

**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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A History of Boston's Regional, Intercity, and Interstate Bus Lines

by

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PREFACE

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	30 hackneys
	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	by 1918	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.	1913	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)	Boston, Worcester & NY St. Ry. Co.	1971
	Hughes Bros. Bus Co., Inc.	Boston-Worcester Corp. (one route)	1973
1964	Massachusetts Bay Transportation Authority	Metropolitan Transit Authority	In op. 1973
1965-66	None		
1967	Robert Winterhalter (Big W Trans.)	P. Brooks (Milford & Framingham Bus Line)	In op. 1973
	McNiff-Dominick Transit	Michaud Bus Line, Inc. (part)	1971
	Unda's Bus Service, Inc.	J. F. Unda (Unda's Bus Service)	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)	Hughes Bros. Bus Co., Inc.	1973
	Ritchie Bus Lines, Inc.	The Gray Line (part); R. J. Ritchie	In op. 1973

Table 4.1
(ref. Table 4.5) 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.

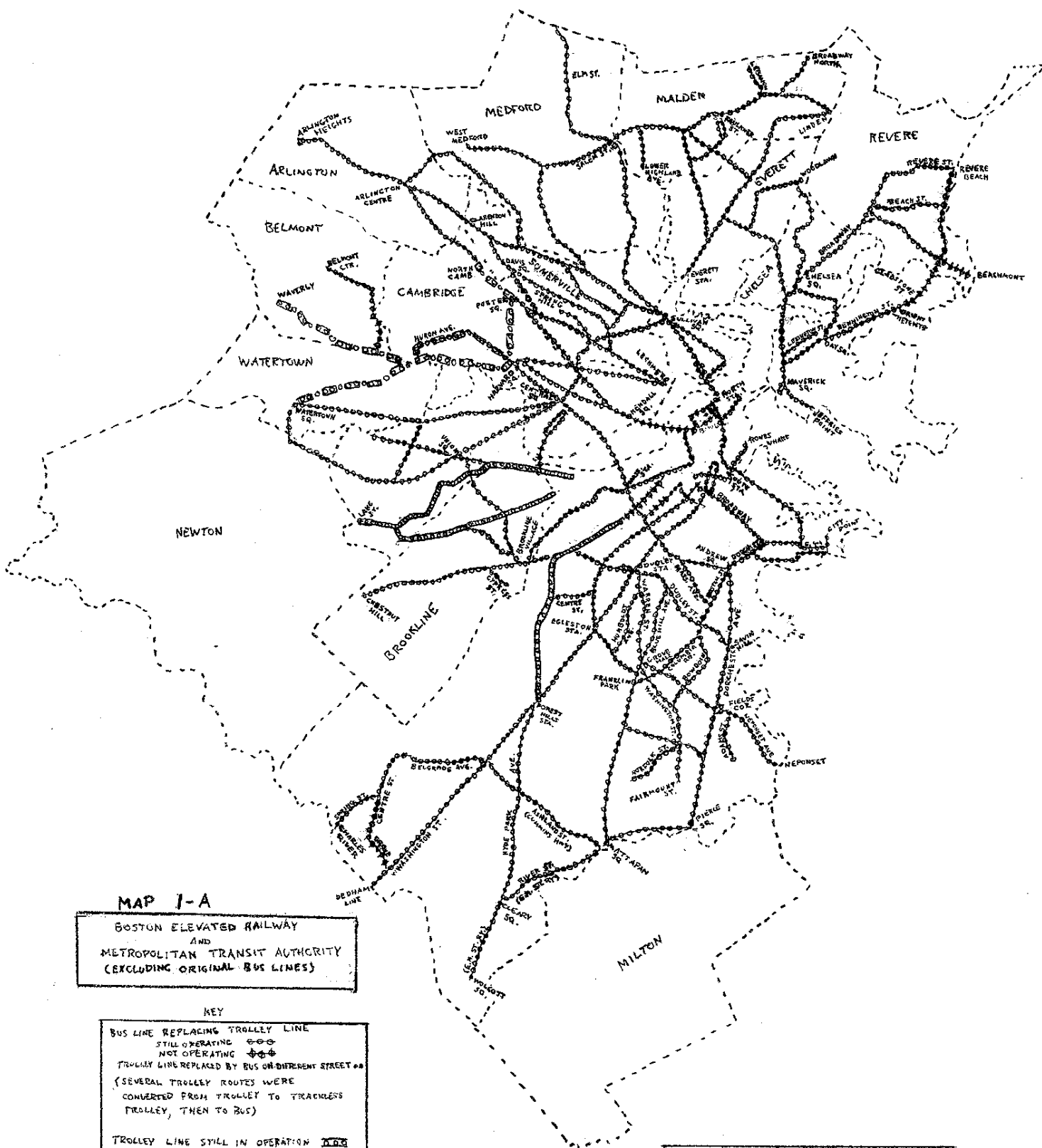
The West End Street Railway system included lines in Arlington, Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Medford, Newton, Somerville, and Watertown. Between 1889 and 1895, the West End replaced almost all of its horsecar lines with electric trolley service or discontinued them without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

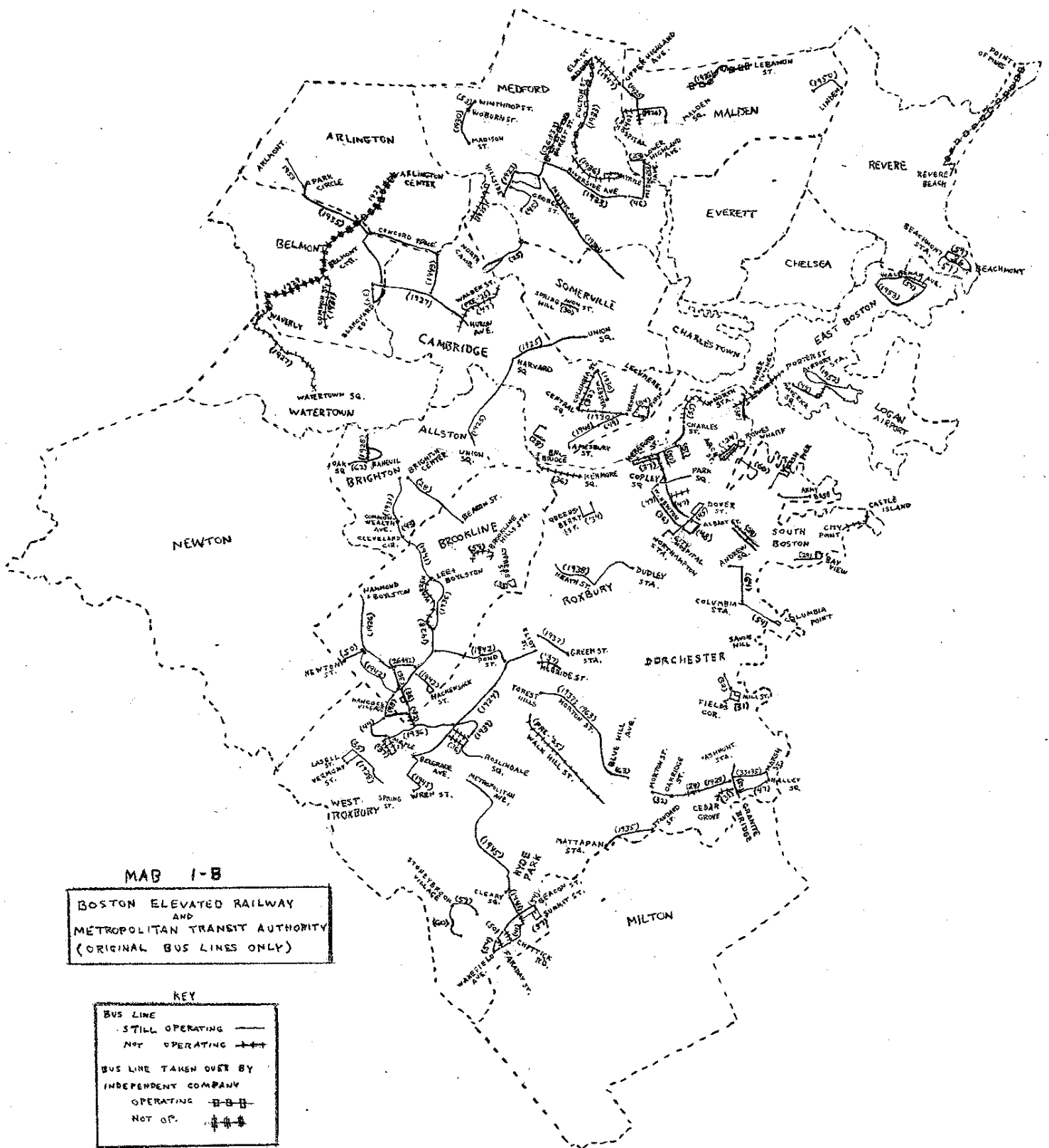
BUS LINE REPLACING TROLLEY LINE
STILL OPERATING
NOT OPERATING
TROLLEY LINE REPLACED BY BUS ON DIFFERENT STREET
(SEVERAL TROLLEY ROUTES WERE
CONVERTED FROM TROLLEY TO TRACKLESS
TROLLEY, THEN TO BUS)

TROLLEY LINE STILL IN OPERATION
(DOES NOT INCLUDE CENTRAL SUBWAY,
EAST CAMBRIDGE VIADUCT, HIGHLAND
BRANCH, AND MATTAPOI HIGH SPEED LINE)

TRACKLESS TROLLEY STILL OPERATING,
REPLACING TROLLEY

0 1 2 3 4 5
APPROXIMATE SCALE IN MILES

TJK 2/1/1934



MAP 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	— x —
OPERATING	- x -
NOT OP.	- x -

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, and South Streets, West Roxbury Parkway, and Hammond Street 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 minibuses 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-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.

0 1 2 3 4 5
APPROXIMATE SCALE IN MILES

TJH 2/11/1974

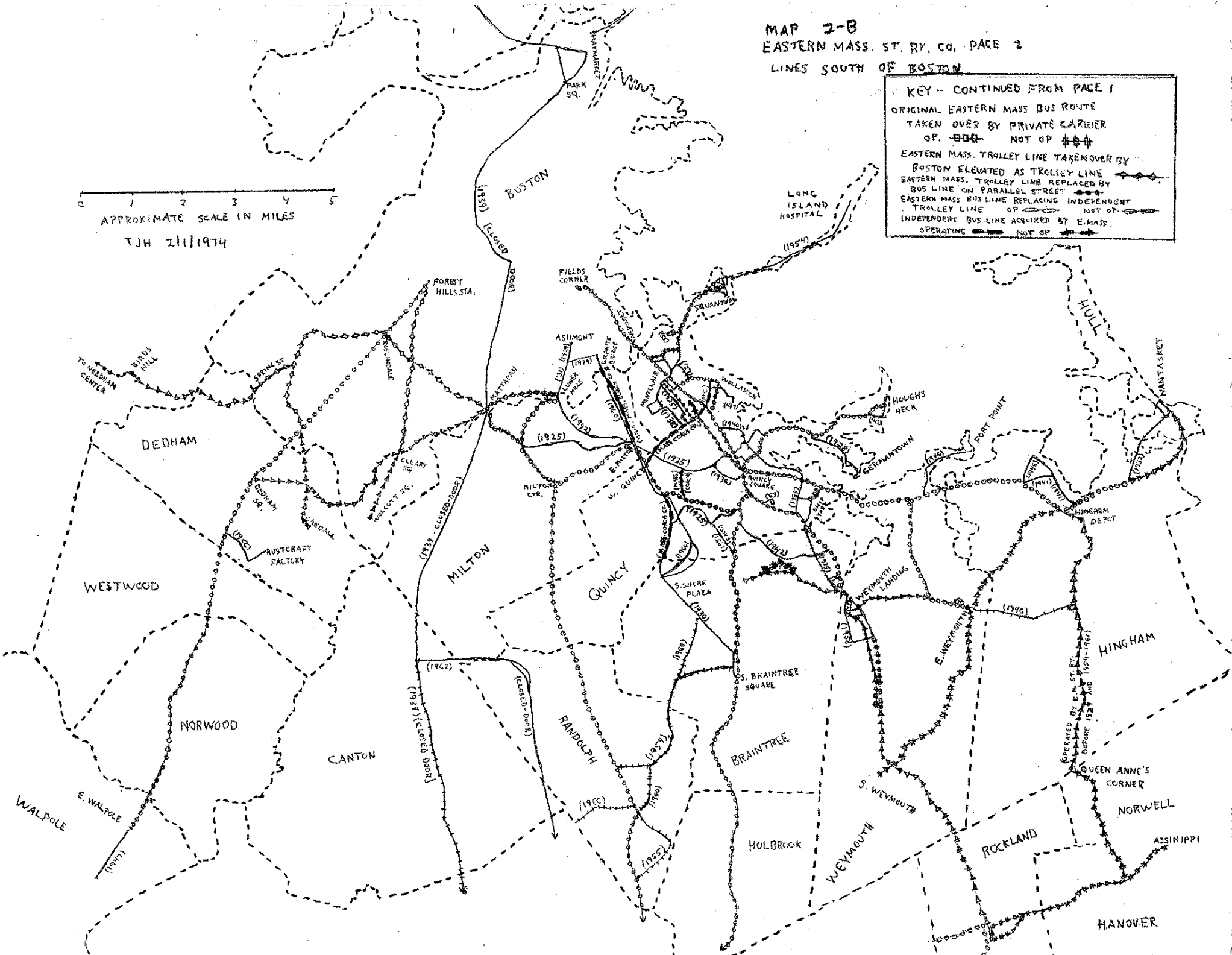


Table 7
Other Carrier Substitutions for Eastern Mass. St. Ry. Trolley Lines Before 1926

<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–Clifondale 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

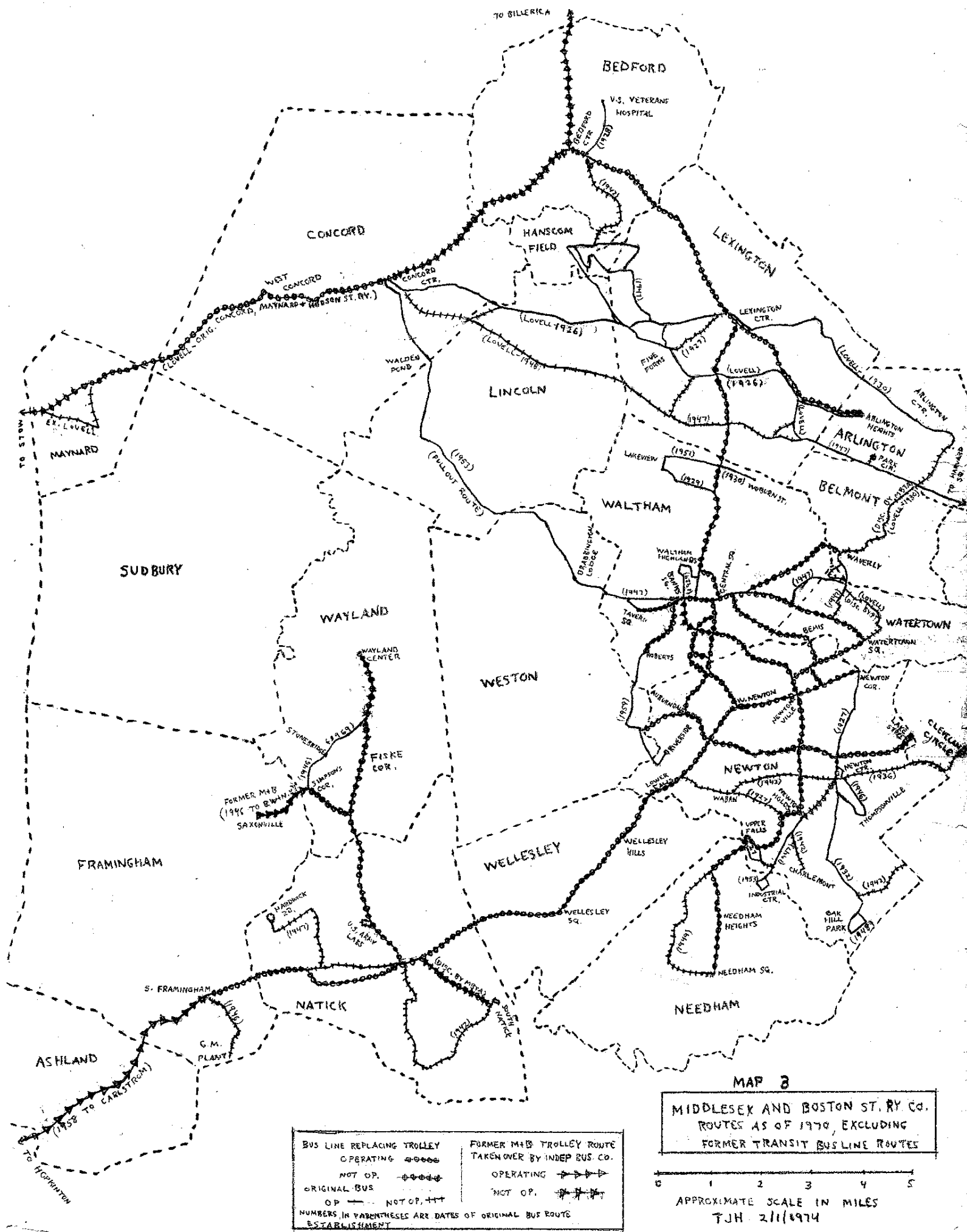
M&B implemented its first bus routes replacing trolley lines in 1924. The last replacement route was implemented in 1930. In addition to conversion of trolley lines, M&B also started a few new bus routes in the late 1920s. The longest of these, started in 1927, ran from Newton Lower Falls to Newton Corner 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**.]

