special service was banned. Executive Orders 11 and 76 issued under Chapter 13 powers resulted in creation of war emergency certificates for fixed-route service. In addition to showing that a proposed new route was required by public convenience and necessity, the prospective operator had to show that the route would be in the interest of national defense. In general, this meant either that the route involved would serve a defense contractor or that it would result in a mileage reduction in the operation of an existing route.

The DPU was empowered to issue war emergency certificates without additional licenses from the cities and towns to be served. The majority of these certificates contained restrictions limiting the destinations or origins of the passengers carried to one or two factories or military installations, but some unrestricted certificates were issued. A few certificates were also issued under the prior procedures during the time the war emergency regulations were in effect.

The restrictions on issuance of certificates of public convenience and necessity were lifted after V-J Day, September 2, 1945. Routes covered by war emergency certificates continued to operate for a few months while defense plants phased out operation. A few carriers obtained local licenses and permanent certificates for routes started under war emergency authority, but most war emergency routes appear to have been discontinued by the middle of 1946.

## **Additional DPU Regulatory Authority 1947**

Chapter 482 of the Acts of 1947 revised the laws concerning charter and special service. In the wording of the 1939 legislation, the terms special service and charter service were included in a single definition. The 1947 legislation created two separate and distinct categories. Charter service was defined as “the transportation of groups of persons, who pursuant to a common purpose and under a single contract, and at a fixed charge for the vehicle have acquired the exclusive use of the vehicle for the duration of a particular trip or tour” (and in such a manner as not to be subject to the rules for fixed-route bus service).

Special service was defined as “transportation by motor vehicle over a route other than one certified to the applicant under (rules for issuance of certificates of public convenience and necessity for fixed-route service) for any special purpose, event, or occasion or series of events or occasions, of a number of passengers to whom the carrier itself or some person in its behalf has sold or intends to sell tickets for transportation service, whether such tickets are for transportation service alone, or are in the form of combination tickets.”

In order to perform special service as defined in the 1947 act, a carrier was required to obtain a special service permit from the DPU. The DPU was authorized to use its discretion in determining whether or not any permit should be granted, the chief criterion being that a proposed special service must be in the public interest in order for a permit to be issued. Eligibility for special service permits was limited to carriers holding charter service licenses from the DPU. At least seven days before issuing any special service permit, the DPU was required to notify any charter service company based in the city or town of origin or destination of the proposed special service route and any company holding a certificate of public convenience and necessity for a fixed route in the proposed origin or destination municipality, if the DPU had reason to believe that such a charter or fixed-route carrier might be interested in operating the proposed special service. If substantial objection to granting the permit was raised by one or more of the companies notified, the DPU was authorized to conduct a public hearing before taking final action.

DPU records indicate that special service permits were mostly issued for routes used for transporting workers to factories, transporting pupils to private schools, or for taking residents from a particular area to beaches, ball parks, or race tracks. Although the law did not require special service permits to contain expiration dates, the DPU usually made the permits valid for only one year or one sports season at a time.

## **Creation and DPU Regulation of Metropolitan Transit Authority**

Chapter 544 of the Acts of 1947 created the Metropolitan Transit Authority (MTA). The MTA was to take over the operation of the Boston Elevated Railway Company’s system of bus, trackless trolley, trolley, and heavy-rail rapid transit service in Boston and 13 nearby cities and towns. In terms of bus service regulation, the most significant part of the MTA Act was paragraph 1-10A, which gave the DPU authority to grant to the MTA licenses for “operation on public ways, public places, parkways, boulevards, and private lands, of motor vehicles for the carriage of passengers for hire... upon such routes and in such manner as (the DPU) after due notice to the mayors of cities and chairmen of selectmen of towns within which the Authority may operate under any such license or permit, and a public hearing, may determine to be in the public interest.” The MTA was thus exempted from the requirement imposed on all other bus operators of obtaining local licenses from cities and towns for fixed-route service.

## **Additional DPU Regulatory Authority 1949 to 1964**

Chapter 449 of the Acts of 1949 established control by the DPU of changes in ownership of bus companies, and of the sale or transfer of certificates of public convenience and necessity (and the associated local licenses) from one carrier to another. Section 1 provided that certificates could be assigned and transferred after a public hearing at which it was established to the satisfaction of the DPU that the proposed transfer was consistent with the public interest. Previously, carriers had been able to reach agreements on transfer of routes, but it had been necessary for the DPU to revoke the original certificates and for the new carrier to go through all of the legal steps for obtaining new certificates, including local licensing.

In 1952, the law was further revised to permit transfers of portion of certificates without full surrender.

Section 2 of the 1949 law provided that no firm, trust, or corporation subject to DPU jurisdiction could acquire, take, or hold, directly or indirectly any part of the stock of any bus company regulated by the DPU without DPU approval. Also, no person or group, regardless of whether they were subject to DPU regulation could acquire 50 percent or more of the voting capital stock of any bus company regulated by the DPU without DPU approval. The DPU was required to determine that a proposed stock transfer was in the public interest before giving its approval.

Chapter 288 of the Acts of 1953 raised the minimum seating capacity of charter and special service vehicles subject to DPU regulation from eight to ten.

In 1954, the legislature became concerned about the deteriorating financial condition of many of the fixed-route bus companies, and broadened the powers of the DPU in allocating rights for non-fixed-route services in order to provide cross-subsidies.

Chapter 281 of the Acts of 1954 provided that no person or group owning or controlling 50 percent or more of the stock of any bus company subject to DPU jurisdiction should engage in contract school bus service or in charter work for schools without consent of the DPU.

Chapter 319 of the Acts of 1954 provided that no special service permit was to be issued in any city or town as the point of origin other than to the holder of a certificate of public convenience and necessity covering a route in the same city or town, unless no such carrier existed, or unless no carrier satisfying these conditions was fit, willing and able properly to perform the special service applied for. No special service permits were to be issued covering a certificated route of any carrier fit, willing and able to provide service.

Chapter 268 of the Acts of 1961 provided that no charter licensee could change the location of their principal place of business or any of the usual places of garaging their buses without notice to all other licensees in the community into which the relocation was planned; to licensees in all contiguous communities; and to all holders of certificates for fixed-routes in the proposed relocation community. Relocation was also barred unless there was a finding by the DPU that public convenience and necessity required the move.

This law was probably designed to prevent uncontrolled territorial expansion of charter companies, since long “deadhead” trips from garages to the origin points of charter trips would tend to decrease profitability. Even if a carrier were willing to incur large deadhead costs, the DPU has discouraged this practice by requiring each charter company to include a charge for deadhead mileage in its price for a charter trip. The rates for deadhead as well as those for revenue mileage for each company are set by the DPU. This policy gives an advantage to the

carrier with the garage closest to the beginning of any charter trip, but still does not ensure that this will be the lowest-cost carrier.

Chapter 41 of the Acts of 1964 placed new limitations on exemption of contract school bus service from DPU regulation of charter and special service. Under this Act, contract school service was exempt only if no fares were charged and no special charges were made to families of children using the service.

### **Creation of MBTA and Transfer of Regulatory Powers**

Chapter 563 of the Acts of 1964 created the Massachusetts Bay Transportation Authority (MBTA). Included in this Act was a transfer from the DPU to the MBTA of the power of issuing certificates of public convenience and necessity for any bus route entirely within the MBTA District. The MBTA was also given regulatory power over changes in stock control of bus companies operating entirely within the MBTA District, to the same extent that the DPU had formerly regulated such changes. The MBTA itself was not to be subject to DPU regulation except for matters related to safety.

### **Additional Bus Service Regulation 1965 to 1972**

Chapter 537 of the Acts of 1965 created a new category of special service: school service. This was defined as the transportation by motor vehicle, over a route other than one for which the applicant held a certificate of public convenience and necessity, of children to and from school or day camp. Service provided under a written contract with a municipality or municipal board was exempt, provided that no special charges were made to children using the service. The restrictions on carriers eligible for school service licenses remained the same as requirements for obtaining special service permits under the 1954 legislation.

Chapter 531 of the Acts of 1966 required that notice of any hearing on granting of a new charter license to a company based in any city or town be given to all companies already holding charter licenses and based in the same or contiguous cities or towns, and to each charter company conducting any business in the city or town where the prospective new operator would be based. This law gave existing carriers the opportunity to influence the DPU's decisions on new entries into the charter business.

Two Acts passed in 1971 tightened regulation of special service operation. Chapter 560 of the Acts of 1971 required the DPU to list in each special service permit issued specific points for picking up and dropping off passengers. This Act was probably intended to reduce possible competition between special service routes and routes operated under certificates of public convenience and necessity.

Chapter 561 of the Acts of 1971 required that before granting any special service permit the DPU provide at least seven days advance notice to all carriers already holding special service permits or certificates of public convenience and necessity for routes beginning or ending in the same city or town as the proposed new special service route. Previously, the DPU had only been required to notify carriers it believed might be interested in operating the new service.

Chapter 704 of the Acts of 1972 authorized any city or town in Massachusetts, notwithstanding provisions of the MBTA Act of 1964 to the contrary, to enter into contracts to provide transportation service with any person lawfully authorized to operate any motorbus on any public way in the city or town for the carrying of passengers for hire. Such contracts could

be either for new service or for maintenance of existing service, and contributions from the municipality could include funds for purchase, sale, or leasing of transportation equipment.

The main purpose of the 1972 Act was to provide communities in the MBTA District with an alternative to the MBTA in operating routes requiring subsidies. The MBTA Act had included a provision that the MBTA would provide mass transportation service in its District “on an exclusive basis,” whether jointly, directly, or under contract, except that private carriers already operating in the District at the time of passage of the Act could continue to do so. Private carriers could also expand service if authorized to do so by the MBTA.

Although the MBTA had approved most applications for new certificates of public convenience and necessity, it had been reluctant to allow cities or towns to replace MBTA bus service with private-carrier service. Since the 1972 law specified that carriers entering into contracts with cities or towns must be lawfully authorized to provide the service, certificates of public convenience and necessity were still required.

Between the time of the passage of the 1972 Act and the completion of this report in early 1974, no city or town in the MBTA District had yet contracted with a private carrier for new or continued bus service. However, two municipalities had arranged for unsubsidized private-carrier substitution for MBTA bus service.

### **SUMMARY OF HISTORY OF PRIVATE CARRIER OPERATIONS 1925-1973**

As of January 31, 1974, 19 privately owned companies were providing local bus transportation within what were then the limits of the MBTA District. Of these 19 companies, six were incorporated before the beginning of state regulation of fixed-route bus service in 1925. These companies and their incorporation dates were Lynnfield Community, Inc. (1918); Nantasket Transportation (1919); Brush Hill Transportation (1920); Plymouth and Brockton Street Railway Company (incorporated in 1922 as successor to a company established in 1888); Wellesley Motor Coach Company (1923); and The Gray Line (incorporated in 1924, but almost entirely a sightseeing and charter company until 1968).

Five additional companies had histories dating back to before 1925, but were not originally formally incorporated. These were Service Bus Line, incorporated in 1925; Rapid Transit, Inc., incorporated as Hart Bus Lines in 1928; Michaud Bus Lines, incorporated in 1936; Canton and Blue Hill Bus Line, incorporated in 1944; and Vocell Bus Company, incorporated in 1968. Vocell was strictly a charter service operator before 1952.

One company in the fixed-route business in the original MBTA District in 1974 was started between 1925 and 1930. This was Metropolitan Coach Service, not incorporated until 1941

One company in the fixed-route business in 1974 was started between 1930 and 1940. This was Hudson Bus Lines, started in 1933 and incorporated as Kenneth Hudson, Inc. in 1951.

Three companies in the fixed-route business in 1974 were started between 1940 and 1950. Hudson Bus Lines, Inc. was started in 1947 by the owner of Hudson Bus Lines, to serve a different geographical area. Transit Bus Lines was started in 1948, and merged in 1951 with a company started in 1942. Airways Transportation Company was incorporated in 1942, but did not enter the fixed-route business until 1949.

Two companies in the fixed-route business in 1974 were started between 1950 and 1960. These were Needham Transit Company, started in 1958, and Ritchie Bus Lines, Inc., which began as a school bus company in 1959, and entered the fixed-route business in 1973.

Of the companies providing fixed-route bus service in the MBTA District in 1974, the only one started after 1960 was Big W Trans., which entered the fixed-route business in 1967 after prior service as a school bus operator.

Of the eight companies started after 1926 that were still providing fixed-route service in 1974, only Metropolitan Coach Service did not enter the fixed-route business by taking over one or more routes previously operated by another carrier. However, most of the others subsequently started some original routes.

Between June 1, 1925, and December 31, 1925, while the DPU was issuing temporary certificates of public convenience and necessity to cover routes existing before the start of statewide regulation, 25 individuals or companies were granted certificates for local bus service within the original MBTA District. A list of these operators is provided in Table 2. Of these 25 entities, four were street railway companies that were also still operating trolley service. Two others were subsidiaries of railroad companies, and 11 were independent bus companies that had been started for the purpose of providing bus service on former trolley routes abandoned by unrelated companies. Five companies had begun by operating over routes that were either partially or wholly covered by trolley service that was still running at the time. Only four companies had started with routes that were entirely new. The relative preference of new entrants to the fixed-route bus business for previously operated routes versus new routes therefore predated DPU regulation.

Between 1926 and 1972, certificates of public convenience and necessity for bus routes within the original MBTA District were issued in the names of more than 110 individuals, partnerships, or companies. A summary of new operators by year is provided in Tables 3.1 to 3.4. However, the true number of organizations or companies to have been in the business is somewhat different, because some certificates were issued as a result of changes in company names or incorporation with no change in ownership. Conversely, some companies changed ownership but continued operating under the same name.

A summary of companies leaving the fixed-route business by year is provided in Tables 4.1 to 4.5. More than 90 companies that were once in the fixed-route bus business had ceased operations by 1974, but in all but seven cases some or all of the routes of the defunct company were restored by other companies. Frequently this occurred with no interruption of service. A large number of routes discontinued by companies that remained in the fixed-route business have not been restored, but information about such discontinued routes is difficult to obtain.

In 1973, fixed-route bus service in the MBTA District was run under 19 different company names, but common ownership of three groups of companies reduced the number of separate managements to 13. Kenneth Hudson controlled the stock of Kenneth Hudson, Inc., Hudson Bus Lines, Lynnfield Community, Inc., and Canton and Blue Hill Bus Lines, plus McIntire Bus Lines, a charter bus company that was once also in the fixed-route business.

The second-largest common ownership group was that of the Anzuoni family. Included in this group were the Plymouth and Brockton Street Railway Company, Service Bus Line, and Brush Hill Transportation Company, plus McGinn Bus Company, a charter bus operator.

The third common ownership group was that of Benjamin R. Goodman, consisting of Vocell Bus Company and Metropolitan Coach Service.

As of January 1974, each of the other 10 companies running fixed-route local bus service in the MBTA District was independent of any of the others.

Table 3.1  
Summary of New Entries to Fixed-Route Bus Business 1926 to 1933

<u>Year Entered</u>	<u>New Company or Operator</u>	<u>Company or Operator Replaced</u>	<u>Year Left</u>
1926	Alphonso Roberto	Service Bus Line, Inc. (one route)	1927
	White Bus Company	James Mason (Mason's Bus Line) (part)	1932
	Harriet Lindsay	None?	1938
	Homer Perigny (Canton-Blue Hill Bus Line)	Blue Hill St. Ry. (abandoned 1919)	1944
	Arthur Ford (Bryantville Auto Service)	Brockton & Plymouth St. Ry. (part)	1951
	Abraham Caplan	None (Sightseeing route)	1928
1927	Percy F. Simmons	None	1927
	Charles D. Cunningham	None	?
	Victor R. Morris	None	1927
	Earle A. Warwick	None	1933
	Boston, Worcester & NY St. Ry. Co.	Boston & Worcester St. Ry. Co.	1963
	Carey's Auto Service	Abandoned trolley route	1931
	Edward W. Cobbett	Rose Brothers	1933
	Plymouth & Brockton St. Ry. Co.	Brockton & Plymouth St. Ry. Co. (part)	In op. 1973
1928	Point Shirley St. Ry. Co.	Wireless street railway line, same company	1940
	Henry J. Vanasse (Metropolitan Coach Co.)	Long-abandoned trolley line	1941
	The Gray Line, Inc.	Abraham Caplan	In op. 1973
	Milford, Framingham & Uxbridge Coach Co.	Milford, & Uxbridge St. Ry. Co. trolley	1941
	Isabel F. May	None	1929
	Hart Bus Lines, Inc.	Hart's Bus Line	1939
	Walnut Hill Realty Co.	Boston Elevated Ry. Co. (one route)	1930
1929	None		
1930	The Short Line, Inc.	The Short Line (originally outside 1974 MBTA area)	1971
1931	Holland Brothers Bus Line	Eastern Mass. St. Ry. Co. (one route)	1952
1932	Fox Auto Service	Carey's Auto Service	1941
	Waltham Auto Exchange, E. Jennison Prop.	Waltham Auto Exchange	1934
1933	Kenneth Hudson (K. Hudson Bus Co.)	Eastern Mass. St. Ry. Co. (one trolley route)	1951
	Warwick Coach Lines, Inc.	Earle A. Warwick	1953

Table 3.2  
Summary of New Entries to Fixed-Route Bus Business 1934 to 1946

<u>Year Entered</u>	<u>New Company or Operator</u>	<u>Company or Operator Replaced</u>	<u>Year Left</u>
1934-35	None		
1936	Michaud Bus Line, Inc. Alton W. White	Eudger Michaud (Michaud's Bus Line None	In op. 1973 ?
1937	None		
1938	Homer Hanchett	None (temporary)	1938
1939	E. J. Walsh (American Arrow Travel System) Albert F. Lane (Lane's Bus Service) Saugus Transit	New England Transportation Co. (one route) James Mason (Mason's Bus Line) Hart Bus Lines, Inc. (new name)	? 1952 1940
1940	Rapid Transit, Inc. Modern Bus Lines, Inc.	Saugus Transit (new name) Fred C. Woodward (Modern Bus Lines)	In op. 1973 1950
1941	Metropolitan Coach Service, Inc.	Henry J. Vanasse (Metropolitan Coach Co.)	In op. 1973
1942	Hemeon Motor Coach Service, Inc. Anthony B. Sansone (Norwood Motor Tours) Michael J. Connolly	Hemeon Bros. Motor Coach Service Norwood Taxi (Charter operator) None (War Emergency)	1952 1948 1951
1943	W. A. & M. E. Luddy (W. H. Luddy & Son) Horace G. Keene; Lloyd B. Frisbee; John H. Flavell; Lyman S. Kent	None (War Emergency - restricted) New England Transportation Co. (one route, identical rights granted to four operators)	1962 1949
1944	Canton-Blue Hill Bus Line, Inc.,	Homer Perigny (Canton-Blue Hill Bus Line)	In op. 1973
1945	Dedham Transit Lines, Inc. Sutcliffe Storage & Warehouse Co. Henry J. Babine (Babine Bus Lines)	Oakdale Community Garage and Bus Line None (airport limousine service) None	1950 1946 1946
1946	Sutcliffe Transportation Co. E. S. Frazier (B&R Trans. Co.) K. Ridgway & R. Lappin (Clipper Bus Service)	Sutcliffe Storage & Warehouse Co. None directly, but several prior operators None	1948 1947 1947



Table 3.3  
Summary of New Entries to Fixed-Route Bus Business 1947 to 1956

<u>Year Entered</u>	<u>New Company or Operator</u>	<u>Company or Operator Replaced</u>	<u>Year Left</u>
1947	Carlton B. McIntire (McIntire Bus Lines)	None	1952
	Clipper Bus Service, Inc.	K. Ridgway & R. Lappin (Clipper Bus Service)	1947
	South Shore Transit, Inc.	Clipper Bus Service, Inc. (name change)	1950
	Robert Whipple (B. & R. Trans. Co.)	E. S. Frazier (B&R Trans. Co.)	1949
	George G. Polley (Gibbey's Taxi Co.)	None (seasonal route)	?
	Metropolitan Transit Authority	Boston Elevated Railway Co.	1964
	Hudson Bus Lines, Inc.	Lovell Bus Lines, Inc. (Weymouth Div.)	In op. 1974
1948	L. B. & A. S. Smith (Smith's Garage)	Lovell Bus Lines, Inc. (one route)	1949
	Sansone Motors, Inc.	Anthony B. Sansone (Norwood Motor Tours)	In op. 1974
	Transit Bus Line, Inc.	Michael J. Connolly (one route)	In op. 1974
1949	Airways Transportation Co.	Sutcliffe Transportation Co. (expanded)	In op. 1974
	South Shore Coach Lines, Inc.	None	1952
1950	Dedham-Needham Transit Lines, Inc.	Dedham Transit Lines; Modern Bus Lines	1958
1951	Kenneth Hudson, Inc. (Hudson Bus Lines)	Kenneth Hudson (K. Hudson Bus Co.)	In op. 1974
1952	J. T. & E. T. Vocell (Vocell Bus Co.)	Holland Bros. Bus Line	1968
	Wm. Minuchi (Pine Crest Acres Trans.)	Brush Hill Trans. Co. (one route)	1956
	John Perry (Perry's Bus Service)	Foxborough-Mansfield Bus Company (one route)	1953
	McIntire Bus Lines, Inc.	Carlton B. McIntire (McIntire Bus Lines)	In op. 1974
	Carlstrom Bus Lines, Inc.	Johnson Bus Lines, Inc. (3 routes)	1969
1953	J. F. Unda (Unda's Bus Service)	John Perry (Perry's Bus Service)	1967
	Joseph Mancini (Maynard Bus Service)	Lovell Bus Lines, Inc. (part)	1958
1954	None		
1955	Malden Bus Lines, Inc.	Service Bus Line, Inc.(part, from Warwick Coach 1953)	1972
1956	Saugus Transit, Inc.	Rapid Transit, Inc. (Saugus Division)	1972

Table 3.4  
Summary of New Entries to Fixed-Route Bus Business 1957 to 1973

<u>Year Entered</u>	<u>New Company or Operator</u>	<u>Company or Operator Replaced</u>	<u>Year Left</u>
1957	Carey's Motor Transportation, Inc.	None directly	In op. 1973
1958	Clifford L. Jerauld (Needham Transit Co.)	Dedham-Needham Transit Lines (part)	In op. 1973
1959-60	None		
1961	P. Brooks (Milford & Framingham Bus Line)	Johnson Bus Lines, Inc. (one route)	1967
1962	W. H. Luddy & Son, Inc.	W. A. & M. E. Luddy (W. H. Luddy & Son) (restricted)	In op. 1973
1963	Boston-Worcester Corp. (B&W Lines) Hughes Bros. Bus Co., Inc.	Boston, Worcester & NY St. Ry. Co. Boston-Worcester Corp. (one route)	1971 1973
1964	Massachusetts Bay Transportation Authority	Metropolitan Transit Authority	In op. 1973
1965-66	None		
1967	Robert Winterhalter (Big W Trans.) McNiff-Dominick Transit Unda's Bus Service, Inc.	P. Brooks (Milford & Framingham Bus Line) Michaud Bus Line, Inc. (part) J. F. Unda (Unda's Bus Service)	In op. 1973 1971 In op. 1973
1968	Vocell Bus Co., Inc.	J. T. & E. T. Vocell (Vocell Bus Co.)	In op. 1973
1969	Bernard Bus Lines	Carlstrom Bus Lines, Inc.	1970
1970	None		
1971	Bonanza Bus Lines, Inc.	The Short Line, Inc. (new name)	In op. 1973
1971	Action, Inc. (Community Bus Service)	McNiff-Dominick Transit	In op. 1973
1972	Overland Stage Coaches, Inc.	The Gray Line (part)	1973
1973	Robert J. Richie, Inc. (Ritchie Bus Lines) Ritchie Bus Lines, Inc.	Hughes Bros. Bus Co., Inc. The Gray Line (part); R. J. Ritchie	1973 In op. 1973

(ref. Table 4.5) Table 4.1  
Summary of Exits from Fixed-Route Bus Business 1926 to 1937

<u>Exit Year</u>	<u>Exit Type</u> (ref. Table 4.5)	<u>Company or Operator Exiting</u>	<u>Year Entered</u>	<u>New Company or Operator</u>
1926		None		
1927	R	Boston and Worcester St. Ry. Co.	1903*	Boston, and Worcester & N.Y. St. Ry. Co.
	B	Rose Brothers Bus Co.	?	Edward W. Cobbett
	V	Alphonso Roberto	1926	None
	S	Percy F. Simmons	1927	None
	S	Victor R. Morris	1927	None
1928	I	Hart's Bus Line	1922	Hart Bus Lines, Inc.
	B	Massachusetts Coach Company	?	Eastern Mass. St. Ry.
	I	Abraham Caplan	1926	The Gray Line, Inc.
1929	O	Isabel F. May	1928	None
1930	B	Walnut Hill Realty Co.	1928	Henry J. Vanasse (Metropolitan Coach Co.)
1931	O	Carey's Auto Service	1927	Fox Auto Service
1932	B	Waltham Auto Exchange	?	Waltham Auto Exchange, E. Jennison Prop.
	O	White Bus Company	1926	Lovell Bus Lines, Inc.
1933	I	Earle A. Warwick	1927	Warwick Coach Lines, Inc.
	O	Edward W. Cobbett	1927	Lovell Bus Lines, Inc.
1934	B	Waltham Auto Exchange, E. Jennison Prop.	1932	Lovell Bus Lines, Inc.
1935		None		
1936	I	Eudger J. Michaud (Michaud's Bus Line)	?	Michaud Bus Line, Inc.
1937		None		

Table 4.2  
Summary of Exits from Fixed-Route Bus Business 1938 to 1947

<u>Exit Year</u>	<u>Exit Type</u> (ref. Table 4.5)	<u>Company or Operator Exiting</u>	<u>Year Entered</u>	<u>New Company or Operator</u>
1938	B	Rawding Bus Lines, Inc.	1919	Boston Elevated Railway Company
	M	Medway and Dedham Bus Lines	1924	Johnson Bus Lines, Inc.
	M	Carlstrom Bus Lines, Inc.	1920	Johnson Bus Lines, Inc.
	O	Harriet Lindsay	1926	Henry J. Vanasse (Metropolitan Coach Co.)
	O	Homer Hanchett	1938	Fred C. Woodward (Modern Bus Lines)
1939	O	James Mason, d/b/a Mason's Bus Line	?	Albert Lane (Lane's Bus Service)
	N	Hart Bus Lines, Inc.	1928	Saugus Transit
1940	I	Fred C. Woodward (Modern Bus Lines)		Modern Bus Lines, Inc.
	O	Point Shirley St. Ry. Co.	1910*	Rapid Transit, Inc.
	N	Saugus Transit	1939	Rapid Transit, Inc.
1941	I	Henry J. Vanasse (Metropolitan Coach Co.)	1928	Metropolitan Coach Service, Inc.
	O	Milford, Framingham & Uxbridge Coach Co.	1928	Johnson Bus Lines, Inc.
	V	Fox Auto Service	1932	Lovell Bus Lines, Inc.
1942	I	Hemeon Bros. Motor Coach Service	1920	Hemeon Motor Coach Service, Inc.
	O	Alton W. White	1936	None
1943		None		
1944	I	Homer Perigny (Canton-Blue Hill Bus Line)	1926	Canton-Blue Hill Bus Line, Inc.,
1945	B	Oakdale Community Garage and Bus Line	1921	Dedham Transit Lines, Inc.
1946	N	Sutcliffe Storage & Warehouse Co.	1945	Sutcliffe Transportation Co.
	O	Henry J. Babine (Babine Bus Lines)	1945	Albert Lane (Lane's Bus Service)
1947	G	Boston Elevated Railway Company	1897*	Metropolitan Transit Authority
	O	Lovell Bus Lines, Inc. Weymouth Division		Hudson Bus Lines, Inc.
	B	E. S. Frazier (B&R Trans. Co.)	1946	Robert Whipple (B. & R. Trans. Co.)
	O	K. Ridgway & R. Lappin (Clipper Bus Service)	1946	Clipper Bus Service, Inc.
	N	Clipper Bus Service, Inc.	1947	South Shore Transit, Inc.

Table 4.3  
Summary of Exits from Fixed-Route Bus Business 1948 to 1957

<u>Exit Year</u>	<u>Exit Type</u> (ref. Table 4.5)	<u>Company or Operator Exiting</u>	<u>Year Entered</u>	<u>New Company or Operator</u>
1948	I	Anthony B. Sansone (Norwood Motor Tours)	1942	Sansone Motors, Inc.
1949	O	Horace G. Keene; Lloyd B. Frisbee;	1943	South Shore Coach Lines, Inc. (1950)
	O	John H. Flavell; Lyman S. Kent	1943	South Shore Coach Lines, Inc. (1950)
	O	Sutcliffe Transportation Co.	1946	Airways Transportation Co.
	O	Robert Whipple (B. & R. Trans. Co.)	1947	None
	T	L. B. & A. S. Smith (Smith's Garage)	1948	South Shore Coach Lines, Inc.
1950	M	Modern Bus Lines, Inc.	1940	Dedham-Needham Transit Lines, Inc.
	N	Dedham Transit Lines, Inc.	1945	Dedham-Needham Transit Lines, Inc.
	T	South Shore Transit, Inc.	1947	Plymouth & Brockton St. Ry. Co.
1951	T	Arthur Ford (Bryantville Auto Service)	1926	Plymouth & Brockton St. Ry. Co.
	I	Kenneth Hudson (K. Hudson Bus Co.)	1933	Kenneth Hudson, Inc. (Hudson Bus Lines)
	M	Michael J. Connolly	1942	Transit Bus Line, Inc.
1952	O	Foxborough-Mansfield Bus Company	1921	Transit Bus Line, Inc.; Perry's Bus Service
	O	Holland Brothers Bus Line	1931	J. T. & E. T. Vocell (Vocell Bus Co.)
	T	Albert F. Lane (Lane's Bus Service)	1939	McIntire Bus Lines, Inc.
	C	Hemeon Motor Coach Service, Inc.	1942	Michaud Bus Line, Inc.
	M	Carlton B. McIntire (McIntire Bus Lines)	1947	McIntire Bus Lines, Inc.
	T	South Shore Coach Lines, Inc.	1949	Plymouth & Brockton St. Ry. Co.
1953	O	Lovell Bus Lines, Inc.	1919	Middlesex & Boston St. Ry.; Joseph Mancini
	T	Warwick Coach Lines, Inc.	1933	Service Bus Line, Inc.
	T	John Perry (Perry's Bus Service)	1952	J. F. Unda (Unda's Bus Service)
1954-55		None		
1956	O	Wm. Minuchi (Pine Crest Acres Trans.)	1952	None
1957		None		

Table 4.4  
Summary of Exits from Fixed-Route Bus Business 1958 to 1971

<u>Exit Year</u>	<u>Exit Type</u> (ref. Table 4.5)	<u>Company or Operator Exiting</u>	<u>Year Entered</u>	<u>New Company or Operator</u>
1958	T	New England Transportation Company	1925	The Short Line, Inc.; Johnson Bus Lines
	O	Dedham-Needham Transit Lines, Inc.	1950	Transit Bus Line; Needham Transit
	S	Joseph Mancini (Maynard Bus Service)	1953	None
1959	T	Boston and Maine Transportation Company	1925	Trailways of N.E.; Eastern Mass. St. Ry.
	B,T	Pierce Bus Lines, Inc.	1923	MTA; Transit Bus Line (1957)
1960-61		None		
1962	I	W. A. & M. E. Luddy (W. H. Luddy & Son)	1943	W. H. Luddy & Son, Inc.
1963	R	Boston, Worcester & NY St. Ry. Co.	1927	Boston-Worcester Corp. (B&W Lines)
1964	G	Metropolitan Transit Authority	1947	Massachusetts Bay Transportation Authority
1965		None		
1966	T	Gloucester Auto Bus Company	1920	Michaud Bus Line, Inc.
1967	T	J. F. Unda (Unda's Bus Service)	1953	Unda's Bus Service, Inc.
	T	P. Brooks (Milford & Framingham Bus Line)	1961	Robert Winterhalter (Big W Trans.)
1968	T	Eastern Mass. St. Ry. Co.	1919*	Massachusetts Bay Transportation Authority
	T	J. T. & E. T. Vocell (Vocell Bus Co.)	1952	Vocell Bus Co., Inc.
1969	T	Carlstrom Bus Lines, Inc.	1952	Bernard Bus Lines
1970	O	Bernard Bus Lines	1969	Boston-Worcester Corp. (one route)
1971	N	The Short Line, Inc.	1930	Bonanza Bus Lines, Inc.
	T	Boston-Worcester Corp. (B&W Lines)	1963	The Gray Line, Inc.
	O	McNiff-Dominick Transit	1967	Action, Inc. (Community Bus Service)

Table 4.5  
Summary of Exits from Fixed-Route Bus Business 1972 and 1973

<u>Exit Year</u>	<u>Exit Type</u> (ref. below)	<u>Company or Operator Exiting</u>	<u>Year Entered</u>	<u>New Company or Operator</u>
1972	O	Middlesex & Boston St. Ry. Co.	1907*	Massachusetts Bay Transportation Authority
	M	Malden Bus Lines, Inc.	1955	Service Bus Line, Inc.
	M	Saugus Transit, Inc.	1956	Service Bus Line, Inc.
1973	O	Hughes Bros. Bus Co., Inc.	1963	Robert J. Richie, Inc. (Ritchie Bus Lines)
	O	Overland Stage Coaches, Inc.	1972	Plymouth & Brockton St. Ry. Co.
	N	Robert J. Richie, Inc. (Ritchie Bus Lines)	1973	Ritchie Bus Lines, Inc.

Key to Exit Type

- B Business of exiting company taken over by replacement company by agreement; new certificates issued
- C Exit company absorbed by replacement company; certificates transferred or new certificates issued
- G New government agency replaced exit organization
- I Exit company formerly unincorporated, incorporated under name of replacement company
- M Exit company merged with replacement company under name of latter
- N Exit company name changed to replacement company name without reincorporation
- O Exit company went out of business. Replacement company, if any, got new certificates
- R Exit company reorganized as replacement company
- S Exit company voluntarily surrendered certificates to DPU
- T Certificates of exit company transferred to replacement company by agreement (1949 or later)
- V DPU revoked certificates for violation of regulations

\* After Year Entered indicates date company began operating streetcars

If a major portion of service of exit company was taken over by another carrier before Exit Year, replacement date is shown in () after name of replacement company

Companies no longer in fixed-route business are not included in Exit list if they were still operating other forms of bus service in 1974 and their certificates had not been revoked.

## **COMPARISONS OF MBTA AND PREDECESSORS WITH PRIVATE CARRIERS**

### **Geographical Extent of Operations**

As can be seen from the maps in Volume 2 of this report, the network of street railway lines in operation before 1925 provided the core for the bus network in operation throughout most of the original MBTA District in 1973. The MBTA itself and the Plymouth and Brockton Street Railway Company (P&B) were the only remaining operators to have run trolley lines as such, and most of P&B's former trolley lines were outside the District. The three largest private companies that originally operated trolleys in the District all survived into the 1960s, but were gone by 1974. The Eastern Mass. Street Railway Company was sold to the MBTA in 1968. The Middlesex & Boston Street Railway Company was liquidated in 1972, after eight years of MBTA subsidization, but much of the route structure was taken over by the MBTA. The Boston, Worcester and New York Street Railway was reorganized in 1963 as the Boston-Worcester Corporation, which sold its fixed-route operating rights to the Gray Line in 1971.

Although the DPU, especially in later years, tended to protect the operating territories of existing carriers, the Metropolitan Transit Authority was the only carrier under its jurisdiction that was actually restricted by law to operation in specific cities and towns. The 14 cities and towns in the MTA District were chosen because they were the ones served by the Boston Elevated Railway Company when the MTA replaced it in 1947.

The Boston Elevated's service area in 1947 was nearly the same as that company's territory in 1925. The town of Milton was brought in with the completion of the Mattapan High Speed Trolley Line in 1929, and Revere was added through acquisition of the Chelsea Division of the Eastern Mass. Street Railway Company in 1936.

Like the Boston Elevated Railway Company, three of the four private former trolley companies that operated buses in the original MBTA District made little attempt to extend bus service beyond their 1925 operating territories. P&B was the sole exception to this trend.

Very few Eastern Mass. Street Railway Company bus routes ever established within the original MBTA District were not in cities or towns in which the company had operated trolley lines. The Boston, Worcester and New York Street Railway Company included one long bus route, established by its predecessor in 1926, that was almost entirely outside of communities served by the company's trolley lines. Except for one short-lived new route, this bus line, along with the former Boston & Worcester trolley routes, defined the BW&NY's operating territory for the remainder of the company's existence.

The Middlesex & Boston Street Railway Company started only two bus routes outside of its former trolley territory between 1925 and 1953. Five municipalities were added in 1953 through the replacement of former routes of Lovell Bus Lines, but one of the five was soon dropped and service to another was limited to one stop, at an MTA terminal.

In contrast with most of the bus companies that started as trolley operators, private bus companies that began as bus companies have not in general acted under theories of territorial sovereignty. Furthermore, in many cases these companies have not even attempted to create fully interconnected route networks. Details of the development of the route structures of each of the private carriers providing local bus service in the original MBTA District in 1973, and those of their main predecessor companies appear in the Volume 2 of this report.



## **Characteristics of Service Provided**

The Boston Elevated Railway Company, as a pre-1925 street railway operator, was oriented to a route structure that provided both local circulation and collection and distribution for trips to downtown Boston. This pattern was not changed in later years as buses replaced streetcars and as the Boston Elevated was succeeded by the Metropolitan Transit Authority. The opening of the Dorchester rapid transit extension in 1927-28 resulted in the shortening of a few trolley and bus routes to feed into the Ashmont and Fields Corner stations, but most of the original network coverage was maintained via shortened surface routings. Similarly, completion of the East Boston extension in 1952-54 resulted in changes in the endpoints of some routes in East Boston and Revere.

Use of the Brookline Village and Brookline Hills stations on the Riverside extension in 1959 as feeder service terminals was forced by neighborhood objections to be abandoned. When free transfers between bus routes were eliminated in 1961, most of the MTA bus routes that had not had direct connections to rapid transit were extended through to rapid transit stations. At least one rapid transit station could be reached without transferring between buses from every point on the bus network that the MBTA inherited from the MTA in 1964. The length of most Boston Elevated or MTA bus routes did not exceed six miles each way.

Many private-carrier bus routes in the original MBTA District had no direct connections to the rail rapid transit system. They provided access to Boston either via connecting bus routes or via commuter rail lines, but their predominant use was probably for more local travel.

## **Populations of Cities and Towns Served**

Populations and population densities of the cities and towns in the original MBTA District in 1925 and at 10-year intervals from 1930 to 1970 are shown in Table 5 for the “Inner 14” cities and towns and in Tables 6.1 to 6.4 for the “Outer 65.” These figures show that in 1925, the first year of state regulation of fixed-route bus service, all except one of the 14 cities and towns that would later become the MBTA Inner 14, or 93 percent of them, had populations in excess of 15,000, and nine of the 14, or 64 percent, had populations in excess of 40,000.

By comparison, of the 65 cities and towns that were to become the MBTA Outer 65, only 12, or 19 percent, had 1925 populations in excess of 15,000, and only three (5 percent), had 1925 populations in excess of 40,000. As might be expected from these figures, the street railway network in the Outer 65 municipalities overall was oriented more to routes connecting two or more cities and towns than to networks providing circulation within individual communities.

In 1925, the Eastern Mass. Street Railway did have local-circulation networks in the three most highly populated cities of the Outer 65. These, and their 1925 populations were Lynn (103,147), Quincy (60,131), and Salem (42,821). The Middlesex and Boston Street Railway provided local circulation in the fourth-most-populous Outer 65 city, Waltham (34,926), and in one Inner 14 city, Newton (53,364). These networks all originated as trolley systems.

Table 5  
 POPULATIONS AND POPULATION DENSITIES OF MBTA INNER 14 CITIES AND TOWNS  
 1925 TO 1970

(For each municipality, first line is population, second line is population density)

City or Town and Area (Square Miles)	<u>1925</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Arlington	25,155	36,094	40,013	44,353	49,953	53,524
5.58	4,508	6,468	7,171	7,949	8,952	9,592
Belmont	15,256	21,748	26,867	27,381	28,715	28,285
4.66	3,274	4,667	5,765	5,876	6,162	6,070
Boston	781,529	781,188	770,816	801,444	697,197	641,071
45.40	17,214	17,207	16,978	17,653	15,357	14,121
Brookline	42,633	47,490	49,786	57,589	54,044	58,689
6.82	6,251	6,963	7,300	8,444	7,924	8,605
Cambridge	120,053	113,643	110,879	120,740	107,716	100,361
7.14	16,814	15,916	15,529	16,910	15,086	14,056
Chelsea	47,505	45,816	41,259	38,912	33,749	30,625
2.17	21,892	21,113	19,013	17,932	15,553	14,113
Everett	42,072	48,424	46,784	45,982	43,544	42,485
3.75	11,219	12,913	12,476	12,262	11,612	11,329
Malden	51,789	58,036	58,010	59,804	57,676	56,127
5.13	10,095	11,313	11,308	11,658	11,243	10,941
Medford	47,627	59,714	63,083	66,113	64,971	64,397
8.76	5,437	6,817	7,201	7,547	7,417	7,351
Milton	12,861	16,434	18,708	22,395	26,375	27,190
13.20	974	1,245	1,417	1,697	1,998	2,060
Newton	53,364	65,276	69,873	81,994	92,384	91,263
18.33	2,911	3,561	3,812	4,473	5,040	4,979
Revere	33,261	35,680	34,405	36,763	40,080	43,159
6.32	5,263	5,646	5,444	5,817	6,342	6,829
Somerville	99,206	103,908	102,177	102,351	94,697	88,779
4.12	24,079	25,220	24,800	24,842	22,985	21,548
Watertown	25,480	34,913	35,427	37,329	39,092	39,307
4.17	6,110	8,372	8,496	8,952	9,375	9,426

Table 6.1  
 POPULATIONS AND POPULATION DENSITIES OF MBTA OUTER 65 CITIES AND TOWNS  
 1925 TO 1970

(For each municipality, first line is population, second line is population density)

City or Town and Area (Square Miles)	<u>1925</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Ashland	2,521	2,079	2,479	3,500	7,779	8,882
12.96	195	160	191	270	600	685
Bedford	1,514	2,603	3,807	5,234	10,969	13,513
13.85	109	188	275	378	792	976
Beverly	23,926	27,371	25,537	28,884	36,108	38,348
15.36	1,558	1,782	1,663	1,880	2,351	2,497
Braintree	13,337	15,721	16,378	23,161	31,069	35,050
14.41	926	1,091	1,137	1,607	2,156	2,432
Burlington	1,431	1,722	2,275	3,250	12,852	21,980
11.88	120	145	191	274	1,082	1,850
Canton	5,896	5,816	6,381	7,465	12,771	17,100
19.38	304	300	329	385	659	882
Cohasset	2,913	3,083	3,111	3,731	5,840	6,954
10.06	290	306	309	371	581	691
Concord	7,056	7,477	7,972	8,623	12,517	16,148
25.77	274	290	309	335	486	627
Danvers	11,798	12,957	14,179	15,720	21,926	26,151
13.84	852	936	1,024	1,136	1,584	1,890
Dedham	13,918	15,136	15,508	18,487	23,869	26,938
10.79	1,290	1,403	1,437	1,713	2,212	2,497
Dover	1,044	1,195	1,374	1,722	2,846	4,529
15.31	68	78	90	112	186	296
Duxbury	1,688	1,696	2,359	3,167	4,727	7,636
24.51	69	69	96	129	193	312
Framingham	21,078	22,210	23,214	28,086	44,526	64,048
27.27	773	814	851	1,030	1,633	2,349
Hamilton	2,018	2,044	2,037	2,764	5,488	6,373
14.99	135	136	136	184	366	425
Hanover	2,755	2,808	2,875	3,389	5,923	10,107
15.63	176	180	184	217	379	647
Hingham	6,158	6,657	8,003	10,665	15,378	18,845
22.59	273	295	354	472	681	834

Table 6.2  
 POPULATIONS AND POPULATION DENSITIES OF MBTA OUTER 65 CITIES AND TOWNS  
 1925 TO 1970

(For each municipality, first line is population, second line is population density)

City or Town and Area (Square Miles)	<u>1925</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Holbrook	3,273	3,353	3,330	4,004	10,104	11,775
7.32	447	458	455	547	1,380	1,609
Hull	2,652	2,047	2,167	3,379	7,055	9,961
2.53	1,048	809	857	1,336	2,789	3,937
Lexington	7,804	9,467	13,187	17,335	27,691	31,886
16.63	469	569	793	1,042	1,665	1,917
Lincoln	1,273	1,493	1,783	2,427	5,613	7,567
14.92	85	100	120	163	376	507
Lynn	103,147	102,327	98,123	99,738	94,478	90,294
11.21	9,201	9,128	8,753	8,897	8,428	8,055
Lynnfield	1,331	1,594	2,287	3,927	8,398	10,826
10.49	127	152	218	374	801	1,032
Manchester	2,499	2,636	2,472	2,868	3,932	5,151
7.72	324	341	320	372	509	667
Marblehead	8,214	8,668	10,856	13,765	18,521	21,295
4.42	1,858	1,961	2,456	3,114	4,190	4,818
Marshfield	1,777	1,625	2,419	3,267	6,748	15,223
28.52	62	57	85	115	237	534
Maynard	7,857	7,156	6,812	6,978	7,695	9,710
5.35	1,469	1,338	1,273	1,304	1,438	1,815
Medfield	3,867	4,066	4,384	4,549	6,021	9,821
14.52	266	280	302	313	415	676
Melrose	20,148	23,170	25,333	26,988	26,619	33,180
4.80	4,198	4,827	5,278	5,623	5,546	6,913
Middleton	1,667	1,712	2,348	2,916	3,718	4,044
14.46	115	118	162	202	257	280
Millis	1,791	1,738	2,278	2,551	4,374	5,686
12.26	146	142	186	208	357	464
Nahant	1,630	1,654	1,835	2,679	3,960	4,119
1.06	1,538	1,560	1,731	2,527	3,736	3,886
Natick	12,816	13,589	13,851	19,838	23,831	31,057
15.99	802	850	866	1,241	1,490	1,942
Needham	8,977	10,845	12,455	16,313	25,793	29,748
12.75	704	851	977	1,279	2,023	2,333

Table 6.3  
 POPULATIONS AND POPULATION DENSITIES OF MBTA OUTER 65 CITIES AND TOWNS  
 1925 TO 1970

(For each municipality, first line is population, second line is population density)

City or Town and Area (Square Miles)	<u>1925</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Norfolk	1,213	1,430	2,294	2,704	3,471	4,656
15.35	79	93	149	176	226	303
North Reading	1,689	1,945	2,886	4,402	8,331	11,264
13.53	125	144	213	325	616	833
Norwell	1,466	1,519	1,871	2,515	5,207	7,796
21.33	69	71	88	118	244	365
Norwood	14,183	15,049	15,383	16,636	24,898	30,815
10.59	1,339	1,421	1,453	1,571	2,351	2,910
Peabody	20,107	21,345	21,711	22,645	32,202	48,080
16.81	1,196	1,270	1,292	1,347	1,916	2,860
Pembroke	1,480	1,492	1,718	2,579	4,919	11,193
23.26	64	64	74	111	211	481
Quincy	60,131	71,983	75,810	83,835	87,409	87,966
16.64	3,614	4,326	4,556	5,038	5,253	5,286
Randolph	5,642	6,553	7,634	9,982	18,900	27,035
10.32	547	635	740	967	1,831	2,620
Reading	8,693	9,767	10,866	14,006	19,259	22,539
9.85	883	992	1,103	1,422	1,955	2,288
Rockland	7,966	7,524	8,087	8,960	13,119	15,674
10.11	788	744	800	886	1,298	1,550
Salem	42,821	43,353	41,213	41,880	39,211	40,556
8.18	5,235	5,300	5,038	5,120	4,794	4,958
Saugus	12,743	14,700	14,825	17,162	20,666	25,110
11.58	1,100	1,269	1,280	1,482	1,785	2,168
Scituate	2,713	3,118	4,130	5,993	11,214	16,973
17.07	159	183	242	351	657	994
Sharon	3,119	3,351	3,737	4,847	10,070	12,367
24.31	128	138	154	199	414	509
Sherborn	929	943	1,022	1,245	1,806	3,309
15.39	60	61	66	81	117	215
Stoneham	9,085	10,060	10,765	13,229	17,821	20,725
6.66	1,364	1,511	1,616	1,986	2,676	3,112
Sudbury	1,394	1,182	1,754	2,596	7,447	13,506
24.50	57	48	72	106	304	551

Table 6.4  
 POPULATIONS AND POPULATION DENSITIES OF MBTA OUTER 65 CITIES AND TOWNS  
 1925 TO 1970

(For each municipality, first line is population, second line is population density)

City or Town and Area (Square Miles)	<u>1925</u>	<u>1930</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>
Swampscott	8,963	10,346	10,761	11,580	13,294	13,578
3.10	2,891	3,337	3,471	3,735	4,288	4,380
Topsfield	915	986	1,150	1,412	3,351	5,225
12.86	71	77	89	110	261	406
Wakefield	15,611	16,318	16,223	19,633	24,295	25,402
7.89	1,979	2,068	2,056	2,488	3,079	3,220
Walpole	6,521	7,273	7,443	9,109	14,068	18,149
21.09	309	345	353	432	667	861
Waltham	34,296	39,247	40,020	47,187	55,413	61,582
13.52	2,537	2,903	2,960	3,490	4,099	4,555
Wayland	2,255	2,937	3,505	4,407	10,444	13,461
15.88	142	185	221	278	658	848
Wellesley	9,156	11,439	15,127	20,549	26,071	28,051
10.51	871	1,088	1,439	1,955	2,481	2,669
Wenham	1,145	1,119	1,220	1,644	2,798	3,849
8.21	139	136	149	200	341	469
Weston	2,906	3,332	3,590	5,026	8,261	10,870
17.36	167	192	207	290	476	626
Westwood	1,706	2,097	3,376	5,837	10,354	12,750
11.24	152	187	300	519	921	1,134
Weymouth	17,265	20,882	23,868	32,690	48,177	54,610
17.72	974	1,178	1,347	1,845	2,719	3,082
Wilmington	3,515	4,013	4,645	7,039	12,745	17,102
17.12	205	234	271	411	744	999
Winchester	11,565	12,719	15,081	15,509	19,376	22,269
6.28	1,842	2,025	2,401	2,470	3,085	3,546
Winthrop	16,155	16,852	16,768	19,496	20,303	20,335
1.63	9,911	10,339	10,287	11,961	12,456	12,475
Woburn	18,354	19,434	19,751	20,492	31,214	37,406
13.11	1,400	1,482	1,507	1,563	2,381	2,853

## Local Circulation Networks

Every one of the 79 cities and towns in the 1973 MBTA District had some kind of local-stop bus service at some time since 1925. In 1973, four MBTA municipalities, Lincoln, Manchester, Sharon, and Sherborn, had no bus service for the general public. In 23 MBTA municipalities, the only bus service was by inter-community routes that passed through them more because of their locations on arterial roads than because of their local traffic potential.

All-time bus route maps of the cities and towns in the 1973 MBTA District may create the impression that there have been a large number of single-municipality circulation systems. However, only about one-third of the Outer 65 municipalities ever had enough routes in operation at any given time to permit travel between many different neighborhoods.

Four Outer 65 communities that had local circulation provided by trolley lines before 1925 are noted above. In 1974, the MBTA provided all or most of the local bus service in each of these four communities. Portions of Danvers, Beverly, and Peabody also had local-circulation bus systems derived from trolley systems. Only four other Outer 65 communities had extensive local-circulation systems, and none of these were profitable. The town of Dedham had a network developed mostly in the 1920s and 1930s by Oakdale Community Garage and Bus Line. This system changed hands in 1945, 1958, 1967, and 1972. The last change was a takeover by the MBTA, following operation by the Middlesex and Boston Street Railway at the direction of the MBTA. [After several more changes in operators, this system shut down in 2019.]

The town of Weymouth had a system developed as local-service routes in the 1920s, 30s, and 40s, but operated by 1973 as collection and distribution segments of rapid transit feeder routes. Hudson Bus Lines had been the operator since January 1948, but as can be seen on Map 10 in Volume 2, many of Hudson's authorized routes in the town were no longer being operated in 1973. Hudson's system experienced ridership losses when MBTA rapid transit service was extended to Quincy. [In 2020, the MBTA was the only bus operator in Weymouth.]

In 1973, the town of Winthrop had a local bus system established mostly in 1940 to replace an electrified commuter rail belt line. In 1973, the MBTA had been subsidizing the bus system for five years. [Winthrop bus service was still operated under MBTA contract in 2020]

In 1974, the town of Framingham had a local circulation bus system developed mostly in the 1940s and 1950s. The Gray Line acquired these routes in 1971, and greatly reduced service on them after that. [In 2020, the Metrowest Regional Transit Authority provided local bus service in Framingham, on a network mostly replicating historic routes of other carriers.]

Some other local-circulation bus networks operated in the past in the original MBTA District but discontinued before 1973 are described briefly below.

The Weymouth system operated by Hudson Bus Lines once included several lines in the eastern half of Braintree. These lines were started in the 1930s and 40s and were phased out during the early years of Hudson service after 1948.

Hudson Bus Lines started several bus lines in Peabody in 1935, but some may have been intended mostly for school service. Hudson ran these routes until 1959, when they were taken over by Hudson subsidiary Lynnfield Community, Inc. Some new routes were added to the system in 1959 and 1962, but by 1964 there was no service for the general public on any of this network.

Lynnfield Community, Inc. developed a local bus network in the town of Lynnfield in 1942 and expanded it in 1957, but discontinued it by 1964.

From 1943 to 1948, the town of Marshfield provided subsidies to four individuals simultaneously operating collection and distribution bus routes in that town, connecting with commuter rail service at Greenbush Station in Scituate. The bus service ceased when the subsidy was discontinued.

In November 1945, Henry J. Babine, d/b/a Babine Bus Lines was granted rights for six routes radiating from the center of the town of Wilmington to the town borders, and for a route extending from Wilmington to Tewksbury and Billerica. Seven months later, the DPU suspended the certificates because Babine failed to comply with insurance requirements. The certificates were revoked in September 1948. A temporary license was granted to another carrier for operation of all of Babine's routes, but the new carrier did not seek permanent operating authority.

A local circulation bus network in the town of Reading was started in 1947 by McIntire Bus Lines and was expanded in 1954. The company was sold in 1956, and the entire network was phased out over the next few years.

In January 1957, the DPU granted a certificate to Carey's Motor Transportation, Inc. for several new bus routes in the town of Randolph, with a restriction that all passengers must be going to or from the center of town. The duration of this service was not determined during research for this report.

In 1968 Vocell Bus Lines, Inc. was granted rights for several new bus routes in the town of Burlington, providing service between residential areas and the recently opened Burlington Shopping Mall. Most of these routes survived for less than a year.

The populations of all the cities and towns mentioned above increased from the time when local bus service was in operation, so the evidence of past failure in a particular community does not in itself prove that a system operated at the present time in the same community would fail. However, in 1973, the overall experience of local transit in the MBTA District did not seem to indicate good prospects for operation of conventional fixed-route buses for short trips in most of the Outer 65 cities and towns.

### **Profitability and Cost of Operations**

The profitability of private operation of fixed-route bus service is difficult to determine accurately, because most fixed-route companies are also in the charter and school bus business and do not completely separate accounting for the different types of service. However, the very fact that fixed-route service is seldom operated as the sole business of a carrier implies that such a venture would not be highly profitable. The section of this report on the regulation of bus service mentions some laws designed to force subsidization of fixed-route service by more profitable service types. The histories of individual companies in Volume 2 include some examples of subsidization of general-public fixed-routes by school bus contracts, under written or implied agreements with municipalities. Research for this report revealed that cancellation of school bus contracts was the direct cause of cessation of service on the Weymouth Division of Lovell Bus Lines, Inc. in 1947, the Dedham routes of Transit Bus Line in 1967, and all service of Hughes Bros. Bus Co. in 1973. Doubtless there have been other such cases, but the three mentioned here serve to illustrate that cross-subsidization from school routes is an old and continuing phenomenon.



The fact that routes abandoned by one company are frequently taken over by another company indicates that a route that is unprofitable for one operator is not necessarily unprofitable for others. Reasons for cost differences frequently mentioned in certificate transfer cases are differences in driver wages and availability of garaging facilities nearer to the route. A recent example is the transfer of a route between Worcester and Boston via U.S. Rte. 20 from The Gray Line to Ritchie Bus Lines, approved by the DPU in September 1973. Ritchie expected to pay lower wages, because the operation, unlike that of Gray Line, would be non-union. Ritchie's garage was located near the outer end of the route, whereas Gray Line had operated from a garage in Boston. Deadhead mileage in the morning and at night was greatly reduced for the new company. [After many more operator changes, service ended in 2008.]

Experienced management appears to be an important factor in determining the success or failure of bus companies. For example, Brush Hill Transportation Company was a profitable operation in 1973, but was on the verge of collapse when the Anzuoni family interests acquired it in 1954. Another Anzuoni company, Malden Bus Lines was derived with virtually no route changes from Warwick Coach Lines, which went bankrupt in 1953. Malden Bus Lines reported a profit at least as late as 1970, despite providing only fixed-route service. In 1972, the company was consolidated with two other Anzuoni companies. (The combined company was sold to the MBTA in 1974.)

Lynnfield Community, Inc. was about to go out of business when it was sold to Kenneth Hudson in 1951. Under this ownership, the company was still having profitable years in the early 1970s. [Lynnfield Community ended fixed-route bus operation in 1976.]

The fact that a bus company shows a deficit in its annual report is not necessarily an indication that its owners are not making a profit. The stock of most bus companies in operation in the MBTA area in 1973 was owned entirely by the managements of the companies. In most cases, the company officers were either paid as such or were employed under other titles within the company. It is possible that small reported annual deficits are borne by company officers by in effect drawing lower compensation than is allotted on paper. This solution would be most feasible for owners having interests in several bus companies or unrelated enterprises. Whether such financial methods were used by owners of bus companies in the 1973 MBTA District was not investigated by the author of this report. Any bus company that operates with substantial genuine losses will go out of business in the absence of some form of subsidization, and many of them have in fact ceased operating for financial reasons.

A very rough analysis performed on 1970 data indicated per-mile operating costs for private carrier bus companies ranging from \$0.56 to \$1.55. These figures were obtained from annual reports filed with the DPU, by dividing total company expenses by total mileage operated, including fixed-route service, school bus service, and charter service. During the same year, the cost figure for the MBTA, calculated by the same method, was \$2.06. Some of the difference was because the MBTA had a very low proportion of charter service and owned very few light-weight school-bus-type vehicles. More significantly, the MBTA had very high wages compared with private operators, even though several of the private companies were unionized. Bus company employees can be organized by any unions they elect, and several unions are found among the private carriers.

The operating costs calculated by the method described above are probably overestimated for purposes of determining actual losses attributable to fixed-route service. The ratio of fixed-route revenue per mile to cost per mile for eight private companies chosen at random ranged from 0.33

to 0.71. It seems improbable that companies in business for profit would tolerate losses of this proportion. A better breakdown of fixed and variable costs and of costs attributable to other types of service is needed. For the MBTA for 1970, the ratio of revenue to cost per bus-mile was 0.46.

The entire area of private-carrier cost and financing should be investigated in much more detail than was possible for this report.

### **Ridership Volumes**

Figures on ridership on bus routes in the MBTA District, other than those of the MBTA itself are difficult to obtain. The annual reports that the private carriers file with the DPU give only aggregate ridership with no separation between routes and no indication of the amount of service provided. A set of tables showing frequency of service and daily ridership for routes of the MTA and several private carriers was prepared by Wilbur Smith and Associates in 1964, in conjunction with the Boston Regional Planning Project. These tables were based on 1963 data, and it is not clear what method was used to measure ridership. There have been numerous schedule changes and fare adjustments since these data were collected. These changes, along with shifts in other factors affecting ridership during the decade that followed make the tables of little use in 1973. They can, however, be used in comparing ridership between routes of the MTA and routes of private carriers at the time the data were collected. For purposes of comparison, the daily one-way ridership can be divided by the daily number of bus trips to indicate the average number of passengers per trip per day in one direction. This procedure produced the following results:

For the MTA, ridership was reported for 108 bus and trackless trolley routes. Average one-way ridership per trip was 28.1, with a high of 85 and a low of 4.3.

For the Eastern Mass. Street Railway Company, ridership for 112 routes averaged 11.7 passengers one-way per trip, with high of 30.5 and a low of 3.7.

For the Middlesex and Boston Street Railway Company, ridership for 15 routes averaged 22.4 passengers one-way per trip, with a high of 35.8 and a low of 10.7. However, some light-density routes operated by this company were not included in the tables.

For Rapid Transit, Inc. a single route with an average of 25 passengers one-way per trip was reported.

Data were also reported for 13 other private carriers discussed in the present report and that were either still in business in 1973 or were predecessors of such companies. For these 13 companies, ridership on 29 routes averaged 15.0 passengers one-way per trip, with a high of 34.0 and a low of 5.5.

Although both the Middlesex and Boston Street Railway Company and Rapid Transit, Inc. had higher average ridership than the other private carriers, they were the only two private bus companies to receive direct operating subsidies from the MBTA during its first decade. Annual reports of both companies show that they both had relatively high operating costs and low volumes of charter business.

## **FACTORS INFLUENCING DEVELOPMENT OF THE 1973 BUS NETWORK**

### **DPU Regulation, Trolley and Commuter Rail Replacement, and School Routes**

Between 1925 and 1973, the Metropolitan Transit Authority and its successor the Massachusetts Bay Transportation Authority were the only two bus operators in the original MBTA District that were exempt from the requirement of obtaining approval for new bus routes

from the cities and towns served. The MBTA alone was exempt from DPU regulation of routes. Because all other carriers had to obtain local licenses as a pre-requisite for obtaining certificates of public convenience and necessity from the DPU, it is not possible to tell whether a substantial number of proposals for new routes were defeated at the local level.

Between 1930 and 1960, approximately 95 percent of the applications made by all carriers for certificates of public convenience and necessity for fixed bus routes in the original MBTA District were approved by the DPU. The high approval rate suggests either that most unacceptable proposals were rejected at the local level, that operators submitting proposals had sufficient experience to know what would be acceptable to the DPU, or that standards were not particularly strict. The three most common reasons for DPU denial of certificates were protection of existing routes of competing carriers, lack of demonstration of public necessity for service, and safety hazards from operating buses on a proposed route.

The influence of the street railway network on the development of the bus network in the MBTA District has been mentioned above. The curtailment or abandonment of railroad commuter service was also responsible for creation of new bus routes in some MBTA District communities. Such replacement routes took either the form of feeder service to main-line rail service in place of branch-line rail service or of limited-stop through service into Boston in place of main-line trains. The Boston and Maine Railroad and the New York, New Haven and Hartford (New Haven) Railroad both had subsidiary companies providing bus service in 1925 in what became the original MBTA District. Both of these railroad subsidiaries stopped operating buses in the late 1950s, but a few routes started by each of them were still maintained by other carriers in 1973.

Independent bus companies also started routes to replace rail service. Reductions and eliminations of service on the New Haven Railroad's lines to Scituate, Plymouth, and Cape Cod between 1949 and 1960 were responsible for the development of most of the routes still run by the Plymouth and Brockton Street Railway Company in 1973. The same railroad service abandonments were responsible for development of some of the service of Hudson Bus Lines.

The bus route structure of Rapid Transit, Inc. was developed as a substitute for service on the Winthrop Circuit line of the Boston, Revere Beach and Lynn narrow gauge railroad, abandoned in January 1940. Abandonment of this railroad was also responsible for creation of Service Bus Line's route between Winthrop Highlands and Lynn.

In some communities, local bus routes were started as school bus routes and subsequently expanded to serve the general public. If a bus company obtained a certificate of public convenience and necessity for a route it originally planned to operate for school service, additional service for the general public was allowed unless the DPU specifically prohibited it. Such restrictions were usually imposed only if another carrier was already operating regular service on the same route as the new school route. This provided an opportunity to experiment with new service without the need to obtain additional local licenses or DPU certificates.

For example, in the city of Newton, the Middlesex and Boston Street Railway Company ran all the public school bus service for more than 45 years, and financed it mostly from farebox revenue until the MBTA began subsidizing the company's overall operations. Service for the general public was operated on some routes in Newton that originated as school routes.

By 1973, school bus service run under authority of certificates of public convenience and necessity, with fares being charged, was becoming rare. Many communities either owned and

operated their own school buses or contracted with private companies for school service. Such arrangements were exempt from DPU regulation if the service was financed from general funds rather than user charges. It was also possible to provide service under authority of DPU school service or special service permits but these had become very difficult to obtain.

Although the need to acquire certificates of public convenience and necessity for school service is often not present, there is evidence that municipalities use school bus contracts as incentives for bus companies to provide some service for the general public. As noted previously, in several cases loss of school bus contracts led to immediate cessation of service on public routes operated by the same carrier.

The DPU had no direct authority to require a carrier either to serve a particular route or to operate buses at specific times. Any certificated carrier could discontinue any service on seven days notice to the public and the DPU. However, the DPU could investigate service changes and could attempt to influence decisions of bus company managements. The DPU had the ability to exert pressure on companies through its control over fares, charter licenses, special service permits, and school service permits.

Massachusetts law does not limit issuance of Charter licenses to carriers operating fixed-route service, but the DPU has broad powers to deny applications that it feels are not consistent with the public interest. The DPU has historically used its discretion to deny or restrict charter rights sought by companies with no fixed-route service in order to protect the cross-subsidization power of companies that have fixed-route service. The state supreme court upheld this DPU policy in *Goodwin v. Department of Public Utilities* 217 NE2d 782 (1966). In this case, the DPU had limited the plaintiff bus company's charter service to trips beginning within five miles of the town hall in the company's base town. The court ruled that the right of the DPU to deny licenses gave it authority to issue limited licenses.

Although restrictions like the one cited above are not placed on the majority of charter companies, the rate structure established by the DPU limits intra-territorial competition. Under this structure, each company must include in its charge for a charter trip a deadhead mileage charge, at a rate set by the DPU, between its nearest garage and the starting point of the trip. Under a 1961 law, charter operators may not relocate any of their garages without DPU approval. Special service and school service permits may be issued only to holders of charter licenses, and preference must be given to holders of certificates for fixed-route service.

Because fares for fixed-route service are controlled by the DPU, approvals of fare increases may be tied to informal agreements to provide certain service. Similarly, granting of certificates of public convenience and necessity for profitable long-haul routes may be tied to agreements to operate certain unprofitable local routes. Unfortunately, such attempts by the DPU to force cross-subsidies appear to have resulted in no service at all being provided in some areas.

### **Constraints on MTA Bus Service**

Because they were directly subsidized by the taxpayers in their districts, the MTA and the MBTA, as bus service operators, should theoretically have been more responsive than other carriers to community requests for service. Annual reports of the MTA indicate that in the early 1950s it embarked on a community participation program but was not pleased with the results. Reference to the program began with an optimistic note in the 1953 Annual Report:

“New service will be inaugurated wherever careful study shows there is a possibility of it being made remunerative. We have already established two new lines in suburban residential areas where

fairly recent new home construction has concentrated population, and where the residents stated they would rather use the MTA regularly than their automobiles for transportation to and from Boston. They have told us they will not depend on it solely for bad weather riding.”

The report did not specify the two new routes, but system maps and DPU records show that one was the line from Arlmont to Harvard Square, started in December 1953. Another new route started in 1953 was the Orient Heights–Waldemar Avenue belt line. Both routes were still running in 1973. The 1954 MTA Annual Report included the following paragraph:

“The Board [of trustees] received many requests for establishment of new lines and extensions of presently operated lines during the year. Each request was carefully investigated and all were considered after thorough checks of the potential patronage which they would bring.”

New service established during 1954 as a result of this program included an entirely new rush-hour route from the Columbia (now JFK/UMass) rapid transit station to the Columbia Point housing project; relocation of the route of the Beachmont Loop in Revere; extension of service in the area of Wakefield Avenue in Hyde Park; and relocation of a portion of the Waldemar Avenue belt line. The 1955 MTA Annual Report was less hopeful as indicated by the following:

“Requests for establishment of additional routes to serve territories adjacent to existing lines continue to be made by groups or interested individuals. Studies of these situations by those familiar with transportation and its operating costs indicate that in many instances, to establish these lines would accomplish nothing but to add to the deficit from operations. The Board believes it should continue to decline to attempt such operations unless studies by those familiar with the intricate problems of public transportation operation indicate that there is at least a possibility of any proposed new service meeting its out of pocket costs.”

No new service was reported for 1955. The 1956 report was even more strongly worded, and appears to have concluded the matter for the next few years:

“Several new lines of surface vehicles were established during 1956 on an experimental basis. Most of these were tried at the insistence of interested groups of individuals who predicted they would prove profitable. Only two of them...are still in operation. All the others despite vigorous promotion and advertising failed to attract sufficient patronage to anywhere approach meeting out of pocket costs of operation. Requests for establishment of new lines or extensions of existing lines continue to be pressed by individuals or groups. Each request is carefully studied. If there is an indication, in the opinion of those experienced in transportation, of profitable potential patronage, management takes the proper steps. Most such requests, however, examined properly for potential patronage indicate without any doubt that to establish them would only add further to loss from operations.”

The two 1956 routes reported as being successful actually represented changes in service on routes started in 1953 and 1954. These changes were an extension of hours on the Waldemar Avenue belt line, and addition of midday and weekend service on the Columbia Point route. In spite of the claim that several new routes were established during 1956, DPU records indicate that nearly all of the operating rights granted to the MTA in 1956 were for the purpose of substituting bus service for existing trolley or trackless trolley service. Therefore, the “several new lines” referred to in the 1956 Annual Report were probably changes in schedules on existing routes or rerouting of service within the established network of street coverage.

### **MBTA Attempts at Establishing New Bus Routes**

The MTA’s pessimistic outlook on bus services requested by local groups, expressed in the 1956 MTA Annual Report, was maintained for many years thereafter. In fact, it was not until

1972 that a change in policy by the MBTA, which succeeded the MTA in 1964, became evident. On March 28, 1972, the MBTA announced that a new bus line from the Boston City Hospital area to the Fenway area, serving several hospitals and medical centers, would be placed in service the following week.

It was reported that 64 institutional and community groups had been responsible for requesting and planning the route, and that they would continue to have input as the service was reviewed at a later date. The *Boston Globe* of April 3, 1972, hailed the route as marking “a new effort by a public service agency to listen to and act on the wishes of the public it serves.”

MBTA board chairman Henry S. Lodge said of the new bus route:

“Too often we, in the public authorities, stand on one side and do what we think is right, only to be criticized by the community. This time we’ve been able to reach a real consensus on what’s needed.”

The MBTA was sufficiently impressed with the results of this route to start another new route three months later. This route ran from Dudley Station to the Boston State Hospital in Mattapan, and was planned on the basis of several meetings between the MBTA and community members.

As of the December 1973 schedule change, the City Hospital–Fenway route was still operating on its original half-hour headway, from 6:30 AM to 6:30 PM. [In 2020, it was part of MBTA Route 8.] The Dudley–State Hospital route was operating with no midday service in 1973. [It was discontinued in 1982.]

One of the few situations in which the MBTA and its predecessors were successful in attracting non-captive ridership was where bus service was started in a still-developing residential area, where travel habits had not become fixed. The Wakefield Avenue and Truman Highway to Mattapan route is one of the few examples of such service. As discussed in the MBTA route history in Volume 2, this line started as a rush-hour service in 1941, and originally consisted of a 1.5-mile loop line of entirely new service branching from an old established route. All-day service was soon instituted and the street coverage was expanded in 1950, 1954, and 1957. The route was still running in 1973 [and in 2020, as MBTA Route 24].

A similar situation took place in the Stonybrook Village housing development in Hyde Park. The MTA started service there in 1959, as a side branch to the River Street line acquired from Pierce Bus Lines that year. Pierce had provided some service to Stonybrook starting in 1955. The MTA extended the route in 1960 and the MBTA extended it again about 1970.

In December 1973, the MBTA placed in service a new route from the new Georgetowne apartment development in Hyde Park to Forest Hills Station via Washington Street. When this report was completed in 1974, it was too soon to judge the success of this route, but MBTA spokesmen appeared pleased with the ridership. [The route was still running in 2020, as MBTA Route 40.]

The area of greatest concentration of original Boston Elevated/MTA bus routes (i.e. not converted from trolley) still operating in 1973 was in the part of Brookline south of state Route 9 and the adjacent part of West Roxbury. Some of the Brookline service was started by a real estate agency in 1928 but was subsequently taken over by the Boston Elevated at the request of the DPU. [Much of this service had been discontinued by 2020.]

In the suburbs, the most successful type of new route, measured in terms of longevity, has been service to shopping malls, including South Shore Plaza in Braintree, Shopper’s World in

Framingham, Redstone Shopping Center in Stoneham, North Shore Shopping Center in Peabody, and Liberty Tree Mall in Danvers. However, it is difficult to evaluate the real success of such routes, because most of them were created by short extensions of previously existing lines. The operator of one company with a shopping mall route stated that most of the passengers were probably store employees rather than shoppers.

Bus routes to suburban industrial areas were generally unsuccessful in attracting passengers. During the late 1940s and early 1950s, the Middlesex and Boston Street Railway Company was granted authority to serve several employment centers on state Route 128, the Quartermaster Research Lab in Natick, and the General Motors plant in Framingham. A route from Newtonville to the New England Industrial Center in Needham was the only one of these routes to survive until the dissolution of M&B in 1972.

As discussed in the MBTA route history in Volume 2, “employment express” service from Roxbury to Route 128 Industrial parks attracted disappointingly low ridership.

### **MBTA and Private Carrier Suburban Express Bus Service**

Bus routes to downtown Boston from suburbs appear to be relatively successful. As reported in the MBTA bus route history in Volume 2, the MBTA has started several express bus routes on the Massachusetts Turnpike Extension since 1967, and more recently began establishing routes on Interstate 93. In 1973, routes from the outer suburbs to Boston made up a major part of the service of the Plymouth and Brockton Street Railway Company, Michaud Bus Lines, and The Gray Line, and of several carriers not discussed in this report (because they did not serve trips entirely within the original MBTA District).

The most successful of these suburb-to-Boston routes have served corridors where there either is or formerly was commuter rail service. Some older long routes along less densely populated corridors have failed in recent years. In 1973, the Gray Line transferred its route from Worcester to Boston via U.S. Route 20, started in 1926 by the Boston and Worcester Street Railway Company, to another carrier. Also in 1973, bus service between Milford and Boston was being operated by the fifth carrier since 1950. This route had a history going back to trolley operation. [Neither route was still running in 2020.] The MBTA has discontinued service from Maynard to Harvard Square formerly operated by the Middlesex and Boston Street Railway Company and started by another carrier in 1949.

Bus routes from several outlying areas to Logan Airport in East Boston have been started since 1970, and appear to be successful. In 1973, Hudson Bus Lines was running such service from Lowell and from various points in southern New Hampshire and was planning service from Brockton. The Gray Line had a route to Logan from Framingham, stopping at several hotels along the Mass. Turnpike. Bonanza Bus Lines operated service to Logan from Providence, Rhode Island. The vehicles used on these routes ranged from “airport limousines” to full-size buses. The fares charged were often much higher than the usual fare levels for trips of similar lengths. [Most of the Logan Airport bus routes operating in 1973 were discontinued by 2020. Most Logan routes in 2020 were either extensions of or intermediate stops on express routes to downtown Boston or were subsidized by Massport.]

### **MBTA Regulation and Planning of Bus Service**

Starting in 1964, fixed-route private-carrier bus service entirely within what was then the MBTA District was regulated by the MBTA instead of by the DPU. In this role, the MBTA did not have the pressure mechanisms the DPU possessed over private carriers except for control of

fares. Consequently, the MBTA seems to have been less effective than the DPU in preventing service cuts.

As far as was determined in the course of research for this report, neither the DPU nor the MBTA had ever had an overall plan for bus service in the MBTA District as late as 1973. Applications for certificates for new routes were either approved or rejected on a case-by-case basis, with the experience and view of the involved regulatory personnel largely determining the outcome.

It is noteworthy that no cases were verified in which a local circulation bus route network was established all at one time within the original MBTA District as the result of a comprehensive master plan. Throughout the District, local bus routes have usually been started one at a time, in response to particular needs that arose, or to community demands. Quite often, new service has been provided by slight diversions of established routes. In most of the cases when authority for multiple routes was granted on a single date for new service, the operating rights were obtained primarily for school bus service, and service for the general public was at best a by-product. [This report slightly predated the Suburban Transportation Program of the MBTA and the Executive Office of Transportation and Construction.]

One can only speculate as to whether the overall bus network would look significantly different if the entire existing system were removed and replaced with a “planned” network. Any such attempt is highly unlikely, as it would run into serious problems over assignment of the various responsibilities for planning, operating and financing. However, realignment of local routes in individual cities or towns might be undertaken. [In 2018-2019, the Better Bus Project attempted to design such a major restructuring of the MBTA bus network, but ended up with relatively few changes being implemented.]

## **CONCLUSIONS**

The bus transportation system in the MBTA District was created without any overall plan, and for the most part without planning at the local level. A major portion of the bus routes operated in 1973 evolved from trolley lines built before 1910. Because trolley lines, and later private-carrier bus lines, were developed as business enterprises, financial considerations often outweighed considerations of transportation needs.

The role of the Department of Public Utilities as a regulator was to either approve or disapprove applications for certificates of public convenience and necessity for new bus routes, but not to plan a transportation system. In most cases where a new route partially duplicated a route already operated by a carrier other than the recipient of the new certificate, the DPU imposed restrictions in the certificate to prevent diversion of riders from the older route. Although this type of protection was often necessary to ensure retention of service by the original carrier on non-competitive portions of its routes, it also meant that the frequency of service available to bus riders in some locations was not as high as could have been provided if all carriers had been permitted to make local stops. In 1973, there were some cases in which carriers were operating routes under authority of certificates containing restrictions designed to protect competing services that had been abandoned for a number of years.

Research for this report revealed no example of an effort in any community to determine whether or not existing bus routes were in the best locations to serve potential demand. Traditionally, new bus service has been in addition to, not instead of, established routes. In October 1964, the MBTA Board of Directors announced that an appraisal would be made of fare



structure and service of private bus firms in the MBTA District, and that adjustments both in fares and in schedules might be arranged under subsidy contracts. [An inventory of private-carrier services was conducted, but there does not appear to have been a follow-up in terms of adjusting fares or schedules.]

New rapid transit extensions by the MTA and the MBTA have taken once-profitable trunk-line business away from private carriers, seriously impairing their ability to support marginal or unprofitable local bus routes. The MTA's 1959 Riverside extension had this effect on the Middlesex and Boston Street Railway and on the Boston, Worcester and New York Street Railway. The MBTA's 1971 South Shore extension has taken business from Hudson Bus Lines and from the Plymouth and Brockton Street Railway Company. The MBTA and these private carriers would all benefit from better coordination of service. In some instances, private carriers should probably be permitted to take over bus routes now operated by the MBTA to eliminate unnecessary duplication of service. One of the major obstacles to this would be union opposition, since private carriers pay lower wages than the MBTA. Another problem is that on some high-density bus routes the MBTA makes a profit despite high operating cost; therefore, turning such routes over to private carriers would increase the net deficit of the MBTA. Such increases should be balanced against the increased deficit that would result if the MBTA were to take over operation of local routes that private carriers could no longer support.

The MBTA now (1973) operates former routes of the Middlesex and Boston Street Railway Company in several communities west of Boston, and former routes of Transit Bus Line in Dedham, so there already exists some information about cost and level of service for the MBTA versus private carriers on the same routes. Data for cases of private carriers replacing the MBTA could be provided from service between Lawrence and Boston taken over by Trombly Motor Coach, and former MBTA routes in Peabody taken over by Michaud Bus Lines.

It is difficult for anyone not already using a particular transit route to determine the schedule or even to learn that the route exists. Up to the time this report was written, no map of all the bus routes in the MBTA District had ever been prepared for public distribution. Although most of the private carriers had some form of printed schedule, there was no one place where one could obtain information pertaining to service of all the carriers.

Between 1969 and 1973, the MBTA distributed a route map listing the names and addresses of all the private carriers in the MBTA District, with lists of the communities they served. The geographic coverage of the maps was limited to Boston and inner suburbs. Much of the information became outdated, and no revisions were ever made. It should be logical for the MBTA to have copies of private-carrier schedules for public distribution, and to publicize the fact that it has this material.

Regulatory authority over private-carrier bus lines in the MBTA District was given to the MBTA in 1964, to facilitate creation of a coordinated transportation system. As of 1973, the MBTA had practically ignored the private carriers except in two cases where subsidies were provided to maintain service. There was no MBTA employee whose time was devoted exclusively to private carrier regulation or investigation. Applications for new certificates of public convenience and necessity were processed by the MBTA legal department, and records of the rights granted to carriers when certificates are issued were difficult to find.

With respect to curtailments and discontinuances of service, the MBTA possessed few of the bargaining tools necessary to influence the decisions made by the private carriers. By contrast, the DPU had a division devoted exclusively to regulation of railway and bus companies.

Personnel in this division were well acquainted with the service and problems of private bus companies, and were frequently able to negotiate matters of service changes (on routes outside of MBTA jurisdiction). The DPU's control of Charter license and Special service permits provided an effective bargaining tool when dealing with the private carriers.

In 1973, it appeared that the DPU Railway and Bus Division would like to recover jurisdiction over fixed-route bus service within the MBTA District, and that those then in charge of regulation for the MBTA would also like to return jurisdiction to the DPU. If the DPU resumed complete regulation of private bus companies in the MBTA District, the MBTA would still have the right to appear as an interested party at public hearings. A number of local routes operated in the District by private carriers but in danger of abandonment might be retained through cross-subsidization from profitable long routes connecting points beyond the MBTA District with Boston. Amendment of the MBTA Act to return regulatory powers over private carriers in the MBTA District to the DPU therefore seemed desirable.

## Volume 2 – Company Histories

### INTRODUCTION

In Volume 2, short histories are presented of the development of the network coverage of each of the bus companies engaged in local fixed-route bus service in the MBTA District as of December 31, 1973, and of the networks of their predecessors. Histories of companies such as Greyhound Lines that were engaged primarily in interstate service and of companies such as Englander Coach Lines that connected points outside the MBTA District with Boston but did not provide service between points within the District are not included.

Volume 1 of this report includes a summary of the main sources of information used in compiling the company histories. Each certificate of public convenience and necessity for fixed-route bus service granted by the Massachusetts Department of Public Utilities (DPU) or the MBTA authorizes the recipient to operate over specific segments of public ways named in the certificate. A company can combine segments authorized in its certificates into routes in any way the management chooses, unless certain combinations have been expressly prohibited. Every certificate remains valid until revoked by the DPU or MBTA, even if the service authorized in the certificate has been discontinued.

The DPU and MBTA don't maintain written records of the routings used by carriers either in the past or at present (1973). In many of the company histories in this volume it has been possible to state only the dates when certificates were granted to the carriers. Except when otherwise authorized, a carrier receiving a certificate is required to begin operating the service allowed by the certificate within 30 days of its issuance, so it may be assumed that most coverage included in the certificates in force in 1973 has been operated, if only briefly.

On the maps of the company networks included in this report, indications of which routes were operating in 1973 and which were not were based on maps in an MBTA staff report dated February 1, 1970, unless more recent information was obtained. In the original edition of the report, details of individual routes were included in the company histories for purposes of identification, and were generally not complete descriptions. In the present edition, routes or route segments authorized in certificates of public convenience and necessity have been described more fully based on DPU or MBTA records.

The maps are all drawn to scale, with street locations traced from published highway maps. The street layouts in most MBTA District cities and towns do not follow uniform grids, so comparisons of the company maps with current road maps will reveal route locations unambiguously except in congested districts.

For purposes of the original report, the dates of conversion of most trolley routes to trackless trolley or bus were not important. Routes that originated as trolley lines were designated as such on the company maps, but no attempt was made to show the construction dates of these trolley lines. It was sufficient to note that nearly all street railway construction in the 1973 MBTA District took place before 1910. To provide a more useful reference document, greater details about street railway predecessors of bus lines have been added in this edition.

In the company histories, the terms “was granted a certificate,” “was granted rights,” “was granted authority,” etc., are used interchangeably to indicate that a company received a certificate of public convenience and necessity for a fixed route. A line under the name of any company anywhere in this volume indicates that an individual history of that company appears elsewhere in the volume.

## MASSACHUSETTS BAY TRANSPORTATION AUTHORITY AND PREDECESSORS

### **Boston Elevated Railway Company (Maps 1A and 1B)**

#### ***Background***

As shown on Maps 1A and 1B, the bus transportation system operated by the MBTA in the Inner 14 cities and towns of its district in 1973 was derived largely from a network of trolley lines once operated by the Boston Elevated Railway Company (BERy or The El) or its successor, the Metropolitan Transit Authority (MTA). The original edition of this report was concerned primarily with the histories of bus routes that began as such. Appendix A, newly added to the present edition, summarizes the histories of routes the BERy or the MTA converted from trolley to bus, including, if applicable, horse railroad predecessors.

The BERy was organized in 1894, with the original purpose of constructing a system of elevated rail rapid transit lines in the cities of Boston and Cambridge. Effective October 1, 1897, before completing any rapid transit lines, the BERy leased the trolley network of the West End Street Railway Company. The original West End system had been created by a consolidation in 1887 of four separate horse railroad companies, which were in turn the products of previous mergers. The oldest segment of the lines of these companies had begun operating in March 1856. It and many of the other lines replaced horse-drawn omnibus routes, some of which dated from the 1820s.

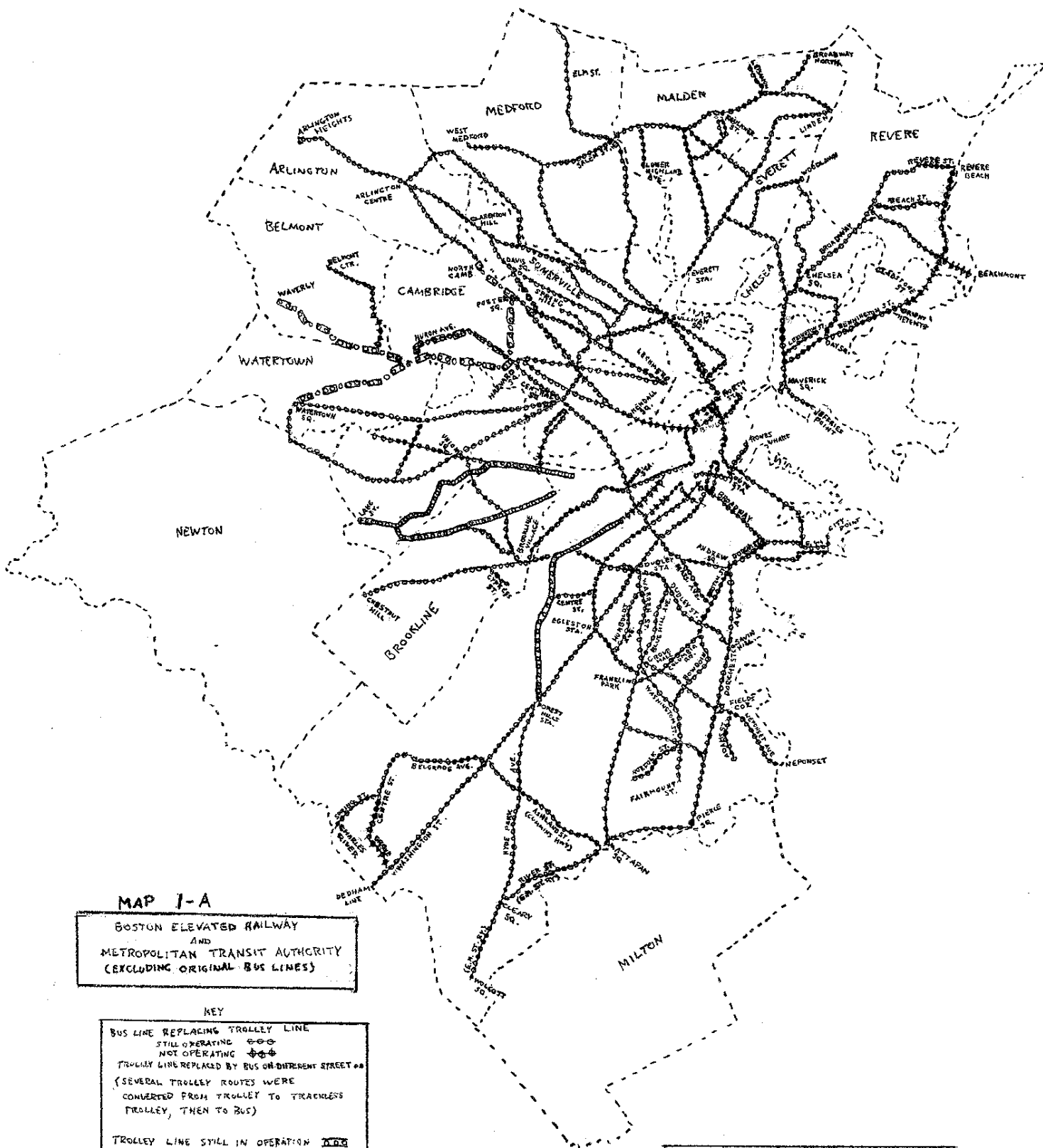
The West End Street Railway system included lines in Arlington, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, and Watertown. Between 1889 and 1895, the West End replaced almost all of its horsecar lines with electric trolley service or discontinued them without replacement. The only remaining horsecar lines in the system after 1895 were abandoned in 1900.