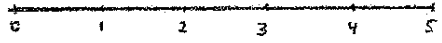
In 1930, M&B was granted rights for service in Waltham on Trapelo Road from the former trolley route on Lexington Street to Woburn Street. This was to serve the Middlesex County Sanatorium, a tuberculosis treatment facility that was then under construction.

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



APPROXIMATE SCALE IN MILES

TJH 2/11/1974

BUS LINE REPLACING TROLLEY OPERATING ————	FORMER M+B TROLLEY ROUTE TAKEN OVER BY INDEP BUS CO.
NOT OP. - - - - -	OPERATING ————
ORIGINAL BUS OP ———— NOT 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 Drabington 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 Drabington 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 car barn 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 segment 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 1958
AND NOW PART OF SERVICE BUS LINE NETWORK

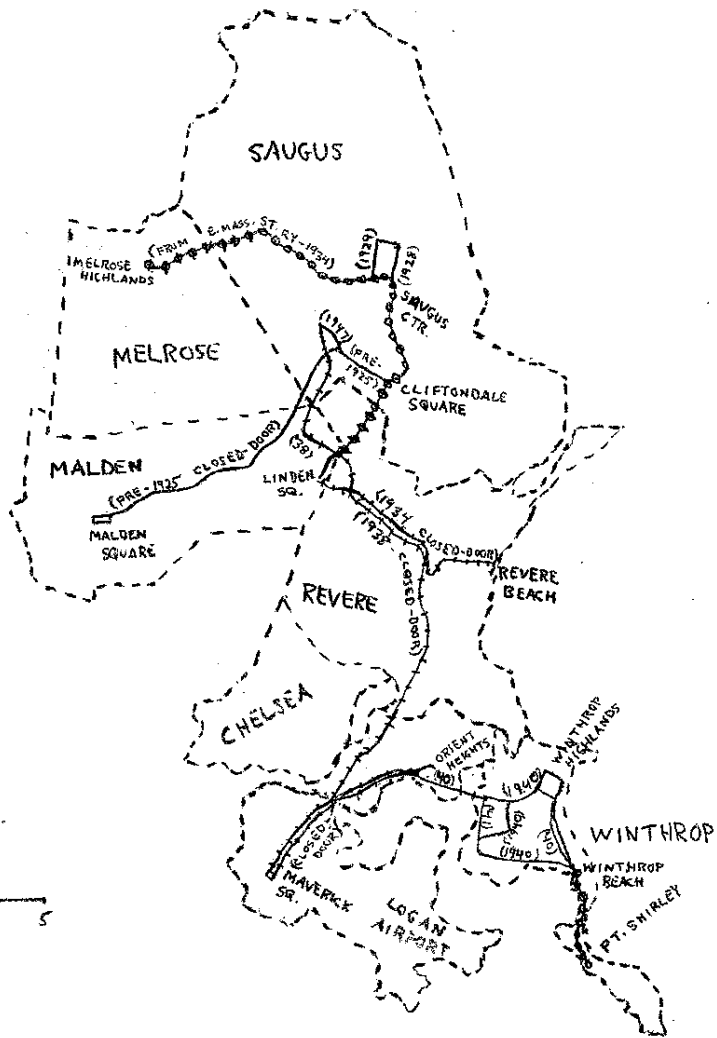
KEY

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

0 1 2 3 4 5

APPROXIMATE SCALE IN MILES

JUN 21/1974



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.

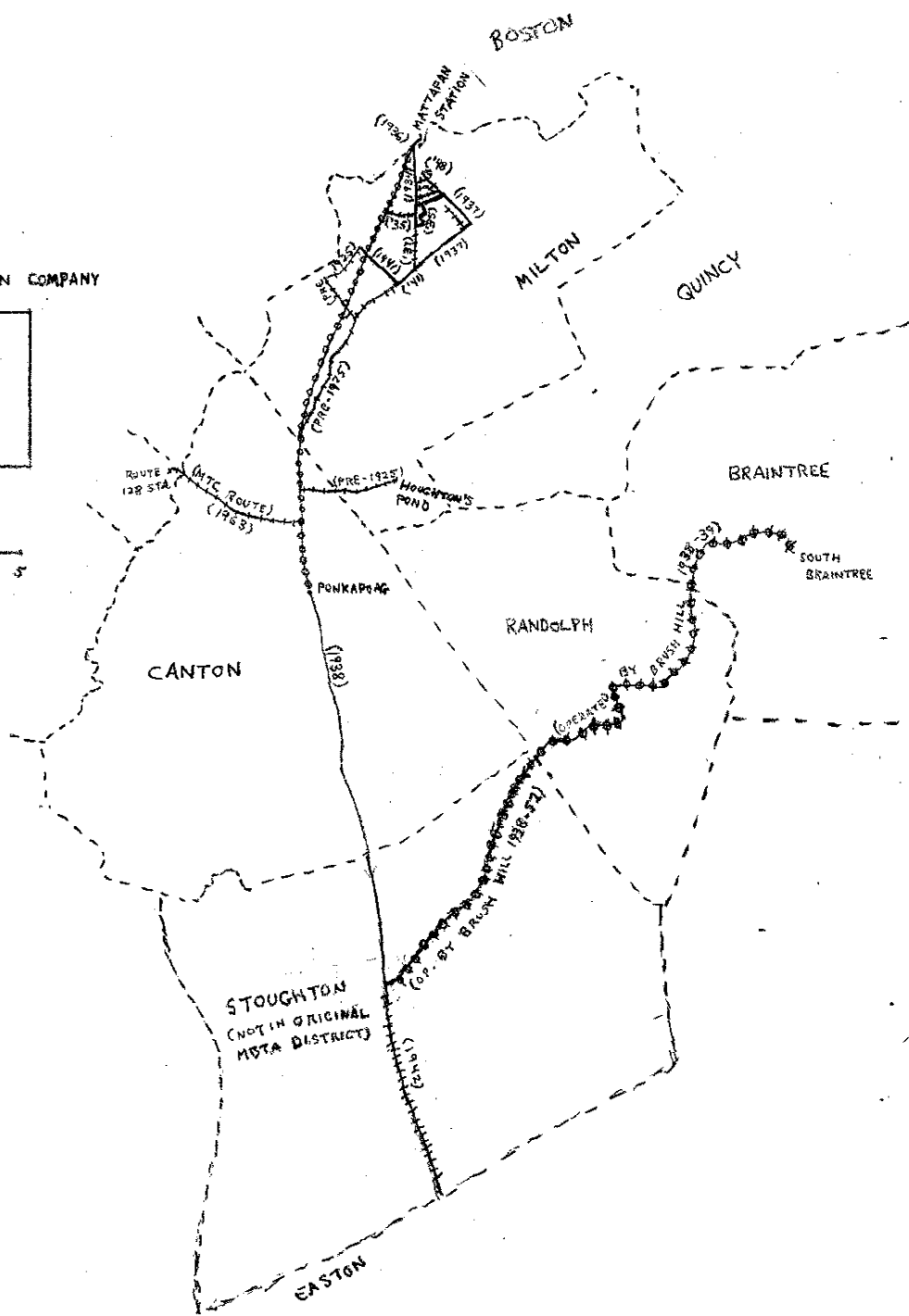
The less direct route taken by the Brush Hill buses compared with the Blue Hill trolleys was intended to bring service closer to where residential development was at the time. There was likely some subsequent experimentation with routing.

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

MAP 5 ROUTES OF BRUSH HILL TRANSPORTATION COMPANY

KEY:
 BUS LINE REPLACING TROLLEY
 OPERATING NOT OP.
 ORIGINAL BUS ROUTE
 OPERATING NOT OP.

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 APPROXIMATE SCALE IN MILES
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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.

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 (BERy) 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 Clifondale, 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 Clifondale 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 Cliftdale 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.

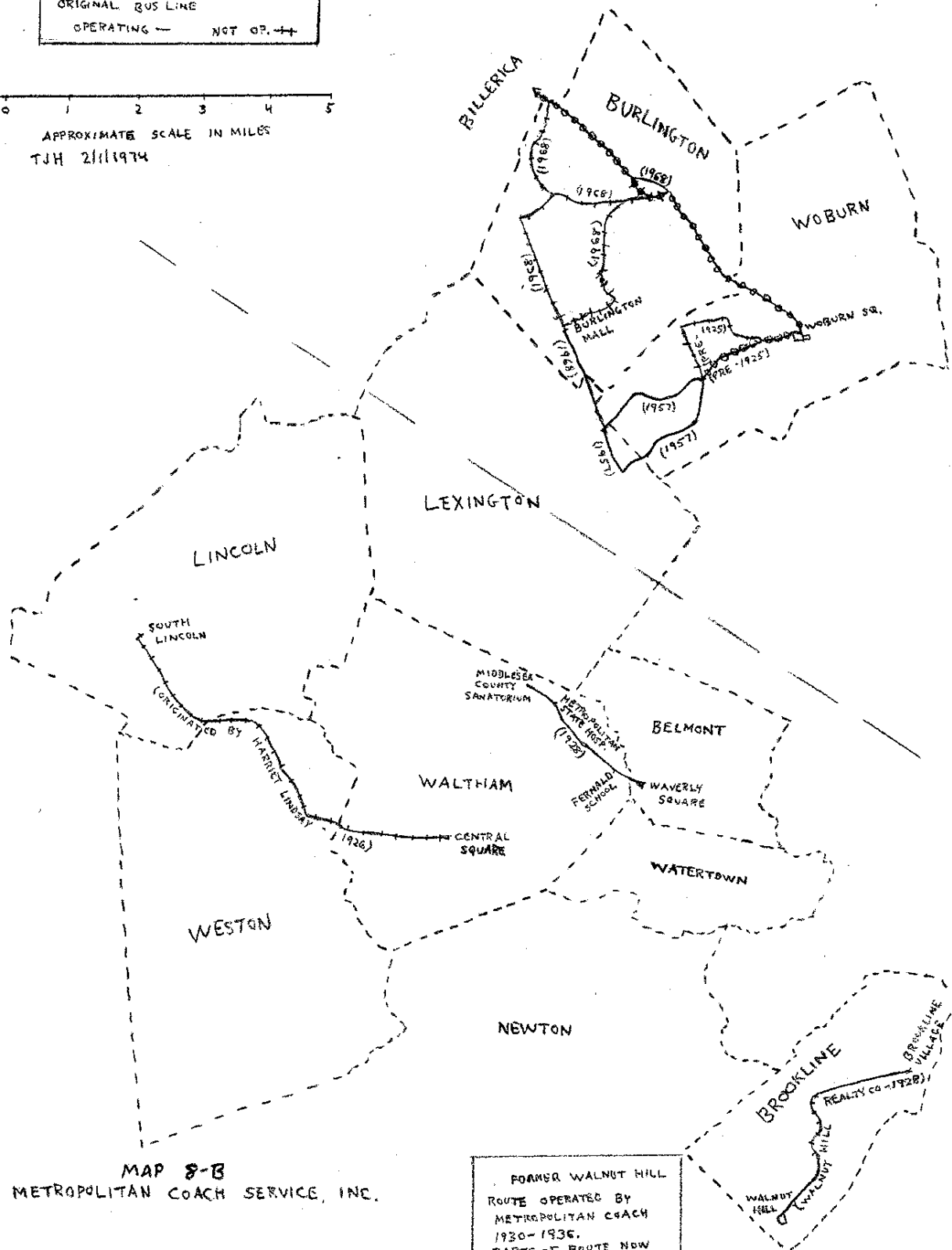
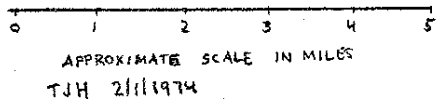
In May 1948, Ernest T. Vocell formed a partnership with his sons, Ernest T. Vocell, Jr. and Joseph T. Vocell. A new charter license was issued to the partnership, which continued doing business as Vocell Bus Company. Following the death of the elder Vocell in 1949, the DPU issued a new charter license 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.

MAP 8-A
VOCELL BUS CO. INC.

BUS LINE REPLACING TROLLEY
 OPERATING ~~OO~~ NOT OP. ~~++~~
 ORIGINAL BUS LINE
 OPERATING — NOT OP. ~~++~~



MAP 8-B
METROPOLITAN COACH SERVICE, INC.

FORMER WALNUT HILL
ROUTE OPERATED BY
METROPOLITAN COACH
1930-1936.
PARTS OF ROUTE NOW
OPERATED BY META.

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.]

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.

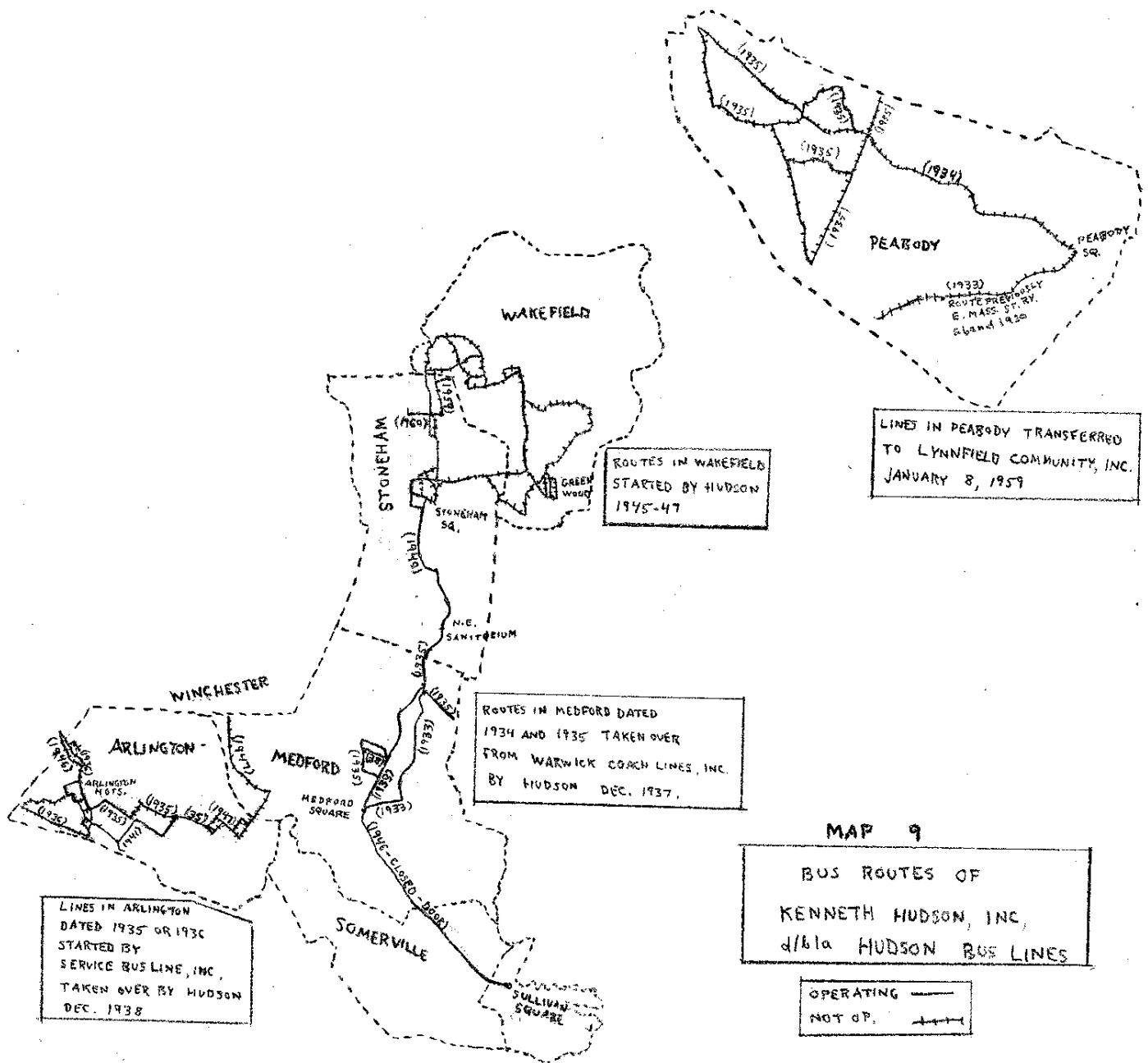
On May 24, 1933, the DPU granted a certificate to Kenneth Hudson, doing business as K. Hudson Bus Lines, for a route on Lynnfield Street from Goodwin's on the border of Lynnfield, Peabody, and Lynn to Peabody Square via Lynnfield, Washington, Foster, and Main Streets. To protect Eastern Mass. ridership 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



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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)

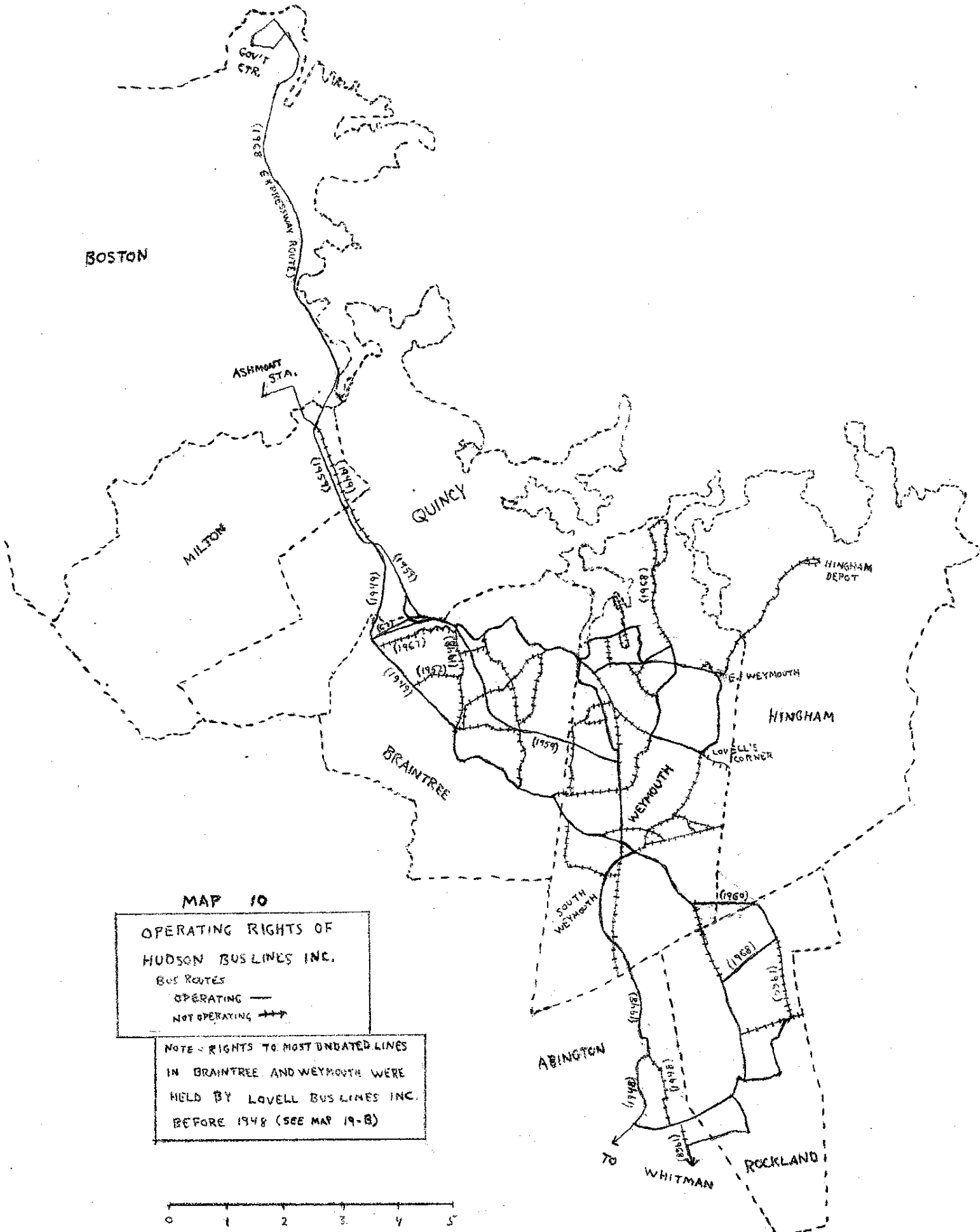
Kenneth Hudson incorporated Hudson Bus Lines on November 5, 1946. This appears to have been initially a school bus operator, separate from the system organized in 1951 as Kenneth Hudson, Inc.

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



MAP 10

OPERATING RIGHTS OF
HUDSON BUS LINES INC.

BUS ROUTES
OPERATING —
NOT OPERATING - - -

NOTE - RIGHTS TO MOST UNDATED LINES
IN BRAINTREE AND WEYMOUTH WERE
HELD BY LOVELL BUS LINES INC.
BEFORE 1948 (SEE MAP 19-B)



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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.

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.

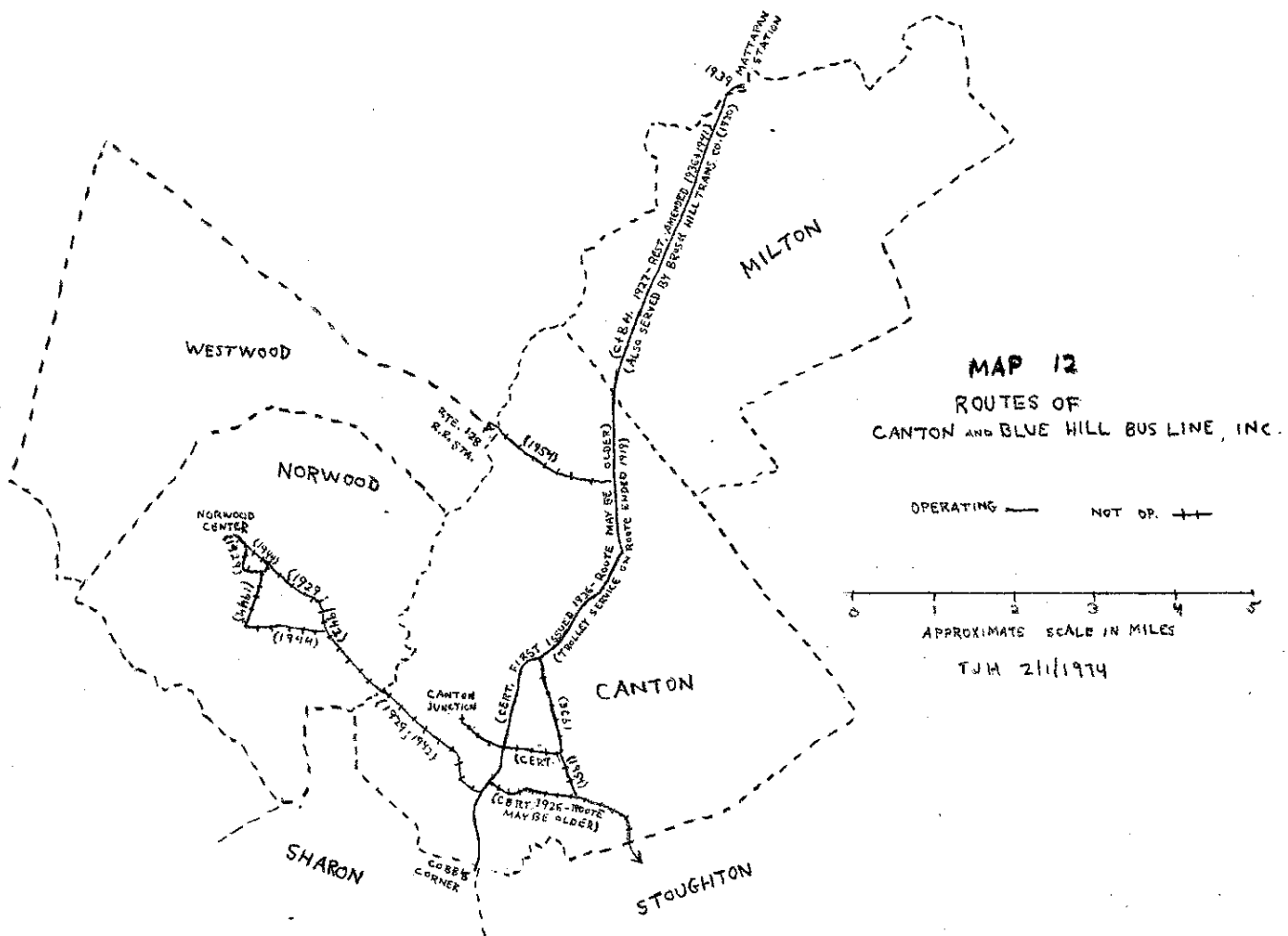
The earliest appearance found of the name Canton & Blue Hill Bus Company was in a help-wanted ad in the June 30, 1922, *Boston Globe*, seeking “Two experienced chauffeurs – Apply ready for work.” There were no details about where they were to work other than that the company was in Canton.

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



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."

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. (J. Alexander Michaud was Eudger Michaud's son-in-law.)

In March 1959, Michaud's Bus Line became an interstate carrier by taking over a route between Boston and Rochester, New Hampshire 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.

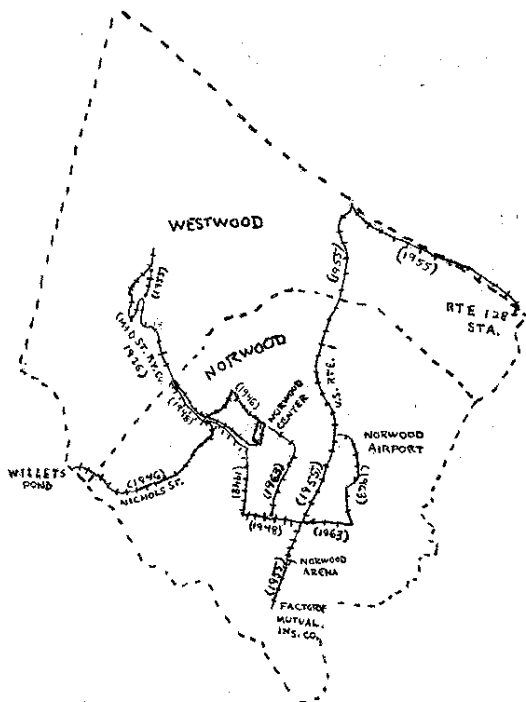
On April 23, 1919, a group of Hull businessmen incorporated the Nantasket Transportation Company to provide bus service in the town. The first route run by Nantasket Transportation ran from Nantasket Pier to Green Hill via Wharf Avenue, Nantasket Avenue, School Street, and Atlantic Avenue to the border 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.



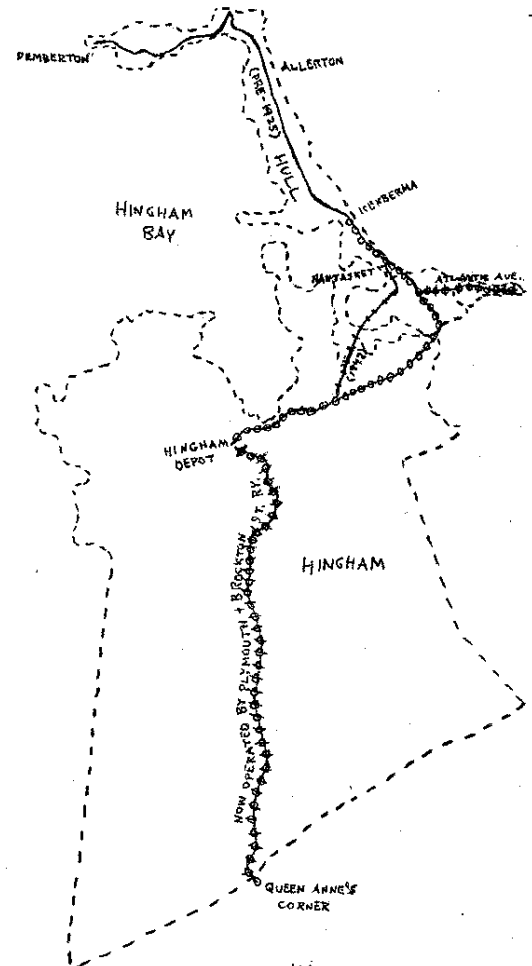
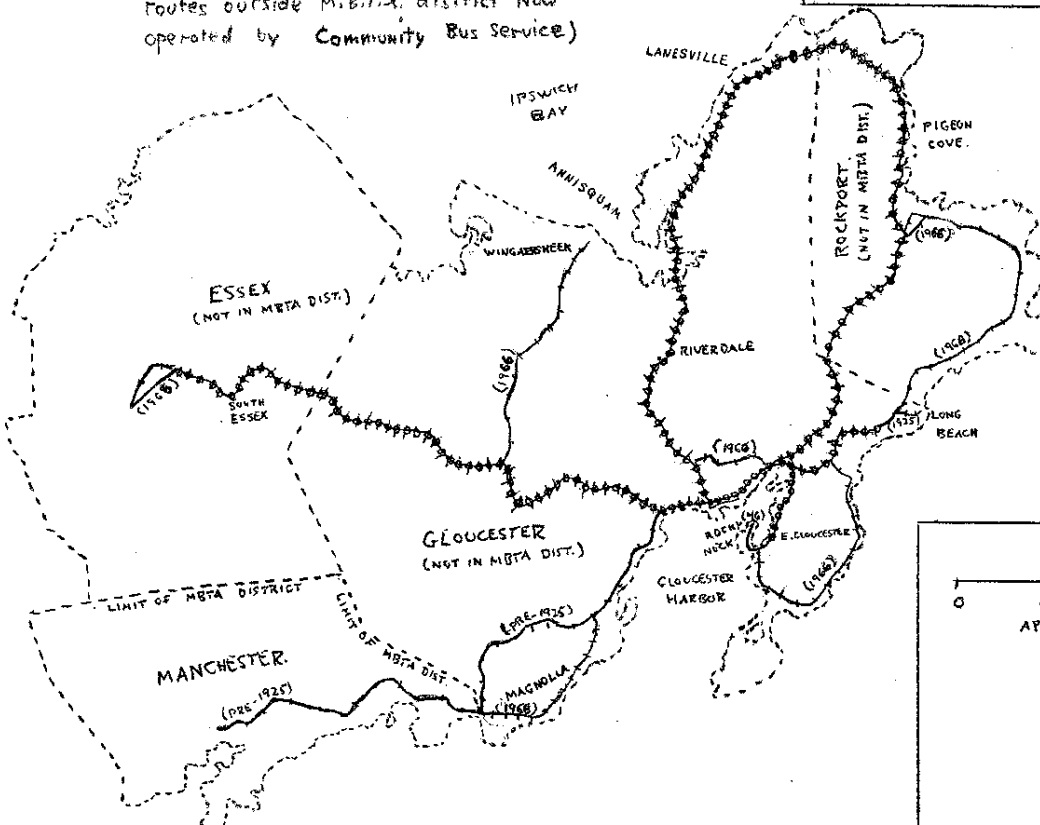
MAP 14B

SANZONE MOTORS, INC.