New trolley lines that were not replacements for horsecar lines were added to the original West End system both by that company and by the BERy. At the time of the 1897 lease, the West End had a system of approximately 154 route-miles. The BERy increased this by a net of about 45 miles, mostly before 1910.

#### ***BERy Bus Routes Established Before 1925***

The Boston Elevated Railway Company's first motorbus route ran between Union Square in Allston and the border of Boston and Watertown on North Beacon Street, a distance of about 1.5 miles. This bus line began operating on February 24, 1922, and replaced a trolley line that had continued on to Watertown Square. By 1925, this bus route was extended over a new loop on Brooks, Faneuil, and Hobart Streets in Brighton. [In 2020, most of this route was part of MBTA bus **Route 64.**]

The conversion of the BERy trolley system to bus operation was much slower than the conversions of the other street railway systems that once served the cities and towns later included in the original MBTA District. A few trolley routes have survived into present-day MBTA operation. By contrast, the Eastern Mass. Street Railway Company completed conversion to bus in 1948, and all other companies in the District had converted their lines to bus service or abandoned them by 1932. The BERy/MTA system also had the distinction of being the only one in the District to ever operate trackless trolleys.



**MAP 1-A**  
 BOSTON ELEVATED RAILWAY  
 AND  
 METROPOLITAN TRANSIT AUTHORITY  
 (EXCLUDING ORIGINAL BUS LINES)

**KEY**

BUS LINE REPLACING TROLLEY LINE  
 STILL OPERATING ○○○○  
 NOT OPERATING ◆◆◆◆

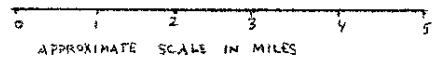
TROLLEY LINE REPLACED BY BUS ON DIFFERENT STREET ○◆

(SEVERAL TROLLEY ROUTES WERE  
 CONVERTED FROM TROLLEY TO TRACLESS  
 TROLLEY, THEN TO BUS)

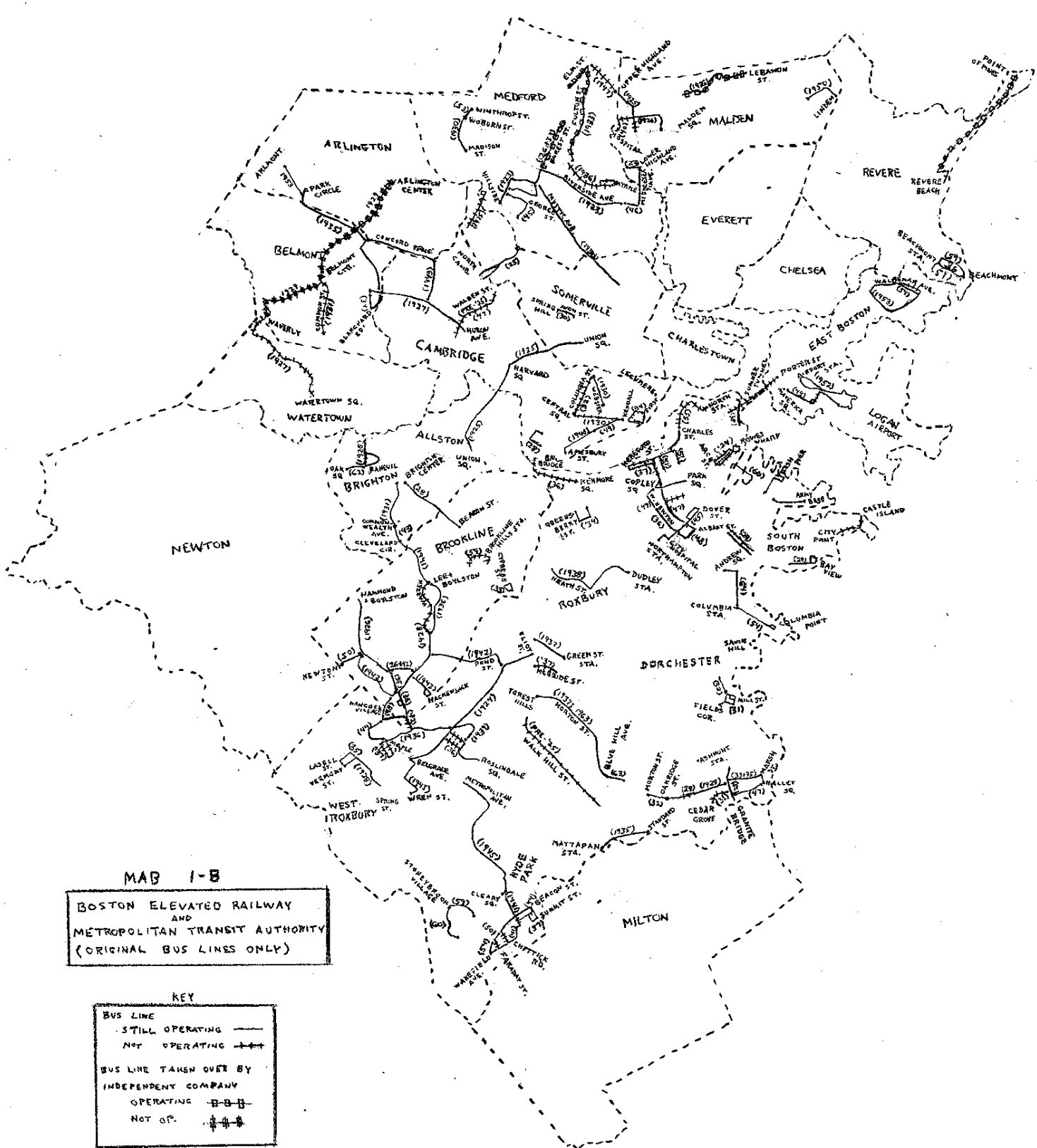
TROLLEY LINE STILL IN OPERATION —

(DOES NOT INCLUDE CENTRAL SUBWAY,  
 EAST CAMBRIDGE VIADUCT, HIGHLAND  
 BRANCH, AND MATAPAN HIGH SPEED LINE)

TRACLESS TROLLEY STILL OPERATING,  
 REPLACING TROLLEY ○—○



TJK 2/1/1934



MAB 1-B

BOSTON ELEVATED RAILWAY  
AND  
METROPOLITAN TRANSIT AUTHORITY  
(ORIGINAL BUS LINES ONLY)

KEY

BUS LINE  
STILL OPERATING ———  
NOT OPERATING - - - - -

BUS LINE TAKEN OVER BY  
INDEPENDENT COMPANY  
OPERATING -□-□-□-  
NOT OP. -□-□-□-|

0 1 2 3 4 5

APPROXIMATE SCALE IN MILES

TJH 2/11/1974

In the remainder of this section, the dates of conversion of trolley routes to bus, trolley to trackless trolley, or trackless trolley to bus have been omitted if the bus route was virtually identical to the route of the previous mode, but this information is provided in Appendix A.

The North Beacon Street line was the only bus route operated by the BERY for nearly one year. On February 21, 1923, bus service replaced trolley service on Lower Highland Avenue in Malden. At the southern end, this bus route included a new extension on Medford Street to the Fellsway. [In 2020, the Highland Avenue segment was still served by MBTA bus **Route 108**.]

In March 1923, the BERY started bus service between Malden Square and Linden Square via Salem and Beach Streets. From Malden Square to Salem Street and Broadway, this route duplicated BERY trolley service. The remaining mile to Linden replaced an abandoned Eastern Mass. Street Railway trolley route. [In 2020, MBTA bus **Route 108** east of Malden Center was mostly the same as this, except that the Beach Street segment was part of a one-way loop.]

On May 1, 1923, the BERY began operating its first entirely new bus route. This line was located in Medford, running from the junction of Riverside Avenue and the Fellsway to the Medford Hillside railroad station, via Riverside Avenue, Medford Square, South Street, and Winthrop Street, returning to Medford Square via Winthrop, Summer, and Main Streets. [See May 11, 1925, entry below, for subsequent changes to this route.]

On September 1, 1923, the BERY began operating bus service between Mattapan Square and Wolcott Square, Readville, via River Street and Hyde Park Avenue. This route replaced Eastern Mass. Street Railway trolley routes from Mattapan Square to Cleary Square and from Cleary Square to Wolcott Square. [In 2020, MBTA bus **Routes 24 and 33** served River Street. **Route 32** served Hyde Park Avenue.]

On August 8, 1924, the BERY established a new bus route on Centre Street, West Roxbury between Belgrade Avenue and Eliot Street. [In 2020, this route was still served as the core of MBTA bus **Route 38**.]

On May 15, 1924, the BERY established its first bus route in the downtown Boston area. This route ran between Rowes Wharf and the junction of Summer and Arch Streets. The original routing was not recorded, but on August 3, 1924, it was replaced with a “figure 8” running via Atlantic Avenue and Oliver, Franklin, and Arch Streets, returning via Summer, High, and Broad Streets. Horsecar service between the same endpoints, but mostly following a different alignment, had ended in the 1890s without being replaced by trolley service.

The 1924 bus routing remained unchanged until July 1935, when the return trip was shifted to Purchase Street from High Street. The entire route was abandoned on February 19, 1940, shortly after the ferries of the Boston, Revere Beach and Lynn Railroad from Rowes Wharf to East Boston were discontinued along with the railroad.

### ***BERy Bus Routes Established in 1925 and 1926***

On May 10, 1925, the BERY started a bus route between Granite Bridge and Park Street, Dorchester via Adams Street and Granite Avenue. The segment on Adams Street replaced a trolley line, but the segment on Granite Avenue was new. On November 5, 1927, the northern end of this route was moved to the newly opened Fields Corner rapid transit station. Later changes to this route are listed below in their chronological sequence. [In 2020, MBTA bus **Routes 201 and 202** served Adams Street. **Routes 201 and 215** served Granite Avenue.]

On May 11, 1925, the route from Fellsway to Medford Hillside was split into two routes at Medford Square, and the segment from Medford Square to Medford Hillside was extended to

North Cambridge via Boston and College Avenues and Dover Street to Massachusetts Avenue, returning via Day Street. Portions of the extension paralleled trolley lines but the overall result was a new service. [In 2020, the Riverside Avenue segment was part of MBTA bus **Route 134**. MBTA bus **Route 96** followed a revised routing between Medford Square and Medford Hillside, but used the same routing as the 1925 extension between Medford Hillside and Davis Square.]

On May 17, 1925, the BERY established a bus route between Malden Square and the junction of Fellsway East and Upper Highland Avenue via Pleasant Street and Highland Avenue. On May 27, the route was extended on Highland Avenue to the Malden-Medford border. Both segments on Highland Avenue provided new coverage. On February 8, 1926, the southern half of the route was shifted to run via Pleasant, Summer, and Clifton Streets to Highland Avenue, providing more new coverage. [In 2020, the 1926 routing was part of MBTA bus **Route 99**.]

On July 29, 1925, the DPU began issuing temporary certificates of public convenience and necessity for bus routes already in operation. Certificates 1 through 30 were issued to the BERY for the routes discussed above, along with several others that had replaced trolley routes. Additional certificates were issued for a bus route from Watertown Square to the Arsenal Street Bridge over the Charles River via North Beacon, School, and Arsenal Streets; a route from Forest Hills to Station to Walk Hill Street and Blue Hill Avenue via Walk Hill Street; and a route on Walden Street, Cambridge. The Watertown route was partly a replacement for a trolley line discontinued in 1912, partly new, and partly duplication of a trolley line still in operation then. The bus route was discontinued in 1926. The Walk Hill Street route was entirely new, but does not appear to have been served for long, if at all. It may have been intended only to provide special Memorial Day service to several cemeteries. The Walden Street route was entirely new, but was not mentioned in BERY reports. It may have been a school bus route.

In 1926, the DPU issued permanent certificates to the BERY for all the routes covered by the 1925 temporary certificates except for the Watertown Square–Arsenal Street Bridge route and the Walden Street route.

On July 19, 1925, the BERY replaced trolley service with bus service between Arlington Center and North Street, Somerville via Broadway. The bus route also included an extension to North Street at Boston Avenue requested by Somerville officials. This route operated until the mid-1930s, when the North Street portion was discontinued, and the eastern terminal was changed to Clarendon Hill. [In 2020, the post-1930s configuration was part of MBTA bus **Route 87**.]

On August 22, 1925, the BERY established a new bus route between Union Square, Somerville and Harvard Square via Washington and Kirkland Streets. On December 19, 1925, this route was extended from Harvard Square to Union Square, Allston via Boylston, North Harvard, and Cambridge Streets. Only the segment on Cambridge Street had previously had trolley service. The Charles River Street Railway had established horsecar service on Kirkland Street in 1882, and the Cambridge Railroad had established horsecar service between Harvard Square and Western Avenue via North Harvard Street in 1883. However, the West End Street Railway had abandoned both of these routes in the early 1890s rather than electrifying them. [In 2020, MBTA bus **Route 86** served the segment of this route between Union Square, Somerville and North Harvard Street at Western Avenue. **Route 66** served the segment between Harvard Square and Union Square, Allston, partly overlapping Route 86. Boylston Street in Cambridge, now John F. Kennedy Street, was one-way northbound north of Eliot Street. Southbound buses used Brattle and Eliot Streets.]



On August 24, 1925, the BERY established bus service between Copley Square and South Station via Stuart and Kneeland Streets. The segment from Park Square to South Station replaced trolley service partly discontinued in 1922. The segment on Stuart Street provided new service. The bus route was discontinued in 1971.

On October 31, 1925, the BERY established bus service in West Roxbury from Washington Street via Grove and Centre Streets to Spring Street. The segment on Centre Street replaced trolley service directly. The segment on Grove Street replaced trolley service abandoned a few years earlier. Both segments were part of a former Old Colony Street Railway route, discussed further in Appendix B. [In 2020, MBTA bus **Route 35** included the segment on Centre Street, but the Grove Street segment had been bypassed by a routing on Centre and Stimson Streets since March 1965.]

Most of the BERY bus service implemented in 1926 replaced trolley routes. However, in the fall of that year several new bus routes were started on a trial basis. The first of these ran from Malden Square to Lebanon Street via Main, Forest, and Sylvan Streets. The segment on Main Street overlapped Eastern Mass. Street Railway trolley service, but the rest was new. The BERY ran this route for only a few months, but it was revived in 1929 by Warwick Coach Lines, and was later taken over by Service Bus Line. [The MBTA acquired the routes of Service Bus Line in 1975, including the Lebanon Street route described above. In 2020 the segment on Sylvan Street was part of MBTA bus **Route 106**, but there was no service on the Forest Street segment.]

The second BERY experimental bus route of 1926 ran from Medford Square to Elm Street and Fellsway West via Forest Street and the Fellsway. The segment on Forest Street was new, but the segment on the Fellsway overlapped trolley service. The BERY ran this route for less than six months in 1926, but tried it again in 1933. More details are provided under that date.

The third BERY experimental bus route of 1926 ran in Brookline from Boylston and Hammond Streets to Grove and South Streets via Hammond, Newton, and Grove Streets. This route also lasted for only a few months at that time, but the BERY reactivated it in 1942. [In 2020, only the segment on Grove Street was part of any MBTA bus route.]

### ***BERy Bus Routes Established from 1927 to 1929***

On January 20, 1927, the BERY started an experimental bus route between Watertown Square and Waverley Square in Belmont via Mt. Auburn, Common, Orchard, Belmont, and Sycamore Streets. Except for the short segment on Mt. Auburn Street, this route provided new coverage. It lasted for only a few months in 1927, but in March 1929 the BERY tried it again as part of a route from Watertown to Arlington Center via Waverley Square and Belmont Center. The extension ran via Lexington Street, Trapelo Road, and Pleasant Street.

The 1929 trial lasted for only three months, but in April 1930, Lovell Bus Lines reinstated service on the route. The Middlesex and Boston Street Railway Company took over the route in 1953 when Lovell went out of business, and ran it until 1969.

On March 7, 1927, the BERY established a new rush-hour bus route in Cambridge between Concord and Huron Avenues and the border of Belmont via Concord Avenue, connecting at Huron Avenue with trolley service. This route was incorporated in a new route from Harvard Square to Belmont Center in 1928.

On May 16, 1927, the BERY began running a “deluxe” bus route between Scollay Square in Boston and the corner of Beacon and Winchester Streets west of Coolidge Corner in Brookline. This route followed subway or trolley lines for its entire length. In January 1928, this route was

extended farther along Beacon Street to Westbourne Terrace, east of Washington Square, still following a trolley line. The BERY discontinued this bus route on January 1, 1930, because of habitual low patronage. [The trolley line on Beacon Street was one of the first electrified street railway lines in Massachusetts and was still running in 2020 as the C Line branch of the MBTA's Green Line light rail network.]

On December 5, 1927, the BERY began running a bus route from the Lenox Street carhouse to the subway portal at Tremont Street and Shawmut Avenue via Columbus Avenue and Chandler and Tremont Streets. This was a replacement for a trolley line between the same endpoints via Columbus Avenue and Berkeley and Tremont Streets. All portions of the bus route except for the half-mile on Chandler Street had previously been served by trolleys. On December 17, 1928, this route was extended to South Station, partly replacing trolley service and partly duplicating older bus service. On June 1, 1929, the Chandler Street segment was eliminated and the route was shifted to run through Park Square, restoring service on Columbus Avenue northeast of Dartmouth Street. At the same time the outer end of the route was cut back from Lenox Street to Columbus Avenue at Warren Avenue (Columbus Square). [In 2020, the east end of Chandler Street was just a pedestrian and bicycle path.]

On June 23, 1928, the BERY started a bus route between Brookline Village and Brighton Center via Washington Street. South of Beacon Street, bus service had replaced trolley service in 1926. North of Beacon Street, this was new service. [In 2020 this was part of MBTA bus **Route 65**.]

On July 4, 1928, the BERY established a bus route between Harvard Square and Belmont Center via Concord Avenue. From Harvard Square to Huron Avenue it overlapped a trolley line. From Huron Avenue to the border of Belmont it replaced the rush-hour bus route started in 1927. From Bright Road to Belmont Center, this route replaced the north end of a trolley route from Harvard Square to Belmont Center via Mount Auburn, Belmont, and Grove Streets, Bright Road, and Concord Avenue. When the new bus route from Harvard Square to Belmont Center was started, the segment of the trolley route between Belmont Street and Concord Avenue was replaced with a shuttle bus route that ran until 1931. In 1934, the Harvard–Belmont route was modified slightly to follow Blanchard and Bright Roads in a U shape just west of the Belmont border. [In 2020, the bus route between Harvard Square and Belmont Center was MBTA bus **Route 74**, but without the Blanchard and Bright Roads diversion. MBTA bus **Route 75** took an alternate route between Harvard Square and Belmont, including running on Grove Street and Bright Road between Huron Avenue and Concord Avenue.]

On November 8, 1928, the DPU granted a certificate to the BERY for a new bus route in Brookline between Lee and Boylston Streets via Lee, Clyde, and Newton Streets to LaGrange Street. The BERY ran this route only briefly, if at all, and on December 12, the DPU granted a certificate for a similar route to the Walnut Hill Realty Company. This company ran the route until July 1930, when Metropolitan Coach Service took it over, running it until July 1936. The BERY then took it over again. [In 2020, the segment of this route from Lee and Boylston Streets to Newton and Grove Streets was part of MBTA bus **Route 51**.]

On December 17, 1928, the BERY bus route from Washington and Grove Streets to Centre and Spring Streets in West Roxbury was extended to Vermont and Baker Streets via LaGrange Street, providing new coverage for a distance of about one mile. [In 2020, this extension was part of MBTA bus **Route 37**.]

On February 16, 1929, the south end of the bus route from Fields Corner to Granite Bridge was cut back to Gallivan Boulevard, and the BERY began operating a bus route between Granite Bridge and Ashmont Station, via Gallivan Boulevard and Dorchester Avenue. This included new service on a section of Gallivan Boulevard about one-half mile long. This route operated until June 4, 1932, when it was replaced with a route from the Cedar Grove trolley station to Gallivan Boulevard and Marsh Street via Adams and Milton Streets, Granite Avenue, and Gallivan Boulevard. Most of this route provided new street coverage, but it required a double transfer for trips to downtown Boston. The Cedar Grove–Marsh Street route was discontinued on February 18, 1933, and through service from Granite Bridge to Fields Corner was restored. [In 2020 the segment of Gallivan Boulevard between Marsh Street and Granite Avenue was served westbound-only by MBTA bus **Route 201**.

On February 25, 1929, the BERY started a bus route between Ashmont Station and the junction of Oakridge Street and Gallivan Boulevard via Dorchester Avenue and Gallivan Boulevard. This line overlapped trolley and bus service on Dorchester Avenue, but provided new service on Gallivan Boulevard for about one-half mile. This route ran until mid-1932, after which it was incorporated in another route. [In 2020, the 1929 route was part of MBTA bus **Route 21**, and was partly overlapped by **Route 26**.]

Except for the routes from Ashmont Station to Granite Bridge and to Oakridge Street, the only BERY bus service established during 1929 was in substitution for or supplemental to trolley service. Some service in Dorchester was reoriented to serve Ashmont Station, which had opened on September 1, 1928.

A bus belt line from Fields Corner Station to Ashmont Station, Codman Square, and Uphams Corner began running on February 16, 1929. The line ran south from Fields Corner to Ashmont via Dorchester Avenue, then north on Talbot Avenue and Washington, Bowdoin, and Hancock Streets and Columbia Road to Uphams Corner. It then returned south to Fields Corner on Stoughton and Pleasant Streets, Savin Hill Avenue, and Dorchester Avenue. Although all portions of this route followed trolley lines, the bus route provided local circulation, whereas the trolley routes were oriented more to cross-town traffic.

The belt line operated as such until February 22, 1930, when the return segment on Dorchester Avenue was dropped and service from Fields Corner to Uphams Corner operated via Ashmont and Codman Square in both directions. The original belt line was restored on February 18, 1933, after discontinuance of trolley service on Dorchester Avenue. Service was provided in both directions around the belt. This route was run until about 1953.

[In 2020, most segments of the former belt line still had MBTA bus service. Dorchester Avenue between Savin Hill Avenue and Ashmont was included in **Route 18**. Talbot Avenue and Washington Street from Ashmont Station to Bowdoin Street were included in **Route 23**. Bowdoin and Hancock Streets and Columbia Road between Geneva Avenue and Uphams Corner were included in **Route 17**. The segments with no bus service were Bowdoin Street between Washington Street and Geneva Avenue, and Stoughton and Pleasant Streets and Savin Hill Avenue between Uphams Corner and Dorchester Avenue.]

### ***BERy Bus Routes Established from 1930 to 1932***

On February 1, 1930, bus service between Kendall Station and Spring Hill, Somerville via Inman Square and Newton Street was rerouted via Webster Avenue between Hampshire Street and Newton Street. The previous routing had been in effect since September 1926, when trolley

service was discontinued. The new routing provided service on the segment of Webster Avenue between Hampshire Street and Cambridge Street, a distance of about one-half mile for the first time since horsecar service was discontinued in the 1890s. At the Spring Hill end of the line, a short loop was set up, creating new service on Avon Street for about one-quarter mile.

At the same time this routing went into effect, a shuttle bus route was started between Kendall Square and Inman Square (Hampshire Street at Cambridge Street) via Hampshire Street in place of the previous Spring Hill routing. North of Inman Square, the former Spring Hill bus routing was included in a bus route replacing trolleys between Central Square Station and Union Square, Somerville. [In 2020, MBTA bus **Route 85** ran between Kendall Station and Spring Hill, but used Columbia Street northbound and Windsor Street southbound between Hampshire and Cambridge Streets. There was no bus service on Webster Avenue south of Cambridge Street, or on Springfield and Newton Streets on the old Spring Hill routing.]

On June 7, 1930, BERY buses replaced trolleys on a route in Cambridge between Brattle Square and Kendall Station via Massachusetts Avenue and Main Street. The segment on Massachusetts Avenue overlapped another trolley line that was retained. Service from Brattle Square to Kendall Station ran until June 18, 1932, when a shuttle between Kendall Station and Massachusetts Avenue at Main Street (Lafayette Square) replaced it. This shuttle had all-day service until 1943, when it was reduced to rush hours only.

In April 1950, trackless trolleys began operating over this section of Main Street as part of a rush-hour turnback. After the trackless trolley service ended in 1961, a rush-hour bus route from Kendall Square to Amesbury Street was rerouted to provide service between Lafayette Square and Kendall Square. This route was discontinued in 1971. [In 2020, Massachusetts Avenue between Lafayette Square and Harvard Square was included in MBTA bus **Route 1**, except that Massachusetts Avenue was one-way westbound west of Quincy Street. Several MBTA bus routes ran on Main Street westbound between Kendall Station and Ames Street while turning around, but there was no local MBTA bus service between Ames Street and Lafayette Square.]

On December 13, 1930, the BERY started a bus route between Sullivan Square Station in Charlestown and the junction of Woburn Street and Playstead Road in West Medford. From Irving Street to Woburn Street on Playstead Road in Medford, a distance of about three-quarters of a mile, and on Mystic Avenue in Medford and Somerville a distance of two miles, the route was new. The rest overlapped or replaced trolley service. [In 2020, this route was still running as MBTA bus **Route 95**.]

Most of the bus service the BERY started in 1931 replaced trolley service. On June 8, 1931, buses replaced trolley service between Central Square, Cambridge and Brighton Center via Western Avenue and Market Street. At the same time, an extension of this route was started, continuing from Brighton Center via Chestnut Hill Avenue to Commonwealth Avenue. This provided service over a distance of about three-quarters of a mile where there had not been previous transit service. [In 2020, MBTA bus **Route 86** included the part of this route between Commonwealth Avenue and Western Avenue at North Harvard Street. **Route 70** served Western Avenue between Central Square and North Harvard Street, but Western Avenue had been one-way westbound-only between Central Square and Soldiers Field Road for many years.]

In addition to the Brighton Center route, the BERY ran a few experimental bus routes, described below, in 1931, but none of them lasted for more than a few months.

On February 28, 1931, an experimental rush-hour route was started between Fields Corner Station and the Junction of Everett and Mill Streets in the Harrison Square area of Dorchester, a distance of less than one mile. Harrison Square had previously had a commuter rail station on the New Haven Railroad Old Colony Line. After the experiment, it was recommended that bus service be established between the Columbia (now JFK/UMass) rapid transit station and Harrison Square, but no action was taken until late in 1932.

In May 1931, a bus line was started between Brigham Circle and Park Square, following trolley service most of the way. After the trial period, the route was dropped and was not tried again for 10 years.

In November 1931, a new bus line between Belmont Center and the junction of Belmont Street and Trapelo Road via Common Street was run experimentally. This was a distance of about one mile where there had been no previous transit service. This route replaced a route between Belmont Center and Belmont Street at Prentiss Street via Concord Avenue, Bright Road and Grove Street that had replaced trolley service in 1928 but had been discontinued earlier in 1931. Although the old and new bus routes served different local corridors, they both provided connections between the BERY Waverley to Harvard Square trolley line and the Belmont Center to Harvard Square bus line. The Common Street route appears to have run for less than a year, and was never tried again.

On May 9, 1932, the BERY started bus service in Cambridge between Lechmere Station and Central Square via Cambridge and Columbia Streets. The Cambridge Street segment supplemented trolley service. The Columbia Street segment, a distance of nearly three-quarters of a mile, had not been served since a horsecar line was discontinued about 1887, but it paralleled long-established service on Prospect Street. The Lechmere–Central Square route ran until October 14, 1933, when it was discontinued permanently.

On June 4, 1932, the short-lived route between Cedar Grove Station and Marsh Street, discussed above, was inaugurated.

On July 9, 1932, bus service began between Arlington Center and Lechmere Station via Medford and High Streets, Boston and College Avenues, Broadway, Medford and Pearl Streets, and the present alignments of the McGrath and O'Brien Highways. All of the route alignment had previously had trolley or bus service, but this was the first through route between the two termini. [With minor changes, this route was still running in 2020, as MBTA bus **Route 80**.]

On July 18, 1932, service began on a bus route from Ashmont Station via Ashmont and Washington Streets and Gallivan Boulevard to Morton Street. The segments on Ashmont Street and on Gallivan Boulevard between Oakridge Street and Morton Street provided new coverage; the rest overlapped other service. [Except for the segment on Ashmont Street, this route was part of MBTA bus **Route 26** in 2020.]

On August 9, 1932, the BERY started a rush-hour route between Roslindale Square and the junction of Walter and Bussey Streets, a distance of about one mile. This route was entirely new and was not successful. It was discontinued after a short trial period and no segment was served again until 1937.

On October 3, 1932, the BERY started a bus route from Andrew Station via Dorchester Avenue and Freeport Street to Mill Street. Only the segment on Freeport Street, about one-half mile long, provided new coverage. As noted above, an experimental route connected Mill Street

with Fields Corner Station for a short time in 1931. The route from Andrew Station originally had all-day service.

In April 1934, coverage at the southern end of the Freeport Street route was expanded to include a loop on Mill, Ashland, and Beach Streets. Before 1940, the sections north and South of Savin Hill Station were divided into separate routes, and service from Savin Hill to Freeport and Mill Streets was made rush-hour-only.

Service from Savin Hill to Freeport and Mill Streets continued until December 1962, when a route from Fields Corner Station to Freeport and Mill Streets replaced it. [In 2020, there was no transit service on the Freeport and Mill Street loop.]

### ***BERy Bus Routes Established from 1933 to 1935***

During 1933 and 1934, almost all of the bus routes the BERY started replaced or supplemented trolley service. On March 20, 1933, a shuttle bus route was started from Kenmore Station via Beacon Street to Audubon Circle. This was only about one-quarter mile, but it restored local service that had been eliminated with the opening of Kenmore Station and the Boylston Street Subway extension to St. Mary's Street on October 23, 1932. This shuttle bus route ran until June 16, 1939.

In November 1933, the BERY was granted rights for a belt line in Medford on Fulton and Elm Streets, Fellsway West, and Forest Street. The BERY had run bus service on the west side of this loop briefly in 1926. In June 1934, Warwick Coach Lines took over the belt line, and Hudson Bus Lines later took it over. [In 2020, bus service on most of Fulton Street and on the southern end of Forest Street was run under contract for the MBTA by Joseph's Transportation, as MBTA **Route 710**.]

In July 1934, the BERY started bus service between Massachusetts (Hynes Convention Center) Station and Jersey Street at Queensberry Street via Boylston and Ipswich Streets, Boylston Street again, and Kilmarnock and Queensberry Streets. A trolley route from Cypress Street in Brookline had previously served Boylston and Ipswich Streets, but had been replaced earlier in 1934 by a bus route from Cypress Street that diverged to Kenmore Station via Brookline Avenue. The Ipswich Street bus line provided new coverage on a quarter-mile one-way loop on Kilmarnock, Queensberry, and Jersey Streets. The route established in 1934 was not changed until the early 1960s, when partial demolition of the Massachusetts Station busway because construction of the Mass. Turnpike Extension required a new loop operation at the east end. [In 2020, the 1934 route was the west end of MBTA bus **Route 55**.]

In mid-1934, the BERY started a new rush-hour belt line in Cambridge from Kendall Station over Third, Munroe (Linskey Way), First, and Main Streets. The total length was about one mile. Only the segment on Main Street had had previous transit service, and that service had ended in 1932. This route served an industrial area. It was not shown on most maps issued by the BERY or the MTA but ran until 1971, when it was eliminated in a general service reduction. It was never reinstated.

In November 1934, a segment of the Belmont Center–Harvard bus route was diverted to run over Bright Road, Washington Street, and Blanchard Road in Belmont, a distance of about three-quarters of a mile. There had been bus service on Washington Street and Bright Road between 1928 and 1931, replacing trolley service. Blanchard Road had had no prior transit service. [In 2020, bus **Route 74** ran on Concord Avenue between Blanchard Road and Bright Road, but **Route 75** ran on Washington Street and Bright Road.]

Expansion of BERY bus service accelerated in 1935. On May 17, 1935, the BERY started a bus route between Charles Street Station and North Station via Charles and Nashua Streets. There had been no transit service on this part of Charles Street since the abandonment of trolley service in 1925, and Nashua Street had not had prior transit service. The bus route ran for about five years. [In 2020, there was no MBTA bus service on this route, but the **EZ Ride** shuttle between North Station and Cambridge used Nashua Street outbound.]

Also on May 17, 1935, a bus route between Ashmont Station and River Street at Standard Street was extended to Mattapan via River Street. Before 1929, there had been a trolley route from Mattapan to Pierce Square (River Street at Dorchester Avenue) via River Street, and a connecting trolley route from Pierce Square to Ashmont via Dorchester Avenue. In February 1929, the River Street line had been converted to bus service. In 1930, the bus route was shortened to run between Pierce Square and Standard Street, and then discontinued entirely. In May 1933, the trolley line on Dorchester Avenue was converted to bus, and the bus line was extended through to Standard Street. [In 2020, bus service from Ashmont to Mattapan via Dorchester Avenue and River Street was still running, as MBTA **Route 27**.]

A third bus extension of May 1935 consisted of the addition of a new loop at the end of the route to Vermont and Baker Streets in West Roxbury. The loop ran on Baker, Lasell, and LaGrange Streets, and added about one-half mile of coverage to the former route. [In 2020, this loop formed the outer end of MBTA bus **Route 37**.]

On July 10, 1935, the BERY began operating a bus route between Haymarket Square and Porter Street in East Boston via the then year-old Sumner Tunnel. This route ran until the mid-1940s.

On July 17, 1935, the BERY altered the route of the “figure 8” line between Rowes Wharf and Summer and Arch Streets in downtown Boston. Eastbound service was shifted from High Street to Purchase Street, one block away. The reason for this was probably a change in one-way street patterns. This routing was maintained until the entire route was discontinued in February 1940.

On August 17, 1935, the BERY began operating one of the longest new bus routes in its history. This was a route from Harvard Square to Park Circle in Arlington Heights. The new line followed the Belmont Center route from Harvard Square as far as the junction of Concord Avenue and Blanchard Road. It then continued via Blanchard Road, Brighton Street, Cross Street, and the Concord Turnpike, and Park Avenue to Park Circle. About 2.5 miles of roads with no previous local bus service were included. [In 2020, this was part of MBTA bus **Route 78**, but the Concord Turnpike had been upgraded to limited-access state Route 2, and the bus ran on service roads on each side.]

In December 1935, the BERY started a rush-hour bus route from Ashmont Station via Dorchester Avenue and Gallivan Boulevard to Marsh Street. The section on Dorchester Avenue overlapped other service. On Gallivan Boulevard there had been previous bus service west of Adams Street from February 1929 to June 1932, and east of Adams Street from June 1932 to February 1933. [In 2020, MBTA bus **Route 215** used Gallivan Boulevard and Dorchester Avenue west of Adams Street. **Route 201** westbound included the segment of Gallivan Boulevard between Marsh and Adams Streets.]

The last new BERY bus service of 1935 consisted of a loop at the end of the line from Kenmore Square to Cypress Street at High Street in Brookline. The original route had replaced a

trolley line between Massachusetts (Hynes) Station and Cypress Street. The new loop ran from Cypress Street on High Street, Highland and Jamaica Roads, Pond Avenue, Chestnut Street and High Street back to Cypress, and was about one-half mile long. Service on the loop was suspended during World War II, but was restored in 1947. [In 2020, MBTA bus **Route 60** included service on Cypress Street and on High Street east of Cypress, but there was no longer bus service on the rest of the 1935 loop.]

### ***BERy Bus Routes Established in 1936 and 1937***

On February 10, 1936, the BERY began running bus service between Kenmore Square and the junction of Green and Pearl Streets in Cambridge via Beacon and Mountfort Streets, the Cottage Farm (now B.U) Bridge, and Brookline and Green Streets, returning to the bridge via Pearl Street, Putnam Avenue, and Magazine Street. Until 1924, there was a trolley line from Commonwealth Avenue and Essex Street over the old Essex/Brookline Street Bridge via Brookline and Green Streets to Pearl Street, returning via Pearl Street, Putnam Avenue and Brookline Street. In August 1924, the bridge was closed permanently and a bus route was started from Ashby Street and Commonwealth Avenue to Green Street via a temporary bridge. In Cambridge, this bus line was the same as the old trolley line.

In September 1928, the new Cottage Farm Bridge was opened and the bus route was shifted onto it. In June 1929, a new loop over Putnam Avenue, Magazine Street and Granite Street was added to the bus line, and except in rush hours, bus service over the bridge was discontinued. All remaining bus service over the bridge ended in June 1932. The 1936 route was an attempt to restore service over the bridge, with an extension to Kenmore Station. This service was unsuccessful, and before the end of 1936, service was but back to the 1932-35 configuration. [That route was used until 1975, when it was incorporated in MBTA bus **Route 47** from Central Square to Boston City Hospital. In 2020, Route 47 in Cambridge used Brookline and Green Streets northbound and Pearl and Granite Streets southbound back to Brookline Street. The route still crossed the B.U. Bridge. In Boston, it ran on the segment of Mountfort Street between Essex Street and Park Drive, except that because of one-way street patterns, westbound buses used Carlton Street and Commonwealth Avenue between Mountfort Street and the bridge.]

In May 1936, the bus route from South Station to Columbus Square via Columbus Avenue was extended to the Northampton Street rapid transit station via West Newton and Washington Streets. West Newton Street had not had transit service previously. The entire route was discontinued about 1941, resulting in the permanent end of local bus service on Columbus Avenue northeast of Ruggles Street.

On June 10, 1936, the BERY took over operation of most of the Chelsea Division of the Eastern Mass. Street Railway Company. This included six trolley lines in Revere, Chelsea, Everett, and East Boston. On July 2, 1936, the DPU granted rights to the BERY for a bus route from Chelsea Square to the City Square rapid transit station via the Chelsea Bridge. The Eastern Mass. had discontinued trolley service on this route in 1935, when the bridge was closed for reconstruction. [In 2020, this bus route was part of MBTA **Route 111**.]

On July 14, 1936, the DPU revoked the certificate of Metropolitan Coach Service for a route between Brookline Village and the Walnut Hill section of Brookline. This action was taken at the request of Brookline town officials because of poor service. The route had been privately operated since December 1928, after the BERY had run a similar route for a few weeks. When the Metropolitan Coach certificate was revoked, the DPU granted a certificate to the BERY for a service to the same area.



The 1936 BERY route ran from Lee and Boylston Streets via Lee, Clyde, Newton, Grove and South Streets, Grassmere and Russett Roads, and then via Grove, South, Newton, and Hammond Streets to Boylston Street. The BERY had run experimental bus service on the final segments on Newton and Hammond Streets in 1926, but had not made the route permanent. Most of the 1936 route was the same as the one granted to Walnut Hill Realty Corporation on December 12, 1928, as described in a contemporary *Boston Globe* article.

When the BERY first took over the route in 1936, westbound service ran via Lee Street and eastbound service ran via Clyde, Warren, and Heath Streets. In October 1936, two-way operation on Lee Street north of Clyde Street began. At the same time, the connection between South Street and Russett Road was shifted from Grassmere Road to Asheville Road. [In 2020, MBTA bus **Route 51** included the segment from Boylston Street via Lee, Clyde, and Grove Streets as far as Putterham Circle at West Roxbury Parkway. The rest of the 1936 route had no transit service.]

In addition to the Walnut Hill route, in July 1936 the BERY began operating a bus route in Medford, from Medford Square via Washington and Myrtle Streets to Lawrence Street, looping back to Washington Street via Lawrence and Spring Streets. This route included more than one mile of coverage on streets with no previous transit service. This route ran until June 16, 1939, when it was discontinued permanently.

On December 12, 1936, the BERY began operating a bus route from the junction of Belgrade Avenue and Robert Street in Roslindale via Robert, Walter, Ardale, Centre, and Weld Streets to Maple Street in West Roxbury, returning via Weld, Centre, Hewlett, Walter, and Robert Streets. This route included about two miles of streets with no previous transit service.

On November 1, 1939, this route was revised slightly, with operation on Ardale, Centre and Hewlett Streets being eliminated, and service on Walter and Weld Streets being extended to a direct connection. This provided about one-half mile of new coverage. [In 2020, this route as revised in 1939 was part of MBTA bus **Route 51**.]

It should be noted in passing that 1936 was the year that the BERY first ran trackless trolleys. The first route, from Harvard Square to Lechmere Station via Cambridge Street, replaced a trolley line. The trackless trolley service began on April 11, 1936. [In 2020, this was MBTA bus **Route 69**. Other BERY and MTA trackless trolley routes are discussed in Appendix A.]

The BERY inaugurated two new bus routes on April 24, 1937. One of these ran from Forest Hills Station via Morton Street to Blue Hill Avenue. This route was approximately 1.75 miles long, and provided entirely new coverage. Service was run only in rush hours. The route lasted only until February 10, 1940, when it was discontinued due to lack of ridership. From January 9 to March 19, 1956, the MTA tried running service again between Arborway and Morton Street at Blue Hill Avenue. In 1963, this segment became part of an experimental route run by the MTA for the Mass Transportation Commission from Ashmont Station to Forest Hills, Reservoir Station, and Harvard Square. After the demonstration ended, the MTA retained the segment between Ashmont and Forest Hills as a separate route. [In 2020, this was MBTA **Route 21**.]

The other BERY bus route started in April 1937 was a loop extension of the route started in December 1936 between Roslindale and Weld Street at Maple Street. The new loop ran on Maple, Centre, Corey, and Pomfret Streets, and provided three-quarters of a mile of new coverage. However, after this route began running, considerable neighborhood objection developed. Residents of the streets along the loop complained about the noise and fumes of the

buses and maintained that the safety of children was endangered. The DPU conducted an investigation, as a result of which the certificate for the loop was revoked on June 1, 1937. In the course of the investigation it was found that there were only one or two passengers per trip on the loop. Whether or not this was the result of a deliberate boycott is not known. This incident may well have influenced future thinking of BERY management and the DPU in regard to establishment of new bus routes.

On May 1, 1937, the bus route from Belgrade Avenue and Centre Street on the border of West Roxbury and Roslindale to Centre and South Streets in Jamaica Plain was extended to the Green Street rapid transit station via South, McBride, and Washington Streets, returning via Green and Centre Streets to South Street. This extension included a total of nearly one mile of new street coverage. The BERY had proposed a similar extension of the route in April 1931, but for some reason the extension was delayed until 1937. The 1937 extension remained in service until about 1961, when the line was rerouted through Forest Hills Station, eliminating operation on McBride Street. [In 2020, the Centre Street segment was part of MBTA bus **Route 38**.]

On July 3, 1937, the bus line from South Station to Copley Square was extended via Dartmouth, Marlborough, and Hereford Streets to Beacon Street, returning on Beacon Street to Dartmouth Street. This extension provided about three-quarters of a mile of new street coverage. It was not successful, and was discontinued by the end of 1937. As a note of historic interest, the segments on Dartmouth and Marlborough Streets were included in the last horsecar line in the Boston transit system, when it was discontinued in 1900, with no replacement. Local opposition had prevented its conversion to an electric trolley line.

### ***BERy Bus Routes Established from 1938 to 1941***

In January 1938, the BERY acquired all three fixed routes of Rawding Bus Lines. One route ran from the junction of Atlantic Avenue and State Street to the Boston Fish Pier via Atlantic Avenue, Summer Street, the Commonwealth Pier viaduct and ramp, and D Street. The 1915 PSC report shows such a route being run with 3 or 4 “auto buses,” and a news item from September 1915 indicates that Mr. Leslie G. Rawding of Somerville was running auto buses in downtown Boston by then. The segments of the Fish Pier route on Summer Street and on Atlantic Avenue south of Rowes Wharf overlapped other BERY trolley or bus service.

Another Rawding route in the 1938 transaction was a rush-hour line from South Station to the Boston Army Base via Summer Street. Outside of the Army Base property, this route overlapped BERY trolley service. The third Rawding route in the transaction was an all-day shuttle from the Army Base to the Army Base gate. Construction of the Army Base had begun in 1918 and was completed in 1920. The bus service was probably established when the facility began employing large number of workers.

The DPU had granted temporary rights to Rawding for the three routes in 1925, and had made them permanent in 1926. The BERY had attempted to acquire Rawding’s routes in April 1930, but the transaction was not completed. By 1938, Rawding Bus Lines had become primarily a sightseeing organization. By 1964, J. Irving Rawding was the operations manager.

[Leslie Rawding died in 1980, at age 89. His obituary in the January 17, 1980, *Boston Globe* said that he established the South Station–Fish Pier route in 1913 as the first bus route in Massachusetts. He combined his company with Gray Line in 1941, and sold his interest in 1976.]

[In 2020, the Fish Pier was served by a stop on MBTA bus **Route 4** during rush hours, but the routing mostly differed from that of the Rawding route. Route 4 also followed Atlantic

Avenue between South Station and State Street. There was no bus service on the viaduct, and the ramp to D Street was gone. MBTA bus **Route 7** ran on Summer Street between South Station, the former Army Base site (now the Design Center) and on to South Boston. MBTA Silver Line Branch **SL2** covered most of the route of the Rawding Army base shuttle, but made a one-way loop eastbound on Drydock Avenue and westbound on Black Falcon Avenue, which the old shuttle used in both directions.]

On August 30, 1938, the BERY started a bus route from Dudley Station via Centre and Heath Streets to South Huntington Avenue. The Heath Street segment had not had prior transit service. Trolley service on the Centre Street segment had ended in March 1925. The bus service started as rush-hour-only, but soon expanded to all day. [In 2020, MBTA bus **Route 14** included the route from Dudley Square to Heath Street, except that Heath Street had been relocated where it crossed the Southwest Corridor rail lines.]

On September 30, 1938, rapid transit service on the Atlantic Avenue elevated line was discontinued permanently. As a partial replacement, the BERY extended the former Rawding Fish Pier–State Street bus route to Haymarket Square via Atlantic Avenue, Commercial, and Hanover Streets. The Atlantic Avenue and Commercial Street segments provided new surface-level coverage. Hanover Street had had bus service since trolley service was discontinued in 1924, except for an interval from February 1929 to March 1930 when there was no service. The Fish Pier–Haymarket route ran until about 1960, when it was split into two routes at South Station. [Atlantic Avenue was relocated between Rowes Wharf and Commercial Wharf in the early 1970s as part of a redevelopment project. In 2020, MBTA bus **Route 4** provided rush-hour service on Commercial Street and the relocated Atlantic Avenue. Bus service on Hanover Street ended in 2009.]

During 1939, there was little expansion of bus service involving new coverage. The revision to service on Walter and Weld Streets in Roslindale has been noted above.

At the end of January 1940, the Boston, Revere Beach and Lynn Railroad was abandoned. On January 28, the BERY began operating a new bus route from Revere Beach to Point of Pines via Ocean Avenue, Revere Street, and North Shore Road. On the same day, Saugus Transit began running a temporary route from Winthrop Highlands to Point of Pines, partly overlapping the BERY route. The BERY route was discontinued on March 27, 1940, but Service Bus Line took over the Winthrop–Point of Pines route and was still running it in 1975 when the MBTA took over the fixed routes of that company. [In 2020, MBTA bus **Routes 441 and 442** still ran on North Shore Road between Wonderland Station and Point of Pines. There was no bus service on Ocean Avenue or between Winthrop Highlands and Beach Street.]

On July 13, 1940, the BERY started an afternoon and evening bus route to Malden Hospital. This route branched off the line to Upper Highland Avenue, providing new service on Savin Street and Hospital Road. By the end of 1940, it was run as a variation of the Upper Highland Avenue route, though not shown on maps. [In 2020 the hospital, now Malden Medical Center, was served by a branch of MBTA bus **Route 99**, still via Savin Street and Hospital Road.]

On February 16, 1941, the Huntington Avenue Subway was opened. This resulted in elimination of surface trolley service between Huntington Avenue at Opera Place (at the present Northeastern Green Line stop) and Boylston Street at Charles Street. To continue local coverage, the BERY started a bus route between Park Square and Huntington Avenue at Hemenway Street. In October 1941, the route was extended to Brigham Circle. The entire route was discontinued about 1944. [In 2020, MBTA bus **Route 39** included the segment of Huntington Avenue and

Belvidere Street in both directions, and also used Huntington Avenue westbound between Dartmouth Street and Belvidere Street. **Route 55** eastbound included the segment of the 1941 route on Boylston Street between Clarendon and Charles Streets.]

In May 1941, the BERY started a rush-hour bus route from Mattapan Station via River Street, Fairmount Avenue, Highland and Pond Streets, Williams Avenue, and Summit and Washington Streets to Chittick Road in Hyde Park, returning on Chittick Road and Truman Parkway to Fairmount Avenue. This supplemented older bus service on River Street, but provided almost 1.5 miles of new street coverage at the outer end. All-day service was established on this route in the mid-1940s. Between 1950 and 1957, several revisions were made in the routing at the outer end of the line. [In 2020, this route in its final form was still running as MBTA bus **Route 24**.]

In December 1941, the bus route in Brookline from Hammond and Boylston Streets to Lee and Boylston Streets via Walnut Hill was extended on the east end from Boylston Street to Cleveland Circle via Chestnut Hill Avenue. This provided three-quarters of a mile of new coverage. [In 2020, the 1941 extension was still included in MBTA bus **Route 51**, except that the endpoint was the busway at Reservoir Station.]

### ***BERy Bus Routes Established from 1942 to 1947***

During World War II, the U.S. War Department imposed limitations on bus service operations, to conserve gasoline and rubber. The BERY, like other bus companies, was forced to eliminate or sharply curtail service on some of its routes. Nevertheless, there was some expansion of BERY bus service between 1942 and 1945.

In February 1942, the bus line from Ashmont Station to Gallivan Boulevard at Marsh Street was extended via Gallivan Boulevard and Hallet Street to Hallet Square at Hilltop Street. [In 2020, the segment on Hallet Street was part of MBTA bus **Route 202** northbound only.]

On July 10, 1942, through bus service on the route from Cleveland Circle to Hammond and Boylston Streets was discontinued, and replaced the next day by two routes. One route ran from Cleveland Circle to Roslindale Square. It included a short section of new coverage on South Street in Brookline and Church Street in West Roxbury. Otherwise, in Brookline this route followed part of the old route from Cleveland Circle to Hammond and Boylston Streets. In West Roxbury it mostly duplicated the route from Roslindale to Weld Street at Maple Street. [In 2020, with some further revisions of the link between Brookline and West Roxbury, this was part of MBTA bus **Route 51**.]

The other new route of July 1942 ran from Hammond and Boylston Streets to Grove and South Streets via Hammond and LaGrange Streets, Beverly Road, and Grove Street, returning via South and Newton Streets. The segments on LaGrange Street and Beverly Road provided new coverage. The rest had been part of the old route. During rush hours, service on this route was extended via Grove Street and Allandale Road to Hackensack Road. Except on Grove Street, this extension provided new coverage.

On October 10, 1942, the route from Hammond and Boylston Streets to Grove and South Streets was extended via Newton and Pond Streets, Arborway, and Centre Street to South Street in Jamaica Plain. This provided about 1.75 miles of new coverage. This extension was originally run under War Emergency authority, but a permanent DPU certificate for it was issued in 1946. [In 2020, except where it overlapped Route 51 on Grove and Newton Streets in Brookline and Route 38 on Centre Street in Jamaica Plain, there was no bus service on this route.]

On September 5, 1942, a new rush-hour route was started between City Point and Castle Island Wharf via what is now William J. Day Boulevard. This route ran until the phasing out of defense activity at Castle Island at the end of the war.

In November 1942, a new routing was started for some trips on the route between Cleveland Circle and Roslindale. Between Newton Street at Grove Street and Grove Street at South Street, the alternate routing ran on Newton and South Streets instead of Grove Street. This routing provided about one-half mile of new coverage. Some trips used this variation until about 1970.

One of the wartime service cuts made by the BERY was elimination of the portion of the route from Central Square to Commonwealth and Chestnut Hill Avenues on Western Avenue, where there was also trolley service. This cut was made in February 1943. At the same time, the western end of the route was extended, under war emergency authority, to Cleveland Circle via Chestnut Hill Avenue. This extension was about one-quarter mile long and had had no service (except for non-revenue trolley moves) since 1928. In 1946, through service from Cleveland Circle to Central Square began. [In 2020, the segment from Western Avenue at North Harvard Street to Cleveland Circle was included in MBTA bus **Route 86**, which terminated at the Reservoir Station busway. **Route 70** provided service between Central Square and North Harvard Street.]

In March 1943, the BERY started a rush-hour only alternative route from Harvard Square to Park Circle in Arlington. This variation diverged from the regular route on Concord Avenue at Alewife Brook Parkway, which it followed to the Concord Turnpike. It rejoined the regular route at Pleasant Street. It provided about 1.75 miles of new coverage. It originally ran under war emergency authority but was later granted a permanent DPU certificate. [In 2020, MBTA bus **Route 84** used the part of this variation on the Concord Turnpike, but the inner terminal of the route was Alewife Station instead of Harvard Square.]

In May 1944, the BERY began running bus service from the Maverick rapid transit station in East Boston to Logan Airport via Sumner and Jeffries Streets, returning via Maverick and Bremen Streets. The main entrance to the airport was at the end of Jeffries Street. This route, with slight modifications, ran until January 1952, when the first section of the East Boston rapid transit extension opened. At that time the bus to the airport from Maverick was replaced by a bus from Airport Station using the new road network on the airport grounds. [This route was replaced in 1976 with bus service provided by Massport.]

In June 1945, the outer end of the bus line from Green Street Station to Centre Street and Belgrade Avenue in West Roxbury was changed to run from Centre Street via West Roxbury Parkway, Anawan Avenue, Park Street, and Woodward Road to Wren Street. This extension added about three quarters of a mile of new coverage. [In 2020, it was still the outer end of MBTA bus **Route 38**.]

In September 1945, the BERY began running a new rush-hour bus route from Northampton Station to Dover Station via Washington and East Concord Streets, Harrison Avenue, and Dover (East Berkeley) Street, returning to Harrison Avenue via Washington Street and Union Park. This route provided about three quarters of a mile of new coverage. The route was revised a few times after that, and was phased out beginning in 1971. [In 2020, pieces of this route were included in various MBTA bus routes. Silver Line **Routes SL4 and SL5** ran on Washington Street between the former Northampton and Dover Street Station sites. **Route 8** covered some of the segment of Harrison Avenue that was included in the 1945 bus route.]

In September 1945, the BERY began running a variation of the route from Medford Square to Dover Street at Massachusetts Avenue in North Cambridge. The new routing ran via George Street and College Avenue between Winthrop Street and Boston Avenue, adding three-quarters of a mile of new coverage. The old and new routes were both extended from North Cambridge to Harvard Station in 1961, when free bus-to-bus transfers for adults were eliminated. [In 2020, MBTA bus **Route 96** served a combination of the two older variations, running on George Street but not on College Avenue.]

In November 1945, the BERY began running a bus route from Cleary Square in Hyde Park via West and Poplar Streets and Metropolitan Avenue to Washington Street in Roslindale. This route provided 1.75 miles of new coverage. In 1961, it was through-routed to Arborway when free bus-to-bus transfers were eliminated. [In 2020, this route, with minor changes near Cleary Square, was running as MBTA bus **Route 50**.]

In January 1946, the BERY started a new through routing between the Riverside Avenue Line in Medford and the Lower Highland Avenue Line in Malden. During World War II, the two lines had been through-routed via a connection on the Fellsway that overlapped trolley service. In the 1946 revision, the two lines were connected by new route coverage of about one mile on Riverside Avenue and Middlesex and Highland Avenues. [The through routing was discontinued in 1976. In 2020, the segment from Malden Center to Riverside Avenue at the Fellsway was part of MBTA bus **Route 108**. The segment on Riverside Avenue at the Fellsway to Medford Square was part of **Route 134**.]

From April 13, 1946, to March 14, 1947, the BERY ran a bus route from the Massachusetts (Hynes) Station busway via Newbury Street, Massachusetts Avenue, and Boylston and Hemenway Streets to Forsyth Street in the Fenway.

From February 24 to March 28, 1947, the BERY ran a bus route on Rindge Avenue in Cambridge from Massachusetts Avenue to a housing development west of Clifton Street. The return route used Rice Street from Rindge Avenue to Massachusetts Avenue. [The segment of Rindge Avenue west of Sherman Street was included in MBTA minibus routes from May 1973 to June 1976. The MBTA restored bus service on Rindge Avenue from Massachusetts Avenue to Russell Field as a shuttle in January 1974, and as an extension of **Route 83** in December 1974, in which it was still included in 2020.]

The last bus service established by the Boston Elevated Railway Company before the Metropolitan Transit Authority succeeded it was an extension in May 1947 of the route between Ashmont Station and Hallet Square over Hilltop Street and Granite Avenue. The segment on Hilltop Street, about one third of a mile long, provided new coverage. The segment on Granite Avenue replaced part of a route from Fields Corner to Hilltop Street via Adams Street. As discussed earlier, before 1942, there was service from Fields Corner to Granite Bridge. In 1942, that service was cut back to Fields corner to Gallivan Boulevard. In 1946, service was restored as far as Hilltop Street. The route between Hallet Street and Ashmont was discontinued in June 1976, but was replaced by a modification of the loop route between Fields Corner and Neponset Circle. [In 2020, MBTA bus **Route 202** served Granite Avenue and Hilltop Street outbound from Fields Corner and served and Hallet Street inbound.]

### **Metropolitan Transit Authority (Maps 1A and 1B)**

On August 29, 1947, the Metropolitan Transit Authority (MTA) succeeded the Boston Elevated Railway Company. The route structure and schedules of the BERY were initially

retained. The legislation creating the MTA placed licensing of its bus routes solely under DPU jurisdiction, eliminating the requirement imposed on all other local bus service operators in the Commonwealth of obtaining licenses from cities and towns.

### ***MTA Bus Routes Established from 1947 to 1950***

The MTA was granted its first new DPU licenses on October 31, 1947. These were for two routes from Dorchester and Roxbury to the Raytheon plant in Watertown, and they were restricted to carrying Raytheon employees. The BERY had previously operated these routes under war emergency authority. The MTA ran some service on these routes as late as 1960.

On November 14, 1947, the DPU issued several additional licenses to the MTA. Most of these either provided for substitution of bus service for trolley service or made minor modifications to existing bus routes, but two were not in these categories. One of these was for an extension of the Upper Highland Avenue route in Malden to Elm Street in Medford. This service would have brought MTA service into an area already served by Hudson Bus Lines. Hudson management objected, and the DPU revoked the MTA license on March 11, 1948.

From December 6, 1947, to February 13, 1948, the MTA ran a bus route in Cambridge from Dover Street via Massachusetts Avenue, Walden Street, and Vassal Lane to Huron Avenue at Reservoir Street, looping back on the latter to Vassal Lane. The east end of the route looped on Massachusetts Avenue and Day, Orchard, and Dover Streets, entering slightly into Somerville. The BERY had been granted a temporary DPU certificate for a Walden Street route in 1925, but did not receive a permanent certificate in 1926. Otherwise, there had been no previous transit service on this route. The 1947 license may have been issued primarily for school bus service.

On December 5, 1947, the DPU issued a license to the MTA for a belt line from Boston City Hospital to Copley Square. This route went into service on December 13. Service originally ran westbound on Harrison Avenue, East and West Newton Streets, and Huntington Avenue and eastbound on Dartmouth and West Dedham Streets, providing 1.75 miles of new coverage. Several modifications to the route were made over the years. [In 2020 the segments on Harrison Avenue and East Newton, West Dedham and Dartmouth Streets were included in MBTA bus **Route 10**, but there was no bus service on West Newton Street.]

On January 17, 1948, the MTA began operating bus routes to Logan Airport from North Station and South Station. The matter of direct service between Downtown Boston and the airport had been under dispute for several years. In 1945, both the BERY and the Sutcliffe Storage and Warehouse Company applied to the DPU for certificates for such routes. On November 3, 1945, the DPU issued a certificate allowing Sutcliffe to operate a limousine service between the airport and Hotel Statler in Park Square. This service was initially run at a fare of 75 cents. On November 28, 1945, the DPU denied the BERY a certificate for a “deluxe” 25-cent bus service between Copley Square and the airport. Airlines using the airport strongly supported such a service, but the DPU felt that the deficit that would be incurred could not be justified. Contemporary newspaper articles indicate that considerable political pressure was put on the DPU to reverse its decision. It appears that the pressure did not become strong enough until December 1947, when the DPU issued the MTA licenses for the North and South Station routes to the airport.

In March 1948, the MTA extended the Airport–South Station route to Copley Square, putting it into more direct competition with the Sutcliffe limousine service. Sutcliffe tried to retaliate by starting its own routes to North and South Stations from the airport, but the DPU denied

certificates for such routes on July 26, 1948. None of the MTA bus service between the airport and downtown Boston lasted through 1949. The Sutcliffe service was later taken over by Airways Transportation Company. [Airways Transportation finally ceased operating in the early 2000s, in the face of increasing competition from other providers of airport access service.]

In February 1948, the MTA began diverting some of the service on the Cleveland Circle–Roslindale route through the new Hancock Village apartment complex in West Roxbury. This service ran on Grove Street, Independence Drive, and the VFW Parkway south of Putterham Circle, and included about one mile of new coverage. [In 2020 MBTA bus **Route 51** still included the segments of this variation on Grove Street and Independence Drive, but not the segment on the VFW Parkway.]

In March 1948, the MTA rerouted the bus route started in 1945 by the BERY between the Northampton and Dover rapid transit stations. The new routing followed East Brookline and Albany Streets and Union Park in place of a segment of Harrison Avenue, providing about one-half mile of new coverage. [In 2020, there was no bus service on East Brookline Street or Union Park, but MBTA bus **Route 47** included the segment of the 1948 route on Albany Street.]

In June 1948, the MTA started a rush-hour bus route in Cambridge, from Massachusetts Avenue via Vassar Street to the Jordan Marsh department store warehouse at Amesbury Street. In January 1949, the route was extended to Kendall Station via Vassar and Main Streets. Overall, it provided about one mile of new coverage. In 1961, the route was diverted over Massachusetts Avenue and Main Street, providing rush-hour service between Lafayette Square and Kendall Square in place of trackless trolley service. The route was discontinued entirely in 1971. [In 2020, MBTA bus route **CT2** used Vassar Street between Main Street and Memorial Drive, but the only stop on the segment served by the 1948-49 route was on Vassar Street at Massachusetts Avenue.]

In July 1949, the bus route from Roslindale to Weld and Maple Streets was extended to Hancock Village via Weld and Corey Streets and the VFW Parkway, providing about one-half mile of new coverage. [In 2020, part of this extension between Maple Street and the VFW Parkway at Independence Drive was included in MBTA **Route 51**.]

In February 1950, the Mystic River Bridge (now the Tobin Bridge) was opened and the old Chelsea Bridge was closed permanently. MTA service that had used the old bridge was shifted onto the new bridge. [In 2020, MBTA bus **Route 111** still crossed the Tobin Bridge.]

In June 1950, the bus route from Mattapan to Chittick Road at Washington Street in Hyde Park was shifted from Chittick Road to Washington and Faraday Streets and Truman Highway, providing one-half mile of new coverage. This routing was maintained until October 1954, when a further revision was made.

In October 1950, a revised routing for the eastern end of bus service between Malden Square and Linden Square was started. The new routing ran eastbound from the junction of Salem and Beach Streets to Linden Square via Salem and Lynn Streets instead of Beach Street, but westbound service still used Beach Street. The new routing was more than one mile long, of which half had had no previous transit service. [In 2020, MBTA bus **Route 108** still used the 1950 loop routing at Linden Square.]

In November 1950, a spur on Newton Street in Brookline from Hammond Street to the border of Newton was added to the route between Chestnut Hill and Jamaica Plain. This route



added about one third of a mile of new coverage. [Neither the segment on Newton Street nor the route it was a branch of had bus service in 2020.]

### ***MTA Bus Routes Established from 1951 to 1958***

In August 1951, westbound trips on the MTA bus route between Bowdoin Square and Massachusetts (Hynes) Station via Charles and Boylston Streets, which had replaced a trolley line in 1925, were rerouted via Storrow Drive, Beacon Street, and Clarendon Street. A few months earlier, the route west of Charles Station had been shifted from Charles Street to Storrow Drive and Arlington Street. The changes in 1951 resulted in three-quarters of a mile of new street coverage and were probably required by new one-way street patterns.

The Clarendon Street routing was used until February 1961, when the westbound routing was shifted from Clarendon Street to Dartmouth Street because of another change in one-way street directions. The outer end of the route was cut back to Copley Square in 1962 because of demolition of the Massachusetts Station busway in conjunction with the Massachusetts Turnpike Extension construction. The remaining bus service between Bowdoin Station and Copley Square was discontinued in June 1971.

[In 2020, MBTA bus **Route 55** included former segments of the original configuration of this route eastbound on Boylston and Charles Streets between Hynes Station and Beacon Street. There was no bus service on Storrow Drive, on Charles Street north of Beacon Street, or on Cambridge Street.

In January 1952, the East Boston rapid transit extension (Blue Line) opened from Maverick Station as far as Orient Heights. Trolley service in East Boston and Revere was replaced with trackless trolleys, and routes were adjusted to feed into the new rapid transit stations. A new loop bus route from Airport Station to Logan Airport replaced bus service from Maverick Station to the airport. The MTA and the MBTA ran the airport bus route until 1976, when it was replaced by free bus service run by private carriers under contract with Massport.

In August 1953, the bus line on Playstead Road in Medford was extended from Woburn Street to Winthrop Street, a distance of one third of a mile. [In 2020, this segment was included in MBTA bus **Routes 95 and 326.**]

In August 1953, the MTA started running a belt line in East Boston on Saratoga and Boardman Streets, McClellan Highway, Waldemar Avenue, Walley Street, and Bennington Street. In November 1954, this route was revised at the request of neighborhood residents. One-third of a mile of coverage was shifted from Waldemar Avenue to Crestway Road, Faywood Avenue, and Orient Avenue. [In 2020 this route, with the 1954 revision was part of MBTA bus **Route 120.**]

On December 31, 1953, the MTA began operating bus service from the Arlmont area of Arlington to Harvard Square. Between Harvard and the junction of Park Avenue and Wachusett Avenue, this route overlapped the routing of the extra rush-hour buses between Harvard and Park Circle, in effect since 1943. From there, the route continued on Wachusett, Florence and Claremont Avenues and Appleton Street to the Concord Turnpike. The segment from Park Avenue to Appleton Street, a distance of one-half mile, provided new coverage. On Appleton Street, this route replaced service being discontinued by Hudson Bus Lines. In February 1956, the route was simplified slightly to use Wachusett Avenue all the way to Appleton Street. [In 2020 the segments on Wachusett Avenue and Appleton Street were included both in MBTA bus **Route 78** from Harvard and in **Route 84** from Alewife.]

In July 1954, the MTA began operating a bus route in Dorchester from the Columbia Point housing project to Columbia Station via Mount Vernon Street, a distance of one mile. This route was entirely new. [In the 1980s, the Columbia Point housing project was replaced with the Harbor Point apartment complex. In 2020, MBTA bus **Routes 8 and 16** operated on Mount Vernon Street between Harbor Point and JFK/UMass (formerly Columbia) Station.]

In September 1954, eastbound service on the bus line in Revere from Beachmont to Beach Street and Broadway was extended from Summer Street to Winthrop Parkway. Westbound service was shifted from Winthrop Avenue to Endicott Avenue and State Road between Winthrop Parkway and Beachmont Station. This shift provided about one-half mile of new coverage. The previous route had replaced a trolley line in 1936, and had been modified slightly in 1951. [In 2020, MBTA bus **Route 119** still ran westbound on Endicott Avenue.]

The route from Eagle Square to Maverick Station in East Boston was rerouted via East Eagle, Trenton and White Streets instead of Lexington Street from September 1954 to December 1955.

In October 1954, the route from Mattapan Station to Faraday and Washington Streets in Hyde Park was expanded at the western end. Service on Faraday Street was replaced with service on Wakefield Avenue and Truman Highway. This change eliminated about one-quarter mile of coverage that had been added in 1950 with about one-half mile of new coverage. At the same time, service over Fairmount Avenue south of Truman Parkway was replaced with a one-way loop on Beacon Street, Metropolitan Avenue, and Highland Street. This eliminated less than one-quarter mile of coverage operated since 1941, and added three-quarters of a mile of new coverage.

A further revision in May 1957 replaced operation on the eastern end of the Highland Street segment added in 1954, about one-eighth of a mile, with new coverage on Metropolitan Avenue, Summit Street, and Milton Avenue, about one-third of a mile. [In 2020 the outer end of MBTA bus **Route 24** from Mattapan to Wakefield Avenue at Truman Highway still used the same alignment the route had after the 1957 revision.]

During 1958, the only new DPU rights granted to the MTA for bus service were for minor variations to existing routes. Most of these new rights appear to have been exercised only briefly.

#### ***MTA Bus Routes Established from 1959 to 1964***

In January 1959, the MTA took over operation of a bus route from Cleary Square in Hyde Park via River Street to the border of Dedham from Pierce Bus Lines. More details about the background of this route are included in the history of Pierce Bus later in this volume.

In late July 1959, the MTA added a side branch to the former Pierce route, on Reservation and Smith Field Roads to the Stony Brook Village housing development. In March 1960, this branch was extended on Turtle Pond Parkway to a second connection with River Street. Pierce Bus had run a branch from River Street on Turtle Pond Parkway to Smithfield Road, starting in April 1955. The MTA may initially have used this side loop only for school bus service, as it did not appear on system maps for the first several years.

[In 2020, the segments of River Street between Cleary Square and Reservation Road and between Turtle Pond Parkway and the Dedham border were included in MBTA bus **Route 33**, but all trips used the side diversions added in 1959 and 1960. The route also included several other extensions in this area implemented since 1960.]

On July 4, 1959, the MTA opened its Riverside trolley extension on the former Boston and Albany Railroad Highland Branch through Brookline and Newton. In conjunction with this

opening, the MTA attempted to re-orient some bus routes in Brookline to serve as feeders to the Riverside Line. The route from Cypress Street at High Street to Kenmore Station was changed to run to Brookline Hills Station via a new loop on Boylston Street, Buckminster and Sumner Roads, and Tappan and Cypress Streets. All service on the Route between Chestnut Hill and Kenmore Station was also diverted over the Brookline Hills loop and only about one third of the trips continued from there to Kenmore.

A new service running only between Brookline Village and Kenmore was added. The bus route between Brighton Center and Brookline Village began using a newly authorized loop on Station and Kent Streets with a stop next to the outbound Brookline Village trolley platform. This was the only station with a shelter on the outbound side as well as one on the inbound side. For the benefit of bus passengers, the outbound shelter had an entrance facing Station Street as well as one facing the track.

There was substantial neighborhood objection to operation of buses to Brookline Hills Station. It was contended that the streets were too narrow for bus operation and that the residential character of the streets was inappropriate for bus routes. In light of these objections, the MTA voluntarily discontinued bus service to Brookline Hills Station on July 22, 1960.

Service on the loop at Brookline Village Station continued until 1961, when the Brighton bus was extended to Kenmore Station. [In 2020, this was MBTA bus **Route 65**.]

In March 1962, the bus route from Central Square to Brooks Street at Faneuil Street, which included the oldest former BERY bus route, on North Beacon Street, was extended to Oak Square via Faneuil Street. This added about one third of a mile of new coverage, but eliminated a similar length of coverage on Brooks Street south of Hobart Street. [In 2020, MBTA bus **Route 64** from Central Square to Oak Square included the 1962 extension.]

From June 1963 to March 1964, the MTA ran several experimental bus routes for the Mass Transportation Commission (MTC). These routes are discussed in detail in reports published by the MTC. Only one of the routes retained after the demonstration included new street coverage. This was a route from Ashmont Station to Forest Hills Station via Morton Street. It provided about two miles of new street coverage between Morton Street at Norfolk street in Dorchester and Forest Hills Station. As noted earlier, from 1937 to 1940, the BERY had run a rush-hour route on Morton Street from Blue Hill Avenue to Forest Hills Station, but discontinued it because of low ridership. [In 2020, the route from Ashmont Station to Forest Hills was MBTA bus **Route 21**.]

In March 1964, part of the service on the MTA's route from Columbia Point to Columbia Station was extended to Andrew Station via Columbia Road and Preble Street. Eventually all of the service used the Andrew extension. [Bus service to Columbia Point was reconfigured several times after 1964. In 2020, MBTA bus **Route 16** included rush-hour service between Harbor Point, formerly Columbia Point, and Andrew Station via the March 1964 routing.]

### **Massachusetts Bay Transportation Authority**

On August 3, 1964, the Massachusetts Bay Transportation Authority (MBTA) succeeded the Metropolitan Transit Authority. The MBTA initially had a service district of 78 cities and towns of which those of the old MTA district were identified as the Inner 14, and those newly added as the Outer 64. In November 1966, Maynard residents approved a referendum for the town to join the District, in order to retain a Middlesex and Boston Street Railway bus route being subsidized by the MBTA. This made an Outer 65.

The MBTA was not required to obtain approval from cities and towns or from the DPU before establishing new bus routes, although the DPU could still make rulings on questions of safety. In addition to regulating itself, the MBTA also became the regulatory agency for all bus and rail passenger service conducted entirely within the MBTA District.

Research for this report through 1973 did not find any concise source of information about changes in bus service made by the MBTA after taking over the MTA. After 1964, system route maps were not published as frequently as they had been under the MTA. Much of the operating territory of routes the MBTA took over from the Eastern Mass. Street Railway Company and the Middlesex and Boston Street Railway Company was beyond the limits of the maps in the old MTA format. [Detailed information on MBTA bus service can now be found in *Changes in Transit Service in the MBTA District 1964-2020* by Jonathan Belcher.]

The information found for this report indicated that for the most part the MBTA continued the trend of maintaining the status quo with respect to local bus networks in the Inner 14 communities, but it did start several new express bus routes over limited-access highways. The express routes were generally successful, but some of their ridership was drawn away from older routes that were also retained.

The first of the new MBTA express bus routes ran from Watertown Square to downtown Boston via the Massachusetts Turnpike Extension, which had been completed in 1965. The Watertown express bus route was inaugurated on September 8, 1967. [In 2020, this route was still running, as MBTA **Route 504**.]

On March 30, 1968, the MBTA bought the Eastern Massachusetts Street Railway Company, and took over operation of all of that company's intra-state bus service. This acquisition was made under a provision in the MBTA's enabling legislation that allowed private carriers whose business was harmed by expansion of MBTA service to seek compensation for damages. The Eastern Mass. anticipated substantial harm from increases in commuter rail service and from extension of rail rapid transit service to Quincy.

The MBTA was empowered to operate service on former Eastern Mass. lines outside the MBTA District for only a limited time without subsidies from other entities. Those routes were gradually taken over by private carriers or by newly organized regional transit authorities, or were discontinued.

In June 1969, the MBTA began running express bus service from Clifftondale Square in Saugus to Haymarket Square via the Northeast Expressway, and the Tobin Bridge. A long-established former Eastern Mass. Street Railway local bus route between Central Square, Lynn and Clifftondale was through-routed with the new express route. [In 2020, this route was still running, as MBTA **Route 426**.]

On September 15, 1969, the MBTA began running a rush-hour express bus route between the Riverside trolley terminal and downtown Boston via the Mass. Turnpike Extension. This route was intended in part to reduce ridership on the trolley line, which had been experiencing overcrowding and equipment shortages. The travel time from Riverside to Boston via the bus route was reported to be slightly more than half that on the trolley line. [The bus route, finally designated as MBTA **Route 500**, ran until July 2012, when it was discontinued because of declining ridership. Improvements to commuter rail service to western suburbs that had generated much of the bus ridership, and increasing congestion on the Mass. Turnpike, were among the factors in the demise of the bus route.]

On March 26, 1971, the MBTA began running a rush-hour express bus route from Riverside to Copley Square via the Mass. Turnpike Extension. [This route, called MBTA **Route 303**, was never as successful as the downtown Boston route. It was discontinued in April 1981, as part of a larger round of service cutbacks. An attempt by a private carrier to continue the route without a subsidy failed after a few weeks.]

On August 2, 1971, the MBTA began running an express bus route from downtown Waltham to downtown Boston via Auburndale, West Newton, and the Massachusetts Turnpike Extension. [In 2020, this route was still running, as MBTA **Route 505**.]

In July 1972, the MBTA began operating many of the former routes of the Middlesex and Boston Street Railway Company (M&B). The MBTA had been providing operating subsidies to that company since 1964, but the terms offered by the MBTA in 1972 for a continued subsidy were unacceptable to M&B ownership.

In June 1973, the MBTA started running rush-hour express bus routes from Playstead Road in West Medford and Elm Street in Medford to Haymarket Square via Interstate 93. The collection and distribution segments in Medford overlapped long-established MBTA local bus routes. I-93 had been open between Medford and Charlestown only since February 1973. [In 2020, the express bus route from Playstead Road to Haymarket was MBTA **Route 326**. The express bus route from Elm Street to Haymarket was MBTA **Route 325**.]

In addition to the express routes discussed above, which were designed to bring suburban residents into downtown Boston, mostly for work, the MBTA also started two routes designed to carry low-income residents of Roxbury to employment locations along state Route 128. Both routes, which were inaugurated in June 1968, began at Dudley Square, ran north to Copley Square, and took the Mass. Turnpike Extension to Route 128. One line then ran north on Route 128 to Burlington, with intermediate stops at industrial and office parks in Waltham. The other route ran south along Route 128 as far as Canton, with intermediate stops at industrial parks in Needham and Dedham.

The terminal of the Canton route was cut back to the Needham Industrial Center after a few months because of low ridership. In January 1971, the MBTA announced plans to eliminate the routes from Dudley to Needham and Burlington entirely as part of a systemwide service reduction. However, both routes were retained until December 1972, when the Needham route was discontinued. Service was restored in July 1973 at the former level of one outbound AM peak trip and one inbound PM peak trip, but finally ended in April 1981.

[In 2020, MBTA bus **Route 170** from Dudley Square to North Waltham was a descendant of the Dudley Square–Waltham–Burlington route of 1968. Service on the segment between Waltham and Burlington ended in March 2009.]

Three local bus routes within the city of Boston that the MBTA started before 1974 are also noteworthy. On April 3, 1972, a route was started from Boston City Hospital to Kenmore Station via Dudley Station, Ruggles Street, and Huntington, Longwood and Brookline Avenues. Although it provided little new street coverage, it offered new direct access from Roxbury to several hospitals and medical schools and the Museum of Fine Arts. After one month of operation, it was reported to be carrying 750 to 800 daily riders, with half-hourly service. [In 2020, this route, with some minor alignment changes, was running as MBTA bus **Route 8**.]

On June 19, 1972, the MBTA started a new bus route between Dudley Station and a shopping center at Cummins Highway and American Legion Highway in Hyde Park via Dudley,

Hancock, and Harvard Streets and Blue Hill Avenue. This line served several housing projects and Boston State Hospital, and included about one mile of new coverage. The segment between the State Hospital and the shopping center was discontinued in March 1973, and the rest of the route was discontinued in April 1981.

[In 2020, MBTA bus **Route 14** included service on American Legion Highway between Blue Hill Avenue and Cummins Highway that had first been served by the route started in June 1972.]

On December 29, 1973, the MBTA started a new bus route between Forest Hills Station and the Georgetowne apartment complex in Hyde Park. This route overlapped other MBTA bus service on Washington Street, but provided new coverage on West Boundary Road and other streets in the apartment area. [In 2020, this route, with some revisions at the Georgetowne end, was MBTA **Route 40**.]

## **EASTERN MASSACHUSETTS STREET RAILWAY COMPANY (Maps 2A, 2B)**

### **Background**

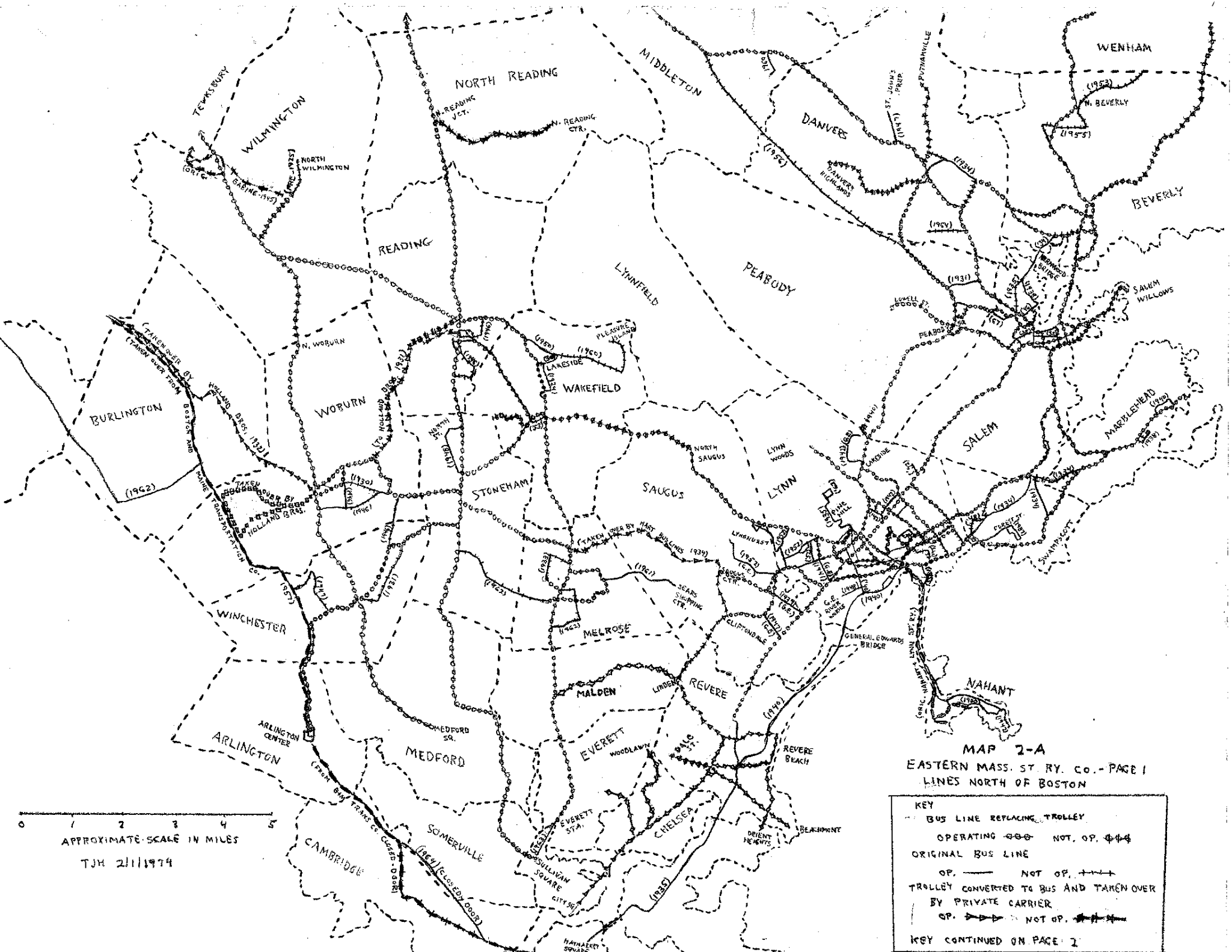
The Eastern Massachusetts Street Railway Company (Eastern Mass.) was incorporated January 15, 1919, as successor to the bankrupt Bay State Street Railway Company, and assumed operation of the system of the latter company in June 1919. Bay State had had more than 700 miles of trolley routes in Massachusetts, eastern Rhode Island, and southern New Hampshire, and advertised itself as “The World’s Largest Street Railway System.”

The Bay State Street Railway Company had been formed in August 1911 as a consolidation of the Boston and Northern Street Railway Company and the Old Colony Street Railway Company, both of which were controlled by an investment association, the Massachusetts Electric Companies. The two street railway companies had been operating under their respective names since 1901. The Boston and Northern was a consolidation of 39 street railway companies with lines north of Boston. The Old Colony was a consolidation of 33 street railway companies with lines south of Boston.

Even before 1919, the Bay State Street Railway had begun abandoning unprofitable trolley routes, but this practice accelerated under Eastern Mass. management. At first, the Eastern Mass. made little attempt to substitute jitney or bus service for these abandoned routes. However, independent private carriers established bus service on several such routes. Instances of private carrier buses replacing Eastern Mass. trolley routes in the original MBTA District and some adjoining communities between 1919 and 1924 are listed in Table 7.

The conversion of Eastern Mass. Street Railway Company routes from trolley to bus service was more gradual than that of the smaller trolley companies in the original MBTA District. However, by 1940 Eastern Mass. trolley service remained only on routes from Stoneham to Sullivan Square Station; from Fields Corner to Quincy Center; from Quincy Center to Houghs Neck; and from Quincy Center to the Fore River Shipyard. These routes were all converted to bus between 1946 and 1948.

This report as written in 1973 was concerned mostly with bus routes that were started new, so most Eastern Mass. trolley routes replaced with bus service were not mentioned. Appendix B of this edition discusses the histories of Eastern Mass. routes in or adjoining the original MBTA District that originated as trolley or horsecar lines. To the extent the information was found, it includes dates of construction, electrification, and conversion to bus, and the status in 2020 of routes still operating.



MAP 2-A  
 EASTERN MASS. ST. RY. CO. - PAGE 1  
 LINES NORTH OF BOSTON

KEY	
---	BUS LINE REPLACING TROLLEY
---	OPERATING
---	NOT OP.
---	ORIGINAL BUS LINE
---	OP.
---	NOT OP.
---	TROLLEY CONVERTED TO BUS AND TAKEN OVER BY PRIVATE CARRIER
---	OP.
---	NOT OP.
KEY CONTINUED ON PAGE 2	

0 1 2 3 4 5  
 APPROXIMATE SCALE IN MILES  
 TJH 2/11/1974

MAP 2-B  
 EASTERN MASS. ST. RY. CO. PAGE 2  
 LINES SOUTH OF BOSTON

KEY - CONTINUED FROM PAGE 1  
 ORIGINAL EASTERN MASS BUS ROUTE  
 TAKEN OVER BY PRIVATE CARRIER  
 OP. ~~----~~ NOT OP. ~~----~~  
 EASTERN MASS. TROLLEY LINE TAKEN OVER BY  
 BOSTON ELEVATED AS TROLLEY LINE ~~-----~~  
 EASTERN MASS. TROLLEY LINE REPLACED BY  
 BUS LINE ON PARALLEL STREET ~~-----~~  
 EASTERN MASS BUS LINE REPLACING INDEPENDENT  
 TROLLEY LINE OP. ~~-----~~ NOT OP. ~~-----~~  
 INDEPENDENT BUS LINE ACQUIRED BY E.M.S.  
 OPERATING ~~-----~~ NOT OP. ~~-----~~

APPROXIMATE SCALE IN MILES  
 0 1 2 3 4 5  
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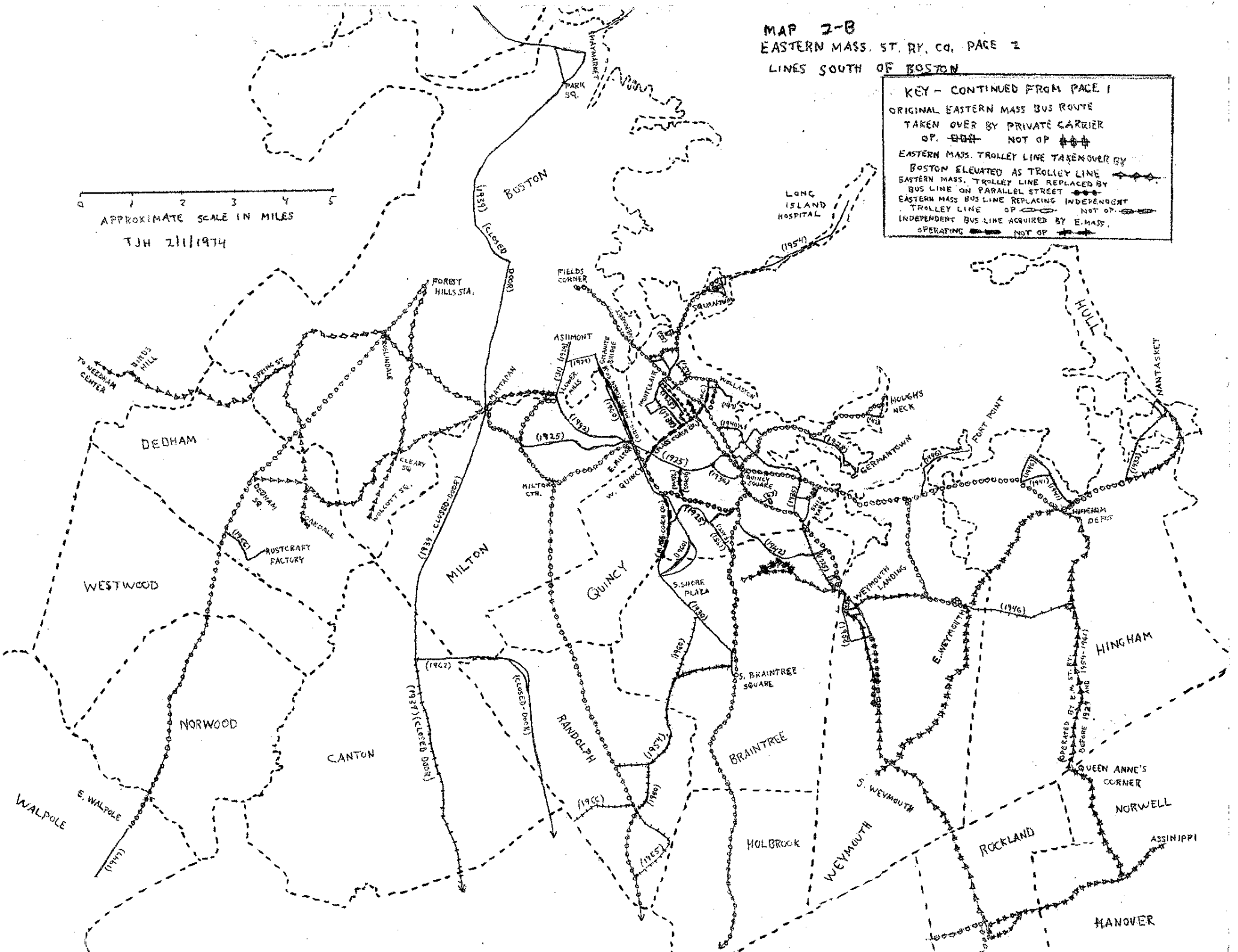




Table 7  
Other Carrier Substitutions for Eastern Mass. St. Ry. Trolley Lines Before 1926

<u>Route</u>	<u>Year Abandoned</u>	<u>Year Restored</u>	<u>Substitute Carrier</u>
Needham– Charles River Loop	1919	1919	Fred C. Woodward (Modern Bus Lines)
Grove & Washington Sts.– Oakdale Square (Dedham)	1920	1921	Oakdale Community Garage and Bus Line
Dedham Square– Boston Line	1920	1921	Oakdale Community Garage and Bus Line
Dedham Square– Cleary Square	1920	1921	Norfolk and Bristol Company
Forest Hills– Cleary Square	1923	1923	Boston Elevated Railway (restored as a trolley)
Mattapan Square– Wolcott Square	1923	1923	Boston Elevated Railway
Rockland Depot– Queen Ann's Corner	ca.1920	ca.1920	Rose Brothers
Rockland Depot– Abington	ca.1920	ca.1920	Rose Brothers
Essex– Rockport	1920	1920	Gloucester Auto Bus Co.
Routes in Gloucester and Rockport	1920	1920	Gloucester Auto Bus Co.