MAP 14C

MCNIEFF - 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)



MAP 14A

NANTASKET TRANSPORTATION CO. INC.

KEY FOR ALL MAPS

BUS LINE REPLACING TROLLEY
OPERATING
NOT OP.
ORIGINAL BUS LINE
OPERATING
NOT OP.

0 1 2 3 4 5
APPROXIMATE SCALE IN MILES.

TJH 2/1/1974

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

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.

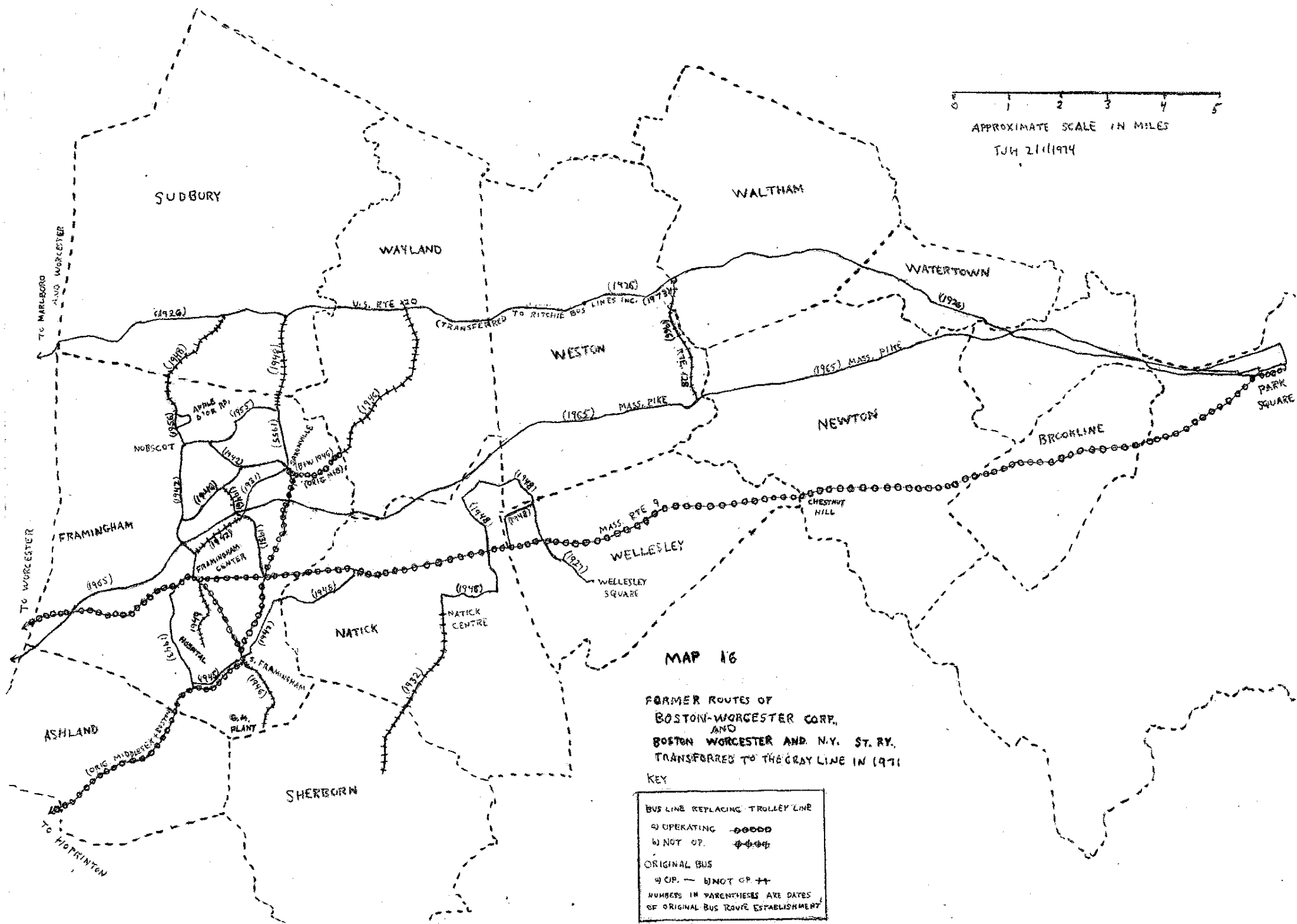
The B&W acquired three older local street railway systems. The Framingham Union Railway had two lines originating on the north side of the Boston and Albany Railroad crossing at Framingham Station. One line ran via Concord Street (short segments of which have since been relocated) to Saxonville. The 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.



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 run 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.

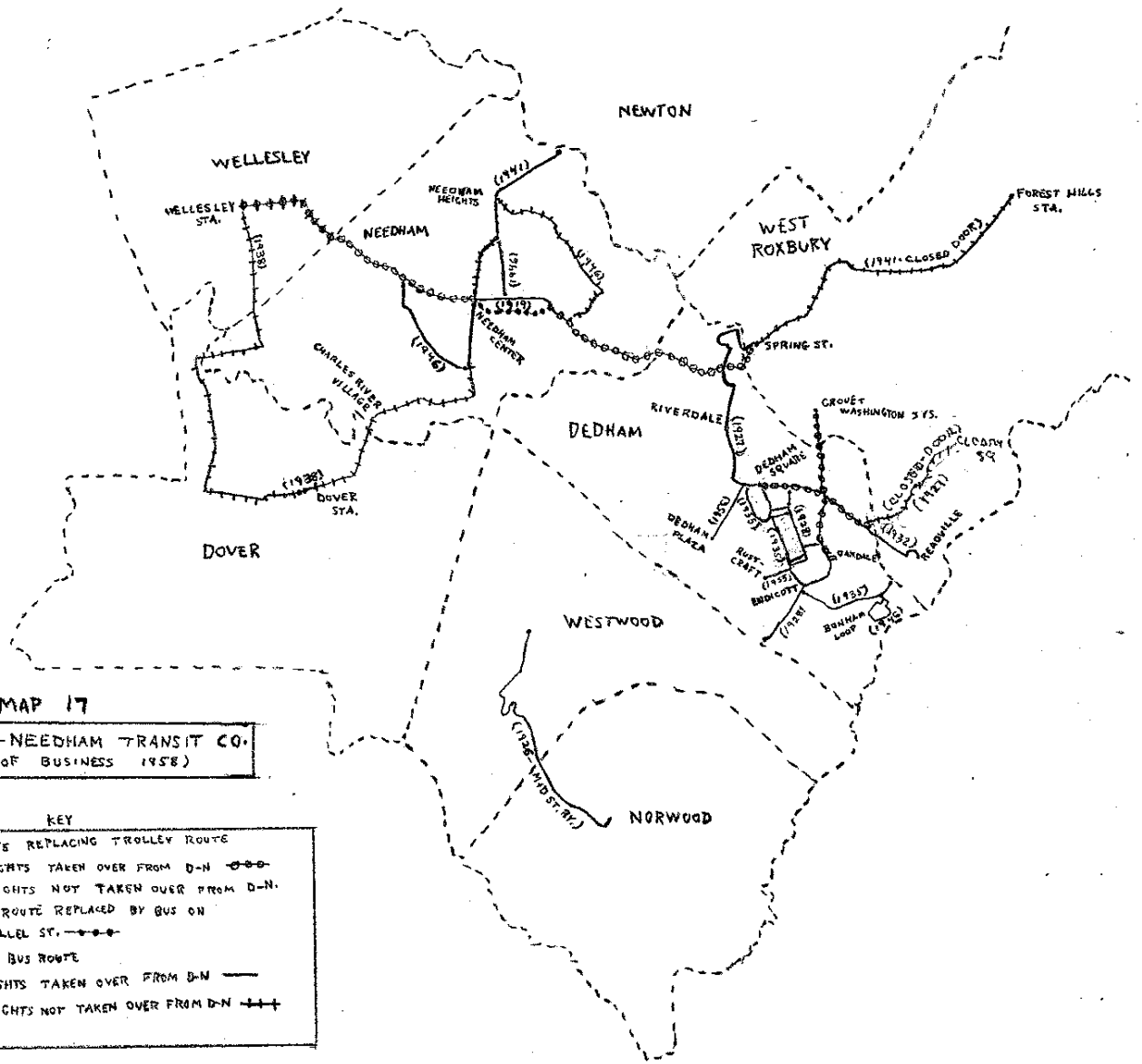
In 1919, the Eastern Mass. Street Railway Company abandoned trolley service between Grove and Washington Streets in West Roxbury and Oakdale Square in Dedham. This route ran on Grove Street in West Roxbury and on Bussey and Walnut Streets and Oakdale Avenue in Dedham, to River Street.

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.

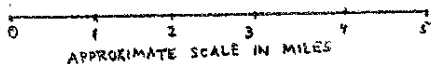
A group of Dedham merchants selected Percy Chamberlain, the proprietor of the Oakdale Community Garage to operate a jitney service over the two former trolley routes and agreed to help finance the operation. On September 30, 1921, the Town of Dedham granted a jitney license to Chamberlain for the segments 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)



TJH 2/11/94

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.

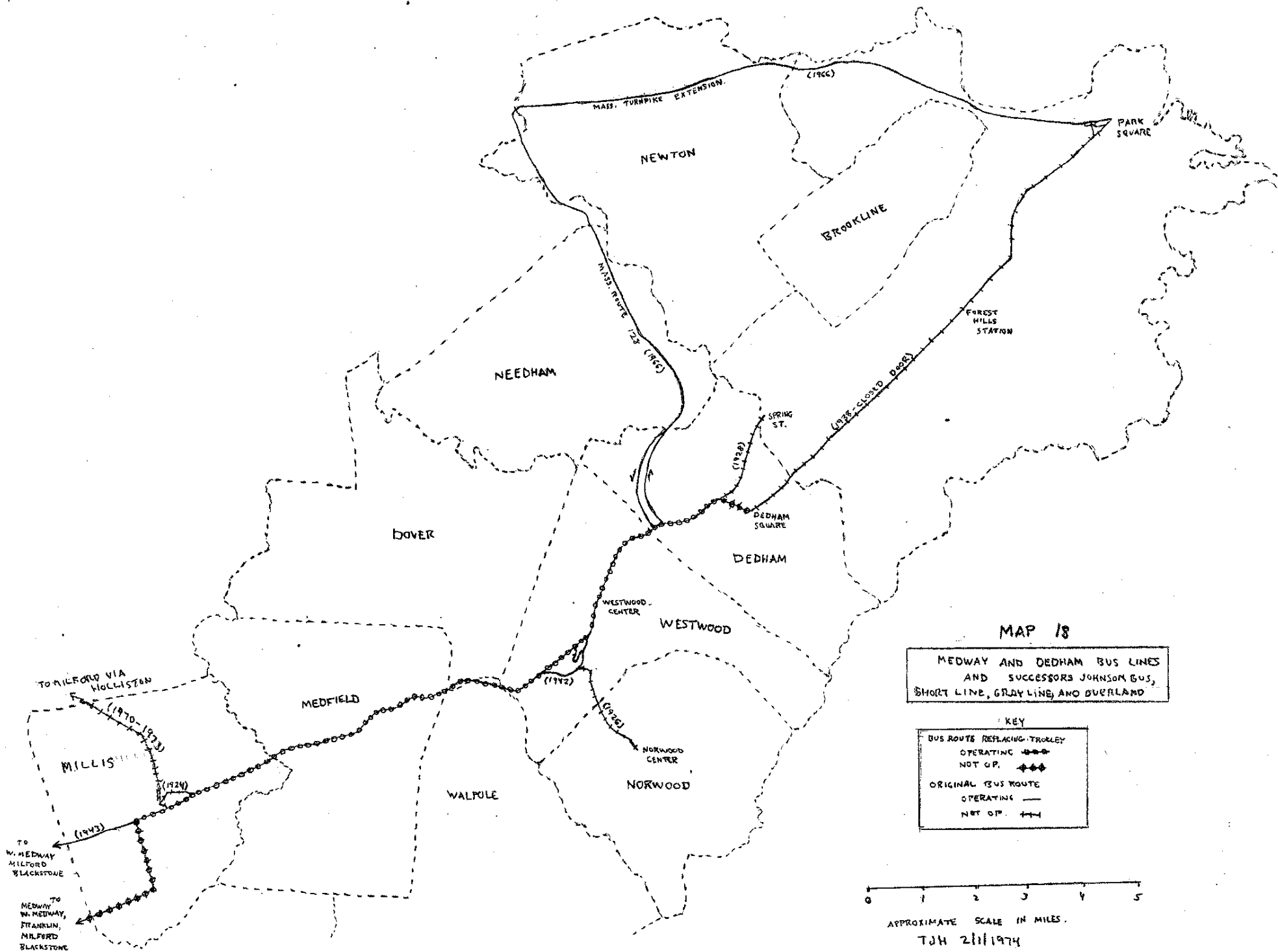
In September 1922, the lease of the Medway and Dedham to the Milford and Uxbridge was terminated, and the owners of the Medway and Dedham assumed operation of the line between Dedham and Medway. This operation was unsuccessful and trolley service ended on December 5, 1924.

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.

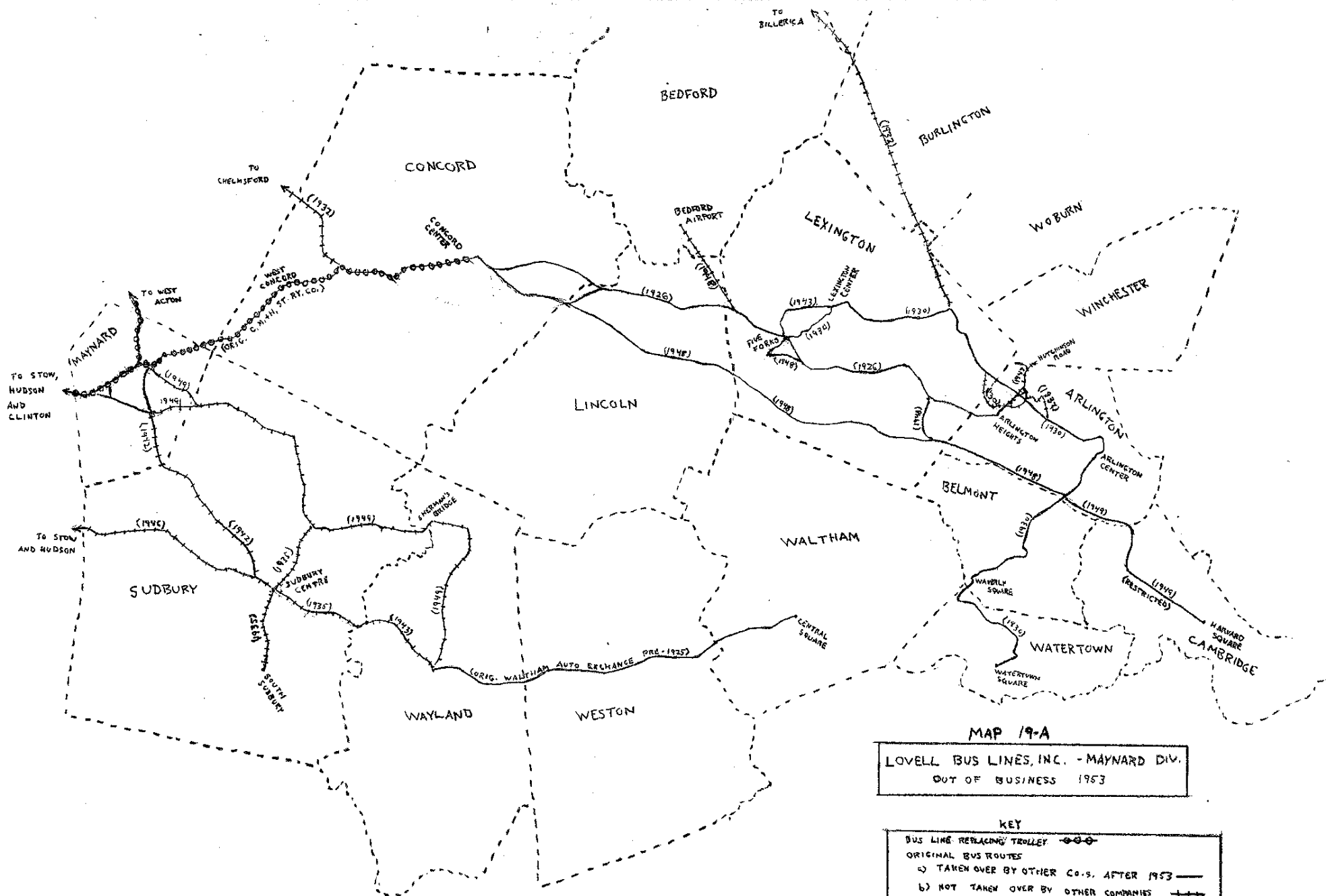
From the border of Maynard to the center of Stow, the CM&H continued on Great Road. It then ran southwest, mostly on Gleasondale Road, but with a long segment of private right-of-way in the middle, to the border of Hudson. From there, it ran on Wilkins and Main Streets to downtown Hudson.

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.



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 temporary certificates 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.

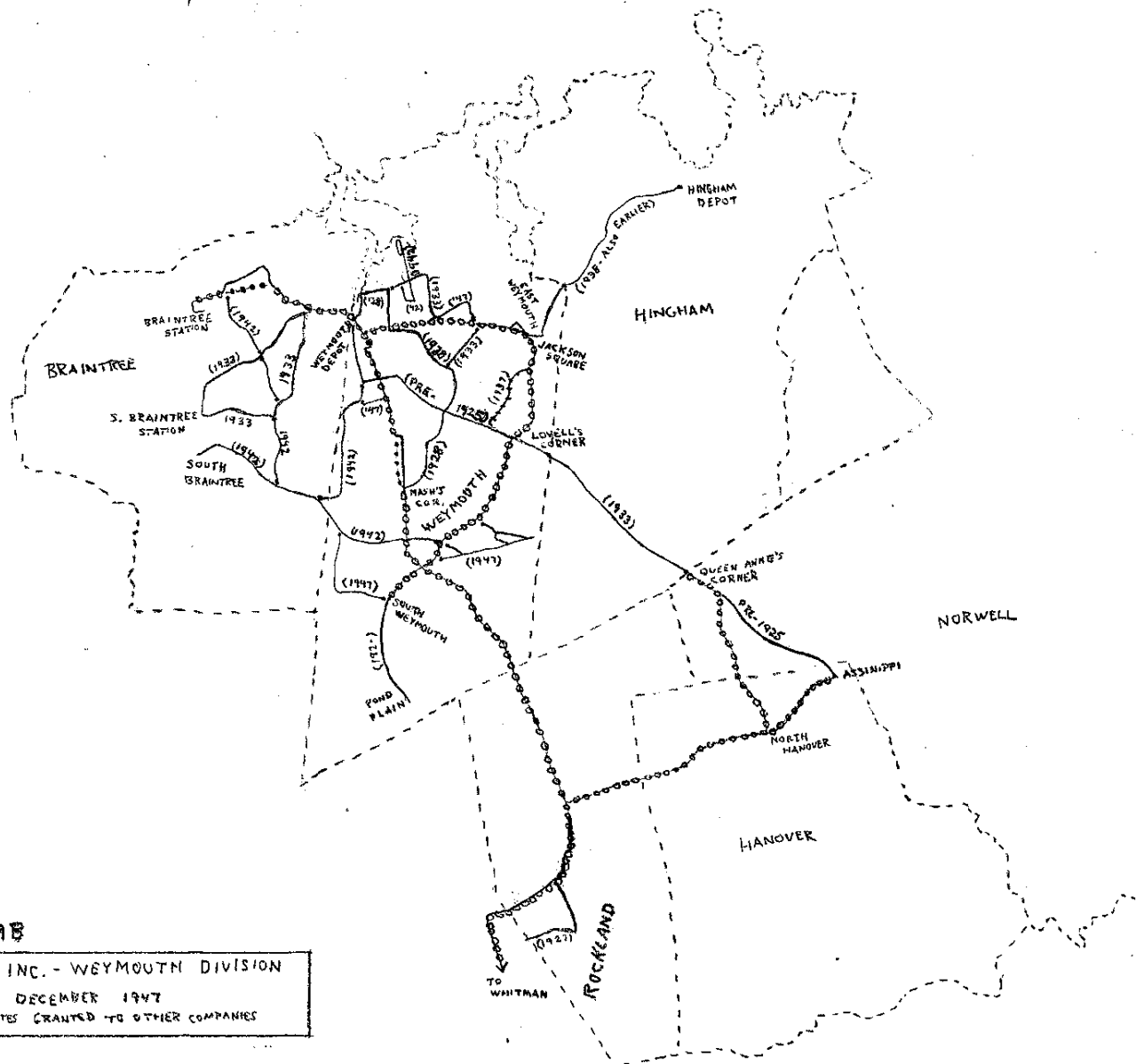
The Maynard–Harvard Square route marked the end of expansion by Lovell Bus Lines. The company had shut down the Weymouth Division in December 1947 after losing the Weymouth school bus contract. In February 1953, with little advance warning, Lovell Bus Lines discontinued all service in the Maynard Division 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 198

LOVELL BUS LINES, INC. - WEYMOUTH DIVISION
OUT OF BUSINESS - DECEMBER 1947
RIGHTS TO MOST ROUTES GRANTED TO OTHER COMPANIES

KEY
BUS LINE REPLACING TROLLEY - - - - -
ORIGINAL BUS LINE ———
TROLLEY LINE REPLACED BY BUS ON
PARALLEL STREET

0 1 2 3 4 5
APPROXIMATE SCALE IN MILES

TJH 2/1/1974

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 Southampton 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 Broad Sound 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 Cliftondale Square in Saugus. In 2020, MBTA bus **Route 426** included the Cliftondale route and **Route 428** included the segment of the Saugus Center route that did not overlap the Cliftondale 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 Cohituate, 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 Cohituate, 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.

**A History of Boston's Regional, Intercity, and
Interstate Bus Lines
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July 6, 2025

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A History of Boston's Regional, Intercity, and Interstate Bus Lines

By Thomas J. Humphrey

Foreword

My manuscript *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*, presents histories of all publicly or privately operated bus routes providing transportation among locations within the MBTA District as it was constituted when the manuscript was first published in 1974. That manuscript, revised and expanded in 2020, will be cited below as TJH7420. Routes that entered the MBTA District but were not permitted to carry passengers making trips entirely within the District as of 1973 were listed, but their histories were not examined.

The present manuscript examines the histories of regional, intercity, and interstate bus routes connecting Boston with points beyond the limits of the 1973 MBTA District. For simplification, these are referred to below as longer-distance bus routes. Because of changes in bus service regulation and expansion of the District, some routes that could not be used for intra-District trips as defined in 1973 could be used for what would now be intra-District trips if the routes are still running today.

The majority of the bus routes discussed in this work were indirect successors to stagecoach routes established in the late eighteenth and early nineteenth centuries but mostly put out of business by steam railroads by 1850. Details of stage routes that served Boston are included in my 2022 publication *Hourly Coaches, Omnibuses, and Horse Railroads – A History of Horse-Drawn Transit in Massachusetts*. Improvements in highways and in vehicle technology along with declining railroad service contributed to shifts in travel from trains to motorbuses during much of the twentieth century, only to be followed by publicly funded rail restorations that hastened the demise of many of the bus lines.

The first chapters below describe the evolution of longer-distance bus service in the first three decades of the twentieth century, including brief descriptions of short-lived operations before 1930. Subsequent chapters provide histories of bus companies that operated regional, intercity, or interstate routes serving Boston in the years between 1930 and 2025. Emphasis is on routes, schedules, and company ownership rather than on the vehicles deployed. The histories are arranged by company categories in the following sequence: railroad-owned bus companies; street railway companies that became longer-distance bus operators; nationally affiliated bus companies; and family-owned bus companies. Not included is coverage of discount bus lines established after federal bus deregulation in the early 1980s and operating primarily between Boston and New York.

I wish to thank Jonathan Belcher, Leo Sullivan, and Edward Ramsdell for their comments and corrections to previous versions of this draft. Any remaining errors are mine. Much of the information about bus schedules was taken from timetables collected by the late Lawson K. Hill and the late J. Leonard Bachelder.

Thomas J. Humphrey, July 2025

1. Sightseeing and Tour Bus Predecessors of Longer-Distance Bus Routes

As discussed in TJH7420, the history of the local fixed-route bus network in the MBTA District can be traced to jitney routes that began operating as early as 1913, mostly in competition with trolley lines. After World War I, the larger street railway systems began operating bus routes themselves, but independent operations continued on routes the street railways had given up on entirely, or in newly developing areas that had never had trolley lines.

The origins of longer-distance bus routes can be traced partly to sightseeing automobile routes that began to appear even before jitneys. As early as 1903, there were sightseeing automobiles in New York City, taking visitors to points of interest not located directly on streetcar lines. In May 1904, the Electric Vehicle Company of Hartford delivered what was described as the largest passenger automobile ever constructed, with a capacity of 50 to 60 passengers, for sightseeing use in conjunction with the St. Louis Exposition. However, typical sightseeing vehicles were much smaller.

BOSTON-BASED SIGHTSEEING AND TOUR BUS SERVICES BEFORE 1920

The first attempt to operate sightseeing automobiles in downtown Boston seems to have been one proposed by the American Car & Coach Company early in 1905. This was to have consisted of a loop on Tremont, Court, Washington, Boylston, Dartmouth, and Beacon Streets back to Tremont Street. However, the company withdrew its petition to the Aldermanic Committee on licenses before it was acted on.

In 1906, the Boston Police Commissioner began regulating sightseeing vehicles operating within the city to the extent of granting licenses for stands where passengers could be picked up, but routing details do not seem to have been regulated. Mrs. Ada R. Batchelder was the first to obtain a stand license in 1906 for what she described as a big sightseeing car.

Meanwhile, in May 1906, the Lexington & Concord Sight-Seeing Company began advertising guided automobile tours to Concord hourly from the Boston Elevated Railway's trolley terminal at Arlington Heights. These tours overlapped routes of the Lexington & Boston Street Railway and seem to have lasted for only one season.

In December 1907, a Boston automobile dealer was advertising for sale a 1907 model Logan 20-passenger sightseeing car, previously used only for demonstration and run for less than 500 miles. The original cost was \$3,000, but the dealer was willing to sell for a low price and to offer financing. This suggests that there was still limited demand for vehicles that large.

In January 1909, a fire destroyed the former Boston & Providence Railroad train shed in Park Square, which had been converted to a parking garage. A list of 400 cars destroyed in the fire included one sightseeing auto owned by Ada Batchelder, valued at \$6,000; one sightseeing auto owned by the Colonial Corp., valued at \$4,000; one sightseeing auto owned by the Imperial Corp., valued at \$4,000; and one sightseeing auto owned by Paul G. Tilenius, valued at \$4,000.

In July 1909, Busch's Popular Auto Tours was advertising trips leaving Park Square daily at 10:00 AM and 2:00 PM for Lexington and Concord. Like the 1906 route, it seems to have lasted only one season.

Effective in April 1911, the responsibility for issuing stand licenses for sightseeing vehicles was transferred from the Boston Police commissioner to the street commissioners. That year, the street commissioners continued the long-standing practice of renewing existing licenses, provided that the licensees had lived up to established regulations. Licenses were granted to 13 individuals for a total of 18 stands. Of these licenses, eight went to four individuals known

collectively as “the trust.” These individuals included Burton L. Thomas and Charles H. Vaslet, who had organized the Sight Seeing Auto Company in 1907, starting out with two cars. In 1910, they had entered an arrangement with two other parties to pool their receipts from operation of six cars. Other renewed licenses included ones to Paul G. Tilenius for the stand he had held at Dewey Square since 1907; to Abraham S. Caplan (who later owned the Boston Gray Line franchise) for a stand at Dewey Square that he had held since 1908; and to Ada Batchelder for a stand that she had held at Copley Square since 1908.

Aside from the afore-mentioned routes to Lexington and Concord, early Boston-based sightseeing autos and autobuses seem to have operated only within the city, similar to modern-day rubber-tire trolley tours. The next sightseeing company to try operating longer routes was The Royal Blue Line, established in Boston in 1912. In an interview in the July 1924 issue of *Bus Transportation* magazine, W. F. Smith, president of the Royal Blue Line recalled: “In 1912, when we entered the sightseeing field, sightseeing cars were called ‘rubberneck wagons,’ and the business was conducted in anything but a reputable manner. It seemed to be the aim of those engaged in the business to get a load of tourists and their money, run them around the corner, give them as little attention as possible, and look for another load. The selling of service, the building up of good will, were not considered.... The Royal Blue Line started out with seven 11-passenger pneumatic-tired buses, which at the time were considered very fine. The companies then operating were using inferior equipment and large hard-riding solid-tired vehicles.”

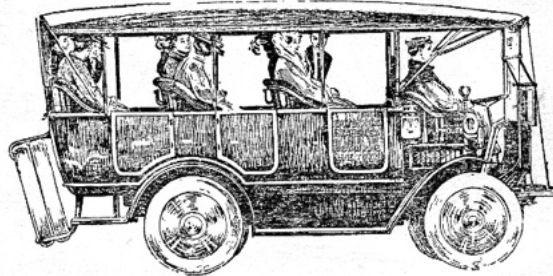
The earliest ad found for The Royal Blue Line first appeared in the June 2, 1912, *Boston Globe*. It announced tours to Plymouth, Wayside Inn (in Sudbury), and Lexington and Concord from the Hotel Brunswick in Boston daily including Sunday at 9:00 AM, with a second trip for Lexington and Concord at 2:00 PM. Starting July 13, offerings included trips to Plymouth leaving at 9:00 AM and arriving back at 6:30 PM; to Salem, Manchester, Gloucester, and Cape Ann leaving at 9:30 AM and arriving back at 6:00 PM; to Revere Beach Boulevard, Nahant, the Metropolitan Park System, Middlesex Fells, and the Mystic Lakes, leaving at 9:30 AM and 2:00 PM; and to Back Bay, the Fens, Brookline, Cambridge, Lexington, and Concord, leaving at 8:30 AM and 2:00 PM.

A press release published on August 8, 1912, said that the next day the Royal Blue Line would start running tours from Boston to the White Mountains, via Center Harbor, Lake Winnepesaukee, Franconia Notch, the Profile House, Bretton Woods, and Crawford Notch. The expert guide-drivers were college men, on summer break. This write-up also noted that the company offered two-day tours to Newport and Narragansett Pier, Rhode Island.

Starting in 1913, The Royal Blue Line promoted its service primarily through brochures available in hotels, and advertising in guidebooks rather than newspaper ads. Trips from Boston to Lexington and Concord, to the North Shore, and to the South Shore and Plymouth were run with 11-passenger motorcars, leaving Boston at 9:30 AM daily on each route. Trips just within Boston were run hourly from 9:00 AM to 5:00 PM.

It is not clear if the Royal Blue Line still offered tours to Newport or to the White Mountains in 1913. However, in July 1913, Franklin L. Hart of Dorchester advertised that he would run White Mountains tours in touring cars starting every Monday “arranged to suit patrons and not run on a schedule. Stops made whenever and wherever desired.” Hart had been advertising automobiles for hire as early as 1908.

OUTDOORS IN AMERICA
ROYAL BLUE LINE MOTOR TOURS



Hourly Journeys around Boston

The Royal Blue Line Company's luxurious eleven passenger motor cars with special lecture guides leave Hotel Brunswick daily and Sunday every hour, on the hour, from 9 A.M. to 5 P.M. touring picturesque, modern and ancient Boston. Fare only \$1.00.

For Lexington and Concord

The Royal Blue Line Company's eleven passenger motor cars leave Hotel Brunswick daily and Sunday at 9.30 A. M. and 2 P. M. for Lexington and Concord, via Back Bay Fens, Brookline and Cambridge. 50 Mile Tour. Fare only \$2.00 round trip. Time 4 hours.