## Eastern Mass. Bus Routes Established Before 1930

As early as 1921, the Eastern Mass. ran some jitney service in place of abandoned trolley lines. When the DPU began issuing temporary bus route certificates in 1925, the Eastern Mass. was granted certificates for 16 routes in what became the original MBTA District. Thirteen of those routes either replaced or supplemented trolley service; the other three were new. One new route ran from Quincy Square via Hancock, School, Franklin, Water, and Liberty Streets, Brooks Avenue, and Trafford and Centre Streets to Copeland Street. The segments west of Liberty Street at Water Street provided new coverage. [In 2020, MBTA bus **Route 238** included the segments of this route from Quincy Square to Liberty Street at Penn Street and on Centre Street. There was no bus service on the rest of Liberty Street or on Brooks Avenue or Trafford Street.]

A second new route, partly operated seasonally, ran from Mattapan Square to Nantasket via Milton, Quincy, and the Fore River Bridge. This route provided new coverage on Brook Road from Reedsdale Road to Adams Street in Milton, continuing on Adams Street to Newport Avenue in Quincy. [In 2020, a variation of MBTA bus **Route 245**, run mostly to serve schools, included Brook Road between Reedsdale Road and Adams Street. All trips on Route 245 used Adams Street except that the segment between Furnace Brook Parkway and Whitwell Street had no bus service.

A third new route given a temporary certificate in 1925 was a belt line in Woburn on Pleasant and Burlington Streets, Bedford Road, Cambridge Street, and Lexington Street back to Pleasant Street. Eastern Mass. ran this route only until 1932, when an independent carrier took it over.

In addition to the 16 routes for which temporary certificates were issued in 1925, the Eastern Mass. had formerly operated a few other bus routes in place of trolley routes, but did not obtain permanent bus operating rights for them. These routes are discussed in Appendix B, or in the histories of independent private operators that took them over.

Between June 1925 and August 1928 there was no notable expansion of Eastern Mass. route coverage in the original MBTA District, and very few conversions of trolley lines to bus. In mid-1926, Service Bus Line took over operation of the Eastern Mass. bus route in Revere between Broadway and the border of Malden via Malden Street. This route had originated as a trolley line. [In 2020, MBTA bus **Route 411** included this segment, and **Route 119** also included the western half of it.]

In June 1928, Eastern Mass. took over operation of several bus routes from Massachusetts Coach Company. These routes originated at a connection with Boston Elevated Railway bus service on Granite Avenue at Hilltop Street in Dorchester. From there, they ran south across Granite Bridge and on Granite Avenue in Milton to East Milton Square. One route then followed Adams Street into Quincy, continuing on Beale and Beach Streets and Billings Road to Davis Street near Wollaston Beach. A side branch ran from Beale Street over Greenwood Avenue, Woodbine Street, and Berlin Street.

A second route continued from East Milton Square via Adams, Hancock, Temple, Washington, and Coddington Streets to Woodward Avenue, at Quincy High School. [Because of redevelopment, some of these connections are no longer possible.] A third route ran from East Milton Square over Adams, Common, Copeland and Granite Streets to the South Junior High School. A fourth route continued from East Milton Square via Adams, Robertson, and Willard Streets to the border of Braintree.

Local licenses for most of these routes had first been awarded in 1925 to Matthew Sheehan, later identified as president and manager of Massachusetts Coach. They were intended at least partly for school service. A few segments of the routes overlapped existing or former Eastern Mass. trolley lines. These were on Willard Street between Robertson and Copeland Streets; on Copeland Street between Common and Granite Streets; and on Coddington Street. Eastern Mass. had also previously been granted rights for bus service on Adams Street between East Milton Square and Quincy Square. The route segment from West Quincy to the border of Braintree was licensed directly to Massachusetts Coach in 1926.

[In 2020, three route segments for which Eastern Mass. operating rights were first acquired from Massachusetts Coach still had bus service in 2020. The segment on Granite Avenue from Hilltop Street to East Milton Square was part of MBTA **Route 215**. The segment on Beale Street from Adams Street to Newport Avenue was part of MBTA **Route 217**. The segment on Willard Street between West Street and the border of Braintree was part of MBTA **Route 238**.]

In November 1928, Eastern Mass. was granted rights for a bus route from Germantown to Quincy Center. This provided new coverage on Bicknell and Palmer Streets, but overlapped the Houghs Neck trolley line on Sea and Coddington Streets. [In 2020, the Germantown line, with minor revisions, was MBTA bus **Route 214**.]

In October 1929, Eastern Mass. was authorized to extend bus service on the Granite Avenue routes from Granite Bridge to the Ashmont rapid transit terminal, opened in September 1928. This extension overlapped Boston Elevated Railway bus service, so the rights were limited.

### **Eastern Mass. Bus Routes Established 1930 to 1935**

In January 1930, Eastern Mass. established new bus service between South Braintree and the border of Quincy via Franklin and Granite Streets. This provided new street coverage in Braintree, and connected at the town line with Willard Street in Quincy, over which Eastern Mass. had acquired operating rights in 1928. [In 2020, MBTA bus **Route 236** included service on Franklin Avenue and Granite Street between South Braintree and South Shore Plaza. **Route 238** served Granite Street between Franklin Street and the border of Quincy.]

In July 1930, the Nahant and Lynn Street Railway Company discontinued trolley service between Central Square in Lynn and Nahant via Nahant Road, with branches to Wharf Street and Bass Point. This line had opened in July 1905 from the south end of the Nahant peninsula to the border of Lynn. Cars were run through to Central Square on tracks of an Eastern Mass. predecessor. As a replacement for the trolley line, Eastern Mass. established bus service over the same route, with some additional street coverage in Nahant. The branch ending on Willow Road at Wharf Street was soon extended to form a belt line via Wharf Street and Nahant Road to Castle Road, over which there was a new connection to the Bass Point branch. [In 2020, MBTA bus **Route 439** served the route established in 1930, with minor modifications.]

In December 1931, Eastern Mass. extended service on several routes in Milton from Milton Lower Mills to the Ashmont rapid transit terminal via Dorchester Avenue. The extension overlapped BERY service, and the Eastern Mass. rights were restricted.

In June 1932, Eastern Mass. was granted rights for a new routing of the seasonal service between Hingham and Nantasket, via Washington Boulevard. [In 2020, a variation of MBTA bus **Route 714**, operated under contract by Joseph's Transportation, used Washington Boulevard while traveling between Hingham and Hull.]

In July 1932, Eastern Mass. discontinued all service on its Weymouth Division. This consisted of bus routes from Braintree to Rockland, Braintree to East Weymouth, and East Weymouth to South Weymouth. These were former trolley lines with some modifications. The town of Weymouth had rejected a request from Eastern Mass. for a \$35,000 operating subsidy. Lovell Bus Lines took over operation of these lines, in 1932, and in 1948 they were taken over by Hudson Bus Lines. [In 2020, only a few fragments of these routes in Weymouth still had bus service. MBTA **Route 226** included the segment of the Rockland route on Main Street between West and Pleasant Streets. **Route 222** included the segment of the Braintree–East Weymouth route on Broad Street between Middle and Pleasant Streets, and the segment of the East Weymouth –South Weymouth route on Pleasant Street between Broad Washington Streets.]

In July 1932, Eastern Mass. also discontinued bus service on a route between Woburn and Billerica converted from trolley service in 1924, and on the belt line on the west side of Woburn started as a bus route before 1925. Holland Brothers Bus Line took over these routes from Eastern Mass. and in 1952 Vocell Bus Company took them over from Holland Brothers. [In 2020, MBTA bus **Route 354** included the segments of the belt line on Cambridge, Lexington, and Pleasant Streets. There was no bus service on the segments on Burlington Street or Bedford Road. There was no bus service on the segment of the Billerica route in Woburn, but routes of the Burlington B Bus included the segment between the border of Woburn and Cambridge Street at Chestnut Avenue. MBTA bus **Routes 350, 352, and 354** also used the segment on Cambridge Street south of Chestnut Avenue. Lowell Regional Transit Authority Route 13 covered the segment between Chestnut Avenue in Burlington and the center of Billerica.]

In September 1934, Eastern Mass. established new bus service in Swampscott on Paradise Road and Salem Street. This was a variation of the long-established former trolley route between Lynn and Marblehead. [In 2020 MBTA bus **Route 441** used the 1934 variation.]

In January 1935, Eastern Mass. was granted rights for bus service on three streets near the Quincy shipyard, connecting with older trolley and bus routes. One segment ran on the Southern Artery between Washington Street and Quincy Avenue. The other two ran on Des Moines Road and South Street from Howard Street to the Central Artery. [In 2020, MBTA **Route 221** included the segments on Des Moines Road and South Street and on the Southern Artery between South and Washington Streets. The main variation of **Route 225** used the Southern Artery between South Street and Quincy Avenue.]

In April 1935, Eastern Mass. was granted DPU certificates for its remaining trolley routes in Salem, and for a new route between Salem and Beverly via the Kernwood Bridge. The segment within Salem was changed almost completely in 1938, and was revised slightly in 1946. The 1935 routing approached Kernwood Street from North Street via Appleton Street and Liberty Hill Avenue. The 1938 revision changed part of the approach to Franklin, Dearborn, Felt and Sargent Streets. The 1946 revision included more of Dearborn Street instead of Franklin. [In 2020, there was no bus service on any of the Kernwood Bridge route variations.]

In July 1935, Eastern Mass. was granted a certificate for a route between Middleton and Haymarket Square in Boston via Danvers, Peabody, Salem, Lynn, Revere, East Boston, and the Sumner Tunnel. North of Revere, the route overlapped other Eastern Mass. service, but the segment from Revere to Haymarket via the American Legion, Lee-Burbank, and McClellan Highways was new. DPU records indicate that Eastern Mass. intended to operate most trips on the route only between Boston and Salem, but Revere had denied a license for the segment in that city. The DPU had authority to issue substitute licenses in intermediate communities on

routes of at least 20 miles. Therefore, Eastern Mass. named Middleton as the northern terminal. [In 2020, MBTA bus **Route 450** still ran between Salem and Boston on this alignment.]

In October 1935, Eastern Mass. was granted rights for a short loop at Weymouth Landing, from Broad Street on Front, Hunt, and Washington Streets, at the outer end of a former trolley route. This was supplemented with a longer loop in 1958.

In December 1935, Eastern Mass. was granted rights for a new route in Lynn, from Central Square to Linwood Street and Parkland Avenue via Pine Hill. [Service on this route, with some modifications, was finally discontinued in September 2019.]

### **Eastern Mass. Bus Routes Established 1936 to 1950**

In June 1936, most of the Eastern Mass. Chelsea Division, consisting of trolley routes in East Boston, Revere, Chelsea, and Everett was sold to the Boston Elevated Railway Company. These routes are discussed in Appendix B.

In July 1936, Eastern Mass. was authorized to reroute some bus service in Quincy to serve the Quincy Hospital on Whitwell Street. [In 2020, MBTA **Route 245** included the Whitwell Street segment, serving the Quincy Medical Center.]

In July 1937, Eastern Mass. obtained rights for a new route in Swampscott, on Redington Street and Forest Avenue, with a loop on Magnolia, Arbutus, and Aspen Roads. [The MBTA finally ended service on this route in September 1977, and there has been no bus service on it since then.]

In March 1938, Eastern Mass. established a new bus route in the Montclair section of Quincy. This route ran on West Squantum and Harvard Streets, and on Wilson and Highland Avenues. [In 2020, this was part of MBTA bus **Route 211**.]

In July 1939, Eastern Mass. started a new through bus route between Fall River and Boston, mostly on state Route 138. Eastern Mass. was not permitted to carry passengers between points within what were the limits of the MBTA District in 1974. In 1964, Eastern Mass. sold this route to the company that later became Bonanza Bus Lines. [In 2020, bus service between Fall River and Boston used newer limited-access highways.]

In January 1940, the Boston, Revere Beach and Lynn Railroad was abandoned. Service Bus Line was given a temporary license for a bus route between Winthrop and Lynn as a partial replacement for the rail service. In March 1940, this bus company was granted a permanent certificate for a route between Winthrop and the General Edwards Bridge on the border of Revere and Lynn. At the same time, Eastern Mass. was granted a certificate for service between Lynn and Revere via the General Edwards Bridge, to be operated as part of a new through route to Boston. In Revere and East Boston, Eastern Mass. was restricted to serving only certain stops listed in the certificate, but the stop list was revised several times in subsequent years. Within Lynn, this route operated over the Lynnway and on a segment of the abandoned railroad right-of-way, which Eastern Mass. acquired and paved as a busway.

[In 2020, MBTA bus **Routes 439, 441, and 442** included the segment of this route, except for the busway, between Central Square in Lynn and the Wonderland rapid transit terminal. The busway had been mostly obliterated by new construction.]

In December 1940, Eastern Mass. was authorized to operate bus service in Quincy on the Southern Artery between Washington Street and Hancock Street. [It is not clear how long this

service ran. There was no bus service on this part of the Southern Artery in 2020 except for a short distance south of Coddington Street included in a variation of MBTA bus Route 214.]

In October 1941, Eastern Mass. began running a new route variation in Hingham on Broad Cove Road and Otis and Summer Streets in place of a segment of the former trolley line on Lincoln and North Streets. Another variation implemented in July 1946 used Downer Avenue and the northern end of Otis Street instead of the segment on Broad Cove Road. [In 2020. All service on **MBTA Route 220** used the routing on Downer Avenue and Otis and Summer Streets.]

In January 1942, Eastern Mass. was granted a certificate for service in Lynn on Jenness Street, Range Avenue, and Saunders Road, as a variation of a former trolley line on Broadway. [MBTA bus service on the streets in this variation ended in 2002.]

In April 1942, Eastern Mass. began running bus service on Hayward and Commercial Streets in Braintree and on Franklin Street in Quincy. [In 2020, MBTA bus **Route 236** included the Commercial and Franklin Street segments, but there was no bus service on the Hayward Street segment.]

In May 1942, Eastern Mass. was authorized to operate buses over Maple Street between Western Avenue and Euclid Avenue in Lynn. [In 2020, MBTA bus **Route 435** used the segment of Maple Street between Chestnut Street and Euclid Avenue, but there was no bus service on Maple Street west of Chestnut Street.]

In June 1942, Eastern Mass. began running bus service in Milton on Adams Street between East Milton Square and Eliot Street at Milton Station on the Mattapan-Ashmont High Speed Trolley line. [In 2020, MBTA bus **Route 217** included this segment of Adams Street, but provided only four trips each way per day.]

During the remainder of World War II there was negligible expansion of Eastern Mass. Street Railway route coverage in the area that was within the original MBTA District.

In February 1946, Eastern Mass. began running bus service to Fort Point in Weymouth via Neck and River Streets. There had been no transit service on this route since Eastern Mass. abandoned a trolley route on it about 1920. [In 2020, MBTA bus **Route 221** served Fort Point via the 1946 alignment.]

In September 1946, Eastern Mass. was granted rights for a new route extension from East Weymouth via High Street to Main Street in Hingham. It is not clear how long this route lasted, but it was gone long before the MBTA took over the Eastern Mass. system. [In 2020 MBTA bus **Route 222** ran as far east on High Street as French Street in Hingham.]

In January 1947, Eastern Mass. began running new bus service in Danvers between Danvers Center and St. John's Preparatory School via Summer Street. [The MBTA discontinued service to St. John's in 2002. In 2020, there was no bus service in that part of Danvers.]

In June 1950, Eastern Mass. rerouted a section of the Lakeside bus route between Wakefield and Reading to run on Cordis, Vernon, and Lowell Streets between Pleasant and Main Streets. The bus route had replaced a trolley line in 1924. The trolley line used Main Street all the way from Wakefield Square to Lowell Street but the 1924 bus route diverged on Salem, Pleasant and Cordis Streets in place of the southern half of the section on Main Street. [In 2020, MBTA bus **Route 136** still used the 1950 routing.]

## **Eastern Mass. Bus Routes Established 1951 to 1959**

In February 1952, Eastern Mass. was granted rights for a new bus route in Lynn and Saugus. Branching from the Lynn–Clifftondale route on Boston Street in Lynn, it followed Hamilton Street to Saugus Center except for a side diversion on Hesper Street and Woodbury Avenue. This route was expected to attract Saugus residents working at the General Electric complex in West Lynn. It is not clear how long it lasted, but it was gone before the MBTA took over Eastern Mass. service. [There was no bus service on this route in 2020.]

In July 1952, Eastern Mass. was granted rights for service to residential developments and housing projects in the Lynnhurst section of Lynn and on the eastern edge of Saugus. Since 1952, several street names have changed, and in 2020 some of the listed streets no longer connected. One of the new routes was a variation of a long-established former trolley route between Lynn and North Saugus via Walnut Street. From Walnut Street, the 1952 bus route ran south on Keslar Avenue (O’Callaghan Way), and west on Osborne Street to a section of Webbacowitt Avenue that in 2020 was part of Newcastle Street and no longer connected to Osborne. It then followed Webbacowitt to a connection that no longer existed in 2020 to a section of Garfield Avenue that in 2020 was part of Kings Hill Drive. Garfield Avenue was followed into Saugus, with the bus route continuing on Newcomb Avenue and Edison Street back to the original route on Walnut Street.

Other operating rights in the same area granted to Eastern Mass. in July 1952 consisted of an extension from the end of a former trolley route at Myrtle and Holyoke Streets on Holyoke Street to Winnepurkit Avenue, with cross-connections on Winnepurkit Avenue from Webbacowitt Avenue to older operating rights on Boston Street, and on Gardiner Street from Holyoke Street to Boston Street.

[In 2020, of the operating rights granted in July 1952, MBTA **Route 429** included the segment of Holyoke Street between Myrtle Street and O’Callaghan Way, Kings Hill Drive from the former connection with Webbacowitt Avenue to Garfield Avenue, and Garfield Avenue, Newcomb Avenue, and Edison Street to Walnut Street in Saugus. A variation of Route 429 included O’Callaghan Way between Osborne Street and Walnut Street. There was no bus service on the segments of Osborne Street, Webbacowitt Avenue, Winnepurkit Avenue, or Gardiner Street included in the 1952 certificate.]

In January 1954, Eastern Mass. took over operation of a bus route between Hingham Depot and Queen Anne’s corner from the Plymouth and Brockton Street Railway Company. This route had originated as an Eastern Mass. predecessor trolley line and had been operated as a bus route by several independent carriers between 1929 and 1954. Eastern Mass. ran the route until 1961, at which time Plymouth and Brockton began operating it again. [P&B discontinued this service in 2003. In 2020, there was no bus service on this route segment.]

In March 1954, Eastern Mass. established bus service between Quincy and the Long Island Hospital, across the Long Island Bridge, built in 1951. The MBTA operated this route until 1976, when Rewhit Transport, a school-bus company incorporated by Robert E. White in 1974, took it over. [Another R.E. White Company, Auto-Bus, Inc., took over Long Island service in 1981. The MBTA took over service to Long Island again in 1983. Rewhit Transport was dissolved in 1990, and Auto-Bus in 1998. The bridge to Long Island was condemned and closed in October 2014 and was subsequently demolished. The bridge had not yet been replaced in 2020.]

In November 1954, Eastern Mass. began operating a bus route between Braintree and Randolph. An Eastern Mass. predecessor had initially operated this route as a trolley line and several different carriers had operated it as a bus route since the 1930s. Eastern Mass. discontinued the route about 1962. [In 2020, MBTA bus **Route 238** included the segment of this route in Braintree on Pond Street from Granite Street to the border of Randolph, and in Randolph on North Street from the border of Braintree to Liberty Street.]

In January 1956, Eastern Mass. was granted rights for a route between Middleton and Peabody via Danvers, on state Route 114. Hudson Bus Lines had operated a similar route unsuccessfully in 1952. The DPU had denied a certificate to John Muzichuk, d/b/a Rural Bus Lines for the same route in October 1955, citing the lack of patronage found by Hudson. Eastern Mass. also found patronage was too low to warrant service and discontinued the route. In November 1961, Girard Bus Lines applied for a certificate for this route, but the DPU rejected it. [In 2020, there was no bus service on state Route 114 in Middleton or Danvers. In Peabody, MBTA bus service on Route 114 was derived from a former Eastern Mass. trolley line.]

In November 1957, Eastern Mass. took over operation of a bus route between Lowell and Boston from the Boston and Maine Transportation Company. This route ran through Billerica Burlington, Woburn, Winchester, Arlington, and Cambridge. It mostly followed what in 2020 were state Route 3A north of Route 128, U.S. Route 3 between Route 128 and Arlington Center, Massachusetts Avenue to Harvard Square, and Broadway to the Longfellow Bridge. Boston and Maine Transportation had operated intrastate service on this route only since 1950, but had used it for interstate service since the 1930s. Between Arlington Center and Kendall Square, this route overlapped MTA local service, and the rights transferred to Eastern Mass. were restricted.

In January 1962, Eastern Mass. was granted rights for an alternate routing of service between Lowell and Boston using the new limited-access U.S. Route 3 between Lowell and Route 128 in Burlington.

[In 2020, MBTA bus **Route 350** included the segment of the older Lowell–Boston route between Massachusetts Avenue at Alewife Brook Parkway in Cambridge and Cambridge Street at Chestnut Avenue in Burlington. Lowell Regional Transit Authority Route 13 covered much of this route north of the end of MBTA Route 350. Private carrier routes using U.S. Route 3 north of Route 128 did not serve Lowell.]

In April 1958, Eastern Mass. was authorized to extend the 1935 loop at Weymouth Landing from Hunt Street on Summer, Federal, and Washington Streets back to Hunt Street. [In 2020, MBTA bus **Route 225** still used the longer loop, but there was no bus service on Hunt Street.]

### **Eastern Mass. Bus Routes Established after 1959**

In January 1961, Eastern Mass. established a new bus route between Melrose and the Sears Shopping Center (Square One Mall) in Saugus via Upham Street in Melrose and Essex Street in Saugus. This was among the routes discontinued by the MBTA in 1971. [In 2020 there was no bus service on any part of this route that did not have bus service before 1961.]

In April 1962, Eastern Mass. started a new express bus route between Fall River and Boston via State Route 24, as an alternative to the older routing mostly via state Route 138 that Eastern Mass. had been using since 1939. In October 1962, Eastern Mass. started service between Brockton and Boston as a branch of the Fall River route. Eastern Mass. had intended to run these routes into Boston on the Southeast Expressway, but was unable to obtain a license to use the segment in Boston, partly because of MTA opposition. Therefore, north of Route 128, the buses



continued using the old routing via Route 138, Blue Hill Avenue, Seaver Street, and Columbus Avenue.

In December 1964, Eastern Mass. sold the certificates for service between Fall River and Boston both on the 1939 route and on the 1962 route to the Short Line, Inc., which became part of Bonanza Bus Lines in 1971. At the same time, Eastern Mass. was granted a new certificate for Brockton–Boston service. The MBTA discontinued this route in 1968. The Short Line obtained rights to use the Southeast Expressway between Braintree and Boston in 1967. [In 2020, Peter Pan Bus Lines, as successor to Bonanza still ran express bus service between Fall River and Boston via state Route 24, using the Southeast Expressway north of Route 128. There was no through bus service between Brockton and Boston.]

In August 1963, Eastern Mass. established a new express bus route between Boston and Lawrence via Interstate 93 as a Mass Transportation Commission demonstration service. Eastern Mass. continued running this route after the demonstration, but because it extended outside the original MBTA District, the MBTA could run it only temporarily without a subsidy. In December 1968, Trombly Motor Coach Company took over this route, because the city of Lawrence was unwilling to subsidize MBTA operation of it, and regional transit authorities outside the MBTA District had not yet been created.

[In 2020, the Merrimack Valley Regional Transit Authority ran a weekday peak-period express bus route between Methuen and Boston via Lawrence. This route was a “descendant” of the Eastern Mass. and Trombly routes.]

Between 1964 and 1968, when the MBTA bought out the Eastern Mass. Street Railway Company, Eastern Mass. made only minor additions to its route network within the original MBTA District.

In January 1965, Eastern Mass. was granted a certificate for service in Randolph on Union Street from Crawford Square to the border of Holbrook. This route does not appear to have been run for long then. [In 2020, MBTA bus **Routes 238 and 240** used this segment of Union Street.]

In December 1965, Eastern Mass. was granted a certificate for service in Saugus on Central Street between Winter Street and Lincoln Avenue. This replaced bus service being discontinued by Saugus Transit. Predecessors had served this segment since the 1920s in place of discontinued trolley service. [In 2020, MBTA bus **Route 430** included service on this segment of Central Street.]

In May 1966, Eastern Mass. was granted a certificate for service from North Main Street in Randolph via Warren Street and Mazzeo Drive to the border of Stoughton. There was little development along Mazzeo Drive then, and it is not clear how long this route lasted. [In 2020, there was no bus service on Warren Street or Mazzeo Drive.]

In May 1967, Eastern Mass. was granted a certificate for a branch of an established route on Quincy Avenue in Quincy. This branch ran from Quincy Avenue over Scammell Street to a loop on South, Keating, Martenson, and Mary Streets. [In 2020, most service on MBTA bus **Route 225** was routed over Scammell and South Streets, but the loop was no longer served.]

Also in May 1967, Eastern Mass. was granted rights for a new route variation between Salem and Peabody, using Tremont Street between School and Oakland Streets. The previous route, following a former trolley line, had used Balcomb and Oakland Streets in this segment. [In 2020, there was no bus service on Tremont Street.]

## MIDDLESEX AND BOSTON STREET RAILWAY COMPANY (Map 3)

### Background

At its peak, the Middlesex and Boston Street Railway Company (M&B) was the third-largest trolley system in Metropolitan Boston, with 103.8 route-miles. This system was formed by gradual consolidation of properties controlled by Boston Suburban Electric Companies. This was a “voluntary association,” or holding company, organized November 25, 1901, to pool the stock of several street railway companies for common management. Its original officers were those of the Newton-based Commonwealth Avenue Street Railway. The Boston Suburban interests incorporated the Middlesex and Boston Street Railway Company (M&B) on July 24, 1907.

The Department of Public Utilities first authorized M&B to operate buses in place of trolleys on its existing routes in December 1923, subject to obtaining local licenses from cities and towns along its routes. This report as written in 1973 was concerned mostly with bus routes that were started new, so most M&B trolley routes replaced with bus service were not mentioned. Appendix C of this edition discusses the histories of M&B routes in or adjoining the original MBTA District that originated as trolley or horsecar lines. To the extent the information was found, it includes dates of construction, electrification, and conversion to bus, and status in 2020 of routes still operating.

### M&B Bus Routes Established 1924 to 1939

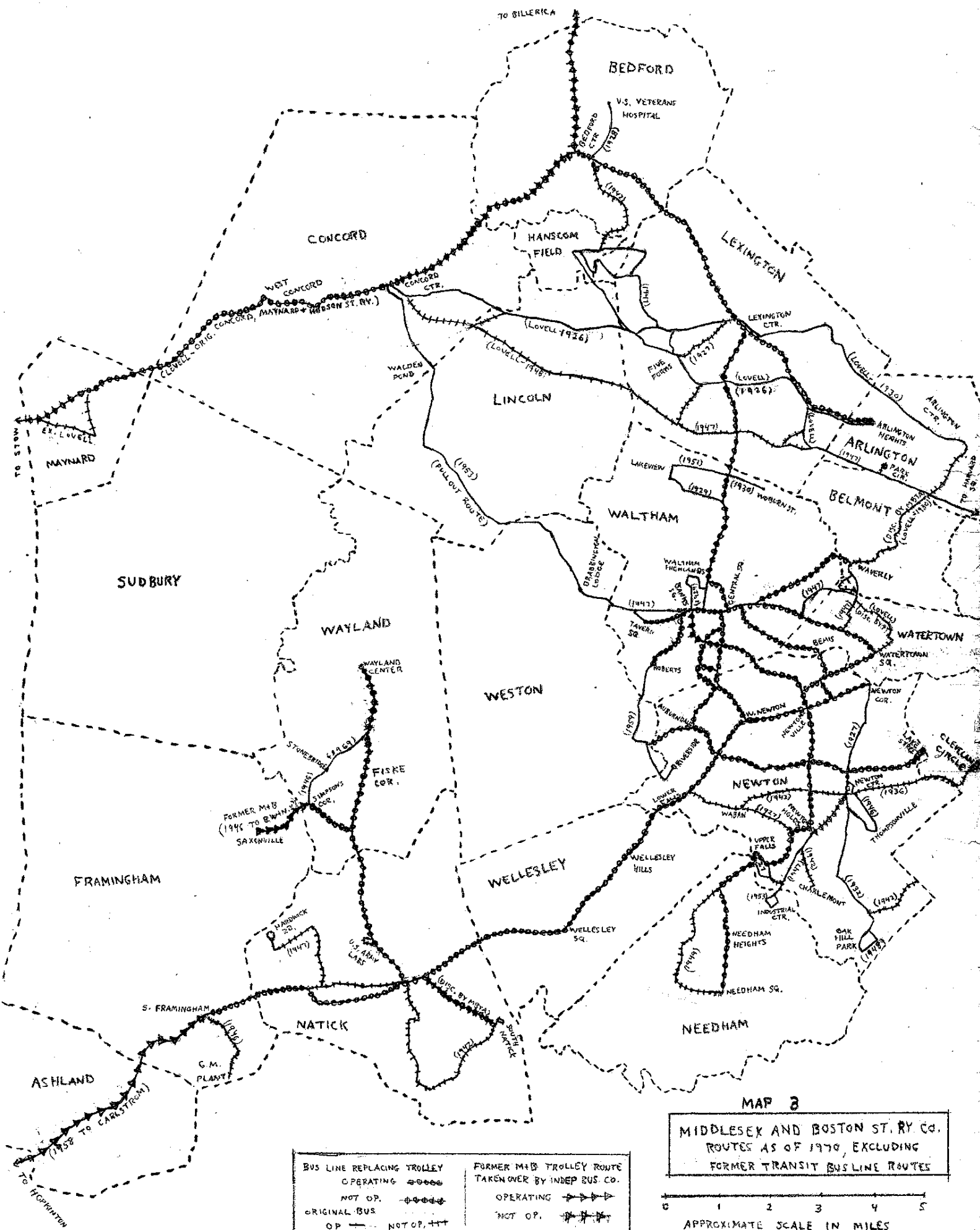
M&B implemented its first bus routes replacing trolley lines in 1924. The last replacement route was implemented in 1930. In addition to conversion of trolley lines, M&B also started a few new bus routes in the late 1920s. The longest of these, started in 1927, ran from Newton Lower Falls to Newton Corner via Washington and Beacon Streets, Waban Square, Woodward and Lincoln Streets, Newton Highlands, Walnut and Centre Streets, and Newton Centre. The middle overlapped former trolley lines, but on the segments between Washington and Lincoln Streets and north of Commonwealth Avenue, proposed trolley lines had never been built. [In 2020, MBTA bus **Route 52** included the segment of this route between Newton Centre and Newton Corner.]

In 1928, M&B started bus service from Bedford Center to the recently opened Bedford Veterans Hospital via South and Springs Roads, as a variation of the former trolley line from Arlington Heights to Bedford. [In 2020, this route was included in MBTA bus **Route 62** and in a variation of **Route 76**.]

In 1929, M&B started running a loop line serving Waltham Highlands via Bacon, Farnsworth, Caughey, Dale, Tomlin, Summit, and Hammond Streets. In 1950, the route was revised slightly to use Plympton Street from Bacon to Caughey. In 1953 it was revised again to use Bacon Street directly to Dale. Another line started in 1929 served the Lakeview neighborhood of Waltham from Lexington Street via Lake Street to Lincoln Street. [In 2020, the Waltham Highlands route, with the minor modifications, was included in MBTA bus **Route 556**, and the Lakeview line was included in MBTA **Route 61**.]

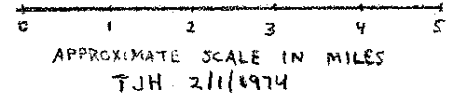
In 1930, M&B was granted rights for service in Waltham on Trapelo Road from the former trolley route on Lexington Street to Woburn Street. This was to serve the Middlesex County Sanatorium, a tuberculosis treatment facility that was then under construction.

In April 1932, M&B extended bus service from Newton Centre to the Oak Hill section of Newton on a route via Parker and Dedham Streets that had had no previous transit service.



**MAP 2**  
**MIDDLESEX AND BOSTON ST. RY. CO.**  
**ROUTES AS OF 1970, EXCLUDING**  
**FORMER TRANSIT BUS LINE ROUTES**

BUS LINE REPLACING TROLLEY OPERATING	FORMER M&B TROLLEY ROUTE TAKEN OVER BY INDEP BUS CO. OPERATING
NOT OP.	NOT OP.
ORIGINAL BUS OP	
OP	
NOT OP.	
NUMBERS IN PARENTHESES ARE DATES OF ORIGINAL BUS ROUTE ESTABLISHMENT	



In December 1936, M&B started a new route from Newton Centre to Cleveland Circle via Beacon Street as an extension of the Oak Hill route. Soon after that, M&B changed service to run the Lower Falls–Waban–Newton Highlands–Newton Centre route to Cleveland Circle and to run the Oak Hill route to Newton Corner. [In 2020, the Oak Hill–Newton Corner route, with minor modifications, was part of MBTA bus **Route 52**. There was no bus service between Lower Falls and Newton Highlands or between Newton Centre and Cleveland Circle.]

### **M&B Bus Routes Established 1940 to 1947**

In 1942, M&B inaugurated a variation of the Lower Falls–Cleveland Circle route, running on Beacon Street between Waban Square and Newton Centre. This eventually became the primary routing for the service.

The same year, M&B started new service from Newton Highlands via Winchester Street to Charlemont Street as an extension of a former trolley route between Lake Street and Newton Highlands, and also extended the Oak Hill route via Brookline Street to the border of Brookline. [The Brookline Street extension ran for only a few years, but a variation of MBTA bus **Route 52** was running on Winchester Street until 2019.]

A new variation of M&B bus service between Natick and South Natick via Cottage and Eliot Streets was also started in 1942, but ran for only a few months.

For the remainder of World War II, M&B like other Massachusetts bus companies was prevented from starting new bus routes unless they were defense-related. In September 1942, M&B was granted a war emergency certificate for bus service from Bedford Center via South Road to Bedford Airport, renamed Laurence G. Hanscom Field in 1943. M&B was granted permanent authority for this route in 1946.

M&B service expansion resumed in 1946. Service to the Thompsonville neighborhood of Newton was started in July 1946, as an extension of a former trolley route between Newtonville and Newton Centre. The extension was a belt line on Cypress Street and Langley Road. Part of the belt had previously had M&B school bus service, but the rest was new. [In 2020, there was no regular bus service on the Thompsonville belt, but substitute bus service for outages on the D Branch of the MBTA Green Line used Langley Road.]

In September 1946, M&B discontinued service between Simpson’s Corner (West Plain Street at Old Connecticut Path) in Wayland and Saxonville in Framingham on a former trolley route from Natick, but started new service between Simpson’s Corner and Stonebridge Road via Old Connecticut Path. At the same time, the Boston, Worcester and New York Street Railway Company extended its bus service from Saxonville to Simpson’s Corner. [In 2020, there was no bus service on the segments from Simpson’s Corner to Stonebridge or Saxonville.]

In February 1947, M&B started a new variation of the former trolley route between Waltham Center and Waverley Square, using Warren Street in Waltham, Belmont Street in Watertown, and Lexington Street in Belmont instead of Waverley Oaks Road in Waltham. The new variation also overlapped a segment of another former trolley route on Main Street. [In 2020, the segment of the Warren Street variation between Beaver Street and Waverley Square was included in MBTA bus **Route 554**. There was no bus service on Warren Street between Main Street and Beaver Street.]

In February 1947, M&B also began running bus service on upper Main Street in Waltham, between the main M&B carhouse west of Prospect Hill Road and Stow Street. The bus route continued on state Route 117 in Weston to Drabbington Lodge, a former hotel, later a private

school that was being converted to a retirement home. Previous bus service on this alignment by other private carriers had run from 1926 to 1941. [In 2020, MBTA bus **Route 70** included service on this segment of Main Street in Waltham. The former Drabbington Lodge was Sunrise Senior Living of Weston, but had no bus service.]

Another new bus route started by M&B in February 1947 ran from Natick Center via West Central, Speen, and Mill Streets to Hardwick Street, looping back on Hardwick to Mill. [In 2020, MWRTA bus Routes 10 and 11 included the segment of Hartford Street east of Mill Street.]

In March 1947, M&B was granted rights for new service from Hanscom Field to Park Circle in Arlington, connecting there with Boston Elevated Railway Company buses to Harvard Square. M&B combined these rights with the previous route to Hanscom from Bedford Center to provide service from Bedford to Park Circle via Hanscom. The 1947 rights included two variations. One ran from Hanscom to the Concord Turnpike via Airport Road, Massachusetts Avenue Marrett Road and Spring Street. The other variation used Wood Street between Hanscom and Massachusetts Avenue. (Part of Massachusetts Avenue in this area has now been relocated.)

[In 2020, MBTA **Route 76** used segments of the 1947 M&B routes, from Lincoln Lab via Wood Street, Massachusetts Avenue, and Marrett Road to Spring Street, and also used the Concord Turnpike between Watertown Street and Park Avenue, but used indirect local streets between Spring and Watertown Streets, and went to Alewife Station rather than Park Circle. There was no bus service on South Road in Bedford south of Loomis Street.]

Later in 1947, M&B established new through bus service to Cleveland Circle from Framingham and from Needham Center. The Framingham route combined part of the long-established M&B Framingham–Newton Corner route with the Lower Falls–Cleveland Circle route via Beacon Street. [In 2020, there was no MBTA bus service on any part of this route. MWRTA bus Route 8 was mostly the same as this route between Natick Center and Beacon Street in Newton Lower Falls but continued to the MBTA Green Line D Branch at Woodland Station.]

The 1947 Needham route followed the long-established Needham–Watertown route from Needham Center to Chestnut Street at Oak Street in Newton Upper Falls. It then included new coverage on Oak and Needham Streets to Winchester Streets, where it joined the Charlemont route as far as Newton Centre. It finally continued to Cleveland Circle on the regular route on Beacon Street. In 1949, the routing in Needham was revised to run from Needham Center via Great Plain Avenue and Central Avenue to Webster Street, where it rejoined to previous routing. [In 2020, the only MBTA service on segments of the Needham–Cleveland Circle route that did not overlap M&B bus service established before 1947, was on Route 59 from Chestnut Street at Oak Street to Needham Street at Winchester Street.]

### **M&B Bus Routes Established After 1947**

After 1947, most new bus operating rights granted to M&B in any one year were either for school bus service or for minor changes in older routes. Notable exceptions are detailed below.

In July 1951, M&B extended the Lakeview line in Waltham via Lincoln and Smith Streets and Trapelo Road to Lexington Street, forming a belt. [In 2020, this belt was part of MBTA newly renumbered bus **Route 61**.]

In February 1953, when Lovell Bus Lines went out of business, M&B took over the route of that company between Watertown and Five Forks in Lexington via Waverley Square, Belmont Center, Arlington Center and Lexington Center, and a route between Harvard Square and

Maynard via Arlington, Lexington, Lincoln, Concord, and Acton. The Maynard route included two variations. The newer one ran via what was in 2020 state Route 2 between Alewife Brook Parkway and West Concord. The older route diverged from this one in East Lexington and followed Watertown and Pleasant Streets and Massachusetts Avenue to Marrett Road. From there the route was on what was in 2020 state Route 2A into Concord, Lexington Street to Concord Center, and Main Street to West Concord. M&B acquired rights to both variations, but ran most or all service via the older routing, which served intermediate points.

In conjunction with the Maynard route, M&B was granted rights for a new route between Waltham and Concord via Weston and Lincoln on the 2020 Route 117, Codman Road, and Route 126. The main purpose of this route was to get buses to and from the M&B Waltham garage, but these trips ran in revenue service. Other private carriers had run service on a similar alignment from 1926 to 1941.

[In 2020, the only segments of the Watertown–Five Forks route with MBTA bus service derived from the M&B route were in Arlington, from the Concord Turnpike on Pleasant Street to Massachusetts Avenue, and on Summer Street between Mill Street and Forest Streets. These were part of MBTA bus **Route 67**. The town of Lexington’s Lexpress local bus system included coverage on the section of the former M&B Five Forks Route on Lowell Street from Fairlawn Lane to Woburn Street, and on Woburn Street and Massachusetts Avenue to Paul Revere Road.

The only MBTA bus service in 2020 on segments of the M&B Maynard route that did not overlap service derived from other M&B or MTA routes was in Lexington from the Concord Turnpike on Watertown and Pleasant Streets to Massachusetts Avenue, and in Lexington and Lincoln on North Great Road from Airport Road to Hanscom Drive. These were included in MBTA bus **Route 76**.]

In October 1953, M&B began running service between Cleveland Circle and the New England Industrial Center in Needham, where the first tenants were just moving in. Except between Oak Street at Needham Street in Newton and the Industrial Center, this route overlapped the Needham Center–Cleveland Circle route.

During the late 1950s, M&B lost a large amount of its ridership, partly as a result of a strike and two fare increases. On August 30, 1958, M&B discontinued operation of its route from Framingham to Ashland and Hopkinton, which it had converted from trolley to bus in 1927. The route was taken over by a succession of private carriers. [In 2020 it was part of **MWRTA Route 5**.]

The opening of the MTA Riverside extension on July 4, 1959, resulted in more heavy losses in M&B ridership. The routes from Lower Falls to Cleveland Circle, which had been two of M&B’s most heavily patronized lines, were impacted most directly. Within a few months of the MTA extension opening, almost all service on these two bus routes was discontinued.

In December 1959, in an attempt to capture some new transfer business, M&B extended service on the Newton Corner–Roberts former trolley route from Roberts Station in Waltham to the new Riverside terminal via South Street, River Road, State Route 128, and Grove Street. M&B also extended service on the Newton Corner–Bemis–Auburndale route from the Auburndale carbarn to Riverside via Route 128 and Grove Street.

During the next few years, service on many more M&B routes was reduced or eliminated. Systemwide service cutbacks were implemented in March 1964. In June 1964, M&B management announced that the company would cease operations on July 1 of that year.

However, this action was prevented by the promise of a subsidy from the newly created MBTA. Some minor route changes were made at the direction of the MBTA, but most proposed route eliminations were delayed because of community opposition.

Three route segments that were eliminated early in the MBTA subsidy years were from Cedarwood Gate to Wheeler Square in Waltham via Weston Street; from Natick to South Natick; and from Watertown to Arlington Center.

In January 1968, at the direction of the MBTA, M&B took over operation of several bus routes in Dedham being discontinued by Transit Bus Line. These routes did not connect with any other M&B service but did connect with MBTA service. At the time, adding them to the M&B contract was expected to be less costly than direct MBTA operation.

In 1969, at the direction of the MBTA, M&B routes in Wayland to Stonebridge and to Fiske Corner were combined into a single loop line by extensions on Cochituate Road and Old Connecticut Path to their meeting point.

In June 1972, after failing to reach an agreement with the MBTA on terms of a new subsidy contract the M&B directors voted to close the system down completely. The last day of M&B service was June 30, 1972. A few days later, service on many of the former M&B routes was restored under direct MBTA operation, but with frequency reductions on most lines.

In 2020, 11 MBTA bus routes were derived from M&B routes taken over in 1972, but most of them had been modified in some way. These routes are listed below.

52 Dedham Mall–Watertown Yard, based on M&B Oak Hill–Newton Corner

59 Needham Junction–Watertown Square, based on M&B Needham Center–Watertown

61 North Waltham–Waltham Central Square based on M&B Lexington–Waltham

62 Bedford VA Hospital Alewife Station, based on M&B VA Hospital–Arlington Heights

67 Turkey Hill–Alewife Station, based on M&B Five Forks–Arlington Center

70 Waltham–University Park, based on M&B Waltham–Watertown Square

76 Hanscom/Lincoln Labs–Alewife, based on M&B Air Base–Arlington Heights–Harvard

553 Roberts–Downtown Boston, based on M&B Riverside–Roberts–Newton Corner

554 Waverley Square–Downtown Boston, based on M&B Waverley Square–Newton Corner

556 Waltham Highlands–Boston, based on M&B Waltham Highlands–Newton Corner

558 Riverside Station–Boston, based on M&B Riverside–Bemis–Newton Corner

Of these routes, eight, Routes 59, 61, 62, 70, 553, 554, 556, and 558 evolved from trolley lines once operated by the Middlesex and Boston Street Railway Company. The histories of these routes are discussed in Appendix C. Route 76 evolved from a route M&B took over from Lovell Bus Lines. In 2020, it overlapped two miles of the former trolley segment of Route 62.

## **RAPID TRANSIT, INC. (Map 4)**

Rapid Transit, Incorporated, (RTI) originated in 1940 as part of Saugus Transit, which itself was a 1939 name change of Hart Bus Lines. There was no overlap between the former Hart routes and routes in Winthrop and East Boston started under the RTI name, and in 1956, the former Hart routes were sold to a new Saugus Transit, Inc., owned by members of the Anzuoni family. Therefore, the history of those lines is placed with the histories of the Anzuoni family lines in this report. However, Map 4, which was drawn for the original 1974 edition of this report, includes the former Hart lines as well as the Winthrop lines.

By 1937, Judge Charles E. Flynn of Saugus was the president of Hart Bus Lines, and he was still serving in that capacity for the renamed company in 1940. Other company officers in 1940 were William Rockhill, vice president and general manager, and James L. Conway, treasurer.

On January 27, 1940, the Boston, Revere, Beach and Lynn (BRB&L) Railroad ended all operations. These consisted of a main line from downtown Lynn to East Boston with a ferry connection to Boston Proper, and a branch from Orient Heights to a belt line through the town of Winthrop. The BRB&L also had a bus line from Winthrop to Point Shirley. The DPU granted a 60-day emergency license to Saugus Transit to provide replacement bus service from Winthrop to Maverick Station immediately after the BRB&L shut down. Saugus Transit brought in a fleet of 30 mostly leased buses, and attempted to provide two-minute headways during rush hours. Fares were initially five cents within Winthrop or ten cents between Winthrop and Maverick Station.

On February 1, 1940, Saugus Transit was granted an additional 60-day license to operate bus service between Winthrop Highlands and Lynn, while the DPU reviewed competing applications for permanent rights to this route from Eastern Mass. Street Railway and from Service Bus Line.

In late February 1940, the name of Saugus Transit was changed again, to Rapid Transit, Incorporated (RTI). The DPU granted permanent certificates to RTI for service within Winthrop on March 12, 1940, and for service between Winthrop and Maverick Station on March 22, 1940.

The routes within Winthrop were designed to approximate the former BRB&L alignment and Point Shirley bus route. They were described as three routes, all originating at Washington Avenue and Shirley Street. From there the first route followed Washington Avenue and Pleasant, Pauline, Hermon, and Main Streets to the border of Boston. The second route followed Shirley Street, Beach Road, Crest Avenue, and Revere and Main Streets to the Boston border. The third route followed Shirley Street and Tafts Avenue to Point Shirley at the entrance to Deer Island.

The routing between the border of Winthrop and Maverick Station was on Saratoga Street to Orient Heights, then on Bennington, Chelsea, and Sumner Streets, returning to Bennington Street via Bremen Street. (The 60-day emergency route had used Chelsea Street in both directions.) Within Boston, RTI was initially restricted to picking up or dropping off passengers at Maverick Station, or dropping off inbound or picking up outbound passengers at the junction of Saratoga and Bennington Streets. The latter stop allowed passengers to transfer to or from BERY trolleys.

On July 22, 1940, the DPU amended the certificate to allow RTI to pick up or drop off passengers on Saratoga Street between the Winthrop border and St. Edward Road in East Boston. In May 1941, the DPU granted RTI rights for two route variations in Winthrop. One followed Pleasant Street from Pauline Street to Main Street. The other followed Shirley Street from Beach Road to Revere Street.



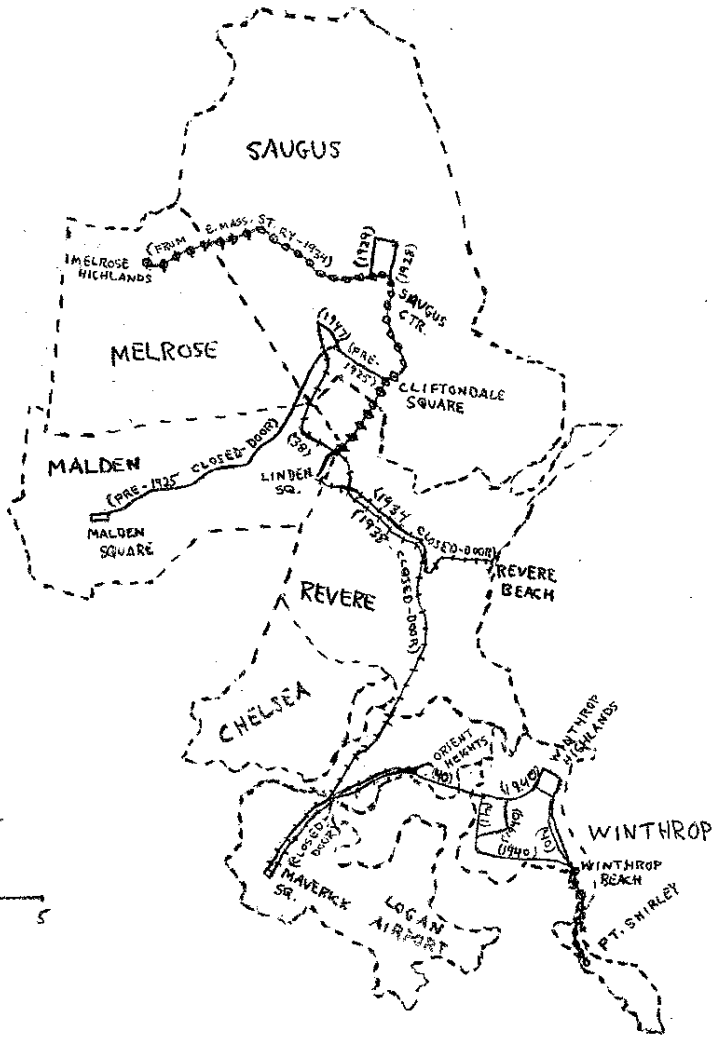
MAP 4  
 RAPID TRANSIT, INC.  
 AND  
 SERVICE BUS LINE, INC.  
 FORMER ROUTES OF R.T.I.

ROUTES FROM SAUGUS TO MELROSE HILDS.  
 FROM SAUGUS TO MALDEN SQUARE,  
 FROM LINDEN TO CLIFTONDALE AND FROM  
 SAUGUS TO MAVERICK SQUARE  
 SOLD TO SAUGUS TRANSIT IN 1968  
 AND NOW PART OF SERVICE BUS LINE NETWORK

KEY	
BUS LINE REPLACING TROLLEY	
OPERATING	—●—●—●—●—
NOT OP.	—●—●—●—●—
(EXCLUDES CLOSED-DOOR ROUTES ALONG FORMER TROLLEY LINES)	
ORIGINAL BUS ROUTE	
OPERATING	—————
NOT OP.	+++++



APPROXIMATE SCALE IN MILES  
 TJH 2/11/1974



There was no significant expansion of RTI route coverage after 1941. From 1947 to 1950, RTI owned South Shore Transit, Inc., which had bus routes in Scituate, Cohasset, and Hingham.

After World War II, the town of Winthrop built Veterans Road on the abandoned BRB&L right-of-way between Washington Street and Beach Road. The parallel segments of Shirley Street and Beach Road were made one-way southbound. Northbound bus service that had used these segments was shifted to Veterans Road.

In May 1956, RTI replaced service between Winthrop and Maverick Station with service between Winthrop and Orient Heights Station. This involved a short segment of new operation on Bennington Street north of Saratoga Street.

Charles Flynn was still the president of Rapid Transit, Inc. until his death in February 1965, at age 67. In 1968, the MBTA began subsidizing RTI service.

[The 1978 New England Transit Club Directory showed James. M. Sullivan as RTI president. A 1981 filing with the Secretary of the Commonwealth showed Dudley W. Stephan as RTI President. In 1979, Stephan had organized the Stephan Corporation, which operated fixed-route bus service based in Framingham.

The RTI subsidized operation continued until July 1991, when the MBTA awarded the contract for this service to Paul Revere Transportation. This put RTI out of business, although the company was not formally dissolved until August 31, 1998.

In 2020, Paul Revere Transportation was still the contract operator of bus service between Winthrop and Orient Heights Station. This service was designated MBTA **Routes 712 and 713**. These covered the routes in all certificates granted to RTI in Winthrop except the two variations in the 1941 certificate.]

## **BUS LINES OWNED BY THE ANZUONI FAMILY IN 1973**

As of December 31, 1973, the Anzuoni family owned three bus companies operating fixed-route service within the original MBTA District. These companies were: Brush Hill Transportation Company, Plymouth and Brockton Street Railway Company, and Service Bus Line. Two additional Anzuoni companies, Malden Bus Lines and Saugus Transit were consolidated with Service Bus Line in April 1972. The MBTA took over the fixed-route operations of Service Bus Line in February 1975, but the company is included in this section based on its status when this report was originally completed.

In 1973, the Anzuonis owned two other companies not in the fixed-route business. These were Capeway Tours and McGinn Bus Company. McGinn was a charter company pre-dating state regulation of charter bus service. The Anzuonis acquired it in the early 1950s, following the death of the original owner. Subsequent to the completion of this study, McGinn has engaged in some subsidized fixed-route bus operations. The Anzuonis organized Capeway Tours as a travel agency in 1960.

As of 1973, the Anzuoni family companies were managed by five brothers, Albert, George, John, Lawrence, and Richard Anzuoni. A sixth brother, James, who had also been engaged in the family business, died in 1970. The family's involvement in bus operations was begun by the father of the six brothers, George Anzuoni, who died in 1963. The earliest mention of his name found in DPU records examined for this study was in July 1936, at which time he was the general manager of Service Bus Line.

### **Brush Hill Transportation Company (Map 5)**

In February 1920, the Blue Hill Street Railway, which had operated at a loss for most of its existence, shut down permanently after a major snowstorm. The company's main line ran from a connection with BERY local trolley lines at Mattapan Square through Milton and Canton to Stoughton. It ran on Blue Hill Avenue and Canton Avenue in Milton, on Washington Street in Canton, and on Central and Canton Streets in Stoughton. This line had opened in several stages between 1899 and 1903.

When the Blue Hill Street Railway shut down, no jitney or bus operators were immediately willing to provide replacement service over the entire route. However, on March 18, 1920, the Brush Hill Transportation Company was incorporated for the purpose of providing a partial replacement service in Milton. The original Brush Hill officials were Malcolm Donald, president; Philip M. Reynolds, treasurer; and Duncan Will, manager. Service began on April 3, 1920. The *Boston Globe* described the service that day as running between Mattapan Square and Great Blue Hill and covering Brush Hill Road, Canton Avenue, and unspecified other connecting streets. Service began at 7:00 AM and ran every 30 minutes.

The less direct route taken by the Brush Hill buses compared with the Blue Hill trolleys was intended to bring service closer to where residential development was at the time. There was likely some subsequent experimentation with routing.

On August 7, 1925, the DPU granted a temporary certificate to Brush Hill Transportation for service in Milton. The routes covered in this certificate were not reported, but were probably the same as or close to the two routes in the permanent certificate granted to Brush Hill on July 1, 1926. One route followed the original trolley alignment from the border of Boston just south of Mattapan to Washington Street at what is now (2020) Blue Hill River Road in Canton, continuing east on that road and Hillside Street to Houghton's Pond in Milton. Part of this route



was run only from June to Labor Day. The other route ran from the Boston border via Blue Hill Avenue, Robbins Street, Brush Hill Road, Bradlee Road, Atherton Street, and Canton Avenue to the border of Canton at Blue Hill.

There were no further changes in routes authorized for Brush Hill Transportation until March 19, 1934, when the DPU granted a certificate for a new route in Milton that did not replace any previous service. It ran from the Boston border south of Mattapan via Blue Hills Parkway to Warren Avenue, and then looped on Warren Avenue, Thacher Street, and Houston Avenue back to the Parkway.

A certificate granted to Brush Hill on December 28, 1935, further expanded the 1934 route by extending the loop segment over Blue Hills Parkway, Parkway Crescent, Audubon Road, and Meagher Avenue to Warren Avenue. At the same time, a cross-connection between Blue Hills Parkway and Blue Hill Avenue via Blue Hill Terrace Street was approved. This certificate also included a special route to be run only on Sundays or for other church events. It ran from Blue Hills Parkway via Thacher Street and Darby Road to St. Mary of the Hills, returning to the Parkway via St. Mary's Road and Brook Road.

In July 1936, Brush Hill was authorized to extend service from the border of Milton via Washington Street to Sassamon Street in the Ponkapoag section of Canton, looping back to Washington Street on Sassamon and Turnpike Streets. This partly overlapped service of the Canton and Blue Hill Bus Line, discussed in another section of this report.

A certificate issued September 22, 1936, authorized Brush Hill to run buses directly to the Boston Elevated Railway's Mattapan terminal instead of turning back in Milton at the Boston border.

Two certificates issued in 1937 allowed further variations to the Parkway route. One approved on March 26 was for a branch via Warren Avenue, Thacher Street, Canton Avenue, and Wendell Park to Breck Street. (Wendell Park and Breck Street no longer connect.) A certificate approved on July 2 revised this branch to continue via Canton Avenue and Blue Hills Parkway to Parkway Crescent.

In February 1938, in response to service cutbacks on the New Haven Railroad's Stoughton Branch, the DPU authorized Brush Hill to extend the Mattapan-Ponkapoag route via Turnpike Street in Canton and Washington Street in Stoughton to Stoughton Square. This was a shorter route than the one taken by the trolley line abandoned in 1920.

In August 1938, Brush Hill was authorized to extend service from Stoughton Square to the border of Randolph via Pleasant, Turnpike and Willow Streets, and through Randolph to South Braintree via West, Warren, North Main, Liberty, and North Streets in Randolph and Pond, Washington, and Pearl Streets and Holbrook Avenue in Braintree. Brush Hill discontinued the segments in Braintree and in Randolph except on West and Warren Streets by March 1939, but ran the segment in Stoughton until 1952. Several other carriers ran Randolph-South Braintree routes unsuccessfully before 1938 and after 1939.

DPU records show that by 1939, Brush Hill Transportation was under the same ownership as Warwick Coach Lines of Malden. This continued until Warwick Coach went out of business in 1953.

The DPU approved more variations to the Parkway service in Milton on May 19, 1941. One was an extension from Blue Hills Parkway via Canton Avenue and Robbins Street to Blue Hill

Avenue. A connection on Canton Avenue from Robbins Street to Atherton Street was also approved but was not being used by April 1942.

In September 1942, Brush Hill was authorized to extend service from Stoughton Square via Washington Street to the border of Easton.

The DPU approved a final variation to the Parkway service on April 9, 1948. It was apparently intended for church service. It ran from Blue Hills Parkway via Dyer and Houston Avenues, Thacher Street, and Darby Road to Saint Mary's Road, returning to Blue Hills Parkway via Thacher Street and Kahler Avenue.

In July 1953, Roger J. Donahue, Tudor Gardiner, and John J. Manning, the former president of South Shore Coach Lines, bought Brush Hill Transportation Company from the owners of Warwick Coach Lines. Brush Hill Transportation was in poor financial condition at the time of the sale and the new owners were unable to improve the situation. In July 1954, George Anzuoni bought Brush Hill Transportation.

In October 1957, the DPU approved addition of a short loop at Stoughton Square, on School, Rose, Porter, and Washington Streets.

From April 22 to November 2, 1963, Brush Hill Transportation Company took part in a Mass Transportation Commission (MTC) demonstration project. Brush Hill's experimental route ran from Stoughton to the Route 128 commuter rail station, following the Stoughton–Mattapan route from Stoughton to Washington Street at state Route 128 in Canton, and Route 128 to the station. This route was not successful, and Brush Hill did not attempt to continue it after the MTC contract expired.

There were no significant changes in Brush Hill service within the original MBTA District up to the time that this study was completed in 1973.

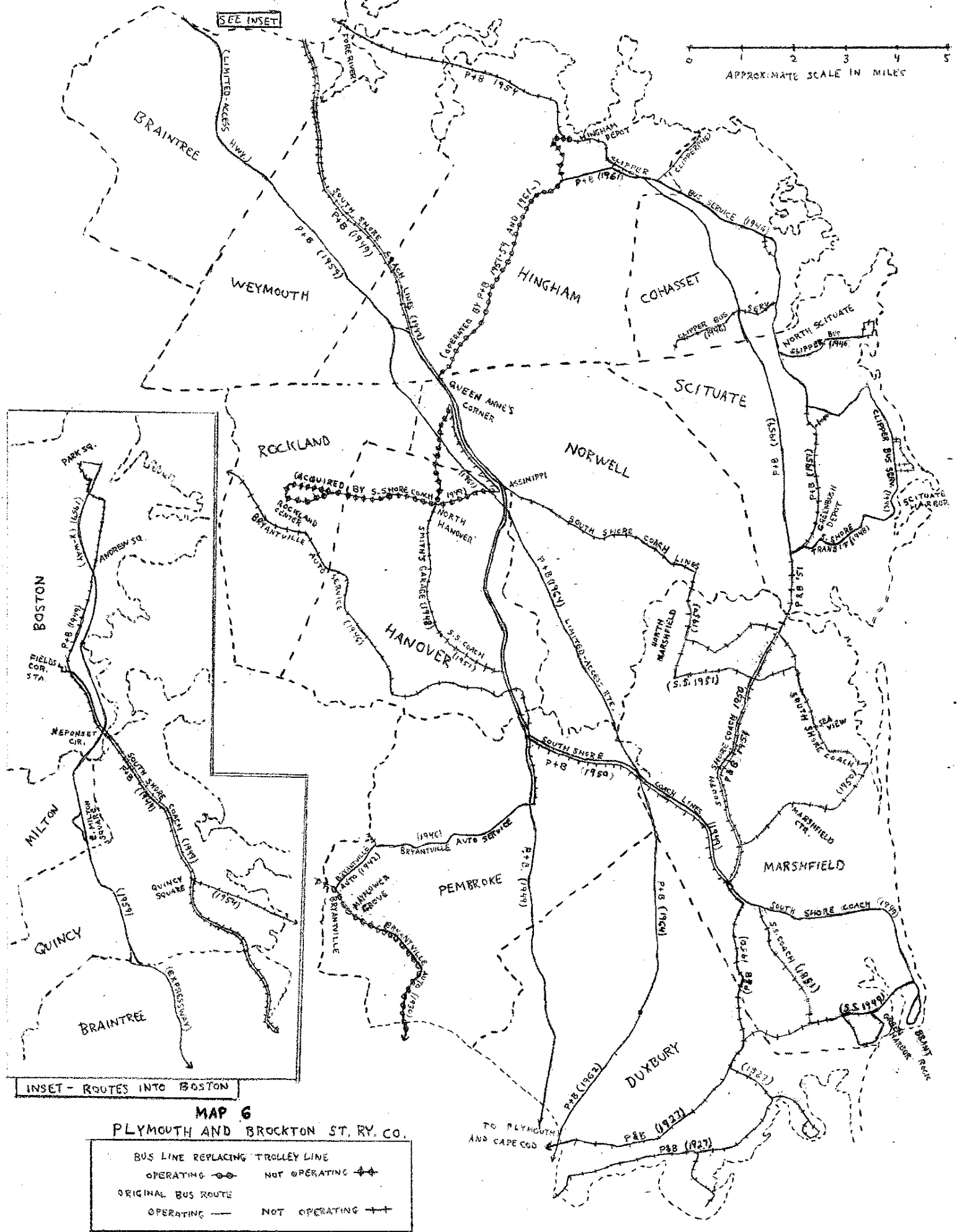
[Brush Hill discontinued service on the Mattapan–Parkway lines in June 1980. Service on the Mattapan–Stoughton route was reduced to one round-trip per day by 1981, after the MBTA had greatly increased service frequency on the Stoughton commuter rail line. The Brush Hill Stoughton route was finally discontinued in May 1986. The last fixed-route service run by Brush Hill was a route between Milford and Boston run under contract for the MBTA and discontinued in July 2003. Since then, Brush Hill has continued as a sightseeing and tour bus operator, having been affiliated with the Gray Line national tour bus network since 1993.

Ownership of the Brush Hill Transportation Company remained in the Anzuoni family until 2019 when they sold all of their transportation holdings to a group headed by former Massachusetts transportation secretary John Cogliano.

## **Plymouth and Brockton Street Railway Company (Map 6)**

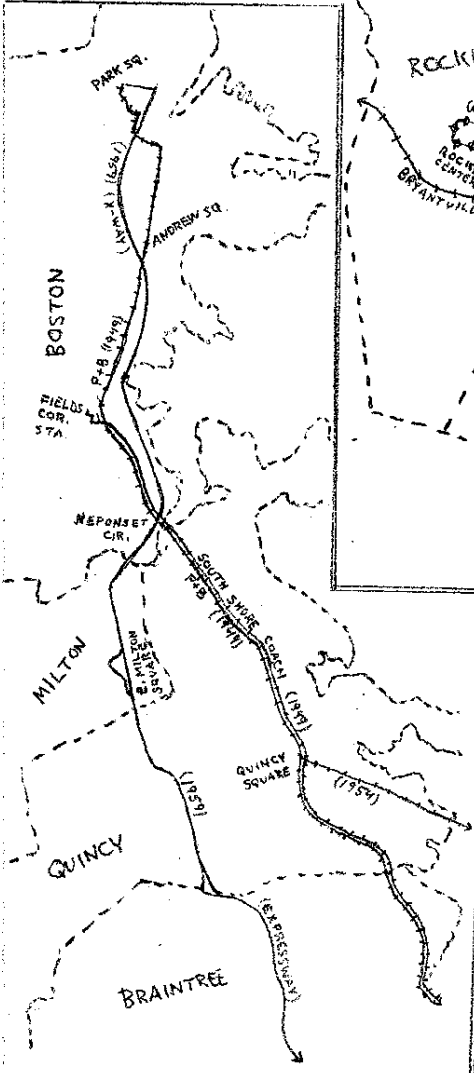
### ***Trolley Heritage***

The Plymouth and Brockton Street Railway Company (P&B) was incorporated on September 15, 1922, as successor to the Brockton and Plymouth (B&P) Street Railway, which had been sold by receivers in July of that year. The Brockton and Plymouth had originally operated a trolley line from Plymouth via Kingston and Pembroke to Whitman, with through car service to Brockton over tracks of predecessors of the Eastern Mass. Street Railway Company. The oldest section of the Brockton and Plymouth opened in 1889, between Plymouth and Kingston. The line was completed to Whitman in July 1900.



SEE INSET

0 1 2 3 4 5  
APPROXIMATE SCALE IN MILES



INSET - ROUTES INTO BOSTON

**MAP 6**  
**PLYMOUTH AND BROCKTON ST. RY. CO.**

BUS LINE REPLACING TROLLEY LINE	OPERATING	NOT OPERATING
ORIGINAL BUS ROUTE	OPERATING	NOT OPERATING

TJH 2/11/74

Of the four towns served by the B&P, only Pembroke was in the original (1964) MBTA District. However, a description of the Whitman–Plymouth route is provided below, as it was the only actual trolley route operated by the Plymouth and Brockton Street Railway.

Using street and route names as of 2020, the B&P's own tracks started at South Avenue and Winter Street in East Whitman and followed South Avenue east to Plymouth Street (state Route 58). Turning south, the track ran on Plymouth Street into Hanson, continuing on Whitman, Spring, East Washington, and Liberty Streets to High Street. There, the trolley diverged from the present Route 58 and followed High Street to South Hanson. It then turned east on Main Street (Route 27), which it followed into Pembroke.

A small business district just east of the town lines was and still is called Bryantville. In Pembroke, the route was on School Street (Route 27) to Kingston. The line passed Mayflower Grove, a small resort area, half a mile east of Bryantville.

In Kingston, the trolley line ran on Pembroke and Main Streets (Route 27) to downtown Kingston. There it jogged north on a now-discontinued street to Summer Street, turned south, and continued on Summer and Main Streets (Route 3A) into Plymouth. In Plymouth, the trolley continued on Court and Main Streets to the center of town and on Sandwich Street and Warren Avenue to the Hotel Pilgrim. (The Plymouth segments are all part of Route 3A.)

In September 1925, P&B abandoned trolley service between East Whitman and Mayflower Grove. In June 1926 the DPU granted a certificate to Bryantville Auto Service to operate a replacement bus route on this segment.

In June 1926, trolley service was abandoned between Mayflower Grove and a car barn west of the center of Kingston. On March 18, 1927, the DPU authorized P&B to operate buses between Plymouth and Kingston in place of trolleys, but some trolley service continued until June 27, 1928.

### ***P&B Bus Service 1927 to 1950***

On August 29, 1927, the DPU approved a bus route for P&B from Plymouth to Duxbury. This was the first P&B bus route to enter the original MBTA District. It overlapped the Plymouth–Kingston route from Plymouth to Main Street at Landing Road in Kingston, and then ran on Landing Road into Duxbury. There had previously been steam railroad service between Kingston and Duxbury, but no trolley service. Because of later route modifications, it is not clear how much coverage the 1927 route provided in Duxbury.

In 1928 and 1929, P&B gained some additional operating rights within Plymouth. No new rights within the original MBTA District were obtained until May 1942, when the DPU revised the certificate for the Plymouth–Duxbury route. Within Duxbury the route made a large arc, on Bay Road and Washington, St. George, and Tremont Streets back to the border of Kingston. A seasonal branch of this route ran from Washington Street at St. George Street over Powder Point Avenue to Powder Point, looping back over King Caesar and Weston Roads. Another seasonal branch ran from Bay Road at Washington Street over Standish and Marshall Streets.

Most of the subsequent development of the Plymouth and Brockton Street Railway Company's bus system took place after George Anzuoni bought the company late in 1947.

In June 1948, the New Haven Railroad eliminated Sunday passenger train service between Boston and Plymouth. P&B was granted a DPU 60-day temporary license for a bus route from Plymouth to Boston, restricted to Sunday operation. Such temporary licenses were non-renewable for the same company, but to maintain the route, successive 60-day licenses were



issued to Service Bus Line (also an Anzuoni company), to Albert Anzuoni, and to George Anzuoni. This kept the route going until February 1949.

The Anzuonis applied for a permanent license for the Plymouth–Boston route, but the DPU rejected it because local licenses had not been obtained from each city and town on the route. However, on February 25, 1949, P&B was granted a permanent license for a route between Plymouth and Brockton. Between Whitman and Kingston, it ran mostly on what is still (2020) state Route 27. However in Halifax and Pembroke it diverged over Monponsett and Union Streets to serve Monponsett Station on the New Haven Railroad’s Plymouth line. In Kingston, it diverged over Evergreen and Summer Streets. P&B was not allowed to carry passengers with both trip ends between Whitman and Brockton, to protect an Eastern Mass. Street Railway route.

On May 27, 1949, the DPU granted P&B a permanent certificate for a route between Plymouth and Boston. Starting at Leyden Street in Plymouth, it followed the present (2020) state Route 3A to the junction of Route 53 in Duxbury, then continued on Route 53 through Pembroke, Hanover, Norwell, Hingham, and Weymouth to Weymouth Landing. It then followed Commercial Street through Braintree to the border of Quincy and followed Quincy Avenue and Hancock Street through Quincy to the border of Boston. In Boston, the route was on Neponset Avenue, Adams Street, Dorchester Avenue, West Fourth, Dover (East Berkeley), and Albany Streets, and Broadway to Park Square. (Most of Broadway between Albany Street and Park Square has been obliterated by redevelopment.) At Park Square, the route looped on Columbus Avenue, Church Street and Stuart Street back to Broadway.

In July 1950, P&B acquired all certificates of South Shore Transit. These covered routes in Scituate, Cohasset, and Hingham started in 1946 and 1948. Also in July 1950, P&B started a new bus route from Duxbury to Boston. From St. George Street at Tremont Street (already accessible from the south by rights granted in 1927 and 1942), the new route followed the present state Route 3A into Marshfield, then Route 139 to Pembroke, where it joined the 1949 routing to Boston on state Route 53.

### ***P&B Bus Service 1951 to 1961***

In January 1951, P&B took over operation of a bus route between Queen Anne’s Corner and Hingham Depot from Nantasket Transportation. This was a former trolley route. In June 1951, P&B incorporated this route and portions of the former South Shore Transit routes into a new route from Duxbury to Boston via Cohasset and Hingham.

In July 1951, P&B acquired all certificates of Arthur B. Ford, d/b/a Bryantville Auto Service.

In September 1951, P&B was granted a certificate for new service between Plymouth and Bourne. It ran on the present Route 3A from Plymouth to the traffic circle at the north end of the Sagamore Bridge. It then ran west on U.S. Route 6 to Buzzards Bay, returning on Main Street to Route 6 west of the north end of the Bourne Bridge. In combination with older P&B rights, this made possible through bus service from Bourne to Boston. However, the DPU imposed some restrictions on the origins and destinations of passengers to be carried, to protect passenger service of the New Haven Railroad between Boston and points on Cape Cod. Most significant of these was that Cape Cod passengers could not be carried to or from points north of Quincy.

In August 1952, P&B acquired all certificates of South Shore Coach Lines. These had been issued between 1949 and 1951 for routes from Marshfield, Scituate, Hanover, Pembroke, and Norwell to Boston.

At the end of the 1953 summer season, P&B dropped through service between Scituate and Boston and replaced it with a local service between Scituate and Queen Anne's Corner via Cohasset and Hingham. In January 1954, P&B started a new through service from Scituate to Boston, using the present state Route 3A and the Fore River Bridge between Hingham and Quincy. At the same time, P&B discontinued all service between Hingham Center and Queen Anne's Corner. The Eastern Mass. Street Railway Company took over service on the latter segment, and P&B's certificate for it was revoked.

At the end of June 1959, the New Haven Railroad discontinued all passenger service on its former Old Colony Railroad lines to Boston from Greenbush (Scituate), Plymouth, Middleborough, and points on Cape Cod. P&B was granted a temporary license for a new route from Greenbush to Boston via the present Route 3A to Hingham Center, North Central, Main Whiting, and Derby Streets to the border of Weymouth, on Ralph Talbot Street, Park Avenue, and Columbian Street in Weymouth, and on Grove, Pond, Washington, Franklin, and Granite Streets in Braintree to the newly opened Southeast Expressway. From there, the Expressway was used to Kneeland Street in Boston, and Kneeland, Stuart, and Arlington Streets and St. James Avenue were taken to the Greyhound Terminal. In Hingham, this route partly overlapped the segment taken over by Eastern Mass. Street Railway in 1954, and P&B was restricted from providing local service on it.

In October 1959, the route from Derby Street in Hingham to the Southeast Expressway in Braintree was shifted to the newly opened section of what was then Route 128 but is now (2020) Route 3.

In April 1961, the routing in Hingham was revised slightly, to follow, East, Leavitt, and Short Streets to Main Street. In January 1962, Eastern Mass. discontinued service between Hingham Center and Queen Anne's Corner, and the restriction on P&B local service on this segment was removed. At the same time, the authority for P&B to operate on Route 3A between Hingham Center and Quincy was revoked.

In May 1961, the DPU authorized P&B to extend service from Sagamore to Hyannis. This extension ran on Route 6 (the Mid-Cape Highway) from Sagamore Circle to Route 132 in Barnstable and on Route 132, Barnstable Road, Centre Street, and Main Street to downtown Hyannis.

### ***P&B Bus Service after 1961***

As additional sections of the present Route 3 were completed, P&B was granted certificates to operate over them. This included the segment from Derby Street in Hingham to Route 53 in Hanover in January 1962, the segment from Route 3A in Duxbury to Sagamore Circle in Bourne in September 1962, and the segment from Route 53 in Hanover to Route 3A in Duxbury in February 1964. Meanwhile, in September 1963, P&B was authorized to drop off passengers northbound or pick up passengers southbound at East Milton Square. To do this, southbound buses exited from the Expressway at Granite Avenue and reentered from Bryant Avenue. Northbound buses exited at Willard Street and reentered from Granite Avenue.

In December 1973, P&B was granted a permanent certificate for routes between Milford and Boston via state Routes 109 and 128 and the Mass. Turnpike and via I-495 and the Mass. Turnpike. Overland Stage Coaches had discontinued service on this route in August 1973, and in the interim P&B and Brush Hill Transportation had provided replacement service under

temporary DPU licenses. This route had a long history, which is related in the section on Medway and Dedham Bus Lines in this report.

In June 1974, P&B began operating a new express bus route from Brockton to Boston via state Routes 24 and 128 and the Southeast Expressway. The route started in downtown Brockton and followed local streets to Route 24 near the Westgate Mall. Eastern Mass. Street Railway had run previous service from Brockton to Boston from 1962 to 1968, but was forced to use local streets between Milton and downtown Boston because the city of Boston would not approve a license for Eastern Mass. to use the Southeast Expressway.

[By 2020, most remaining P&B service connected Boston with points outside the original MBTA District. However, most trips stopped at a park-and-ride lot in Rockland, and one weekday round trip connected Marshfield with Boston.]

**Service Bus Line** (Maps 4, 7A, 7B)

### ***Service Bus Line History Before 1925***

The earliest reference found pertaining to the history of this company was in a July 27, 1918, *Boston Globe* report of a jitney accident in Salem. This article identified Alphonso Roberto, who later organized Service Bus Line, as the owner of a jitney service between Salem and Beverly. The 1915 PSC report on jitneys showed one bus and three touring cars operating between Salem and Beverly, but did not show the owners.

By 1922, Roberto was operating jitneys in Revere. The October 31, 1922, *Globe* reported that the Boston City Council had approved a license for him to run jitney service between Bennington Street in East Boston and Park Avenue in Revere at a five-cent fare. This would include a free transfer to Ocean Avenue in Revere. However the Mayor of Boston vetoed this action out of concern for the impact on Boston Elevated Railway ridership. (The city of Boston had begun licensing jitneys in 1919, but Roberto was not mentioned in reports of the first applicants.)

By 1924, Roberto was conducting business as Service Bus Line. In November and December 1924, the cities of Everett and Revere approved a license for Service Bus Line to operate a route between Everett Square and Revere Beach. As discussed in the Saugus Transit history, Hart's Bus Line had just discontinued a similar route established in 1922. The route approved in 1924 included a belt line in Everett from Everett Square on Broadway and Hancock, Bradford, Bucknam, and Norwood Streets. The route passed through Chelsea, but details of the segments in that city and in Revere were not reported at the time.

### ***Service Bus Line Operations 1925 to 1936***

Service Bus Line was formally incorporated on February 15, 1925. (Over the years it was identified sometimes as Service Bus Lines, and other times as Service Bus Line, but the singular form seems to have been the correct one.)

In 1925, the DPU began issuing temporary certificates for fixed-route bus operations, pending more thorough studies. The August 26, 1925 *Globe* reported that among the planned hearings on applications for temporary certificates was one on a Service Bus Line petition for routes from Everett to Revere and from Boston to Revere. The September 25, 1925, *Globe* reported that the DPU had that day approved temporary certificates for Service Bus Line for routes between Everett, Chelsea, and Revere, and between Orient Heights in East Boston and Point of Pines in Revere.



When the DPU issued certificates to Service Bus Line in 1926, the certificate for the route from Orient Heights to Point of Pines was issued to Alphonso Roberto as an individual rather than to the company. The certificate had several restrictions on stop locations, intended to prevent diversion of riders from Eastern Mass. Street Railway (eastern Mass.) routes in Revere. After drivers on the Point of Pines route repeatedly violated the restrictions, the DPU revoked the certificate in September 1927. Bus service north of Revere Street to Point of Pines did not resume until 1940.

On June 30, 1926, the DPU granted a permanent certificate to Service Bus Line for a route from Everett to Revere Beach. In Everett, it included the belt line described above, and operation on Chelsea, Malden, and Union Streets from Broadway to the border of Chelsea. In Chelsea the route followed Union Street (now partly incorporated in Revere Beach Parkway) and Garfield Avenue and Fenno Street to the border of Revere. In Revere, the route was on Fenno Street, Broadway, Central Avenue, and Beach Street to Ocean Avenue. (The Chelsea and Revere segments of Fenno Street no longer connect because of the location of the Northeast Expressway.) The certificate also included a route variation using Park Avenue in Revere. The Eastern Mass. had previously run replacement bus service for its abandoned trolley line on Park Avenue, but does not appear to have sought permanent operating rights for it.

On July 29, 1926, the DPU granted permanent certificates to Service Bus Line for two additional routes in Revere. One identified as the North Revere Route ran from Broadway at Park Avenue via Broadway, Malden Street, and Washington Avenue to the border of Malden. The other was a variation of the North Revere route, to be used only in conjunction with it. It ran from Broadway at Malden Street via Broadway, Revere Street, and North Shore Road to Shirley Street, with a loop on Beach Street, Ocean Avenue, and Shirley Street.

The Eastern Mass. had abandoned trolley service between Linden Square and Revere Beach in 1920, but was providing replacement bus service by 1924. Eastern Mass. did not get permanent rights for this bus route. The trolley ran on Ocean Avenue rather than North Shore Road south of Revere Street.

On July 26, 1929, the DPU approved a short extension by Service Bus Line of the North Revere route from the border of Malden over Beach Street to Linden Square (at Lynn Street). This was also part of the former trolley route.

In 1935 and 1936, Service Bus Line started operating new routes over streets in the southwest part of Arlington. These routes did not connect with any other Service Bus Line routes. They were taken over by Hudson Bus Lines in 1938, and are discussed in the history of that company in this report.

In January 1936, Service Bus Line was granted rights for a new bus route in Wakefield and Stoneham, but was unsatisfied with restrictions the DPU imposed to protect Eastern Mass. Street Railway service. It is not clear if Service Bus Line ever implemented service on this route, and the DPU revoked the certificate in 1942. Several years later, Hudson Bus Lines ran service over parts of the route.

The name of George Anzuoni first appeared in DPU records as General Manager of Service Bus Line in 1936.

### ***Service Bus Line Operations after 1936***

Chapter 299 of the Massachusetts Acts of 1932 authorized the sale of the Eastern Mass. Chelsea Division to the BERY. It included a provision that four years after the BERY began

operating these lines, all licenses previously issued to other operators for bus service in Chelsea or Revere would terminate unless the DPU issued new certificates certifying that public convenience and necessity required continued operation under these licenses. The BERY acquisition of Chelsea Division lines took place on June 10, 1936, giving other carriers until June 1940 for recertification. On July 29, 1938, the DPU recertified Service Bus Lines routes in Chelsea and Revere except on Park Avenue, Revere, where the BERY was planning a trackless trolley extension. [The extension opened on September 7, 1940. In 2020, its bus replacement was part of MBTA **Route 110**.]

On January 27, 1940, the Boston, Revere Beach and Lynn (BRB&L) Railroad ended all operations. These consisted of a main line from downtown Lynn to East Boston with a ferry connection to Boston Proper, and a branch from Orient Heights to a belt line through the town of Winthrop. Service Bus Line and Eastern Mass. Street Railway both applied to the DPU for rights to provide replacement bus service between Winthrop and Lynn. While evaluating these applications, the DPU granted a temporary license for this service to Saugus Transit, which was also providing replacement service between East Boston and Winthrop.

In March 1940, as a compromise to the competing applications, Service Bus Line was granted a certificate for a local route between Winthrop Highlands and Point of Pines. Eastern Mass. was granted a certificate for a new through route between Lynn and Boston via Point of Pines, but was not allowed to carry passengers making trips between stops on the segment that overlapped the Service Bus Line route and did not have previous Eastern Mass. service.

In December 1943, Service Bus Line was granted a war emergency certificate for an extension of the Point of Pines route to Central Square in Lynn, but could only pick up and drop off passengers at Central Square or drop off northbound or pick up southbound passengers at the General Electric and Champion Lamp Works plants. The operating authority for this extension was made permanent in 1947.

In July 1953, Service Bus Line obtained all operating rights of Warwick Coach Lines, which was going out of business. The routes of the defunct company were located in Melrose, Malden, and Revere, and are described in the Malden Bus Lines history in this study.

In January 1954, Service Bus Line was granted authority for new service on Patriot Parkway and Derby Road in Revere, providing a link between a former Warwick Coach Lines route and Service Bus Line's Linden route.

In May 1955, the Anzuonis formed a new company, Malden Bus Lines, and transferred all of the former Warwick Coach Lines certificates to that company.

From December 1962 to December 1963, Service Bus Line took part in a demonstration project for the Mass Transportation Commission. Before the demonstration, service on the Linden–Revere route had either been eliminated or reduced to rush-hour-only status. The MTC demonstration restored all-day service on a half-hourly headway. Based on the results of the experiment, Service Bus Line retained the new frequency and decided to try similar increases on some other routes.

In October 1963, the operating rights of Saugus Transit, Inc., in Revere, and some rights in Saugus were transferred to Service Bus Line. At the same time, the DPU authorized Service Bus Line to run a route from Saugus Center to the new Sears Shopping Mall (now the Square One Mall) via Main Street and U.S. Route 1. Service Bus instituted frequent service on the newly

created Saugus–Revere route, but the results were not as good as those for the MTC route. Operation of the Saugus–Revere route was soon suspended entirely.

The Everett–Revere Beach route was discontinued in the mid-1960s because of low ridership.

In April 1972, all certificates held by Malden Bus Lines, Inc. and Saugus Transit, Inc. were transferred to Service Bus Line. As noted above, the Anzuonis organized Malden Bus Lines in 1955 to take over operation of the routes they had acquired from Warwick Coach Lines two years earlier. The Anzuonis organized Saugus Transit in January 1956, to take over operation of the routes in the Saugus Division of Rapid Transit, Inc. Most of these routes were originally granted to Hart Bus Lines, the history of which is related below.

[The MBTA enabling legislation enacted in 1963 required the MBTA to compensate private carriers for loss of business resulting from expansion of MBTA service. In the early 1970s, the extension of the MBTA’s Orange Line rapid transit service to Malden and the border of Melrose was under construction. It had the potential to divert some riders from Service Bus Line to walking or driving to the new stations, but there was also potential for some of the Service Bus routes to be reconfigured as Orange Line feeders. In February 1975, the MBTA bought out all the fixed-route business of Service Bus Line.

The Anzuonis continued the charter and school bus business of Service Bus Line through a new company, North Shore Bus, incorporated on September 12, 1975. This company operated out of the former Service Bus garage in Revere. North Shore Bus was dissolved voluntarily on December 31, 2012, after losing the Revere school bus contract. In 2020, MBTA bus **Route 411** included the former Service Bus route between Linden Square and Broadway in Revere. Otherwise, except for removal of restrictions on local stops between Wonderland and Point of Pines on **Routes 439, 441, and 442**, MBTA bus routes derived from Service Bus Line were former Saugus Transit or Malden Bus Lines routes.]

### **Saugus Transit (Successor to Hart Bus Lines) (Map 4)**

#### ***Hart Bus Lines History Before 1925***

On April 4, 1915, the *Boston Globe* reported that the first jitney route in Malden had begun running the previous day, between Pleasant Street in downtown Malden and Maplewood Square (on Salem Street east of Lebanon Street). Charles Chandler of Malden was running the business.

Within the next few weeks, Malden officials had received applications for jitney licenses for routes to Medford, Melrose, Everett, and Linden Square (on the border of Revere) but were waiting for passage of further relevant state legislation before acting on these. After this, jitney service in Malden seems to have faded in the news for several years.

On May 28, 1920, the *Globe* reported that the Eastern Mass. Street Railway Company was planning to discontinue trolley service between Malden and Revere and between Malden and Lynn. These routes both ran on Salem Street between downtown Malden and Linden. The tracks as far as Salem Street at Broadway were jointly owned and operated by the Eastern Mass. and the Boston Elevated. Joseph Hart was by then the operator of the Maplewood jitney. He offered to extend it to Linden if the BERY did not extend trolley service there.

In October 1920, Hart applied for a license to run jitney service between Malden Square and Melrose City Hall, but this was denied because of opposition from the Eastern Mass.

On May 21, 1921, the *Globe* reported that the BERY had requested that all jitney licenses in Malden be revoked. This effectively meant Hart's Maplewood line, but he was allowed to keep running it.

In April 1922, the *Globe* reported that Hart was again attempting to obtain licenses for jitney service between Malden Square and Melrose, but this time continuing to Wakefield Square. The Eastern Mass. was threatening to discontinue trolley service between Malden and Wakefield if the jitney licenses were approved. At a public hearing on May 22, Melrose residents opposed the Hart application by a small margin. On June 5, the Melrose Board of Aldermen voted it down.

On July 11, 1922, the DPU began conducted a hearing on the BERY complaint against Hart's Malden jitneys. By then, Hart had extended the service beyond Maplewood to Linden and Clifftondale, and the BERY had reduced trolley service on Salem Street.

On July 14, 1922, the Everett Board of Aldermen discussed partly overlapping applications from Hart and from the BERY for jitney routes in the city. The BERY application was for a belt line from Everett Square via Norwood, Bucknam, Belmont and Hancock Streets and Broadway back to Everett Square. The BERY had discontinued trolley service on Norwood and Bucknam Streets in 1917. The Hart application duplicated the proposed BERY jitney route as far as Belmont Street at Hancock, but turned north on Hancock Street and on High and Ferry Streets in Malden, to Malden Square.

The board put off a decision at that time, but on July 18, it approved a license for Hart to operate a jitney line from Everett Square to the border of Chelsea as part of a proposed route to Revere Beach. This line was in service by August 13, when it was discovered that Hart did not have a license for the segment in Revere. The Revere City council corrected this oversight on August 17, by granting Hart a one-year license for service from the border of Chelsea via Broadway, Central Avenue, Beach Street, and Shirley Avenue, looping on Ocean Avenue, Beach Street, and North Shore Road. Service was to be run every 15 minutes until November 1, and then every 20 minutes during the winter.

Transit service between Salem Street at Broadway and Linden Square ended temporarily in early November 1922, when the Board of Aldermen voted not to renew Hart's license for the route, but the Common Council rejected an application by the BERY to run its own jitney service there. The situation was not resolved until a new board took office in January 1923, and Hart's licenses in Malden were restored.

On April 8, 1923, Hart began operating a loop line in Everett similar to the one the BERY had applied for in 1922, but using Bradford Street instead of Belmont Street. This loop was run as an extension of the Revere Beach route.

Hart discontinued all jitney service in Everett in November 1923, stating that the service was well patronized but was insufficient to justify the cost of insurance required by the city. However, Service Bus Line of Revere soon took over the Everett loop and the line to Revere Beach.

### ***Hart Bus Lines History After 1924***

In August 1925, when the DPU was issuing temporary certificates to operators of pre-existing bus routes, two certificates went to Joseph Hart, doing business as Hart's Bus Line. Permanent certificates for these routes were granted to Hart in June 1926. One was for a route from Linden Square to Clifftondale Square via Lynn Street in Malden, Salem Street in Revere, and Lincoln Street in Saugus. The Eastern Mass. had begun running bus service on this route by



1924, replacing the abandoned trolley line that used Lawrence Street instead of Lynn Street in Malden. However, by 1925, Eastern Mass. no longer wanted to run this bus route.

The other route granted to Hart in 1925 ran from Malden Square to Saugus Center. In Malden it ran on Salem Street and Broadway to the border of Saugus. This overlapped long-established BERY service, but within Malden, Hart was only allowed to carry passengers going to or from points in Saugus. In Saugus the route ran on Broadway, Fulton, and Essex Streets to Cliftondale Square, where it joined the former trolley route to Saugus Center via Lincoln Avenue and Central Street, abandoned in 1920. The segments without previous trolley service appear to have had jitney service before 1925.

On June 6, 1928, Hart's Bus Line was succeeded by Hart Bus Lines, Inc. That year, the Saugus Center route was extended a short distance north on Central Street to Elm Street. In 1929, an alternate ending for the route, consisting of a loop on Central, Appleton, Summer, and Main Streets, was authorized.

In February 1934, Hart took over operation of an Eastern Mass. bus route between Melrose Highlands and Saugus Center via Howard and Main Streets. This route had been converted in 1931 from a trolley line.

In July 1934, the DPU granted Hart rights for a route between Malden and Revere Beach, but it was restricted to carrying passengers from points in Malden to the beach and return. In Malden, it was combined with Hart's older rights for service between Malden Square and Linden Square. It then followed Beach Street in Malden and Squire Road, Broadway, and Revere Street in Revere to Ocean Avenue. (Warwick Coach Lines was already authorized to provide local service on Squire Road.)

In November 1938, Hart started a new route between Saugus and the Maverick rapid transit station in East Boston. Described using present (2020) road names, the new operating rights began in Saugus at the interchange between Broadway and U.S. Route 1 and ran on Route 1 through the northeast corner of Malden to Squire Road in Revere. It then followed Squire Road and the American Legion, Lee-Burbank, and McClellan Highways to Saratoga Street in East Boston, and Saratoga and Chelsea Streets to Maverick Square. Outside of Saugus, the only locations where Hart was allowed to pick up or drop off passengers on this route were at Maverick Station and in Revere at Lynn Street, Muller Field (an airport and flying school), and Broadway, with the latter being limited to inbound alightings and outbound boardings.

In 1939, the name of Hart Bus Lines was changed to Saugus Transit. As discussed in a separate section, in February 1940 the name of Saugus Transit was changed again, to Rapid Transit Incorporated (RTI), and the routes that had been part of Saugus Transit became the Saugus Division of that company.

By 1942, RTI was running some through trips from Malden to Maverick Station, combining 1934 rights from the Malden–Revere Beach route with 1938 rights from the Saugus–Maverick route. However, RTI was no longer permitted to run service to Revere Beach.

In May 1952, after MTA rapid transit service was extended from Maverick Station to Orient Heights, the terminal of the Saugus–Maverick Station RTI route was cut back to the new Day Square (Wood Island) Station.

In January 1956, the certificates for all active routes in the RTI Saugus Division were transferred to a newly formed Saugus Transit, Inc. owned by members of the Anzuoni family. The DPU approved the only significant addition to Saugus Transit operating rights after this on

January 23, 1957. This was a loop in Revere on Revere Street, North Shore Road, Veterans of Foreign Wars Parkway, and American Legion Highway, allowing the Saugus–Wood Island route to be changed to Saugus–Wonderland Station.

In April 1972, all certificates held by Saugus Transit, Inc. were transferred to Service Bus Line. This was effectively the end of Saugus Transit, but the company was not formally dissolved until October 19, 1983. [In 2020, some segments of MBTA bus **Routes 428 and 430** were derived from former Saugus Transit routes.]

### **Malden Bus Lines (Successor to Warwick Coach Lines) (Map 7B)**

In June 1927, the DPU granted a certificate to Earle A. Warwick of Malden for a bus route from Malden Square to Revere Beach via Salem and Beach Streets in Malden and Squire Road, Broadway, and Revere Street in Revere. In Malden, this route ran along streets already served by Boston Elevated Railway buses, and the east end of the route in Revere overlapped Eastern Mass. Street Railway service. In Malden, the operating rights allowed for passengers to be picked up or dropped off in Malden only if they were going to or from Revere. In Revere, passengers could be picked up or dropped off along Squire Road or at Revere Beach. Between Squire Road and Revere Beach, passengers could be dropped off only eastbound and picked up only westbound.

This Malden–Revere bus route was the earliest one for which involvement by Earle Warwick was found in research for this study.

The October 26, 1927 *Boston Globe* reported that the Melrose Aldermen were considering applications from Earle Warwick and J. Charles Connelly of Malden for licenses to operate bus service in the Wyoming section of the town. However, action was postponed several times after the Eastern Mass. Street Railway Company submitted a similar application.

In January 1928, Warwick was granted rights for new bus route from Exchange Street in Malden to the border of Melrose at Oak Grove via Washington Street. The downtown Malden end made a loop on Exchange, Commercial, and Pleasant Streets, with a variation extending the east end of the loop to Main Street.

In May 1929, Warwick was finally able to extend the Oak Grove route into Melrose. This extension ran on Washington Street to Pleasant Street, and then made a long loop on Pleasant Street, West Wyoming Avenue, Lynde Avenue, and Washington Street back to Pleasant Street. At the same time, Warwick began a route connecting with the Oak Grove route downtown and following Exchange, Main, Forest and Sylvan Streets to Lebanon Street. The Boston Elevated had run a similar route experimentally in 1926, but dropped it after a few months. Warwick was not allowed to pick up or drop off passengers on the segment on Main Street, which overlapped Eastern Mass. Street Railway service.

In March 1931, Warwick extended the Lebanon Street route into Melrose. In Malden, this included new operating rights to the border of Melrose on Forest Street from the west end of Sylvan Street and on Lebanon Street from the east end of Sylvan Street. In Melrose, the extension ran on Lebanon and Park Streets and Linwood Avenue to Lynde Street. There was also a connection on Forest Street from the Malden border to Lebanon Street.

In March 1932, Warwick was denied operating rights on Eastern Avenue in Malden because the DPU found the state of repair of that road to be unsafe for bus operation.

In March 1933, a new company, Warwick Coach Lines, Inc. was granted certificates covering all the routes previously granted to Earle A. Warwick. (Regulations at the time did not allow for the transfer of certificates between owners.) Earl A. Warwick remained in the management of the new company.

In June 1934, Warwick Coach was finally granted operating rights over Eastern Avenue in Malden, connecting to older rights via a new segment on Ferry Street. These rights were to be used only in conjunction with the Malden–Revere Beach route, and passengers could still be picked up or dropped off in Malden only if going to or from points in Revere.

In June 1934, Warwick Coach took over operation of a belt line in Medford that the Boston Elevated Railway Company had started in December 1933. The BERY had previously run part of this route for a few months in 1926 and 1927. The 1934 route ran from Medford Square on Forest Street, Fellsway West, and Elm, Fulton, and Salem Streets. Warwick Coach added two branches off this route in Medford and the southern edge of Stoneham in 1935. These included a spur from Elm Street over Woodland Road to the New England Sanitarium in Stoneham, and a side branch off Forest Street on Lawrence Road and Governors Avenue, and Sherwood Road to serve Lawrence Memorial Hospital.

The Medford and Stoneham routes did not connect with any other Warwick Coach routes. In December 1937 Hudson Bus Lines took them over.

By 1939, the management of Warwick Coach Lines had acquired control of the Brush Hill Transportation Company. The last additions to the Warwick Coach system were made in 1947 and 1948. The 1947 addition was a branch of the Lebanon route on Pierce and Bainbridge Streets from Forest Street to Rockwell Street in Malden.

The 1948 addition provided a cross-connection between the Wyoming route and the Linwood Avenue route via West Wyoming Avenue and Main and Grove Streets and Linwood Avenue to Lynde Street. There was also a branch on Main Street from Grove Street to Green Street. The new coverage appears to have been intended for school bus service, as it had so many restrictions it could not practically have been used for anything else.

In July 1953, Warwick Coach Lines went out of business. All DPU fixed-route certificates held by the company at that time were transferred to Service Bus Line. On May 25, 1955, these certificates were all transferred to Malden Bus Lines, a new company that had been incorporated by members of the Anzuoni family on February 9, 1955.

The only additional rights obtained by Malden Bus Lines after this were for an extension of the Malden–Revere Beach route in Revere on Ocean Avenue from Revere Street to the Wonderland Rapid Transit Station. The DPU approved this extension on December 11, 1963.

On April 5, 1972, the MBTA, which had assumed the former regulatory powers of the DPU within the original MBTA District, approved the transfer of all fixed-route certificates of Malden Bus Lines to Service Bus Line. This was effectively the end of Malden Bus Lines, but the company was not formally dissolved until October 19, 1983.

In 2020, several segments of former Malden Bus Lines routes were still included in MBTA bus routes. In **Route 106**, these were the segments on Sylvan Street in Malden, on Forest Street from Sylvan Street in Malden to Lebanon Street in Melrose, and the segment on Lebanon Street from Forest Street back to the border of Malden. MBTA **Route 132** was mostly a former Malden Bus Lines route between Malden Center and West Wyoming Avenue. **Route 426W** ran on Squire Road in Revere.

## **BUS LINES OWNED BY BENJAMIN R. GOODMAN IN 1973**

### **Vocell Bus Company (Successor to Holland Brothers Bus Line) (Map 8A)**

Advertising for Vocell Bus Company in the early 1970s said that the company was established in 1916. Research for this study did not find any information on early operations by Vocell, and it does appear to have been among the companies to which the DPU granted temporary licenses for fixed-route service in 1925 or permanent certificates in 1926.

The first news reports found about Vocell Bus Company appeared in the spring of 1928, when it was one of three companies trying to obtain rights for new bus service between Billerica or Lowell and Boston. The other applicants were the Eastern Mass. Street Railway Company and the Boston and Maine Railroad's subsidiary Boston and Maine Transportation Company. Before getting a DPU certificate for such a route, each contender would need to obtain a license from each city or town the route would pass through. These were Billerica, Burlington, Woburn, Winchester, Arlington, Cambridge, and Boston.

There was disagreement among these municipalities as to which applicant deserved the license. In a hearing in Woburn on May 4, 1928, the attorney representing Vocell stated that Billerica had granted a license for the route to that company "because it had operated in Billerica for years and had given excellent service." Ultimately, none of the three companies was able to get all the required licenses, and local-stops bus service along this route was not established until many years later.

In 1932, Vocell was among the applicants seeking to take over the Eastern Mass. bus route between Woburn and Billerica via Burlington. However, the route was awarded to Holland Brothers Bus Line of Woburn.

After this setback, Vocell Bus seems to have continued mostly as a school bus and charter bus operator for the next quarter century. In June 1940, when the DPU began regulating charter bus companies, Ernest T. Vocell, doing business as Vocell Bus Company, was among those issued a "grandfathered" charter license.

In May 1943, the charter license was suspended at Vocell's request, because wartime restrictions on bus operations severely limited the potential for charter service. Vocell's charter license was reinstated after the end of the war.

In May 1948, Ernest T. Vocell formed a partnership with his sons, Ernest T. Vocell, Jr. and Joseph T. Vocell. A new charter license was issued to the partnership, which continued doing business as Vocell Bus Company. Following the death of the elder Vocell in 1949, the DPU issued a new charter license to the sons, who maintained the same company name.

In February 1952, Holland Brothers Bus Line went out of business. Vocell Bus Company was granted a temporary license for routes of Holland Brothers in Woburn, Burlington, and Billerica, details of which appear in the history of that company below. Vocell was awarded permanent rights to these routes in April 1952.

The first new operating rights were granted to Vocell in the spring of 1957. These were for a belt line extension of the former Holland Brothers Woburn west side route. Starting on Lexington Street at Cambridge Road in Woburn, it ran on Lexington Street to the border of Lexington, on Woburn, Lowell, and East Streets in Lexington back to the Woburn border, and on Russell Street in Woburn back to Cambridge Road.

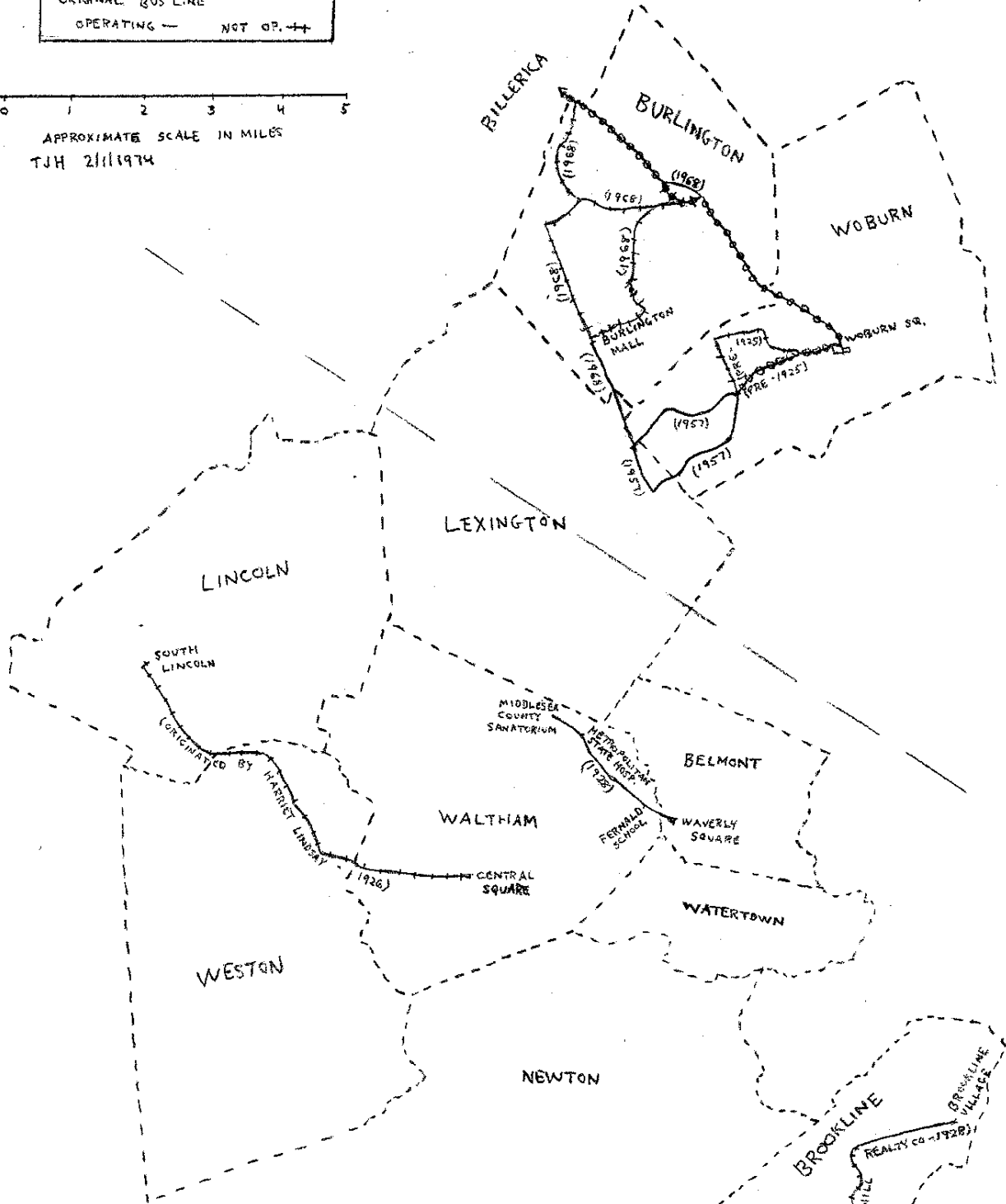
BENJAMIN R. GOODMAN LINES

MAP 8-A  
VOCELL BUS CO. INC.

KEY

○	BUS LINE REPLACING TROLLEY
—○—○—	OPERATING
—○+○—	NOT OP.
—	ORIGINAL BUS LINE
—	OPERATING
—	NOT OP.

0 1 2 3 4 5  
APPROXIMATE SCALE IN MILES  
TJH 2/11/1974



MAP 8-B  
METROPOLITAN COACH SERVICE, INC.

FORMER WALNUT HILL  
ROUTE OPERATED BY  
METROPOLITAN COACH  
1930-1936.  
PARTS OF ROUTE NOW  
OPERATED BY MBTA.

Joseph Vocell died in January 1967, leaving Ernest T. Vocell, Jr. as the sole owner of Vocell Bus Company. On May 24, 1967, the Secretary of the Commonwealth approved articles of incorporation for Vocell Bus Company, based in Billerica. Ernest T. Vocell (no longer using Jr.) was president and treasurer of the new company. Whether due to oversight or estate settlement, transfer by the DPU of the fixed-route certificates from the former Vocell partnership to the new corporation did not occur until April 17, 1968.

In October 1968, Vocell Bus Company was granted rights to extend service to the new Burlington Mall. Starting from East Street in Lexington on the route authorized in 1957, the extension ran on Lexington Street to the border of Burlington. It then continued on the Middlesex Turnpike in Burlington past the mall to Bedford Street and on that street and on Francis Wyman Road to Cambridge Street. These extensions connected at Cambridge Street with the former Holland Brothers route between Billerica and Woburn. Another route authorized in 1968 ran from the Burlington Mall via Mall Road, Stony Brook Road and Lexington Street to Bedford Street. Most of these new rights appear to have exercised for less than one year.

Fare tariffs for Vocell Bus Company filed with the DPU in January 1969 were signed by Ernest T. Vocell as president. Schedules filed with the DPU in February 1971 were signed by B. R. Goodman as treasurer.

[Benjamin R. Goodman died in 1989. Vocell Bus Company was still in business in 2020 as a school bus operator based in Malden. A March 2019 filing with the Secretary of the Commonwealth listed Paul Goodman (a son of Benjamin R. Goodman) as president, treasurer, secretary, and director of the company.]

### ***Holland Brothers Bus Line (Predecessor of Vocell Bus Company)***

In September 1918, the Middlesex and Boston Street Railway Company discontinued trolley service between Lexington and Woburn. Early in 1919, the trustees of the Eastern Mass. Street Railway Company discontinued trolley service between Woburn and Reading. At the time, neither street railway company had begun operating jitney or bus service, so it was left to other parties to provide any non-rail replacement service for discontinued lines.

Early in 1919, John Lovell of Woburn incorporated the Woburn & Reading Bus Line, and began operating jitney service on the route between Woburn and Reading and on the segment of the Lexington–Woburn route in Woburn. Lexington town officials were still hoping to see trolley service restored on the route, but this never happened.

Ridership on the new bus line was heavier than expected, to judge by a classified ad the company placed in October 1919, offering for sale a 10-passenger jitney “too small for our business.”

On January 20, 1923, the Concord, Maynard and Hudson Street Railway shut down permanently. After a delay resulting from winter road conditions, John Lovell began operating replacement bus service for this line on March 26. To concentrate on the Maynard operation, Lovell put the Woburn & Reading Bus Line up for sale. On June 9, 1923, it was reported that the Eastern Mass. Street Railway, which had by then ventured into bus operation, had agreed to buy the Woburn and Reading Bus Line for \$45,000. The Eastern Mass. began running the service in July 1923.

In September 1931, Eastern Mass. announced that it was going to discontinue all service on the former Woburn & Reading Bus Line routes from Woburn Center to Reading and on the west side of Woburn. This prompted applications to take over the service by John Lovell, by Mason

Bus Lines of North Reading, and by brothers Peter W. and Daniel H. Holland. The Holland Brothers ran a Hupmobile dealership in Woburn but do not appear to have had previous experience in bus operations. Nevertheless, officials in Woburn and Reading granted the licenses for the replacement bus service to Holland Brothers in October 1931. The DPU approved a certificate for the service on November 6, and the transition from Eastern Mass. to Holland Brothers took place on November 15, 1931.

In Woburn, the Reading route followed the former trolley line on Salem, Cedar and Washington Streets. In Reading, the bus route ran on West, Woburn, Lowell, and Main Streets. On the return trip, the bus route made a side diversion from Woburn Street over Lincoln and Prescott Streets and Summer Avenue. The trolley line had used Prescott, Lincoln, and Haven Streets in both directions between West Street and the town center.

The Woburn west side route no longer ran to the border of Lexington, but had been replaced by Eastern Mass. by 1925 with a belt line on Pleasant and Lexington Streets, Cambridge Road, Bedford Street, and Burlington Street back to Pleasant Street.

In July 1932, Holland Brothers took over operation of a route between Woburn and Billerica that Eastern Mass. had converted from trolley to bus in 1924. This route ran on Winn Street in Woburn, on Winn and Sears Streets and Cambridge Road in Burlington, and on Boston Road in Billerica. This was mostly the same as the former trolley route, except that the trolley followed Winn Street directly to Cambridge Road.

During World War II, Holland Brothers operated routes to several factories involved in defense work, under authority of war emergency certificates, but did not retain the routes after the war.

By 1951, Holland Brothers Bus Line was in poor financial condition. Carlton McIntire, operator of McIntire Bus Lines, offered to purchase Holland Brothers, and the DPU approved the transaction with the condition that McIntire must consolidate all of his operations into a single company by December 31, 1951. McIntire did not comply with this provision, and was therefore not allowed to purchase Holland Brothers.

In February 1952, Holland Brothers Bus Line went out of business. Vocell Bus Company took over the Woburn–Billerica route and the Woburn west side loop. The Woburn–Reading route was discontinued then, but McIntire Bus Lines revived it in 1954.

### **Metropolitan Coach Service (Map 8B)**

In the spring of 1928, the first buildings were opened in the Metropolitan State Hospital complex on Trapelo Road in Waltham. There had been no public transportation service on this road since the abandonment of the short-lived Concord and Boston Street Railway (discussed in Appendix C) in 1905. To serve the new hospital, the DPU granted a certificate to Henry J. Vannasse, doing business as Metropolitan Coach Service in April 1928. Research for this study did not find any reports of previous involvement by Vannasse in transit service.

The route approved in 1928 ran from a connection with Boston Elevated Railway Streetcar service and Boston and Maine Railroad passenger train service at Waverley Square in Belmont along Trapelo Road to the State Hospital. It was extended about one-half mile farther in 1932 to serve the newly opened Middlesex County Sanatorium, a tuberculosis treatment facility.

In July 1930, Vannasse was granted rights for a bus route from Brookline Village to the Walnut Hill section of South Brookline. The Walnut Hill Realty Company had run this route

since December 1928. From the Boston border at Pond Avenue, the bus route ran on Washington, Boylston, Lee, Clyde and Newton Streets to Hammond Street. (It may have continued on Hammond Street as far as Boylston Street.) The return route included a diversion over South and Grove Streets to Russett Road. The Boston Elevated Railway Company had run experimental routes serving the same general area in 1926 and again in 1928, but they attracted insufficient ridership to support them.

In July 1936, the town of Brookline asked the DPU to revoke Vannasse's certificate for the Walnut Hill route because of poor service. This was done, but the Boston Elevated took over the route. [Much of it was still being served in 2020 as part of MBTA **Route 51**.]

In November 1938, Vannasse was granted a temporary license for a route from Waltham to South Lincoln that had been operated since 1926 by Harriet Lindsay. The route generally followed the present (2020) state Routes 117 and 126 from Waltham to Lincoln, and had originally continued to Walden Pond. Vannasse was granted permanent rights to the route in March 1939. Service frequency on the route was limited, to protect ridership on the Boston and Maine Railroad's Fitchburg Line.

In February 1941, the DPU issued a certificate covering the Trapelo Road route and the South Lincoln route to a new company, Metropolitan Coach Service, Inc. organized in December 1940 and owned by Vannasse and members of his family, and the old certificates were revoked.

In June 1941, Metropolitan Coach discontinued service on the South Lincoln route, and the DPU revoked the rights to it. (The Middlesex and Boston Street Railway Company revived service on the Lincoln route as far as Drabbington Lodge in Weston in 1947, and to Concord through South Lincoln in 1953.) Henry J. Vannasse died in March 1943.

In March 1947, Metropolitan Coach applied to the DPU for a certificate for a new route in Belmont, but the DPU denied it on the grounds that public necessity for the route had not been proven. From then until this study was completed in 1974, Metropolitan Coach did not operate any fixed routes except the Trapelo Road line.

The Vannasse family retained ownership of Metropolitan Coach Service until 1969, when Benjamin R. Goodman bought the company.

In June 1972, Metropolitan Coach Service was the only company to submit a bid to the City of Newton for subsidized operation of routes that were going to be discontinued when the Middlesex and Boston Street Railway Company shut down on June 30. However, this proposed operation became unnecessary because the MBTA took over most of the former M&B routes.

[Metropolitan Coach Service discontinued the Trapelo Road route in 1979. This company was formally dissolved on October 19, 1983, along with several other inactive companies. In 2020, a variation of MBTA bus **Route 554** served the segment of Trapelo Road between Waverley Oaks Road and Forest Street.]

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Note: In 1976, Benjamin R. Goodman also acquired the assets of Needham Transit. The history of that company is included in the independent carriers section of this report, reflecting its status in 1973.



## **BUS LINES OWNED BY KENNETH HUDSON IN 1973**

### **Kenneth Hudson, Inc. d/b/a Hudson Bus Lines (Map 9)**

#### ***Background and Route Development 1933 to 1941***

In January 1920, the Eastern Mass. Street Railway Company discontinued trolley service on a route from North Saugus through the southeast corner of Lynnfield to South Peabody. The trolley line had been opened on May 6, 1898, by the Salem and Wakefield Street Railway Company. The Eastern Mass. did not provide any replacement service for this route, but maintained trolley service between South Peabody and Peabody Square on a route from Lynn.

The town of Saugus granted a license to the North Saugus Community Bus Association to run jitneys on the segment of the abandoned trolley route in that town. An independent company, Lynnfield Community, Incorporated, started a jitney service to replace the segment of the route in Lynnfield, but at the border of Peabody, that route turned south and went to Central Square in Lynn. Research for this study did not find any records of any replacement service for the segment in Peabody for the next 13 years.

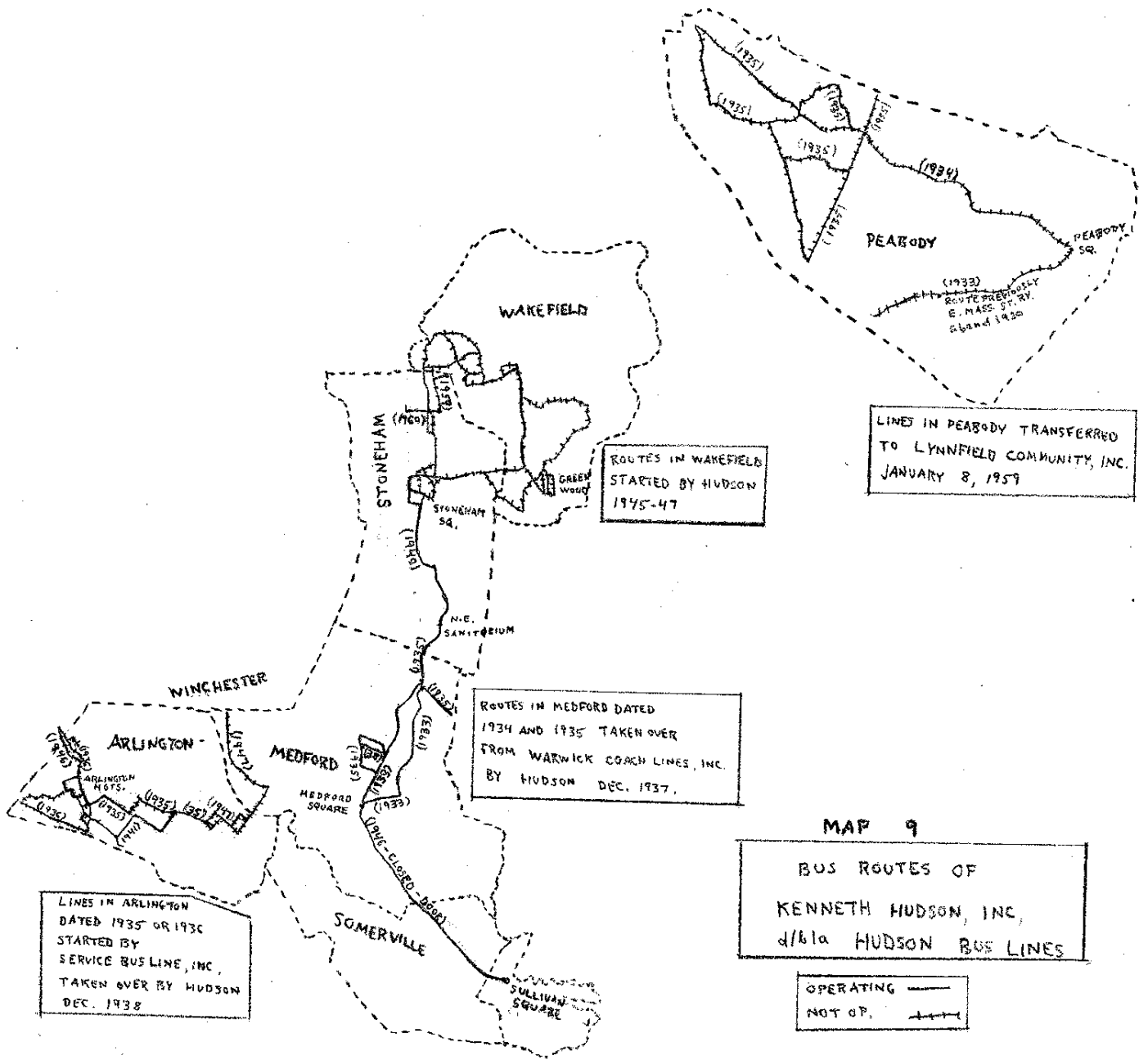
On May 24, 1933, the DPU granted a certificate to Kenneth Hudson, doing business as K. Hudson Bus Lines, for a route on Lynnfield Street from Goodwin's on the border of Lynnfield, Peabody, and Lynn to Peabody Square via Lynnfield, Washington, Foster, and Main Streets. To protect Eastern Mass. ridership on Washington Street, Hudson was not allowed to pick up passengers eastbound or drop off passengers westbound between a point 500 feet west of the junction of Lynnfield and Lynn Streets and Peabody Square. On July 2, 1933, Eastern Mass. replaced trolley service with buses on the route between Lynn and Peabody Square via South Peabody.

Research for this study did not find any mention of Kenneth Hudson's involvement in fixed-route bus service earlier than the Lynnfield Street route in Peabody. In 1933, he was 21 years old.

In March 1934, Hudson was granted rights for a bus route in Peabody on Lowell Street, from Foster Street to Johnson Street and on Johnson Street to Pine Street. West of Forest Street, there had been no previous trolley or bus service, but the Boston and Maine Railroad had provided passenger service on a parallel branch line until 1932. Between Peabody Square and Forest Street, the Hudson route overlapped an Eastern Mass. trolley line that was replaced with Eastern Mass. bus service in 1936. Hudson was not allowed to carry passengers traveling only between Peabody Square and a point 500 feet west of Forest Street except on Sundays and holidays or other times when there was no Eastern Mass. service on Lowell Street.

In March 1935, Hudson was granted rights for new service on several local streets in the West Peabody area. These were probably intended mostly for school bus service, but the certificate did not limit them to such use. The coverage in the new rights included U.S. Route 1 between the borders of Lynnfield and Danvers; Goodale Street, which makes a long arc between two connections with Lowell Street; a long loop on Lowell, Birch, and Russell Streets with a spur to the border of Middleton on Russell Street; Taylor Street between Johnson and Lowell Streets; Lake Street between Route 1 and Lowell Street; and Pine and Broad Streets from Lake Street to Route 1.

In December 1937, Hudson took over operation of bus routes on several streets north of Medford Square from Warwick Coach Lines. These included segments on Fulton, Forest, and Elm Streets and Fellsway West first served by Boston Elevated Railway Company buses in



**MAP 9**  
**BUS ROUTES OF**  
**KENNETH HUDSON, INC,**  
**d/b/a HUDSON BUS LINES**

OPERATING ———  
 NOT OP. - - - - -



APPROXIMATE SCALE IN MILES

TJH 2/11/974

December 1933, and branches added by Warwick in March 1935, on Elm Street to the border of Malden; on Woodland Road to the New England Sanitarium in Stoneham; and on Lawrence Road, Governors Avenue, and Sherwood Road to serve the Lawrence Memorial Hospital in Medford.

This was the first Hudson Bus service found in this study that was not connected to the Peabody routes. In April 1940, Hudson was authorized to extend the route in Stoneham from the Sanitarium north on Woodland Road and Pond, Hancock and Main Streets to Stoneham Square, looping back on Franklin and Pond Streets to Hancock Street.

In February 1938, Hudson started a route from Middleton to Peabody via the present state Route 114. This route was discontinued before 1942, but was tried again unsuccessfully by Hudson and others in the 1950s.

In December 1938, Hudson took over a cluster of routes in the southwest corner of Arlington that Service Bus Line had started in 1935 and 1936. The oldest of these, started in April 1935, ran on a meandering course between Arlington Heights and Arlington Center. Starting at the Boston and Maine Arlington Heights Station on the Lexington Branch, it ran on Park, Florence, Hillside, and Prospect Avenues to Park Circle. It then followed Park and Oakland Avenues, Gray Street, and Highland and Massachusetts Avenues to the Central Fire Station at Arlington Center.

To protect ridership on the Boston Elevated Railway trolley line on Massachusetts Avenue, passengers could only be dropped off eastbound or picked up westbound on the Massachusetts Avenue segment. In addition, passengers could not be transported between the Massachusetts Avenue segment and points on Park Avenue one block north or one block south of Massachusetts Avenue at Arlington Heights.

In August 1935, a variation to the original route was added, running from Park Avenue over Wollaston and Wachusett Avenues, Appleton Street, and Claremont and Florence Avenues back to the original route at Hillside Avenue.

In April 1936, an extension was added from Arlington Heights Station over Park and Westminster Avenues, Montague Street, and Crescent Hill Avenue to Park Place, at the entrance to Mt. Gilboa.

In December 1936, a branch of the original route was started, running from Park Circle via Park Avenue, Concord Highway (state Route 2), and Appleton Street to Wachusett Avenue.

In July 1941, Hudson was granted rights for a new route from Arlington Center to Park Circle. Starting at the Central Fire Station, it ran on Massachusetts Avenue, Jason and Gray Streets, and Highland and Eastern Avenues and Park Circle to Park Avenue. It ended with a short loop on Park, Wachusett, Hillside, and Prospect Avenues and Park Avenue again back to Park Circle. Also authorized at this time was a short cross-connection on Oakland Avenue between segments of the original route on Hillside Avenue and Park Avenue.

After the 1941 additions in Arlington, Hudson did not acquire any new operating rights until after the end of World War II.

### ***Service Expansion 1945 to 1948***

In December 1945, Hudson was granted rights for several new routes in Wakefield. These were probably intended primarily for school service, as they started near what was then the location of Wakefield High School. One route began on Main Street at Nahant Street and followed Main Street to Oak Street. After making a loop on Oak Street, Oak Avenue, and

Greenwood Avenue, it continued south, making a longer loop on Greenwood, Madison, and Pitman Avenues and on Pine Street back to Greenwood Avenue. A shorter loop used Warren Avenue instead of Pitman Avenue between Madison Avenue and Pine Street.

A second route started from Main Street at Nahant Street and followed Main Street, Richardson and North Avenues, and Albion and Gould Streets to Cedar Street. It then made a loop on Cedar, Elm, Brook, and Prospect Streets back to Cedar Street. A few months later, another loop was added to this route, from Cedar Street via Gould and Converse Streets, Dell and Park Avenues, and Chestnut Street back to Cedar Street. (The connection from Brook to Prospect Streets was broken by construction of state Route 128 in the 1950s.)

In January 1946, Hudson was authorized to add a loop to the Westminster Avenue line at Arlington Heights. This consisted of extending service on Westminster Avenue west a short distance to Lowell Street in Lexington, returning east on Lowell Street in Lexington and Arlington to Park Avenue.

More variations in Wakefield were added in the fall of 1946. These included: a loop from Albion Street on North Avenue, Chestnut Street, and Tuttle Street back to Albion Street; a loop from Richardson Avenue on Foster and West Water Streets to Main Street; a branch on High Street from Prospect Street to the border of Stoneham; and a connection on Chestnut Street between Park Avenue and Prospect Street.

In 1946, Hudson was also authorized to extend service from Wakefield to Stoneham. In Wakefield, this route started at the Town Hall and ran on Main, Nahant, Oak, Greenwood, and Spring Streets to the border of Stoneham. A variation used Forest Street between Main Street and the town line. To protect Eastern Mass. Street Railway service on Main Street, Hudson was only allowed to drop off passengers northbound or pick up passengers southbound on that segment.

In Stoneham, one route ran from the border of Wakefield on High Street (connecting with Brook Street in Wakefield) via Washington and Spring Streets to the border of Wakefield. A variation followed Broadway and Keene Street between High and Washington Streets. A variation ran on East Street from Spring Street to the border of Wakefield, connecting with Forest Street. Several alternatives for loops in downtown Stoneham were authorized. The longest of these used Summer, Franklin, Main, and Pleasant Streets. One alternative used Pine Street between Franklin and Pleasant Streets. Another used Central and Pomeworth Streets between Pleasant and Washington Streets. Another used William Street between Pleasant and Pomeworth Streets.

Except for the segments near Stoneham Square and on Main Street in Wakefield, these routes had not had previous transit service. In 1936, Service Bus Line had been granted rights for a route between Wakefield and Stoneham similar to some of the routes granted to Hudson in 1946, but had not implemented it after concluding that restrictions imposed by the DPU to protect Eastern Mass. Street Railway service would make the new route unprofitable.

In April 1946, the DPU authorized Hudson to extend service from the Forest and Fulton Street loop, and its Stoneham extension, from Medford Square to the Sullivan Square rapid transit station in Charlestown. This route ran on Main Street in Medford, on Mystic Avenue in Medford, Somerville, and Charlestown, and on Main Street and other streets near the station in Charlestown. The extension overlapped Boston Elevated Railway service, so Hudson was only allowed to pick up or drop off passengers at Sullivan Square Station, and was not allowed to

carry passengers going between Sullivan Square Station and points less than about one third of a mile north of Medford Square.

On May 2, 1947, the DPU rejected a plan by Hudson to set up a separate company to operate the routes in Wakefield and the connecting lines in Stoneham.

In June 1947, Hudson was granted rights for two minor additions to the Wakefield network: on Oak Street and Francis Avenue between Main and Pine Streets, and on Parker Road between Prospect Street and Elm Street.

Also in June 1947, Hudson extended the Arlington Heights–Arlington Center route from the Central Fire Station over Medford, Warren, and River Streets to Fordham Street, looping back on Fordham and Rawson Streets to Warren Street and on Franklin Street and Broadway instead of Medford Street. In September 1947, this route was extended farther, on River Street in Arlington and Harvard, High, and Grove Streets in Medford to the border of Winchester, but the extension was not operated for very long.

### ***System Expansion After 1950***

From 1948 to 1951, there was no expansion of Hudson Bus Lines service north of Boston within the original limits of the MBTA District. On December 31, 1951, all DPU certificates and associated municipal licenses then held by Kenneth Hudson were transferred to a new company, Kenneth Hudson, Incorporated, d/b/a Hudson Bus Lines. The company ownership and management were unchanged.

In 1952, Hudson again tried operating a Middleton–Peabody route on state Route 114, but again it was unsuccessful. In October 1955, the DPU rejected the application of a new company Rural Bus Line to operate the same route, because of Hudson's experience with it. However, in January 1956, the DPU granted rights to the Eastern Mass. Street railway Company for this route. Eastern Mass. also found the patronage to be too low, and soon discontinued the route. In September 1960, C. G. Girard d/b/a Girard Bus Lines applied to the DPU for permission to run the Middleton–Peabody route, but was denied a certificate based on the Hudson and Eastern Mass. experience.

In January 1959, all certificates of Kenneth Hudson, Inc. for routes in Peabody were transferred to Lynnfield Community, Inc., which Kenneth Hudson had owned since 1952. The main reason for this transfer was that non-revenue mileage could be reduced by basing Peabody buses at the Lynnfield Community garage on the eastern edge of Wakefield instead of the Hudson garage in Medford.

In July 1959, Hudson started a new routing of the north route from Stoneham Square to the border of Wakefield. It diverged from the 1946 routing at Broadway and Keene Street and followed Broadway, MacArthur Road, and Park Avenue to the border of Wakefield and continued on Park Avenue to Prospect Street.

In December 1960, Hudson added a branch to this route, from High Street in Stoneham on Broadway and Main Street to the Redstone Shopping Center.

In June 1971, the town of Stoneham voted to have the MBTA stop providing service in the town, to reduce the town's assessment for the MBTA operating deficit. On August 11, 1971, the MBTA granted operating rights to Hudson Bus Lines on Main Street in Stoneham from the border of Reading to the border of Medford, with several cross-connections within Stoneham to Hudson's older Stoneham–Sullivan Square route. However, it appears that Hudson took

advantage of the new rights only briefly, if at all. The MBTA continued serving South Main Street in Reading with a new express route to Sullivan Square via state Route 128 and I-93.

In addition to service within the MBTA District, when this study was originally completed in 1973, Kenneth Hudson, Inc., was providing local bus service in and around Lawrence, Massachusetts, and in Nashua, New Hampshire and surrounding communities. Hudson also operated scheduled fixed-route limousine service to Logan Airport from several points in northeastern Massachusetts and southern New Hampshire. However, of all the other fixed routes described above, the only ones that still had service for the general public were the Fulton Street route in Medford, and the route from Redstone Shopping Plaza to Sullivan Square via Medford.

[Kenneth Hudson died on January 8, 1992, at age 80. Hudson Bus Lines ceased operating in 1994. The company was formally dissolved on August 31, 1998. Private carriers have maintained service under MBTA contracts on parts of the former Hudson Fulton and Forest Street line in Medford since the Hudson Bus operation ended. In 2020, Joseph's Transportation was providing the service as MBTA Route 710.

Since 1994, MBTA bus **Route 99** has served Woodland Road between Elm Street in Medford and the former New England Regional Medical Center site in Stoneham. An extension of MBTA **Route 132** has replaced former Hudson service in Stoneham between Pond Street at Woodland Road and Redstone Shopping Center, but uses the pre-1971 MBTA routing on Main Street north of South Street rather than the former Hudson Bus routing.]

#### **Hudson Bus Lines, Inc.** (Maps, 10, 19B)

Kenneth Hudson incorporated Hudson Bus Lines on November 5, 1946. This appears to have been initially a school bus operator, separate from the system organized in 1951 as Kenneth Hudson, Inc.

In December 1947, the Weymouth School Committee awarded the town's school bus contract to a new company, South Shore Coach Lines, instead of the then-current provider, Lovell Bus Lines. Lovell had operated most of the general-purpose fixed-route bus service in the town since 1932, on a network comprising former Eastern Mass. Street Railway routes and some routes Lovell had started over several years.

As expected, after losing the Weymouth school bus contract, Lovell announced that it would end all service on its Weymouth Division, which also included routes in Quincy, Braintree, Hingham, Norwell, Hanover, Rockland, Abington, and Whitman, on December 31, 1947. This network is described in detail in the history of Lovell Bus Lines in this report.

Three other operators, including Hudson Bus Lines, were interested in taking over the routes Lovell was discontinuing. The DPU concluded that of the three, Hudson Bus Lines was in the best position to provide immediate replacement service for the Lovell routes, and awarded a 60-day temporary permit to Hudson, effective January 1, 1948. Massachusetts laws did not yet allow municipal licenses and DPU certificates for fixed-route bus service to be transferred between operators. In February 1948, the DPU granted a new permanent certificate to Hudson Bus Lines, including most of the routes covered in former Lovell certificate, although some of them had not been run for years. Because of a delay in issuance of a local license, Hudson did not get a certificate for all former Lovell routes in Braintree until April 1948.

In August 1948, Hudson Bus Lines was granted a temporary permit for service between South Weymouth, Abington, and Whitman, to complete a route between the South Braintree railroad station and Whitman. The Eastern Mass. Street Railway had been operating the route



since June 1948 to offset a reduction in New Haven Railroad passenger service to Whitman. Hudson's authority to operate to Whitman was made permanent in December 1948. The new coverage began at Main and Pond Streets in South Weymouth, and ran on Pond Street to the border of Abington. In Abington it ran on Adams Street with a side diversion on Wales and Railroad Streets and North Avenue back to Adams Street, then on Washington and Bedford Streets and Washington Street again into Whitman. A variation in Abington ran on Plymouth and Central Streets, Park Avenue, and Centre Street to Washington Street to serve Abington Station. In Whitman, the route ran on Washington Street and South Avenue to Whitman Station.

In April 1949, Hudson was authorized to extend the northern end of the Whitman route from the South Braintree railroad station to the Ashmont rapid transit station. This extension ran on Washington, Franklin, and Granite Streets in Braintree, on Willard Street in Quincy, on Granite Avenue in Milton, and on Granite Avenue, Gallivan Boulevard, and Dorchester Avenue in Boston. Most of the extension overlapped segments of Eastern Mass. Street Railway bus routes. On the segment in Braintree, Hudson was not allowed to pick up passengers northbound or drop off passengers southbound within 15 minutes of the scheduled time of an Eastern Mass. bus. Hudson was not allowed to pick up or drop off passengers in Quincy or Milton, or in Boston except at Ashmont Station.

During 1951 and 1952, Hudson was authorized to make some minor changes to its existing routes in Braintree and Weymouth. The longest new segment approved was on West Street in Braintree, between Granite and Washington Streets.

In June 1959, the New Haven Railroad discontinued all passenger service on its Greenbush, Plymouth, and Middleboro lines. To provide a partial replacement, Hudson Bus Lines was granted a temporary permit for a faster routing of its service to Ashmont Station, using the present state Route 3 and the Southeast Expressway between Main Street in South Weymouth and the Granite Avenue interchange in Milton, where the original Ashmont Route was joined. Hudson also had the options of taking the original route from the Furnace Brook Parkway interchange in Quincy, or from East Milton Square. Hudson was granted permanent rights for this service in December 1959.

In 1960, expansion of the South Weymouth Naval Air Station on the border of Weymouth and Rockland resulted in closing of some streets, requiring a change in the routing of Hudson Bus Lines service between those two towns. The original route, which had once been an Eastern Mass. Street Railway trolley line, ran on Union Street from Columbian Square in Weymouth to the center of Rockland. The revised route diverged from the original route at Liberty in Weymouth and followed it and the present Sharp Street through the southwest corner of Hingham into Rockland. In Rockland, the route was on Weymouth, Hingham, Webster, East Water, Liberty, and Market Streets to Union Street.

In October 1968, Hudson began operating through service to Government Center in Boston from Rockland and from Whitman. The Rockland route used Union Street and VFW Drive between Rockland Center and Weymouth Street. The Whitman route included new rights over Plymouth Street between Abington and Whitman. The route north of Granite Street in Milton required new rights on the Southeast Expressway.

The last addition to Hudson Bus Lines service before this study was originally completed was a rush-hour route from Nantasket to Government Center. This included closed-door service between Hingham Center and Nantasket via North and Summer Streets, George Washington



Boulevard, and Rockland House Road to Rockland Circle. The route also used old Hudson rights on Fort Hill Street between Hingham Center and Jackson Square in Weymouth.

[In the 1980s, the Hudson Bus Lines garage in Weymouth was destroyed by a fire. This necessitated Hudson running buses to and from the garage in Medford for servicing, incurring extra costs for non-revenue miles. In March 1984, all general-purpose fixed routes of Hudson Bus Lines, Inc. were sold to Carey's Bus Line. Hudson Bus Lines, Inc. was formally dissolved on December 31, 1990. In 2020, segments of existing bus routes that were once part of Hudson Bus Lines routes were MBTA **Route 222** between Jackson Square and Lovell's Corner in Weymouth and MBTA **Route 226** between West Street and Columbian Square in Weymouth. The segment of Route 226 between South Braintree and Weymouth Landing reinstated service in 2019 on a route discontinued by Hudson many years before that company shut down.]

**Lynnfield Community, Inc.** (Map 11B)

### *Lynnfield Community History Before 1925*

The Secretary of the Commonwealth approved articles of incorporation for Lynnfield Community, Inc. (LCI) on December 17, 1918. Research for this study did not find detailed information about the earliest operations of this company.

On December 3, 1919, the *Boston Globe* reported that Eastern Mass. Street Railway trolley service between downtown Wakefield and the Montrose section of the town had been discontinued, and that two private carriers had just begun providing replacement service. (The Reading, Wakefield and Lynnfield Street Railway had opened the Montrose line on July 1, 1902, so it was among the shortest-lived of Eastern Mass. Street Railway predecessor lines when abandoned.) For the replacement service, LCI ran four trips with buses, while Charles M. McCarthy ran 12 trips with jitneys.

On December 10, 1919, the *Globe* reported that Montrose residents had voted to ask McCarthy to continue the jitney service, but that the LCI service was to be discontinued.

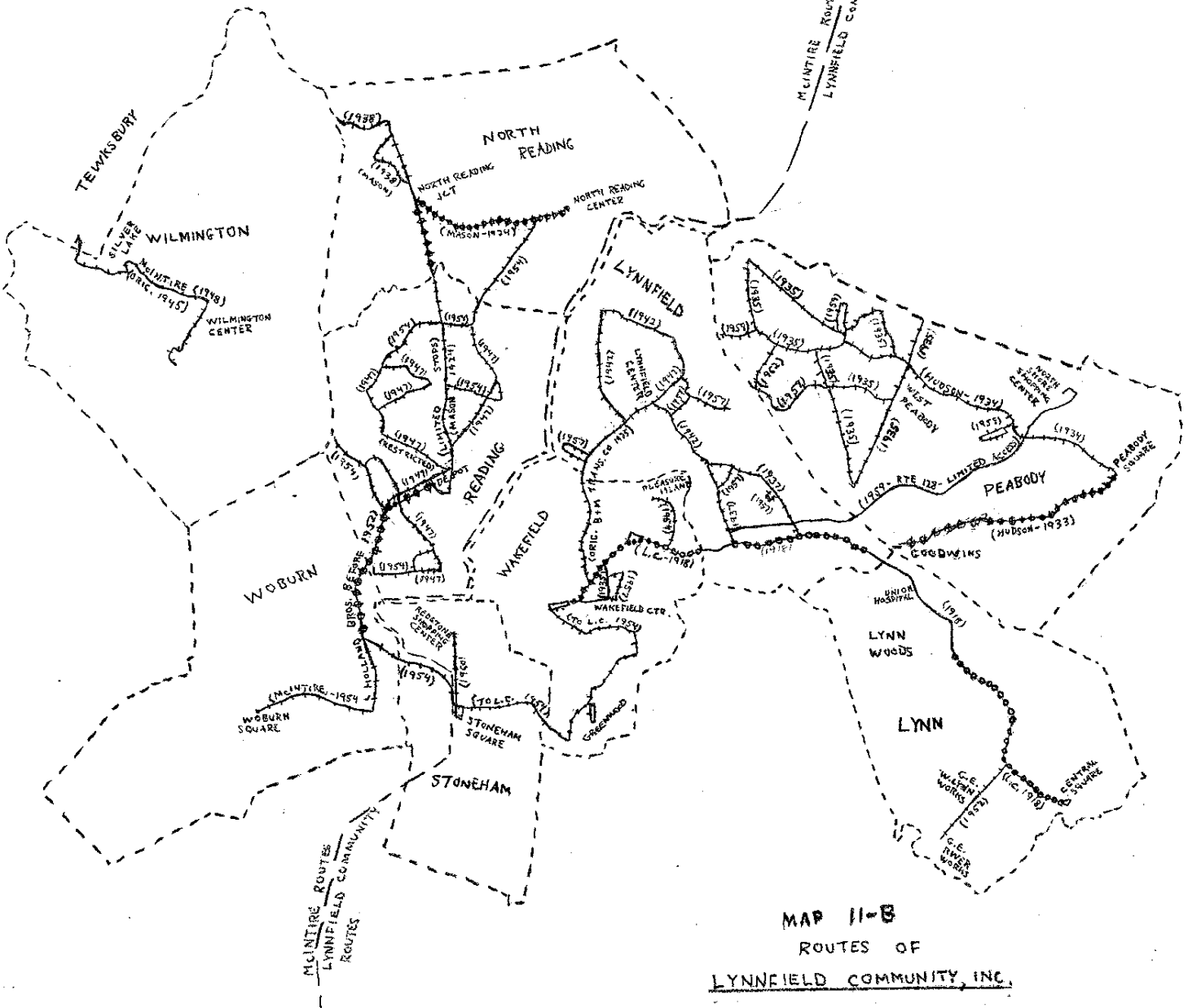
On January 13, 1920, the Eastern Mass. discontinued trolley service on a route from North Saugus to South Peabody through the southeast corner of Lynnfield. LCI provided replacement jitney service on the Lynnfield segment, with a route that went to Central Square in Lynn rather than to South Peabody.

The next reference found to LCI was in a classified ad in the September 26, 1920 *Globe*, offering for sale either a 1918 model 18-passenger White jitney bus on a one-ton chassis, or a 6-cylinder 24-passenger model on a 1½-ton chassis. The company wanted to sell only one of the two.

A February 21, 1921, *Globe* report on the impact of a major snowstorm on transportation in Lynn says that the Lynnfield jitney was able to keep operating. "Plows were attached to the front of the big buses and kept the road clear."

The August 10, 1921, *Globe* reported that the Saugus selectmen had granted a license to LCI to operate a jitney service along the abandoned trolley route between North Saugus and the border of Lynnfield. Another operator had run a jitney service on this route from January to October 1920, but gave it up because ridership was too low to cover operating expenses. The LCI operation probably continued on into Lynnfield as an extension of the Lynn route.

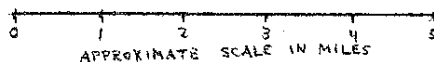
MAP 11-A  
 ROUTES OF  
 MCINTIRE BUS LINES INC.



MAP 11-B  
 ROUTES OF  
 LYNNFIELD COMMUNITY, INC.

KEY FOR BOTH MAPS

BUS LINE REPLACING TROLLEY LINE	OPERATING	NOT OP.
(EXCLUDES LIMITED STOP OR RESTRICTED BUS ROUTE ALONG FORMER TROLLEY LINES)	●—●	◆—◆
TROLLEY LINE REPLACED BY BUS LINE OR PARALLEL STREET	—	—
ORIGINAL BUS LINE	—	+++
	OPERATING	NOT OP.



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On September 3, 1921, the *Globe* reported that a man riding in a streetcar on Washington Street in Lynn with his arm partly out the window had had the arm broken by a passing LCI Bus.

The September 22, 1921 *Globe* quoted H. O. Ewain, manager of LCI, as saying that a cooperative jitney line of four buses in operation between Lynnfield and Lynn was doing a good business.

In January 1922, appearing as a witness in a trial, Charles M. McCarthy testified that he conducted a market in Wakefield and also operated the only jitney line running between Wakefield Square and Lynnfield. Service on the full route ran about once an hour, but was more frequent on the segment between Wakefield and Montrose.

A classified ad from LCI in the July 22, 1923 *Globe* offered for sale a 28-passenger bus body that would fit a White Chassis.

### ***Lynnfield Community History 1925 to 1950***

In 1925, the DPU began issuing temporary certificates to companies already operating fixed-route bus service in the Commonwealth. Lynnfield Community, Inc. was one of the recipients of a certificate, but specific details were not published. In June 1926, the DPU issued a permanent certificate for a route that was probably the same as or similar to the one in operation by 1925.

The LCI route approved in 1926 ran from Wakefield Square to Central Square in Lynn via Lynnfield. In Wakefield, starting from a loop on Chestnut Street, North Avenue, and Albion Street it followed Main, Water, Vernon, and New Salem Streets, Wharton Park, and Lowell Street to the Lynnfield border. This followed the route of the abandoned trolley line as far as Montrose. In Lynnfield, the bus route ran mostly on Salem Street, but diverged onto Lynnfield Street approaching the border of Lynn. Between Walnut Street and Lynnfield Street, this was the former route of the North Saugus–South Peabody trolley line abandoned in 1920.

In Lynn, the LCI bus ran on Lynnfield Street, Broadway, and Boston, Washington, and Central Streets to Central Square. From the border of Lynn to Lynn Woods Road, the route had never had previous transit service. The rest overlapped either active Eastern Mass. trolley lines or former trolley lines that had been replaced with buses. The LCI certificate had restrictions on the points between which passengers could be carried in Lynn.

There were no further changes to the Lynnfield Community route until March 1935, when the routing in Wakefield was shifted slightly, to Water and Preston Streets between Vernon and New Salem Streets.

In July 1937, LCI was granted rights for a variation of the original route in Lynnfield, over Walnut and Summer Streets between their connections with Salem Street. In May 1942, rights were granted for a further expansion of this variation over Summer Street and a long loop on Main, Lowell and Chestnut Streets in Lynnfield.

In July 1942, LCI was granted rights for the first route that was not a variation of the Wakefield–Lynn route. This route ran from downtown Wakefield to Lynnfield Center. It followed Main Street in Lynnfield and Vernon Street in Wakefield to New Salem Street, where it joined the Lynn route. This was a replacement for a route that the Boston and Maine Transportation Company had operated since 1925 to supplement railroad passenger service on the Newburyport Branch.

### *Lynnfield Community History After 1950*

By 1951, Lynnfield Community, Inc., like many other small bus companies in Massachusetts at the time, was in serious financial difficulty. Kenneth Hudson was hired as a management consultant, and in February 1952, he bought the company.

In October 1952, LCI was authorized to extend service on Western Avenue from Washington Street to the General Electric River Works complex in West Lynn. However, this extension could be used only to carry passengers going to or from the River Works from segments of the original route that did not overlap Eastern Mass. bus service.

In June 1954, Lynnfield Community started operating a route between Stoneham and Wakefield. Most of this was the same as a route previously granted to Hudson in 1946. In Stoneham it started with a loop on Pine, Franklin, Main, and Pleasant Streets, and followed Pleasant and Spring Streets to the border of Wakefield. In Wakefield it ran on Spring, Greenwood, and Main Streets, made a side loop on Greenwood, Pitman, and Madison Avenues and Greenwood Avenue again, then followed Oak, Nahant, and Main Streets and North Avenue to Chestnut Street, looping on Chestnut, Main, and Albion Streets.

In June 1957, LCI was granted rights for new variations of the Wakefield–Lynn route on Butler and Curtis Streets in Wakefield and on several branches or cross-connections in Lynnfield. The latter included Edward Avenue between both of its connections with Main Street; a branch on Homestead and Oxbow Roads and Essex Street to Pillings Pond Road; Forest Hill Avenue between Essex and Summer Streets; a side loop off Summer Street on Huckleberry, Michaels, and Melch Roads; and a cross-connection on Thomas Road between Summer and Walnut Streets. These new rights may have been used mostly or entirely for school service.

In January 1959, the certificates for all Hudson Bus Lines route in Peabody were transferred to Lynnfield Community, Inc. Hudson had obtained these certificates in 1933, 1934, and 1935, as detailed in the history of that company above. Much of the coverage in these certificates was used primarily or exclusively for school bus service, and some of it may have been inactive. The main reason for transferring the certificates was that basing the buses at the LCI garage at 448 Salem Street in the Montrose section of Wakefield instead of the Hudson garage in Medford reduced non-revenue mileage.

In February 1959, Lynnfield Community was granted rights for a new route between Lynnfield and the North Shore Shopping Center in Peabody via state Route 128 and connecting access roads. The same certificate allowed new coverage on several local streets in West Peabody, probably intended mostly for school service. This included a side loop off Lowell Street on Ridgefield Avenue, Price Road, and Trask Road; a side loop off Lowell and Russell Streets on Goodale, Donna, Upham, and Murray Streets; an extension on Lowell Street from Birch Road to the border of Lynnfield; and a branch off Lake Street on Winona and Essex Streets to the Lynnfield border.

In October 1959, Lynnfield Community was granted rights for a branch in Wakefield on Charles Avenue (Pleasure Island Road) between Salem Street and the Pleasure Island seasonal theme park that had opened in June that year. (Pleasure Island was a financial failure and closed permanently in 1969.)

In November 1960, LCI was authorized to extend the Wakefield–Stoneham route from Stoneham Square to the Redstone Shopping Center via Main Street. On the extension, passengers could be picked up or dropped off only at the shopping center.

The final addition to the LCI network in Peabody was authorized in April 1962. It was a branch off Lowell Street on Herrick Road and Pinecrest Avenue to Winona Street.

In August 1973, LCI was granted rights to an extensive network of routes in Lynn. However, these rights were to be used only for transportation of senior citizens to and from the Star Market at State and Market Streets in Lynn. This was part of a program that Star sponsored in several cities and towns at that time.

By the time this study was originally completed in 1973, the only general-purpose fixed-route bus service that Lynnfield Community was definitely still running was on the historic route from Wakefield through Lynnfield to Lynn.

[In January 1976, service was cut back to running only between Post Office Square (Salem Street at Summer Street) in South Lynnfield and Central Square in Lynn except for one trip each way per day to or from downtown Wakefield. The entire route was discontinued in November 1976. The MBTA provided a partial replacement by extending bus Route 436 north on Lynnfield Street from Kernwood Drive to Goodwin's Circle. The rest of the route in Lynnfield and Wakefield was never replaced. Lynnfield Community, Incorporated was merged into Kenneth Hudson, Incorporated on December 29, 1986. The latter company was formally dissolved on August 31, 1998.]

### **Canton & Blue Hill Bus Line (Map 12)**

#### ***Canton & Blue Hill History Before 1926***

As discussed in more detail in the Brush Hill Transportation Company history in this report, the Blue Hill Street Railway, with a main line from Mattapan Square to Stoughton via Milton and Canton, shut down permanently in February 1920. In April 1920, the Brush Hill Transportation Company began providing substitute bus service between the Boston–Milton border and the entrance to the Blue Hills Reservation in Milton near the border of Canton. The Canton Omnibus Company, about which little information has been found, provided replacement service from Canton to Mattapan, but in January 1921 cut the service back to the part in Canton, with a transfer to Brush Hill buses at Blue Hills.

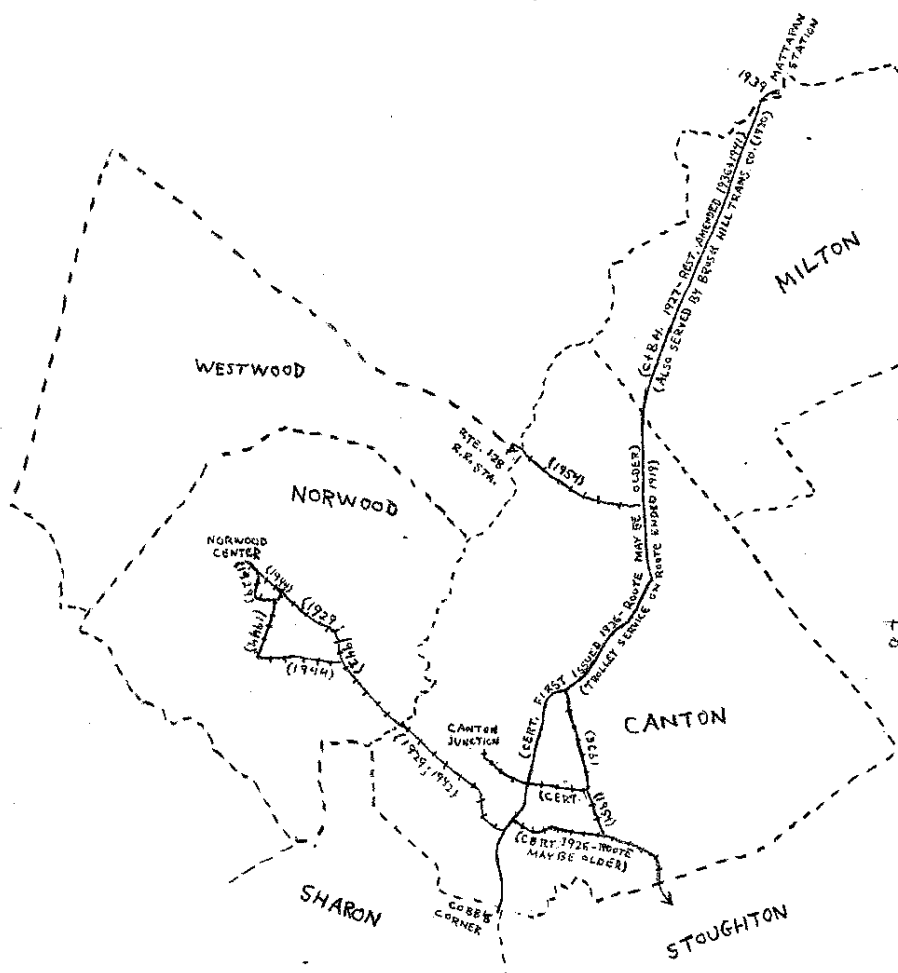
The earliest appearance found of the name Canton & Blue Hill Bus Company was in a help-wanted ad in the June 30, 1922 *Boston Globe*, seeking “Two experienced chauffeurs – Apply ready for work.” There were no details about where they were to work other than that the company was in Canton.

An ad in the March 29, 1923, *Globe*, using the name Canton Blue Hill Bus Line sought two bus drivers, with experience preferred but not essential.

An ad from the Canton Blue Hill Bus Line in the May 9, 1923, *Globe* sought a bus chauffeur, with experience preferred but not essential, for steady work. Applicants were to see Mr. Homer.

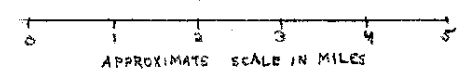
The April 8, 1925, *Globe* carried a notice of an auction to be held on April 11 due to the dissolution of the partnership of Homer A. Perigny and John F. Deuxans, formerly conducting business as Canton & Blue Hill Bus Line. The property to be sold consisted mostly of four “automobile buses.” The auction was to take place at the Central Garage at 661 Washington Street in Canton.

No other references to John F. Deuxans in connection with bus operations have been found. Homer Perigny was listed in an October 1921 classified ad as the manager of Walpole Bus Line in Walpole. No other information about a company by that name has been found. It may have



**MAP 12**  
**ROUTES OF**  
**CANTON AND BLUE HILL BUS LINE, INC.**

OPERATING — NOT OP. ++



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been the same as the Norwood and Walpole Bus Line mentioned in a report of an accident in March 1924. Central Garage in Canton was a dealership for touring cars produced from 1922 to 1926 by the Gray Motor Corporation in Detroit.

### ***Canton & Blue Hill History After 1925***

Because of the dissolution of the Canton & Blue Hill Bus Line in 1925, the company was not among those granted temporary DPU certificates that year, and it is not clear if any bus service was operated in Canton. However, in September 1926, the DPU granted a certificate to Homer Perigny for three routes.

Route 1 ran from the border of Milton and Canton via Washington Street in Canton to the border of Sharon, continuing a short distance on Bay Road in Sharon to Central Street. This was the former route of the main line of the Blue Hill Street Railway. A variation of the bus route ran from Washington Street on Sherman Street to Canton Junction. This was part of the route of a former branch of the Blue Hill Street Railway.

Route 2 ran from Canton Center via Washington, Bolivar, and Pleasant Streets to the border of Stoughton, and in Stoughton on Pearl Street to Stoughton Center. This was not a former trolley line.

Route 3 ran from Canton Center via Washington Street to the border of Stoughton, and in Stoughton on Central, Canton, and Porter Streets to Stoughton Center. This was the former route of the Blue Hill Street Railway. However, the bus line was allowed to use it only for two round trips on Sundays.

The service authorized in the 1926 certificate made it necessary for passengers going to or from Boston to transfer to Brush Hill buses near the border of Canton and Milton. In 1927, Perigny was authorized to extend service through to the border of Milton and Boston via Blue Hill Avenue. To protect Milton ridership on Brush Hill buses, Perigny was only allowed to pick up or drop off passengers at the Boston border, except that passengers could be dropped off northbound or picked up southbound at a private school on Blue Hill Avenue near Canton Avenue.

In 1929, Perigny was granted rights for a route from Washington Street in Canton via Neponset Street to the border of Norwood, continuing on Neponset, East, Pleasant, and Cross Streets to the Center of Norwood with a few alternative loops downtown. Because of low patronage, Perigny discontinued this route after less than a year, but revived it during World War II. It remained in operation for some years after the end of the war.

In 1939, Perigny was authorized to extend service from the border of Milton and Boston to the Boston Elevated Railway Company's Mattapan terminal.

In 1941, Perigny and the management of Brush Hill Transportation worked out an agreement about scheduling buses on overlapping segments of their routes to minimize competition.

In February 1944, Homer Perigny formally incorporated Canton and Blue Hill Bus Line. At the time, state law did not provide for direct transfers of DPU certificates and the associated municipal licenses between companies. Therefore in April 1944, the DPU revoked all certificates held by Homer Perigny d/b/a Canton & Blue Hill Bus Line and granted new certificates for the same routes to Canton & Blue Hill Bus Line, Inc. (C&BH).

There was little change in the route structure of C&BH after 1944. In March 1952, the company was granted a 60-day DPU temporary license for a route between Canton Junction and

Foxborough that was being discontinued by the Foxboro-Mansfield Bus Company, but C&BH did not seek permanent operating authority for the route.

In September 1954, C&BH was granted rights for a new route from Canton to the New Haven Railroad's Route 128 Station, using Route 128 from Washington Street in Canton.

In November 1954, C&BH was authorized to operate over Pleasant Street in Canton between Sherman and Bolivar Streets. This was the last new route coverage authorized for C&BH by the time this study was originally completed in 1973. In July 1974, C&BH was authorized to operate a side branch in Canton from Washington Street over Royall Street to the Boston Mutual Life Insurance Company offices.

In the late 1950s, Kenneth Hudson bought Canton and Blue Hill Bus Line, but continued operating it as a separate company.

[On June 1, 1983, an explosion and fire leveled the C&BH garage at 541 Washington Street in Canton. The MBTA began subsidizing service of C&BH in 1984. C&BH was formally dissolved on December 31, 1990, with Hudson Bus Lines taking over the service directly. In February 1994, Hudson Bus Lines shut down permanently. Operation of the route between Mattapan and the borders of Canton, Sharon, and Stoughton has continued under MBTA contacts with other carriers since then. In 2020 it was being run by A&A Metro, as MBTA **Route 716.**]

#### **McIntire Bus Lines, Inc. (Map 11A)**

In April 1947, Carlton McIntire, doing business as McIntire Bus Lines, receive a DPU certificate for three new bus routes in Reading. All three routes began at Reading Square. The first route ran on Woburn, Lincoln, and Prescott Streets, Sumner Avenue, Hopkins Street and Main Street to South Street, and then made a long loop on South, Curtis, and Walnut Streets back to Hopkins Street. A variation on Sumner Avenue and Woburn Street between Prescott and Lincoln Streets was restricted to use serving churches on Woburn Street. There were several alternative routings between Reading Square and Reading Station on the Boston and Maine Railroad.

The second route ran on Lowell and Grove Streets to Franklin Street and then made a long loop on Franklin, Van Norden, and Forest Streets back to Grove Street. An alternate routing bypassed much of the segment on Lowell Street by using Bancroft Avenue and Hartshorn Street. The third route ran on Charles and Haverhill Streets to Franklin Street.

In July 1948, McIntire was granted rights for a route between Wilmington and Tewksbury. In the center of Wilmington, this route made a loop on Adelaide Street, Middlesex Avenue, Main Street and Church Street. It then followed Church Street, Middlesex Avenue, and Glen Road to Main Street. From there, two routings to South Street in Tewksbury were authorized. One followed Main Street and Grove Avenue on the south side of Silver Lake. The other followed Lake Street on the north side of Silver Lake, crossing into Tewksbury and back into Wilmington on the way. In Tewksbury, the route made a loop on South and Water Streets, Bay State Road and Lake Street. There were numerous restrictions on where passengers could be picked up or dropped off. The route was essentially the same as one that had been tried unsuccessfully by Babine Bus Lines in 1945-46 and by Eastern Mass. Street Railway in 1947.

In June 1951, Carlton McIntire sought DPU permission to buy Holland Brothers Bus Line, which had fixed routes in Reading, Burlington, Billerica, and Woburn. The DPU approved this transaction with the conditions that McIntire must continue to operate the company under the



Holland Brothers name and must transfer all of the certificates previously granted to him to that company by December 31, 1951. The DPU acknowledged the Holland Brothers was in serious financial difficulty at that time. McIntire did not meet the DPU's conditions, and the acquisition was not completed. Holland Brothers went out of business in February 1952, but Vocell Bus Company took over some of its service.

On December 31, 1951, the Secretary of the Commonwealth approved articles of incorporation for McIntire Bus Lines. On December 18, 1952, the DPU approved the transfer of all fixed-route certificates held by Carlton McIntire to McIntire Bus Lines. On the same date, the DPU approved the transfer to McIntire Bus Lines of all fixed-route certificates held by Albert Lane d/b/a Lane's Bus Service in Reading and North Reading and previously held by Mason's Bus Line

In July 1954, McIntire was granted a certificate for a route from Stoneham to Woburn, Reading, and North Reading. In Woburn and Reading this was similar to one of the routes abandoned by Holland Brothers in 1952.

In Stoneham, the route started with a loop on Main, Franklin, Pine, and Pleasant Streets. It then followed Main and William Streets to the border of Woburn. A variation made a diversion from William Street on Girard Road, Forest Street, Evans Road and North Street to the Woburn border.

In Woburn, the main routing followed Salem and Washington Streets from the border of Stoneham to the border of Reading. A connection from the Stoneham variation followed Lynn Street to Main Street. (The connection between North Street in Stoneham and Lynn Street in Woburn is now broken by I-93.) A connecting line in Woburn started with a loop around Woburn Common and followed Montvale Avenue to Washington Street.

In Reading, the main route followed West and Woburn Streets to Reading Square, with a variation over Prescott Street and Summer Avenue, a branch on West Street to the border of Wilmington, and a branch on South Street from West Street to Curtis Street.

Between Reading Square and the border of North Reading several routings were possible, including use of new rights granted in 1954 and rights acquired previously. The new rights included segments on Franklin and Haverhill Streets between Main Street and the North Reading border. Other new rights from July 1954 included cross-connections on Franklin Street between Van Norden and North Main Street; Forest Street between Van Norden and North Main Street; and Forest Glen Road and Pearl, Wakefield, and Haverhill Streets between North Main and Charles Streets.

In North Reading, the new route from July 1954 was on Haverhill Street from the Reading border to Park Street. There were restrictions on various segments of the route to protect ridership on routes of other carriers.

In June 1956, Kenneth Hudson was authorized to acquire all stock of McIntire Bus Lines. Under Hudson's management, several unprofitable routes were quickly eliminated. All remaining fixed-route service ended by 1963. When this study was originally completed in 1973, McIntire Bus Lines was still operating charter and school bus service. The company last filed an annual report with the Secretary of the Commonwealth in 1980. At that time, the company address was that of the Lynnfield Community, Inc. garage in Wakefield.

## **BUS LINES IN ORIGINAL MBTA DISTRICT OWNED INDEPENDENTLY IN 1973**

### **Airways Transportation Company, Inc.**

Airways Transportation Company was incorporated on January 14, 1942, for the purpose of operating fixed-route limousine service between Logan Airport and hotels in downtown Boston. Before Airways Transportation obtained the necessary permits for this service, war emergency restrictions on all forms of bus transportation were put into effect. This prevented Airways Transportation from pursuing its plan until after the end of World War II in 1945.

On September 24, 1945, the DPU authorized the Sutcliffe Storage and Warehouse Company to operate eight-passenger motor vehicles between Logan and the Hotel Statler (now the Park Plaza) in Park Square for a 75-cent fare. On November 19, 1945, the Boston City Council approved a license for Airways Transportation to operate a limousine service between Kenmore Square and the Airport for a 50-cent fare. However, the DPU subsequently denied Airways a certificate for the service on the grounds that it would compete with the Sutcliffe service.

On February 28, 1948, the DPU ordered the Sutcliffe Storage and Warehouse Company, by then doing business as the Sutcliffe Transportation Company, to cease operating its airport limousine service, after having been found repeatedly picking up or dropping off passengers at downtown Boston locations not authorized in its certificate. Sutcliffe appealed through the Massachusetts court system and continued operating the service. However, on July 12, 1948, the Supreme Judicial Court dismissed Sutcliffe's petition for a review of the DPU order. On July 26, William Sutcliffe, treasurer of Sutcliffe Transportation filed a notice with the court that the company would no longer operate its limousines between Logan Airport and downtown Boston.

Meanwhile, anticipating the end of the Sutcliffe service, the owners of Airways Transportation applied to the DPU on May 21, 1948, for a certificate to operate limousine service between Logan Airport, downtown Boston hotels, and North and South Stations. The DPU initially denied the application on July 26, 1948, citing insufficient evidence of public necessity for such service as well as opposition by the MTA and by Boston taxi operators.

On January 5, 1949, the DPU finally approved a certificate for Airways Transportation to provide service between Logan Airport and downtown Boston hotels, but not North Station or South Station. Airways was reported to have made a "gentleman's agreement" with the associations of independent taxi operators to share half the profits of the limousine service with them. At the time, Airways Transportation was owned half by Frank Sawyer, owner of the Boston Checker Cab Company, and half by Abraham Caplan, owner of The Gray Line of Boston sightseeing bus company

The DPU certificate initially limited the downtown Boston pick-up and drop-off points to the Kenmore, Copley Plaza, Statler (Park Plaza), and Parker House hotels, with additional drop-off-only at the Hotel Touraine (at Tremont and Boylston Streets). Vehicles used on the route were required to be either seven-passenger sedans or airport limousines carrying no more than 12 passengers.

The passenger capacity limit was raised to 16 in 1952, and was removed entirely in 1960. The restrictions on pick-up and drop-off points in downtown Boston were amended several times beginning in 1951. By the time this study was completed in 1973, Airways Transportation was authorized to serve most of the principal hotels in Boston.

The only time Airways Transportation expanded to providing service beyond Boston was in 1967. That year Airways began running a route between Logan Airport and Hanscom Field in

Bedford via the Mass. Turnpike extension and state Route 128. Trans-East Airlines, incorporated on November 30, 1967, was attempting to create a local air service network centered on Hanscom, and Airways Transportation was supposed to allow transfers between airlines based at Logan and Trans-East flights. Trans-East ceased operating in 1969, after which there was no need for the Airways Transportation connection between Hanscom and Logan.

[As late as 1983, Airways Transportation was still the only company providing scheduled limousine service between Logan Airport and downtown Boston hotels. Starting at about that time, state transportation officials stepped up efforts to promote use of public transportation for Logan access. This included licensing of more airport limousine services for the market on which Airways Transportation had long held a monopoly. It is not clear when the company ceased operating. It was still hiring drivers as late as 1986, and an Associated Press story about Frank Sawyer published in December 1988 said that the company was still operating. It was not included on a list of Logan ground access alternatives on the Massport website by January 1997. Airways Transportation Company was formally dissolved on June 18, 2012.]

### **Big W Trans (Robert Winterhalter d/b/a)**

#### ***Street Railway and Bus Predecessors of Big W***

On May 15, 1896, the Milford, Holliston and Framingham (MH&F) Street Railway Company opened a trolley line from the Boston and Albany Railroad Framingham Station to Milford via the present (2020) state Route 126 from Framingham to Holliston and Route 16 from Holliston to Milford. In 1897, the MH&F built a branch from Milford to Medway. It ran on Milford and West Streets to a private right-of-way partly in Bellingham (now occupied by a gas pipeline and Stone Street) to Main Street in West Medway.

On December 1, 1897, the Milford and Hopedale Street Railway was merged into the MH&F. On July 10, 1902, the MH&F was merged into the Milford and Uxbridge (M&U) Street Railway Company, which a few months earlier had completed a trolley line from Uxbridge to Hopedale. By the end of September 1902, the M&U had also completed a trolley line from Milford to Hopkinton via the present state Route 85.

The M&U operated all these lines until February 1927, when the Hopkinton branch was abandoned and replaced with a bus route operated by Johnson Bus Lines. On February 21, 1928, the M&U, which had been in receivership since August 1926, was sold to a new company, the Milford, Framingham, Hopedale and Uxbridge Street Railway. In June 1928, a subsidiary bus company, the Milford, Framingham and Uxbridge Coach Company, substituted buses for trolleys on the Framingham–Uxbridge line, and Medway and Dedham Bus Lines started bus service from Milford to Medway in place of the former M&U Medway branch.

The Milford, Framingham and Uxbridge Coach Company went out of business in September 1941, and Johnson Bus Lines took over the Framingham–Uxbridge route. In August 1961, the DPU approved the transfer of Johnson's certificate for the route segment from Framingham to Hopedale, and a side branch in Hopedale, to Phillips Brooks of West Medway, d/b/a Milford and Framingham Bus Line. Brooks had been an employee of various bus lines for over 30 years.

#### ***Big W Service Starting in 1967***

In November 1967, the DPU transferred the Framingham–Hopedale certificate from Brooks to Robert Winterhalter of Ashland, a school bus contractor doing business as Big W Trans.

In October 1970, Winterhalter was granted rights for two extensions to the Milford route in Framingham. One extension ran from Framingham Station to Shoppers World and the Trailways intercity bus terminal on Speen Street in Natick via Concord Street and a long loop on Old Connecticut Path, Speen Street, and Cochituate Road. A variation used Newbury Street and Whittier Road between Newbury Street and Cochituate Road. Another variation ran on Worcester Road (state Route 9) between Concord Street and the border of Natick. To protect ridership of other carriers on overlapping segments, Big W was not allowed to pick up passengers eastbound or drop off passengers westbound between 1,000 feet west of Concord Street at Waverly Street and Shoppers World.

The other extension approved in October 1970 ran from Framingham Station to Cushing Hospital via Waverly and Fountain Streets and Dudley Road.

In March 1972, Winterhalter was granted rights to a large network of lines in Milford, Southborough, Holliston, Ashland, and Framingham. These appear to have been intended for use mostly for school bus service. One route that did get a limited amount of service for the general public ran from Southborough via Ashland to Framingham Station, and on to Shoppers World via the 1970 route. In Southborough, the authorized route ran from the border of Marlborough to the border of Ashland via Marlboro and Framingham Streets, Boston Road, Central Street, and Oak Hill Road. In Ashland, the route was on Cordaville Road and Pleasant, Main, Union, and Waverly Streets to the border of Framingham. The route in Framingham was on Waverly Street. Several previous operators had run service on the segment of this route between Framingham Station and the center of Ashland dating back to the streetcar era, but the previous routes had continued to Hopkinton.

[On March 9, 1976, all fixed-route certificates held by Robert Winterhalter d/b/a Big W Trans were transferred to Big W Trans, Incorporated, which Winterhalter had organized on January 4, 1972. The MBTA began subsidizing Big W service on the Milford–Framingham route in 1987. Big W went out of business in September 1992, and was formally dissolved on May 10, 1994. In 2020, the Framingham–Milford route and a route from Framingham via Ashland to Hopkinton were run as part of the Metrowest Regional Transit Authority (MWRTA) system.]

## **The Gray Line**

### ***Gray Line History Before 1968***

The January 8, 1924, *Boston Globe* reported that Boston merchant Abraham Caplan had applied to the City of Boston for a license to operate a bus line between Park Square, the Arnold Arboretum, and Franklin Park, operating mostly over parkways. Records of the Secretary of the Commonwealth show that articles of incorporation for Gray Line of Boston were approved on April 14, 1924. Abraham Caplan was the founder of this company, which was the local affiliate of a national sightseeing and tour bus organization.

In October 1925, after obtaining a city license for the Franklin Park route, Caplan applied for a DPU certificate for the route. Caplan's proposal referred to the vehicles as 26-passenger parlor cars. However, the Metropolitan District Commission (MDC) would not consent to operation of buses on the parkways under its jurisdiction. Consequently, the DPU dismissed Caplan's application on November 10, 1925.

In 1928, the MDC and the DPU finally agreed to terms for approval of Caplan's Franklin Park route. The June 27, 1928, *Globe* reported that starting the next day, Gray Line buses would leave Park Square for Franklin Park at 8:00 AM and every 30 minutes until 10:00 PM. The route

was to be on Commonwealth Avenue to Kenmore Station, through the Fenway to the Museum of Fine Arts, and continuing on parkways to Jamaica Pond, the Arboretum, and Franklin Park.

In 1931, the Massachusetts legislature established special provisions for licensing of sightseeing buses in the city of Boston, removing them from DPU jurisdiction. The Gray Line Franklin Park route was classified as a sightseeing service, as were most subsequent Gray Line routes for the next 37 years.

During World War II, the Gray Line ran some fixed-route service under DPU war emergency licenses, but the service was not made permanent after the war. According to a January 6, 1949, *Globe* article, Abraham Caplan owned a half-interest in Airways Transportation Company, which was starting a scheduled limousine service between Logan Airport and downtown Boston hotels.

### ***Gray Line History 1968 and Later***

In 1968, Gray Line entered the general-purpose fixed route bus business by buying the DPU and Interstate Commerce Commission certificates of The Short Line, Inc. for routes between Boston, Milford, Massachusetts, and Woonsocket, Rhode Island. The Short Line had operated this route since 1963, when it purchased the business of Johnson Bus Lines, Inc. As related in the history of that company in this report, much of the Milford and Woonsocket routes originated as trolley lines.

On September 30, 1970, the MBTA granted a license to the Gray Line for an express bus route between the Marriot Hotel in Newton and Logan Airport via the Mass. Turnpike Extension, with no intermediate stops. On December 16, 1970, the MBTA approved an additional stop at Newton Corner at what was then the Howard Johnson Motor Lodge.

Low ridership on this route was offset by fares higher than usual for bus routes at the time, but lower than the taxi rate for a similar trip. By the end of 1973, the airport route was expanded to start at the Sheraton Tara in Framingham with intermediate stops in Newton at the Marriot, the Holiday Inn (next to Riverside Station), and the Howard Johnson Motor Lodge.

In 1971, after 47 years as president of the Gray Line, Abraham Caplan retired, turning over management of the company to his grandsons. On February 24, 1971, the DPU approved the transfer of all fixed-route certificates then held by the Boston-Worcester Corporation (B&W Lines) to the company by then called The Gray Line, Inc. As detailed in the Boston-Worcester history in this report, the certificates included routes between Boston and Worcester via state Route 9, via U.S. Route 20, and via the Massachusetts Turnpike, and a network of local routes in the Framingham area. Much of the system was derived from trolley lines.

The actual handover of operations of the Boston-Worcester system to the Gray Line took place on July 1, 1971. Gray Line soon encountered serious problems in operating the system. The transaction did not include the B&W garage at Framingham Center, and the Gray Line was unsuccessful in finding a suitable replacement site in the area. This resulted in having to operate a large amount of non-revenue miles to and from the Gray Line garage in Boston. Most of the B&W vehicles included in the sale were in need of immediate replacement.