For Quaint Gloucester and the North Shore

The Royal Blue Line Company's luxurious eleven passenger cars with expert guide-drivers leave Hotel Brunswick daily and Sunday at 9.30 A. M. for Quaint Gloucester via Ocean Boulevard, Salem the witch city, Manchester-By-The-Sea. 100 Mile Tour. Round trip only \$5.00, including dinner at Bass Rocks on the ocean. Due back in Boston at 6 P. M.

For Historic Plymouth via Dreamwold and the South Shore

The Royal Blue Line Company's luxurious eleven passenger motor cars with expert guide-drivers leave Hotel Brunswick daily and Sunday at 9.30 A. M. for historical Plymouth. 100 Mile Tour. Round trip \$5.00 including dinner at Plymouth, and sight-seeing tour around Plymouth. Due back in Boston 6 P. M.

Finest and most satisfactory service in America

THE ROYAL BLUE LINE COMPANY, Inc.

Hotel Brunswick. Phone Back Bay 114. Boylston and Clarendon Sts.
BOSTON, MASS.

WALKER LITH. & PUB. CO.
 BOSTON

The Royal Blue Line was one of several operators of "Motor Tours" from Boston to local attractions in the early years of the twentieth century. This ad appeared on the back cover of *Boston Guide Book*, published in Boston in 1913 by the New England News Company, the operator of a chain of newsstands in the city.

In August 1913, Hart advertised: “Automobile Tours, half to six days; Concord, Plymouth, Cape Cod, Newport, and White Mountains; up-to-date automobiles, not auto busses; rates reasonable.”

After 1913, Hart seems to have left the tour business for a few years. By 1915, he was advertising his touring cars for sale. In 1917, he was operating a Chandler Automobile dealership and a public garage in Dorchester.

In October 1913, Burton L. Thomas, Abraham S. Caplan, and Joseph P. Hayes incorporated the Colonial Automobile Sightseeing Company, with a capital stock of \$5,000. The Colonial name had already been in use in various forms for Boston sightseeing operations for a few years. By August 1912, Colonial Auto was advertising three trips a day for sightseeing in Boston and two trips a day for tours to Lexington and Concord.

Brochures published after the 1913 incorporation noted that the company used small, medium, and large-sized vehicles and were illustrated with photos of cars carrying 12 and 20 passengers. Lexington and Concord tours continued to be the company’s main offering beyond Boston sightseeing. In August 1914, Colonial was running help-wanted ads for high school or college men to lecture on sightseeing autos.

After 1914, Colonial seems to have relied on brochures distributed at Boston hotels rather than newspaper ads to publicize its tours. An ad for a hotel in Nahant in August 1920 said a Colonial Sightseeing Auto left Park Square in Boston for the hotel every evening at 7:00.

BOSTON-BASED SIGHTSEEING AND TOUR BUS SERVICES IN THE 1920s

In 1922, Franklin Hart was back in the tour business advertising tours from Boston to Montreal and Quebec City, starting June 19. These tours, still in touring cars, were “Personally conducted for pleasure, comfort, and sight-seeing. Price reasonable. List of short trips and tours on request.” This operation seems to have been short-lived.

By September 1924, Franklin Hart was again in the tour business, as Hart’s Automobile Tours. He was advertising daily trips from Boston to Albany via the Mohawk Trail, (on the western end of State Route 2) essentially paralleling the Boston & Maine Railroad’s Fitchburg Route Main Line. The vehicles were Pierce-Arrow De Luxe Luxury Coaches. In November 1924, in place of the Albany trips Hart was advertising one round-trip each month from December through February from Boston to Jacksonville, St. Petersburg, and Miami, Florida with the Pierce Arrows. Again, these were trips that could have been made by rail.

By 1922, there was sufficient interest nationally in motorbus service to induce the McGraw-Hill Company, publishers of the *Electric Railway Journal* to begin producing a separate monthly trade publication called *Bus Transportation*. An article in the September 1922 issue reported that George E. Marsters, owner of Marsters Tours in Boston, had had an 18-passenger touring limousine built at a cost of \$12,000. The body was designed and built by George W. McNear in Brookline, on a White Model 50 chassis. Marsters began service with this vehicle, christened *Mohawk*, on July 9, 1922, and up to September had run it on scheduled trips from Boston to Albany, New York and to Montreal. Announced trips in September and October to the White Mountains and to Gettysburg and Washington, D. C. were already sold out. In December, the *Mohawk* was to be relocated to Florida for the winter. The trips to Albany and to Montreal ran via the Mohawk trail, with the Montreal trips including stops at Saratoga Springs, Lake George, Lake Champlain, the Adirondacks, and Ausable Chasm. Newspaper ads show that before 1922,

Marsters had been organizing tours out of Boston for several years on scheduled trains and steamships but had not directly operated motorbus service.

The April 1923 issue of *Bus Transportation* included a report on the Boston Automobile show at which “New England’s growing interest in passenger transportation by means of the motor bus” was evidenced by six makes of buses on display for current and prospective bus operators. Among the models on display was the *Mohawk III*, the third vehicle built for Marsters by McNear. The article noted that during the summer of 1923, Marsters planned to run one *Mohawk* on a regular route between Boston and New York City via Providence, Narragansett Pier and New Haven, with an alternate routing over the Mohawk Trail, via Greenfield, Williamstown, Albany, and Hudson River Steamer. A second *Mohawk* was to run between Boston and Montreal, and a third between Boston and Niagara Falls.

During the summer of 1923, another established Boston tour agency, Cronan’s Tours, advertised Special Auto Tours on the Mohawk Trail and to the White Mountains in the Gray Line Touring Limousine *Berkshire*. The vehicle pictured in the ads was very similar to Marsters *Mohawks*. This service was not advertised again after 1923.

From 1924 through 1928, Marsters continued advertising tours from Boston with the *Mohawks* over various subsets of the routes announced in 1923. However, by 1929, Marsters was back to advertising only trips starting by rail or steamer; after 1929 he ran no more ads.

DEVELOPMENT OF PURPOSE-BUILT MOTORBUSES

In the early years of motorbus transportation there was not enough demand to encourage manufacturers to produce vehicles designed specifically for such service. Operators seeking vehicles with greater capacity than automobiles had to have them built to order, at substantial cost. As in the case of the Marsters *Mohawks*, the bus bodies were placed on truck chassis. According to *Over, the Road, a History of Intercity Bus Transportation in the United States*, by Meier and Hoschek, published by the Motor Bus Society in 1975, the first vehicle ever designed and built to be a motorbus was introduced in 1921 by the Hall-Scott Motor Car Company in collaboration with Frank R. and William B. Fageol.

In 1922, the White Company, of Cleveland, which had previously provided truck chassis for buses, unveiled two models of buses with both body and chassis designed specifically for bus use. Both models had 25 seats, but the interurban model had more comfortable seats than the city model. However, neither the Fageol Coach nor either of the models of the White Bus was among the buses on display at the 1923 Boston Auto Show. By 1924, Pierce-Arrow was advertising purpose-built motorbuses capable of traveling at speeds of up to 50 miles an hour.

2. Beginnings of Longer-Distance General-Purpose Bus Routes

BOSTON RAILROADS FACE GROWING MOTORBUS COMPETITION

By 1924, there were several short local bus routes in Massachusetts, mostly in place of abandoned trolley lines. Longer bus routes had consisted only of the tour bus operations described above, and possibly some less publicized ones. An article on bus service in New England in the June 8, 1924, *Boston Globe* was able to cite only a recently established route to Portland and a proposed route to the South Shore as examples of non-local routes from Boston excluding those of tour operators.

By the end of 1924, the situation was changing rapidly. The Boston & Maine Railroad's 1924 annual report included an assertion that the interurban competition of the common carrier passenger buses along the main line routes of the railroad became keen that year, especially in Massachusetts. As detailed later, B&M management succeeded in shutting down an express bus route between Boston and Lowell that the Eastern Mass. Street Railway Company had started in October 1924.

The Boston & Maine Railroad itself first entered the motorbus field on September 29, 1924, replacing passenger train service on its branch between South Ashburnham and Ashburnham with a 25-passenger bus. On November 16, 1924, B&M president J. H. Hustis announced the formation of a subsidiary, the Boston & Maine Transportation Company (B&MT), to operate buses and trucks to augment or replace steam train service on branch lines to be determined after a study. Legislation affirming the right of railroads to operate motor vehicles in Massachusetts not running on rails (Chapter 125 of the Acts of 1925) was enacted on March 18, 1925.

A combination of factors set the stage for the sudden proliferation of regional, intercity, and interstate bus routes radiating from Boston starting in 1924. Bus manufacturers eager to expand the market for their products had helped to plant several news articles that year touting the untapped potential for bus operations in New England. The Massachusetts Department of Public Works had ongoing programs upgrading established highways and constructing new connecting links. The price of gasoline was falling, while the number of service stations along the highways was greatly increasing, so refueling or arranging for minor repairs on long trips was less challenging. Low interest rates improved the ability of individuals to finance small bus fleets and go into business for themselves.

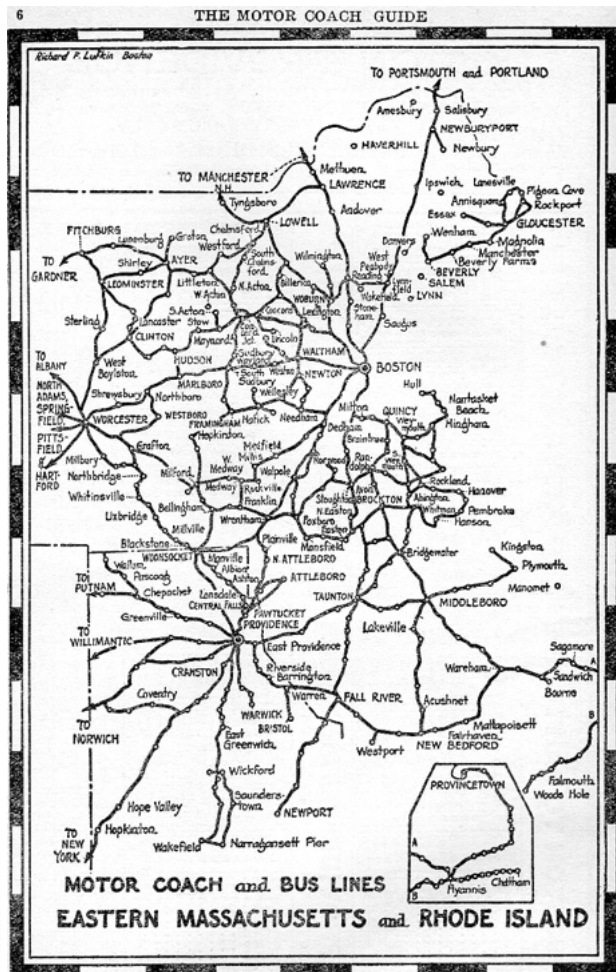
Some of the new routes in 1924 were started in hopes of securing "grandfathered" rights under pending stricter state regulation. Chapter 280 of the Acts of 1925, approved in April of that year, required every operator of intrastate fixed-route bus service in the Commonwealth to obtain a certificate of public convenience and necessity (CPCN) from the Massachusetts Department of Public Utilities (DPU) for each route segment, in addition to a license from each city or town the route ran through. Mandates for local licensing had become increasingly strict starting in 1916 but originally pertained mostly to local jitney operations.

On June 15, 1925, New Haven Railroad management announced that incorporation papers had been filed for a new subsidiary, the New England Transportation Company (NET), for the purpose of operating motor vehicles in Massachusetts, Rhode Island, Connecticut, and New York.

BOSTON-BASED LONGER-DISTANCE BUS LINES IN 1925

Overview

In mid-1925, the Eastern Press in Boston began publishing *The Motor Coach Guide*. This was the first attempt at compiling schedule information for all motorbus routes operating in the



In 1925, the Eastern Press in Boston began publishing the *Motor Coach Guide*, a monthly compilation of schedules of bus routes in all the New England States, for distribution at information booths in hotels. This guide series was produced until 1932.

Above left, the cover of the *Motor Coach Guide* June 1926 issue.

Above right, a map of Motor Coach and Bus Lines in Eastern Massachusetts and Rhode Island, from the June 1930 issue of the *Motor Coach Guide*. The map does not distinguish between long-distance and local routes. The cartographer, Richard F. Lufkin, later produced the System Route Maps used by the Boston Elevated Railway and the Metropolitan Transit Authority for nearly 30 years, starting in 1936.

New England states. The first edition did not have a cover date but was in circulation by July 1925. (Coincidentally, this was exactly 100 years after publication of the first issue of *Badger & Porter's Stage Register*, which included schedule information for stagecoach routes in New England, many of which were similar to routes in *The Motor Coach Guide*.)

Information in *The Motor Coach Guide* was obtained from the operators, and some routes may have been omitted. The first edition in 1925 included 20 routes from Boston that would be classified as regional, intercity, or interstate under the standards used in this manuscript. Of the 20 routes, only six were still listed by June 1926, although some had been replaced with new operators. All 20 routes paralleled steam railroad routes with passenger service, but some of the bus operators claimed they were trying to attract travelers who did not travel by rail. Bus service by the B&M Transportation Company and the New England Transportation Company was not yet shown in the *Guide*.

Some of the routes listed in 1925 but not 1926 had been forced to shut down because they had been denied operating rights by the DPU. Others likely failed from having overestimated demand and underestimated expenses.

American Coach Lines

Only two operators were each responsible for more than one of the 20 longer-distance routes in the 1925 guide. One of these was Fred A. Deister, doing business as American Coach Lines. The 1925 guide showed American Coach running three routes. One ran to Providence, mostly via the present State Route 1A, with hourly service from 7:00 AM to 7:00 PM and two later evening round-trips. This route paralleled the New Haven Railroad's Wrentham Branch service to Providence. A second route ran between Boston and Lawrence via Andover and Shawsheen, with service nearly hourly. News accounts said that the B&M Railroad was trying to force it to be shut down, as it closely paralleled the railroad's Western Route Main Line. The third American Coach route ran from Boston to New Bedford via Brockton, competing with service on the New Haven's Old Colony lines. Five round-trips per day were scheduled.

A large newspaper ad from American Coach in the summer of 1925 announced the formal opening of what was claimed to be the first motorcoach terminal in New England. It was located at 14 to 16 Columbus Avenue, inside the ground floor of the original Motor Mart Garage, and it had 12 bus bays. The ad also listed service to several destinations provided by operators other than American Coach but did not identify them by name.

In October 1925, Boston Mayor James Michael Curley vetoed the City Council's approval of rights for American Coach to run additional routes out of the city, on the grounds that they would harm the railroads financially. Fred Deister was subsequently held in contempt of court for continuing to run buses without obtaining local licenses from each municipality his routes passed through. American Coach was no longer operating by the end of 1925. In June 1926, Deister filed for bankruptcy, having no assets from which to pay the \$90,000 note for his Pierce-Arrow buses.

Hart Motorcoach Company

The other operator responsible for more than one long-distance Boston bus route in the 1925 guide was Franklin Hart, whose earlier tour bus operations are discussed above. By March 1925, Hart was doing business as Hart Motorcoach Company. Newspaper ads announced that effective March 23 Hart would operate five daily round-trips between the Park Square Motorcoach Terminal in Boston and the Hotel Raymond in Fitchburg. However, after being barred from operating this route for not obtaining local licenses, Hart attempted to bypass intrastate service

regulations by extending the route to Keene, New Hampshire. He planned to use four buses, named *Miss America*, *Miss Columbia*, *Miss Boston*, and *Miss Dorchester*.

The Keene route appeared in the 1925 guide, with seven daily trips from Boston and six from Keene. However, as a result of opposition from Fitchburg city officials and the B&M Railroad, this route became one of the 15 no longer listed in the July 1926 *Motor Coach Guide*.

The 1925 guide also showed Hart Motorcoach still running one daily round-trip between Boston and Albany. This company continued running this service on various routings until the summer of 1929, but Franklin Hart does not appear to have run bus service under any name later than that.

Dreamwold Motorcoach Line

Another bus line that appeared only in the 1925 *Motor Coach Guide* was Dreamwold Motorcoach Line. This company was established in March 1925 by Arnold Lawson, son of colorful Boston financier Thomas W. Lawson, who had died the previous month. Dreamwold was the name of the palatial Lawson estate in Scituate. Arnold Lawson was said to be planning a network of bus routes serving principal cities across America. The *Detroit Free Press* reported that Dreamwold buses were Farnham-Nelson bodies on Pierce-Arrow chassis. Interiors included club compartments, swivel chairs, and Pullman tables. The first route was to run from Boston to Newport, Rhode Island with stops in Taunton and Fall River.