Gray Line maintained service under the previous B&W schedules until October 1, 1971, when the first in a series of substantial service reductions began. Gray Line management decided to concentrate on the express services from Worcester and Framingham to Boston on the Mass. Turnpike. Over the next two years, most of the local circulation routes in Framingham were

either discontinued or reduced to rush hour-only service. Frequency on the route between Framingham and Boston on state Route 9 was reduced from every 30 minutes to every 90.

In December 1972, Gray Line sold its Boston-Milford-Woonsocket routes, with which it had entered the fixed-route business in 1968, to Overland Stage Coaches, Inc. of Millville. That company gave up the route after only seven months, but the Plymouth & Brockton Street Railway Company obtained new DPU certificates for replacement service.

Briefly in 1972, Gray Line ran one inbound AM trip from Marlborough, Sudbury, and Wayland to Boston via U.S. Route 20, state Route 27, and the Mass. Turnpike to replace commuter rail service on the Central Mass. Line. In September 1973, after several months of negotiations, the Gray Line's certificates for the route between Worcester and Boston via U.S. Route 20 were transferred to Ritchie Bus Lines of Northborough. A predecessor company of B&W Lines had started this route in 1926. By the time of the sale, Gray Line had cut back the service on the route to only a few round-trips a day. As of January 1974, Gray Line was attempting to sell the Route 9 operation to Wellesley Fells Bus Lines, a charter and school bus company.

[Over the next decade, Gray Line gradually disposed of all remnants of the service taken over from B&W Lines, finally exiting from the Boston-Worcester corridor in 1984. In the meantime, Gray Line had acquired some other Boston commuter routes but discontinued the last of these in 1989. Abraham Caplan died in September 1984 at age 97. Gray Line continued in the sightseeing and tour business until January 1993, when it lost the right to use the Gray Line name for this purpose. The company carried on for a few more years as New England Sightseeing Tours, but was finally dissolved on August 31, 1998. Since 1993, Brush Hill Transportation has been the New England affiliate of the national Gray Line organization.]

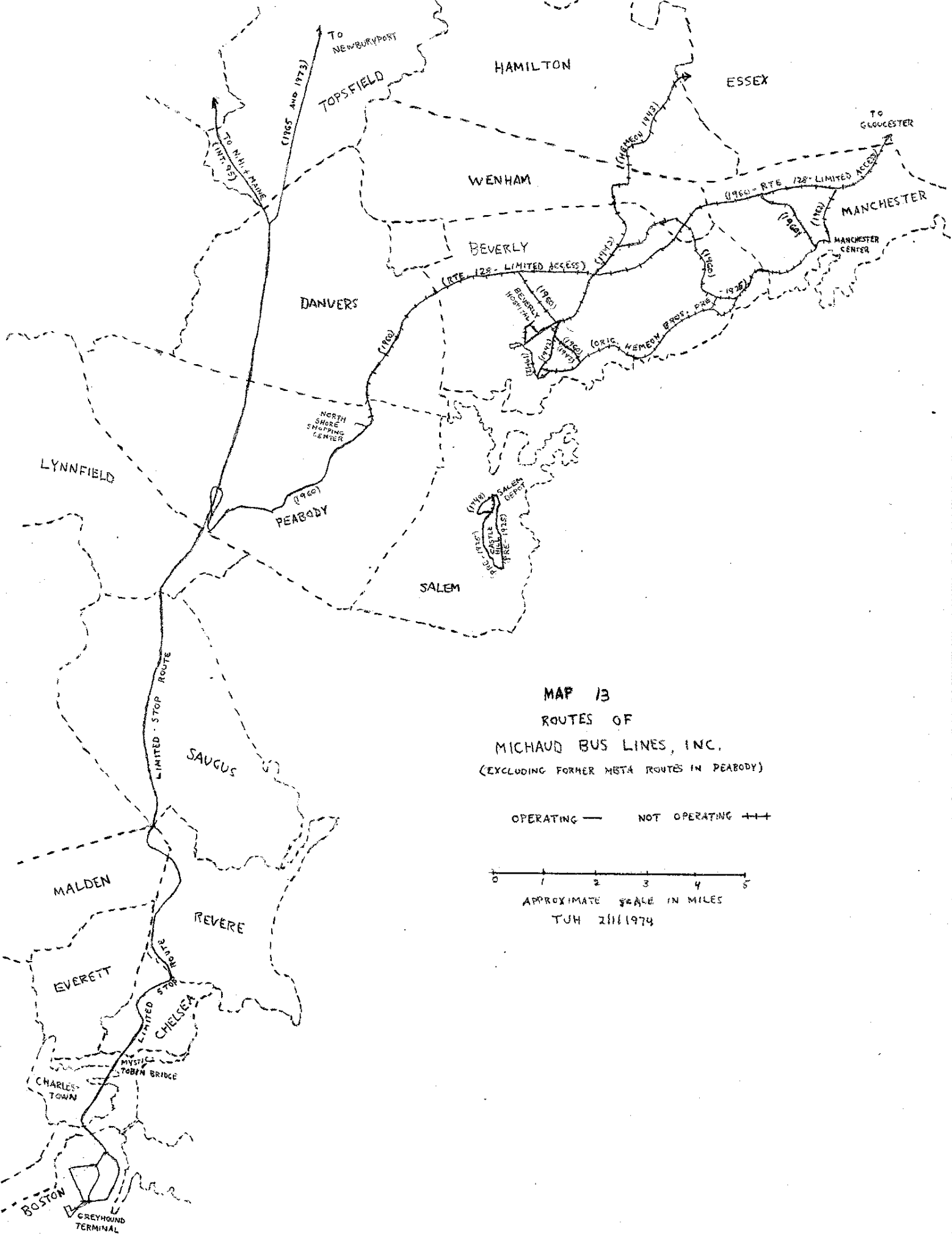
**Michaud Bus Lines** (Map 13)

### ***Salem Jitney Background***

The special report on jitneys in the 1915 annual report of the Massachusetts Public Service Commission said there were 12 buses and one touring car operating between Salem and Lynn, three buses operating between Salem and Peabody, and one bus and three touring cars operating between Salem and Beverly. The operators of the routes were not identified.

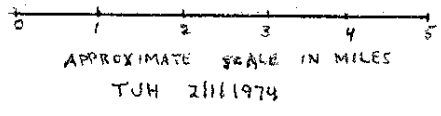
During World War I, the greater Boston street railways were unable to meet increased travel demand, and there was a surge in jitney service. When traffic began to drop back to the pre-war level, the jitneys did not go away. The impact on street railway ridership was so severe that the trustees of the Eastern Massachusetts Street Railway Company, which took over the Bay State Street Railway system in June 1919, began threatening major cutbacks in trolley service if jitney operations continued unabated. On December 11, 1919, the trustees posted notices in cars of the Salem District stating that on and after December 18, all routes in that district, which included Salem, Peabody, and Beverly, and parts of Marblehead and Danvers would be discontinued except for the route to Boston, local service in Danvers, and service between Danvers and Town House Square in Salem.

The trustees carried through with the threat on December 18. Trolley service resumed the next day, when officials of the affected municipalities revoked the licenses most of the jitney services. In Salem, this order affected 43 jitneys. The only Salem jitney route that was allowed to continue operating was described as a short line running to Castle Hill, "a small village unserved by the trolleys."



MAP 13  
 ROUTES OF  
 MICHAUD BUS LINES, INC.  
 (EXCLUDING FORMER MSTA ROUTES IN PEABODY)

OPERATING — NOT OPERATING - - -



Many jitney operators continued running in defiance of the municipal orders. This resulted in the Eastern Mass. trustees shutting down much of the trolley system, on January 15, 1920. Service in Salem resumed on January 17, after the Massachusetts attorney general ruled that jitney service without city licenses was illegal. It is not clear from available sources whether service on the Castle Hill route was allowed to continue at that time.

### ***Michaud's Bus Line 1925 to 1950***

On September 17, 1925, the DPU granted temporary certificates for fixed-route bus service to several applicants. One such certificate went to Eudger J. Michaud, for a route in Salem, similar to, if not the same as, the Castle Hill jitney route of 1919. Most of the routes for which the DPU granted temporary certificates had already been in operation for some time.

Confirmation of how long Michaud had been operating the Castle Hill route was not found in research for this study. In the 1980s, Michaud Bus management used 1914 as the company's founding year. A July 23, 1918, *Boston Globe* report on cases disposed of in Salem District Court included Eudger J. Michaud, fined ten dollars for violating traffic regulations, but it is not clear if this involved a jitney.

In June 1926, the DPU granted a permanent certificate for the Castle Hill route to Michaud, doing business as Michaud's Bus Line. The route was a belt line, run in both directions. Starting from Washington Street at New Derby Street, it followed Washington, Norman, and Margin Streets, Jefferson Avenue, Canal Street Extension, and Canal and Washington Streets back to New Derby Street. The Jefferson Avenue side of the route ran past Castle Hill, and the route was sometimes identified as the Castle Hill Loop.

For many years, the Castle Hill Loop was Michaud's only fixed route. On October 8, 1936, the company was formally incorporated as Michaud's Bus Line. As required by law at the time, this required that the DPU issue a new certificate for the Castle Hill Loop to this company, which was done in December 1936.

Eudger (sometimes spelled Edgar) Michaud died on May 13, 1942, at age 54. His survivors included nine children, some of whom carried on the bus business.

On August 8, 1943, the DPU approved a slight variation to the Castle Hill route, allowing buses to take a short cut on Mill Street between Washington and Margin Streets.

On May 28, 1948, the DPU granted a certificate to Michaud's Bus Line for an enlargement of the north end of the Castle Hill Loop. This ran from Jefferson Avenue via Jackson Street, Broad Street Extension, and Broad and Gedney Streets to Margin Street instead of Norman Street.

### ***Michaud's Bus Line After 1950***

During the early 1940s, Michaud's Bus Line acquired a part ownership of Hemeon Motor Coach Service, for which a separate history is included in this report. In 1952, Michaud's acquired the remaining stock of Hemeon, and on December 30, 1952, the DPU transferred all fixed-route certificates held by Hemeon to Michaud's. This marked the first expansion of Michaud's Bus Line beyond the Castle Hill Loop. The transferred routes were in Beverly, Manchester, Essex, Hamilton, and Wenham and included some coverage intended primarily or exclusively for school service.



In February 1954, the DPU authorized J. Alexander Michaud, who had been managing the family business, to buy out the 50 percent interest held by other family members, leaving him as the sole stockholder.

In March, 1959, Michaud's Bus Line became an interstate carrier by taking over a route between Boston and Springvale, Maine from Interstate Passenger Service, Incorporated. That company had operated the route since before 1940, except for some sections relocated from older highways onto Interstate 95 as sections of that road opened. Michaud's was initially allowed to carry no intrastate passengers on this route within Massachusetts, except between Amesbury and Boston, to protect other carriers in the corridor. At about this time the company name was changed to Michaud Bus Lines.

In October 1960, the DPU granted rights to Michaud Bus Lines for a new route between Gloucester and the border of Peabody and Lynnfield via state Route 128. The rights also included operation over some local streets connecting with Route 128 in Gloucester, Manchester, Wenham, and Beverly. In 1955, Michaud had applied for rights for a similar route to serve anticipated industrial development along Route 128, but the DPU had rejected it on the grounds that public necessity for such a route could not be demonstrated until some development actually took place. In addition, the Eastern Mass. Street Railway Company had opposed Michaud's 1955 application claiming that as the major carrier in the area, Eastern Mass. should be given priority over Michaud if such a route was approved. This argument appears to have been an attempt to extend the provisions in the law with respect to established carriers when the DPU granted special service permits.

Rather than serving industrial development, the rights granted in 1960 appear to have been used initially to carry passengers to and from the North Shore Shopping Center in Peabody. In January 1963, Michaud was authorized to through-route buses from the Gloucester–Peabody route to downtown Boston over the southern half of the Amesbury route, on U.S. Route 1. However, the DPU imposed a restriction that Michaud could not operate any trips within one hour of the departure time of any train on the Boston and Maine Railroad route between Boston and Gloucester. The train schedules run by the B&M under contract with the MBTA starting in January 1965 left little opportunity for Michaud to run Gloucester–Boston service.

The MBTA subsidy of B&M commuter rail service initially resulted in elimination of most B&M passenger service outside the original MBTA District, and the DPU authorized Michaud to provide substitute bus service. At first, this consisted of a bus route from Newburyport to Salem Station. In March 1965, Michaud was authorized to run buses from Newburyport to Danvers over U.S. Route 1, and on into Boston via the Amesbury route. Greyhound Lines had provided service over this route for a number of years, and the schedules of the two companies were coordinated to avoid duplication of service.

In September 1965, the DPU issued a certificate to Michaud for a bus route replacing commuter rail service from Haverhill, although it did not serve railroad stations directly. Starting from the New Hampshire border in Haverhill, the route ran on North Main, Main, South Main, and Salem Streets into Groveland. It continued on Salem Street to the present (2020) state Route 97, which it followed to the center of Georgetown. It then followed state Route 133 to Interstate 95. From there, the bus route continued to Boston using previous rights on I-95 and U.S. Route 1.

A route variation authorized at the same time diverged from the route described above at Main and Water Streets in Haverhill and followed Water Street, Lincoln Avenue, and Groveland

Street to the border of Groveland. After crossing the Merrimack River Bridge, it followed the present state Route 97 to Salem Street, where it joined the other variation.

In 1970, the City of Peabody voted to have the MBTA stop providing local service in the city, on routes the MBTA had taken over from the Eastern Mass. Street Railway Company in 1968. Michaud was granted rights to provide replacement local service between Lakeshore Park and Peabody Square via Lynn and Washington Streets, and between Peabody Square and the North Shore Shopping Center via Central and Andover Streets. Subsequently, Michaud was allowed to extend service from Peabody Square to Salem Station, with restrictions against carrying passengers traveling entirely in Salem. Michaud through-routed this service with the old Castle Hill Loop.

In September 1970, the DPU amended the local service ban on Michaud's Amesbury–Boston certificate. Michaud used the expanded authority in combination with local Peabody rights to provide new service between Peabody and Boston.

In December 1972, the certificates of Michaud Bus Lines for the route from Amesbury to Boston, the route from Newburyport to Danvers, and the route from Haverhill to Georgetown along with certificates granted to Michaud in 1968 for local routes in several communities outside the original MBTA District were transferred to a new company, Boston Commuter Lines, d/b/a BosCom. Four members of the Michaud family each held a nine percent interest in the new company. Michaud Bus Lines retained interstate rights over the Boston-Amesbury route.

In addition to the service discussed above, in December 1966, Michaud Bus Lines took over operation of the routes of Gloucester Auto Bus Company, some of which dated from 1920, but one year later Michaud sold the rights to all those routes to McNiff-Dominick Transit.

On October 15, 1969, Michaud acquired the certificates of Appleyard's Bus, Inc. for a network of routes outside the original MBTA District, in Newburyport, Haverhill, Lawrence, Methuen, Merrimac, Amesbury, and Salisbury. Many of these routes were derived from trolley lines of the Mass. Northeastern Street Railway.

[In 1974, Michaud discontinued the Peabody–Boston route. Hudson Bus Lines took it over and maintained some service on it until 1991. On January 2, 1978, the MBTA began subsidizing Michaud's local service in Salem and Peabody including the Castle Hill Loop.

In January 1980, Michaud Bus Lines began doing business as Michaud Trailways, having become affiliated with the National Trailways Bus System.

Michaud Bus Lines went out of business in July 1995, but another carrier took over the subsidized Peabody and Salem local service. Michaud Bus Lines was formally dissolved on August 31, 1998.

The Castle Hill Loop was discontinued in 2002, but in 2020, MBTA bus **Routes 435 and 465** included the other former Michaud local routes in Peabody and Salem.

BosCom gave up the rights to the routes to Boston from Amesbury and Newburyport in 1975 and the rights to the route from Haverhill to Boston in 1979. In 2020, the last vestige of these routes was two inbound AM peak trips and two outbound PM Peak trips by The Coach Company between Georgetown and Boston with intermediate stops in Boxford, Topsfield, and Peabody.]

## **Nantasket Transportation Company (Map 14A)**

### ***Background and Nantasket Transportation Service Before 1926***

At the beginning of 1919, the town of Hull was served by three separate transportation companies. Each of these provided frequent service from late spring to late fall for seasonal residents and day-trippers to Nantasket Beach and amusements, but service at other times of year was greatly reduced.

The Nantasket Beach Steamboat Company ran seasonal service between Boston and Hull, stopping at Pemberton Point and Nantasket Beach. The New Haven Railroad ran an electrified steam railroad branch between Pemberton Point and Hingham Depot, where it joined the New Haven's Greenbush Line. Much of the traffic on the branch consisted of passengers being carried to and from the steamboat wharves.

The Eastern Massachusetts Street Railway Company was incorporated in January 1919, and assumed operation of the bankrupt Bay State Street Railway Company system in June of that year. Bay State had run a trolley line from Hingham to Sunset Point in Hull, with a branch to the Black Rock/Green Hill section of Hull on the border of Cohasset. Street Railway service had never extended north of Nantasket Avenue at Nantasket Road.

The Eastern Mass. was run by a publicly appointed board of trustees, who were intent on discontinuing lightly used trolley lines unless the towns served agreed to subsidize them. Even before the formal takeover of the Bay State lines, trolley service was discontinued on the Green Hill Branch in Hull.

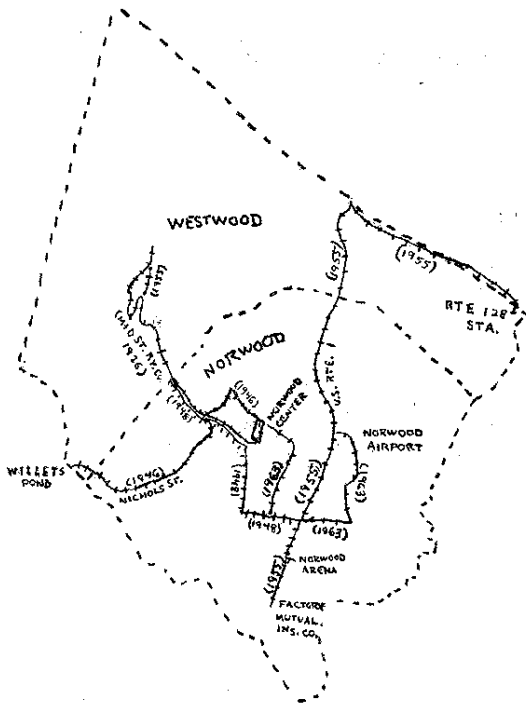
On April 23, 1919, a group of Hull businessmen incorporated the Nantasket Transportation Company to provide bus service in the town. The first route run by Nantasket Transportation ran from Nantasket Pier to Green Hill via Wharf Avenue, Nantasket Avenue, School Street, and Atlantic Avenue to the border of Cohasset.

On April 4, 1921, after the town of Hull declined to pay Eastern Mass. \$10,000 to repair the roadbed of the remaining trolley line in the town, the last streetcar ran between Hull and Hingham Depot. The next day, the Nantasket Transportation Company began running a replacement bus route with hourly service. It is not clear how far north in Hull this route originally extended. South of Wharf Avenue it ran on Nantasket Avenue to the border of Hingham, and on Rockland, Summer, and North Streets in Hingham to Hingham Depot.

The May 7, 1921, *Boston Globe* reported that Eastern Mass. crews were at work removing the rails on the Green Hill branch. The September 15, 1921, *Globe* reported that Nantasket Transportation was inaugurating a later evening trip from Hingham Depot through to Pemberton Point for the benefit of Boston theatre-goers.

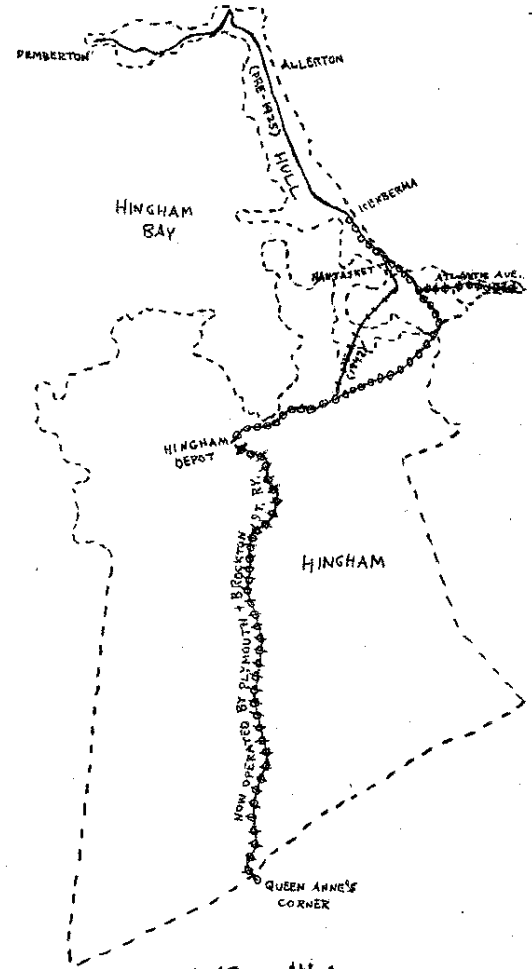
A classified ad from Nantasket Transportation in the April 29, 1923, *Globe* offered for sale cheap one 30-passenger bus body with cross seats, formerly used on a Mack chassis.

The April 3, 1924, *Globe* reported that the Eastern Mass. was planning to discontinue streetcar service between Hingham Depot and Queen Anne's Corner on the border of Rockland after the town of Hingham rejected a subsidy demand. There was speculation that Nantasket Transportation would institute bus service over this route. However, the streetcar service continued until 1926, at which time the Eastern Mass. began running its own bus service on the route.



MAP 14B

SANSONE MOTORS, INC.



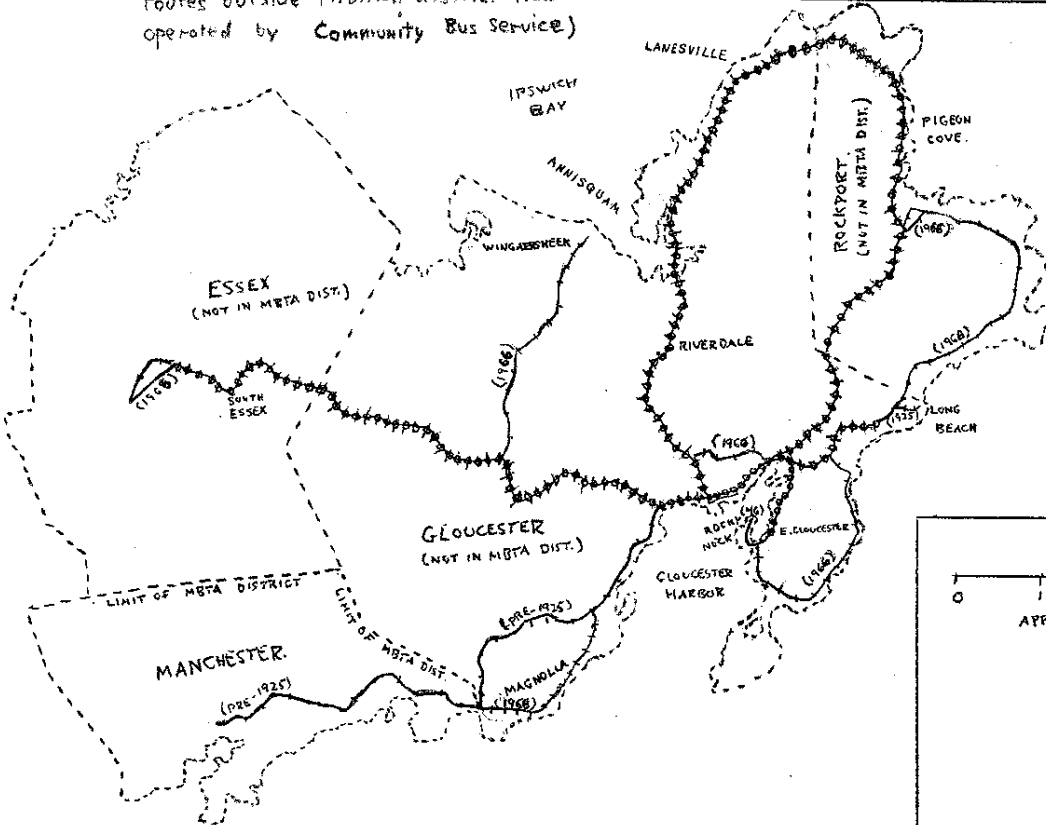
MAP 14A

NANTASKET TRANSPORTATION CO. INC.

MAP 14C

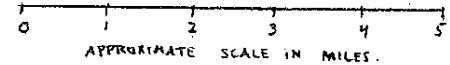
McNIFF - DOMINICK TRANSIT CO.  
 Successor To  
 GLOUCESTER AUTO BUS CO.

(M.-D. no longer in business. Some of routes outside M.B.T.A. district Now operated by Community Bus Service)



KEY FOR ALL MAPS

BUS LINE REPLACING TROLLEY	
OPERATING	⊖⊖⊖
NOT OP.	⊕⊕⊕
ORIGINAL BUS LINE	
OPERATING	—
NOT OP.	---



APPROXIMATE SCALE IN MILES.

TJH 2/1/1974

On July 12, 1925, the Eastern Mass. began running summer-only bus service to Nantasket from Neponset and from Mattapan, joining at Quincy. Eastern Mass. was not allowed to carry passengers traveling entirely within the segment between Hingham Depot and Nantasket. The *Globe* reported that Nantasket Transportation was then running service from Hingham Depot as far as Whitehead Avenue in Hull.

In August 1925, officials of the Town of Hull, Nantasket Transportation, and the New Haven Railroad agreed on a plan for winter service to the town. From November 1, 1925, to April 19, 1926, the New Haven was to discontinue all passenger service on the Nantasket Beach Branch. During this span, Nantasket Transportation was to provide replacement bus service between those endpoints at the times the trains would have run. For this service, the New Haven was leasing one of its “new modern parlor car buses” to Nantasket Transportation. The latter would also continue running its regular Hull service with its own vehicles.

### ***Nantasket Transportation Service 1926 to 1976***

When the DPU began issuing temporary certificates to bus companies in 1925 for fixed routes they were already operating, Nantasket Transportation was among the recipients. The original route description is not available. The permanent certificate awarded to Nantasket Transportation in 1926 authorized a route from Pemberton Point to Hingham Depot. This route ran on Main and Spring Streets and Nantasket Avenue as far as Nantasket Pier, continuing as described above to Hingham Depot. The certificate also included rights to the Green Hill branch.

On April 17, 1926, the Nantasket Beach Steamboat Company resumed its seasonal service between Boston, Pemberton Point, and Nantasket Pier. On the same date, the New Haven Railroad resumed running passenger service on the Nantasket Beach Branch, the substitute bus service was suspended, and the northern end of Nantasket Transportation service was cut back to Surfside Station, at Nantasket Avenue at its more northern connection to Bay Street.

For the 1926-27 winter service season, New Haven Railroad management decided to provide the replacement service for the Nantasket Beach Branch through its motor transportation subsidiary, the New England Transportation Company (NET) instead of resuming the arrangement with Nantasket Transportation.

It is not clear for how many winters this practice continued, and how much service Nantasket Transportation provided during those years. On May 23, 1933, the *Boston Globe* reported that the New Haven Railroad had announced that train service on the Nantasket Beach Branch would not resume when the steamboats began running again on May 27. Instead, NET would be providing replacement bus service between Pemberton Point and Hingham Depot year-round.

By January 1934, contractors were beginning to raze the stations on the Nantasket Beach Branch, and by May 1934, removal of the electric wires and poles was in progress. On November 23, 1937, NET announced that it was placing a new modern 21-passenger bus on the Nantasket route. The rail line itself was formally abandoned in August 1938. NET discontinued its bus service to Hull in October 1938, and Nantasket Transportation took over the Hingham–Pemberton route again.

Meanwhile in the Nantasket Transportation Company story, in December 1931, the DPU granted rights to this company for the former trolley route between Hingham Depot and Queen Anne’s Corner. Eastern Mass. had finally given up on running bus service on the route in 1929. Since then, the Edward W. Cobbett bus company had run it. If it followed the same alignment as the trolley, the bus route ran on entirely on Main Street.

In July 1943, the DPU granted a war emergency certificate to Nantasket Transportation for a shorter route between Hingham and Hull using George Washington Boulevard between Rockland Street and Nantasket Avenue. (Eastern Mass. had been using this routing for its summer-only Nantasket service since 1932.) Nantasket Transportation was restricted to using this routing for non-revenue service except in summer months. In December 1947, the DPU granted permanent unrestricted rights to this variation to Nantasket Transportation. This was the last new fixed-route certificate ever granted to this company.

It is not clear when the Green Hill branch in Hull was last served. DPU notes indicate that it was run intermittently as late as 1943.

Nantasket Transportation gave up the Hingham Depot–Queen Anne’s Corner route in 1951, but the Plymouth and Brockton Street Railway Company took it over and used it in a new routing of its service between Greenbush (Scituate) and Boston.

The New Haven Railroad discontinued the remaining passenger service on the Greenbush Line in June 1959. Thereafter, the connection at Hingham Depot for Nantasket Transportation passengers was with Eastern Mass. Street Railway, and later MBTA, buses rather than trains.

[Nantasket Transportation served the Pemberton–Hingham Depot route until July 1976, when the company went of business. Since March 1977, the route has been run by a series of private carriers under contracts with the MBTA. In 2020, Joseph’s Transportation was the contractor. The route designation was MBTA **Route 714**. The Nantasket Transportation Company was formally dissolved on October 19, 1983.]

### **Needham Transit (Map 17)**

In June 1958, Dedham-Needham Transit Lines discontinued all service. The DPU granted a 60-day license covering some routes of the defunct company in Needham and Dedham to Clifford L. Jerauld of Sharon, d/b/a Needham Transit Company. In August, Jerauld was granted a permanent certificate for routes that had been included in three certificates of Dedham-Needham. These were from the Charles River Loop MTA terminal in West Roxbury to the border of Wellesley via Bridge and Needham Streets in Dedham and Great Plain Avenue in Needham; from Needham Center to the border of Newton via Webster Street and Highland Avenue; and a loop from Needham Center on Chestnut and High Rock Streets and Central Avenue back to Great Plain Avenue. The route from Charles River loop to the Wellesley border had originally replaced trolley lines discontinued in 1918 and 1919. The route to the Needham border combined rights granted in 1941 and 1946. The High Rock Street route also originated in 1946.

Jerauld was granted a charter service license in November 1958, but never obtained any fixed-route service rights beyond those in the original certificate. The company was mainly in the school bus business, and by the early 1970s the fixed-route service was down to just the route from Charles River Loop to Needham Center. By then, the company was run by Clifford Jerauld’s son, Robert Jerauld.

[In 1976, Benjamin R. Goodwin, owner of Vocell Bus Company and Metropolitan Coach Service bought Needham Transit and combined it with Metropolitan Coach. Service on the Charles River Loop–Needham Center route, which had declined to one round-trip per day, was discontinued permanently in 1979. Clifford Jerauld died in June 1979.]

## **Ritchie Bus Lines**

In March 1973, the City of Marlborough and the Town of Southborough, both outside the original MBTA District, cancelled their school bus contracts with Hughes Bros. Bus Company, and as a result that company went out of business. Robert J. Ritchie, Inc., d/b/a Ritchie Bus Lines, was awarded the new school bus contracts in the two communities and also agreed to restore service on the one general-purpose fixed route Hughes Bros. had run, between Hudson and Shopper's World in Framingham via Marlborough and Southborough. This route was essentially derived from former trolley lines.

Ritchie was based in Northborough, and had been in the contract school bus business since 1959. The company was formally incorporated in 1968. The DPU had granted a charter service license to the company in 1971.

At the end of 1972, The Gray Line had been attempting to sell its route from Worcester to Boston via U.S. Route 20 to Hughes Bros. This route was one of those Gray Line had acquired from B&W Lines in 1971, and had been in operation since 1926. When Hughes Bros. went out of business, Gray Line began negotiations with Ritchie, and in September 1973, the DPU approved a transfer of certificates for this route. At that time, Ritchie's company name was changed to Ritchie Bus Lines, Inc., and the DPU confirmed the transfer of the Hughes certificate for the Shopper's World–Hudson route to this company.

Before acquiring the Gray Line route, Ritchie said he would attempt to determine the real travel desires of the population along the Route 20 corridor and adjust service accordingly. As of January 1974, four round-trips per day were being provided. It was expected that Ritchie would have much lower operating costs than Gray Line, because of non-unionization and a garage location closer to the route.

[Ritchie gave up on the Route 20 service in 1980, and it was transferred back to The Gray Line. It subsequently passed through several companies before finally being discontinued in 2011. In June 2019, the Metrowest Regional Transit Authority (MWRTA) started running a route between Marlborough and the Riverside MBTA terminal via U.S. Route 20 and state Route 128.

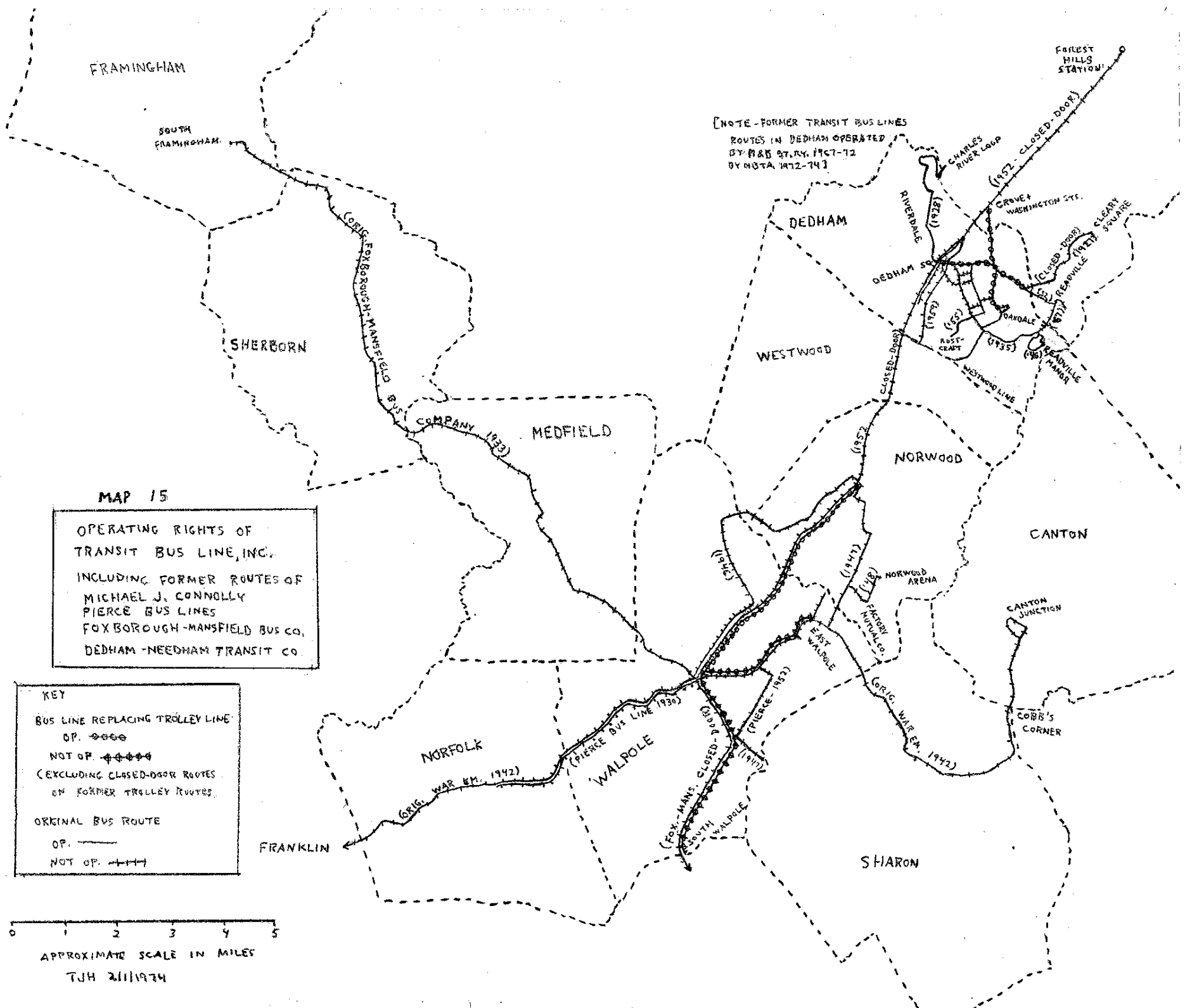
In 1984, Ritchie discontinued service on the Hudson–Shopper's World route and it was taken over by Gulbankian Bus Lines. In 2020, most segments of the route were covered by MWRTA routes, but there was no through service from Hudson, Marlborough, or Southborough to Shopper's World.

In the early 1990s, Robert J. Ritchie's son, Michael W. Ritchie, assumed management of Ritchie Bus Lines. Robert J. Ritchie died in June 2005, at age 78. Ritchie Bus Lines was formally dissolved on June 30, 2016.]

## **Transit Bus Line (Successor to Michael J. Connolly Bus Line) (Map 15)**

In September 1942, the DPU granted a war emergency certificate to Michael J. Connolly of Walpole for a bus route from Walpole Center to Canton Junction Station via East and Coney Streets in Walpole, Norwood, Depot, Billings, and East Streets and Bay Road in Sharon, and Washington and Revere Streets in Canton. As a through route, this was new, but it overlapped older routes on both ends.

In April 1943, Connolly was granted a war emergency certificate for a route between Walpole Center and Franklin via Main and West Streets in Walpole, Main Street in Norfolk, and



FRAMINGHAM

SOUTH  
FRAMINGHAM

SHERBORN

CORIC EX. BOROUGH-MANSFIELD  
BUS COMPANY (1933)

COMPANY (1933)

MEDFIELD

[NOTE - FORMER TRANSIT BUS LINES  
ROUTES IN DEDHAM OPERATED  
BY M&B ST. RY. 1967-72  
BY M&BTA 1972-74]

DEDHAM

WESTWOOD

NORWOOD

CANTON

FOREST  
HILLS  
STATION

CANTON  
JUNCTION

COBB'S  
CORNER

SHARON

WALPOLE

NORFOLK

FRANKLIN

MAP 15

OPERATING RIGHTS OF  
TRANSIT BUS LINE, INC.  
INCLUDING FORMER ROUTES OF  
MICHAEL J. CONNOLLY  
PIERCE BUS LINES  
FOX BOROUGH-MANSFIELD BUS CO.  
DEDHAM-NEEDHAM TRANSIT CO.

KEY

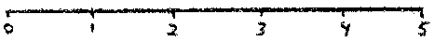
BUS LINE REPLACING TROLLEY LINE  
OP. ○○○○

NOT OP. ◆◆◆◆

(EXCLUDING CLOSED-DOOR  
OR FORMER TROLLEY ROUTES)

ORIGINAL BUS ROUTE  
OP. ———

NOT OP. +++++



APPROXIMATE SCALE IN MILES

TJH 2/11/74



Chestnut Street in Franklin. Pierce Bus Lines was already operating service on the part of the route between Walpole and Norfolk. Johnson Bus Lines had also run service on this segment for a few years before 1942. There was also rail passenger service between Walpole, Norfolk, and Franklin.

In March 1946, Connolly was granted a permanent certificate for the Walpole–Franklin route. In June 1946, he was granted a certificate for an extension of this route from Walpole to Norwood. The extension ran over a circuitous route via Fisher and North Streets in Walpole, Brook Street in Westwood, and Brook and Nichols Streets in Norwood to avoid competition with the more direct route of Pierce Bus Lines.

In October 1947, Connolly was granted a certificate for a route between Norwood and Cobb's Corner on the border of Sharon and Canton via Guild, Willow, Lenox, and Pleasant Streets in Norwood; Pleasant Street, Moose Hill Road, the Providence Turnpike, and Coney Street in Walpole; and on Norwood, Depot, Billings, and East Streets and Bay Road in Sharon. There was also a side branch in Sharon on Upland Road and Everett Street to a hospital. In Walpole and Sharon this route partly overlapped Connolly's war emergency route between Walpole and Canton Junction. In December 1947, Connolly was granted a permanent certificate for the latter route.

In May 1948, Connolly sold the rights to the Franklin–Norwood route to a newly formed company, Transit Bus Line, but continued operating the two newer routes. In October 1948, Connolly was granted rights for a new route from Norwood to Norwood Arena, a stock car racetrack, via Pleasant Street and the Providence Turnpike.

In November 1950, Connolly requested permission from the DPU to purchase Transit Bus Line and to sell the rights to all fixed routes then being operated by Connolly to Sansone Motors of Norwood. The DPU approved the purchase of Transit Bus Line, but denied the transfer of routes to Sansone, arguing that the Transit Bus Line route would be better able to subsidize the Connolly routes than a Sansone operation would be. As a condition to purchasing Transit Bus Line, Connolly was required to transfer all certificates held in his name to that company. The DPU said this would avoid public confusion. Connolly complied with this order in June 1951.

In March 1952, Transit Bus Line was granted a 60-day license for a route from Framingham to Mansfield, being discontinued by Foxboro-Mansfield Bus Company. This route had been in operation since April 1933, as a replacement for railroad passenger service, and is described in the Foxboro-Mansfield history in this report. Transit Bus Line was granted a permanent certificate for the route in May 1952.

In September 1952, Transit Bus Line was granted a certificate for a closed-door extension of the Franklin route from Walpole to the Forest Hills rapid transit station. The DPU had denied a previous application of the company for this extension on the grounds that there was sufficient alternate service available. The restriction was subsequently amended to allow a stop at the Factory Mutual Insurance Company in Norwood.

In April 1957, all certificates of Pierce Bus Lines for fixed routes in Norwood, Walpole, and Norfolk were transferred to Transit Bus Line.

In June 1958, Transit Bus Line was granted a temporary license for all routes in Dedham and Boston of Dedham-Needham Transit, which was going out of business. Transit Bus Line was granted permanent rights to these routes in July 1958. In May 1959, Transit Bus Line was

granted rights for a new route on U.S. Route 1 in Dedham from Washington Street to the border of Westwood.

In 1965, Michael Connolly agreed to sell Transit Bus Line to Meyer Goodwin, a charter and school bus operator based in Natick. The DPU had given Goodwin only limited charter service rights because he operated no fixed-route service. Goodwin was also low in priority for special service or school Service permits as long as he had no fixed-route service. However, before the DPU approved the sale of Transit Bus Line to Goodwin, he withdrew his application. Ownership of Transit Bus Line remained in the Connolly family.

In July 1967, Transit Bus Line was granted rights for a route in Hyde Park from the border of Dedham via Sprague and Milton Streets to Wolcott Square.

In November 1967, after losing the Dedham school bus contract, Transit Bus Line discontinued all local service in Dedham. The MBTA arranged for the Middlesex and Boston Street Railway Company to provide replacement service effective in January 1968.

By November 1971, the only fixed-route services still being operated by Transit Bus Line were the former Pierce Bus Line route from Norwood to Walpole, and a once-a-week round-trip between Forest Hills Station and state prisons in Walpole and Norfolk. In addition to Transit Bus Line, the Connolly family was operating a contract school bus business through a separate company, Michael J. Connolly and Sons, incorporated in 1960, but maintenance for both companies was based at the same garage in Walpole.

[Transit Bus Line discontinued the Norfolk prison route in 1974, and the Walpole–Norwood route in 1986. The local routes in Dedham passed through several operators before finally being discontinued in December 2019. Transit Bus Line was still an active company in 2020 with the same address was Michael J. Connolly & Sons, Inc. Joseph E. Connolly was listed as the sole officer and director of both companies. These companies had a large fleet of school buses.]

### **Wellesley Motor Coach Company**

The Wellesley Motor Coach Company (WMC) was incorporated on July 19, 1923. Its primary purpose was to provide transportation for the campus of Babson Institute (now Babson College) in Wellesley on the border of Needham. The institute itself was founded in 1919, and may have had jitney service before 1923. Roger W. Babson, the founder of Babson Institute, was also the founder of WMC.

The original WMC route probably ran from the Babson campus to Wellesley Hills Square. In 1925, when the DPU began issuing temporary certificates for fixed-route bus services already in operation, WMC was authorized on August 7 to operate two vehicles in Wellesley. Details of the route are not available but it was probably the same as the one for which the company was granted permanent rights on June 4, 1926.

As described in the permanent certificate, the WMC route began at the Needham border and ran on private ways within the Babson campus and then on Forest Street, Abbott Road, and Washington Street to Wellesley Hills Square. Connections were available at Wellesley Hills Square with trolleys of the Boston and Worcester Street Railway or the Middlesex and Boston Street Railway or steam trains of the Boston and Albany Railroad. However, even before the permanent rights to the original route were approved, WMC sought to improve connections by means of a non-stop extension from Wellesley Hills to the end of the Boston Elevated Railway's trolley line at Chestnut Hill.

The October 23, 1925, *Boston Globe* reported that the first local bus license awarded by the City of Newton had gone to WMC for the Chestnut Hill extension. The January 27, 1926, *Globe* reported that WMC now wanted to extend service all the way through to Park Square in Boston, but that Brookline residents attending a public hearing were opposed to granting licenses for any motorbus service in the town. The WMC plan was described as calling for six- or seven-passenger sedans. The Brookline opposition seems to have put an end to WMC's efforts to run service east of Wellesley Hills Square.

DPU records show no permanent fixed-route rights granted to WMC beyond those for the original route, but the company eventually developed a large school bus business. In April 1939, the DPU approved operation of a Dodge sedan on the original WMC route.

In April 1961, the Boston, Worcester and New York Street Railway Company (BW&NY) bought the Wellesley Motor Coach Company but maintained it as a separate corporation. In March 1963, ownership of WMC passed to the Boston-Worcester Corporation (B&W Lines), successor to the BW&NY.

For a few weeks between November 1967 and January 1968, WMC operated service on routes in Dedham being discontinued by Transit Bus Line. WMC ran this service under a temporary license from the MBTA, but does not appear to have sought permanent rights. For a few weeks in December 1969 and January 1970, WMC provided temporary service on a route between Framingham, Ashland, and Hopkinton that another carrier had given up, but the next DPU permanent rights to the route went to B&W Lines.

When The Gray Line bought the assets of B&W Lines in 1971, WMC was not included in the sale.

At the time this study was originally completed in 1974, WMC was reported to be serving the Wellesley Hills–Babson route with a 10-passenger van, serving about 25 passengers a day.

[It is not clear when Wellesley Motor Coach last operated the Wellesley Hills–Babson route. As late as 1979, the company was advertising for drivers for school bus service in Holliston, Hudson, Marlboro, Wayland, and Sudbury. The company was hiring office help as late as August 1987. Records of the Secretary of the Commonwealth show that the Wellesley Motor Coach Company was dissolved on October 13, 1989. In 2020, a Metrowest Regional Transit Authority route between Natick and the Woodland MBTA station included a stop at Babson.]

## **BUS LINES STILL ACTIVE IN 1973 BUT NO LONGER OPERATING FIXED-ROUTE LOCAL SERVICE IN THE ORIGINAL MBTA DISTRICT**

### **Carey's Motor Transportation Inc.**

Carey's Motor Transportation was incorporated in December 1953. The original owners were brothers Fred J. Carey, Jr. and Paul M. Carey. From 1927 to 1931, Fred J. Carey, Sr. had operated fixed-route bus service in Whitman, Abington, and Rockland as Carey's Auto Service.

In January 1957, the DPU granted a fixed-route certificate to Carey's Motor Transportation for a bus route between Braintree and Randolph and a network of routes around the center of Randolph. The certificate restricted the company to transporting passengers to or from a small area around Randolph High School. There was no requirement that passengers must be students, but the routes were probably intended only for school service. The company stationery was illustrated with a picture of two school buses.

[Fred J. Carey, Jr. died in July 1978. In October 1984, Paul M. Carey incorporated a separate company, Carey's Bus Lines, to take over operation of several fixed routes between Boston and Rockland, Weymouth and Whitman from Hudson Bus Lines. Service on these routes was reduced in 1985 and most of rest was discontinued by 1989.

Records of the Secretary of the Commonwealth show that Carey's Bus Lines, Inc. was dissolved on December 31, 1990. The remaining fixed-route service was apparently continued by Carey's Motor Transportation doing business as Carey's Bus Lines until December 1997, when a new company, Carey's Bus Lines, LLC was incorporated. However, in March 1998, Carey's left the fixed-route bus business. Carey's Bus Lines, LLC was dissolved on April 30, 2009, but Carey's Motor Transportation was still active as of June 2019.]

### **W. H. Luddy & Son**

In 1920, William H. and William A. Luddy established W. H. Luddy & Son as an unincorporated business. The company was originally a school bus operator.

In November 1943, the DPU granted a war emergency certificate to Mary E. and W. A. Luddy, doing business as W. H. Luddy and Son, for routes between Bridgewater and shipyards in Quincy and Hingham. In February 1948, a permanent certificate was granted to W. A. Luddy, doing business as W. H. Luddy and Son, for a route from East Bridgewater to the Fore River shipyard. This certificate contained a restriction allowing only shipyard employees to be carried. An alternate routing to the original route was approved in January 1949.

In June 1962, the certificates granted to W. A. Luddy in 1948 and 1949 were transferred to W. H. Luddy & Son, Inc. Between 1968 and 1970, this company was granted certificates for several routes outside the original MBTA District. Most of these were restricted to carrying passengers between specified origins and destinations.

[By 1974, William T. Luddy was president of W. H. Luddy and Son, Inc. This company was dissolved on October 19, 1983. A separate company under the same ownership, W. H. Luddy & Son Moving Company, was incorporated on February 27, 1974, but was also dissolved on October 19, 1983. William A. Luddy died on March 13, 1976 at age 76.

On July 18, 1974, Bay State Bus Corporation was organized with William T. Luddy as president and Walter F. Unda of Unda's Bus Service as treasurer. The main purpose of this company was to provide the fixed-route bus service of the newly established Brockton Area Transit Authority (BAT). Bay State Bus was still the operator of BAT service as late as 1998, but the company was dissolved on May 31, 2007.]

### **Maynard Bus Service (Joseph Mancini d/b/a)**

On May 3, 1946, the DPU issued a charter service license to Joseph Mancini, doing business as G. I. Joe Bus Service. In January 1950, at Mancini's request, the DPU amended his charter license to restrict him to performing charter work for church or school groups.

On February 24, 1953, the management of Lovell Bus Lines announced that the company was going out of business after that day. The DPU immediately arranged for the Middlesex and Boston Street Railway Company (M&B) to take over Lovell service from Harvard Square to Concord, Maynard, and Stow, and for the Fitchburg and Leominster Street Railway to take over Lovell service between Clinton and Leominster, issuing temporary 60-day licenses to both companies. The DPU was unable to find a carrier to take over the Lovell segment between Stow

and Clinton, but on March 9, 1953, a 60-day license was granted to the Boston, Worcester and New York Street Railway Company for service from Maynard to Hudson via Stow.

When the 60-day licenses expired, M&B was granted permanent rights for the service from Harvard to Stow, but the other two companies that had provided temporary replacement service for Lovell routes did not maintain them.

On August 18, 1953, the DPU issued a permanent certificate to Joseph Mancini, by then doing business as Maynard Bus Service, for a route replacing the former Lovell service from Maynard to Hudson via Stow. At about the same time, M&B cut back the outer end of the Cambridge–Stow route to the center of Maynard.

Mancini was granted additional rights for a former Lovell route in Acton in May 1954, and for an extension of the line in Hudson in June 1954. These were both outside the area that became the original MBTA District.

In August 1958, Mancini notified the DPU that he was discontinuing all fixed-route service because of low ridership, at the end of that month. In November 1958, at his request, the DPU revoked all his fixed-route certificates.

A newly formed company, Wilbur F. Barry doing business as Bay State Transit Lines, applied to the DPU for rights to the former Maynard Bus routes, contingent on being granted a charter service license. However, on December 9, 1958, the DPU rejected Barry's application because of opposition of established bus companies to the charter license condition.

Scheduled bus service was never restored on the former Maynard Bus routes. On January 5, 1971, the Secretary of the Commonwealth approved articles of incorporation for Maynard Bus Service with Joseph Mancini as president. In 1974, when this report was originally completed, Maynard Bus Service was still in business as a charter and school bus company.

[Maynard Bus Service did not file annual reports with the Secretary of the Commonwealth after January 1982. Joseph Mancini died on August 16, 1987. Maynard Bus Service was involuntarily dissolved on December 31, 1990.]

### **Sansone Motors, Inc. (Map 14B)**

In November 1939, when the DPU began regulating charter bus service, one charter license was issued to Norwood Taxi. In 1942, this license was replaced with a license issued to Anthony Sansone, doing business as Norwood Motor Tours. During World War II, Sansone operated some bus routes in the Norwood area under war emergency certificates.

In July 1946, Sansone was granted a permanent certificate for a seasonal route from Norwood Center to Willett Pond. Starting from a loop on Central and Guild Streets, the route ran on Washington, Nahatan, and Nichols Streets to the traffic circle at Brook Street. This route mostly overlapped a route in a certificate granted to Michael J. Connolly a few weeks earlier. Sansone was not permitted to operate trips with 15 minutes before or after Connolly's trips.

In April 1948, the DPU revoked the certificate issued to Sansone in 1946, but issued a new certificate for the same route to a new company, Sansone Motors, Inc., a company organized by Anthony Sansone in October 1947.

In December 1948, Sansone was granted a certificate for a route from the border of Norwood and Westwood to Norwood Arena, a stock car racetrack. The route ran on Washington and Dean Streets, the Providence Turnpike, and Arena Road (later renamed Vanderbilt Avenue). The route

was restricted to carrying passengers to or from points at least 500 feet south of Dean Street on the Providence Turnpike.

In November 1950, Sansone attempted to acquire the rights to several routes from Michael J. Connolly, but the DPU did not approve the transfer.

In November 1954, Sansone took over operation of a route formerly run by Dedham-Needham Transit Lines in Westwood and Norwood. Starting from High Street at Summer Street in Westwood, the route followed High Street, Lakeshore Drive, and Pond, Clapboardtree, and Winter Streets to the border of Norwood. In Norwood it ran on Winter Street to a long loop on Prospect and Nahatan Streets, Broadway, and Winter Street again back to Prospect Street. (Broadway and Winter Streets no longer connect.) This route had originated as a bus route in 1926, and had passed through several operators since then. In July 1955, Sansone was granted rights to a variation of this route, using Pond Street between High Street and Sexton Avenue in Westwood.

In January 1955, Sansone was granted rights for a new route between the Route 128 railroad station on the border of Westwood and Dedham via state Route 128 and the Providence Turnpike (U.S. Route 1) to property of the Factory Mutual Insurance Company (later FM Global) opposite Norwood Arena.

The last unrestricted fixed-route certificate the DPU granted to Sansone was issued in October 1963. Starting from Harrow Road at Nichols Street, it ran on Harrow, Yarmouth, and Malvern Roads, Westover Parkway, and Nichols, Lincoln, Prospect, Nahatan, and Central Streets to Norwood Center, looping on Guild Street and Broadway back to Nahatan Street. A branch east of Norwood Center ran on Nahatan and Pleasant Streets, Pleasant Place, and Dean and Neponset Streets to U.S. Route 1. These rights were probably used mostly for school service, but there were no restrictions in the certificate.

As of 1974, when this study was originally completed, all fixed-route certificates of Sansone Motors were still valid. However, an inventory of private carriers conducted in 1966 for the MBTA did not show any active Sansone routes by then.

[Anthony Sansone retired from Sansone Motors in 1992. He died on October 17, 1996, at age 94. At least as late as 2012, Sansone Motors was still in the charter and school bus business. Records of the Secretary of the Commonwealth show that the Sansone Motors of 1947 was involuntarily dissolved on June 30, 2014. Leonard Sansone, a grandson of Anthony Sansone, was running the company at that time.

On January 15, 2015, the Secretary of the Commonwealth approved articles of organization for a new Sansone Motors, still with Leonard Sansone in charge. This was mainly an auto repair business. Leonard Sansone left the company management in 2017.]

### **Unda's Bus Service, Inc.**

In 1946, Joseph F. Unda, doing business as Unda's Bus Service, began operating charter bus service. In June 1953, Unda acquired two DPU fixed-route certificates from John Perry d/b/a Perry's Bus Service. One of these was for a route entirely outside what became the original MBTA District. The other was for a route from Canton to Sharon (in the District) and to Stoughton (outside the District). Perry had been operating the latter route since September 1952, following its discontinuance by Foxboro-Mansfield Bus Company several months earlier. This route was started before 1925, replacing a trolley route that followed a different alignment except in Canton.

The bus route, as acquired by Unda, started at the New Haven Railroad Canton Junction Station and ran on Sherman and Washington Streets in Canton, on Bay Road in Sharon, and on Bay Road and Plain and Morton Streets in Stoughton. The certificate did not allow transportation of passengers traveling entirely within Canton.

In March 1954, Unda was granted a new certificate for service between Sharon and Foxborough (the latter outside the original MBTA District) replacing more Foxboro-Mansfield service. In April 1954, Unda acquired a certificate for service previously operated by Transit Bus Line in Mansfield and Foxborough, both outside the MBTA District.

Over the next six years, Unda acquired certificates for several additional routes outside the original MBTA District. Unda's Bus Service was formally incorporated on April 1, 1960, but the DPU certificates issued to Joseph Unda were not officially transferred to this corporation until February 1, 1967. At about the same time, Unda's Bus Service began doing business as Interstate Coach, and Walter F. Unda became the head of the company.

By the time this study was originally completed in early 1974, Unda's Bus Service had been granted rights to many more routes, but they were all outside the original MBTA District. The route from Canton Junction to Sharon and Stoughton was no longer operating.

[On July 18, 1974, Bay State Bus Corporation was organized with William T. Luddy as president and Walter F. Unda of Unda's Bus Service as treasurer. The main purpose of this company was to provide the fixed-route bus service of the newly established Brockton Area Transit Authority (BAT). Bay State Bus was still the operator of BAT service as late as 1998, but the company was dissolved on May 31, 2007.

Between 1978 and 1983, Unda's Bus Service d/b/a Interstate Coach operated some through bus service to downtown Boston from South Shore points outside the original MBTA District. Bloom Bus Lines took over what remained of this service in August 2003 but it has since been discontinued except for a stop at a park-and-ride lot in West Bridgewater.

Unda's Bus Service was maintained as a corporation until January 20, 2012, when it was voluntarily dissolved. At that time, Richard J. Unda was listed as president, treasurer, secretary, and director, and Tracey Unda was also a director.]

### **OTHER ACTIVE BUS COMPANIES IN 1973**

Nine bus companies that operated fixed-route service within the MBTA District in 1973 were not discussed individually in this report as it was originally written, because their service was either incidental to interstate operations or they were prohibited from carrying passengers making trips entirely within the original MBTA District. Of these nine companies, only two were still in business in 2020. These were Greyhound Lines and Peter Pan Bus Lines.

Of the seven companies that were no longer in business, only one, Englander Coach Lines, operated no service in 1973 that was being maintained by other carriers in 2020.

Peter Pan Bus Lines was operating former routes of Bonanza Bus Lines and Trailways of New England in addition to routes that had been part of the Peter Pan system in 1973.

Greyhound Lines was operating former Vermont Transit Lines routes in addition to routes that had been part of the Greyhound system in 1973.

The Merrimack Valley Regional Transit Authority was operating the former Trombly Motor Coach Service route between Lawrence and Boston.

Smitty's Management, Inc. doing business as Coach Company, was operating a small part of former Boston Commuter Lines (BosCom) service.

## **BUS COMPANIES THAT WENT OUT OF BUSINESS BETWEEN 1950 AND 1973**

### **Boston, Worcester, and New York Street Railway Company (Map 16)**

#### ***Trolley Heritage***

The Boston and Worcester Street Railway Company (B&W) was incorporated on September 21, 1899, for the purpose of building an interurban trolley line between a connection with a route of the Boston Elevated Railway Company (BERy) in Brookline and a route of the Worcester Consolidated Street Railway Company on the border of Shrewsbury and Worcester. It was intended that service would run through from downtown Worcester to downtown Boston.

The B&W main line was completed in 1903. Service from a connection with the BERy at Chestnut Hill on the border of Newton and Brookline to Wellesley Hills Square began on May 3, was extended to Framingham on May 26, and to Worcester on July 1. Through service from Park Square in Boston to Worcester began on July 6, 1903. As built, the B&W ran mostly on the route of the old Worcester Turnpike, now state Route 9, between Chestnut Hill and White's Corner at White Bagley Road in Southborough. From there, the line ran on a private right-of-way as far as Belmont Street at Milk Street in Westborough. The line continued on Belmont Street to the border of Westborough and Northborough, and then ran on another segment of private right-of-way to a point called Lake Junction near the border of Worcester. There, the B&W joined the Worcester Consolidated.

The B&W acquired three older local street railway systems. The Framingham Union Railway had two lines originating on the north side of the Boston and Albany Railroad crossing at Framingham Station. One line ran via Concord Street (short segments of which have since been relocated) to Saxonville. The other line ran via Union Avenue, Main Street and the Worcester Turnpike to Framingham Centre Station. These routes had originated as horsecar lines in 1888 and were electrified in 1897 and 1898.

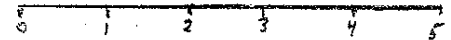
The Framingham, Southboro, and Marlboro Street Railway began at Framingham Centre and ran on the Worcester Turnpike to White's Corner. From there it ran northwest on White Bagley and Boston Roads, Newton Street, and Framingham and Marlborough Roads to the border of Marlborough. This line had opened in 1898. The B&W rebuilt the segment between Framingham Centre and White's Corner as part of its main line.

The Marlboro Street Railway, opened in 1889, ran in Marlborough from the border of Southborough via Maple and Mill Streets and Maple Street again, Main and Mechanic Streets, and private right-of-way to the border of Hudson. In Hudson it continued on private way and Park Street to Main Street. There were several short spurs in Marlborough.

These three street railway companies came under common ownership with the B&W and were all merged into it in December 1903 and February 1904.

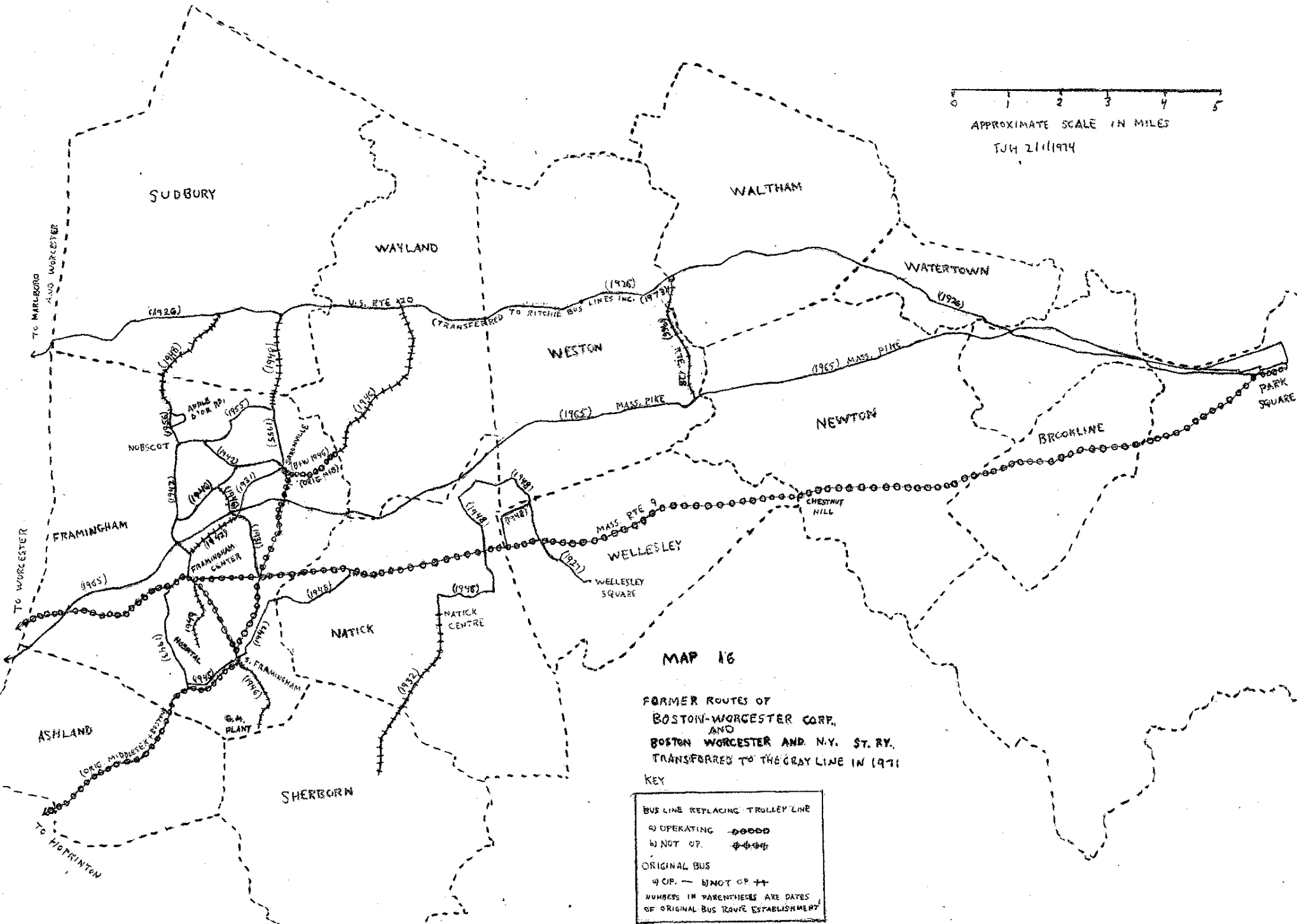
The final significant addition to the B&W system was a branch the B&W itself built to Natick Centre. It diverged from the main line east of Walnut Street and ran on private right-of-way next to what is now Hunnewell Town Forest to Highland Street. It then continued on Middle, Harvard, and Savin Streets, North Avenue, and Washington, East Central, and Park Streets to Common Street. This line was mostly opened in August 1908 and was completed in March 1909.





APPROXIMATE SCALE IN MILES

JUL 21/1974



MAP 16

FORMER ROUTES OF  
 BOSTON-WORCESTER CORP.  
 AND  
 BOSTON WORCESTER AND N.Y. ST. RY.  
 TRANSFERRED TO THE GRAY LINE IN 1971

KEY

BUS LINE REPLACING TROLLEY LINE	
⊙ OPERATING	⊙⊙⊙⊙
⊘ NOT OP.	⊘⊘⊘⊘
ORIGINAL BUS	
⊙ OP. — ⊘ NOT OP. ††	
NUMBERS IN PARENTHESES ARE DATES OF ORIGINAL BUS ROUTE ESTABLISHMENT	

### ***End of B&W Trolley Service and Beginning of Bus Service***

In September 1924, the B&W was reported to be planning what would have been its first motorbus route. This route was to run between Boston and Worcester, passing through Newton on Commonwealth Avenue, and then apparently using Newton Street in Weston to reach the Boston Post Road, which it would follow for much of the rest of the way. The segments of this route in Weston, Wayland, Sudbury, and the eastern half of Marlborough had never had trolley service.

The B&W had not yet obtained local licenses for this route, and subsequently concluded that the planned routing between Auburndale and Weston Center was unsuitable for buses. That, combined with changes in state regulation of motorbuses implemented in 1925, temporarily halted plans for such a route.

The B&W, like the majority of street railway companies in Massachusetts was in serious financial trouble after the end of World War I. The B&W was placed in receivership on February 11, 1925. Replacement of B&W trolleys with buses began that year. The route from Framingham Station to Framingham Centre and the segment of the Saxonville route north of the Worcester Turnpike were converted on June 13, 1925.

In May 1926, the DPU granted a certificate to the B&W for a revised version of the route between Boston and Worcester that the B&W had planned in 1924. Service began on July 3, 1926. The route ran mostly on what is now (2020) U.S. Route 20 from Kenmore Square in Boston to the start of the Southwest cutoff in Northborough. It then diverged over West Main Street in Northborough and Main and Maple Streets in Shrewsbury to the Worcester Turnpike, where it joined the route of the B&W trolley.

In February 1927, the DPU authorized the B&W to operate a new route from Wellesley Station to the border of Weston via Linden Street and Weston Road.

Effective December 2, 1927, the Boston and Worcester Street Railway was reorganized as the Boston, Worcester, and New York Street Railway Company (BW&NY). In April 1928, trolley service between White's Corner and Hudson was discontinued. The B&W had been supplementing the trolley service with bus service on a slightly different route since April 1926.

BW&NY buses replaced service on the Natick branch on October 15, 1928. However, the private right-of-way was bypassed by taking a substantially different route via Park Avenue and North Main Street.

Trolley service between Framingham Station and the Worcester Turnpike via Concord Street ended in September 1930, leaving the BW&NY operating trolleys only on the original main line between Boston and Worcester. Effective January 15, 1931, the BW&NY replaced trolley service between Worcester and Framingham Center with buses.

The final BW&NY trolley operation, between Framingham Centre and Park Square in Boston, ended on June 10, 1932. The Boston Elevated Railway replaced its own trolley service on the segment between Chestnut Hill and Brookline Village with buses on November 19, 1932. However, in 2020 it was still possible to ride MBTA light rail vehicles on Huntington Avenue between South Huntington Avenue and Northeastern University on a part of the former BERY route once used by the B&W.

When the BW&NY succeeded the B&W, Massachusetts law did not provide for the transfer of DPU fixed-route bus certificates and the associated local licenses to be transferred between companies, so it was necessary for the BW&NY to obtain replacements for all the certificates

and licenses the B&W had obtained before December 1927. Whether because of uncertainty about the rules or procrastination, the new DPU certificates were not issued to the BW&NY until January 25, 1932.

During the 1930s, the BW&NY started only two new bus routes within the area that became the original MBTA District. The first was a variation of the Saxonville route, using Beacon, Summer, and Central Streets instead of Concord Street north of the Worcester Turnpike. This route was started in November 1931, and was still in use in 1971. The second route was started in August 1932. It ran from Natick Centre via South Main Street to the border of Sherborn, and in Sherborn on North Main Street to Main Street at Washington Street. This route does not seem to have lasted long, as it was not shown in B&W system timetables from January 1933 or later.

### ***New Routes Started in the 1940s***

In April 1942, the BW&NY started a new bus route from Framingham Centre to Saxonville via Edgell Road, Nobscot, and Water Street. This route was still operating in 1971.

Also in 1942, the BW&NY acquired all the stock of Modern Bus Lines, Inc. The main route of this company connected with a BW&NY branch at Wellesley Square, providing a link to Needham, Dedham, and West Roxbury.

In July 1943, the BW&NY started running a route from Framingham Centre via Maynard and Salem End Roads and Winter Street to Fountain Street to serve Cushing Hospital, a newly opened U.S. Army facility. In July 1945, this route was extended from Fountain Street via Winter and Waverly Streets to Howard Street. Some service was still being run on this bus route in 1971. The hospital was taken over by the state in the 1950s and finally closed in 1991.

In September 1945, the BW&NY formed a new subsidiary, Dedham Transit Lines, which took over the local bus service in Dedham being operated by Oakdale Community Garage and Bus Line. The Modern Bus Lines main route connected the Dedham routes with the rest of the BW&NY system. Dedham Transit Lines and Modern Bus Lines merged in 1950 as Dedham-Needham Transit Lines, but that company went out of business in 1958. Its routes were then divided between Needham Transit and Transit Bus Line.

In October 1946, the BW&NY took over from the Middlesex & Boston Street Railway Company bus operation of a former trolley route between Saxonville and Simpson's Corner (Old Connecticut Path at West Plain Street) in Wayland, and extended it via Old Connecticut Path and Cochituate Road to Wayland Center. By 1971, the route was running only as far as the site of Mansion Inn, near Simpson's Corner.

In December 1946, BW&NY started two more variations of service to Saxonville. One ran on Brook Street from Edgell Road to Water Street. The other made a cross-connection from Brook Street to Central Street on Fenwick Street. (The connection between Fenwick and Central Streets was broken by the Mass. Turnpike in the 1950s.)

Between February 1947 and February 1949, BW&NY was granted thirteen separate DPU certificates for new bus service in Framingham, Natick, Wellesley, Weston and Sudbury. Some of these segments may have been intended mostly for school service, but were not restricted to that.

The first of these, in February 1947, was a branch from Concord Street in Framingham on Howard, Grant, and Hartford Streets to the border of Natick. A continuation of this route in Natick on Hartford and Speen Streets to State Route 9 was approved in 1948. In July 1947, an

extension from Natick Centre to Memorial Field via South Main Street was authorized. This overlapped part of the short-lived Sherborn route started in 1932.

Five certificates were approved in August 1948. The first of these was for a route in Natick from state Route 9 to the border of Wayland via Oak Street, with a branch on Winter Street from Oak Street to Milford Avenue. Second was an extension on Winter Street from Milford Avenue to the border of Weston. Third was a route in Wellesley from Weston Road on Manor Avenue and Overbrook Drive to Route 9. This allowed the Weston Road route of 1927, to be part of a belt line. Fourth was a new routing for the Natick Center branch. This one ran from Route 9 via Oak, Bacon, and Walnut Streets to Natick Center. The eastbound route included Belvedere Street.

One certificate approved in August 1948 covered two extensions into Sudbury. One ran from Edgell Road at Winter Street (Nobscot) in Framingham via Edgell Road to the border of Sudbury and on Nobscot Road in Sudbury to U.S. Route 20. The other ran from Saxonville via Elm Street to the border of Sudbury and on Landham Road in Sudbury to Route 20. Both of the Sudbury extensions were discontinued on February 28, 1949, because of low ridership. The DPU revoked the certificate for them in November 1950, but the BW&NY later obtained new rights for some segments of them.

Two certificates awarded in December 1948 extended the Weston Road route in Wellesley into Weston on Wellesley, Bogle, and Winter Streets to a connection at the Natick border with the Winter Street route in that town.

Two branches in Framingham were approved in January 1949. One ran from Main Street at Union Avenue via Franklin Street, Mt. Wayte Avenue, and Dudley Road to the east side of the Cushing Hospital complex. At the same time, an alternate connection to the Winter Street route via Salem End Road from Maynard Road to Route 9 was approved.

In January 1955, the BW&NY was granted a new certificate for service on the segment of Elm Street from Saxonville to Potter Road, with an additional extension on Potter Road to Water Street.

In November 1956, the BW&NY was granted a new certificate for service on the segment of Edgell Road between Nobscot and Treeland Drive. From there, the route made a loop through a recent housing development on Treeland Drive, Baldwin Avenue, Janebar Circle, Baldwin Avenue again, and Apple D'or Road back to Edgell Road.

In April 1961, the BW&NY purchased all the stock of the Wellesley Motor Coach Company, but maintained it as a separate corporation.

The BW&NY reported a large loss in ridership attributed to the opening of the MTA Riverside extension (now the D Branch of the MBTA Green Line) in July 1959. In March 1963, the BW&NY was reorganized as the Boston-Worcester Corporation, which used the name B&W Lines.

In April 1965, B&W Lines was granted a DPU certificate for service from Worcester and Framingham to Boston via the Mass. Turnpike and Turnpike Extension. B&W was one of the first bus companies to take advantage of the recently completed Turnpike Extension between Weston and downtown Boston. In August 1966, B&W Lines was authorized to operate a variation of the Worcester–Boston route on U.S Route 20, using state Route 128 from the border of Weston and Waltham to the Mass. Turnpike Extension instead of continuing into Boston on Route 20.

In January 1970, B&W Lines became the latest in a series of carriers to operate a bus route from Framingham Station to Ashland and Hopkinton via State Route 135. This route had been converted in 1927 from a trolley line that had opened in 1895.

In July 1971, The Gray Line, Inc. took over all fixed-route business of the Boston-Worcester Corporation, after purchasing all of the latter company's DPU certificates and associated local licenses. The transaction did not include real estate or vehicles, or the Wellesley Motor Coach Company. The Boston-Worcester Corporation remained in business mostly selling and renting trucks and buses.

[The Boston-Worcester Corporation filed no annual reports with the Commonwealth after April 1979. This resulted in the company being involuntarily dissolved on October 19, 1983. As a footnote, in September 1987, the Secretary of the Commonwealth allowed the Boston-Worcester Corporation to be revived for 30 days in order to convey part of the abandoned B&W Street Railway right-of-way in Southborough to real estate developers.]

### **Bryantville Auto Service (Arthur Ford d/b/a) (Map 6)**

In September 1925, the Plymouth and Brockton Street Railway Company (P&B) discontinued trolley service on its main route between East Whitman and Mayflower Grove in Pembroke. In June 1926, P&B discontinued trolley service between Mayflower Grove and a car barn west of the center of Kingston. P&B did not attempt to provide replacement bus service on either of these segments. However, in June 1926, the DPU issued a fixed-route certificate to Arthur Ford, doing business as Bryantville Auto Service, to operate a bus route along the former trolley route between Whitman and the Bryantville section of Pembroke.

In 1930, the DPU authorized Ford to extend bus service from Bryantville to Tura's Corner in Kingston, along the former P&B trolley route. (The entire route between Whitman and Kingston is described in detail in the P&B history in this report.) Except for the segment in Pembroke, the route between Whitman and Kingston was outside the area that became the original MBTA District.

In June 1942, Ford inaugurated a new route in Pembroke from Bryantville to Oldham Pond. This route ran on Mattakeesett Street and Maquan Street to the access road to the pond.

In July 1946, Ford was granted rights to a new route from Pembroke to Abington via Hanover and Rockland. This route began on Mattakeesett Street at Wampatuck Street and ran on Mattakeesett Street and Center Streets to Pembroke Center. From there, it followed Center, Barker, and Washington Streets to the border of Hanover. In Hanover, the route was on Washington Street, Broadway, Cross, Myrtle, Circuit, School, and King Streets, Circuit Street again, and Hanover Street to the border of Rockland. The route in Rockland was on Market, Union, West Water, and Plain Streets to the border of Abington. In Abington (outside the original MBTA District) the route was on North Avenue and Railroad Street to the New Haven Railroad's North Abington Station.

The segments of this route in Hanover, Rockland, and Abington were designed to replace railroad passenger service on the Hanover Branch. Initially the bus route did not run very long, but in July 1948 when rail passenger service was further reduced, Ford was granted a 60-day temporary license for the same route as the one approved in 1946. A permanent certificate for the route was issued to Ford in September 1948.

In July 1951, all DPU certificates then held by Arthur Ford d/b/a Bryantville Auto Service were transferred to the Plymouth and Brockton Street Railway Company.

In 1973, P&B was still operating one round-trip per day on a route that followed former Bryantville Auto routes from Tura's Corner in Kingston to Bryantville, the Oldham Pond route to Maquan Street, and the 1948 Pembroke route through Pembroke Center as far as Washington Street at Columbia Road in Pembroke. The P&B route then diverged via state Route 53 to Route 3 in Hanover, running nonstop to Boston.

[During 1984, in an attempt to reduce auto traffic on the Southeast Expressway during a bridge reconstruction project, the MBTA funded increased service levels on several South Shore private-carrier bus routes. This included increasing the frequency on the Pembroke route to three inbound and two outbound trips each weekday, but with the outer end at New England Villages in Pembroke. After the end of the Expressway project in 1985, service reverted to one round-trip a day, but the outer end remained at New England Villages. This service continued until September 1998, when the route was discontinued permanently.]

### **Dedham-Needham Transit Lines, Inc. (Map 17)**

Dedham-Needham Transit Lines was formed in September 1950, as a consolidation of Dedham Transit Lines, Inc. and Modern Bus Lines, Inc. At that time, both companies included in the merger were subsidiaries of the Boston, Worcester, and New York Street Railway Company. The histories of the Dedham-Needham component companies are related below.

#### ***Dedham Transit Lines, Inc.***

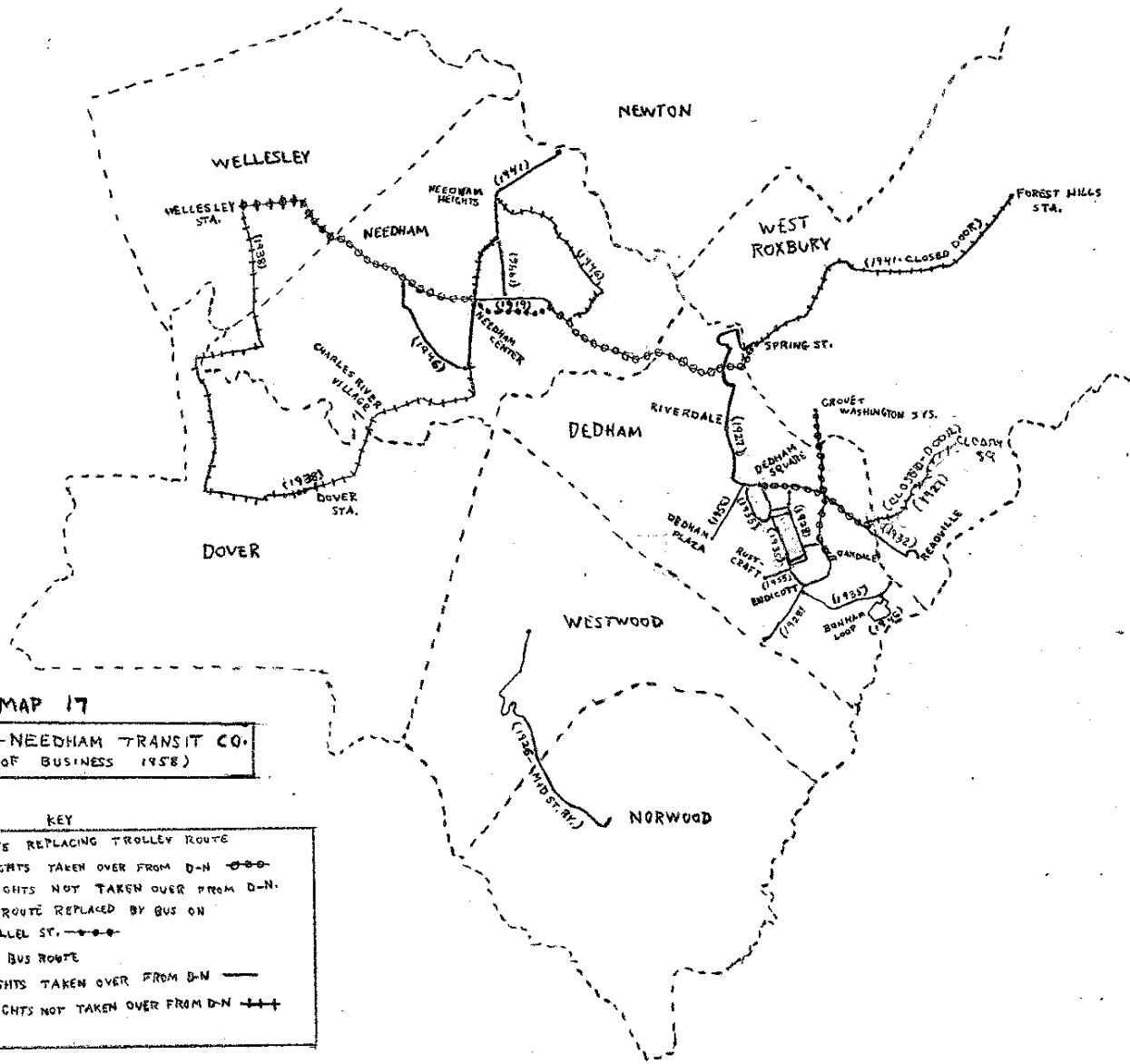
In 1919, the Eastern Mass. Street Railway Company abandoned trolley service between Grove and Washington Streets in West Roxbury and Oakdale Square in Dedham. This route ran on Grove Street in West Roxbury and on Bussey and Walnut Streets and Oakdale Avenue in Dedham, to River Street.

On May 5, 1920, the Eastern Mass. discontinued trolley service between Cleary Square in Hyde Park and Dedham Square, via River Street in Hyde Park and Milton and High Streets in Dedham. The Eastern Mass. had not yet begun operating any motorbus service, so it provided no substitutions for these two abandoned trolley lines. However, several citizens groups and business organizations felt that replacement service was needed.

A group of Dedham merchants selected Percy Chamberlain, the proprietor of the Oakdale Community Garage to operate a jitney service over the two former trolley routes, and agreed to help finance the operation. On September 30, 1921, the Town of Dedham granted a jitney license to Chamberlain for the segments of the routes within the town, but the City of Boston granted a license to the predecessor of Pierce Bus Lines for the route segment between Cleary Square and the border of Dedham.

When DPU regulation of fixed-route bus service began in 1925, Chamberlain, doing business as Oakdale Community Garage and Bus Line, was granted a temporary certificate for the two routes in Dedham he had taken over in 1921. The certificate included service on the segment of the Oakdale route on Grove Street in West Roxbury. Chamberlain was granted a permanent DPU certificate for these routes in 1926. In November 1927, Chamberlain was allowed to extend service from the border of Hyde Park via River Street to Cleary Square, but was not permitted to pick up or drop off passengers anywhere on the extension except Cleary Square.

In May 1928, Chamberlain was granted rights for a new route, from Dedham Square to the Spring Street (Charles River Loop) terminal of the Boston Elevated Railway. From Dedham Square, the route ran on High, Ames, and Bridge Streets, Commonwealth Avenue, Marlboro



MAP 17  
 DEDHAM-NEEDHAM TRANSIT CO.  
 (OUT OF BUSINESS 1958)

KEY

BUS ROUTES REPLACING TROLLEY ROUTE

a) RIGHTS TAKEN OVER FROM D-N

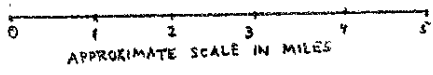
b) RIGHTS NOT TAKEN OVER FROM D-N

TROLLEY ROUTE REPLACED BY BUS ON PARALLEL ST.

ORIGINAL BUS ROUTE

a) RIGHTS TAKEN OVER FROM D-N

b) RIGHTS NOT TAKEN OVER FROM D-N



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Street, Lindale Avenue, Needham Street, Hillside Road, Vine Rock Street, Riverside Drive, and Bridge Street again, to Spring Street.

Also approved in May 1928 was a route from the border of Dedham and Westwood to Dedham Square via East, Jefferson, Mount Vernon, and High Streets.

In August 1932, Chamberlain was granted a temporary certificate for a route from River and Milton Streets via Milton Street in Dedham and West Milton Street in Hyde Park to the New Haven Railroad Readville Station. Within Hyde Park, passengers could be picked up or dropped off only at the station or at the B. F. Sturtevant Company factory complex near Readville. A permanent certificate for this route was granted to Chamberlain in December 1932. (B. F. Sturtevant was one of the largest manufacturers of industrial ventilation fans.)

In March 1935, service was authorized on a route in Dedham from the border of Hyde Park via Sprague Street to Endicott Circle, continuing via East Street and Eastern Avenue to Dedham Square.

By 1935, Chamberlain had been granted operating rights for several other variations and cross-connections in Dedham, but the information available for this study did not show which certificates these were included in. These allowed service on Cedar Street from Oakdale Square to Endicott Circle; on Monroe Street, Whiting Avenue, or Barrows Street between East and Mt. Vernon Streets; on East Street between Eastern Avenue and High Street, and on Whiting Street between Mount Vernon and Oakdale Streets.

In June 1938, Myron and Paul Chamberlain, sons of Percy Chamberlain, took over operation of Oakdale Community Garage and Bus Line. This necessitated the DPU issuing new certificates to the brothers replacing those previously issued to their father.

In 1940, the Chamberlain brothers took over operation of a route between Norwood and Westwood that had been started by another company in 1926. This route did not connect with any other Oakdale Community routes.

In September 1945, the Chamberlain brothers sold the business of Oakdale Community Garage and Bus Line to Dedham Transit Lines, a newly organized subsidiary of the Boston, Worcester, and New York Street Railway Company. Dedham Transit had to obtain new local licenses and a new DPU certificate for all the Oakdale Community routes.

In February 1946, the DPU granted a certificate to Dedham Transit for a loop off Sprague Street in the Readville Manor section of Dedham. The loop ran on Louise, Bonham, Trenton, Tyler and Hooper Roads, serving a new post-war residential development.

In September 1950, Dedham Transit was merged with Modern Bus Lines under the name Dedham-Needham Transit Lines.

### ***Modern Bus Lines, Inc.***

In 1918, the Middlesex and Boston Street Railway Company discontinued trolley service between Needham Center and Wellesley via Great Plain Avenue. In 1919, the Eastern Mass. Street Railway Company discontinued trolley service between Needham Center and the Boston Elevated Railway Company's Spring Street terminal in West Roxbury. This route ran on Dedham, Harris, and Great Plain Avenues in Needham and on Needham and Bridge Streets in Dedham. Neither street railway company was operating buses at that time, so replacement service for the discontinued trolley lines was left to others.



In 1919, Fred C. Woodward of Needham began operating bus routes from Needham Center to Wellesley and to Spring Street. These mostly followed the former trolley lines, but in Needham the Spring Street route ran entirely on Great Plain Avenue. In 1925, when the DPU began regulating fixed-route bus service, Woodward was issued a temporary certificate for these routes. This authority was made permanent in 1926. By then, Woodward was doing business as Modern Bus Lines.

In September 1925, Woodward petitioned the Town of Needham and the City of Newton for authority to run a bus route from Needham Center to Chestnut Hill, via Highland Avenue in Needham and Needham and Boylston Streets in Newton. The Middlesex & Boston Street Railway Company opposed these applications. The Needham segment was approved nevertheless, but the Newton segment was denied.

In April 1927, the DPU authorized Woodward to operate one daily trip from Needham Heights to Needham Center at 5:30 AM. At other times of day, Middlesex & Boston served this route, first with trolleys, but starting January 1, 1928, with buses.

In July 1938, the New Haven Railroad discontinued all but one weekday train in each direction between Needham Junction and Franklin via Dover. Homer Hanchett of Dover was granted a 60-day temporary license for a bus route between Needham Junction and Dover Station via Chestnut and South Streets. When this license expired, a temporary certificate for the same route was granted to Fred C. Woodward. This certificate also included a new route from Dover to Wellesley via Springdale Avenue and Main Street in Dover, Charles River Street and Grove Streets in Needham, and Grove Street in Wellesley. Woodward received a permanent certificate for both Dover routes in December 1938.

In March 1940, a new company, Modern Bus Lines, Inc. succeeded Fred C. Woodward d/b/a Modern Bus Lines, and the DPU issued a new certificate to this company for Woodward's former routes.

In January 1941, Modern Bus Lines was granted a certificate for a closed-door extension of the Needham–Spring Street route to the Forest Hills rapid transit terminal. Later in 1941, Modern Bus Lines started a new route from Needham Center to Highland Terrace near the border of Newton via Highland Avenue, Rosemary and Webster Streets and Highland Avenue again.

In 1943, the Boston, Worcester, and New York Street Railway Company bought all the stock of Modern Bus Lines, but maintained it as a separate company.

In September 1946, Modern Bus Lines was granted rights for new bus routes in Needham, from Needham Center via Chestnut and High Rock Streets and Central Avenue to Great Plain Avenue; from Great Plain Avenue via Broad Meadow Road and Greendale Avenue to Webster Street; and on Webster Street between Rosemary Street and Great Plain Avenue. These routes may have been intended mostly for school service.

In September 1950, Modern Bus Lines was merged with Dedham Transit Lines as Dedham-Needham Transit Lines.

### ***Dedham-Needham Transit Lines***

On October 20, 1954, Dedham-Needham Transit discontinued operation of the route in Westwood and Norwood that Oakdale Community Garage and Bus Line had acquired in 1940. Sansone Motors took over the route, first under a 60-day emergency certificate and then under a new permanent DPU certificate.

In June 1955, Dedham-Needham Transit began serving the Rust Craft Greeting Card Company factory, which had opened in Dedham in 1954. This service required a short segment of new operating rights on Rustcraft Road between East Street and the factory.

In November 1956, Dedham-Needham Transit was authorized to serve the Dedham Shopping Plaza via an extension on U.S. Route 1 from Dedham Square. Service on the extension was restricted to picking up or dropping of passengers at the plaza.

Dedham-Needham Transit ended all operations on June 21, 1958. Routes that this company had inherited from Dedham Transit and new extensions in Dedham were taken over by Transit Bus Line, first under DPU emergency authority and then under a new permanent certificate issued on July 31, 1958. Most of the former Modern Bus Lines routes still running in 1958 were taken over by Clifford L. Jerauld, d/b/a Needham Transit Company first under emergency authority and then under a new permanent certificate issued on August 19, 1958. The subsequent histories of the routes are related in other sections of this report.

[The last remnant of routes once run by Modern Bus Lines was discontinued in 1979. The last remnant of routes once run by Dedham Transit was discontinued in 2019.]

## **Foxboro-Mansfield Bus Company**

### ***Street Railway Predecessors***

In August 1919, the Norfolk and Bristol Street Railway Company discontinued all trolley service it was operating at that time. This included routes in Norwood and Walpole in what became the original MBTA District, and in Foxborough, Mansfield, and Wrentham outside the District.

The Norfolk and Bristol Street Railway Company originated as the Norfolk Southern Street Railway Company, which opened the first segment of its system on April 8, 1899. This was a route from Mansfield Station via Chauncy and Central Streets in Mansfield and Central, Main, and North Streets in Foxborough to the west side of the crossing of the New Haven Railroad's Mansfield and Framingham line at North Foxboro Station. In May 1899, the line was opened from the east side of the crossing at North Foxboro to a point near Walpole Station via North Street in Foxborough and Water, Washington, Common, and Elm Streets in Walpole. In June 1899, the line was completed from Elm Street via East and Main Streets in Walpole and Walpole Street in Norwood to Washington Street. Also in June 1899, the Norfolk Southern opened a branch from its main line in Walpole via East Street to Washington Street at Union Street in East Walpole. At both Norwood and East Walpole, the Norfolk Southern met the Norfolk Central Street Railway (discussed further in Appendix B), but the tracks did not originally connect.

In the fall of 1900, the Norfolk Southern completed a trestle over the railroad at North Foxborough, allowing through service from Mansfield to Norwood. Meanwhile, the Norfolk Southern had been placed in receivership on November 21, 1899. A newly organized company, the Norfolk and Bristol Street Railway, took over operation of the Norfolk Southern on November 15, 1901. The Norfolk and Bristol built only one additional line. This was a branch that opened on July 3, 1902, from the original route at Main and North Streets in Foxborough via Main Street to the border of Wrentham and on East Street in Wrentham to Dedham Street. At Dedham Street, it met a route of the Milford, Attleboro and Woonsocket Street Railway. Wrentham Station on the New Haven Railroad's Wrentham Branch was also located there.

The Norfolk and Bristol Street Railway never expanded beyond its extent in 1902, never established through car service with connecting lines, and was never merged into another street

railway company. The Norfolk and Bristol system shut down permanently at midnight on August 15, 1919, as the result of an operator strike, and failure of the company to obtain requested subsidies from the towns it served.

### ***Bus System Rise and Fall***

After the Norfolk and Bristol Street Railway shut down, two competing groups sought licenses for replacement jitney or bus service. Francis M. Perry, the former superintendent of the Norfolk and Bristol was manager of the Foxboro-Mansfield Bus Company. Frank P. Snow, Jr. of Foxborough and Fred W. Pierce of Boston conducted business as the Norfolk and Bristol Bus Company.

Officials in the towns formerly served by the Norfolk and Bristol Street Railway did not all agree on which operator should provide the replacement service. As a result, by January 1922, the Foxboro-Mansfield Bus Company ended up with the rights to the line from Mansfield as far as the carhouse at Summer Street in South Walpole, and the branch from Foxborough to Wrentham. The Norfolk and Bristol Bus Company got the remainder of the route from South Walpole to Norwood and the branch to East Walpole. The subsequent history of the Norfolk and Bristol Bus Company is related in the section on Pierce Bus Lines in this report.

In August 1925, the DPU issued a temporary certificate to the Foxboro-Mansfield Bus Company for the routes in Mansfield, Foxborough, South Walpole and Wrentham, and for a route from Foxborough to Canton Junction via Sharon. Between Depot Street in Sharon and Canton Junction, this route followed the former alignments of trolley lines abandoned by the Blue Hill Street Railway Company and the affiliated Norwood, Canton and Sharon Street Railway Company in 1919 and 1920. This was on North Main Street in Sharon and on Washington and Sherman Streets in Canton. South of Depot Street in Sharon, the bus route ran on South Main Street to the border of Foxborough, but previous trolley service had followed this route only as far as East Foxborough Street in Sharon Heights. The DPU granted permanent certificates to Foxboro-Mansfield for the same routes in 1926.

In September 1930, the DPU denied an application by Foxboro-Mansfield for a new bus route between South Walpole and Framingham Station, because the New Haven Railroad was still operating some passenger trains between these points. However, in April 1933, the DPU allowed the New Haven to discontinue the one remaining daily round-trip between Framingham and Taunton, and authorized Foxboro-Mansfield to establish a bus route between Mansfield and Framingham. This route ran on Chauncy and Central Streets in Mansfield; Central, Main, and North Streets in Foxborough; Water, Washington, Common, and Elm Streets in Walpole; High, Spring, North, and Harding Streets and Hospital Road in Medfield; South Main, North Main, and Coolidge Streets, and Kendall Avenue in Sherborn; and Kendall Avenue, and Beaver, Howard, Concord, and Waverly Streets in Framingham.

The Town of Walpole would not grant Foxboro-Mansfield a local license for the segment of the route in that town, because it overlapped a route of Pierce Bus Lines south of Walpole Center. Consequently, the DPU required Foxboro-Mansfield to run through Walpole closed-door.

In July 1934, the Town of Walpole granted a license to Pierce Bus Lines to operate a local bus route between Walpole Center and the border of Medfield via Elm Street, overlapping the Foxboro-Mansfield closed-door route. The DPU favored instead allowing Foxboro-Mansfield to

provide local service on that segment, but granted a certificate to Pierce, in accordance with the decision of Walpole officials.

In March 1935, Foxboro-Mansfield was allowed to make one stop in Walpole, at Walpole Center, on the route between Mansfield and Framingham. Finally in December 1942, Foxboro-Mansfield was allowed to provide local service between Walpole Center and the border of Medfield, because Pierce Bus had not operated regular service on that segment for several years.

During the remainder of its existence, the Foxboro-Mansfield bus company did not acquire permanent certificates for any additional service within the original MBTA District.

In March 1952, the Foxboro-Mansfield Bus Company discontinued all operations. Transit Bus Line took over the route between Mansfield and Framingham, first under temporary authority and then with a permanent certificate. The Canton and Blue Hill Bus Line took over the route between Foxborough and Canton Junction under a 60-day temporary license, but did not seek permanent authority for the route. John Perry, d/b/a Perry's Bus Service was granted a temporary certificate for the segment of the route in Sharon and Canton in September 1952, and was granted a permanent certificate the next month. However, in June 1953, Perry sold the certificate to Joseph Unda, d/b/a Unda's Bus Service. In March 1954, Unda restored service on the segment of the route between Sharon and Foxborough.

By 1973, none of the former Foxboro-Mansfield Bus Company routes within the original MBTA District was still being operated.

### **Gloucester Auto Bus Company (Map 14C)**

#### ***Development of Bus System Before 1925***

The Gloucester Auto Bus Company operated almost entirely outside the area that became the original MBTA District, but its route into Manchester earned it a place in early inventories of private carriers in the District. The history of the entire Gloucester Auto Bus Company system is summarized below.

In May 1920, the trustees of the Eastern Massachusetts Street Railway Company notified officials of the City of Gloucester and the Town of Rockport that trolley service in those communities was operating at a large loss, and that the company had exhausted all possible strategies for reducing costs. Unless a subsidy was provided, the service was likely to end. Neither municipality agreed to fund the service, so Eastern Mass. operations in Gloucester and Rockport ended at midnight on June 19, 1920. The trolley lines on Cape Ann were once all owned by the Gloucester Street Railway Company, the history of which is related in Appendix B.

The day after the trolley lines in Gloucester and Rockport shut down, several jitney operators began providing replacement service. In December 1920, several of the jitney operators applied to the Gloucester City Council for permanent licenses. The Council deferred action until after it had adopted a set of rules for motorbus operation in the city, in January 1921. Among these were that any company granted exclusive operating rights must use vehicles with capacities for at least 25 passengers, and that these vehicles must be of the latest design, maintained in first-class condition, and heated.

The franchise for routes following the former trolley routes from downtown Gloucester to Rocky Neck, Lanesville, and the border of Essex via West Gloucester were initially granted to the Gloucester Auto Bus Company, headed by Fred Corliss. This company also obtained rights to serve the former trolley route between the border of Gloucester and the center of Essex.

The franchise for service from downtown Gloucester to Long Beach and to the border of Rockport on Eastern Avenue was initially granted to the Cape Ann Omnibus Company. The town of Rockport did not yet have procedures for regulating bus service. The Cape Ann Omnibus Company was operating there without a license, but Rockport officials were not satisfied with the quality of service provided by that company. Nevertheless, Gloucester allowed Cape Ann Omnibus to continue operating until its initial license expired in 1922. Gloucester Auto Bus then took over the Long Beach and Rockport routes.

By January 1920, a proprietorship identified as Shepherd & Story was operating a bus route between Gloucester and Manchester via Magnolia, on the western border of Gloucester. This was not a former trolley route. It ran on Western Avenue (now state Route 127) and Magnolia Avenue in Gloucester and on Raymond, Summer, Washington, and Unions Streets in Manchester. The city of Gloucester granted a license to Shepherd & Story for the Magnolia route in 1921. The Gloucester Auto Bus Company took over this route in September of that year.

### ***Gloucester Auto Bus and Successors 1925 to 1972***

In 1925, when the DPU began issuing temporary fixed-route certificates to companies that were already operating bus service in the Commonwealth, Gloucester Auto Bus received a certificate for all the lines it had been running as replacements for trolley lines in Gloucester and Rockport and the route to Magnolia it had taken over from Shepherd & Story. These rights were made permanent in 1926.

After 1926, the route structure of Gloucester Auto Bus Company changed very little. In July 1938, because of a new one-way street pattern in downtown Gloucester, the bus company was authorized to operate on Rogers Street, which runs parallel with Main Street one block to the south, and to use Hancock Street and Pearce Street (now part of a parking lot opposite Chestnut Street) as cross-connections between Main and Rodgers.

In March 1946, because of another new one-way street pattern, Gloucester Auto Bus was authorized to add a loop at the end of the Rocky Neck line, on Stevens Lane and Wonson Street back to Rocky Neck Avenue.

In December 1966, the Gloucester Auto Bus Company went out of business after serving Cape Ann for 46 years. The DPU issued a new certificate for the Gloucester Auto Bus routes in Gloucester, Rockport, Manchester, and Essex to Michaud Bus Lines. The certificate also included additional rights in Gloucester and Rockport, mostly for summer service to beaches.

The new routes in Gloucester ran from Essex Street via Concord and Atlantic Streets to Wingersheek Beach; via Hesperus and Norman Avenues to Magnolia; and from Rocky Neck Avenue via Eastern Point Road, Farrington Avenue, Atlantic Road, and Thatcher Road to the border of Rockport. The latter line continued on Thatcher Road and South and Mount Pleasant Streets to downtown Rockport. Also included in Gloucester was a loop on Railroad Avenue and Prospect and School Streets with an alternate routing on Addison Street; a variation using Washington Street instead of Langsford Street between Lanesville and the border of Rockport; and an express connection between Washington Street and Eastern Avenue via state Route 128.

In Essex, the Michaud certificate added a loop west of the town center on Martin Street, Western Avenue, and Winthrop Street.

Michaud operated the former Gloucester Auto Bus routes for only one year. In December 1967, the rights issued to Michaud in December 1966 were transferred to McNiff-Dominick Transit Company, Inc. The Secretary of the Commonwealth had approved the articles of

organization for this company on October 9, 1967. John D. McNiff was president, Andrew A. Dominick, Jr. was treasurer, and Robert H. Smith, Jr. was a director. On the same date, articles of organization were approved for McNiff-Dominick School Bus Corporation with the same officers and directors. Both companies were based at 150 Eastern Avenue in Gloucester.

McNiff-Dominick was no more successful than its predecessors in operating the fixed-route service it took over in 1967. The route between Manchester and Gloucester was discontinued about 1969. In January 1971, the DPU revoked all the fixed-route certificates held by McNiff-Dominick, and issued a certificate covering approximately the same routes within Gloucester and Rockport to a new company, Action, Inc., doing business as Community Bus Service.

Action, Inc. was a non-profit corporation organized in February 1967 “to encourage and promote improvement of community life in Northeast Essex County with special emphasis upon, but not limited to, the initiation of programs in education, social services, youth employment, economic development, and related fields.”

The original certificate issued to Action, Inc. included service only as far as the border of Gloucester and Essex on the Essex Route. A certificate issued on August 30, 1972, extended the route into Essex via Eastern Avenue and Main and Martin Streets to Western Avenue, returning via Story and Winthrop Streets, and a new side loop on Southern and Forest Avenues and Milk and Grove Streets.

[Action, Inc. ran bus service in Gloucester, Rockport, and Essex until 1977, when the newly formed Cape Ann Transportation Authority (CATA) took over service in Gloucester and Rockport. Action, Inc. was still active in non-transportation activity in 2019. McNiff-Dominick Transit and McNiff-Dominick School Bus were involuntarily dissolved on October 19, 1983.]

### **Hemeon Motor Coach Service, Inc. (Map 13)**

The 1915 PSC report on jitney service in Massachusetts said that one bus and three touring cars were then being run between Salem and Beverly, but the operators were not identified.

A news report of a jitney accident on April 28, 1918, said the vehicle was running between Salem and Beverly with 16 passengers onboard, and was owned by J. M. Hemeon. A report of another jitney accident on February 9, 1919, said it was running from Town House Square in Salem to Beverly via Bridge Street with 15 passengers onboard, and was owned and operated by Joshua Hemeon of Beverly.

Later in 1919, the trustees of the Eastern Massachusetts Street Railway Company began notifying cities and towns that they were going to lose trolley service if they did not provide financial support and stop allowing jitney service along Eastern Mass. routes. This led to a one-day shutdown of most trolley service in Salem, Beverly, and Peabody on December 18, 1919. It was reported that there were then 32 jitney vehicles operating in Salem. W. Ray Hemeon was identified as one of the jitney owners. In response to the trolley shutdown, officials of the three cities revoked most of the jitney licenses, but the jitney owners vowed to fight for special legislation allowing for local referenda on the subject of jitney licenses.

Some of the North Shore jitney operators continued running without licenses, resulting in another brief shutdown of Eastern Mass. service in January 1920. The matter was settled at least temporarily on January 17, when the Massachusetts Attorney General ruled that unlicensed jitney operation was illegal, and the governor ordered the state police to take action if necessary to enforce the ruling.

The next mention of the Hemeon Brothers found in the news was in September 1922, when Joshua Hemeon appeared in a hearing before the Beverly Board of Aldermen on an application for the brothers to store and sell gasoline on their premises at 5 West Dane Street. At that time gasoline sales in Massachusetts were mostly incidental to other businesses.

In 1925, when the DPU began issuing temporary certificates for fixed-route bus services that were already being run, one certificate was issued to Joshua and W. Ray Hemeon, doing business as Hemeon Brothers Motor Coach Service for a route from Beverly to Manchester and Essex. It is not clear how long Hemeon Brothers had been running this route, but except in downtown Beverly it was not close to any existing or former trolley routes.

In June 1926, the DPU issued a permanent certificate to Hemeon Brothers for the part of the route between Beverly and Manchester, but did not approve service between Manchester and Essex.

The route from Beverly to Manchester was the only one operated by Hemeon Brothers for the next 15 years. In September 1941, after both of the Hemeon brothers had died, the DPU issued a temporary certificate for the route to Maude E. Hemeon. Successive temporary certificates were issued in November and December 1941. In January 1942, the Secretary of the Commonwealth approved a charter of Hemeon Motor Coach Service, Incorporated, with a capitalization of \$10,000. The original officers were Maude E. Hemeon and Oscar A. Pariseau of Beverly, and Carmon E. Herrick of Hamilton.

On February 13, 1942, the DPU issued a permanent certificate to Hemeon Motor Coach Service for the Beverly–Manchester route and revoked the certificate issued to the Hemeon Brothers in 1926. A description of the route in the 1926 certificate has not been found, but it was probably the same as the 1942 route. Starting from a loop on Hale, Cabot, Knowlton, and Dane Streets in downtown Beverly, the route followed Hale and West Streets and Hale Street again to the border of Manchester. In Manchester it ran on Bridge, Central, Union, Beach and Summer Streets to Sea Street, passing the B&M Railroad Manchester Station on Summer Street.

In downtown Beverly, several route variations were authorized. One was a longer loop on Essex Church, Cabot and Dane Streets. Another was a branch on Cabot Street to Beckford Street with a loop on Beckford, Mill, Ropes, and Grant Streets. A third branch ran from Cabot Street via Colon, Spring, and Corning Streets to Hale Street, passing the B&M Montserrat Station on Spring Street.

In June 1942, Hemeon Motor Coach was granted rights to a route in Beverly from Cabot Street via Church and Essex Streets to the border of Wenham. This was the route that had been used by the Gloucester, Essex and Beverly Street Railway, which opened on August 10, 1895, was merged into the Gloucester Street Railway in January 1900, and was abandoned by the Eastern Massachusetts Street Railway Company in June 1920.

A July 1924 system map of the Eastern Mass. included a bus route on the former Gloucester, Essex and Beverly alignment between Beverly and Essex. However, the Eastern Mass. does not appear to have sought a temporary DPU certificate for this route in 1925, or a permanent certificate in 1926. Research for the study did not find any reports of replacement bus service having been run on the route between 1925 and 1942.

The June 1942 certificate issued to Hemeon Motor Coach also authorized service on Sohier Road and Herrick Street to Beverly Hospital, and a cross-connection from Herrick Street to Colon Street on Heather Street.

In November 1942, Hemeon Motor Coach was granted operating rights on several streets in downtown Beverly, intended for service to and from Beverly High School, which was then located on Colon Street.

In December 1942, Hemeon Motor Coach was granted a 60-day temporary license for a route extension from the border of Beverly and Wenham to Essex Center, to provide replacement service for the Boston and Maine Railroad's Essex Branch, which was being abandoned. It appears that this authority was allowed to lapse at the end of the 60 days, but on May 4, 1943, Hemeon was granted a permanent certificate for this route. From the border of Beverly, it ran through the Eastern edge of Wenham on Essex Street, Grapevine Road and Rubbly Road. It continued through Hamilton on Woodbury and Essex Streets to the border of Essex. In Essex, it ran on Western Avenue and Martin Street to Main Street. This was another part of the former route of the Gloucester, Essex and Beverly Street Railway, abandoned in 1920.

In June 1947, Hemeon Motor Coach began running hourly service for the general public on the high school route in Beverly it had operated since 1942. The Eastern Mass. Street Railway Company, which already provided regular service over the same streets protested to the DPU. As a result, the DPU added a restriction to Hemeon's certificate in November 1947, limiting use of the route to school service.

The owners of Michaud's Bus Line had an investment in Hemeon Motor Coach Service as early as 1942. On December 30, 1952, the DPU authorized Michaud's Bus Line to acquire all remaining stock of Hemeon Motor Coach, and approved the transfer of all fixed-route certificates held by Hemeon Motor Coach to Michaud's Bus Line. The latter company discontinued service on the routes covered in these certificates by 1963.

[In 2020, there was no bus service along former Hemeon Motor Coach routes, except for a few short segments near downtown Beverly that were included in the City of Beverly Shuttle Bus system.]

### **Hughes Bros. Bus Co., Inc.**

The operators of a Marlborough taxi company incorporated Hughes Bros. Bus Co. on September 7, 1962. George S. Hughes was the president of the bus company. In April 1963, the DPU issued a fixed-route bus certificate to Hughes Bros. for several routes in Marlborough (outside the original MBTA District). These routes were originally intended for school bus service. However, service for the general public was offered for a few months, but was discontinued because of low ridership.

On September 22, 1963, the Boston-Worcester Corporation (B&W Lines) discontinued bus service between state Route 9 at Fayville in Southborough and Hudson via Marlborough, all outside the original MBTA District. As detailed in the history of the Boston, Worcester and New York Street Railway Company in this report, the bus route was established in 1928 as a replacement for a trolley line that had opened in 1898.

When B&W lines discontinued the Fayville–Hudson route, the DPU granted a 60-day temporary license to Hughes Bros. for replacement bus service. On December 31, 1963, the DPU granted a permanent certificate to Hughes Bros. for this route, and also approved an extension bypassing Fayville, from Boston Road at Central Street via state Routes 30 and 9 to Shopper's World in Framingham. Between Framingham Centre and Shopper's World, Hughes Bros. could only drop off eastbound passengers or pick up westbound passengers. Since the early 1930s,



passengers traveling between points on the Hudson route and points on the B&W main line in Framingham had been required to transfer at Fayville.

Hughes Bros. did not acquire any additional operating rights after 1963. In late 1970, the company was sold to Manuel Loureiro, a former employee, who continued conducting the business under the Hughes Bros. name.

In January 1973, Loureiro agreed to take over a route between Worcester and Boston via U.S. Route 20 from The Gray Line, subject to DPU approval. The Gray Line had taken over this route as part of its acquisition of B&W Lines service in 1971. However, in March 1973, before the DPU had made a decision on the Route 20 service transfer, the City of Marlborough and the Town of Southborough did not renew their school bus contracts with Hughes Bros., with the result that the company went out of business.

Ritchie Bus Lines, the winner of the new school bus contracts, also took over the Hudson–Shopper’s World service, with the approval of the DPU.

### **Johnson Bus Lines and Affiliated Companies**

In July 1924, the Milford, Attleboro and Woonsocket Street Railway Company, which operated about 25 miles of trolley routes, all outside the original MBTA District, entered receivership. Soon afterwards, all trolley service operated by the company was discontinued, and Johnson Bus Lines commenced operation of bus service over the former trolley routes between Plainville and Milford and between Milford and Woonsocket, Rhode Island. When DPU regulation of fixed-route bus service began in 1925, Johnson was granted temporary certificates for these routes. The DPU granted permanent rights to these routes to Johnson in 1926.

In February 1927, Johnson began operating bus service between Milford and Hopkinton, both outside the original MBTA District, in substitution for trolley service along the same route being discontinued by the Milford and Uxbridge Street Railway Company. During 1928, Johnson inaugurated a new bus route between Worcester and Milford in substitution for a Milford and Uxbridge trolley route that had operated partly on the tracks of the Grafton and Upton Railroad between Milford and North Grafton.

In 1929, Johnson Bus Lines formed a common management with Medway and Dedham Bus Lines and Carlstrom Bus Lines. The histories of these companies are summarized below. In December 1930, Johnson was granted a DPU certificate for a new bus route between Norfolk and Franklin, but never operated it.

In December 1937, the owners of Johnson Bus Lines, Medway and Dedham Bus Lines and Carlstrom Bus Lines agreed to a formal merger of the three companies. At that time, state law did not provide for transfer of certificates between companies, so Johnson Bus Lines was required to obtain new local licenses and DPU certificates for the routes of the other two companies included in the merger. This process was completed in March 1941.

In November 1938, Johnson Bus Lines started a new route between Franklin and Pondville hospital in Norfolk via Chestnut and Main Streets. This route was discontinued before 1942, but part of it was later included in a route between Walpole and Franklin operated by Transit Bus Line.

In August 1941, the Milford, Framingham and Uxbridge Coach Company discontinued bus service between Framingham and Uxbridge via state Routes 126 and 16. This service had replaced trolley service of the Milford and Uxbridge Street Railway in June 1928. Johnson Bus

Lines immediately took over operation of this service, first under authority of a temporary license, and then under a permanent certificate. More details about the history of this trolley line are provided in the history of Big W Trans in this report.

In April 1946, Johnson Bus Lines began operating a new route variation between Holliston and Framingham, serving the new General Motors assembly plant on the border of Framingham and Sherborn. This route used Washington Street in Holliston, Washington Street and Western Avenue in Sherborn, and Western Avenue and Irving Street in Framingham. Several other companies also started service to the G.M. plant at about the same time, but none of the routes were very successful.

In October 1946, Johnson was granted rights for a new route between Medway and Holliston, both outside the original MBTA District.

In June 1951, Johnson was granted rights for a new two-mile side-loop from the Milford–Framingham route in Holliston and Ashland. It followed Ashland Street in Holliston and Prospect and Elliot Streets in Ashland. It was intended to serve new post-war residential developments.

By September 1952, Johnson Bus Lines management concluded that the route from Worcester to Milford and former Carlstrom routes from Westborough to Worcester and to Hopkinton could be operated more efficiently by a separate company. Accordingly, Carlstrom Bus Lines was reactivated under the management of its original owner, Terry Carlstrom, who had been employed by Johnson Bus Lines since the 1938 merger. The DPU issued a new certificate to Carlstrom Bus Lines for the routes being taken over in 1952.

In March 1953, Johnson Bus Lines, Inc. was sold to Sage Transportation Associates, headed by 22-year-old George Sage, who had been buying and selling bus lines since the age of 18. In December 1955, Sage Transportation sold Johnson Bus Lines to Peter C. Snell, a Johnson executive. Sage had recently bought The Short Line, Inc., a company that had been in business in Rhode Island and Southeastern Massachusetts since 1930.

In May 1958, Johnson Bus Lines took over operation of a bus route between Providence, Rhode Island and Worcester and Fitchburg from the New England Transportation Company, the highway subsidiary of the New Haven Railroad. New England Transportation had begun operating this route in the late 1920s in substitution of some New Haven passenger service. Most of the original route in Massachusetts overlapped existing or former trolley lines, but New England Transportation ran a limited-stop service.

In August 1961, Johnson Bus Lines sold the route between Framingham and Hopedale to Phillips Brooks, doing business as Milford and Framingham Bus Lines. The subsequent history of this route is related in the history of Big W Trans.

In mid-1962, Johnson Bus Lines agreed to sell all of its remaining business to The Short Line. The DPU approved the transaction with respect to intra-state service in July 1962. The actual takeover of Johnson by The Short Line was delayed until May 1, 1963, due to the necessity of obtaining Interstate Commerce Commission approval for the transfer of Johnson's interstate rights.

In February 1971, the Short Line was combined with other bus companies controlled by George Sage as Bonanza Bus Lines.

## ***Medway and Dedham Bus Lines*** (Map 18)

### *Trolley Heritage*

On May 9, 1899, the Norfolk Western Street Railway opened a trolley line between Dedham Square and Medfield. Starting from High and Washington Streets in Dedham, the route ran on High Street to the present state Route 109, on which it ran through Westwood and along the border of Walpole and Dover to Medfield.

The Medfield and Medway Street Railway, promoted by the same interests as the Norfolk Western, opened a line from Medfield to Franklin via Route 109 to Pleasant Street in Millis, continuing on Pleasant Street and on Village Street in Millis and Medway to the center of Medway. At Medway, this line connected with a branch of the Milford, Holliston and Framingham Street Railway from Milford, also opened in 1897.

The Norfolk Western and the Medfield and Medway were operated as a single company. In August 1904, the Norfolk Western was sold at foreclosure and was succeeded by the Dedham and Franklin Street Railway Company. Unified operation with the Medfield and Medway continued.

In June 1914, the Medway and Dedham Street Railway Company was incorporated as successor to the Dedham and Franklin and the Medfield and Medway, which had been in bankruptcy since 1912. Following the merger, the line of the Medway and Dedham Street Railway was leased to the Milford and Uxbridge Street Railway Company, which had absorbed the Milford, Holliston and Framingham in 1902.

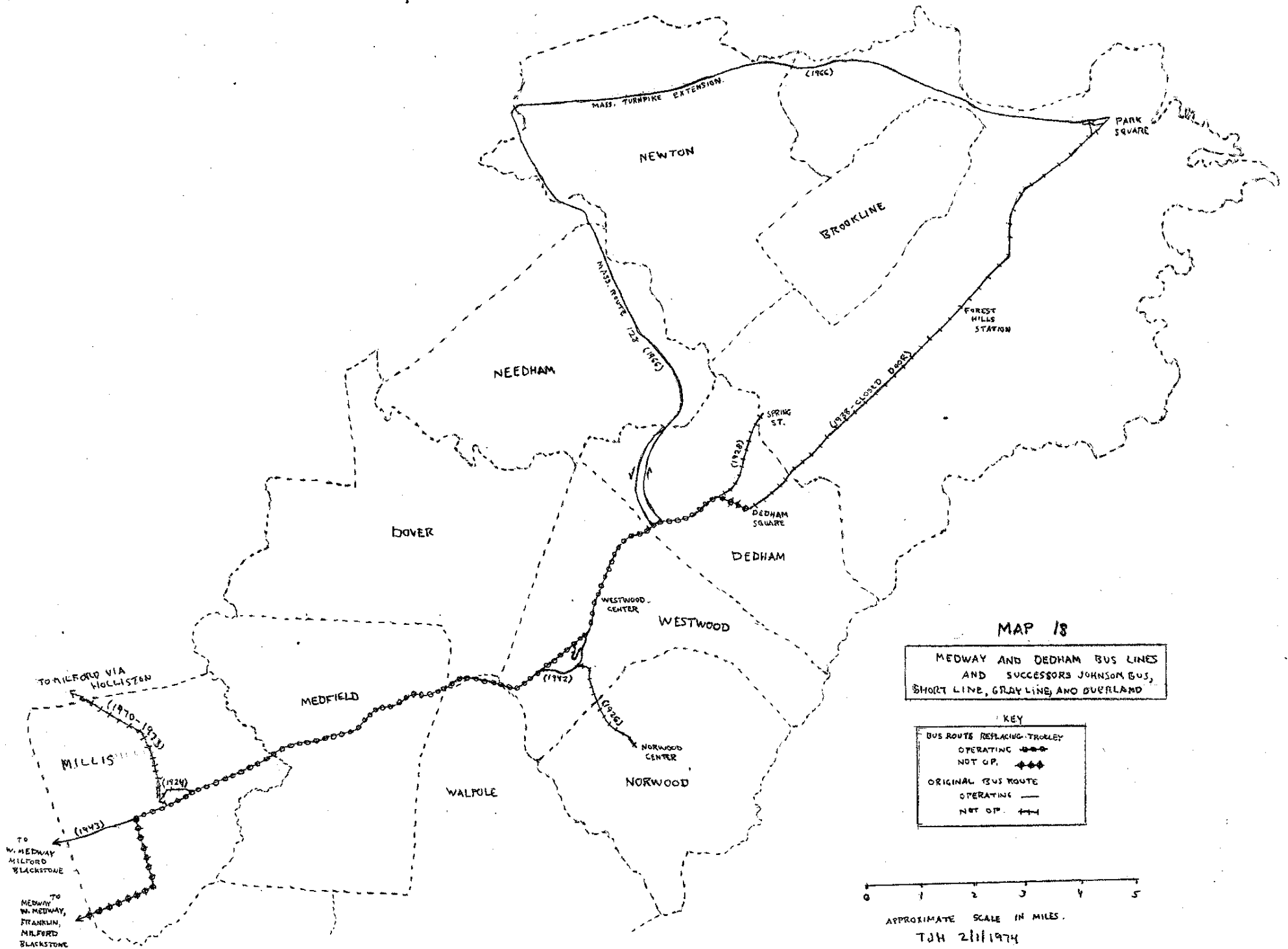
In September 1922, the lease of the Medway and Dedham to the Milford and Uxbridge was terminated, and the owners of the Medway and Dedham assumed operation of the line between Dedham and Medway. This operation was unsuccessful and trolley service ended on December 5, 1924.

### *Bus Operation 1925 to 1967*

The Medway and Dedham Street Railway Company had announced plans to operate replacement bus service, but was unprepared to do so. Therefore, when the trolley service ended, a new company, Medway and Dedham Bus Lines, began providing the replacement service between Dedham and Medway. Arthur Johnson of Johnson Bus Lines was the manager of this company.

By February 1925, the Medway and Dedham Street Railway Company had been sold and reorganized, and the new owners were seeking to run the replacement bus service. The opinions of residents of towns along the route were divided as to which of the two companies should run this service. In August 1925, when it was granting temporary certificates to companies already running fixed-route service in Massachusetts the DPU awarded a certificate to Medway and Dedham Bus Lines to run four buses from Dedham to Medway, with an extension to Franklin along another former trolley route on Lincoln Street. However, because of continuing disagreements over local licensing in some of the towns, a permanent certificate was not granted to the same company for this route until April 1927.

In March 1926, the DPU granted a temporary certificate to the Medway and Dedham Street Railway Company for a connecting route from Westwood to the center of Norwood. This route was mostly on Nahatan Street, which had not had transit service previously. A permanent certificate for this route was granted to Medway and Dedham Bus Lines in July 1927.



Medway and Dedham Bus Lines ran the Westwood–Norwood route until late 1931, when it was discontinued. A similar route was implemented in 1940 by Oakdale Community Garage and Bus Lines, discussed in the history of [Dedham-Needham Transit](#).

In April 1928, Medway and Dedham Bus Lines extended its main route from Franklin through Blackstone to Woonsocket, Rhode Island on the south, and from Dedham Square to the Boston Elevated Railway's Spring Street trolley terminal in West Roxbury. There were restrictions on pick-up and drop-off locations north of Dedham.

In July 1928, Medway and Dedham Bus Lines began providing service between Medway and Milford via Bellingham, replacing the trolley service of the Milford and Uxbridge Street Railway Company that was being abandoned at that time. Through service from Spring Street to Milford was run in addition to the Woonsocket service.

During 1929, Medway and Dedham Bus Lines officially established common management with Johnson Bus Lines, although they had always worked together. After that, most service was run under the Johnson name. In December 1937, Medway and Dedham Bus Lines was merged into Johnson Bus Lines, and the DPU issued new certificates to Johnson for the Medway and Dedham routes.

In February 1938, Johnson was authorized to extend service to Park Square in Boston instead of terminating at Spring Street. The extension ran on Washington Street in Boston, and Johnson was only allowed to pick up or drop off passengers at Park Square. In 1939, the certificate was amended to allow Johnson to drop off passengers inbound or pick up passengers outbound at the Forest Hills rapid transit station.

In July 1943, Johnson was authorized to use a route variation between Millis and Medway, using state Route 109 instead of diverging over Village Street. The new routing was later identified in schedules as the Black Swamp route. There were no significant further changes to the former Medway and Dedham Bus Company route structure for the next twenty years.

On May 1, 1963, Johnson Bus Lines was merged into The Short Line, Inc. This included the former Medway and Dedham bus routes from Boston to Milford and from Boston to Woonsocket.

In 1966, The Short Line was granted authority to operate nonstop service between the border of Westwood and Dedham and Park Square via state Route 128 and the Massachusetts Turnpike Extension, which had opened to downtown Boston in February 1965.

### *Bus Operation after 1966*

In October 1968, The Short Line sold its certificates for the former Medway and Dedham routes and the new express connection to Boston to [The Gray Line](#), which was trying to expand into the transit business after more than 40 years as a sightseeing bus company. Gray Line continued providing service both via the routing through Forest Hills and via the new express routing. In 1970, Gray Line was granted rights for an additional express routing from Milford to Boston via I-495 and the Massachusetts Turnpike. However, the company experienced substantial financial losses on these routes, and was also having problems with the service it had acquired in 1971 from the Boston-Worcester Corporation.

In December 1972, Gray Line sold all the certificates it had acquired from the Short Line in 1968 and the newer express routing, to Overland Stage Coaches, Inc. The Secretary of the Commonwealth had approved the articles of incorporation for this company on April 9, 1971.

The original officers were Daniel Weiner of Holliston, president, treasurer and a director, and Joyce and Michael Weiner as directors. The company initially engaged mostly in charter bus business, but acquired some local fixed-route service in Millville in 1971.

Overland Stage Coaches operated the Milford–Boston and Woonsocket–Boston routes for seven months, using the Forest Hills and Route 128 routings but not the I-495 routing. One inbound AM peak trip and one outbound PM peak trip used a variation between Milford and Millis via Holliston, which The Gray Line had started new in March 1970.

After seven months, the company demanded a subsidy from either the MBTA, the state, or local communities. Failing to obtain any subsidies, Overland Stage Coaches stopped operating the routes at the end of July 1973. The company was involuntarily dissolved on January 10, 1979, but continued filing annual reports until 1983.

When Overland Stage Coaches ended service, the DPU granted a 60-day emergency license to Brush Hill Transportation Company to provide service covered by any of the certificates held by Overland. Emergency licenses are non-renewable, so when the one issued to Brush Hill expired in October 1973, the DPU issued another 60-day license to Brush Hill affiliate Plymouth and Brockton Street Railway Company (P&B). On December 5, 1973, the DPU granted a permanent certificate to P&B for service from Milford to Boston with three possible approaches to downtown Boston. One was via Route 128 and the Mass. Turnpike from Westwood. A second was via Route 128 and the Southeast Expressway. The third was via I-495 and the Mass. Turnpike from Milford. In Millis, both the Village Street route and the Black Swamp route were authorized. Woonsocket service and Holliston service were not included.

[Although the Milford route appeared in Plymouth and Brockton Street Railway schedules for the rest of the time it was run, it was usually operated by Brush Hill vehicles and drivers. Service gradually declined to one round-trip per day, and was finally discontinued in July 2003. The route had been subsidized by the state, through the MBTA, since 1987.]

### ***Carlstrom Bus Lines, Inc.***

Prior to consolidation with Johnson Bus Lines, Carlstrom Bus Lines, founded by Terry Carlstrom and based in Westborough, mostly ran service on routes replacing discontinued trolley lines. These routes were outside the original MBTA District. DPU records indicate that Carlstrom Bus Lines was established in 1920. However, research for this study did not find any reports of Carlstrom operating fixed-route scheduled service until 1921.

On November 17, 1921, Carlstrom began running a replacement route for a Middlesex and Boston Street Railway Company (M&B) trolley route between Hopkinton and Westborough on which service had ended the previous day. The trolley line had been opened in August 1902, by the Westborough and Hopkinton Street Railway Company, which was merged into M&B on December 1, 1908. From the center of Hopkinton, it ran on Wood Street (now state Route 135) to the border of Westborough, continuing on Hopkinton Road and School Street to the center of Westborough. In 1921, M&B did not yet have authority to operate buses, so replacement services for abandoned trolley lines were left to independent operators.

Two trolley routes of the Worcester Consolidated Street Railway serving Worcester were discontinued in September 1924, with Carlstrom buses beginning service the next day. On September 5, the line closed was that from Westborough to North Grafton. This line had been completed in April 1901 by the Marlborough and Westborough Street Railway, into which the

Westborough and Worcester Street Railway had recently been merged. The replacement bus service ran through to Worcester.

On September 24, 1924, trolley service ended on the line between Marlborough and Westborough via Southborough opened in May 1901 by the Marlborough and Westborough Street Railway. This company came under control of the Worcester Consolidated interests and was merged into that system in 1912. Within Westborough, much of the route from Marlborough was on private right-of-way. The Carlstrom replacement route initially followed an alignment via Northborough, bypassing Southborough.

On January 18, 1925, trolley service on a branch of the Worcester Consolidated between Northborough and Westborough shut down after a heavy snowstorm and never resumed. Carlstrom also started running replacement bus service for this route. The trolley route had been opened on August 11, 1897, by the Worcester and Marlborough Street Railway, which was merged into the Worcester Consolidated in 1901.

In 1925, when the DPU began issuing temporary fixed-route certificates to operators already running bus service in Massachusetts, Carlstrom was granted a certificate for the four routes radiating from Westborough, on which five buses were to be used. These included service in Worcester, Grafton, Northborough, Marlborough, and Hopkinton. In 1926, the DPU granted a permanent certificate for these routes to Carlstrom.

In 1929, Carlstrom Bus Lines entered a common management arrangement with Johnson Bus Lines, but remained officially a separate company.

In May 1931, the DPU granted a certificate to Carlstrom for a route between Westborough and Marlborough via Southborough, following more closely the Worcester Consolidated trolley route that had been abandoned in September 1925. The new route was discontinued in December 1937.

In December 1938, Terry Carlstrom agreed to a full merger of his company into Johnson Bus Lines, but he remained in management of the latter company. New DPU certificates for the Carlstrom routes were issued to Johnson Bus Lines in March 1941.

As noted in the Johnson Bus Lines history above, Carlstrom Bus Lines was reactivated as a separate company in 1952, taking back the earlier Carlstrom routes from Westborough to Worcester and to Hopkinton and a Johnson route from Worcester to Milford. These routes were all outside the original MBTA District.

On August 30, 1958, the Middlesex and Boston Street Railway Company ended its bus service between Framingham and Hopkinton via Ashland. This route had opened as a trolley line in 1895 and was replaced with M&B bus service in 1927. It ran on Waverly Street in Framingham, Waverly Street and Union Street in Ashland, and on Main Street in Hopkinton. Carlstrom took it over, first under a 60-day temporary license and then under a permanent certificate.

In February 1966, Carlstrom was granted a certificate for a new bus route between Worcester and Falmouth, mostly on limited-access highways. This route was entirely outside the original MBTA District, and was the only route ever granted to Carlstrom that was not a replacement for a trolley line.

In October 1963, Carlstrom Bus Lines was sold to William S. Carroll, Inc., a Brookline-based charter and school bus company that had been organized in 1954 but had never operated

fixed-route service. Philip L. Fleming, the vice-president, general manager, and former part-owner of Carlstrom Bus Lines, was retained in management of the company.

On April 17, 1969, the *Boston Globe* reported that William Carroll was requesting permission from the DPU to sell Carlstrom Bus Lines to an unidentified buyer for \$1,000 in cash and a \$48,000 note. Residents of the towns served by Carlstrom preferred that the DPU award the operating rights to Bernard Bus Lines, Inc.

Bernard Bus Lines did take over the Carlstrom service, first under a temporary DPU license in May 1969 and then under a permanent certificate in July 1969. The routes taken over included Framingham to Hopkinton, Hopkinton to Westborough, Westborough to Worcester, Worcester to Milford, and Worcester to Woods Hole.

In September 1969, Bernard Bus Lines president Douglas N. Galbraith notified the DPU that because of low ridership and heavy financial losses, service would be drastically curtailed effective September 18. Remaining service was to consist of single AM peak trips from Framingham to Hopkinton, Westborough to Worcester, and Worcester to Milford.

On December 9, 1969, the DPU reported that Bernard Bus Lines had discontinued the route between Hopkinton and Framingham, and that the DPU was considering proposals from other carriers to take it over. In the meantime, the DPU had issued a temporary license for the route to the Wellesley Motor Coach Company, which was not seeking permanent rights.

Early in 1970, the DPU granted a certificate for the Framingham–Hopkinton route to the Boston–Worcester Corporation, which sold its fixed-route business, including this route to The Gray Line in 1971. The Gray Line revived the Worcester–Falmouth route in 1975.

[Not much other information is available about Bernard Bus Lines before or after it operated the former Carlstrom routes. However, in an August 1974 filing with the DPU, Douglas N. Galbraith, former president of Bernard Bus, was identified as the president of Wellesley Fells Bus Lines, which had taken over several routes from the Gray Line. These included the Framingham–Hopkinton route.

In November 1975, William Carroll made another attempt to revive the former Carlstrom Bus Lines route between Worcester and Milford. In March 1976, a connecting route between Milford and Hopkinton via state Route 85 was added. This was a former Johnson Bus Lines route, but it does not appear to have been among those transferred from Johnson to Carlstrom in 1952. Research for this study did not determine how long this Carroll service lasted.

Terry Carlstrom died on October 7, 1970, at age 74. In 2019, the former Carlstrom garage in Westborough was an auto repair shop.]

### **Lane's Bus Service (Successor Mason's Bus Line) (Map 11A)**

The earliest reference found to Mason's Bus Line in research for this study was in an article in the August 11, 1924 *Boston Globe*, that mentioned that James Mason of Weymouth had provided a bus to help transport visiting delegates of the Grand Army of the Republic (a Civil War Veterans organization) from South Station to their convention hotels.

On November 11, 1924, the *Globe* reported that the Quincy City Council would hold a public hearing on the petition of James Mason to run a bus line from Quincy to East Braintree via Quincy Neck. On December 9, 1924, the *Globe* reported that Mason's proposed route was to run on West Howard Street in Braintree and on East Howard Street, Des Moines Road, South and Elm Streets, Miller (now Miller Stile) Road, and Chestnut Street. At the hearing, opposition to



this proposal greatly outweighed support, with opponents including representatives of the Eastern Mass. Street Railway Company and the New Haven Railroad. No subsequent reports about this proposal were found.

The Eastern Mass. first began running jitneys in place of some trolley lines as early as 1921. Several trolley lines north of Boston in the Melrose-Woburn Division were converted to bus service in 1924. Among these was a route in North Reading from the town common via Park and Winter Streets (now state Route 62) to Main Street (now state Route 28), connecting with an Eastern Mass. route between Reading and Lawrence. The Lawrence and Reading Street Railway Company had originally built both routes, with the main line opening in 1900 and the North Reading branch in 1901.

At the end of January 1925, the Eastern Mass. gave up on operating bus service on the branch in North Reading when a subsidy agreement with the town expired. Ralph A. Littlefield ran replacement bus service for two months. On April 1, 1925, James Mason took over this route, and also took over operation of all school bus service in North Reading. Mason ran the North Reading buses through to the Boston and Maine Railroad Reading Station via Main and Woburn Streets. In Reading, Mason was only allowed to pick up or drop off passengers at this station.

Later in 1925, when the DPU began granting temporary fixed-route certificates to operators already running bus routes in the state, Mason received a certificate for the North Reading–Reading Route. He was also granted a certificate for route between Braintree and Weymouth. The DPU granted permanent certificates to Mason for both routes in 1926. Details about the Weymouth route have not been found.

Mason attempted several times to have the restrictions against local service in Reading removed. In September 1931, the DPU allowed Mason to make local stops in Reading on certain peak-period trips connecting with trains at Reading, but otherwise the restrictions were not lifted. However, when the Eastern Mass. converted the Reading–Lawrence route from trolley to bus service in May 1931, that company was not allowed to make local stops on the segment in North Reading that Mason served.

In August 1938, the DPU granted Mason a certificate for a new route in North Reading on Main Street, Burroughs Road and Old Andover Road past Martin's Pond to the border of Wilmington. A side loop off Main Street on Lowell Road and North Street was also authorized. Mason had previously sought authorization to run a route to Martin's Pond as early as 1926, but had been unable to obtain it because of opposition from the Eastern Mass.

Mason's Bus Line went out of business in August 1939. The DPU granted a temporary 60-day license to Albert F. Lane, doing business as Lane's Bus Service for Mason's routes in Reading and North Reading. Lane was subsequently granted a permanent certificate for this service.

In May 1946, Henry J. Babine, doing business as Babine Bus Lines, abandoned several routes in Wilmington, Tewksbury, and Billerica that he had started a few months earlier. Albert Lane obtained a 60-day license for the routes, but did not apply for a permanent certificate. Part of this service was later operated briefly by Eastern Mass. Street Railway and then by McIntire Bus Lines.

In December 1952 all fixed route certificates held by Albert Lane were transferred to McIntire Bus Lines. None of the former Mason's or Lane's routes were still operating by 1963.

## **Lovell Bus Lines Maynard Division (Map 19A)**

### ***Street Railway Heritage***

On January 20, 1923, the Concord, Maynard and Hudson Street Railway (CM&H) shut down permanently. The main line of this company had opened from a connection with the Lexington and Boston Street Railway at Monument Square in Concord to West Concord in January 1901, and was completed to Maynard in February 1902. The eastern end of the line was built by the Concord and Clinton Street Railway and the western end by the CM&H.

Between Monument Square and West Concord, the route ran on Main Street except for a diversion over Sudbury Road and Thoreau Street to serve Concord Station on the Boston and Maine Railroad's Fitchburg Line. The trolley line made another diversion over Commonwealth Avenue and Church Streets to serve the joint Boston and Maine/New Haven Railroad West Concord Station before returning to Main Street for the rest of the way to the border of Acton.

The trolley passed through the southeast corner of Acton for approximately one-half mile on Powder Mill Road and continued on that road to the center of Maynard. From there, the line continued on Main Street and Great Road to the border of Stow. The rest of the line was outside what became the original MBTA District, but is described below for completeness.

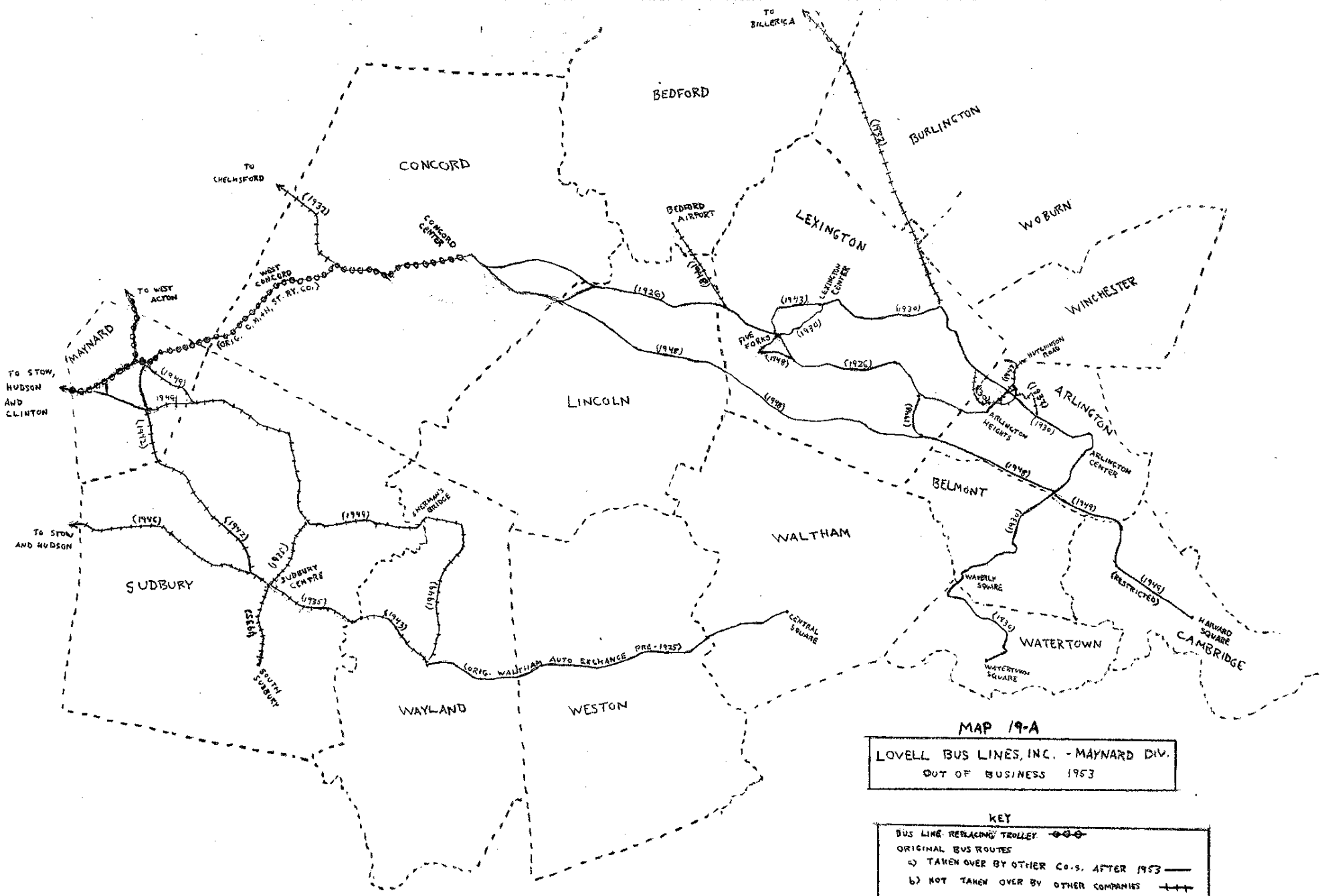
From the border of Maynard to the center of Stow, the CM&H continued on Great Road. It then ran southwest, mostly on Gleasondale Road, but with a long segment of private right-of-way in the middle, to the border of Hudson. From there, it ran on Wilkins and Main Streets to downtown Hudson.

The CM&H also had one branch, which ran from downtown Maynard to the South Acton railroad station via Acton and Brown Streets in Maynard and Main Street in Acton, and continued on Central Street to West Acton.

### ***Bus Replacement Service 1923 to 1926***

When the CM&H shut down, implementation of replacement bus service was delayed by winter road conditions, but replacement service by Lovell Bus Lines, Inc. began on March 26, 1923. Lovell ran service both along the former CM&H main line from Concord to Hudson and along the branch to West Acton. As reported in more detail in the history of Holland Brothers Bus Line, John F. Lovell, the owner of Lovell Bus Lines, had incorporated the Woburn & Reading Bus Line in 1919, but sold it in June 1923, to concentrate on the CM&H replacement service. Atypical of the founders of early bus companies, Lovell was 61 years old when he started his first bus route.

On September 6, 1924, the Worcester Consolidated Street Railway Company ended service on several lightly used trolley lines. One of these ran from the center of Hudson via Berlin to Clinton, where it connected with a Worcester Consolidated route between Worcester and Leominster. As a replacement for this trolley route, Lovell Bus Lines extended service on the Concord-Hudson route to Clinton. John Pescarinni of Clinton began running a competing jitney service along the same route between Hudson and Clinton, but Lovell eventually prevailed. In 1925, when the DPU began granting temporary certificates to operators of existing bus routes, Lovell Bus Lines was authorized to run five vehicles on the routes between Concord and Clinton and between Maynard and West Acton.



APPROXIMATE SCALE IN MILES  
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In the fall of 1925, the Worcester Consolidated retrenched further, abandoning the trolley line between Boylston and Leominster via Clinton and Lancaster at midnight on October 3. On October 5, Lovell Bus Lines began operating replacement bus service over the segment between downtown Leominster and the northern border of Lancaster under a license granted by the Leominster City Council. However, the boards of selectmen in Lancaster and Clinton granted the licenses for service between downtown Clinton and the border of Leominster to John Pescarinni. This meant that passengers traveling between points in Leominster and points on the Lovell route east of downtown Clinton had to use the Pescarinni bus as a bridge.

By November 7, 1925, Lovell had been permitted to extend service from Leominster as far south as Lancaster Center, but Pescarinni was also still running to the northern border of Lancaster. In February 1926, by mutual agreement, the Clinton selectmen granted a license to Lovell to operate to the southern border of Lancaster, and the Leominster City Council granted a license to Pescarinni to operate from the center of the city to the northern border of Lancaster. The two companies were required to operate hourly service 40 minutes apart. Later in 1926, the DPU granted Lovell a permanent certificate for service from Leominster to Concord via Lancaster, Clinton, Hudson, Stow, Maynard, and Acton and for the branch from Maynard to West Acton.

When Lovell first began running replacement service for the CM&H, the buses connected at Monument Square in Concord with trolleys of the Middlesex and Boston Street Railway Company (M&B), successor to the Lexington and Boston Street Railway. On September 15, 1924, M&B ended trolley service between Concord and Arlington Heights via Bedford and Lexington and began running buses over the same route the next day. By early 1926, Lovell was seeking authority to extend service from Concord to Arlington Heights over a route far enough removed from the M&B route to avoid competition. The DPU granted a certificate to Lovell for this extension in October 1926.

Starting from, Monument Square in Concord. The extension immediately diverged from the M&B route, following Lexington Road to the border of Concord and Lincoln. It continued across the north side of Lincoln (a town that had never allowed street railways) on North Great Road into Lexington, where it becomes Marrett Road. The route remained on Marrett Road to Massachusetts Avenue on the east side of Lexington, and joined the M&B former trolley route for the rest of the way to Arlington Heights.

### ***Route Expansion 1930 to 1953***

Early in 1930, Lovell began operating a new bus route from Five Forks (Marrett Road at Lincoln and School Streets) in Lexington to Watertown Square via Lexington Center, Arlington Center, Belmont Center, and Waverley Square. The route between Five Forks and Lexington Center was on Lincoln Street, Worthen Road, and Massachusetts Avenue. M&B had run a local bus route on this segment for while starting in 1927. After overlapping the former trolley route on Massachusetts Avenue for a short distance, the Lovell route diverged on Woburn Street (where M&B trolley service had ended in 1918 without a replacement) to Lowell Street, which it followed to Summer Street. The route remained on Summer Street to Mystic Street in Arlington, where it turned south to Arlington Center. An authorized variation ran from Lowell and Summer Streets in Lexington via Lowell and Bow Streets to Summer Street in Arlington.

The route from Arlington Center to Belmont Center was on Pleasant and Leonard Streets. From Belmont Center to Waverley Square, the route wound through Common, Waverley and C Streets, Grant Avenue, White Street, and Thayer Street to Lexington Street. The main route

followed Lexington Street into Watertown, but a variation ran on Sycamore and Belmont Streets back to Lexington Street. The final segments in Watertown were on Orchard, Common, and Mount Auburn Streets. The Boston Elevated Railway Company had run a three-month trial of a bus route between Arlington Center and Watertown on a partly different alignment in 1929 in response to local community requests, but had discontinued it because of low ridership.

In May 1932, Lovell bus lines started a Weymouth Division, taking over several bus routes being discontinued by the Eastern Massachusetts Street Railway Company. The history of this division is related separately below.

In June 1932, Lovell started a new route from Lexington to Billerica (outside the original MBTA District) via Burlington and Bedford. This route, which ran on Lowell Street in Lexington and on the old Middlesex Turnpike in Burlington and Bedford, was relatively short-lived. A new Lovell route between Concord and Chelmsford via Acton started at the same time ran for only a few months. This route left Concord via Commonwealth Avenue and Elm Street from West Concord.

In February 1934, Lovell took over operation of a route between Waltham and Wayland via the Boston Post Road. In 1925, when the DPU issued a temporary certificate to companies already operating fixed-route bus service in the state, a certificate for this route was granted to Elmer E. Jennison, doing business as Waltham Auto Exchange. A permanent certificate was issued in 1926 to the same company, which remained the operator until Lovell took over the route. The Boston and Worcester Street Railway Company's route from Worcester to Boston via the Post Road overlapped this segment but was not started until July 1926. Waltham Auto Exchange was primarily a new and used car dealer, in business as early as 1915.

In March 1935, Lovell was granted rights to three new routes radiating from Sudbury Centre. These ran to South Sudbury via Concord Road; to Lincoln Road via Concord Road, and to the border of Wayland via Old Sudbury Road.

In 1937, Lovell was granted rights to a short variation of the Watertown–Five Forks route in Arlington, on Washington Street and Overlook, Peter Tufts, and Edmund Roads.

In May 1942, Lovell started a new route from Sudbury Centre to Maynard via Hudson and Maynard Roads in Sudbury and Parker Street in Maynard. In February 1943, a connection from the Sudbury border to Wayland Center via Old Sudbury Road was established.

A variation in Lexington authorized in 1943 used School Street and Massachusetts Avenue instead of Lincoln Street between Five Forks and Lexington Center.

John F. Lovell, the founder of Lovell Bus Lines, died in April 1945, at the age of 87. His grandson, John F. Fayton, became general manager of the company by 1947.

In July 1946, Lovell Bus Lines was authorized to start a route from Sudbury to Hudson (outside the original MBTA District) via Hudson Road in Sudbury, Sudbury Road in the southeast corner of Stow, and Main Street in Hudson.

Early in 1947, Lovell Bus Lines started a new route from Lowell Street in Arlington via Park Avenue Extension and Forest Street to the border of Winchester, and on Ridge Street in Winchester to Hutchinson Road.

In July 1948, Lovell Bus Lines was granted a certificate for a new express routing between Concord and Arlington. From Concord Center, it ran on the Concord Turnpike into Lincoln where it joined the then nearly new state Route 2, which it used to Pleasant Street in Arlington. A

cross-connection from the old route ran on Pleasant and Watertown Streets in Lexington, between Massachusetts Avenue and Route 2. Also authorized in July 1948 was operation in Lexington from Five Forks via Lincoln and Middle Streets back to Marrett Road, as a variation of the original 1926 route to Arlington Heights.

In December 1948, Lovell Bus Lines was authorized to serve Bedford Airport (Hanscom Field) via the Access Road through Lincoln from the border of Lexington at Marrett Road.

In January 1949, Lovell Bus Lines was granted rights for a new route between Wayland Center and Maynard. In Wayland, it ran on Concord Road and Sherman's Bridge Road to the border of Sudbury. In Sudbury it ran on Lincoln, Concord, Pantry, and North Roads to the border of Maynard. In Maynard it ran on Waltham Street to the town center, then looped back on Parker Street and Great Road to North Road in Sudbury.

In June 1949, Lovell Bus Lines was authorized to start a new route from Bedford Airport to Harvard Square, using earlier operating rights to Pleasant Street in Arlington, then Route 2 to Concord Avenue in Cambridge, and Concord Avenue to Harvard Square. Initially, Lovell was only allowed to serve passengers going to or from Bedford Airport on this route. After concluding ridership would be too low, in July 1949, the DPU amended the certificate to allow service to some intermediate points. In December 1949, the DPU amended the certificate further, allowing Lovell to run through service between Maynard and Harvard Square.

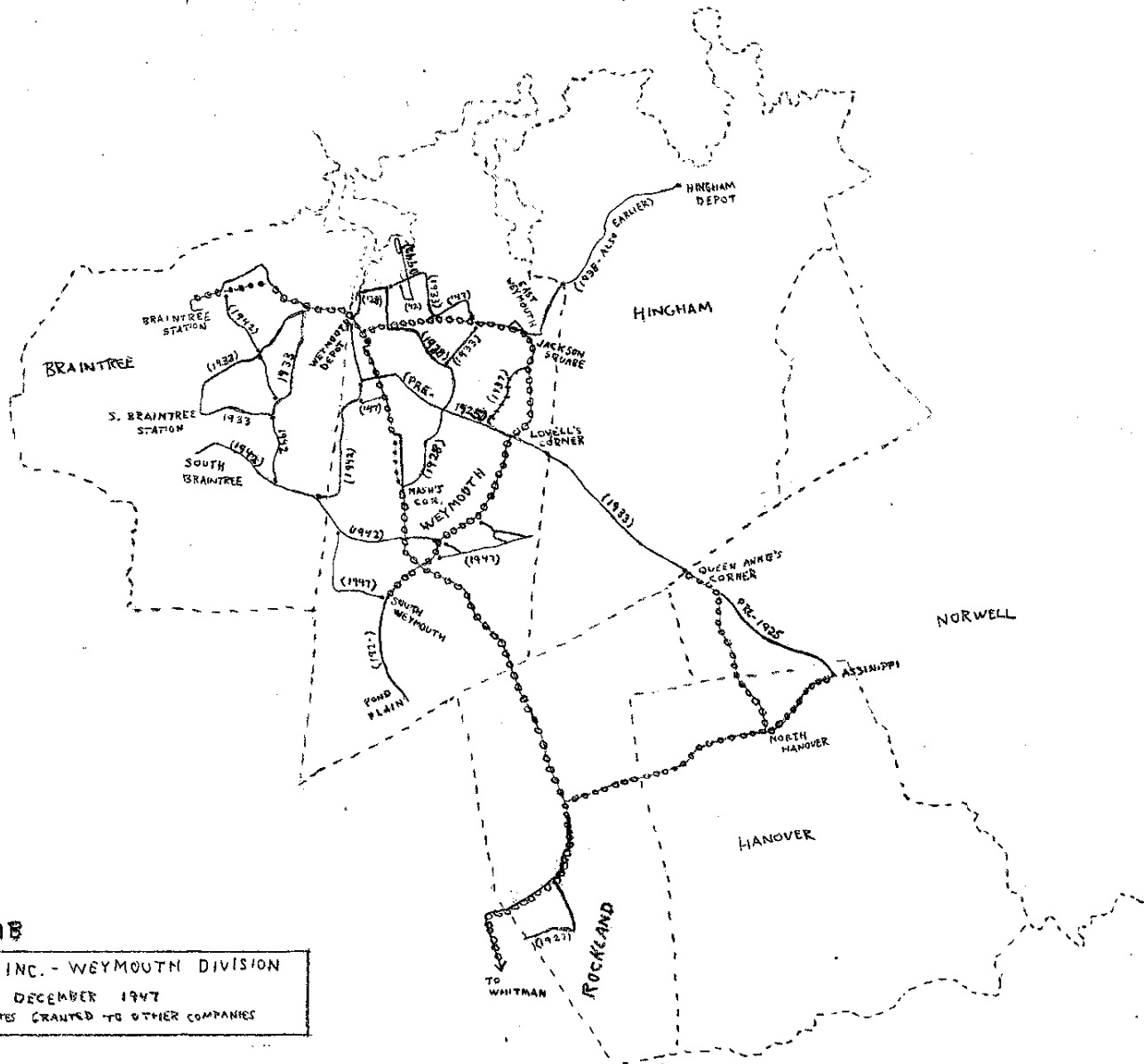
The Maynard–Harvard Square route marked the end of expansion by Lovell Bus Lines. The company had shut down the Weymouth Division in December 1947 after losing the Weymouth school bus contract. In February 1953, with little advance warning, Lovell Bus Lines discontinued all service in the Maynard Division and declared bankruptcy. The Middlesex and Boston Street Railway Company took over operation of the routes from Maynard to Arlington Heights and Harvard Square, and the route from Watertown to Five Forks. The Boston, Worcester, and New York Street Railway Company briefly ran service from Maynard to Hudson, after which Maynard Bus Service took it over. The Fitchburg and Leominster Street Railway Company briefly took over operation of service between Clinton and Leominster.

### **Lovell Bus Lines Weymouth Division (Map 19B)**

#### ***Trolley Heritage and Original Bus Conversion***

In 1922, the Eastern Massachusetts Street Railway Company began replacing trolley lines in its Weymouth Division with bus lines. The first route was converted in 1922. It ran from the New Haven Railroad's South Weymouth Station via Pond and Pleasant Streets to Jackson Square at Broad Street in East Weymouth. The segment west of Columbian Square (Columbian Street at Union Street) was originally part of a route opened by the Rockland and Abington Street Railway (R&A) in 1894. The rest of the segment on Pleasant Street was originally part of a route opened by the Braintree and South Weymouth (B&SW) Street Railway in 1895. The Eastern Mass. also added an extension from South Weymouth Station via Pond Street to its more southerly intersection with Main Street at Pond Plain. This segment had not had trolley service.

In 1926, the Eastern Mass. replaced two more Weymouth Division trolley routes with buses. One route ran northeast from East Weymouth via Commercial Street, Fresh River Avenue, and Fort Hill, West, and North Streets to Hingham Square, then south on Main Street to Queen Anne's Corner on the border of Hingham and Norwell. This line was originally opened in 1896 by the Hingham Street Railway Company.

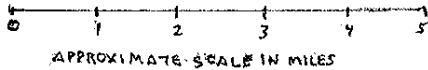


MAP 19B

LOVELL BUS LINES, INC. - WEYMOUTH DIVISION  
 OUT OF BUSINESS - DECEMBER 1947  
 RIGHTS TO MOST ROUTES GRANTED TO OTHER COMPANIES

KEY

BUS LINE REPLACING TROLLEY -o-o-o-  
 ORIGINAL BUS LINE ———  
 TROLLEY LINE REPLACED BY BUS ON  
 PARALLEL STREET o-o-o



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The other Eastern Mass. line converted from trolley to bus in 1926 ran from Lincoln Square in Weymouth Landing to Rockland, via Front, Main, Columbian, and Union Streets in Weymouth and Union Street in Rockland. (Union Street no longer runs through between Weymouth and Rockland). The segment north of Columbian Square was originally opened in 1895 by the B&SW. The segment south of Columbian Square was originally opened in 1894 by the R&A. The replacement bus service used Main Street instead of the segment on Front Street.

In 1929, the Eastern Mass. replaced a trolley route from the New Haven Railroad Braintree Station to East Weymouth with buses. This route ran via Elm, Adams, and Commercial Streets to Lincoln Square in Weymouth, then on Washington and Broad Streets to Jackson Square. The segment from Braintree Station to Broad and Middle Streets in Weymouth was originally opened in 1895 by the B&SW. The segment from Middle Street to Jackson Square was originally opened in 1894 by the Quincy and Boston Street Railway.

Later in 1929, the Eastern Mass. discontinued bus service on the route from East Weymouth to Queen Anne's Corner via Hingham Square. An independent operator, Edward W. Cobbett, took over the segment between Hingham Square and Queen Anne's Corner, but service between East Weymouth and Hingham Square was not immediately replaced.

In 1932, the trustees of the Eastern Mass. demanded a \$35,000 annual subsidy from the Town of Weymouth to continue the three remaining bus routes in the Weymouth Division, but town officials chose to look for another operator. Five companies submitted proposals for operating the service. Lovell Bus Lines of Maynard was the successful bidder. Lovell was not directly subsidized but was granted rights to provide school bus service in Weymouth and Braintree. The DPU granted a certificate to Lovell for the three Eastern Mass. Weymouth Division routes on May 14, 1932.

### ***Network Expansion 1932 to 1947***

On September 12, 1932, the DPU granted rights to Lovell for three additional routes in Weymouth. One started on Commercial Street at the border of Hingham and ran on Commercial Street to Weymouth Landing. It then made a loop on Front, Summer, Federal, and Washington Streets back to Commercial Street. Another route ran from Weymouth Landing via Washington Street to Lovell's Corner at Middle Street. The third route ran from Weymouth Landing via Commercial, Webb, Broad, Spring, Essex and Middle Streets to Nash's Corner at Washington Street. These routes had just been discontinued by White Bus Company, which had been granted the rights to the Nash's Corner route in December 1928, to the route on Commercial Street from the border of Hingham in August 1927, and to the Lovell's Corner route in 1926.

In December 1932, Lovell was granted temporary rights to a route from Queen Anne's Corner on the border of Norwell and Hingham through Hanover to the center of Rockland, where it connected with one of the former Eastern Mass. routes originally transferred to Lovell. The route acquired in December 1932 was being discontinued by Edward W. Cobbett, who had taken it over in November 1927 from Rose Brothers Bus Company. The latter had run the route since before 1925, as a replacement for an Eastern Mass. trolley route that had opened in 1896. The Rockland and Abington Street Railway built the segment in Rockland, on Webster Street. The Hanover Street Railway built the segments on Webster and Main Streets in Hanover and on High and Washington Streets in Norwell. The bus replacement service also included a new segment on Washington Street from Grove Street in Norwell to Webster Street at Assinippi Corner in Hanover, connecting with a branch of the Hanover Street Railway that the bus also replaced.



In January 1933, the temporary rights granted to Lovell in December 1932 were made permanent. At the same time, Lovell was granted rights for new service from Queen Anne's Corner via Whiting Street in Hingham and Washington Street in Weymouth to Lovell's Corner. However, the DPU rejected an application by Lovell to restore service on the former Eastern Mass. route between the border of Weymouth on Commercial Street and Hingham Depot. This route had not had service since Eastern Mass. discontinued the bus route in 1929. Lovell was eventually granted rights for this route in November 1938.

In February 1933, Lovell was granted rights for another former Cobbett bus route, originally established in 1927. It ran from Rockland Station to the border of Abington via Union, Market, Spring, and Summer Streets.

In November 1933, Lovell was granted rights to a route to South Braintree Station, via a long loop from Commercial Street on Union Street, French Avenue (which no longer connects with Union Street), and Pearl and Liberty Streets. At the same time, new coverage was authorized in Weymouth on Middle Street between Essex and Broad Streets and on Commercial Street from Webb Street to Madison Street.

In December 1937, Lovell was authorized to operate a route variation between Washington Street and Pleasant Street in Weymouth via Westminster Road, Cross Street, Birchcliff Road and Lambert Avenue. The DPU revoked the certificate for this variation in 1942 as part of an effort to revoke all certificates of all carriers that were not operating the services covered and had no plans to reinstate them.

In December 1941, Lovell took over operation of a bus route between Rockland and Whitman via Centre and Plymouth Streets from Fox Auto Service. Eastern Mass. had converted this route from trolley to bus in 1931. Fox had been operating the replacement bus service since 1932. Carey's Auto service had run a bus route between Rockland and Whitman from 1927 to 1931, but it may have followed a different route than that of the trolley. Lovell operated the Whitman route for only a short time.

In April 1942, Lovell was granted rights for an extension from Braintree to the Fore River shipyard in Quincy, but details of the routing were not found in research for this study.

In June 1942, Lovell was granted rights for a new route from South Braintree to South Weymouth. From Washington Street in Braintree, the route ran on Plain, Grove, and Columbian Streets to the border of Weymouth and continued on Columbian Street and Park Avenue to Pleasant Street. A variation of this route ran to Braintree Station from Grove Street via Liberty and Middle Streets to Elm Street. Another variation ran from Columbian Street via West and Summer Streets to Broad Street. Not connected to these but covered in the same certificate were new rights in Weymouth on Idlewell Street and on Wilson Avenue, Roosevelt Road, and Harding Avenue.

In February 1947, Lovell was granted temporary rights for new service on several short segments in Weymouth. These rights, made permanent in March 1947, were probably intended mostly for school service. The new coverage included Middle Street between Broad and Commercial Streets; Academy Avenue between Broad and Middle Streets; Homestead Avenue between Summer and Front Streets; Forest and Hollis Streets between Columbian Street and Pond Street, and Derby Street from Pond Street to Main Street; Ralph Talbot Street between Pleasant and Oak Streets and cross-connections from Pleasant Street to Ralph Talbot Street via Park Avenue, Elm and Pine Streets and Oak Street.

In mid-December 1947, the Weymouth School Committee awarded the school bus contract for the town, long held by Lovell Bus Lines, to a new company, South Shore Coach, Inc. The committee said that this would save more than \$4,100 per year. Lovell immediately announced that all service in the Weymouth Division would end on December 31. This result was not unexpected, and the South Shore management proposed to take over service in Weymouth for the general public in addition to school service. The manager of the Lovell Weymouth Division was also interested in starting a new independent operation. However, the DPU granted a 60-day emergency license for all routes in the Weymouth Division to Kenneth Hudson of Medford, who had been operating bus service in cities and towns north of Boston since 1933.

Hudson purchased all the equipment formerly used on the Lovell Weymouth Division, and organized a new company, Hudson Bus Lines, Inc., to run the service. The DPU granted Hudson Bus Lines a permanent certificate for this service and a charter license on February 27, 1948. The routes included in the certificate were in Weymouth, Braintree, Rockland, and Hingham, but the descriptions were no longer arranged in direct correspondence with those in the previous Lovell certificates. The subsequent histories of Hudson Bus Lines and South Shore Coach are related in other sections of this report.

### **Pierce Bus Lines (Map 15)**

On August 15, 1919, the Norfolk and Bristol Street Railway Company permanently discontinued service on a system of trolley routes in Norwood, Walpole, Foxborough, Mansfield and Wrentham. The history of this company is related in the section of this report on the Foxboro-Mansfield Bus Company.

Officials in the towns formerly served by the Norfolk and Bristol Street Railway did not all agree on an operator to provide replacement bus service, so the lines were divided near what coincidentally became the border of the original MBTA District. Frank P. Snow, Jr. of Foxborough and Fred W. Pierce of Boston, conducting business as the Norfolk and Bristol Bus Company, got the segment of the former Norfolk and Bristol main line between South Walpole, Walpole Center, and Norwood via Washington, Common, Elm, East, and Main Streets in Walpole and Walpole Street in Norwood. The same company also provided replacement bus service on the branch from Walpole Center to East Walpole via East Street.

On May 5, 1920, the Eastern Massachusetts Street Railway Company permanently discontinued trolley service from Cleary Square in Hyde Park on River Street to the border of Dedham continuing on Milton and High Streets to Dedham Square. This was part of a route opened on May 24, 1894, by the Norfolk Suburban Street Railway Company. A company called Hyde Park Motor Lines applied to the city of Boston for a license to provide replacement jitney service. However, Boston Mayor Peters, holding out hope for restoration of trolley service on the route by the Boston Elevated Railway Company (BERy), refused to approve the license.

On October 3, 1921, residents of Hyde Park began a massive boycott of remaining Eastern Mass. service in Hyde Park. The objectives included having trolley service restored on the line from Cleary Square to Dedham, and getting the fare reduced for passengers making trips involving both the Eastern Mass. and the BERy. The Norfolk and Bristol Bus Company began providing service along routes in Hyde Park to demonstrate that the community could get along without the trolleys. In early November, Mayor Peters approved a license for Norfolk and Bristol to run bus service in Hyde Park, charging a five-cent fare versus the Eastern Mass ten-cent fare. This license allowed service on the Dedham route only within Boston. In Dedham, town officials

granted the jitney license to Oakdale Community Garage and Bus Line, as related in the history of Dedham-Needham Transit Lines.

Norfolk and Bristol buses and Eastern Mass. trolleys both served Hyde Park for nearly two years. Effective September 1, 1923, the BERY took over and reconfigured Eastern Mass. Hyde Park service. Trolleys were retained on Hyde Park Avenue north of Cleary Square and were run through to Forest Hills as before. BERY buses were run on River Street from Mattapan to Cleary Square, continuing on Hyde Park Avenue to Wolcott Square. The Norfolk and Bristol Bus Company was allowed to continue providing the only service on River Street between Hyde Park Avenue and the border of Dedham, but its license for service in the rest of Hyde Park was revoked.

By early 1924, the original partners in the Norfolk and Bristol Bus Company had disagreements that led to Frank P. Snow, Jr. suing Fred W. Pierce. A temporary receiver for the company was appointed on March 14, 1924. The Boston jitney license of the Norfolk and Bristol Company expired on March 31, 1924, and was replaced the next day by a license issued to Fred W. Pierce only.

In 1925, when the DPU began granting temporary certificates to operators already providing fixed-route service, Pierce Bus Lines was granted certificates for the Cleary Square–Dedham border route, the routes from South Walpole to Norwood and from Walpole to East Walpole, and a route from Hyannis to Chatham on Cape Cod. Permanent certificates for these routes were granted to Pierce in 1926. The certificate for the route from Cleary Square also allowed a short extension into Dedham on River Street, then back on Milton and Sprague Streets to Readville. The B. F. Sturtevant Company industrial ventilation fan factory complex near Readville was expected to be a major source of riders.

In March 1927, the managements of Pierce Bus Lines and Oakdale Community Garage and Bus Line reached an agreement allowing both companies to operate through service between Cleary Square and Dedham Square.

In December 1930, Pierce started a new route between Walpole and Norfolk via West Street. In July 1934, Pierce was granted a license for service between the center of Walpole and the border of Medfield via Elm Street (the present state Route 27). The Foxboro-Mansfield Bus Company already ran busses on this segment as part of a route between Mansfield and Framingham, but was restricted to closed-door operation through Walpole because the town had not approved a local service license. Pierce ran this route for only a few years.

In 1935, state legislators from the Hyde Park area succeeded in getting a resolve passed authorizing the BERY to provide service between Cleary Square and the border of Dedham on River Street. However, the Massachusetts Attorney General found the resolve to be unconstitutional. Nevertheless, in July 1936, the DPU held a hearing to consider whether the BERY should be granted rights to operate this route. There had been public demand for BERY service to eliminate a transfer at Cleary Square and an extra fare for passengers going to and from this segment. The DPU held that it was not in keeping with its policies to grant certificates to two carriers for the same route, and decided that Pierce, having run the route for many years, should be allowed to continue to do so.

There were no further notable developments in the Pierce Bus system until May 1952, when the DPU held a new hearing on the matter of service in Hyde Park. At this hearing, it was argued that the license issued by the city of Boston to Pierce was supposed to have been valid only until

the BERY was ready to operate the route. The Metropolitan Transit Authority, which had succeeded the BERY in 1947, was now prepared to operate the route, so the Pierce Bus Lines license should be revoked. It was also argued that residents of Hyde Park, whose taxes helped to support the MTA, were entitled to MTA bus service.

This time, the DPU ruled against Pierce, revoked the certificate for Hyde Park service, and issued a certificate to the MTA. However, Pierce obtained an injunction delaying the effective date of the DPU order. Pierce subsequently prevailed in the Massachusetts Supreme Judicial Court and continued operating the Hyde Park route.

In October 1952, Pierce attempted to expand service in Walpole. The DPU approved a certificate for a new variation of the East Walpole route, via Washington and High Plain Streets, but found no public necessity for proposed new service over several streets west of Main Street.

In April 1955, Pierce started a new branch from the River Street Hyde Park line, on Turtle Pond Parkway to Smithfield Road, to serve new residential development.

In April 1957, Pierce Bus Lines sold all of its fixed-route certificates for service in Norwood, Walpole, and Norfolk to Transit Bus Line.

In December 1958, Pierce Bus Lines reached an agreement for the MTA to take over the long-disputed River Street line in Hyde Park. The DPU granted a certificate to the MTA for this route, excluding the branch on Turtle Pond Parkway, on January 20, 1959.

Pierce Bus Lines remained in business as a charter company until September 1959, when its charter license was transferred to newly organized Pierce Transit Company, Inc. owned by Raymond E. Levesque of Dracut. Pierce Transit reentered the fixed-route business in 1970 by taking over some former Eastern Massachusetts Street Railway service in Lowell and Dracut that the MBTA had acquired in 1968. [In 1975, Levesque began demanding a subsidy for this service, but was still running it at least as late as October 1977. Raymond Levesque died on March 30, 1979, at age 50. Pierce Transit was dissolved on October 19, 1983.]

### **South Shore Coach Lines, Inc. (Map 6)**

South Shore Coach Lines began operation as a school bus contractor for the town of Weymouth in January 1948. John Manning, a former bus driver for several companies, owned South Shore Coach. The awarding of the school bus contract, formerly held by Lovell Bus Lines, to South Shore Coach, resulted in Lovell discontinuing all service in its Weymouth Division on December 31, 1947. This result had been anticipated, and Manning had hoped to take over Lovell's general-purpose fixed routes as well as its school routes. However, the DPU unexpectedly granted the rights covered in Lovell's fixed-route certificates to Hudson Bus Lines.

Following its failure to obtain rights to the Lovell service taken over by Hudson, South Shore Coach provided only school bus and charter service for more than a year and a half. Then in August 1949, South Shore Coach started a bus route from Green Harbor and Brant Rock in Marshfield to Quincy Square. Two loops were authorized from Brant Rock Square. One used Ocean, Central, and Island Streets. (Ocean and Central no longer connect.) The other loop used Dyke Road, Careswell, Canal, and Bay Streets, Bay Avenue, and Beach Street. From Brant Rock Square, the route to Boston was on what are today (2020) state Routes 139 and 53 through Marshfield, Pembroke, Hanover, Norwell, Hingham, Weymouth, and Braintree to the Southern Artery in Quincy, then on Quincy Avenue and Hancock Street to Quincy Square. From Route 139 at Route 3A in Marshfield to Quincy Center, the route alignment was the same as one

granted to the Plymouth and Brockton Street Railway Company (P&B) a few weeks earlier for a route between Plymouth and Boston.

In December 1949, South Shore Coach acquired the certificate of L. B. and A. S. Smith, doing business as Smith's Garage, for a route in Hanover, Norwell, and Rockland. Smith's had taken over part of this route from Hudson Bus Lines in February 1948. Hudson had run it only since January 1, 1948, under a temporary certificate, as part of the former Lovell Bus Lines service. There was also a new connection between these lines and the actual Smith's Garage. Segments on High Street in Norwell and Main Street in Hanover from Queen Anne's Corner to North Hanover at Webster Street and a line on Webster Street from Route 53 in Hanover to Union Street in Rockland and a loop in Rockland on Union and East Water Streets were former Eastern Massachusetts Street Railway trolley routes. A segment on Route 53 between Queen Anne's Corner and Webster Street had been started before 1925 as a bus route. The new segment added by Smith's ran on Main Street in Hanover between Webster Street and Hanover Street at Hanover Center.

In January 1950, South Shore Coach was denied authority for a route from Braintree to Randolph that another company had discontinued several months earlier, because the DPU concluded that there was no public necessity for the route.

In June 1950, the DPU authorized South Shore Coach to extend the Brant Rock–Quincy Center route to the Fields Corner rapid transit station in Dorchester, but with pick-ups and drop-offs allowed only at the station. The extension ran on Hancock Street in Quincy and on Neponset Avenue and Adams Street in Dorchester.

In December 1950, South Shore Coach was granted a certificate for a new routing of service on the Brant Rock–Fields Corner route between Marshfield and Assinippi Corner in Hanover. This routing diverged from Route 139 at Main Street in Marshfield and ran on Main Street (now Route 3A) and Spring, Highland, Short, and Union Streets in Marshfield; on Bridge and Main Streets in Norwell; and on Webster Street and Assinippi Avenue in Hanover. Another variation authorized at the same time ran in Marshfield from Main Street on Ferry, Sea, Elm, and Summer Streets back to Main Street at Spring Street.

From 1943 to 1948, four Marshfield businessmen, Horace C. Keene, Lyman S. Kent, John H. Flavell, and Lloyd B. Frisbee, had operated bus service between Brant Rock and the New Haven Railroad's Greenbush Station in Scituate under contract with the town of Marshfield and under authority of DPU war emergency certificates. Between Brant Rock and Main Street at Spring Street, these routes included the Main Street route and the Ferry/Sea/Elm/Summer route covered in the 1949 and 1950 South Shore certificates. The war emergency routes continued north of Spring Street via the present Route 3A to Greenbush Station. Between 1930 and 1942, the New Haven's highway subsidiary New England Transportation Company operated bus service between Greenbush and South Duxbury via Marshfield Center. Parallel rail passenger service south of Greenbush ended in June 1939.

In November 1951, South Shore Coach was granted certificates authorizing several new variations to its existing routes. In Marshfield these included a connection from the Green Harbor route at Canal Street via Careswell and Webster Streets to Ocean Street, and a link from Summer Street via Prospect, Old Main, Highland, Oak, and Union Streets to Short Street. In Hanover, a new segment on Hanover Street connected the southern end of the former Smith's Garage route acquired in 1949 with the through route to Boston on state Route 53.

On August 14, 1952, the DPU transferred all the fixed-route certificates held by South Shore Coach Lines to the Plymouth and Brockton Street Railway Company. There was substantial overlap in the route coverage of the two companies before this transaction. The major advantage to consolidation of the operation was elimination of restrictions that the DPU had imposed on local service on certain segments of the route of each company to protect the service of the other company. In the Plymouth and Brockton network by 1974, only some segments in Marshfield on a route to Green Harbor were distinguishable as former South Shore Coach service.

### **South Shore Transit (Map 6)**

In July 1946, Kenneth Ridgway and Robert Lappin, doing business as Clipper Bus Service, were granted a DPU certificate for a bus route from Scituate Harbor to Hingham Depot via Front Street, Beaver Dam, Jericho, Hatherly, Mann Hill, and Captain Pierce Roads, and Country Way in Scituate, South Main Street, Ripley Road, and North Main Streets in Cohasset, and East Street, Chief Justice Cushing Highway, and Summer and North Streets in Hingham. This route may have been operated previously as a war emergency route.

The certificate also authorized a variation from Hatherly Road via Scituate Avenue, Turner Road, Oceanside Drive, and First Avenue back to Hatherly Road. There were additional authorized branches in Scituate from Hatherly Road via Gannett Road to Glades Road; from East Street in Hingham via Hull Street to the border of Cohasset and Hull; and on Beechwood Street in Cohasset from South Main Street to Doane Street.