In June 1925, it was reported that the Dreamwold “fleet” consisted of two buses, to be named for famous racehorses once owned by Thomas Lawson. The first of the buses in service was the *Dreamwold Boralma*, painted in the Lawson track and stable colors of dark blue and gold, with the Dreamwold crest on the door.

The listing for Dreamwold Motorcoach in the 1925 guide showed four round-trips per day between Boston and Newport, with a three-hour running time. The Dreamwold terminal in Boston was at 459 Stuart Street, near the Copley Plaza hotel. (The 1927 New England Power Building location now includes the Dreamwold terminal site.) There were also fixed terminals in Taunton, Fall River, and Newport, but passengers could be picked up anywhere along the route by advance telephone notice to the nearest office, and could be dropped off at any point outside the boarding municipality.

In September 1925, the New England Transportation Company bought out Dreamwold Motor Coach and hired Arnold Lawson as superintendent of NET Lines East. In March 1926, Lawson was named superintendent of all NET Massachusetts lines. However, by September 1926 he had left the company, and he appears to have given up on the bus industry.

Other Short-Lived Operations Listed in 1925

The other nine routes listed in the 1925 guide but not in the 1926 guide had much less notable histories than the five discussed above. For most of them, the only information found other than that in the guides was in newspaper ads. Six of these routes competed with service of the Boston & Maine Railroad, one competed with the New Haven Railroad, and two competed with the Boston & Worcester Street Railway.

Massachusetts Motor Coaches ran a route from 18 Park Square in Boston to Nashua, New Hampshire via Lowell. Service ran hourly daily except Sunday from 8:30 AM to 6:30 PM plus three evening trips. Running times were 75 minutes to Lowell and two hours to Nashua. Alternate trips originated and terminated in Brockton, with Boston as an intermediate stop. The

last news found of this company was in December 1925, when 18 passengers were injured when their bus ran head-on into a tree in Woburn.

Puritan Coach Lines ran service from the Quincy House and Hotel Essex in Boston to Concord, New Hampshire via Lawrence, Methuen, Salem, Derry, and Londonderry, with five round-trips daily through to Concord and three additional trips between Boston and Manchester only. The Boston & Maine Railroad succeeded in blocking this company from obtaining permanent operating rights.

Tri-State Motor Coach Company ran one round-trip per day from the Dreamwold terminal in Boston to Sanford, Maine via Kittery, York Village, and York Harbor. The end-to-end running time was 4½ hours. No other information about this company was found.

White Coach Line ran two daily round-trips from the Hotel Westminster in Copley Square in Boston to the Columbia Hotel in Portland via Portsmouth and New Hampshire and Maine Beaches.

The Interstate Motorcoach Company ran a route from the Union Coach Terminal at 135 Stuart Street in Boston to Haverhill with eight round-trips a day. This company had been organized by late 1924. No information about this route after 1925 was found. The Union Coach Terminal was opposite the end of Warrenton Street, within the present State Transportation Building site.

Davis Motor Tours was listed as offering bus trips from Boston to Montreal on selected Wednesdays in July and August 1925. The address of this company was the Pope's Hill Garage on Neponset Avenue in Dorchester. This route may have been run with a touring car rather than a bus.

The New England Auto Tourist Company was shown as running one daily round-trip from the Dreamwold Coach Terminal and the Hotel Somerset in Boston to the Hotel Seville in New York City. The trip time was 11¼ hours. A second company not identified by name in the 1925 guide was listed as running one daily round-trip from the Copley Plaza in Boston to the Waldorf Astoria in New York.

Two companies not identified by name were listed in the 1925 guide as running service between Boston and Worcester. One of these companies ran seven round-trips a day between the Walker-Rintel's Drug Store at Park Square in Boston and the Interstate and Union Bus Terminal in Worcester, with a running time of one hour and 50 minutes. The other company ran service every one to two hours from the Union Coach Terminal in Boston to 10 Portland Street in Worcester, with a running time of two hours. Routings were not specified, but the Boston Post Road (U.S. Route 20) was then the recommended route for driving between Boston and Worcester. Newspaper accounts from about the same time identify these operators as ***Farnum Stage Lines*** and the ***Portland, Boston, & Worcester Company (PB&W)***.

The Boston & Worcester Street Railway (B&W) opposed the applications of both companies for operating rights for these routes. The PB&W, reported to have been a subsidiary of Gray Line Tours, dropped its application for rights to service between Boston and Worcester in September 1925. Farnum Stages was denied rights to the route in the spring of 1926. The B&W was granted rights for a bus route between Boston and Worcester via the Post Road and began service on July 3, 1926.

Newspaper ads show that in July 1925 in addition to the Boston–Worcester route, the PB&W was running two daily round-trips between the Copley Plaza Hotel in Boston and the Congress

Square Hotel in Portland, with Pierce-Arrow parlor coaches. This service was not advertised later than that.

Routes from 1925 Still Operating in 1926 or Later

In addition to the Hart Motor Coach Albany route, the four long-distance bus routes from Boston listed in the 1925 *Motor Coach Guide* and still listed in 1926 were as follows:

In the 1925 guide, ***Rhode Island Coach*** was shown as running 10 daily trips from 135 Stuart Street in Boston to Providence and 11 trips from Providence to Boston, at intervals of 75 to 90 minutes. A report of an accident in March 1926 identified Nathaniel Rosner as the company president. In July 1926, service frequency was shown as having increased to hourly. Intermediate stops were shown at Wrentham, North Attleborough and Pawtucket. By June 1927, a New England Transportation Company bus route between Boston and Providence had replaced the Rhode Island Coach route.

In 1925, ***Boston & New York Coach*** was running one daily round-trip between the Copley Square Hotel in Boston and the Woodstock Hotel in New York City. The same frequency was shown in 1926, but there were two alternating route variations. One was identified as the Shore Route via Providence, Westerly, New London, New Haven, and Bridgeport. The other variation was the Berkshire Route via Worcester, Springfield, and Hartford to New Haven. The June 1927 guide showed the Boston departure point changed slightly to the Hotel Victoria. All service was using the Hartford routing, but there was an overnight trip in each direction in addition to the day trip. The Boston departure time changed again in November 1927 to the Shepard Stores on Tremont Street at Winter Street. The coach company was using a secondary name of Red Line Tours. The last report found about this company was in March 1928, when one of its vehicles was in a serious crash in Greenwich, Connecticut.

New England Motor Tours started running one round-trip per day between the Hotel Lenox in Boston and the Hotel Lafayette in Portland in May 1924, with a Pierce-Arrow 21-passenger De Luxe sedan. The same service was shown in 1925. By May 1926, New England Motor Tours was also called The Queen Line. The July 1926 guide showed service frequency increased to four daily round-trips, in cooperation with Farnham-Nelson coaches. In 1927, service was back to one round-trip outside peak summer travel months. In 1928, New England Motor Tours was running three daily round-trips between Boston and Portland in the summer, with intermediate stops at Old Orchard and Biddeford. This company gained some unwanted publicity in September 1928 when federal agents arrested two passengers and a bus driver for bootlegging alcohol into Maine. In 1929, the last year that New England Motor Tours was in the *Motor Coach Guide*, one daily round-trip was being run in the winter. The last mention of the company found in the news was in August 1929, when a bus was in a minor accident.

In the 1925 guide, the ***New York & Boston Auto Tourist Company*** was shown as running one daily round-trip between the Hotel Victoria in Boston and the Grand Union in New York City, using De Luxe Touring Limousines. Intermediate stops were made at Worcester, Springfield, Hartford, New Haven, and Bridgeport. This company had been established in 1924. The earliest ads found for it appeared in November 1924, at which time service ran only three days a week. By July 1926, the company was running one daytime round-trip and one overnight round-trip on the Boston–New York route. By 1927, the company was renamed ***Victoria Coach Line***, presumably in reference to its Boston terminal at the Hotel Victoria at Dartmouth and Newbury Streets, near Copley Square.

By August 1927, Victoria Coach had added a second Boston stop, at 7 Cambridge Street in Scollay Square. In September 1927, Victoria Coach announced that it had opened a new Boston terminal at 257 Tremont Street, opposite the Metropolitan Theatre. This replaced both the Hotel Victoria stop and the Scollay Square stop. Starting in December 1927, ads for Victoria Coach included the names Silverman & Mendlow but did not specify their roles in the company.

Interstate Commerce Commission reports show that at least as early as 1932, the New Haven Railroad controlled Victoria Coach Line through the New England Transportation Company. Later information about Victoria Coach is included in the NET history in Chapter 4.

NEW BUS COMPANY AND ROUTE LISTINGS IN 1926 AND 1927

New company or route listings in the July 1926 *Motor Coach Guide* compared with the mid-1925 edition were dominated by the Boston & Maine Transportation Company and the New England Transportation Company, which are discussed in separate chapters of this manuscript.

Interstate Stage Lines

Puritan Coach Line, which had run frequent service between Boston and Manchester and Concord, New Hampshire, was listed only in the 1925 *Motor Coach Guide*, but two companies in addition to the B&MT had established bus service between Boston and Manchester by July 1926. Interstate Stage Lines was running 11 round-trips a day from the Union Coach Terminal at 135 Stuart Street in Boston to Manchester via Nashua, with hourly peak and 90-minute off-peak headways. However, in September 1926, B&MT bought out Interstate, and a new consolidated schedule of 12 daily round-trips was implemented on September 27.

Farnham-Nelson Coaches

The other competitor for Boston–Manchester service in 1926 was Farnham-Nelson Coaches, which had been building auto bodies in Roslindale since 1908 and was known nationally for its work. Farnham-Nelson first went directly into bus operations in 1926. The July 1926 *Motor Coach Guide* showed Farnham-Nelson running service from the Walker-Rintel's Drug Store in Park Square to Manchester every 90 minutes from 8:30 AM to 7:00 PM with two later evening trips. Intermediate stops included Sullivan Square, Medford Square, Stoneham, Andover, and Lawrence in Massachusetts, and Salem, Canobie Lake, and Derry in New Hampshire.

A newspaper ad from September 26, 1926, showed Boston departures on this route from 32 Park Square every 90 minutes from 8:30 AM to 5:30 PM and at 7:30 and 9:30 PM. An ad on November 26 showed departures every two hours from 8:30 AM to 10:30 PM. The June 1927 *Motor Coach Guide* showed service on this route reduced to four daily round-trips, which may have been a seasonal adjustment. However, no subsequent newspaper ads or guide entries were found for this route.

The July 1926 guide also showed Farnham-Nelson running one daily round-trip from the Shepard Stores at Tremont and Winter Streets in Boston to the Lenox Hotel in New York City. The June 1927 guide showed service on this route expanded to one daytime trip and one overnight trip in each direction. An ad in November 1927 showed an additional departure point of 3 Providence Street (the Consolidated Coach Terminal, also used by the New England Transportation Company and the Boston & Maine Transportation Company). There were two daily Farnham-Nelson departures. No listings for Farnham-Nelson service to New York after 1927 were found.

Farnum's Interstate Stage

Another new service appearing in the July 1926 guide was that of Farnum's Interstate Stage, between Boston and Fall River. Earlier news reports identified Roy C. Farnum of Worcester as the head of the company. Five round-trips were scheduled on weekdays and one on weekend days and holidays. The Boston departure point was the Union Coach Terminal. As discussed previously, Farnum's had been forced to discontinue a route between Boston and Worcester earlier in 1926. The Fall River route provided a partial replacement for the Dreamwold route to Newport, discontinued in September 1925. However, it was also short-lived.

Motor Tours De Luxe

Not listed in the July 1926 guide but advertised in the *Boston Globe* the same month was a route to Newport by Motor Tours De Luxe, from the B&W Coach Terminal at 12 Park Square. There were six daily round-trips, with connections for Fall River and New Bedford. By June 1927, what appears to have been the same company, doing business as Boston Motor Tours, had obtained authority to carry passengers between Boston and Fall River. Travel time on this segment was two hours and 15 minutes. Service frequency was reduced slightly by dropping one late-evening round-trip. News reports identified the company president as J. W. Hetu. This was the only independent Boston bus route that appeared in the *Motor Coach Guide* for the first time in 1927.

Gray Line Motor Tours

In October 1926, Gray Line Motor Tours began advertising one daily trip from Boston to New York City. This company was a recently formed subsidiary of the Fifth Avenue Coach Company in New York rather than the Boston Gray Line affiliate.

NEW BUS COMPANY AND ROUTE LISTINGS IN 1928, 1929, AND 1930

Newport & Providence Railway Company

In place of the Boston Motor Tours route, the September 1928 *Motor Coach Guide* showed bus service between Boston and Newport being run by the Newport & Providence Railway Company. There were three daily round-trips, with intermediate stops in Stoughton, Taunton, and Fall River. The Boston departure point was 3 Providence Street. This route was listed in *The Motor Coach Guide* only until 1930. However, as discussed in more detail in Chapter 14, this company was the beginning of The Short Line bus network. No other new Boston routes except ones operated by B&MT or NET appeared in the 1928 guide.

The Gray Line, Inc.

The name Gray Line was used in various forms by independently owned tour bus companies operating in major U.S. cities as early as 1913. The first Boston-based Gray Line company was incorporated on April 14, 1924, by Abraham S. Caplan, who had been operating auto tours in Boston as early as 1908. As related in TJH7420, in October 1925, Caplan applied to the DPU for a certificate to operate a fixed route between downtown Boston and Franklin Park but was turned down because the Metropolitan District Commission (MDC), which controlled some of the roads on the planned route, would not allow operation of buses. The DPU and the MDC finally agreed to terms for Caplan's Franklin Park route in 1928, and service began on June 28,

The start of Franklin Park service was announced in a large display ad in the June 27, 1928, *Boston Globe*. Of interest to intercity bus history was that this ad also said that The Gray Line operated daily service from Boston to New York City, Portland, and Albany, New York.

Newspaper ads appearing in August 1928 showed that this service included one daily trip from Boston to Albany via the Mohawk Trail, two daily trips from Boston to Portland, and three

daily trips from Boston to New York City. The Boston departure points were the Hotel Statler (now the Park Plaza Hotel) and the Copley Plaza.

An ad appearing on September 7, 1928, said that effective that day Gray Line, Inc. would be running two round-trips daily between Boston and Portland, and two between Boston and New York City. The Portland trips still departed from the Hotel Statler and the Copley Plaza. The New York trips departed from the Houghton Gorney Flower Shop under the Park Street Church. Albany trips were not mentioned, probably having been seasonal.

Prior to 1929, the *Motor Coach Guide* does not seem to have included any entries for the Boston-based Gray Line company. The October 13, 1926, *Boston Globe* had an ad for a daily trip from Boston to New York by Gray Line Motor Tours, but this was a New York-based company that had been purchased by the Fifth Avenue Coach Company in June 1926.

The February 1929 *Motor Coach Guide* showed the Copley Plaza departure point of the Gray Line Portland trips replaced with a location at 21 Scollay Square. Added information was that the routing was via Newburyport, Hampton, Portsmouth, Ogunquit, Wells, Kennebunk, and Biddeford. The departure point for the New York trips was changed to the Hotel Statler and the Copley Plaza. The routing was via Providence, New London, and New Haven. These were the only long-distance Boston routes appearing in the guide for the first time in 1929, excluding B&MT or NET service. More details about the subsequent history of the Gray Line routes appear in Chapter 8.

Frontier Coach Lines, Inc.

Started too late for inclusion in the 1929 guide was a route between Boston and Montreal, which Frontier Coach Lines, Inc. began running on July 25, 1929. This company was a subsidiary of Fifth Avenue Coach Company of New York City and was running tour buses in New York State by 1927. The 1929 Montreal service had daily Boston departures at 8:30 AM and 8:30 PM. The travel time was 15 hours. The Boston terminal was the Hotel Lenox. Service continued through the winter of 1930, but was suspended for several weeks in the spring because of poor road conditions in Vermont.