On April 11, 1947, Ridgway and Lappin discontinued operation of their bus routes, and a new company, Clipper Bus Service, Inc., was granted a temporary DPU license for the same routes. The name of this company was changed to South Shore Transit, Inc. on May 9. On June 10, 1947, a permanent certificate was granted to this company for the former Clipper Bus routes. South Shore Transit was owned entirely by Rapid Transit, Inc. of Winthrop.

In April 1948, the DPU authorized South Shore Transit to extend the outer end of its main route from Scituate Harbor to Greenbush Station, via First Parish and Stockbridge Roads, Country Way, and Ford Place. In June 1948, South Shore Transit was granted a 60-day temporary license for a route from Greenbush Station to Quincy Center due to a reduction in railroad passenger service between these points. However, due to low patronage on the bus route, it was not made permanent.

On July 8, 1950, all fixed-route certificates held by South Shore Transit were transferred to the Plymouth and Brockton Street Railway Company. In 1974, remnants of the former South Shore Transit routes were still included in P&B service to Greenbush. [By 2020 no segments of the former Clipper Bus/South Shore Transit network still had bus service.]

## **APPENDIXES**

In the original 1974 edition of this report, discussion of the bus routes of the MBTA and private carriers was limited mostly to those that originated as bus routes, but routes that originated as trolley lines were marked as such on the maps. However, having noted the great extent to which the former trolley network shaped the bus network of 1974, the author intended to add information on the histories of trolley lines to subsequent editions of the report. This has now been done within each of the private-carrier histories in the main body of the report, except that trolley origins of Boston Elevated Railway and Metropolitan Transit Authority routes are now discussed in new Appendix A, those of Eastern Mass. Street Railway Company routes in new Appendix B and those of Middlesex and Boston Street Railway Company routes in new Appendix C.

### **APPENDIX A – STREET RAILWAY ORIGINS OF BOSTON ELEVATED RAILWAY AND METROPOLITAN TRANSIT AUTHORITY BUS ROUTES**

#### **Introduction**

There are many possible approaches to discussing the histories of Boston Elevated Railway (BERy) trolley lines that became the basis of much of the Metropolitan Transit Authority bus network inherited by the MBTA in 1964. The BERy trolley network was in turn based largely on a network of horsecar lines acquired by the West End Street Railway Company in 1887 and electrified in the 1890s.

The approach used in this appendix was to start with two unpublished lists compiled by William Werner in 1973. One list, entitled “The Decline of Electric Surface Traction – Boston Elevated Railway and Its Successors,” shows, in chronological order, the dates of conversion of trolley lines to bus or trackless trolley and, if applicable, from bus to trackless trolley or trackless trolley to bus. The other list shows the dates on which the West End Street Railway or the BERy placed electric car lines in operation starting in 1889.

This appendix discusses in chronological order of conversion the trolley lines or segments converted to bus or trackless trolley, as listed by Werner, starting with the first BERy conversion of a trolley line to a bus line on February 24, 1922. (Most trolley lines abandoned without replacement are not discussed here.) Based on other sources, for each trolley line converted to bus or trackless trolley, if the segment originated as a horsecar line, the company that established it and the year or more precise date it opened are stated. Using Werner’s second list, the dates of electrification of a horsecar line or of the establishment of service on a new trolley line are specified. If applicable, dates of subsequent conversions between trackless trolley and bus or vice-versa are also specified. Finally, for the vast majority of former trolley route segments that were still included in MBTA bus routes in 2020, the route numbers of those including the longest segments of the former trolley routes are provided.

As in the main body of the report, the evolution of network coverage is of greater concern than changes in the manner in which individual route segments were served over the years. Before the development of the heavy rail rapid transit system, most of the horsecar lines or trolley lines that became part of the BERy system had through service to downtown Boston. As the heavy rail system grew, surface lines were mostly cut back to serve as feeders to outlying stations.

Before 1936, the BERy had route numbers for internal operating and accounting purposes, but used route names rather than numbers for information given to the public. Some independent

publishers of transit guides used their own route numbering systems. The first BERY system map with numbers was issued in 1936, using route numbers assigned by the cartographer rather than the internal numbering system. MTA schedules published in the 1950s used a different set of numbers. The MBTA did not drop the use of the internal numbers in favor of the map numbers until the 1970s. In 2020, the majority of route numbers for routes derived from the BERY system are based on those assigned on the 1941 map edition, but some numbers have been reassigned. To avoid confusion, this appendix uses the route numbers in effect in 2020.

Old Colony Street Railway Hyde Park routes taken over by the BERY in 1903 and 1925 and Eastern Mass. Street Railway Chelsea Division routes taken over by the BERY in 1936 are discussed in Appendix B, along with Eastern Mass. routes taken over by the MBTA in 1968.

### **Summary of West End Street Railway Horse Railroad Predecessors**

The following information is provided to place the names of predecessor horse railroad companies referred to in subsequent sections of this appendix in context. The four horse railroad companies merged into the West End Street Railway in 1887 were the Metropolitan Railroad, Cambridge Railroad, South Boston Railroad, and Boston Consolidated Street Railway. Most of the routes of these companies had direct service to downtown Boston, but because of the limited number of streets suitable for horsecar operation in that area, the locations that the city granted to these companies often specified that shared use of tracks must be allowed.

The Metropolitan Railroad connected downtown Boston with the South End, Roxbury, Dorchester, Jamaica Plain, Back Bay, and Brookline Village, and via intermediate ferry links with East Boston and Chelsea. In addition to routes that had been granted directly to it, the Metropolitan Railroad system included lines originally granted to the Dorchester Avenue Railroad, Dorchester Railway, Dorchester Extension Railway, Dorchester and Roxbury Railway, Dedham and West Roxbury Railroad, Suffolk Railroad, Brookline Railroad, and Brookline and Back Bay Street Railway.

The Cambridge Railroad connected downtown Boston with Cambridge, Arlington, Somerville, Watertown, Allston, Brighton, and the Nonantum section of Newton. In addition to routes that had been granted directly to it, the Cambridge Railroad system included lines originally granted to the West Cambridge Railroad, Newton Railroad, Waltham and Watertown Railroad, Somerville Horse Railroad, and Charles River Street Railway. From 1856 to 1882, the Union Railway, which built no lines itself, operated the Cambridge Railroad system under lease.

The Boston Consolidated Street Railway was the product of an 1886 merger of the Middlesex Railroad and the Highland Street Railway. Before the 1886 merger, the Middlesex Railroad connected downtown Boston with Charlestown, Everett, Malden, Medford, and Somerville. In addition to routes that had been granted directly to it, the Middlesex Railroad system included lines originally granted to the Malden and Melrose Railroad, Somerville Horse Railroad, Medford and Charlestown Railroad, and Cliftondale Railroad. Before the 1886 merger, the Highland Street Railway connected downtown Boston with the South End, Roxbury, Dorchester, and Back Bay. The Highland had not taken over any routes originally granted to other companies, but did operate over some trackage belonging to other systems.

The South Boston Railroad connected South Boston with downtown Boston, the South End and Back Bay. This company was originally organized as the Broadway Railroad. The South Boston Railroad did not take over any routes originally granted to other companies, but did operate over some trackage belonging to other systems.



The Boston and Chelsea Railroad, which operated into downtown Boston over tracks of the Middlesex Railroad, did not get included in the West End Street Railway system, but instead became part of the Lynn and Boston Railroad, predecessor of the Eastern Massachusetts Street Railway Company, discussed in Appendix B.

### **BERY Bus Replacements of Trolley Lines 1922 to 1924**

The BERY implemented its first bus replacement of a trolley line on March 24, 1922. This route ran from Union Square in Allston to the border of Watertown via North Beacon Street. The BERY had abandoned the original continuation of this route to Watertown Square, also on North Beacon Street, on April 27, 1912, with no replacement. The Newtonville and Watertown Street Railway built the trolley line between Watertown Square and Union Square in 1898. The segment of the Newtonville and Watertown between its namesake endpoints eventually became part of the Middlesex and Boston system. The BERY took over the Union Square extension in 1907, having run cars over it since 1900.

The BERY extended the western end of the North Beacon Street bus line to Faneuil Street in 1925. In 2020, the North Beacon Street segment was included in MBTA **Route 64**, except for a diversion to serve an office complex on Guest Street.

On February 21, 1923, BERY buses replaced trolleys on a short route from Malden Square to Edgeworth via Pleasant Street and Highland Avenue. The segment unique to this route had opened as a BERY trolley line on October 29, 1900. In 2020, it was part of MBTA bus **Route 108**.

On March 29, 1923, BERY buses replaced trolleys on Hanover Street in downtown Boston between Haymarket Square and the Chelsea Ferry. This route was originally a horsecar line of the Suffolk Railroad, opened about 1860. It became part of the Metropolitan Railroad in 1864, and the West End Street Railway in 1887. It was electrified effective February 20, 1892. MBTA bus service on Hanover Street was last operated in March 2009.

On August 8, 1924, BERY buses replaced trolleys on a route that ran from Cottage Farm in Allston to Central Square in Cambridge via Brookline Street to Massachusetts Avenue, looping back to Brookline Street via Massachusetts Avenue, Pearl Street, and Putnam Avenue. The bus route used Green Street instead of Massachusetts Avenue, and continued south across the Charles River on a temporary bridge to Commonwealth Avenue.

The Cambridge Railroad established horsecar service on Pearl Street between Putnam Avenue and Central Square in 1875. The Charles River Street Railway opened a horsecar line from what became Massachusetts Avenue via Brookline Street to Cottage Farm Station on the Boston and Albany Railroad in 1883. The Brookline and Pearl Street lines were combined after these two street railway companies merged in 1886. The West End Street Railway electrified the Brookline and Pearl Street routes in the fall of 1889, including the segment to Cottage Farm. In 1891, the City of Cambridge revoked the operating rights south of Brookline Street at Henry Street because of complaints that electric cars on the Brookline Street Bridge across the river interfered with pedestrian and private carriage traffic. The BERY reinstated trolley service through to Cottage Farm effective December 8, 1906, but converted the route to bus when the bridge was closed for replacement in 1924. The bus route was shifted to the new Cottage Farm Bridge after it was completed in 1928, but was cut back to the Cambridge side in 1932. In 2020, the route from Central Square to Cottage Farm was part of MBTA bus **Route 47**.

On October 7, 1924, BERY buses replaced trolleys on a route from Magoun Square in Somerville to Sullivan Square via Medford and Pearl Streets. This route had originated as a West End Street Railway horsecar line in 1888, and was electrified effective March 25, 1893. At the time of the bus conversion, a trolley route between Arlington Center and Sullivan Square was rerouted via Broadway. The MTA converted service on Medford and Pearl Streets from bus to trackless trolley as part of a route from Arlington Center to Lechmere Station effective September 12, 1953, but converted it back to bus effective March 31, 1963. In 2020, it was still part of MBTA bus **Route 80**.

On November 10, 1924, BERY buses replaced trolleys on a route between Malden Square and Broadway North via Salem Street and Broadway. Trolley service also continued on the Salem Street segment, which had originated as an East Middlesex Street Railway horsecar line in 1887. It became part of the Lynn and Boston Railroad in 1893, and was electrified at about that time. In August 1901, the BERY began joint use of Salem Street with the Boston and Northern Street Railway (renamed from the Lynn and Boston) as far east as Lebanon Street. In September 1907, the joint track use on Salem Street was extended to Broadway, and that November the BERY opened an extension of trolley service to Broadway North, near the border of Malden and Melrose. In 2020, MBTA bus **Route 430** included service between Malden Square and Broadway North.

On December 21, 1924, BERY buses replaced trolleys on a route in Malden from Main and Cross Streets to Eastern Avenue at Faulkner Street via Cross and Bryant Streets and Eastern Avenue, looping back to Cross Street via Faulkner Street. (Part of the return segment has now been obliterated by redevelopment.) The BERY had first established trolley service on this route on October 23, 1900. The BERY converted this route from bus to trackless trolley on June 17, 1939. The MTA converted it back to bus on March 31, 1963. In 2020, the segments on Cross Street between Main Street and Bryant Street and on Bryant Street between Lyme Street and Main Street were part of MBTA bus **Route 105**.

### **BERY Bus Replacements of Trolley Lines 1925 and 1926**

On February 1, 1925, BERY buses replaced trolleys on a route in Cambridge between Kendall Square and Harvard Square via Broadway. The Cambridge Railroad had established horsecar service on this route by the end of 1863. The West End Street Railway electrified it effective December 22, 1894. The MBTA discontinued bus service on this route in April 1981, but restored service in June 1998. In 2020, it was part of MBTA bus **Route 68**.

On April 1, 1925, BERY buses replaced trolleys on River Street in Cambridge between Central Square and Memorial Drive. On September 11, 1926, BERY buses replaced trolleys on Cambridge Street in Allston between Union Square and the border of Cambridge. The Cambridge Railroad had established horsecar service on both segments in 1858. The West End Street Railway electrified these segments effective May 27, 1893. In 2020, MBTA bus **Route 64** served the segment from Union Square to River Street at Putnam Avenue, and **Route 70** served all of River Street, but River Street had been one-way eastbound since the 1960s.

On May 10, 1925, BERY buses replaced trolleys on Adams Street in Dorchester between Minot Street and Neponset Avenue. The BERY had first established trolley service on this segment on August 18, 1900. In 2020, this segment was part of MBTA bus **Route 201** northbound and **Route 202** southbound.

On June 22, 1925, BERY buses replaced trolleys on Longwood Avenue in Boston between Huntington Avenue and Brookline Avenue. The Metropolitan Railroad had first established horsecar service on this segment in 1885, as part of a route to Coolidge Corner in Brookline. The West End Street Railway electrified the segment in Boston from Huntington Avenue about as far west as the present Nessel Way effective August 4, 1894, but abandoned the rest of the route. The original bus route was short-lived. The MBTA reinstated bus service on Longwood Avenue in April 1972. In 2020, **Route CT2** used Longwood Avenue between Huntington Avenue and Brookline Avenue in both directions. Several other MBTA bus routes used the segment of Longwood Avenue between Avenue Louis Pasteur and Brookline Avenue.

BERy buses replaced trolleys on Charles Street in Boston, between Cambridge Street and Boylston Street on June 27, 1925, and replaced trolleys on Cambridge Street between Charles Street and Bowdoin Square on August 26, 1925. The Cambridge Street segment was part of the original horsecar line of the Cambridge Railroad, opened in 1856. The Metropolitan Railroad had established horsecar service on the Charles Street segment in 1872. The West End Street Railway electrified the Cambridge Street segment effective February 16, 1889, and the Charles Street segment effective November 30, 1889.

MTA bus service on this segment of Charles Street became northbound-only in 1951, when changes in one-way street patterns forced the southbound route to be shifted to an alternate alignment. The MBTA discontinued the remaining service on Charles Street and the segment on Cambridge Street in June 1971. Northbound service on Charles Street between Boylston Street and Beacon Street was restored in 1978 as an extension of bus **Route 43**. The MBTA also extended northbound **Route 55** service over this segment in 1982. Both routes were still using that segment in 2020.

On July 19, 1925, BERY buses replaced trolleys between Arlington Center and Clarendon Hill, on the western edge of Somerville, via Broadway. The BERY had opened the trolley line about 1902 as part of a new through route between Arlington Heights and Sullivan Square. The MTA replaced buses with trackless trolleys between Arlington Center and Clarendon Hill effective September 12, 1953, but converted the line back to bus on March 31, 1963. In 2020, MBTA bus **Route 87** served this segment.

On October 31, 1925, BERY buses replaced trolleys in West Roxbury, from Spring Street via Centre and Grove Streets to Washington Street. (Service on the Grove Street segment had been suspended earlier.) This was one of the former Old Colony Street Railway routes leased by the BERY in 1903, and is discussed in greater detail in Appendix B. In 2020, the Centre Street segment was part of MBTA bus **Route 35**, but there was no service on the Grove Street segment.

On November 3, 1925, the BERY began running a short bus route on Dorchester Avenue from Andrew Station street level to Old Colony Avenue. This replaced a longer trolley line between Andrew and Broadway Stations. The Dorchester Avenue Railroad implemented horsecar service on this segment of Dorchester Avenue in 1857, and the West End Street Railway electrified it in 1892. The replacement bus route was discontinued on September 25, 1929. There was no bus service on this section of Dorchester Avenue in 2020.

On April 24, 1926, BERY buses replaced trolleys on Washington Street in Brookline between Harvard Street and Beacon Street. The Metropolitan Railroad had opened a horsecar line on the segment between Harvard Street and Park Street in Brookline in 1865. The West End Street Railway electrified this line in August 1894, and opened an extension on Washington Street to Beacon Street on September 1 that year. In 2020, this was part of MBTA bus **Route 65**.

On September 18, 1926, BERY buses replaced trolleys between Kendall Square in Cambridge and Spring Hill in Somerville via Broadway, Hampshire, Springfield, and Newton Streets, Webster Avenue, and Summer Street. The Charles River Street Railway had established horsecar service on all segments of this route as far as Putnam Street at Summer Street in 1883, and had extended the line to Central Street in 1885. Also in 1885, a variation was established using Webster Avenue all the way from Hampshire Street to Newton Street. The West End Street Railway electrified these lines effective November 21, 1893. In 2020, much of the Webster Avenue variation was part of MBTA bus **Route 85**. However, starting in 1971, the route between Broadway and Cambridge Street followed Hampshire and Columbia Streets northbound and Windsor and Hampshire Streets southbound, because part of Webster Avenue was discontinued.

Springfield Street and Newton Street between Hampshire Street and Webster Avenue were included in a BERY bus route between Central Square in Cambridge and Union Square in Allston starting in February 1930. The segment on Springfield and Newton Streets was part of MBTA bus **Route 91** until September 2019.

### **BERY Bus Replacements of Trolley Lines 1927 to 1929**

On August 27, 1927, BERY buses replaced trolleys on a route from Harvard Square to Belmont Center via Mount Auburn, Belmont, Grove and Bright Streets, and Concord Avenue. (Trolley service also continued on the segments on Mount Auburn and Belmont Streets until 1958.) The BERY had established trolley service on the segment of the route between Belmont Street and Belmont Center on June 23, 1906. BERY bus service on Grove Street was discontinued in 1931. In 2020, MBTA bus **Route 75** operated on Bright Road and on Grove Street north of Huron Avenue, but there was no service on Grove Street south of Huron Avenue. The segments on Mount Auburn and Belmont Streets were included in trackless trolley **Route 73**.

On August 18, 1928, BERY buses replaced trolleys on Washington Street in Boston between Dover (now East Berkeley) Street and Essex Street. This segment was part of the first horsecar route of the Metropolitan Railroad, opened on September 17, 1856. The West End Street Railway electrified this segment in January 1892. In 2020, MBTA bus rapid transit **Routes SL4 and SL5** served this segment in both directions between East Berkeley and Kneeland Streets, and northbound-only between Kneeland and Essex Streets.

In December 1928, the BERY discontinued trolley service on River Street in Dorchester from Pierce Square to Central Avenue. Service on River Street from Central Avenue to Mattapan Square was discontinued in January 1929, with bus service being implemented over the full distance between Pierce Square and Mattapan. This was one of the former Old Colony Street Railway routes leased by the BERY in 1903, and is discussed in greater detail in Appendix B. In 2020, it was part of MBTA bus **Route 27**.

Effective March 3, 1929, the BERY replaced the Bay View trolley line in South Boston with a bus line that had some revisions. The trolley line started between O and P Streets on East Sixth Street, and followed East Sixth, K, East Eighth, Dorchester, West Ninth, E, and West Sixth Streets to Dorchester Avenue, entering downtown Boston via Kneeland, Lincoln, and Beach Streets to Washington Street. The outbound route left Dorchester Avenue at West Fourth Street and followed West Fourth, C, West Seventh, E, West Ninth, and Dorchester Streets to East Eighth Street.

The earliest street railway version of this route was opened in 1866 as a horsecar line of the Broadway Railroad. The original outer terminal was at East Fourth and K Streets, following K Street to East Sixth Street where it joined the route described above. The outbound route followed West Fourth and C Streets to West Sixth Street, where it joined the inbound route. The South Boston Railroad, renamed from the Broadway Railroad, added the extension on East Sixth Street and the outbound routing including segments of West Seventh and West Ninth Streets in the early 1880s. The West End Street Railway electrified it effective April 8, 1893.

The 1929 bus replacement route started at O and East Eighth Streets and followed East Eighth to Dorchester Street, from which it connected directly to West Sixth Street. The outbound route used West Seventh Street from Dorchester Avenue to Dorchester Street. In 2020, MBTA bus **Route 11** included most of the Bay View route as configured in 1929. However, West Sixth Street was used only between Dorchester and D Streets, and B Street was used instead of C Street. The bypassed sections of West Sixth and C Streets became private ways in 1948 as part of construction of a housing project for veterans.

On September 28, 1929, the BERY began running a bus route from Park Square via Stuart, Berkeley, and Dover Streets to Shawmut Avenue. This was a partial replacement for a trolley route to Broadway Station from Berkeley Street at Boylston Street that was being discontinued. The new bus route overlapped an older bus route on Stuart Street. The trolley line had used segments of several former horsecar lines that the West End Street Railway electrified in 1892. The South Boston Railroad opened the segment from Dorchester Avenue to Harrison Avenue via West Fourth and Dover Streets in 1878. The Metropolitan Railroad opened the segment from Washington Street to Tremont Street in 1856, Harrison Avenue to Washington Street in 1861, and Tremont Street to Boylston Street in 1871, as parts of longer routes.

The Stuart Street segment of the 1929 route was dropped in the early 1930s, and the rest of the route was discontinued permanently during World War II. The MBTA restored westbound bus service on East Berkeley (formerly Dover) and Berkeley Streets between Shawmut Avenue and Stuart Streets in 1974, dropped the segment east of Tremont Street in 1975, but reinstated it in 1999. In 2020, MBTA bus **Route 9** included the segments of East Berkeley and Berkeley Streets between Shawmut Avenue and Stuart Street.

On November 23, 1929, BERY buses replaced trolleys on Norfolk Street in Dorchester between Talbot Avenue and the railroad bridge. The West End Street Railway had established this as a trolley line that opened October 1, 1895. In 2020 it was part of MBTA bus **Route 26**.

### **BERY Bus Replacements of Trolley Lines in 1930**

On February 1, 1930, BERY buses replaced trolleys in Cambridge between Central Square and Cambridge Street via Prospect Street, as part of a route to Union Square in Somerville. The Prospect Street segment was first served about 1877 as horsecar line of the Cambridge Railroad. The West End Street Railway electrified it effective April 8, 1893. In 2020, it was part of MBTA bus **Route 91**.

On March 29, 1930, BERY buses replaced trolleys on a route in Cambridge from Porter Square to Central Square via Somerville Avenue and Beacon, Hampshire, and Prospect Streets. The Charles River Street Railway inaugurated horsecar service on the segment between Porter Square and Prospect Street in 1882. The tracks of this company ran on Columbia Street between Hampshire Street and Central Square, with Prospect Street being occupied by a line of the Cambridge Railroad opened about 1877. The Columbia Street line was abandoned after the

Charles River Street Railway was merged into the Cambridge Railroad in 1886. The West End Street Railway electrified the line on Beacon and Hampshire Streets effective November 21, 1893. MBTA bus **Route 83** followed the alignment until August 1977, when the western end of the route was diverted over Somerville Avenue and Park Street. This routing was still used in 2020.

On June 7, 1930, buses replaced trolleys on Main Street in Cambridge between Massachusetts Avenue and Kendall Square. The original horsecar route of the Cambridge Railroad, opened in 1856, followed this alignment. The West End Street Railway electrified it effective February 16, 1889. In 2020, except for a short distance west of Kendall Square, there had been no MBTA bus service on this segment since 1971.

On June 20, 1930, BERY buses replaced trolleys on Massachusetts Avenue between Southampton Street in Roxbury and Columbia Road in Dorchester. Trolley service on this segment originated as part of a BERY route implemented on June 29, 1900. In 2020, MBTA bus **Route 8** included the full length of this segment, and Routes 10, 16, and CT3 included parts of it.

On November 15, 1930, BERY buses replaced trolleys between Union Square in Somerville and Sullivan Square Station via Washington and Cambridge Streets. This segment first had street railway service as part of a line of the Somerville Horse Railroad, opened in 1858. The West End Street Railway electrified this segment effective October 15, 1895. In 2020, MBTA bus **Routes 86, 91, and CT2** all served the full length of this segment except for the short distance between the present and original Sullivan Square stations, and a discontinued section of Washington Street at Union Square.

On December 13, 1930, BERY buses replaced trolleys between West Medford and Medford Square. The trolleys continued to Sullivan Square via Main Street and Broadway, but the buses used Mystic Avenue, which had not had trolley service except between the Fellsway and Sullivan Square. The segment on High Street in West Medford was originally served by a horsecar line that the Boston Consolidated Street Railway opened in 1887. The West End Street Railway electrified the line on High Street effective September 15, 1894, with a short extension on Playstead Road to Madison Street. In 2020, MBTA bus **Routes 94, 95, and 326** operated on this segment.

### **BERY Bus Replacements of Trolley Lines in 1931 and 1932**

On June 5, 1931, BERY buses replaced trolleys on Market Street in Brighton between Washington Street and Western Avenue. Market Street was first served by a Cambridge Railroad horsecar line opened in 1883. The West End Street Railway electrified it effective April 14, 1894. In 2020, it was part of MBTA bus **Route 86**.

On July 27, 1931, BERY buses replaced trolleys on Pleasant Street in Malden between Malden Square and the Fellsway. The Middlesex Railroad had established horsecar service on this segment in 1882. The West End Street Railway electrified it effective September 15, 1894. In 2020, it was part of MBTA bus **Route 101** west of Centre Street.

On October 5, 1931, BERY buses replaced trolleys on Dorchester Avenue between Savin Hill Avenue and Andrew Square. The Dorchester Avenue Railroad had implemented horsecar service on this segment in March 1857, as part of a route between downtown Boston and Dorchester. The West End Street Railway electrified this segment in the fall of 1892. In 2020, MBTA bus **Route 18** included this segment.

On November 11, 1931, BERY buses replaced trolleys on Medford Street in Arlington between Massachusetts Avenue and Parallel Street. On July 7, 1932, the BERY began running bus service between Arlington Center and Lechmere Station, including the segment on Medford Street in Arlington and continuing on High Street, Boston and College Avenues, Broadway, Medford Street, and Somerville Avenue. (Parts of the latter two segments have now been replaced by the McGrath and O'Brien Highways.)

The BERY had established trolley service on the segment between Arlington Center and Medford Hillside (Boston Avenue near North Street) on June 22, 1901, and on the segment between Medford Hillside and Broadway at Medford Street on November 3, 1900. The trolley line that was replaced in 1932 continued to Sullivan Square, overlapping a route from Medford Square on Broadway east of Main Street. The bus segment on Medford Street as far as Pearl Street overlapped the former trolley route from Magoun Square to Sullivan Square, converted to bus in 1924. The segment between Pearl Street and Highland Avenue provided new coverage.

The segment between Highland Avenue and Lechmere overlapped a route between Clarendon Hill and Lechmere that the West End Street Railway had electrified effective August 8, 1896. In the latter route, the segment of Medford Street between Highland Avenue and Cambridge Street, Somerville was originally served by a horsecar line the West End Street Railway built in 1888. The segment on Medford Street between Cambridge Street and Somerville Avenue was original to the 1896 trolley line. The section on Somerville Avenue between Medford Street and Lechmere was originally served by a horsecar line built by the Middlesex Railroad in 1864, but immediately leased to the Union Railway.

Bus operation on Medford Street between Pearl Street and McGrath Highway was rerouted on Pearl and McGrath in the late 1940s. The MTA replaced buses with trackless trolleys on the Arlington Center–Lechmere route described above on September 12, 1953, but converted it back to bus on March 31, 1963. In 2020, the Arlington Center-Lechmere route as revised in Somerville in the late 1940s was part of MBTA bus **Route 80**.

On November 5, 1932, BERY buses replaced trolleys on Boylston Street (state Route 9) in Brookline between the border of Newton at Chestnut Hill and Brookline Village. In March 1933, the bus route was extended to Kenmore Station via Brookline Avenue, Boylston Street (Boston) Jersey Street, and Brookline Avenue again. Initially the bus service overlapped trolley service between Boylston Street at Cypress Street in Brookline and Boylston Street at Jersey Street in Boston, but in December 1933, the trolley line, which originated on Cypress Street at Sewall Street, was also converted to bus operation. The outer end of the Cypress Street route was extended to High Street in May 1934.

The BERY built the route segment between Chestnut Hill and Cypress Street in Brookline as a trolley line. It opened from Cypress Street to Chestnut Hill Avenue on September 29, 1900, and from Chestnut Hill Avenue to Chestnut Hill on November 19, 1900. The West End Street Railway built the route on Cypress Street from Sewall Street to Boylston Street and on Boylston Street from Cypress Street to Brookline Village as a horsecar line in 1888. It was electrified effective August 4, 1894. The segment from Brookline Village via Brookline Avenue and Boylston Street as far as Jersey Street in Boston originated as part of a BERY trolley line that opened on July 8, 1899. In Boston, the bus route on Jersey Street and Brookline Avenue east of Boylston Street provided new coverage. In 2020, MBTA bus **Route 60** ran between Chestnut Hill and Kenmore Station, but bypassed the segment on Boylston Street in Brookline between Cypress Street and Brookline Village by diverging over Cypress and High Streets. In Boston it

used Brookline Avenue all the way to Kenmore Station instead of diverging over Boylston and Jersey Streets.

### **BERY Bus Replacements of Trolley Lines in 1933 and 1934**

On May 25, 1933, BERY buses replaced trolleys on Dorchester Avenue between Pierce Square and Ashmont Station. The Dorchester Extension Railway built a horsecar line on the segment of this route between Ashmont Street and Richmond Street in 1859. The Metropolitan Railroad extended it to Adams Street in 1865. The West End Street Railway electrified it effective September 18, 1892. In 2020, it was part of MBTA bus **Routes 27, 217, and 240**.

On September 17, 1933, BERY buses replaced trolleys on a route from Everett Carhouse (on Broadway south of the border of Malden) to Linden Square via Broadway and Eastern Avenue. On November 28, 1936, the BERY replaced buses with trackless trolleys on this segment, and on January 9, 1937, trackless trolleys replaced trolleys on the continuation of this route from Everett Carhouse to Everett Station. Trolley service also continued on Broadway from Everett Station as far as Ferry Street until September 1937, and as far as Main Street until December 1938.

The Middlesex Railroad or its successor, the Boston Consolidated Street Railway opened a horsecar line on the segment of Broadway between Everett Station and Ferry Street in the late 1880s. The West End Street Railway electrified this segment effective August 6, 1892. The West End opened an extension of this line on Broadway as far as the border of Malden on November 21, 1896. A further extension via Broadway to Eastern Avenue and west to Maplewood Street opened on December 15, 1898. The BERY opened the final trolley segment, on Eastern Avenue from Broadway to Linden Square, on October 1, 1907.

The MTA converted the route between Everett Station and Linden from trackless trolley to bus on March 31, 1963. In 2020, the line between Everett Square and Linden was part of MBTA bus **Route 109**.

On July 14, 1934, the trolley line in Boston between Brookline Avenue and Massachusetts (now Hynes) Station via Boylston Street, Ipswich Street, and Boylston Street again was replaced with a BERY bus route. The outer end of the bus route was at Jersey and Queensberry Streets. The inbound route ran on Jersey Street to Boylston Street where it joined the trolley alignment. The outbound route ran from Boylston Street via Kilmarnock and Queensberry Streets to Jersey Street. The BERY had opened the trolley line on July 8, 1899. In 2020, the bus route was part of MBTA **Route 55**.

### **BERY Replacements of Trolley Lines in 1935 to 1940**

No permanent bus replacements of BERY trolley lines were implemented in 1935.

On April 11, 1936, the BERY replaced trolleys with trackless trolleys on the route from Lechmere Station to Harvard Square via Cambridge Street. This was the first trackless trolley line in the BERY system. The Cambridge Railroad had established horsecar service on this route about 1861. The West End Street Railway electrified it effective April 8, 1892. The MTA converted the route from trackless trolley to bus on March 31, 1963. In 2020 it was part of MBTA **Route 69**.

On June 10, 1936, the BERY acquired the remaining active trolley lines of the Eastern Mass. Street Railway Company Chelsea Division. Further details about these lines are presented in Appendix B.



On June 19, 1937, the BERY replaced trolleys with trackless trolleys on the route from Everett Station to Woodlawn via Broadway, Chelsea, Ferry, and Elm Streets. The Middlesex Railroad built the segment of this route between Everett Square and Chelsea Street at Ferry Street as a horsecar line in 1882, and extended it the rest of the way to Woodlawn in 1884. The West End Street Railway electrified the segment from Everett Square to Chelsea Street effective August 6, 1891. The rest of the line to Woodlawn was electrified effective May 5, 1895.

On September 7, 1940, the BERY opened a trackless trolley extension from Woodlawn via Park Avenue to Broadway in Revere. The BERY had not previously served this segment by any mode. In the early 1900s, the Boston and Northern Street Railway established trolley service over segments of Park Avenue then known as Parkway and Yeamans Street as far west as Dale Street to serve a new residential development. The Eastern Mass. Street Railway replaced this line with bus service by 1924, but the permanent rights were granted in 1926 to Service Bus Line, which served Park Avenue as part of a route from Everett to Revere Beach as late as 1938.

The MTA replaced trackless trolleys with buses on the route from Everett Square to Woodlawn and the extension to Broadway and Park Avenue on March 31, 1963. In 2020, this entire line was part of MBTA bus **Route 110**.

In October 1937, BERY buses replaced trolleys on a route from Harvard Square to Mount Auburn Street via Garden Street, and Concord, Huron, and Aberdeen Avenues. Most of this route originated as a West End Street Railway trolley line that opened on November 17, 1894. However, the Cambridge Railroad had established a horsecar line on Garden Street and Concord Avenue as far as Craigie Street by the mid-1860s. The BERY converted the Huron Avenue line from bus to trackless trolley effective April 2, 1938. In 2020, the segment of the route between Harvard Square and Huron Avenue at Aberdeen Avenue was part of MBTA bus **Route 75**. Aberdeen Avenue was served inbound only in the AM Peak and outbound only in the PM Peak by MBTA **Route 72** buses.

On September 11, 1937, the BERY replaced trolleys with trackless trolleys on a route from Everett Station to Malden Square via Broadway and Ferry Street. This route overlapped the route from Everett Station to Linden as far as Broadway at Ferry Street, and the origin of service on that segment is summarized above. The Middlesex Railroad opened a horsecar line on Ferry Street between Broadway and Malden Square in 1887, as part of a line from Malden Square to Woodlawn. (The East Middlesex Street Railway built the segment between Malden Square and Ferry Street at Walnut Street.) The West End Street Railway electrified the line on Ferry Street within Everett effective August 15, 1892, and the segment within Malden effective January 13, 1894.

The MTA replaced trackless trolleys with buses on the route between Malden Square and Everett Station via Ferry Street and Broadway effective March 31, 1963. In 2020, this line was included in MBTA bus **Route 104**.

On December 11, 1937, the BERY replaced trolleys with trackless trolleys on two routes between Malden Square and Chelsea Square. Within Malden and Everett these mostly overlapped other routes discussed above. One Malden–Chelsea route included the segment of Ferry Street between Broadway and Elm Street that was originally part of a horsecar route between Malden Square and Woodlawn. Both routes ran on Everett Avenue and Chelsea Street between Chelsea Square and Ferry Street. This was one of the Eastern Mass. Street Railway trolley routes that the BERY took over on June 10, 1936, and its history is related in Appendix B.

The MTA converted both routes between Malden Square and Chelsea Square from trackless trolley to bus on June 24, 1961. In 2020, there was no through bus service between Malden Square and Chelsea Square, but most segments of the former routes were included in MBTA bus **Routes 104, 110, or 112**. There was no bus service on the segment of Ferry Street between Broadway and Elm Street.

On September 10, 1938, BERY buses replaced trolleys on the route from Allston to Dudley Station via Coolidge Corner, Brookline Village, and Roxbury Crossing. The Metropolitan Railroad opened a horsecar line from Roxbury Crossing to Brookline Village in 1860, under a franchise originally granted to the Brookline Railroad. It ran on Tremont Street from the present location of the MBTA Roxbury Crossing Station to the present Brigham Circle. It then followed the present Huntington Avenue and Washington Street to Brookline Village, near the bridge over what is now the MBTA D Line. In 1865, the Metropolitan extended the line along Harvard Street to School Street, but this extension appears to have been in use for only a short time. The only other segment of the Allston–Dudley route that originated as a horsecar line was that between Dudley Square and the Norfolk House (Roxbury Street at Dudley Street), a loop line opened in 1856 at the outer end of the first route of the Metropolitan Railroad.

The segment on Harvard Avenue and Harvard Street between Cambridge Street in Allston and Coolidge Corner was part of the first electric trolley line opened by the West End Street Railway, on January 1, 1889. The horsecar line between the Norfolk House and Dudley Square was electrified in October 1891, and the segment between Roxbury Crossing and the Norfolk House in 1892. The line between Brookline Village and Roxbury Crossing was electrified effective August 4, 1894. The BERY opened the segment between Coolidge Corner and Brookline Village as a trolley line on August 4, 1900.

In 2020, most of the Allston–Dudley route was part of MBTA bus **Route 66**. However, the segment on Harvard Avenue between Brighton Avenue and Cambridge Street was bypassed. Route 66 used Malcolm X Boulevard between Roxbury Crossing and Dudley Square, but this included the east end of the former Roxbury Street alignment. **Routes 14 and 41** used the remaining segments of the horsecar loop on Roxbury and Dudley Streets between Dudley Square and the Norfolk House site. (Dudley Square was renamed Nubian Square in 2020.)

On December 31, 1938, the BERY replaced trolleys with trackless trolleys on a route from Everett Station to Lebanon Street in Malden via Broadway and Main Streets in Everett and Main and Salem Streets in Malden. The segment on Broadway in Everett and on Salem Street in Malden overlapped other routes for which the street railway background is summarized above. The segment from Everett Station to Malden Square was first served as a horsecar line of the Malden and Melrose Railroad, opened on July 19, 1858. The West End Street Railway electrified it effective June 28, 1894. The BERY opened the segment on Lebanon Street as a trolley line on August 17, 1901. The MTA converted the Everett–Lebanon route from trackless trolley to bus effective March 31, 1963. In 2020, it was part of MBTA bus **Route 106**.

On September 9, 1939, BERY buses replaced trolleys on a route between Davis Square and Sullivan Square via Highland Avenue, Cross Street, and Broadway. Most of this route overlapped other routes on which trolley service was retained. An exception was Cross Street in Somerville between Pearl Street and Medford Street. This route had originated as a West End Street Railway horsecar line in 1888, and was electrified effective March 25, 1893. The MTA converted the route from Davis Square to Sullivan Square from bus to trackless trolley on

September 13, 1947, but converted it back to bus on December 15, 1956. In 2020, it was part of MBTA bus **Route 90**.

### **BERY Replacements of Trolley Lines in 1941 to 1947**

The BERY made relatively few replacements of trolley lines between 1941 and 1947. This was partly a result of wartime restrictions on motorbus operations between 1942 and 1945.

On February 16, 1941, in conjunction with the opening of the Huntington Avenue Subway, surface tracks were abandoned between Arlington Street and Opera Place (Northeastern University) via Boylston Street and Huntington Avenue. The Metropolitan Railroad had established horsecar service on this segment of Huntington Avenue in 1881. Horsecar service on Boylston Street between Arlington and Berkeley Streets had been established in 1868, and between Berkeley and Clarendon Streets about 1870. The West End Street Railway electrified the tracks on Huntington Avenue and Boylston Street effective August 4, 1894. In 2020, all segments of the line between Northeastern and Arlington Street were included in one or more MBTA bus routes, except for the former section of Huntington Avenue between Dartmouth and Arlington Streets, which had become part of the park at Copley Square.

Also on February 16, 1941, trolley service ended between Brookline Village and Huntington Avenue at South Huntington Avenue. The history of trolley service on that segment is included in the history of the Allston–Dudley route above.

Effective November 8, 1941, the BERY replaced trolley service with trackless trolley service on routes from Clarendon Hill to Lechmere via Highland Avenue and via Somerville Avenue. The Somerville Horse Railroad established a horsecar line between Union Square and Davis Square via Somerville Avenue and Elm Street in 1858. The Middlesex Railroad built an extension from Union Square to Lechmere in 1864. The Somerville Horse Railroad built an extension from Davis Square to Holland Street at Broadway in 1883. The West End Street Railway built the line from Davis Square to Cambridge Street via Highland Avenue and Medford Street as a horsecar line in 1888. The segment from Lechmere to the east end of Highland Avenue was electrified effective March 25, 1893. The electrification was extended via Highland Avenue to Davis Square effective July 14, 1894. The Somerville Avenue line was electrified as far as Holland Street at Broadway effective November 23, 1895. A short extension to North Street (Clarendon Hill) originated as a trolley line opened on August 8, 1896, along with a new trolley segment on Medford Street between Cambridge Street and Somerville Avenue.

The MTA replaced trackless trolleys with buses on both routes between Clarendon Hill and Lechmere effective March 31, 1963. In 2020, the route via Somerville Avenue was part of MBTA **Route 87**, and the route via Highland Avenue was **Route 88**.

Effective December 7, 1946, the BERY replaced trolley service with trackless trolley service on a route between Clarendon Hill and Sullivan Square via Broadway. Horsecar service between Sullivan Square and Broadway at Main Street (Winter Hill) was established in 1858, with the segment in Charlestown being built by the Middlesex Railroad, and the segment in Somerville being built by the Somerville Horse Railroad. The segment in Somerville was taken over by the Medford and Charlestown Railroad in 1860, and by the Middlesex Railroad in 1873. The West End Street Railway electrified the line between Sullivan Square and Winter Hill effective December 16, 1893, and extended it to Clarendon Hill effective August 8, 1896.

The MTA converted this route from trackless trolley to bus effective March 31, 1963. In 2020, it was MBTA bus **Route 89**.

On April 19, 1947, the BERY replaced trolley service with trackless trolley service on a route from the Salem Street carhouse at the Fellsway in Medford to Sullivan Square via Medford Square and Winter Hill. Between Winter Hill and Sullivan Square, it overlapped the route from Clarendon Hill to Sullivan Square. The segment on Main Street between Broadway and Medford Square first had horsecar service established in 1860 by the Medford and Charlestown Railroad. This company had its franchise revoked in 1873, and the tracks were removed.

The Middlesex Railroad established horsecar service on Salem Street between the border of Malden and Medford Square in 1884. In 1885, this company reestablished horsecar service between Medford Square and Winter Hill via Main Street. The West End Street Railway electrified the segments from Medford Square to Winter Hill and on to Sullivan Square effective December 16, 1893. The line from the Salem Street carhouse to Medford Square was electrified effective August 29, 1894.

The MTA replaced trackless trolleys with buses on the route from Salem Street to Sullivan Square effective March 16, 1959, but trackless trolley service on the segment from Winter Hill to Sullivan Square continued for another four years as part of the route from Clarendon Hill. In 2020, MBTA bus **Route 101** included the line from Salem Street to Sullivan Square via Medford Square and Winter Hill.

### **MTA Replacements of Trolley Lines in 1948**

The Metropolitan Transit Authority (MTA) took over operation of the Boston Elevated Railway system on August 29, 1947. The MTA soon accelerated the pace of replacing trolley lines with trackless trolleys or buses.

Effective April 3, 1948, the MTA replaced trolleys with buses on Main, Park, and Warren Streets between Sullivan Square and City Square in Charlestown. The Middlesex Railroad had established horsecar service on this route in 1857. The West End Street Railway electrified it effective July 11, 1892. In 2020 it was part of MBTA bus **Route 92**.

On June 19, 1948, the MTA replaced trolleys with buses on a route from Fields Corner to Neponset via Neponset Avenue. Horsecar service on this segment was first established on May 8, 1862 by the Quincy Railroad. In 1865, the Quincy Railroad experimented with using steam “dummy” cars in place of horsecars, but the results were unsatisfactory. The Quincy Railroad went out of business at the end of 1867. Neponset Avenue did not have street railway service again until 1888, when the West End Street Railway reestablished horsecar service. The West End electrified this line effective April 25, 1893.

The MTA replaced the bus service on Neponset Avenue with trackless trolleys effective December 10, 1949. The route was converted back to bus operation on April 1, 1961. In 2020, Neponset Avenue was served by MBTA bus **Route 201** southbound, **Route 202** northbound, and **Route 210** in both directions.

On December 24, 1948 MTA buses replaced late night cars on Washington Street in Boston between Northampton Street and Dover (now East Berkeley) Street. Daytime service had been converted to bus in 1938. This segment was part of the first horsecar route of the Metropolitan Railroad, opened on September 17, 1856. The West End Street Railway electrified this segment in January 1892. In 2020, MBTA bus rapid transit **Routes SL4 and SL5** served this segment.

On December 25, 1948, the MTA replaced trolleys with trackless trolleys on two routes in Dorchester and Roxbury. One route ran from Kane Square (Bowdoin Street at Hancock Street) to Dudley Station via Hancock Street, Columbia Road, and Dudley Street. The other route ran from

Grove Hall (Blue Hill Avenue at Geneva Avenue) to Dudley Station via Blue Hill Avenue and Dudley Street.

The Metropolitan Railroad built a horsecar line from Washington Street via Dudley Street to the border of Roxbury and Dorchester in 1856, and extended it to Uphams Corner in 1865. The segment between Kane Square and Uphams Corner (Columbia Road at Dudley Street) was originally served as part of a horsecar line opened in 1860 by the Dorchester Railway. The Metropolitan bought that company in 1863. The Highland Street Railway built a horsecar line on Blue Hill Avenue between Dudley Street and Woodbine Street in 1876 and extended it to the present Columbia Road in 1879.

The West End Street Railway electrified the line between Grove Hall and Washington Street, Roxbury via Blue Hill Avenue and Dudley Street effective May 14, 1892. The section on Dudley Street between Uphams Corner and Blue Hill Avenue was electrified effective December 10, 1892. The segment between Kane Square and Uphams Corner was electrified effective May 14, 1893.

The MTA converted the routes from Kane Square to Dudley Station and from Grove Hall to Dudley via Blue Hill Avenue from trackless trolley to bus effective April 6, 1962. In 2020, MBTA bus **Route 15** included the line from Kane Square to Nubian Square (formerly Dudley Square) and **Route 45** included the line from Grove Hall to Nubian Square via Blue Hill Avenue.

### **MTA Replacements of Trolley Lines in 1949**

Effective January 8, 1949, the MTA converted three more trolley routes in Dorchester and Roxbury to trackless trolley, and converted one trolley route in Dorchester to bus. Two of the routes converted to trackless trolley ran between Ashmont Station and Dudley Station and substantially overlapped each other. One of these followed Talbot Avenue, Blue Hill Avenue, and Warren Street. The other route followed Talbot Avenue, Washington Street, and Warren Street. The third route converted to trackless trolley ran from Fields Corner to Dudley Station via Geneva Avenue and Warren Street.

Horsecar service on the segment of Washington Street between Talbot Avenue in Dorchester and Geneva Avenue at Grove Hall was implemented in 1861 by the Dorchester and Roxbury Railroad. This line was operated under lease by the Metropolitan Railroad, which opened the line on Warren Street at about the same time. As noted above, the Highland Street Railway built the segment of the horsecar line on Blue Hill Avenue between Warren Street and Columbia Road in 1879. The other segments of the routes between Ashmont or Fields Corner and Dudley did not have horsecar service preceding the trolley lines.

The West End Street Railway electrified the line between Grove Hall and Dudley via Warren Street effective November 14, 1889. The segment on Washington Street between Talbot Avenue and Blue Hill Avenue was electrified effective January 18, 1890.

Trolley Service on Blue Hill Avenue between Grove Hall and Talbot Avenue began on May 28, 1898. Trolley Service on Geneva Avenue between Fields Corner and Bowdoin Street began on June 1, 1899. Trolley Service on Talbot Avenue between Washington Street and Blue Hill Avenue began on April 7, 1900. Trolley service on Talbot Avenue between Dorchester Avenue (the subsequent location of Ashmont Station) and Washington Street began on November 18, 1905. Trolley service on the segment of Geneva Avenue between Blue Hill Avenue and Bowdoin Street began on December 9, 1911.

The MTA converted both trackless trolley routes between Ashmont and Dudley to bus service on April 6, 1962. In 2020, the route via Washington Street was included in MBTA bus **Route 23**. The segment of the Talbot Avenue route between Ashmont Station and Blue Hill Avenue at Seaver Street was part of **Route 22**. **Routes 14 and 28** served the segment between Seaver Street and Dudley, overlapping Route 23 north of Geneva Avenue.

The route between Fields Corner and Dudley Station was also converted to bus on April 6, 1962. In 2020, it was part of MBTA bus **Route 19**.

The route converted from trolley to bus on January 8, 1949, ran from Ashmont Station to Fields Corner Station via Dorchester Avenue. The segment of Dorchester Avenue between Fields Corner and Centre Street had horsecar service by the Dorchester Avenue Railroad starting in March 1857. The Dorchester Extension Railway built the segment between Centre Street and Ashmont Street in 1859. The West End Street Railway electrified both of these segments effective September 18, 1892. In 2020, MBTA bus **Route 18** included service on Dorchester Avenue between Ashmont and Fields Corner.

On January 29, 1949, the MTA converted the route between Seaver Street and Dudley Station via Humboldt Avenue from trolley to trackless trolley. Except where it overlapped service on Warren Street, this route never had horsecar service. The West End Street Railway opened it as a trolley line on December 7, 1898. The MTA converted the route from trackless trolley to bus on April 1, 1961. In 2020, it was part of MBTA bus **Route 44**.

On February 12, 1949, the MTA converted the route between Fields Corner and Andrew Station via Geneva Avenue, Bowdoin and Hancock Streets, Columbia Road, and Boston Street from trolley to trackless trolley. (Trolley service between Uphams Corner and Andrew Station also continued until December 1949.) The Dorchester Railway began operating horsecar service on the part of this route between the site of Andrew Station and Bowdoin Street at Geneva Avenue in 1860, but service on the segment between Andrew Square and Uphams Corner was abandoned in the 1880s. The West End Street Railway electrified the segment between Uphams Corner and Geneva Avenue effective May 14, 1893. Trolley Service on Geneva Avenue between Fields Corner and Bowdoin Street began on June 1, 1899. The segment of Columbia Road between Uphams Corner and Massachusetts Avenue had trolley service by June 29, 1900. Trolley service on Boston Street between Andrew Square and Massachusetts Avenue was established on June 22, 1901.

The MTA converted the route between Fields Corner and Andrew Station via Bowdoin Street from trackless trolley to bus on April 6, 1962. In 2020, this was MBTA bus **Route 17**.

On April 24, 1949, the MTA replaced the trolley belt line in East Boston between Maverick Square and Jeffries Point via Sumner and Webster Streets with bus service. The bus route still used Sumner Street eastbound, but used Maverick Street instead of Webster Street westbound. The Metropolitan Railroad established horsecar service on the original route in 1887. The West End Street Railway electrified it effective December 11, 1894. In 2020, MBTA bus **Route 120** still used Sumner Street eastbound and Maverick Street westbound between Maverick Station and Jeffries Point.

On June 8, 1949, the MTA replaced trolleys with buses on a route between Jamaica and South Streets in Jamaica Plain and Dudley Station via South and Centre Streets. (Trolley service continued on the segment between Jamaica Street and South Huntington Avenue.) The bus route used Centre Street between Jackson Square and Eliot Square, but the trolley line had used

Columbus Avenue and Roxbury Street for this segment since March 2, 1925, when the trolley route on Centre Street north of Jackson Square was abandoned.

The Metropolitan Railroad opened a horsecar line between Roxbury Station and the border of West Roxbury at Day Street via Columbus Avenue and Centre Street in 1857. The West Roxbury Railroad extended this line to South Street at Jamaica Street in 1858. The Metropolitan Railroad operated it from the start. In 1879, the Metropolitan built a short branch on Centre Street from Eliot Square to Cedar Street. The West End Street Railway electrified the line from Jamaica Plain to Dudley Street effective October 14, 1891. At about the same time, the Cedar Street branch was electrified and extended to Jackson Square.

In 2020, MBTA bus **Route 41** followed the former trolley alignment between Centre Street at South Street in Jamaica Plain and Jackson Square Station. Between Jackson Square and Nubian (Dudley) Square, the bus used Columbus Avenue, Centre Street, and Dudley Street northbound, returning to Centre Street via Malcolm X Boulevard and Roxbury Street.

On July 2, 1949, the MTA replaced trolley service between Sullivan Square Station and North Station via Bunker Hill Street with buses. The Middlesex Railroad opened a horsecar line between Boston Proper and Sullivan Square via Main Street in 1857. The same company opened a branch in 1858 from City Square via Chelsea Street and Bunker Hill Street approximately to Cook Street. A carhouse and stable were later located just north of Cook Street. The West End Street Railway electrified the line between Haymarket Square and the carhouse on Bunker Hill Street effective May 14, 1892. Trolley service on Bunker Hill Street was extended to Main Street just south of Sullivan Square effective December 31, 1898. South of Causeway Street, trolleys were run into the newly completed Tremont Street Subway to Brattle Loop in what is now Government Center Station.

At the time of the 1949 conversion from trolley to bus, the buses were run to Haymarket Station via North Washington Street.

In 2020, MBTA bus **Route 93** mostly used the former surface trolley routing between Haymarket and Sullivan Square via Bunker Hill Street. Northbound buses still ran on Chelsea Street, but used Vine Street as a connector to Bunker Hill Street. Southbound buses used Lowney Way and Adams, Common, Park and Main Streets between Bunker Hill Street and City Square.

On September 12, 1949, the MTA replaced trolleys with buses on Massachusetts Avenue between Memorial Drive in Cambridge and Massachusetts (now Hynes) Station in Boston via Harvard Bridge. On September 19, 1949, the MTA replaced trolleys with buses between Harvard and Central Squares in Cambridge. On November 9, 1949, the MTA replaced trolleys with buses on the intermediate segment on Massachusetts Avenue between Central Square and Memorial Drive. Effective April 22, 1950, the MTA converted the entire route between Harvard and Massachusetts Station from bus to trackless trolley.

Massachusetts Avenue in Cambridge between Main Street and Harvard Square was part of the first horsecar route of the Cambridge Railroad when it opened in 1856. The entire route from Bowdoin Square to Harvard Square was among the first horsecar lines to be electrified by the West End Street Railway, effective February 16, 1889. The Metropolitan Railroad established horsecar service on the segment of Massachusetts Avenue (then called West Chester Park) in Boston between Marlborough Street and Boylston Street in 1879. The West End Street Railway electrified this segment, along with new coverage on Massachusetts Avenue between Beacon and Marlborough Streets as part of its first electrified route implemented on January 1, 1889. The

segment from Massachusetts Avenue at Main Street in Cambridge to Massachusetts Avenue at Beacon Street in Boston originated as part of a West End trolley route opened on August 15, 1892. Harvard Bridge had opened to traffic on September 1, 1891. West Chester Park was renamed Massachusetts Avenue on March 1, 1894.

The MTA converted the trackless trolley route between Harvard Square and Massachusetts Station back to bus on April 1, 1961. In 2020, this was part of MBTA **Route 1**, except that one-way street patterns near Harvard Square required eastbound service to start out via Mount Auburn Street instead of Massachusetts Avenue.

On September 17, 1949, the MTA replaced trolleys with buses on Washington Street in Boston between Dudley Station and Egleston Station. The Metropolitan Railroad opened a short extension of its horsecar system on Washington Street in Roxbury from Dudley Street to Oak Street (later Oakland Street) in 1859. The Metropolitan extended this line to Egleston Square on the border of West Roxbury in the early 1860s. In 2020, this was part of MBTA bus **Route 42**.

On December 10, 1949, the MTA replaced trolleys on a route from Franklin Park to Andrew Station via Columbia Road and Boston Street with trackless trolleys. The history of the segment between Andrew Square and Dudley Street at Uphams Corner is included in the history of the Fields Corner–Andrew Station route above. The section of Columbia Road between Hancock Street and Stoughton Street was part of a horsecar line opened in 1860 and electrified effective May 14, 1893. Trolley service on Columbia Road between Blue Hill Avenue and Hancock Street began on June 22, 1901.

The MTA replaced trackless trolleys with buses between Franklin Park and Andrew Station on April 6, 1962. In 2020, this was part of MBTA bus **Route 16**.

### **MTA Replacements of Trolley Lines in 1950 to 1952**

On June 17, 1950, the MTA replaced trolleys with buses on the route from Watertown Square to Central Square in Cambridge via Arsenal Street and Western Avenue. On October 28, 1950, trackless trolleys replaced buses on this route. The Cambridge Railroad established horsecar service on Western Avenue between Central Square and Market Street in Brighton in 1883. The segment from Market Street to Watertown Square never had horsecar service. The line from Central Square to Market Street was electrified effective April 14, 1894. The extension from Market Street to Watertown Square opened on August 4, 1900.

The MTA converted this route from trackless trolley to bus on April 1, 1961. In 2020, it was part of MBTA bus **Route 70**. However, because of one-way street patterns, Western Avenue was used westbound-only between Central Square and Soldiers Field Road, with eastbound buses using the Soldiers Field Road frontage road, Cambridge Street, and River Street.

On September 29, 1951, the MTA replaced trolleys with trackless trolleys on the route from Arborway to Charles River Loop via Belgrade Avenue and Centre and Spring Streets. This was one of the former Old Colony Street Railway routes taken over by the Boston Elevated in 1903. Its history is discussed in Appendix B. The MTA converted it from trackless trolley to bus on September 6, 1958. In 2020, it was part of MBTA bus **Route 36**.

On January 5, 1952, the MTA replaced trolleys with trackless trolleys on routes from Revere Beach to Day Square via Beach Street and via Revere Street and a route from Revere Beach to Orient Heights via Beachmont. These routes were all derived from former Eastern Mass. Street Railway routes taken over by the BERY in 1936, and their histories are discussed in Appendix B. However, the segments on Central Avenue and Eastern Avenue in Chelsea, the Chelsea Street



Bridge, and Chelsea Street in East Boston, originally had BERY trolley service established on December 23, 1905. In 2020, the two lines between Revere Beach and Chelsea Square were included in MBTA bus **Routes 116 and 117**. There was no bus service between Revere Beach and Orient Heights.

Also on January 5, 1952, the MTA replaced trolleys with buses on a route in East Boston from Lexington Street at Eagle Street to Maverick Station via Meridian Street. The Metropolitan Railroad established horsecar service on the segment of this route on Lexington Street as far as Prescott Street in 1877. The Suffolk Railroad established horsecar service on the segment of Meridian Street used by the Lexington Street line about 1860. The West End Street Railway electrified the lines on Lexington Street and Meridian Street in December 1894. In 2020, the Lexington Street route was part of MBTA bus **Route 121**.

The MTA replaced trolleys with buses on Cummins Highway between Washington Street and Hyde Park Avenue in Roslindale on June 21, 1952, and on Cummins Highway between Hyde Park Avenue and Mattapan Square on April 25, 1953. The MTA replaced trolleys with trackless trolleys on Washington Street between Arborway and the border of Dedham on November 22, 1952, and on Hyde Park Avenue from Arborway to Cleary Square on April 25, 1953. These were all former Old Colony Street Railway routes, and their early histories are related in Appendix B. In 1958, the MTA converted the Washington Street route from trackless trolley to bus on September 6, followed by the Hyde Park Avenue route on October 1. In 2020, the three routes were part of MBTA **Routes 30, 34, and 32**.

### **MTA Replacements of Trolley Lines in 1953**

On June 20, 1953, the MTA replaced trolleys with buses between City Point and South Station via P, East Fourth, L, and Summer Streets. The segment on East Fourth Street was part of the original horsecar line of the Broadway Railroad, opened in late 1858 or early 1859. The segment on L Street between East Fourth Street and Broadway was added in 1864. The South Boston Railroad built the extension on P Street in 1880. The BERY established trolley service on the segment on Summer Street from South Station to Dorchester Avenue in 1900, to D Street in 1903, and from Summer Street at D Street to L Street at Broadway on May 20, 1914. In 2020, MBTA bus **Route 7** included the segments of this route between South Station and L Street at East Broadway and on P Street between East Broadway and East First Street. The MBTA discontinued eastbound service on L Street between East Broadway and East Fourth Street, and on East Fourth Street between L Street and P Street in 1982, and also discontinued westbound service on these segments in February 2015.

On September 12, 1953, the MTA replaced trolleys with buses on the route between Dudley Station and Massachusetts (now Hynes) Station. The trolley route used Washington and Northampton Streets, and Columbus and Massachusetts Avenues, but the bus route used Washington Street directly to Massachusetts Avenue.

The segment on Washington Street was part of the original horse railroad route of the Metropolitan Railroad, opened in September 1856. The Highland Street Railway inaugurated horsecar service on Northampton Street between Washington Street and Shawmut Avenue in 1882 and on Northampton Street and Columbus Avenue between Shawmut Avenue and Chester Park (Massachusetts Avenue) in 1877. The Metropolitan Railroad established horsecar service on West Chester Park between Columbus Avenue and Boylston Street in 1879.

The West End Street Railway electrified the segment on Northampton Street between Washington Street and Shawmut Avenue effective May 10, 1890, and the segment of Washington Street between Dudley and Northampton Streets effective January 30, 1892. The sections on Columbus Avenue and West Chester Park between Northampton Street and Huntington Avenue were electrified effective March 20, 1893. Through trolley service from Harvard Square to Dudley Square via the Harvard Bridge was inaugurated on May 16, 1896, when the line segment on Massachusetts Avenue (formerly West Chester Park) between Columbus Avenue and Boylston Street was electrified.

In 2020, the segments of the Hynes Station–Dudley Square route between Hynes Station and Washington Street and on Washington Street between Melnea Cass Boulevard and Nubian Square (formerly Dudley Square) were part of MBTA bus **Route 1**. This route bypassed the segment of Washington Street between Massachusetts Avenue and Melnea Cass Boulevard, which was included in several other routes.

On December 5, 1953, the MTA replaced a trolley route that had run between City Point and North Station via P, Fourth, and L Streets, East and West Broadway, and the Tremont Street Subway with a bus route running between City Point and the subway portal at Tremont Street and Broadway. The segment from East Fourth Street at P Street to West Broadway at Dorchester Avenue was part of the original route of the Broadway Horse Railroad, built in 1858 and 1859, except that that line used K Street instead of L Street between East Fourth Street and East Broadway. The segment on L Street was added in 1864. The section on P Street was added in October 1880, when a new carhouse opened at P and East First Streets. The West End Street Railway opened the extension on Broadway between Dorchester Avenue and Washington Street in 1888 and electrified it effective April 26, 1894. The extension from Washington Street to the subway portal opened in conjunction with the subway opening in 1897.

In 2020, MBTA bus **Route 9** included much of this route. As on Route 7 discussed above, Route 9 buses used East Broadway instead of East Fourth Street between P and L Streets. Because of redevelopment, there was no longer a road on the former alignment of Broadway between Dorchester Avenue and the former site of the subway portal, so Route 9 used a different alignment and did not pass the portal site.

On December 5, 1953, the MTA also replaced trolley service with buses on a route between City Point and Dudley Station via Dorchester Street, Andrew Station, Southampton and Northampton Streets, and Washington Street. Between City Point and East Broadway at Dorchester Street, this route followed the same alignment as the City Point–Tremont Street Subway Portal route discussed above. The South Boston Railroad built a line on Dorchester Street between East Broadway and East Eight Street in the summer of 1887. The West End Street Railway extended it to Dorchester Avenue and began running a “transfer” car shuttle between Dorchester Avenue and East Broadway on October 22, 1888. It was electrified some time between 1891 and 1895. The BERY opened the trolley line on Southampton Street between Andrew Square and Massachusetts Avenue on November 9, 1912. The Highland Street Railway built the segment on Northampton Street as a horsecar line, and the West End electrified it effective May 10, 1890. The segment on Washington Street was part of the original horse railroad route of the Metropolitan Railroad, opened in September 1856, and electrified by the West End effective January 30, 1892.

In 2020, MBTA bus **Route 10** served most of this route between City Point and Southampton Street at Massachusetts Avenue. Between P and L Streets it had the same rerouting to East

Broadway as other South Boston routes. West of Southamptton Street at Massachusetts Avenue, Route 10 went to Copley Square instead of Dudley Square. There was no bus service on Northampton Street, but several routes served Washington Street between Northampton Street and Nubian (Dudley) Square.

### **MTA Replacements of Trolley Lines in 1955 to 1961**

With few remaining trolley lines, several years had no trolley replacements during this time span. Conversions from trackless trolley to bus are discussed with histories of trolley lines that preceded the trackless trolleys.

On September 10, 1955, the MTA replaced trolleys with buses between Mattapan Station and Egleston Station via Blue Hill Avenue, Seaver Street, and Columbus Avenue. The only segment of this route that had horsecar service was that between Franklin Park Loop and Seaver Street, which was included in an extension of the Highland Street Railway that opened in 1879. The West End established trolley service on Blue Hill Avenue between Seaver Street and Walk Hill Street on May 28, 1898. Trolley service on Columbus Avenue and Seaver Street between Egleston Square and Blue Hill Avenue was implemented on May 20, 1899. Trolley Service on Blue Hill Avenue was extended south to Woodhaven Street on December 6, 1902, and to Mattapan Square on August 6, 1903. In 2020, MBTA bus **Route 29** included the entire line between Mattapan and Egleston Square, and several sub-segments were also served by other routes.

On November 19, 1955, the MTA replaced trolleys with buses on Massachusetts Avenue between North Cambridge and Arlington Heights. The Cambridge Railroad established horsecar service between North Cambridge and the border of West Cambridge (Arlington) in June 1859, at the same time that the West Cambridge Railroad opened a line from the border of Cambridge to what is now Arlington Center. The West End electrified the line from North Cambridge to Arlington Center effective July 6, 1899. Trolley service was extended from Arlington Center to Park Avenue at Arlington Heights effective August 9, 1893, and slightly farther to the Arlington Heights carhouse effective October 10, 1895. In 2020, MBTA bus **Route 77** included the line between North Cambridge and Arlington Heights.

On December 17, 1955, the MTA replaced trolleys with buses on the route between Elm Street in Medford and Sullivan Square via the Fellsway, Mystic Avenue, and Main Street. This was one of the last trolley lines built by the BERY, having opened on August 15, 1909. In 2020, MBTA bus **Route 100** served the segment between Elm Street and Mystic Valley Parkway in Medford. (Part of the Fellsway southbound had been relocated at I-93 exit 33.) There was no bus service on the Fellsway between Mystic Valley Parkway and Mystic Avenue. Bus **Route 95** ran on partly relocated Mystic Avenue and Main Street between the Fellsway and Sullivan Square.

On December 17, 1955, the MTA also replaced trolleys with buses on Washington Street in Jamaica Plain between the Forest Hills and Egleston rapid transit stations. The Dedham and West Roxbury Railroad established horsecar service on this segment in 1865. The West End electrified it effective April 9, 1892. In 2020, MBTA bus **Route 42** included this segment.

On June 15, 1956, the MTA replaced trolleys with buses between Egleston Station and Lenox Street via Columbus Avenue and Tremont Street. The Metropolitan Railroad established horsecar service on the segment of this line between Lenox Street and Heath Street in 1857. The West End electrified this segment effective October 14, 1891. Service between Heath Street and Egleston Square originated as a West End trolley line opened November 1, 1898. In 2020,

MBTA bus **Routes 22, 29, and 44** all used Columbus Avenue between Egleston Square and Centre Street near Jackson Square Station. Route 22 also used a partly relocated Columbus Avenue between Centre Street and Roxbury Crossing. Several routes used Tremont Street between Roxbury Crossing and Ruggles Street. **Route 43** used Tremont Street between Ruggles Street and Lenox Street.

On September 6, 1958, the MTA replaced trolleys with trackless trolleys between Harvard Square and North Cambridge via Massachusetts Avenue; between Harvard Square and Watertown Square via Mount Auburn Street; and between Harvard Square and Waverley Square in Belmont via Mount Auburn and Belmont Streets and Trapelo Road. The Cambridge Railroad established horsecar service between Harvard and North Cambridge in 1856. The West End electrified this line effective July 6, 1889. The Cambridge Railroad also established horsecar service between Harvard and Mount Auburn Cemetery in 1856, but it ran on Brattle Street rather than Mount Auburn Street for most of the distance. The Waltham and Watertown Railroad extended the Mount Auburn route to Watertown Square effective May 1, 1857. The West End electrified the route between Harvard and Watertown Square effective December 13, 1893, but rerouted it between Harvard and Mount Auburn via Mount Auburn Street. The route between Mount Auburn Street and Waverley was opened as a new trolley line effective October 1, 1898.

In 2020, the MBTA was still running trackless trolleys between Watertown Square and Harvard as **Route 71**, and between Waverley and Harvard as **Route 73**. Trackless trolleys used the segment between Harvard and North Cambridge mostly for going to or from the North Cambridge carhouse, but bus **Route 77** from Arlington Heights served this segment.

On November 18, 1961, the MTA replaced trolleys with buses on Tremont Street in Boston, between Lenox Street and the subway portal at Broadway. The original horsecar route of the Metropolitan Railroad used Tremont Street inbound-only between Dover Street and Broadway. In 1857, the Metropolitan began using Tremont Street in both directions between Lenox Street and Dover Street. By 1870, the Metropolitan was running two-way service on Tremont Street north of Dover Street. The West End electrified service on Tremont Street between Lenox Street and Broadway effective October 14, 1891. In 2020, MBTA bus **Route 43** included this segment.

### **MBTA Replacements of Trolley Lines After 1964**

The MTA made no more trolley line replacements after 1961. On August 3, 1964, the newly created Massachusetts Bay Transportation Authority (MBTA) took over operation of the MTA system.

On June 21, 1969, the MBTA replaced trolleys with buses between Packard's Corner in Allston and Watertown carhouse via Union Square, Brighton Center, and Newton Corner. This route was assembled from segments of several routes built at different times. The Newton Railroad Company inaugurated horsecar service on the segment between Union Square and Oak Square on November 15, 1858. In 1863, this company merged with the Cambridge Railroad, which extended it to Newton Corner by the end of that year. However, in 1871 the end of the line was cut back to Oak Square again. In 1881, the Cambridge Railroad built a horsecar line from Newton Corner to Watertown Square connecting with its line to Harvard Square.

The West End Street Railway electrified the line between Oak Square and Union Square effective January 13, 1889. The line from Newton Corner to Watertown Square was electrified effective December 13, 1893. The outer end of the Oak Square route was extended to Washington Street at Park Street in Newton effective June 13, 1896. On the same date, the line

was extended from Union Square to Packard's Corner. The outer end was extended to Newton Corner effective May 21, 1898. About 1924, the BERY changed the connecting point between the Oak Square and Mount Auburn Street lines from Newton Corner to the Watertown carhouse. This avoided having trolleys from two directions changing ends in a busy intersection. In 2020, MBTA bus **Route 57** included the line from Watertown carhouse to Packard's Corner.

Effective December 29, 1985, the MBTA replaced trolleys with buses between Heath Street and Arborway. The segment of this route between South Huntington Avenue at Centre Street and Forest Hills was first served by a horsecar line completed by the West Roxbury Railroad in 1858. However, the segment between the Jamaica Plain carhouse at Jamaica Street and Forest Hills was abandoned by 1865, and was never reactivated as a horsecar line. The West End electrified the line between South Huntington Avenue at South Street and the Jamaica Plain carhouse effective October 14, 1891. The segment from Jamaica Plain carhouse to Forest Hills was opened as a trolley line effective May 17, 1902. The segment on South Huntington Avenue between Heath Street and Centre Street was opened as a trolley line effective July 11, 1903. In 2020, MBTA bus **Route 39** served the segment between Forest Hills and Heath Street.

### **MBTA Trolley Lines Still Operating in 2020**

In 2020, the MBTA operated four former trolley lines with light rail vehicles, and still ran one trolley line with 1940s cars. Excluding subway or elevated trackage, the B Line ran from Boston College Station via Commonwealth Avenue to Blandford Street. The BERY opened this line as a trolley line on May 26, 1900. The surface segment of the **C Line** ran from Cleveland Circle to St. Mary's Street via Beacon Street. The West End Street Railway opened this line as a trolley line in 1889. The segment between Coolidge Corner and St. Mary's Street opened on January 1, and the segment between Cleveland Circle and Coolidge Corner on January 12.

The active surface segment of the E Line in 2020 ran from Heath Street to Northeastern University via South Huntington and Huntington Avenues. This was the only one of the active trolley lines with a partial horse railroad heritage. The Metropolitan Railroad established horsecar service on the segment of what is now Huntington Avenue between Brigham Circle and South Huntington Avenue in 1860, as part of a route between Roxbury Crossing and Brookline Village. The Metropolitan established horsecar service on the segment of Huntington Avenue between what is now the Northeastern University stop and Brigham Circle on October 1, 1884.

The West End Street Railway electrified all of the line between South Huntington Avenue and Northeastern University effective August 4, 1894. The segment of the E Line on South Huntington Avenue between Huntington Avenue and Heath Street was part of a new trolley line opened on July 11, 1903.

The surface part of the D Line and the Mattapan–Ashmont High Speed Trolley Line, sometimes called the M Line, both run on private rights-of-way that were originally used by steam railroads. The Brookline Branch of the Boston and Worcester Railroad opened in May 1848, from Brookline Junction east of the present Fenway Station site to Brookline Village. The Charles River Branch Railroad opened the segment between Brookline Village and a location later called Cook Street between the Newton Highlands and Eliot Stations on November 22, 1852. The Boston and Albany Railroad opened the segment between Cook Street and Riverside in May 1886, completing what became the Highland Branch. The last commuter rail train ran on the Highland Branch on May 31, 1958. The MTA reopened it as a trolley line on July 4, 1959.

The Dorchester and Milton Branch Railroad opened the segment of the route of the Mattapan trolley between Shawmut Junction, south of Cedar Grove Station, and Mattapan in November 1847. This line originally connected with the Old Colony Railroad at Neponset Station. The segment between Ashmont Station and Shawmut Junction was originally opened on December 2, 1872, as part of the Old Colony's Shawmut Branch. The High Speed Trolley Line opened from Ashmont to Milton Station on August 26, 1929, and to Mattapan on December 21, 1929.

## **APPENDIX B – DEVELOPMENT OF THE EASTERN MASSACHUSETTS STREET RAILWAY COMPANY TROLLEY NETWORK**

### **Introduction**

The Eastern Massachusetts Street Railway Company (Eastern Mass.) was incorporated in January 1919, and took over operation of the bankrupt Bay State Street Railway Company in June of that year. The Bay State Street Railway had been formed on July 1, 1911, by a merger of the Old Colony Street Railway Company and the Boston and Northern Street Railway Company. Massachusetts Electric Companies, a holding company established in 1899 as voluntary association, used the Old Colony and the Boston and Northern to consolidate its street railway holdings on opposite sides of Boston.

Many of the trolley routes of the Eastern Mass. and its predecessors were located entirely in cities or towns outside the area that became the original MBTA District in 1964. Most such routes will not be discussed in this appendix. Routes within or near the limits of the original MBTA District are grouped by the various companies that built or operated them.

Some early abandonments of Bay State Street Railway or successor Eastern Mass. Street Railway were reported in newspapers that are now archived online. Later abandonments or bus replacements were reported, if at all, in local newspapers that are less easily searchable. The August/September 1982 issue of *Motor Coach Age* featured the bus system of the Eastern Mass. Street Railway, and included a list of dates of conversion of trolley lines to bus routes if the Eastern Mass. was the initial bus operator.

To the extent that information has been found, dates of abandonment or bus replacement of Bay State or Eastern Mass. routes in the original MBTA District are discussed in the same order that the construction of the lines is discussed.

### **Old Colony Street Railway Company Components**

The Old Colony Street Railway Company came into existence on February 4, 1901, by a renaming of the Brockton Street Railway. Massachusetts Electric Companies had previously merged most of its holdings in street railways south of Boston into the Brockton Street Railway, and wanted a more general identification.

#### **Brockton Street Railway**

The original Brockton Street Railway started as a horsecar line entirely within the city of Brockton, running between Main Street at Clifton Avenue and North Main Street near Frankton Avenue. This route opened on July 6, 1881.

In 1884, the original route was extended at both ends. The south end was extended on Main Street to what was then the border of Brockton and West Bridgewater, near Brookside Avenue. The north end was extended on North Main Street to the border of East Stoughton (Avon) and on West Main and Main Streets in that town to the border of Randolph. This increased the total

length to 6.05 miles. In 1891, this line was extended from the Avon line via South Main and North Main Streets to West Corners (North Main Street near Chestnut Street) in Randolph.

The Brockton Street Railway began electrifying its lines in 1891, and was fully electrified by 1893. There was no further expansion under that company name within what became the original MBTA District before the 1901 change of name to Old Colony Street Railway.

On August 24, 1894, the Brockton Street Railway absorbed the newly opened **Brockton and Holbrook Street Railway**. This line ran from a connection with the Brockton Street Railway's original route on North Main Street in Brockton via Howard Street to the border of Holbrook, and on South and north Franklin Streets to the border of Braintree. Until the consolidations of 1900, the Randolph and Holbrook lines were the only Brockton Street Railway routes that entered what became the original MBTA District.

### **Boston, Milton and Brockton Street Railway**

The Boston, Milton and Brockton Street Railway opened on July 11, 1899. Initially, its main route ran from Adams Street at Milton Lower Mills via Elliot Street, Central Avenue, Brook, Reedsdale, and Randolph Roads through the west side of Quincy to the border of Randolph and on North Main Street to the end of the Brockton Street Railway's Randolph route at West Corners. A branch opened at the same time ran from Randolph Avenue via Reedsdale Road, Pleasant Street, and Edge Hill Road to East Milton Square, and also had through service from Lower Mills.

On February 10, 1900, the Boston, Milton and Brockton Street Railway was merged into the Brockton Street Railway. The Boston, Milton and Brockton had planned to build a line to Mattapan Square from Reedsdale Road in Milton via Brook Road. The start of construction of this line was delayed because of jurisdictional issues over a location on the new Blue Hills Parkway between Brook Road and Mattapan. The location was approved in 1902, but the Metropolitan Parks Commission did not complete construction of a new bridge across the Neponset River at Mattapan until the spring of 1903.

After this line opened, the Old Colony Street Railway ran through service from Mattapan to Brockton via Randolph. East Milton cars continued running to Lower Mills. This line had been extended across the Neponset River to Pierce Square (Adams and River Streets) in Dorchester Lower Mills, connecting there with a Boston Elevated Railway trolley line.

### ***Abandonments and Bus Conversions***

In October 1929, Eastern Mass. Street Railway buses replaced the trolley route between Pierce Square and East Milton Square. The DPU rights included an alternate routing from Pierce Square via River Street and Central Avenue to Eliot Street. On February 7, 1930, Eastern Mass. buses replaced trolleys on the route from Brockton to Mattapan.

In December 1931, Eastern Mass. changed the northern end of the Brockton–Mattapan route to the Ashmont rapid transit terminal, using the former routing of the Lower Mills–East Milton route between the junction of Reedsdale and Brook Roads and Pierce Square, and new rights on Dorchester Avenue from Pierce Square to Ashmont. At the same time, the north end of the East Milton route was changed to Mattapan, using the routing of the former Brockton route north of Reedsdale Road at Brook Road.

In 2020, MBTA bus **Route 240** followed the segment of the former Eastern Mass. Brockton–Ashmont route between Avon and Ashmont. Brockton Area Transit Route 12 followed the same

alignment between Brockton and Ashmont, but with limited stops in the original MBTA District. The former Eastern Mass. bus route between East Milton Square and Mattapan was included in MBTA bus **Route 245**.

## **Quincy and Boston Street Railway**

### ***Route Development***

The **Quincy Street Railway** opened a horsecar line from the Old Colony (steam) Railroad's Quincy Center station to Quincy Point at the Weymouth Fore River via Washington Street on July 4, 1888. Three weeks later, the same company opened a horsecar line from Quincy Center to the Old Colony's West Quincy Station via School, Franklin, Water, and Copeland Streets. Both lines were originally intended to serve as feeders to the steam railroad, for which tickets were available from the street railway.

The Quincy Street Railway was run independently until May 1, 1889, after which the Quincy and Boston Street Railway (Q&B) ran it under lease. The Q&B had just completed an electric line between Quincy Center and the Neponset River via Hancock Street. An unsuccessful horsecar line, the Quincy Railroad, had served the same route from 1862 to 1867.

The Q&B maintained horsecar service on both lines of the Quincy Street Railway until November 1, 1890, when electric service was inaugurated on both. On May 20, 1893, an extension of the Quincy Point line via Bridge Street to North Weymouth at North Street opened. The North Weymouth line was further extended via North, Commercial, Middle, and Broad Streets to East Weymouth in June 1894.

In 1893, the Q&B bought the **Manet Street Railway**, which had opened in 1890 from Quincy Center to Hough's Neck via Coddington, Sea, Manet, and Babcock Streets and Sea Street again, to Houghs Neck.

The Q&B bought the Quincy Street Railway in July 1895. That year, the West Quincy carline was extended via Willard Street and Granite Avenue to East Milton Station. This line never connected with the trolley line from Mattapan to East Milton because they were separated by the track of the Old Colony Railroad's West Quincy Branch.

Also in 1895, the Q&B built a line south from Quincy Center via Franklin Street and Independence Avenue to the border of Braintree. There it met the newly built **Braintree Street Railway**, which ran through Braintree and South Braintree via Independence Avenue, Washington Street, Hancock Street, and Washington Street again to the border of Holbrook. At the town line, the Braintree Street Railway connected with the Brockton Street Railway's Brockton and Holbrook route. The Braintree Street Railway ran through service from Holbrook Square to Quincy Center.

In 1896, the Braintree Street Railway opened a route from South Braintree Square to the border of Randolph via Pond Street. The **Randolph Street Railway**, which began operating on June 21, 1896, continued this route southwest via North and Liberty Streets to North Main Street in Randolph. The Braintree Street Railway absorbed the Randolph Street Railway On September 1, 1897, and was in turn merged into the Q&B on February 28, 1899.

On June 13, 1896, the Q&B opened a branch of the North Weymouth line via Bridge, Neck, and River Streets to Fort Point. A few weeks later, the Q&B completed a line on Bridge Street to the border of Hingham, for use of the Hingham Street Railway, discussed below in more detail.



On August 15, 1897, the Q&B opened a branch in Quincy from Hancock Street near Atlantic Station on the Old Colony Railroad Main Line via Hancock and Sagamore Streets, Newberry Avenue, and Billings and East Squantum Streets to Squantum. Later in 1897, a line called the Norfolk Downs Loop opened from Hancock Street via Billings Road, West Elm Avenue, and Elm Avenue back to Hancock Street. Also that year, a line called the Wollaston Loop opened from Hancock Street via West Squantum, Farrington and Beale Streets, Newport Avenue, and Adams Street back to Hancock Street.

On June 11, 1898, the Quincy and Boston opened a route from Quincy Center to Weymouth Landing via Quincy Avenue. Except for a short segment on Hancock Street north of School Street, it provided all new coverage. This was the last route built by this company. On July 18, 1900, the Quincy and Boston Street Railway was merged into the Brockton Street Railway, which was renamed the Old Colony Street Railway on February 4, 1901.

### ***Abandonments and Bus Conversions***

The Eastern Mass. Street Railway Company abandoned the branch to Fort Point in Weymouth, about 1920, with no replacement bus service until 1946. In 2020, MBTA bus **Route 221** included this route.

The South Braintree–Randolph trolley route was discontinued in November 1919. Service resumed in 1920 with some funding from the towns, but ended permanently about 1921. Over the years, several private carriers made short-lived attempts to run bus service along this route. This included attempts by the Eastern Mass. itself in the 1950s and 1960s. In 2020, MBTA bus **Route 238**, as extended in 1971, included the former trolley alignment from Pond Street at Granite Street in Braintree to North Street at Liberty Street in Randolph.

The Norfolk Downs Loop and the Wollaston Loop in Quincy were both replaced with Eastern Mass. buses in 1923. The northern half of the Wollaston Loop was immediately shifted slightly to the west of the trolley alignment, and was shifted further west in 1930. In 2020, MBTA bus **Route 211** used most of the 1930 alignment of the Wollaston Loop between North Quincy and Quincy Center. The 1923 replacement for the Norfolk Downs Loop followed the former trolley alignment, and was still included in MBTA bus **Route 212** in 2020.

On March 8, 1930, Eastern Mass. buses replaced the trolley line between Atlantic Station and Squantum. In 2020 MBTA bus **Route 211** included the outer end of this route but used East Squantum Street all the way from Squantum to Hancock Street.

Eastern Mass. began running buses between Quincy Square and East Weymouth on December 17, 1933, but also maintained trolley service on the segment between Quincy Square and the Fore River shipyard until May 1, 1948. In 2020, MBTA bus **Route 222** still followed the former trolley route between Quincy Square and East Weymouth.

On March 21, 1934, Eastern Mass. buses replaced trolleys on the route between Quincy Center and Weymouth Landing via Quincy Avenue. In 2020, this route was part of MBTA bus **Route 225**.

The trolley line between Quincy Square and East Milton was replaced with Eastern Mass. buses on June 22, 1935. In 2020, most of this route was included in MBTA bus **Route 215**, except that the segment on Granite Avenue and the northern half of the segment on Willard Street had been replaced by a routing on Robertson and Adams Streets.

The Old Colony Street Railway Company and successors ran through trolley service between Brockton and Quincy Center using lines originally built by the Brockton Street Railway in Brockton; by the Brockton and Holbrook Street Railway from Brockton through Holbrook to the border of Braintree; by the Braintree Street Railway to the border of Quincy, and by the Quincy and Boston Street Railway and the Quincy Street Railway to Quincy Center. Eastern Mass. buses replaced trolleys on this route on June 22, 1935. In 2020, the segment between Montello Station in Brockton and Quincy Center was included in MBTA bus **Route 230**.

After 1935, there were no more abandonments of Quincy-area trolley lines until after World War II. The trolley line between Quincy Square and Hough's Neck was replaced with Eastern Mass. bus service on June 30, 1946. In 2020, this was essentially the same as MBTA bus **Route 216**, except that the segments of the trolley route on Babcock Street and Manet Avenue were replaced with service on Sea Street.

The trolley line between Quincy Square and Neponset was extended about 1927 to the Fields Corner rapid transit station using tracks of the Boston Elevated Railway Company. Eastern Mass. buses replaced the trolley route between Quincy Center and Fields Corner on May 2, 1948. In 2020, MBTA bus **Route 210** still provided some service between Quincy Center and Fields Corner on this alignment, but most service ran only between Quincy Center and North Quincy.

## **South Shore and Boston Street Railway**

### ***Route Development***

The South Shore and Boston Street Railway Company (SS&B), which was merged into the Brockton Street Railway on November 2, 1900, was itself the product of an 1899 merger between five smaller street railway companies. Some of their routes were entirely outside the original MBTA District and are discussed, if at all, in the histories of private carriers other than the Eastern Mass. Street Railway in this report.

One component of the SS&B most appropriately discussed here was the **Hingham Street Railway**. This company opened all its lines between June 22 and August 14, 1896. From Hingham Center, lines radiated to North Weymouth via Lincoln Street (with the segment in Weymouth being built by the Quincy and Boston Street Railway); to Jackson Square in East Weymouth via North, West, and Fort Hill Streets, Fresh River Avenue, and Commercial Street; to Queen Anne's Corner on the border of Norwell via Main Street; and to Nantasket Beach via Summer and Rockland Streets and Nantasket Avenue. The segment of the Nantasket line within Hull was built by the **Nantasket Electric Railway**, but was operated from the start by the Hingham Street Railway. A short branch of the Hingham Street Railway in Hingham ran from Lincoln Street via Downer Avenue to Crow Point, where there was a steamboat landing.

The Hingham Street Railway system was completed with the purchase on March 1, 1898, of the **Hull Street Railway**. The latter had opened a horsecar line from the Nantasket steamboat landing via Wharf Avenue, Nantasket Avenue, and Atlantic Avenue to the Black Rock House near Green Hill in Hull on July 3, 1891. This line was electrified in 1893.

The **Braintree and South Weymouth Street Railway** (B&SW) opened a network of trolley lines in its namesake towns on September 30, 1895. The main line started at the Old Colony Railroad Braintree Station and ran via Elm, Adams, and Commercial Streets to Lincoln Square in Weymouth. From there, one branch continued via Washington and Broad Streets to Middle Street in East Weymouth. Cars were run to Madison Street on the track of the Q&B East Weymouth line, then continued via Madison and Commercial Streets to East Weymouth.

A second B&SW branch ran south from Lincoln Square via Front, Main, and Columbian Streets to Columbian Square at Pleasant Street. A third route started at Columbian Square and ran via Pleasant Street to Jackson Square in East Weymouth.

The **Rockland and Abington Street Railway** opened a network of lines in Rockland and adjoining towns on August 3, 1893. The main line began at Rockland Station on the Old Colony Railroad Hanover Branch and followed Union Street and North Avenue into Abington, which was not in the original MBTA District.

In 1894, the Rockland and Abington built an extension from the original main line at North Avenue in Rockland via Union Street to Columbian Square in Weymouth, then southwest on Pleasant and Pond Streets to South Weymouth Station on the Old Colony Railroad Plymouth Line.

In 1896, the Rockland and Abington built a branch from Union Avenue in Rockland east on Webster Street to the border of Hanover, to connect with the **Hanover Street Railway**. The main line of the latter company started at the border of Rockland on Webster Street in Hanover and followed Webster and Main Streets to the border of Norwell, continuing through Norwell on High and Washington Streets to Queen Anne's Corner on the border of Hingham. It connected there with a line of the Hingham Street Railway. The Hanover Street Railway also built a branch in Hanover on Webster Street from Main Street to Assinippi Village.

In 1897, the Rockland and Abington built a second route between Abington and Rockland. From the border of Abington, it ran on Central, Centre, Market, and Union Streets to Rockland Station.

One additional street railway company with tracks in Rockland was the **Bridgewater, Whitman, and Rockland Street Railway**, which opened on September 3, 1897. This line entered Rockland from Abington on West Water Street, followed that street to Rockland Station, and continued on East Water Street to Webster Street.

On July 15, 1899, the Braintree and South Weymouth Street Railway, the Hingham Street Railway, the Rockland and Abington Street Railway, and the Bridgewater, Whitman, and Rockland Street Railway were all merged into the Hanover Street Railway. On August 3, 1899, the name of the Hanover Street Railway was changed to the South Shore and Boston Street Railway.

### ***Abandonments and Bus Conversions***

Most components of the South Shore and Boston Street Railway were later placed in the Weymouth Division of the Old Colony Street Railway and its successors. This was one of the few divisions that the Eastern Mass. Street Railway gave up on entirely. The first segment abandoned was the branch to Black Rock/Green Hill in Hull on which Eastern Mass. service ended in April 1919. The newly organized Nantasket Transportation Company provided replacement bus service.

In April 1921, the Eastern Mass. discontinued trolley service between Hingham Square and Nantasket Pier, with Nantasket Transportation again providing replacement bus service.

In 1922, Eastern Mass. discontinued trolley service between East Weymouth and South Weymouth, but provided replacement bus service. This appears to have been the earliest example of bus operation by this company, although it previously operated some jitney service.

In the early 1920s, Eastern Mass. discontinued trolley service on the line from Queen Anne's Corner through Norwell and Hanover to the center of Rockland, and the branch to Assinippi Village. A series of private carriers provided replacement service for these lines, first with jitneys and later with buses.

By 1924, Eastern Mass. discontinued trolley service between Bridge Street at North Street in Weymouth and Hingham Square. Starting in 1926, Eastern Mass. provided replacement bus service only in summer months, as part of routes to Nantasket Beach from Quincy Center and points beyond. Trolley service to Crow Point via Downer Avenue was also discontinued in the early 1920s, but with no replacement service.

In 1942, Eastern Mass. restored year-round service between Quincy Center and Hingham, largely to serve workers at the newly opened Bethlehem-Hingham shipyard. This route was retained after the war, and in 2020 it was mostly included in MBTA bus **Route 220**. In 1946, Eastern Mass. restored service on the southern half of Downer Avenue on the former Crow Point route as part of a variation of the route to Hingham Center. In 2020, this was also part of MBTA bus Route 220.

In 1926, Eastern Mass. discontinued trolley service from East Weymouth to Hingham Square, continuing south to Queen Anne's Corner. Eastern Mass. initially provided replacement bus service for this route. A private carrier took it over in 1929, but gave it up in 1931. The segment between Hingham Square and Queen Anne's Corner was continued by a succession of private carriers.

In 1926, Eastern Mass. also replaced trolley service between Weymouth Landing and Rockland with its own bus service.

In 1929, Eastern Mass. replaced trolley service between Braintree and Broad Street at Middle Street in East Weymouth with bus service.

In 1932, Eastern Mass. discontinued bus service on the three Weymouth Division routes it was still operating: East Weymouth to South Weymouth; Weymouth Landing to Rockland; and Braintree to East Weymouth. The Town of Weymouth had rejected a demand from Eastern Mass. of a \$35,000 annual subsidy for these routes. They were taken over by the newly formed Weymouth Division of Lovell Bus Lines. In 2020, short segments of these routes were included in MBTA bus **Routes 222 and 226**. The latter route was newly established in 2019.

## **Hyde Park Division Lines (West Roxbury and Roslindale Street Railway)**

### ***Route Development***

The Old Colony Street Railway's Hyde Park Division included trolley lines built in the 1890s by four companies in suburbs south and southwest of Boston. All of these lines were electrified from the time they opened.

The oldest of the four companies was the **Norfolk Suburban Street Railway**, which opened its first route on May 24, 1894, between Dedham Square and Mattapan Square via High and Milton Streets in Dedham and River Street in Hyde Park. A second route, from Readville/Wolcott Square to Forest Hills via Hyde Park Avenue was completed as far north as Clarendon Hills (West Street) by September 1894, and to Forest Hills on April 1, 1895. An extension of this route south to the Readville Trotting Park, near the border of Dedham, opened in the summer of 1899. The two Norfolk Suburban routes crossed at Cleary Square, forming an "X". The West Roxbury and Roslindale Street Railway acquired the Norfolk Suburban on November 11, 1899.

The **West Roxbury and Roslindale Street Railway** (WR&R) opened its first route on September 17, 1896, from Forest Hills to Dedham Square via Washington Street. On the same date, a route that was to run from Roslindale Square to the border of Dedham and Boston via Belgrade Avenue and Centre and Grove Streets was opened as far as the intersection of Centre and Spring Streets. This route was completed through to the Dedham border on Grove Street on July 25, 1897. It was extended in Dedham via Bussey and Walnut Streets and Oakdale Avenue to River Street at Oakdale Square on August 27, 1898.

The last route of the WR&R ran from Roslindale Square via Ashland and Oakland Streets (Cummins Highway) to Mattapan Square, continuing east on River Street to Dorchester Avenue at Pierce Square. This line opened on September 25, 1899. The Brockton Street Railway acquired control of the WR&R (including the Norfolk Suburban lines) on November 24, 1899, but the WR&R was maintained as a separate company until December 22, 1900. As of February 1, 1900, the Brockton Street Railway, including the former WR&R became the Old Colony Street Railway.

The **Norfolk Central Street Railway** opened September 16, 1896 from Dedham Square via Washington Street through Westwood to Walnut Avenue in downtown Norwood. This line was completed via Washington Street to its intended terminal at East Walpole on November 6, 1897. The Norfolk Central was merged into the WR&R on November 24, 1899.

The fourth Hyde Park Division company was the **Needham and Boston Street Railway** (N&B). This line opened on June 21, 1899, from Needham Center to the border of Dedham and Boston at Charles River Loop. It ran on Dedham, Harris, and Great Plain Avenues in Needham and on Needham Street in Dedham. The WR&R had opened a connecting link from Charles River Loop via Spring Street to Centre Street on May 27, 1899. The N&B was merged into the WR&R on November 24, 1899.

The Boston Elevated Railway, through its lease of the West End Street Railway, provided all the local trolley service in most Boston neighborhoods, but the West End Street Railway had never built or acquired lines in West Roxbury. Passengers using only BERY services could transfer free between routes, but passengers transferring between Old Colony Street Railway and BERY routes had to pay separately for their travel on each system. West Roxbury residents wanted the same universal free transfers provided to residents of other Boston neighborhoods, but the Old Colony and the BERY were unable to agree on a fare plan. The problem was finally resolved by the leasing of most of the former West Roxbury and Roslindale Street Railway lines within Boston city limits to the BERY effective July 1, 1903.

The lines leased to the BERY in 1903 were Forest Hills to Dedham Line via Washington Street; Roslindale Square to Charles River Loop; Centre and Spring Streets to Grove Street at Washington Street; Forest Hills to West Roxbury/Hyde Park border via Hyde Park Avenue; and Roslindale to Pierce Square via Mattapan Square. Old Colony cars continued running through to Forest Hills, but were operated by BERY crews within West Roxbury. The BERY also ran additional short-turn trips within West Roxbury on these lines.

The town of Hyde Park was annexed by the city of Boston in 1912. However, extension of BERY service into Hyde Park did not begin until 1923, despite strong public sentiment for this. Because the argument for such a transition was to eliminate a second fare for trips from Hyde Park to Boston points, the impact on the BERY would have been greater operating expense with little or no added revenue.

### ***Abandonments and Bus Conversions***

In 1919, the Eastern Mass. Street Railway Company discontinued trolley service on the route from Spring Street in West Roxbury to Needham. Replacement bus service was provided by Modern Bus Lines.

Also in 1919, Eastern Mass. discontinued trolley service between Grove and Washington Streets in West Roxbury and Oakdale Square in Dedham. In May 1920, Eastern Mass. discontinued trolley service between Cleary Square in Hyde Park and Dedham Square. Initially no replacement service was provided for either route, but in September 1921, Oakdale Community Garage and Bus Line began providing bus service on the segments within Dedham.

In October 1921, the Norfolk and Bristol Bus Company began providing bus service between Cleary Square and the border of Dedham via River Street. The subsequent history of this route is related in the history of Pierce Bus Lines, and in Appendix A. In 2020, parts of it were included in MBTA bus **Route 33**.

Effective September 1, 1923, Eastern Mass. discontinued trolley service from Mattapan to Wolcott Square (Readville) via Cleary Square, and the Boston Elevated Railway Company began providing replacement bus service. In 2020, MBTA bus **Routes 24 and 33** covered the segment between Mattapan and Cleary Square, and **Route 32** served the segment from Cleary Square to Wolcott Square.

The BERY also took over Eastern Mass. trolley service between Forest Hills and Cleary Square on September 1, 1923.

The final trolley route operated by Eastern Mass. in what had been the Hyde Park Division was that from the border of Hyde Park and Dedham to East Walpole. Eastern Mass. began running bus service between Forest Hills and East Walpole on June 12, 1932. In 2020, this was part of MBTA bus **Route 34E**.

As noted above, the tracks of the Old Colony Street Railway Hyde Park Division within Boston city limits were leased to the Boston Elevated Railway Company effective July 1, 1903. The BERY maintained trolley operation on most these lines until 1925.

Trolley service on Grove Street south of Spring Street was suspended by early 1925. On October 31, 1925, the BERY began running bus service from Spring Street via Centre and Grove Streets to the border of Dedham, but soon cut the southern end back to Washington Street. Oakdale Community Garage and Bus Line was then permitted to extend the Oakdale bus route over Grove Street to Washington Street. In 1965, the MBTA rerouted the south end of the Spring Street–Washington Street route over Centre and Stimson Streets instead of Grove Street. In 2020, the original trolley segment on Centre Street and the 1965 revised routing were part of MBTA bus **Route 35**.

On December 6, 1928, the BERY discontinued trolley service on River Street between Central Avenue and Pierce Square. Trolley service on River Street between Central Avenue and Mattapan Square was discontinued on January 19, 1929, and was replaced with BERY bus service. The segments of River Street served by BERY buses changed several times over the next few years, with service through from Pierce Square to Mattapan finally being restored in 1935. In 2020 this was included in MBTA bus **Route 27**.

Trolley service on the rest of the former Hyde Park Division lines lasted into the Metropolitan Transit Authority era. Trolley service from Forest Hills/Arborway to Charles River Loop via Belgrade Avenue and Centre and Spring Streets was replaced with trackless trolley

service on September 29, 1951, except that the segment between Forest Hills and Roslindale also still had trolley service. On September 6, 1958, the Charles River line was converted from trackless trolley to bus. In 2020, this was included in MBTA bus **Route 36**.

Trolley service on the segment of the Roslindale–Mattapan line between Roslindale and Hyde Park Avenue was replaced with MTA bus service on June 21, 1952. Trolley service on the segment between Hyde Park Avenue and Mattapan was replaced with MTA bus service on April 25, 1953. In 2020, MBTA bus **Route 30** included the entire line between Mattapan and Roslindale Square. Route 14 also served the segment between Hyde Park Avenue and Roslindale.

The MTA replaced trolley service with trackless trolley service between Arborway and the border of Dedham via Washington Street on November 22, 1952. This route was converted from trackless trolley to bus on September 6, 1958. In 2020, it was included in MBTA bus **Routes 34 and 34E**. Several other MBTA bus routes ran on sub-segments of it.

The last former Hyde Park Division route to survive as a trolley line was that from Arborway to Cleary Square via Hyde Park Avenue. It was converted from trolley to trackless trolley service on April 25, 1953, and from trackless trolley to bus on October 1, 1958. In 2020, it was included in MBTA bus **Route 32**, which also extended to Wolcott Square/Readville over the former Eastern Mass. trolley line that was replaced with BERY bus service in 1923.

## **Boston and Northern Street Railway Company Components**

The Boston and Northern Street Railway Company was established on July 23, 1901, by a name change of the Lynn and Boston Railroad Company. Massachusetts Electric Companies had previously combined 340 miles of its owned or leased trolley lines north of Boston into the Lynn and Boston. The histories of lines acquired by the Lynn and Boston or the Boston and Northern from other companies are discussed below. However, most routes beyond the original limits of the MBTA District established in 1964 are omitted. As noted above, the Boston and Northern merged with the Old Colony Street Railway on July 1, 1911, forming the Bay State Street Railway.

## **Lynn and Boston Railroad**

### ***Route Development Before 1875***

The oldest component of what became the Lynn and Boston (L&B) Railroad network was the **Boston and Chelsea Railroad** (B&C). This was one of five horse railroads for which the Massachusetts legislature approved charters on April 29, 1854. No horse railroads were yet in operation in the Commonwealth at that time. The route authorized for the B&C was to be from a point in Chelsea within 1,000 feet of the border of North Chelsea (Revere), proceeding over the Salem Turnpike (Broadway) to and over the Chelsea Bridge into Charlestown and over Chelsea Street to Charlestown Square. From there it was to run on Warren Avenue and the Warren Bridge into Boston, and on Causeway and Beverly Streets to Haymarket Square.

The first segment of the B&C opened on November 20, 1858, from Bellingham Square in Chelsea to Bunker Hill Street at Chelsea Street in Charlestown. B&C cars used tracks of the Middlesex Railroad, built in 1857 and 1858, from Bunker Hill Street to downtown Boston and discussed further in Appendix A. The B&C was initially run under lease by the Malden and Melrose Railroad, which had leased the Middlesex Railroad on April 1, 1858.

The second-oldest component of the L&B system was the **Winnisimmet Railroad Company**, chartered on May 26, 1857. This company was authorized to build and operate a

horse railroad between the Winnisimmet (Chelsea) Ferry and the Prattville section of Chelsea via Broadway or parallel streets to Washington Avenue, and continuing on that avenue to the vicinity of Woodlawn Cemetery. This company began operating in 1860. Cars were initially run across Boston Harbor on the ferry, continuing to Scollay Square on tracks of the Suffolk Railroad (also discussed in Appendix A).

The Lynn and Boston Railroad was chartered on April 6, 1859. The authorized route, the longest ever approved in the original charter of a horse railroad in Massachusetts, was to extend from a connection with the Boston and Chelsea Railroad through North Chelsea, Saugus, Lynn, and Swampscott to Marblehead. By 1861, the L&B had acquired the charter rights of the B&C for the line between Bellingham Square and the border of North Chelsea, and the rights of the unbuilt Chelsea Beach railroad for a line from the border of North Chelsea to Chelsea Beach (Revere Beach).

The L&B was completed between Bellingham Square in Chelsea and Swampscott in mid-1861. From Bellingham Square, the route followed the Salem Turnpike (Broadway in Chelsea, Salem Turnpike in Saugus and Western Avenue in Lynn) as far as Common Street in Lynn. The L&B then followed Market Square and South Common and Market Streets to downtown Lynn, and continued east on Broad, Lewis, and Ocean Streets to the border of Swampscott. It then followed Humphrey Street as far as Burrill Street on the edge of the main commercial district of Swampscott. The L&B also had a summer-only branch of about one mile in North Chelsea from the Salem Turnpike via present-day Revere Street to the waterfront.

As its initial Boston connection, from Bellingham Square to downtown Boston, the L&B used the tracks of the Winnisimmet Railroad Company. The L&B leased that company on October 1, 1861. In 1863, the L&B gained an alternate connection to Boston by leasing the B&C.

### ***Route Development 1875 to 1888***

The L&B made no further expansion from 1863 to 1879. The B&C gradually became the main route for L&B service between Chelsea and Boston. In 1875, the L&B suspended service on the Winnisimmet Railroad between Woodlawn Cemetery and a carhouse at the present (2020) intersection of Washington Avenue and Revere Beach Parkway. This was followed by suspension in 1876 of service between Bellingham Square and the Winnisimmet Ferry.

The first addition to the L&B in many years was made in 1879. This was a branch in Lynn from Central Square to the Pine Grove Cemetery via Franklin and Boston Streets. In 1880, this branch was extended via Boston Street and the present Broadway to Wyoma Square (Broadway at Lynnfield Street).

Also in 1880, the L&B added a branch to Nahant Beach at the border of Lynn and Nahant. South of Broad Street it ran on Beach Street. The northern half of Beach Street is now (2020) Washington Street. The southern half has been replaced by part of the Lynnway. At about the same time this branch opened, the original L&B main line was diverted over Union and Exchange Streets between their intersections with Broad Street, to provide direct service to Central Square. The Nahant Beach branch ran on Spring Street between Exchange Street and Broad Street and had through service from West Lynn.

In 1874 and 1875, the **Lynn City Street Railway Company** opened two routes, starting from Market Street at Oxford Street in downtown Lynn. Both routes followed Oxford Street, Central Avenue, and Union, Chestnut, and Essex Streets to Chatham Street. From there, one line continued east on Essex Street to Burrill Street in Upper Swampscott. The other line turned north



on Chatham Street and southwest on Maple Street to Chestnut Street at Glenmere Square. The segment from Market Street to Chestnut Street at Essex Street was owned by the L&B, but used exclusively by the Lynn City. Effective June 1, 1881, the Lynn City Street Railway was merged into the Lynn and Boston.

In addition to the Lynn City acquisition, the L&B opened two new routes in 1881. One of these followed the Wyoma Square route as far as Franklin and Boston Streets. From there it ran southwest on Boston Street and north on Myrtle Street almost to Walnut Street. The other new route was a second summer-only branch in Revere (renamed from North Chelsea in 1871) following Beach Street from Broadway to Revere Beach.

In 1882, the L&B reported an alternate route from Central Square to Wyoma Square. It used the tracks originally used by the Lynn City Street Railway between Central Square and Chestnut Street at Essex Street. It then used a new track on Chestnut Street to Boston Street, where it joined the older route to Wyoma Square.

Also added to the L&B network in 1882 was a route from Lynn to East Saugus, via Summer and Boston Streets in Lynn and Lincoln Avenue to Ballard Street in Saugus. In 1885, the L&B extended this line via Lincoln Avenue to Essex Street at Cliftondale Square. A branch of this route from East Saugus via Chestnut, Winter, and Central Streets to Saugus Center was added in 1886.

In 1883, the L&B opened an extension from Wyoma Square to Peabody. Within Lynn it followed what is now (2020) Broadway, but was then part of Boston Street, to the border of Peabody. In Peabody it followed Lynn and Washington Streets to Main Street, looping on Main and Foster Streets back to Washington Street.

In 1884, the L&B was finally completed between Swampscott and Marblehead as authorized under its 1859 charter. From Lower Swampscott the line followed what are now (2020) Humphrey Street in Swampscott and Humphrey and Pleasant Streets in Marblehead to Washington Street in the main Marblehead commercial district. Service was run through between Marblehead and West Lynn but not to Boston.

In 1885, the L&B restored service as a summer-only route on the outer end of the Winnisimmet Railroad between the Chelsea carhouse and Woodlawn Cemetery.

In 1886, the L&B opened a route from Chelsea to Everett Square via Everett Avenue in Chelsea and Chelsea Street in Everett. Between Chelsea Street at Ferry Street and Everett Square, this route used tracks of the Middlesex Railroad. Through service from Everett Square to Revere Beach was offered for a few seasons. In 1887, the L&B opened a branch from the main line to the Beachmont section of Revere via Winthrop Avenue.

The last new horsecar lines built by the L&B opened in 1888. One of these connected the outer ends of the two Revere Beach branches via Ocean Avenue between Beach Street and Revere Street. The other was the Lynn Highlands Circuit line. Starting from Central Square, cars on this line followed the former Lynn City route as far as Union Street at Ireson (now Joyce) Street. From there, they followed Ireson, Rockaway, Hollingsworth, Herbert, High Rock, Rogers, and Essex Streets to Market Street, where they joined the L&B main line to return to Central Square.

### ***Route Development After 1888***

At the end of 1888, the Lynn and Boston Railroad reported owning a total of 48.8446 track-miles, excluding yards and side tracks. Starting in 1889, all new lines opened by the L&B were electrified from the beginning. The first such line was an alternate route in Lynn from Myrtle and Holyoke Streets to Central Square via Walnut Street, Linwood Road, Forest Street, North Franklin Street, Boston Street, and Washington Street.

Electrification of the company's horsecar lines began in 1890 and the final 1.7 miles of horse-only track were electrified in 1897.

In 1891, the L&B opened a summer-only extension from Wyoma Square to Lynn Woods via Lynnfield Street. Year-round service was later implemented. Another summer-only L&B extension opened in 1891 from Crescent Beach to Point of Pines in Lynn. This route was fairly short-lived, as it lacked a dependable traffic base, and the Boston, Revere Beach and Lynn Railroad offered frequent steam train service between the same points.

In 1892, the L&B electrified the former Lynn City Street Railway Glenmere Square route and extended a branch from it north on Euclid Avenue to Broadway.

In 1893, the L&B bought the **Naumkeag Street Railway**, based in Salem and described in more detail below. That year, the L&B also opened a new line from the end of the former Lynn City route at Burrill Street in Upper Swampscott via Essex Street in Swampscott and Loring Avenue in Salem to South Salem at Lafayette Street. It connected there with a Naumkeag route. This extension allowed the first direct street railway service between downtown Lynn and downtown Salem.

Another L&B 1893 acquisition was the **Lynn Belt Line Street Railway**. This company had begun operation on May 30, 1890, on a long circuit through Lynn that included stops at every steam railroad station in the city. Because many of the most logical streets for such a route were already occupied by L&B tracks, several segments of the Belt Line followed less important streets and were discontinued after the consolidation with the L&B. Some of these streets were later eliminated by urban renewal projects.

Starting at the rear of the Boston and Maine (B&M) Railroad Central Square Station on Mount Vernon Street, the Belt Line ran via Spring and Broad Streets to the Boston, Revere Beach and Lynn (BRB&L) Railroad terminal at Market Street. It then continued on Market, State, Wheeler, Blossom, and Alley Streets to the B&M and BRB&L West Lynn Stations at Commercial Street. From there, the Belt Line ran north on Commercial, Neptune and South Streets, to Western Avenue near Lynn Common Station on the B&M Saugus Branch.

Turning east, the Belt Line ran on Western Avenue to Eastern Avenue near Glenmere Pond. From there, the line returned to Central Square via Eastern Avenue and Brookline, Chatham, Bloomfield, Chestnut, Howard, and Friend Streets, passing the B&M East Lynn Station on Chatham Street. In addition to the full circuit, the Lynn Belt ran short-turn service from Glenmere to Central Square.

In 1891, the Lynn Belt opened a second route, from Central Square to Lynnhurst on the border of Lynn and Saugus. This line included segments on Willow, Johnson, and Brimbleton Streets, Western Avenue, and Federal, Kirtland, and Walnut Streets. It duplicated L&B tracks for a short distance on Walnut Street. A spur from this line along Penny Brook Road was used for trips to Lynn Woods in the summer.

On August 17, 1888, the **Revere Street Railway** opened one of the first electric railway lines in Massachusetts. It ran near Crescent Beach Station on the BRB&L (near the present MBTA Revere Beach Station) southeast via Ocean Avenue to the Great Ocean Pier, a summer tourist attraction at the end of what is now BROADSOUND AVENUE. In May 1889, the company was renamed the **Boston and Revere Electric Street Railway**.

On July 4, 1889, the Boston and Revere Electric opened a line from a connection with the West End Street Railway at Winthrop Junction (Orient Heights) via Walley Street, private right-of-way, and Washburn Avenue to a connection with the original route near Crescent Beach. Both routes initially had service only in summer months. Due to declining attendance at the pier, the Great Ocean Pier branch was not run after the 1890 season. It was abandoned after the 1893 demolition of the pier.

On June 17, 1893, the L&B began operating the Winthrop Junction–Crescent Beach line under a verbal agreement with the Boston and Revere Electric Street Railway.

In 1894, the L&B opened a branch from Saugus Center to Melrose Highlands via Main and Howard Streets. The segment within Melrose was built under the franchise of the **East Middlesex Street Railway**, by then controlled by and leased to the L&B, and discussed in more detail below.

Also in 1894 and under the East Middlesex franchise, the L&B built a link in Melrose on Main Street from Franklin Street to the border of Wakefield. There it met a line to Wakefield Center opened by the **Wakefield and Stoneham Street Railway**, discussed below, in 1893.

About 1897, the L&B opened a belt line on the east side of Melrose on Grove, Sixth, and Laurel Streets, Waverley Avenue, and Upham, East and Porter Streets. This was the last significant new construction by the L&B within what became the original MBTA District before the formation of the Boston and Northern Street Railway in 1901.

On July 23, 1901, the Lynn and Boston Railroad was renamed the Boston and Northern Street Railway. Under that name, it was consolidated with several other former horse railroad lines with which it connected only through lines that were built as electric lines.

### **Abandonments and Bus Conversions of Lynn and Boston Lines**

As detailed above, the main line of the Lynn and Boston Railroad originally operated as a horsecar line. It eventually ran from Marblehead to Charlestown, with operating rights to downtown Boston on lines that became part of the Boston Elevated Railway system. The Eastern Mass. Street Railway Company operated trolley service between Boston and Marblehead on this routing until 1935, when the Chelsea Street Bridge between Chelsea and Charlestown was closed for reconstruction. In January 1935, Eastern Mass. began operating bus service between Chelsea Square and Haymarket Square via the Meridian Street Bridge, and the Sumner Tunnel (opened in 1934) as a connecting link for trolley routes that had previously continued through from Chelsea to Haymarket.

In October 1935, Eastern Mass. converted the trolley service to Boston from Lynn and points farther north including Salem and Marblehead to bus operation, but south of Squire Road in Revere instead of continuing on the historic trolley route on the Salem Turnpike, the buses used the American Legion, Lee-Burbank, and McClellan Highways and the Sumner Tunnel. Trolley service continued on a few disconnected segments of these routes, with service between Lynn and Swampscott being converted to bus on June 6, 1937.

Even before converting the former L&B main line to bus service, the Eastern Mass. had begun converting some lines based in Lynn. Buses were used to supplement trolley service on some routes before full conversion.

In July 1933, the route from Central Square to Lynn Woods via Washington and Boston Streets and Broadway and the alternate route to Lynn Woods via Chestnut Street and Broadway were converted to bus, along with the route to Peabody via Wyoma Square in Lynn and Lynn and Washington Streets in Peabody. In 2020, most segments of these routes were included in MBTA bus **Routes 434, 436, or 435**.

The trolley route from Lynn to Salem via Union and Essex Streets in Lynn, Essex Street in Swampscott, and Loring Avenue and Lafayette Street in Salem was converted to bus in March 1936. (Between Salem and South Salem, this route was originally part of the Naumkeag Street Railway system.) In 2020, MBTA bus **Route 455** included most of this route.

The trolley route from Lynn to North Saugus via Lynnhurst was converted to bus in April 1936. In 2020, parts of this route were included in MBTA bus **Route 429**.

In September 1936, trolley service between Lynn and Salem via Timson and Essex Streets and Eastern and Western Avenues in Lynn and Highland Avenue and Essex Street in Salem was converted to bus. In 2020, MBTA bus **Route 456** included most of this route.

In March 1937, three trolley lines entirely within Lynn were converted to bus. The Lakeside route ran via Union, Essex, and Chatham Streets and Euclid Avenue to Broadway. In 2020, MBTA bus **Route 435** served Euclid Avenue, but Chatham Street last had bus service in 1981.

The Lynn Highlands Circuit trolley line was also replaced with bus service in March 1937. The bus route originally followed the trolley route as described above, but some modifications were made over the next few years. MBTA bus service on this route ended in 1977, but replacement service provided by the City of Lynn continued until 2003.

The third Lynn trolley route converted to bus in March 1937 ran to Holyoke Street via Boston and Myrtle Streets. In 2020, MBTA bus **Route 429** included this route.

The final conversions of trolley lines in Lynn to bus lines were implemented in November 1937. This included service from Lynn to Saugus Center and to Cliftdale Square in Saugus. In 2020, MBTA bus **Route 426** included the Cliftdale route and **Route 428** included the segment of the Saugus Center route that did not overlap the Cliftdale route.

As noted above, short-turn trolley service on the Marblehead route between Lynn Central Square and Swampscott via Broad and Lewis Streets also ended in 1937.

The Eastern Mass. converted the route between Melrose Highlands and Saugus Center from trolley to bus effective December 1, 1931. In February 1934, Hart Bus Lines took over this route, eventually cutting it back to service only between Saugus Center and Oaklandvale. In 2020, that segment was included in MBTA bus **Route 428**.

The Eastern Mass. replaced trolley service with buses between Malden Center and Wakefield on August 2, 1931. In 2020, that segment was included in MBTA bus **Routes 136 and 137**.

Eastern Mass. buses also replaced trolleys on the belt line on the east side of Melrose on August 2, 1931. MBTA bus **Route 131** now includes that line.

Effective June 10, 1936, the Eastern Mass. sold its remaining trolley lines in Chelsea and Revere to the Boston Elevated Railway. These included the segment of the original L&B main line from the end of the Chelsea Bridge in Chelsea to Revere Street in Revere; the two branches

from Broadway in Revere to Revere Beach via Revere Street and via Beach Street; the branch from Orient Heights to Revere Beach partly on private right-of-way; the branch from Broadway to Beachmont; and the branches from Chelsea Square to Woodlawn and to Everett Square. The rebuilt Chelsea Bridge did not include streetcar tracks, so the BERY started a bus route between Chelsea Square and the City Square rapid transit station using the bridge.

The BERY diverted the routes to Revere Beach via Revere Street and via Beach Street south of Chelsea Square via a BERY branch on Meridian Street to the Maverick subway station. The Revere Beach line via Orient Heights had previously had through service to Maverick Station operated jointly by the BERY and the Eastern Mass. The Beachmont line was briefly through-routed with a BERY branch from Chelsea Square to Day Square via Central Avenue and Chelsea Street, but on October 10, 1936, the segment between Broadway and Beachmont was replaced with BERY buses using Crescent Avenue eastbound east of Cummings Square.

On May 8, 1937, the route from Chelsea Square to Woodlawn was converted to bus. This line was converted from bus to trackless trolley effective January 5, 1952, but was converted back to bus effective April 1, 1961. In 2020, it was part of MBTA bus **Route 111**.

On December 11, 1937, the route from Chelsea Square to Everett was converted from trolley to trackless trolley. It was converted from trackless trolley to bus on June 24, 1961. In 2020, it was part of MBTA bus **Route 112**.

After December 1937 only the three routes between Revere Beach and Maverick Station were still operating with trolleys. On January 5, 1952, in conjunction with the extension of the East Boston rapid transit line from Maverick Station to Orient Heights, these three surviving Eastern Mass. trolley lines taken over by the BERY in 1936 were converted from trolley to trackless trolley. The inner terminal of the lines via Beach Street and via Revere Street was changed from Maverick Station to the new Day Square (Wood Island) Station, along the former BERY trolley routing on Central Avenue and Chelsea Street. The line from Revere Beach via Orient Heights was broken into separate routes north and south of Orient Heights. The former Eastern Mass. segments on Walley Street, private-right-of-way, and Washburn Avenue were replaced with a new alignment on Bennington Street.

Rapid transit service was further extended from Orient Heights to Wonderland Station in 1954. The outer terminal of the Revere Street and Beach Street routes was changed from Revere Beach to Wonderland. The extension closely paralleled the rerouted former trolley line between Revere Beach and Orient Heights. Trackless trolley service on that route ended on June 18, 1955, with no bus replacement.

On September 9, 1961, the routes from Wonderland to Wood Island via Beach Street and via Revere Street were converted from trackless trolley to bus. In 2020, the Revere Street route was included in MBTA bus **Route 116**, and the Beach Street route was included in MBTA bus **Route 117**, but both routes ran to from Chelsea Square to Maverick Station rather than Wood Island.

## **East Middlesex Street Railway**

### ***Route Development***

The East Middlesex Street Railway originated with the chartering on February 8, 1860, of the Stoneham Street Railroad Company. This was the first charter approved by the Massachusetts legislature for a horse railroad not intended to serve Boston either directly or over the line of

another horse railroad. It was also the first company chartered in the Commonwealth with a name identifying it as a street railroad as opposed to simply a railroad.

Operation of the Stoneham Street Railroad by the first of a series of lessees began on April 1, 1861. The line started at what is now (2020) the corner of Main and Union Streets in Stoneham, running south on Main Street and east on Franklin Street to the border of Melrose and continuing east on Franklin Street to the B&M Railroad station at Melrose Highlands. This station was originally called Stoneham.

There were no significant changes to the Stoneham Street Railroad until 1887, when it was renamed the East Middlesex Street Railway. A greatly expanded network of lines went into operation on August 27 that year. One line started at Woburn Common, used tracks of the **North Woburn Street Railway** (discussed below) on Main Street to Salem Street, then diverged over Salem, Pine, Orange, and Central Streets and Montvale Avenue to Main Street in Stoneham, where it met the original route of the Stoneham Street Railroad. From there, it incorporated the part of that line on Main and Franklin Streets to Melrose Highlands Station, but continued on Franklin, Green, and Main Streets in Melrose and on Main and Ferry Streets to Walnut Street in Malden. At Walnut Street it made an end-to-end connection with a newly built line of the Boston Consolidated Street Railway on Ferry Street.

The second new line of the East Middlesex used tracks of the Boston Consolidated from the Boston and Maine Railroad Malden Station to Main Street, then followed Salem, Beach, and Lawrence Streets, and the present Lynn Street in Malden; Salem Street in Revere; and Lincoln Avenue in Saugus to a connection with the Lynn and Boston Railroad at Cliftdale Square.

The third new line diverged from the second line at Lawrence and Beach Streets and continued on Beach Street and on what are now Washington Avenue and Malden Street in Revere to Broadway. From there, cars continued on the Lynn and Boston Railroad's branch on Revere Street to the beach.

With all these new lines, the East Middlesex reported owning 14.916 miles of track at the end of 1887. The reported total increased slightly, to 15.12 in 1888 and to 15.79 in 1891, but the description of the routes operated did not change. The East Middlesex began electrifying its lines in 1892. Effective May 1, 1893, the Lynn and Boston leased the East Middlesex. Further progress of electrification was not reported separately from that of the rest of the L&B system.

The Boston and Northern Street Railway built a line from Lincoln Avenue in Saugus via Central Street to Winter Street south of Saugus Center in 1904. This was used to extend the East Middlesex Malden–Cliftdale route to Saugus Center.

### ***Abandonments and Bus Conversions***

The Eastern Mass. Street Railway Company discontinued trolley service on the former East Middlesex routes and B&N extension from Malden Center to Cliftdale Square and Saugus Center in 1920. Hart's Bus Line was providing replacement jitney service between Malden, Linden, and Cliftdale by July 1922. The tracks between Malden Center and Salem Street at Broadway in Malden were shared with the Boston Elevated Railway Company, which replaced its trolley service on the segment between Lebanon Street and Broadway with buses in 1924. By 1925, Hart's Bus Line was also serving the former trolley route between Cliftdale and Saugus Center. Successors to Hart's Bus Line eventually discontinued service between Linden Square and Cliftdale.

By 1924, the Eastern Mass. had replaced trolley service between Linden Square and Broadway in Revere with buses. Service Bus Line took over operation of the segment of this route in Revere in July 1926, and extended it through to Linden Square in July 1929. In 2020, this route was part of MBTA bus **Route 411**.

The BERY replaced trolleys with trackless trolleys on Salem Street between Main and Lebanon Streets on December 31, 1938. The MTA converted it to bus service on March 31, 1963. In 2020, MBTA bus **Route 108** included the entire length of the segment between Malden Center and Linden Square, except for a short reroute at Malden Center. **Route 430** served the segment from Clifondale Square to Saugus Center.

The MBTA reinstated service between Linden Square and Clifondale in 1969 as part of a new route from Lynn to Boston via Saugus. In 2020, MBTA **Routes 426, 426W, 428, and 429** all operated over this segment.

The Eastern Mass. replaced trolley service on the original Stoneham Street Railway route between Stoneham and Melrose Highlands and the extensions from Woburn to Stoneham, from Melrose Highlands to Main Street, and on Main Street to Malden Center with bus service in August 1931. (In Melrose, the buses used Main Street in place of the segment on Green Street.)

The MBTA discontinued through bus service between Woburn and Melrose in September 1978. In 2020, MBTA bus **Route 131** served the segment on Franklin Street between Walton Park and Main Street in Melrose. **Routes 136 and 137** served Main Street between Franklin Street in Melrose and Malden Center. **Route 354** followed the former trolley alignment in Woburn between I-93 and Salem Street at Bow Street.

The Ferry Street tracks in Malden were used jointly by the Eastern Mass. and the Boston Elevated. The Boston Elevated replaced trolleys on Ferry Street with trackless trolleys in 1937. The MTA replaced the trackless trolleys with buses in 1963. In 2020, MBTA bus **Route 104** served Ferry Street.

## **Naumkeag Street Railway**

### ***Route Development***

The largest other horse railroad system taken over by the Lynn and Boston was that of the Naumkeag Street Railway, which was itself a combination of two smaller companies. The older of these was originally the **Salem and South Danvers Railroad (S&SD)**, chartered on March 1, 1861. (Until 1868, Peabody, which had separated from Danvers in 1855, was called South Danvers.) The first route of the S&SD opened on July 8, 1863. It ran from Washington and Essex Streets in downtown Salem via Essex and Boston Streets to South Danvers Square. A second S&SD route opened on October 29, 1863. It ran from Washington and Essex Streets via Essex, Webb and Bridge Streets in Salem, and Cabot Street in Beverly to Elliott Street.

In 1864, the S&SD opened a third route. It ran from Washington and Essex Streets through Washington, Dodge, and Lafayette Streets to Clifton Avenue in South Salem. This was the last line built by the S&SD under its original name.

Effective April 13, 1869, the S&SD was renamed the **Salem Street Railway**. That same year, the company opened a new branch called the North Salem line on North Street from Essex Street to the bridge across the North River to Peabody.

On May 24, 1871, the franchise and property of the Salem Street Railway were seized for bad debts, and sold on execution to a James P. Robinson of New York. On September 28, 1871,

the system was leased to Robinson. By 1872, the Beverly route was described in the annual return as running via Pleasant Street rather than Webb Street. The southern half of Pleasant Street is now called Washington Square East.

Robinson ran the Salem Street Railway until March 1, 1875, when the lease was transferred to the newly formed **Naumkeag Street Railway**. In its annual return for 1876, the Naumkeag described the system as consisting of a route from Peabody Square to Beverly and a route from North Salem to South Salem.

The first expansion of the Salem system by the Naumkeag was made in 1877, in the form of a branch to Salem Willows from Essex Street via Webb Street and Fort Avenue. Cars were run as far as Pleasant Street on the older Salem Street Railway tracks, but the Naumkeag owned the new segment. Also in 1877, the Naumkeag reported that there were turntables at the ends of all its main lines and branches.

No further changes were reported until 1883, when the Naumkeag extended the Beverly route from Elliott Street to the Boston and Maine Railroad tracks at Gloucester Crossing on Cabot Street.

In 1884, the Naumkeag extended the South Salem route via Lafayette Street to a connection with the Lynn and Boston's new branch at Pleasant Street in Marblehead. The Naumkeag ran cars through to the L&B terminal at Pleasant and Washington Streets. In 1885, the Naumkeag built an extension of this line via Washington and Franklin Streets to Front Street, and it was shared with the L&B.

Also in 1885, the Naumkeag extended the Peabody route west from Peabody Square via Lowell Street to Endicott Street.

On June 1, 1886, the Naumkeag bought the property and franchise of the Salem Street Railway after having run it under lease since 1875. Also in 1886, the Naumkeag opened a long extension of the Beverly line through North Beverly and Wenham to the Methodist camp-meeting grounds at Asbury Grove in Hamilton. This extension ran on Cabot, Dodge, and Enon Streets in Beverly, Main Street in Wenham, and Bay Road and Asbury Street in Hamilton. Asbury Grove had previously been served by a branch of the Eastern Railroad, with special trains that ran only on camp meeting days.

On April 19, 1887, the Naumkeag purchased the **Salem and Danvers Street Railway**, described separately below. The only subsequent horse railroad construction by the Naumkeag was an extension to that system.

The Naumkeag made its first experimental electrification of a horsecar line in 1889. In 1893, the Naumkeag was sold to the Lynn and Boston. In its final return, for 1892, the Naumkeag reported that it owned 33.36 miles of track, of which 20 miles were electrified. The L&B completed electrifying all Naumkeag lines by 1896.

### **Salem and Danvers Street Railway**

The Salem and Danvers Street Railway commenced operating on June 28, 1884, on a route between the two communities in its name. Starting from the end of the Naumkeag Street Railway's North Salem branch on North Street, the new line followed North, Margin, and Water Streets in Peabody and Water and High Streets in Danvers to the Danvers Station on the Boston and Maine Railroad's Newburyport Branch. Cars were run through from downtown Salem to



Danvers. On August 11, 1884, the Salem and Danvers opened a line from Danvers Square to Putnamville via Maple and Locust Streets.

The Salem and Danvers completed its system in 1885 with a line from Elm Street in Danvers to Peabody Square via Sylvan Street in Danvers and Andover and Central Streets in Peabody, and a line from High Street via Elm, Holten, and Centre Streets through Tapleyville and Danvers Centre approximately to the present location of Briarwood Drive in Danvers Highlands. Service was run through between Putnamville and Peabody Square. The final total length of track owned by the company was 9.027 miles.

In 1888, the year after it bought the Salem and Danvers, the Naumkeag made one addition to the former Salem and Danvers network. This was a branch on Maple Street in Danvers from Locust Street to Asylum Station on the B&M (former Eastern) Railroad line from Salem to Lawrence, west of the present Access Road. (Maple Street as used by the trolley line has been partly broken up because of construction of Interstate 95 and an interchange of U.S. Route 1.)

### ***Bus Conversions of Former Naumkeag Street Railway Lines***

The oldest line of the Naumkeag Street Railway system, from Salem to Peabody Square via Essex and Boston Streets, and the second-oldest, from Salem to Beverly via Bridge and Cabot Streets, were among the last Salem-area trolley routes to be converted to bus, effective March 1, 1937. In 2020, the Peabody route was part of MBTA bus **Route 465**, and the Beverly route was part of MBTA bus **Route 451**.

The former Naumkeag route from Salem to the border of Peabody via North Street, and the extension on Margin and Water Streets in Peabody built by the Salem and Danvers Street Railway, were converted from trolley to bus early in 1932. However, trolley service on this route also continued until June 1935, as part of a longer route from Salem to Middleton via Danvers. In 2020, this route was included in a variation of MBTA bus Route **465**.

Another former Naumkeag route converted to bus in June 1935 was the line from downtown Salem to Salem Willows. MBTA bus service on this route ended in December 1978.

Trolley service on the former Naumkeag route between South Salem and Marblehead was converted to bus in February 1937. MBTA bus service on the segment served uniquely by this route ended in November 1979.

Trolley service on the former Naumkeag route on Lowell Street in Peabody was converted to bus in February 1936. MBTA bus service on this segment ended in June 1970.

Trolley service on the route of the last horsecar line built by the Naumkeag, from Beverly to Hamilton via North Beverly and Wenham was among the first bus conversions from this system, effective June 4, 1931. MBTA bus service between North Beverly, Wenham, and Hamilton was discontinued in September 1971. In 2020, MBTA bus **Route 451** still served the segment between downtown Beverly and North Beverly.

Trolley service on the former Salem and Danvers Street Railway line between Danvers Square and Danvers Highlands was converted to bus in May 1933. The Eastern Mass. discontinued service on the segment unique to this route about 1960.

Trolley service on the former Salem and Danvers Street Railway line between Danvers Square and Putnamville was converted to bus in June 1935. The Eastern Mass. discontinued service on the segment unique to this route about 1960.

Trolley service between Peabody and Danvers via Andover Street was converted to bus in February 1936. In 2020, MBTA bus **Route 465** included most of this route.

### **North Woburn Street Railway**

One other former horse railroad line was merged into the L&B after being electrified. This was the North Woburn Street Railway, chartered March 26, 1866. When first opened on November 5, 1867, it had a single route, from the end of the Boston and Lowell Railroad's Woburn Branch at Woburn Center to North Woburn. In its annual return, the North Woburn described the length of its line as 2 miles, 5 furlongs, and 10 rods. It ran on Main Street from North Woburn to Woburn Common, which it looped around on Common and Pleasant Streets. From October 1, 1869, to January 1, 1874, a David D. Hart ran the North Woburn under lease.

The North Woburn Street Railway made no further extensions until 1886, the year after the Boston and Lowell Railroad extended its Woburn Branch through North Woburn. The 1886 extension of the horse railroad took it south on Main Street in Woburn and Winchester, to Winchester Station on the Boston and Lowell Main Line.

A final extension of the North Woburn in 1888 continued it south on Main Street in Winchester and High Street in Medford to Winthrop Street, where it connected with the West End Street Railway's branch from Medford Square to West Medford. This brought the total length of track owned by the North Woburn to 7.34 miles.

The North Woburn Street Railway reported in 1896 that electrification of its line was in progress. In 1897 it reported that electrification was complete.

On May 6, 1901, the North Woburn was merged into the Lynn & Boston Railroad.

Eastern Mass. buses replaced trolleys on the route from North Woburn to West Medford on August 2, 1931. In 2020, this route, with some slight revisions, was part of MBTA bus **Route 134**.

### **Essex Electric Street Railway**

The Essex Electric Street Railway opened in 1891. It consisted of routes from Peabody to Salem via Mason, Buffum, School, Tremont, Wallis, and Walnut Streets and from Salem to Salem Willows. Both routes partly overlapped older L&B horsecar lines. The L&B purchased the Essex Electric in 1893.

The Peabody–Salem route, with minor modifications, was converted from trolley to bus in late 1931. MBTA bus service ended on segments unique to this route in Peabody in June 1970 and in Salem in December 1978.

### **Beverly and Danvers Street Railway**

This line from Beverly to Danvers via Elliot and Liberty Streets first opened in 1890, using storage-battery cars. It was run by a contractor not identified in annual reports. The line was unprofitable and was shut down in August 1891. It reopened on June 20, 1896, after being converted to a trolley line. This company was merged into the L&B on April 10, 1901. In June 1905, the B&N opened a new route from downtown Beverly to the border of Danvers via Federal, River, and Bridge Streets. In September 1906, this line was extended a short distance to a connection with the older Beverly–Danvers route on Elliott Street in Danvers.

Trolley service on both route variations was replaced with buses in May 1933. MBTA bus service on both variations ended in June 1970, but was restored on the segments within Beverly in 1987 as part of the Beverly Shoppers Shuttle minibus network.

### **Gloucester Street Railway**

The Gloucester Street Railway operated mostly outside of the area that became the original MBTA District in 1964. However, because it was a relatively small system immediately adjoining the district and might otherwise be overlooked, its history is included here.

The Gloucester Street Railway was among the last street railway companies in Massachusetts to begin operation as a horse railroad. Its first route went into service on June 12, 1886. It ran from the Boston and Maine Railroad's Gloucester Station through downtown Gloucester to East Gloucester via Washington, Middle, Angle, Main, and East Main Streets, Bass Avenue, Sayward Street and East Main Street again to a cluster of wharves on Smith's Cove. In November 1886, this line was completed to Rocky Neck via East Main Street and Rocky Neck Avenue to Stevens Lane. In 1889, the opposite end of the route was extended from the railroad station north along Washington Street approximately to Wheeler Street. This was the last Gloucester Street Railway line built as a horse railroad.

As early as 1887, Gloucester Street Railway management were reported to be investigating electrification of the system, although no other street railways in Massachusetts had yet been electrified. Work on electrification began in 1890, but operation was delayed until the spring of 1891 because of technical problems. An extension of the northern line along Washington Street to Annisquam opened at about the same time as electric service on the former horsecar lines. A final extension from Annisquam to Lanesville via Washington Street opened in late 1891.

On May 4, 1895, a nominally separate company, the **Gloucester and Rockport Street Railway**, began operating a 1.28-mile electric line, also entirely within Gloucester, from the Rocky Neck line on Bass Avenue from Sayward Street to Nautilus Road, then on an old road along what is now Good Harbor Beach to Briar Neck. This company ran its cars over the tracks of the Gloucester Street Railway to Gloucester Station. Several of the officers and directors of the two companies were the same. In 1896, the Gloucester Street Railway began operating the Gloucester and Rockport under lease.

On July 3, 1896, another nominally separate company, the **Rockport Street Railway** began operating a line through Rockport with two connections to the Gloucester Street Railway, forming what became known as the Around the Cape Loop. From Lanesville, this line ran on Langsford and Washington Streets into Rockport. In Rockport, it ran on Washington and Granite Streets, Railroad Avenue, Main Street, and Eastern Avenue to the Gloucester border. In Gloucester, it continued on Eastern Avenue to East Main Street, where it joined the Rocky Neck branch of the Gloucester Street Railway. The Rockport Street Railway also had a short side loop to the downtown Rockport waterfront via Broadway and Mount Pleasant and Main Streets.

On January 18, 1900, the Rockport Street Railway and the **Gloucester, Essex and Beverly Street Railway**, discussed below, were merged into the Gloucester Street Railway. There were no further extensions of trolley lines in Gloucester or Rockport before they were all discontinued on June 19, 1920. The history of replacement bus service on Gloucester Street Railway lines other than those of the GE&B is discussed in the Gloucester Auto Bus Company history in Volume 2 of the main body of this report.

## **Gloucester, Essex and Beverly Street Railway**

The original route of the Gloucester, Essex and Beverly Street Railway (GE&B) opened on August 10, 1895. From downtown Beverly it followed what was in 2020 State Route 22 through the eastern edge of Wenham to the center of Essex. It then continued on what was in 2020 state Route 133 to the center of Gloucester.

In 1896, a branch opened from a point in Hamilton designated Ipswich Junction, running via Sagamore Street to the border of Ipswich, and on Candlewood, Essex, and County Roads to downtown Ipswich.

The Eastern Mass. Street Railway abandoned trolley service on both branches of the former Gloucester, Essex and Beverly Street Railway in June 1920. The Gloucester Auto Bus Company implemented bus service on the segment between Gloucester and Essex Center. An Eastern Mass. Street Railway system map dated July 1924 shows it operating bus service between Beverly and Essex, but no service on the branch to Ipswich. As far as could be determined in research for this report, the Eastern Mass. did not obtain temporary DPU operating rights for the Beverly–Essex route in 1925 or later permanent rights, and the route did not have bus service again until 1942, when Hemeon Motor Coach Service began operating it.

In 2020, the Cape Ann Transportation Authority served the route segment between downtown Gloucester and the border of Essex. The rest of the former GE&B had not had transit service for many years.

## **Wakefield and Stoneham Street Railway**

### ***Route Development***

The Wakefield and Stoneham (W&S) Street Railway was chartered in 1892. Its original route, from Wakefield Square to Stoneham Square, opened that year. It ran on Albion Street in Wakefield and Elm Street in Stoneham. In 1893, additional lines were built from Wakefield Square to the border of Melrose via Main Street and from Wakefield to North Saugus via Water Street.

In 1894, the North Saugus line was extended via Walnut Street to the border of Lynn, meeting a line originally built by the Lynn Belt Line Street Railway. Also in 1894, the W&S built a line from Wakefield Square to Reading Square via Main and Lowell Streets in Wakefield and Salem and Woburn Streets in Reading. This became known as the Lakeside route. In 1895, the W&S opened a line from Stoneham Square to Reading Square via Main, Minot, Washington, High, and Haven Streets.

On December 31, 1899, four connecting systems, all built by W&S interests and described below were merged with the W&S.

**The Mystic Valley Street Railway**, originally opened on May 7, 1896, ran from Stoneham to Winchester Center via Main and Marble Streets in Stoneham and Forest, Washington, and Mount Vernon Streets in Winchester. In 1899, this company merged with the **Arlington and Winchester Street Railway**, which had opened on July 24, 1897, between Winchester Center and Arlington Center via Church and Cambridge Streets in Winchester and Mystic Street in Arlington.

The **Reading and Lowell Street Railway** opened on December 12, 1895, from Reading to Billerica via Wilmington. It ran on Lowell Street in Reading, on Lowell, and Main Streets and Shawsheen Avenue in Wilmington, and on Shawsheen Avenue and Andover Road in Billerica.

A line of the Lowell and Suburban Street Railway provided the link from Billerica Center to Lowell.

About 1899, a more direct route from Wilmington to Lowell was completed, running from Main Street at Burlington Avenue in Wilmington via Main Street in Wilmington and Tewksbury.

The **Woburn and Reading Street Railway** opened on June 16, 1896. It ran on Montvale Avenue and Bow, Cedar, and Washington Streets in Woburn and on West, Prescott, and Lincoln Streets to Washington Street in Reading.

The **Salem and Wakefield Street Railway** opened on May 6, 1898. It ran from a connection with the W&S at North Saugus via Walnut Street in Saugus, Walnut and Salem Streets in Lynnfield, and Lynnfield Street in Peabody to a connection with the L&B at Lynn Street.

The entire Wakefield and Stoneham Street Railway system was merged into the Lynn & Boston system on March 3, 1900.

### ***Bus Conversions of Former Wakefield and Stoneham Street Railway Lines***

Eastern Mass. buses replaced trolleys on the original W&S route between Wakefield and Stoneham and its extension to Winchester in 1929. The further extension from Winchester to Arlington Center was converted to bus in August 1931. The Eastern Mass. ran through bus service between Wakefield and Arlington. This lasted through the 1968 MBTA takeover of the Eastern Mass., but the entire route was discontinued in June 1971. In 2020, the only segments of this route with bus service were on Main Street in Stoneham, between Franklin and Marble Streets, included in MBTA bus **Route 132**, and from Cambridge Street at Church Street in Winchester to Arlington Center, included in MBTA **Route 350**.

In January 1920, the Eastern Mass. discontinued trolley service from Wakefield via North Saugus to the border of Lynn and from North Saugus via Lynnfield to South Peabody. The North Saugus Community Bus Association initially provided replacement jitney service on the segments within the town, but gave it up in October 1920 as too costly. Lynnfield Community, Inc. served the segment of the South Peabody route within Lynnfield on a new route between Wakefield and Lynn from 1920 until 1976. Lynnfield Community also provided some service in North Saugus starting in October 1920, but discontinued it before 1925.

The Eastern Mass. was persuaded to restore trolley service between Wakefield and the border of Lynn via North Saugus in November 1921. The company replaced trolleys with bus service on the segment between Wakefield and North Saugus in 1924, but discontinued it in 1931. The segment from North Saugus to the border of Lynn was finally converted to bus in 1935. In 2020, it was part of MBTA bus **Route 429**.

There does not appear to have been any replacement service on the segment of the North Saugus–South Peabody route until 1933, when Kenneth Hudson began operating a bus route from the border of Peabody and Lynnfield to Peabody Square. Hudson ran this route under various company names until the 1960s. In 2020, MBTA bus **Route 434** included this segment.

The trolley line from Wakefield Square to the border of Melrose, which became part of a through route from Wakefield to Malden Center, was converted to bus on August 2, 1931. In 2020, it was included in MBTA bus **Routes 136 and 137**.

The Eastern Mass. replaced trolleys on the route between Wakefield and Reading via Lakeside in 1924. The initial bus route was partly on a relocated alignment, and other segments

in Wakefield were later relocated also. In 2020, the relocated Lakeside route was part of MBTA bus **Route 136**.

Eastern Mass. buses also replaced trolleys on the line from Stoneham Square to Reading Square in 1924. This line was being run as part of a through route from Reading to the Sullivan Square rapid transit station when the MBTA took over the Eastern Mass. in March 1968. In June 1971, when MBTA service in Stoneham was discontinued at the request of the town, the MBTA retained the segment between Reading Square and state Route 128 as part of a new express route to Sullivan Square via I-93. This route was discontinued in June 1976. The MBTA restored bus service on the segment of Main Street in Stoneham between Stoneham Square and the Redstone Shopping Center in 1994, as part of an extension of a route still operating in 2020 as **Route 132**.

The segment of the former Reading and Lowell Street Railway between the centers of Wilmington and Billerica was abandoned in the early 1920s, with no replacement. The segment between Reading and Wilmington was retained as part of a route between Lowell and the Everett rapid transit terminal via Tewksbury, and was replaced with Eastern Mass. buses on May 24, 1931. The bus route was still running when the MBTA took over the Eastern Mass., but in December 1968, the outer end was cut back to the limit of the original MBTA District on the border of Wilmington and Tewksbury. In March 1978, the MBTA cut back the outer end of the route to the border of Reading and Wilmington, and in September 1978 it was cut back to Reading Square.

The Eastern Mass. discontinued trolley service on the former Woburn and Reading Street Railway line in 1919. An independent company, Woburn & Reading Bus Line, provided the initial replacement service. The Eastern Mass. took over the bus service on this route in 1923, but discontinued it in 1931. It was next run by Holland Brothers Bus Line until 1952, and by McIntire Bus Lines for a few years starting in 1954. In 2020, a variation of MBTA bus **Route 354** ran on the segment of the former Woburn and Reading route between Woburn Square and Washington Street at the entrance to West Cummings Park in Woburn.

### **Additions to the Boston and Northern Street Railway System 1901 to 1906**

The first new trolley lines built under the Boston and Northern (B&N) Street Railway name opened in 1901. One of these was an extension of the former North Woburn Street Railway line from its terminus at North Woburn via Main Street to a connection with the former Reading and Lowell line at Church Street in Wilmington. This line then continued on Church, Wildwood, and Woburn Streets to a second connection with the Reading and Lowell line on Lowell Street at Perry's Corner.

On June 30, 1902, the B&N opened a short branch in Wakefield to serve a residential subdivision called Wakefield Park. It diverged from the Wakefield–Stoneham route on Albion Street and followed Murray, Chestnut, and Prospect Streets almost to the border of Stoneham.

In September 1904, the B&N completed a line in Saugus from Lincoln Avenue to Saugus Center via Central Street.

In the early 1900s, the Boston and Northern Street Railway established trolley service in Revere over segments of the present Park Avenue then known as Parkway and Yeamans Street as far as Dale Street to serve a new residential development.

Another line built in the early 1900s was a short cross-connection between Everett Avenue in Everett and Washington Avenue in Chelsea, via Malden Street and Webster Avenue. (The latter is now part of Union Street and Revere Beach Parkway.) This line facilitated access to the

carhouse on Washington Avenue south of Sagamore Avenue, but also had shuttle service for passengers.

In June 1906, the B&N opened a line from Western Avenue at Eastern Avenue in Lynn via Western and Highland Avenues to Essex Street in Salem. This allowed through trips between Boston and Salem to bypass downtown Lynn for the first time.

A much less important branch opened in August 1906 from Lowell and Main Streets in Wakefield via Main Street to the Bay State Militia Association grounds just beyond the border of Reading. (In 2020 the Militia grounds were part of Massachusetts National Guard Camp Curtis Guild. The section of Main Street used by the trolley was partly obliterated by an interchange of state Route 128.)

During its first five years, the B&N also absorbed three more separate trolley companies, described below.

Massachusetts Electric Companies built the **Middleton and Danvers Street Railway** (M&D). The first segment opened on June 10, 1901. It extended from the end of the former horsecar line near Asylum Station in Danvers via Maple Street to Central Square in Middleton. It was completed from Middleton to Lawrence via the Essex Turnpike (state Route 114) in 1902. M&D cars were run through to Salem on B&N tracks. The M&D was merged into the B&N on June 27, 1903.

The **Lawrence and Reading Street Railway** (L&R) opened on August 13, 1900, from Reading to Andover on the alignment of the present (2020) state Route 28. A branch of the Lawrence and Haverhill Street Railway connected this line to Lawrence. A branch of the L&R completed in 1901 ran from the main line via Winter and Park Streets in North Reading to North Reading Center.

On May 12, 1903, the L&R absorbed the **Reading, Wakefield and Lynnfield Street Railway**, which was projected to run from Reading to Wakefield via John Street and North Avenue and from Water Street east of Wakefield Square via a private way (later part of Vernon Street), New Salem, and Salem Streets through Montrose into Lynnfield and a connection with the Salem and Wakefield Street Railway line to Peabody. The segment from Water Street to Montrose was opened on July 1, 1902, with service running through from the newly opened B&N Wakefield Park Branch. The John Street/North Avenue line opened in 1903. It is not clear if the segment from Montrose to Lynnfield was ever built, but if it was, it was short-lived. The L&R was merged into the B&N on June 27, 1903.

The **Lowell and Boston Street Railway** opened on July 11, 1901, from Woburn to Burlington and was completed to Billerica Center on September 1, 1901. It ran on Winn Street in Woburn, on Winn and Cambridge Streets in Burlington, and on Boston Road in Billerica. This company went into receivership and was sold in 1906 to the newly formed Lowell and Woburn Street Railway. The latter company was merged into the B&N on September 28, 1906.

### ***Bus Replacements for Routes Added to Boston and Northern System between 1901 and 1906***

The Malden Street/Webster Avenue Line in Everett and Chelsea and the Militia Grounds line in Wakefield and Reading were abandoned without replacement in the early 1920s.

The Eastern Mass. Street Railway replaced the Park Avenue line in Revere with bus service by 1924, but from 1926 to 1938 Service Bus Line was the operator of Park Avenue bus service.

The Boston Elevated began serving this segment as a trackless trolley route in 1940. In 2020, it was part of MBTA bus **Route 110**.

The Eastern Mass. replaced trolleys with buses on the route between North Woburn and Wilmington in 1924, but changed the outer end to the North Wilmington railroad station instead of Perry's Corner. The Eastern Mass. abandoned the bus route in 1931.

Trolley service between Cliftondale and Saugus Center was discontinued in the mid-1920s. Hart's Bus Line provided replacement bus service. The Eastern Mass. obtained DPU rights to this service again in December 1965. In 2020, MBTA bus **Route 430** included service on this segment.

The trolley line between Lynn and Salem via Highland Avenue served part of a through route from Salem to Boston that was converted to bus operation in 1935. In 2020, it was part of MBTA bus **Routes 455 and 456**.

Eastern Mass. Street Railway buses replaced trolley service between Salem and Lawrence via the Middleton and Danvers line on June 8, 1935. In March 1968, when the MBTA took over operation of the Eastern Mass. Street Railway system, a few trips were still being operated through between Salem and Lawrence. Cities and towns outside of the original MBTA District were unwilling to pay the MBTA to continue the service, so in February 1969, the route was cut back to running between Salem and Middleton. In December 1972, the outer end was further cut back to the Danvers State Hospital and the Essex Country Agricultural School, and in June 2002 it was cut back to Danvers Square. In 2020, a variation of MBTA bus **Route 465** served the remainder of the route between Salem and Danvers Square.

The Lawrence and Reading Line and the line from Reading to Wakefield via North Avenue became part of a through route from Lawrence to the Everett rapid transit station. The Eastern Mass. converted this route to bus operation on May 24, 1931. This route was still operating when the MBTA took over the Eastern Mass. In December 1968, the MBTA cut the outer end of the route back to the limit of the original MBTA District on the border of North Reading and Andover. In March 1971, the end was cut back to the border of Reading and North Reading. In September 1978, it was cut back to Reading Square. In 2020, the line between Reading Square and Wakefield via Main Street was part of MBTA bus **Route 137**.

The Eastern Mass. replaced trolleys with buses on the branch to North Reading Center in 1924, but discontinued the route in January 1925. It was then run by a series of private operators, including Mason's Bus Line, but was discontinued by the early 1960s. An experimental restoration of bus service to North Reading Center by the MBTA in September 1970 lasted only until March 1971.

Eastern Mass. abandoned the trolley line between Wakefield Square and Montrose in December 1919. Lynnfield Community, Inc. and another independent operator began providing replacement jitney service. The LCI service was soon suspended, but resumed by 1925 as part of a route from Wakefield to Lynn via Lynnfield. That route was maintained, with some minor revisions in Wakefield, until 1976. Since then, there has been no service on the former trolley route from downtown Wakefield to Montrose.

Eastern Mass. replaced trolleys with buses on the Wakefield Park Branch in 1924. The bus service was discontinued in 1931. It does not appear to have been replaced until 1946, when Hudson Bus Lines was granted rights to serve the same general area, though not all on the exact routing of the trolley.



Eastern Mass. replaced trolley service with buses on the route between Woburn and Billerica in 1924, but gave up the bus service in 1932. Holland Brothers Bus Line ran the route from 1932 to 1952, and Vocell Bus Company ran it from 1952 until the 1970s. In 2020, segments of the route were served by the MBTA, the Lowell Regional Transit Authority or the Burlington local bus system.

### **Additions after 1906**

After 1906, the Boston and Northern acquired no more routes of other street railway companies within what became the original MBTA District. The last significant line the B&N built itself within the District was also one of the last to be discontinued. This line, which opened in April 1910, ran from Stoneham Square to the border of Medford, largely on a private right-of-way through the Middlesex Fells Reservation. Cars were run through from Stoneham to the Sullivan Square rapid transit station via a route along the Fellsway and Mystic Avenue that the Boston Elevated Railway Company had completed in August 1909.

The Eastern Mass. bus replacement service for the Stoneham line was implemented on July 28, 1946. The segment on private right-of-way through the Middlesex Fells Reservation was bypassed with bus service on the adjacent parkway (Fellsway West). MTA trolley service on the segment between Elm Street and Sullivan Square continued until December 1955, when it was converted to bus.

When the MBTA took over the Eastern Mass. in March 1968, though bus service was still being run from Stoneham Square to Sullivan Square. Service north of Elm Street was discontinued in 1971, when the town of Stoneham requested the MBTA to discontinue bus service within the town, and there was little ridership activity between Elm Street and the border of Stoneham. In March 2016, the MBTA extended one inbound AM peak trip and one outbound PM peak trip on **Route 325** from Elm Street to Stoneham on the alignment of the former Eastern Mass. bus route discontinued in 1971.

Table 8 shows MBTA bus routes operating in 2020 that were based on former routes of the Eastern Massachusetts Street Railway Company that originated as trolley or horsecar lines. These are divided into five groups.

Group 1 includes routes that the MBTA acquired when it took over the Eastern Mass. system in 1968 and were derived from trolley lines that replaced horsecar lines. The Notes column indicates segments of these routes that originated only as trolley or bus routes. Group 2 includes routes that the MBTA acquired when it took over the Eastern Mass. system in 1968 and were derived from trolley lines that did not replace horsecar lines.

Group 3 includes routes that the Boston Elevated Railway Company acquired when it bought the Eastern Mass. Chelsea Division in 1936. Group 4 includes routes that the Boston Elevated took over from the Eastern Mass. in the 1920s. Group 5 includes routes that the Boston Elevated originally acquired under lease from the Old Colony Street Railway Company in 1903.

Group 6 includes MBTA bus routes derived from original bus routes taken over from the Eastern Mass. in 1968. Each of these had only incidental overlap with former trolley routes.

Table 8

## MBTA 2020 Bus Routes Derived from Trolley Routes of Eastern Mass. Street Railway or its Predecessors

Group 1 - Routes MBTA Acquired from Eastern Mass. in 1968, with Trolley Heritage Preceded by Horsecar

<u>Number</u>	<u>Name</u>	<u>Notes</u>
131	Melrose Highlands–Oak Grove Station	Horsecar, except East Side loop part original trolley, part new MBTA bus
134	North Woburn or West Medford–Wellington	Bus origin south of Medford Square
136	Reading Depot–Malden Station	Trolley North of Franklin St, Melrose. Horsecar Franklin St. to Malden Ctr.
137	Reading Depot–Malden Station	Trolley North of Franklin St, Melrose. Horsecar Franklin St. to Malden Ctr.
210	Quincy Center–Fields Corner or North Quincy	Also run steam dummy engines in 1865
215	Quincy Center–Ashmont Station	Horsecar Quincy Ctr. to West Quincy. Rest of route original bus
220	Quincy Center–Hingham	Replacement bus east of Sea St. summer-only 1926-1942
221	Quincy Center–Fort Point	No service east of Bridge Street ca. 1920 to 1946
222	Quincy Center–East Weymouth	Horsecar origin was only on Washington St., Quincy on Rtes. 220, 221 & 222
424	Eastern Ave & Essex St.–Wonderland	Trolley-only north of Market Sq.; bus-only south of Brown Circle
426/426W	Central Square, Lynn–Haymarket or Wonderland	MBTA bus origin south of Linden Square
428	Oaklandvale–Haymarket Station	Trolley-only north of Saugus Ctr.; T bus origin south of Linden
429	Northgate–Central Square Lynn	Bus origin Walnut St. - Cliftondale and through Lynnhurst
434	Peabody Square–Haymarket Station	Bus origin south of Brown Circle, Revere
435	Liberty Tree Mall–Central Square, Lynn	
436	Liberty Tree Mall–Central Square, Lynn	Mostly non-Eastern Mass. bus origin north of Lynn Woods
439	Nahant–Central Square, Lynn	Horsecar origin in Lynn, trolley and bus origin in Nahant
441	Marblehead–Wonderland Station	Bus origin south of Central Square, Lynn
442	Marblehead–Wonderland Station	Bus origin south of Central Square, Lynn
450/450W	Salem Depot–Haymarket or Wonderland	Trolley-only No. of Eastern Ave. Lynn.; bus-only So. of Brown Circle
451	Salem Depot–North Beverly	Tozer Road variation is MBTA original bus
455	Salem Depot–Wonderland	Trolley-only No. of Eastern Ave. Lynn.; bus-only So. of Brown Circle
465	Danvers–Salem Depot	Trolley-only on Margin and Water Streets

MBTA 2020 Bus Routes Derived from Trolley Routes of Eastern Mass. Street Railway or its Predecessors

Group 2 - Routes MBTA Acquired from Eastern Mass. in 1968, with Trolley Heritage Not Preceded by Horsecar

<u>Number</u>	<u>Name</u>	<u>Notes</u>
34E	Walpole Center–Forest Hills	E. Walpole to Walpole Ctr. T bus replaced private bus replacing trolley
132 (part)	Redstone Shopping Center–(Franklin St., Stoneham)	Trolley ran Stoneham to Reading
238	Quincy Center–Holbrook/Randolph Station	MBTA Bus origin Holbrook Center to Holbrook/Randolph
211	Quincy Center–Squantum	Only East Squantum St. East of Billings St. is former trolley line
212	Quincy Center–North Quincy Station	
214	Quincy Center–Germantown	Bus origin east of Sea Street
216	Quincy Center–Houghs Neck	A short section on Sea Street is relocated from trolley route
225	Quincy Center– Weymouth Landing	
230	Quincy Adams Station–Montello Station	
240	Avon or Holbrook/Randolph Station–Ashmont	MBTA Bus origin Holbrook Center to Holbrook/Randolph
245	Quincy Center–Mattapan Station	Brook Road variation was original Eastern Mass. bus
456	Salem Depot–Central Square, Lynn	

Group 3 - Routes Boston Elevated Acquired from Eastern Mass. in 1936, as Trolley Lines with Horsecar Heritage

<u>Number</u>	<u>Name</u>	<u>Notes</u>
111	Woodlawn–Haymarket Station	Woodlawn-Chelsea Sq. included in 1936 sale
112	Wellington Station–Wood Island	Ferry St. Everett–Chelsea Sq. included in 1936 sale
116	Wonderland–Maverick via Revere St.	Revere Beach–Chelsea Sq. Included in 1936 sale
117	Wonderland–Maverick via Beach St.	Revere Beach–Chelsea Sq. Included in 1936 sale
119 (part)	(Broadway at Beach St.) to Beachmont	Route east of Beachmont Station has been relocated

MBTA 2020 Bus Routes Derived from Trolley Routes of Eastern Mass. Street Railway or its Predecessors

Group 4 - Routes Boston Elevated Acquired from Eastern Mass. in the 1920s, with Trolley Origins

<u>Number</u>	<u>Name</u>	<u>Notes</u>
108 (part)	Malden Center–Salem St at Broadway	Former horsecar Line. Joint ownership with BERY 1901 to 1920
32 (part)	Forest Hills–Cleary Square	BERy maintained as trolley on acquisition in 1923
32 (part)	Cleary Square–Wolcott Square	BERy converted to bus on acquisition in 1923
33 (part)	Cleary Square–Mattapan	BERy converted to bus on acquisition in 1923

Group 5 - Trolley Lines Boston Elevated Leased from Old Colony Street Railway in 1903

<u>Number</u>	<u>Name</u>	<u>Notes</u>
27 (part)	(Dorchester Ave. and River St).–Mattapan	[All Group 5 Routes were originally built by the West Roxbury and Roslindale Street Railway]
30 (part)	(Roslindale Sq.)–Mattapan	
34	Forest Hills–Dedham Line	
35 (part)	(Centre St. from Spring St. to Grove St.)	
36 (part)	(Spring St. at Charles River)–Forest Hills	

Group 6 - Eastern Mass. Routes Acquired By MBTA in 1968 with Minimal Trolley Heritage

<u>Number</u>	<u>Name</u>	<u>Notes</u>
217	Quincy Center–Ashmont Station	Part former Mass. Coach, part original Eastern Mass. bus
236	Quincy Center–South Shore Plaza	Sections of former Eastern Mass, routes connected by new MBTA section
350	North Burlington–Alewife Station	Former B & M Transportation Co. route replaced by Eastern Mass.

## **APPENDIX C – DEVELOPMENT OF THE MIDDLESEX AND BOSTON STREET RAILWAY COMPANY TROLLEY NETWORK**

### **Introduction**

At its peak, the Middlesex and Boston Street Railway Company (M&B) was the third-largest trolley system in Metropolitan Boston, with 103.8 route-miles. This system was formed by gradual consolidation of properties controlled by Boston Suburban Electric Companies. This was a “voluntary association,” or holding company, organized November 25, 1901, to pool the stock of several street railway companies for common management. Its original officers were those of the Newton-based Commonwealth Avenue Street Railway.

The Boston Suburban interests incorporated the Middlesex and Boston Street Railway Company on July 24, 1907. Its initial purpose was to operate the South Middlesex Street Railway. Boston Suburban had acquired the property of the South Middlesex at a receiver’s sale on July 1, 1907, but had previously controlled its stock. The M&B commenced operations on August 15, 1907.

### **South Middlesex Street Railway**

The South Middlesex Street Railway started as the Natick Electric Railway Company in 1891, opening a trolley route from South Natick to Natick Square and South Framingham. From South Natick, the route was on Union, East Central, South Main, Pond, Mill and West Central Streets in Natick and Waverly Street in Framingham to South Framingham (now Framingham) Station. This line was extended to Ashland and Hopkinton in 1895, at which time the company name was changed to the South Middlesex Street Railway. The extension ran on Waverly Street in Framingham, on Waverly Street, Homer Avenue, and Summer and West Union Streets in Ashland, and on East Main Street in Hopkinton.

A short-lived subsidiary, the Natick and Needham Street Railway was operated between South Natick and Needham via Charles River Village from 1900 to 1904. It ran on Chestnut, South, and Charles River Streets in Needham, on Dover Road and Pleasant Street South in the northwest corner of Dover, and on Pleasant Street South in South Natick. This line was abandoned in receivership in 1905.

### **Natick and Cochituate Street Railway**

On December 1, 1908, M&B absorbed the Natick and Cochituate Street Railway (N&C) and the Westborough and Hopkinton Street Railway. The N&C had begun operating in 1886 as a horsecar line between Natick Square and the Cochituate section of Wayland. It ran on North Main Street in Natick and on Main Street in Wayland to East and West Plain Streets. It was electrified in 1893. Extensions were opened from Natick through Wellesley to the Newton border at Lower Falls via East Central Street in Natick and Central and Washington Streets in Wellesley in 1895; from Cochituate to Saxonville via West Plain Street in Wayland and the present Old Connecticut Path and Hamilton, School, and Concord Streets in Framingham in 1897; from Wellesley Square to Needham Center via Great Plain Avenue in 1899; and from Cochituate to Wayland Depot via Main Street and Cochituate Road, also in 1899. The N&C was under Boston Suburban Electric control by 1903.

### **Westborough and Hopkinton Street Railway**

The Westborough and Hopkinton Street Railway, which connected its two namesake towns, opened on September 30, 1902. It ran on Main and Wood Streets in Hopkinton and on

Hopkinton Road and South Street in Westborough. It was a Boston Suburban Electric property by 1904.

### **Newton Street Railway**

Effective July 1, 1909, the Newton Street Railway Company was merged into the M&B system. The Newton Street Railway included the oldest M&B predecessor, the **Waltham and Newton Street Railway**. This line had opened in 1868 as a horsecar route from West Newton to Waltham. The route started at the grade crossing of the Boston & Albany Railroad on Chestnut Street in West Newton, then followed Washington, Elm, River, and Lexington streets into Waltham. It originally continued through Waltham South Side (formerly part of Newton) on Moody and Crescent Streets past the Waltham Watch factory and on Moody again to the Fitchburg Railroad at Waltham Station. After crossing the railroad at grade, it continued north on Moody Street and west on Main Street about to Spring Street. In 1872-73 the line was extended west along Main Street to a carhouse just beyond Weston Road. Soon after that, the route in Newton was changed slightly, to start on Highland Street rather than Chestnut Street. By 1891, the line was using Cherry Street rather than Elm Street between Washington and River Streets.

The Newton Street Railway acquired the Waltham and Newton Street Railway on August 19, 1889, and electrified it in 1890. An extension from West Newton to Newton Corner via Washington Street also opened that year.

The Newton Street Railway opened routes from Waltham Center to Watertown Square via Main Street in 1893; Auburndale to Waltham via Lexington Street, Rumford Avenue, and Woerd Avenue in 1895; and Waltham to Newton Corner via Bemis in 1897. The latter route ran on Elm, River, Pleasant, and Bridge Streets in Waltham, and on Bridge, California, Chapel, Watertown, and Adams Streets in Newton to Washington Street, continuing on the older tracks to Newton Corner. This line was through-routed with the Auburndale–Waltham route. At about the same time, Newton Corner–Waltham routes began running directly on Moody Street in Waltham instead of diverging over Crescent Street, which was included in the Bemis route.

Starting April 29, 1903, the Newton Street Railway operated the newly opened **Waltham Street Railway**, which had built lines to the border of Belmont from Main Street in Waltham via Waverley Oaks Road and Trapelo Road; to Roberts Station via South Street; to Stow Street via Weston Street; and to Newton on a “cross-town” line via Maple and High Streets. The Newton Street Railway had built an extension of the cross-town line in Newton via Waltham, Crafts, and Walnut Streets in 1901. Track from the border of Waltham to Waverley Square via Trapelo Road was built by the Boston Elevated Railway Company, but was used exclusively by the Newton Street Railway. The Newton Street Railway through-routed Newton Corner–Waltham cars to both Roberts and Waverley. The Waltham Street Railway was merged into the Newton Street Railway on October 4, 1907.

The **Wellesley and Boston Street Railway (W&B)** opened September 30, 1895, from West Newton to the Wellesley border at Lower Falls via Washington Street. In 1895, this line was extended to Newton Corner parallel with the Newton Street Railway line, forming a double track used by both companies. The W&B was merged into the Newton Street Railway on December 31, 1903.

The **Commonwealth Avenue Street Railway** opened in March 1896, from the Lake Street terminal of the West End Street Railway on the border of Brighton and Newton to the crossing of

the Boston and Albany Railroad with Commonwealth Avenue in Auburndale. The trolley line was continued west to Norumbega Park, a “pleasure resort” under the same ownership in 1897.

Also in 1897, the Commonwealth Avenue Street Railway started running through service from Lake Street to Newtonville, using the track of the Newton and Boston Street Railway on Walnut Street. In 1898, through service from Lake Street to Newton Centre began, using a new connector on Centre Street and tracks of the Newton and Boston Street Railway south of Homer Street. This branch was extended from Centre and Willow Streets to Newton Highlands via Centre, Cypress, and Paul Streets, and Centre Street again in 1899. The segment on Paul Street was abandoned in 1907, when a bridge over the Boston and Albany Railroad Highland Branch on Centre Street was completed.

As noted above, in 1901, the owners of the Commonwealth Avenue Street Railway formed Boston Suburban Electric Companies. On December 31, 1903, the Commonwealth Avenue Street Railway was merged into the Newton Street Railway, which was also a Boston Suburban property. A final extension of the Commonwealth Avenue line, from Norumbega Park to the Riverside recreation area, mostly on private right-of-way opened in 1906.

### **Newton and Boston Street Railway**

On October 8, 1909, the Newton and Boston Street Railway (N&B) was merged into the M&B. The N&B had opened its first route in September 1892, from the Boston and Albany Railroad Crossing in Newtonville via Walnut, Lincoln and Woodward Streets through Newton Highlands, continuing on Elliot and High Streets to Summer Street in Newton Upper Falls. In 1897, this line was extended to Needham Center via Summer, Chestnut, and Elliot Streets in Newton and Central Avenue, Webster Street, Hillside Avenue, Hunnewell Street, and Highland Avenue in Needham. It was further extended to Needham Junction on the route of the abandoned Natick and Needham Street Railway on Chestnut Street in 1909.

The N&B also built a branch from Walnut Street to Newton Centre via Homer, Centre, Willow, and Sumner Streets in 1893. The segment on Willow and Sumner Streets was abandoned after the Commonwealth Avenue Street Railway built its line on Centre Street south of Willow Street in 1899. The Homer Street segment was abandoned after the merger with the M&B, as it was only one block south of Commonwealth Avenue.

In 1898, the N&B began operating the **Newtonville and Watertown Street Railway** (N&W), which had opened in 1893, from Newtonville to Watertown Square via Walnut and Watertown Streets. By May 1898, the N&W opened an extension from Watertown Square via North Beacon Street to the Watertown Arsenal on a route completed later that year to Union Square in Allston.

The Boston Elevated Railway Company began operating cars over the line between Watertown Square and Union Square in 1900 and took over sole operation in 1907. The BERY abandoned the segment of this line within Watertown on April 27, 1912, because it paralleled another BERY trolley line on Arsenal Street.

### **Lexington and Boston Street Railway**

The Middlesex and Boston Street Railway system was completed in 1912, by a merger with the Lexington and Boston Street Railway (L&B). The L&B was the largest one-time street railway construction project in the M&B system. Backed by the group that subsequently became investors in Boston Suburban Electric Companies, the L&B had opened in 1900, with lines from

Arlington Heights via Lexington and Bedford to Billerica; from Bedford Center to Concord Center, and from Lexington Center to Waltham.

The main line ran from Arlington Heights via the present Massachusetts Avenue to Lexington Center, continuing on Bedford Street to the border of Bedford. It ran in Bedford on Great Road and Loomis Street to Bedford Station on the Boston and Maine Railroad Lexington Branch. From Bedford Station, the L&B line returned via South Road to Great Road, which it followed to North Road, where the lines to Concord and Billerica diverged. The line to Billerica ran on North Road in Bedford and Concord Road in Billerica to Billerica Center, staying within one-half mile of the railroad line between those points for the entire distance. L&B cars were run through from Billerica Center to Lowell on a line of the Lowell and Suburban Street Railway Company, by Lowell and Suburban crews. Through a series of mergers and name changes, the Lowell and Suburban became part of the Boston and Northern Street Railway Company in 1901.

From Great Road at North Road in Bedford, the L&B Concord line ran on Concord Road in Bedford and on old Bedford Road and Bedford Street in Concord to Monument Square. The L&B line from Lexington to Waltham ran on Waltham Street in Lexington and on Lexington, Bacon, and Dale Streets, and Lexington Street again to Main Street in Waltham.

In September 1901, the L&B acquired the **Woburn and Boston Street Railway**, which had opened on June 10 of that year from Woburn Center to the border of Lexington. The L&B built a continuation of this line on Woburn Street in Lexington that was intended to connect with the original L&B near Lexington Center. However, the state railroad commissioners would not allow the L&B to cross the Lexington Branch at grade on Woburn Street. A grade-separated crossing planned by the town was never built, so passengers transferring had to walk about 500 feet between the Woburn branch and the L&B Main Line.

The L&B also operated the **Concord and Boston Street Railway**, which opened a route on Trapelo Road in Waltham from the border of Belmont to Lexington Street in 1901. It was projected to run through to Concord, but was denied a franchise in Lincoln. The Concord and Boston was placed in receivership in 1904 and was abandoned in 1905.

### **Middlesex and Boston Line Abandonments and Bus Replacements**

Like most street railways in Massachusetts, the Middlesex and Boston was experiencing severe financial problems by the start of World War I, and began to curtail or abandon hopelessly unprofitable services. The former Natick and Cochituate line from Wellesley to Needham was abandoned about August 29, 1918. In 1919, Fred C. Woodward, doing business as Modern Bus Lines, established bus service on this route.

On September 29, 1918, the former Woburn and Boston line from Lexington to Woburn was abandoned. It was never replaced with through bus service, but segments in Woburn and Lexington were later included in routes of other private carriers. In 2020, MBTA bus **Route 354** ran on part of the alignment in Woburn.

M&B discontinued the trolley line from Cochituate to Wayland Center on September 24, 1918, but reinstated it the following summer under a contract with the Town of Wayland.

M&B trolley service between Hopkinton and Westborough ended on November 16, 1921. Carlstrom Bus Lines began running replacement bus service over the same route the next day.

On November 12, 1923, the Department of Public Utilities (DPU) held a hearing on a petition by M&B for approval of an amendment to its charter to allow it to operate buses on the



former Lexington and Boston Street Railway routes, and on the routes from South Natick to Cochituate, Wayland, and Saxonville. It was expected that if bus service on these lines were successful, conversion of other lines would soon follow. M&B management stated that if authority to replace the trial routes with buses were not granted, M&B would discontinue the routes with no replacement.

On December 6, 1923, the DPU issued an order essentially authorizing M&B to operate buses over any route on which it was then operating trolleys, provided that it first obtain local licenses. The latter process was delayed while officials in cities and towns that had not yet established regulations for licensing jitneys or buses passed such regulations.

Bus replacement of the routes from South Natick to Cochituate, Wayland, and Saxonville took place in the spring of 1924. The last runs of trolleys between Arlington Heights, Bedford, Billerica, and Concord were made on September 15, 1924. M&B bus service on the same routes began the next day.

In October 1924, M&B management was reported to be working on an agreement with City of Newton officials to replace the Needham–Watertown, Lake Street–Newton Highlands, and Newtonville–Newton Centre trolley routes with buses, provided that the city would reimburse the company for an annual loss of about \$10,000 sustained from carrying school children at half fare. However, the Newton Board of Aldermen did not finalize a set of regulations for licensing buses until September 1925.

At the end of December 1925, the Newton Aldermen finally approved the M&B petition to replace three trolley routes in the city with buses. By then, M&B had amended the petition to include the route from Auburndale to Newton Corner via Bemis and the Newton Corner–Waltham Crosstown line. Most of the bus service was implemented gradually in January 1926, as the vehicles were delivered. Conversion of the Needham–Watertown route was delayed pending action of Needham and Watertown officials.

In April 1926, the city of Newton authorized M&B to operate buses at certain times of day on the Newton Corner–Waltham route via West Newton to supplement rather than replace trolley service.

On August 18, 1926, M&B replaced trolley with buses between Waltham Center and Waverley. The buses were initially through-routed with the Newton–Waltham Crosstown line, and cars that had previously run from Newton Corner to Waverley were run instead to the M&B carhouse on upper Main Street. At about the same time, M&B replaced trolleys on the route between Lexington and Waltham with buses.

At the end of August 1926, M&B began running busses in place of trolleys between Watertown and Newton Upper Falls near the border of Needham. Officials in Needham were still holding out for concessions from M&B on fares and on dropping opposition to a proposed independent bus route from Needham to Chestnut Hill via Needham Street and Boylston Street in Newton. In February 1927, the City of Newton granted a permit to M&B to operate buses on Chestnut Street from Elliot Street to Oak Street and on Oak Street back to Elliot Street as an alternative to the former trolley routing on, High, Winter, and Chestnut Streets.

In April 1927, M&B officials petitioned local officials for licenses to replace trolley service with buses on the route between Framingham and Hopkinton. On October 6, 1927, the DPU approved a certificate for M&B to run buses on this route.

On October 3, 1927, the DPU approved a certificate for M&B to replace trolleys with busses on the route between Watertown Square and Waltham via Main Street. The bus service began the next day.

Needham officials finally relented and on December 6, 1927, approved a license for M&B to run buses in place of trolleys between Needham Center and the border of Newton at Upper Falls. The DPU approved a certificate for this segment on December 30, 1927, and on January 1, 1928, buses began running through between Needham and Watertown.

In April 1928, Newton and Waltham officials approved licenses for M&B to replace the Newton Corner–West Newton–Waltham–Roberts trolley route with buses, and the DPU approved a certificate for the route. Implementation was delayed until June 10, awaiting delivery of the buses to be used on the route. Through bus service from Newton Corner to Waverley via West Newton resumed at the same time. Initially, the bus service on the Roberts route was extended a short distance beyond the original trolley terminal at the railroad crossing, but after a few months it was cut back again because of low ridership on the extension.

At the beginning of 1929, M&B had only two routes still running with trolleys: Newton Corner to Framingham via Wellesley and Natick, and Lake Street to Norumbega Park in Auburndale via Commonwealth Avenue. In April 1929, M&B officials petitioned municipal officials for licenses to convert the Newton Corner–Framingham route to bus service with a target date of July 1, but the licenses and the DPU certificate were not all approved until September 5, 1929.

In December 1929, M&B officials petitioned the City of Newton for a license to replace the Lake Street–Norumbega Park trolley route with buses, but action was deferred until a new board took office in 1930. The bus service began on or about April 1, 1930, ending trolley service by the Middlesex and Boston Street Railway Company.