This service continued for many years under either Frontier Coach or a related company, Champlain Coach. Service frequency varied between one and two round-trips per day, and the length of the operating season also varied. Newspaper ads showed intermediate stops including Lowell, Nashua, Manchester, Concord, Newport, Claremont, Montpelier, and Burlington, but only interstate passengers were allowed. Vermont Transit Company, discussed in Chapter 9, took over the section of the route between Boston and Burlington in July 1941.

Springfield Street Railway Boston Express

On December 31, 1929, a news dispatch from Springfield reported that a bus line direct from that city to Boston was to be inaugurated in the next few weeks by the Springfield Street Railway Company. The proposed travel time was two hours from Springfield to Worcester and an additional one hour and 45 minutes from Worcester to Boston.

A photo taken early in 1930 shows Springfield Street Railway motor coach 142 posed, without passengers or driver, in front of Springfield City Hall. The front destination sign reads Boston Express and lettering above the side windows reads Springfield – Worcester – Boston Limited. Visible features include luggage racks at the back end and on the back section of the roof and tied-back curtains at the windows.

It is not clear how long this route ran. In the June 1930 issue of the *Motor Coach Guide*, the only Springfield–Boston bus route listed was that of the Boston, Worcester & New York Street Railway, discussed in Chapter 5. News reports from 1930 show the Springfield Street Railway was in serious financial trouble and was making large service cuts and employee layoffs. This would not have boded well for a new service that might take some time to show a profit.

Pierce Bus Lines

The history of Pierce Bus Lines as an operator of local intrastate bus service in Massachusetts is included in TJH7420. In Summary, Fred W. Pierce established Pierce Bus Lines in 1924, as a successor to the Norfolk & Bristol Bus Company, which he had cofounded about 1920. Pierce Bus Lines was active until 1959 but was engaged for only a few years in longer-distance transportation.

The first mention found of Pierce Bus Lines as an interstate bus operator was in the June 1930 issue of the *Motor Coach Guide*. It showed Pierce running a route from Boston to Providence with stops at Egleston Square, Forest Hills, Roslindale, Dedham, Norwood, Walpole, Wrentham, Plainville, North Attleborough, and Pawtucket, restricted to carrying interstate passengers. The Boston departure point was at Eliot Street and Broadway at Park Square. Boston departures were hourly from 8:00 AM to 9:00 PM, and then at 11:15 PM. This route was still shown in the last available edition of the *Motor Coach Guide* in 1932, but the company used the name Pierce Coach Lines for its interstate service starting in 1931.

The September 1931 *Motor Coach Guide* showed Pierce Coach operating, in addition to the Boston–Providence route, a route from Boston to Manchester, New Hampshire via Nashua and Lowell, with four round-trips per day. The Boston departure point was the same as that of the Providence route, at Broadway and Eliot Street, and the service was interlined.

The New England Transportation Company, which operated bus service between Boston and Providence, including intrastate rights, was able to prevent Pierce Coach from obtaining intrastate rights on this route. In November 1931, Pierce attempted to circumvent this restriction by publishing fares from Norwood, Walpole, and Wrentham to Nashua that were lower than the NET fares to Boston from the same towns. This made it economical for passengers to use the Pierce buses for intrastate travel to and from Boston by buying tickets to Nashua. In February 1932, the Suffolk Superior Court handed down an injunction sought by NET barring Pierce from allowing this practice. The Massachusetts Supreme Court upheld this injunction in January 1933. Pierce seems to have given up the routes entirely soon after that.

The May 1932 issue of the *Motor Coach Guide* did not include the Pierce route between Boston and Manchester, N.H. Instead, it showed service by a new company, Daniel Webster Stage, Inc. Service frequency was expanded to six departures from Boston and five from Manchester. Intermediate stops were in Cambridge, Arlington, Lexington, Chelmsford, and Nashua. The vehicles used were De Luxe Packard limousines. No other information has been found about this company. By 1935, Old Colony Coach was operating bus service between Boston and Manchester, as discussed in the history of that company in Chapter 8.

SUMMARY OF LONGEVITY OF EARLY LONGER-DISTANCE ROUTES

As shown above, the 1920s proved to be unfavorable for most small independent operators attempting to run long-distance bus service to or from Boston. Of 17 companies operating 20 Boston regional, intercity, or interstate bus routes listed in the 1925 first edition of the *Motor Coach Guide*, only five were still listed in 1926. Of these, only one, the company that became Victoria Coach, was still in business by 1930, and the New Haven Railroad soon controlled it.

Except for the railroad-controlled Boston & Maine Transportation Company and New England Transportation Company, no operators that first appeared in the 1926 or 1927 *Motor Coach Guides* were still in business by 1930. The Newport & Providence Railway ran a route serving Boston from 1928 to 1930. Its successor, The Short Line, did not return to Boston until 1958. The only new entry in the February 1929 guide was the Gray Line, which lasted under various names through the 1930s as discussed in Chapter 8. Bus service between Boston and Montreal, introduced by Frontier Coach Lines later in 1929, also survived under its original corporate umbrella through the 1930s.

The typical short survival rates do not seem to have deterred new entries to the long-distance bus field. According to testimony from New Haven Railroad officials quoted in the December 15, 1930, *Boston Globe*: “New interstate bus routes are springing up overnight. Through Boston and New York service is perhaps illustrative of this condition. In 1929 there were five bus lines between these cities, operating 13 daily trips in each direction and two different highways. At present there are three additional companies running over the identical highways, and today there are 21 daily trips in each direction.” What was not mentioned was that the New Haven Railroad itself controlled much of this bus service. Some of the competitors ran only one or two round-trips a day, publicized only by small newspaper ads.

NETWORK STABILIZATION BEGINS IN THE 1930s

As discussed above, in the early years of intercity bus service from Boston, several small independent companies, most with only one or two routes and infrequent service, entered and left the business. Alongside these were the much larger highway subsidiaries of the Boston & Maine Railroad and the New Haven Railroad, which had entered the bus business largely to protect their operating territories from this new mode of competition.

The independent and railroad-owned bus lines were soon joined by two major players in the nationwide bus industry – Greyhound Lines in 1929 and the National Trailways Bus System in 1936. Most of the other interstate bus lines serving Boston by 1935 would eventually be merged into or replaced by one of these two systems. Although they had been relocated from old State or U.S. roads onto modern limited-access highways, most of the intercity bus routes serving Boston in 2025 were descended from routes in place by the mid-1930s.

The federal Motor Carrier Act of 1935 was intended largely to end reckless competition in the motorcoach and commercial trucking industries. After passage of this act, any interstate bus route required a Certificate of Public Convenience and Necessity (CPCN) from the Motor Carrier Division of the Interstate Commerce Commission (ICC) similar to those that the Massachusetts Department of Public Utilities had been requiring for intrastate bus service since 1925. Any operator of interstate bus routes as of June 30, 1935, was entitled to “grandfathered” rights to those routes, provided that they were still being operated by the time the ICC got around to issuing CPCNs for them. Because of the size of the interstate bus network by 1935, it took several years for the ICC to formalize all the grandfathered rights.

The ICC’s implementation of the Motor Carrier Act of 1935 effectively limited the interstate bus lines serving Boston after June 1935 to those already providing such service on that date, and the number shrank as the smaller operators went out of business and the larger established carriers took over their routes.

The following chapters present detailed histories of bus companies that operated regional, intercity, or interstate routes serving Boston after the 1920s. As would be expected, there have been many changes to the bus companies and routes in the span of more than 90 years covered.

3. Boston & Maine Transportation Company B&MT ORGANIZATION AND FIRST BOSTON ROUTES

As noted in Chapter 2, the Boston & Maine Railroad incorporated a highway subsidiary, Boston & Maine Transportation Company (B&MT), in November 1924. At the time, it was reported that routes to be implemented by the B&MT would be determined after a study. The railroad cut back or abandoned passenger service on several lightly used branch lines in Eastern Massachusetts over the next few years but provided substitute bus service in only one case (Wakefield to Lynnfield Centre). Until World War II, B&MT bus service from Boston consisted of interstate routes, on most of which passengers were not permitted to travel between two points in Massachusetts.

The October 1925 issue of *Bus Transportation* magazine reported that up to that time, the B&MT had established eight bus services, mostly within New Hampshire or Maine. However, “parlor car express bus service” had been established on July 1, 1925, between Boston and Portland via Portsmouth in competition with B&M train service and with independent bus service. The B&MT Portland route started with only two scheduled round-trips per day, with 20-passenger coaches, but was so popular that one to three extra sections were run on some days in July. The initial Boston terminal for B&MT buses was North Station.

The B&MT established seasonal tourist bus service between Boston and Bethlehem, New Hampshire on July 20, 1925. This was a two-day tour with one daily departure from Boston rather than a general-purpose transportation route. Northbound trips ran via Portsmouth, Rochester, and Crawford Notch. Southbound trips ran via the Pemigewasset Valley, Concord, Manchester, and Lawrence.

The earliest edition of the *Motor Coach Guide* available for this study with schedules for B&MT service was that of June 1926. It showed the Boston to Portland route still having two daily round-trips. However, all trips ran to and from 36 Park Square in Boston. B&M ads called this the Consolidated Motor Coach Terminal. (In 2023, this site was on the Park Plaza side of a low-rise commercial building attached to the Four Seasons Hotel.) Buses stopped at North Station 10 minutes after leaving Park Square.

Effective October 1, 1926, the B&MT Park Square terminal was relocated to the New Consolidated Coach Terminal at 3 Providence Street to provide “new and more spacious quarters.” (In 2023, this site was on the Park Plaza side of the west end of the Four Seasons Hotel.)

Service on the B&MT White Mountains route was the same in June 1926 as in July 1925 except for the extension to Park Square. In the fall, service was reduced to three trips a week, with Boston departures on Monday, Wednesday, and Saturday.

By February 1926, the B&MT was also running a route from Boston to Manchester, New Hampshire via Lowell and Nashua. By June 1926, there were eight daily round-trips. In September 1926, the B&MT bought out Interstate Stage Lines, which had been running 11 daily round-trips between Boston and Manchester on a similar route. Effective September 27, the B&MT implemented a new schedule with 12 daily round-trips between Boston and Manchester.

The June 1927 *Motor Coach Guide* again showed the B&MT running two daily round-trips between Boston and Portland, but showed stops at Newburyport, Hampton, York Harbor, York Beach, Ogunquit, Kennebunk, and Biddeford in addition to Portsmouth. An ad showed service doubled to four daily round-trips in July.

By June 1927, service on the Manchester route was reduced to six daily round-trips on weekdays, with a different weekend schedule. Intermediate stops were shown at Thornton's Ferry, Merrimack, and Reed's Ferry in addition to Lowell and Nashua. The White Mountains route was not shown in the June 1927 guide, but it was shown in an ad starting June 29. Instead of all trips running northbound via Portsmouth and Crawford Notch and southbound via Franconia Notch and Concord, trips leaving Boston on Monday, Wednesday, and Saturday ran via Crawford Notch and those leaving Boston on Sunday, Tuesday, Thursday, and Friday, ran via Franconia Notch. These trips stopped first at North Station and then at Park Square, the reverse of the practice on the Portland and Manchester routes.

NEW B&MT BOSTON ROUTES 1928 TO 1935

The September 1928 *Motor Coach Guide* showed the B&MT running four daily round-trips to Portland and seven to Manchester. The White Mountains route was being run the same as in 1927. The first new B&MT routes out of Boston since 1926 were running. One of these ran from Park Square with no North Station stop to Keene, New Hampshire, with three daily round-trips. Intermediate stops (for interstate passengers only) were at Kendall Square, Lexington Station, Concord Colonial Inn, Concord Station, Acton Road, Littleton Common, Ayer Station, North Shirley, Lunenburg, Fitchburg Station, Ashburnham, and Winchendon Station in Massachusetts, and at Fitzwilliam and Troy, New Hampshire. There was one additional daily round-trip between Fitchburg and Kendall Square.

The other new route in 1928 was an alternate routing from Boston to Manchester via Lawrence. Other intermediate stops were at Stoneham, South Lawrence, South Lawrence Station, Lawrence Station, and Methuen Square in Massachusetts and at Salem Square, Derry, Wilson, Londonderry, and Harvey Road in New Hampshire. There were three daily round-trips over the full route and some additional service between South Lawrence Station and Manchester. Most of the through service between Boston and Manchester on this routing was discontinued by 1929, and by September 1931 all trips required a transfer between B&M trains and B&MT buses at South Lawrence.

A B&MT ad on December 1, 1928, showed three daily round-trips from Boston to Portland, nine daily round-trips to Manchester (including both routings), and two daily round-trips to Keene. The White Mountains route was suspended for the season.

This ad also announced that B&MT Park Square service had been relocated into the new Motor Coach Terminal at 16 Columbus Avenue. This was in the new Motor Mart Garage. Although there had briefly been a bus terminal in the old Motor Mart Garage, the ad described the new one as "the first complete off-highway terminal in Boston." It was further described as "A commodious and fully equipped terminal, protected from inclement weather. All necessary facilities for the comfort and convenience of our motor coach patrons."

There were no significant changes in B&MT routes serving Boston during 1929. On June 14, 1930, the B&MT began running one daily round-trip on a summer route between Boston and Albany, New York via the Mohawk Trail. Hart Motorcoach had operated a similar route until 1929. The June 1930 *Motor Coach Guide* showed the B&MT bus stopping at the Victoria Coach terminal at Scollay Square in addition to Park Square. Intermediate stops were at Ayer, Fitchburg, Athol, Greenfield, North Adams, and Williamstown, Massachusetts, and Troy, New York. The Albany terminal was the Hotel Wellington. The B&MT was authorized to carry intrastate passengers on this route in Massachusetts except between location pairs already served by other bus lines.

Starting in 1931, two round-trips on the route between Boston and Manchester via Nashua were extended to Concord, New Hampshire. In 1932, one of the Concord round-trips was further extended to Newport, New Hampshire, but with long layovers at Concord in each direction.

Unfortunately, the designers of the terminal in the Motor Mart Garage had not allowed for significant increases in the dimensions of motor coaches. On June 1, 1932, the B&MT Park Square departure point moved to a new terminal built by the New England Transportation Company. It was partly on the old 36 Park Square site but extended through to 196 Boylston Street. It required on-street bus loading.

The *Motor Coach Guide* was not published after 1932. However, B&M Railroad system timetables from most of the 1930s included schedules of B&MT buses, and separate B&MT schedules were published after that.

The B&M system schedule effective April 28, 1935, showed mostly the same B&MT routes that appeared in the May 1932 *Motor Coach Guide*, but with some changes in trip frequency and departure times. On the route from Boston to Manchester, New Hampshire via Lowell, service frequency was unchanged from 1932, with eight northbound and nine southbound daily trips, but all trips were extended to Concord. There was also one trip each way per day between Boston, Manchester, and Concord via Lawrence. For the bus trip between Concord and Newport, New Hampshire, the Boston connection shown was by train rather than by bus south of Concord.

In April 1935, the B&MT route between Boston and Keene via Winchendon still had two daily round-trips, but no additional service between Boston and Fitchburg was shown. The Keene-Brattleboro Transportation Company provided connecting bus service between the towns it was named for.

Service frequency between Boston and Portland was reduced from seven daily round-trips to five, which was probably a seasonal cutback, and as before, no trips were shown as extending beyond Portland.

B&MT bus service between Boston and Littleton and Bethlehem, New Hampshire was shown as running daily on a routing via Portsmouth, Portland, North Conway, and Crawford Notch rather than via Rochester or Franconia Notch, but additional routings may have been used in the summer. No B&MT bus service was shown on the Mohawk Trail between Boston and either Albany or Greenfield, but this had always been only a summer route.

The federal Motor Carrier Act of 1935 required bus operators to obtain certificates of public convenience and necessity from the Interstate Commerce Commission for each route that provided interstate passenger transportation. Carriers operating any such routes as of June 1, 1935, were entitled to “grandfathered” rights to those routes.

The B&MT network of intercity bus routes serving Boston changed little after enactment of this legislation. A schedule produced by the Vermont Transit Company dated September 29, 1935, showed one round-trip on the B&MT route from Boston to Keene extended to Bellows Falls, and an additional trip with a close connection to a Vermont Transit bus at Bellows Falls for Essex Junction via Rutland and Burlington. Newport, New Hampshire again had one daily B&MT round-trip through from Boston. An additional round-trip over this route run in cooperation with Vermont Transit continued through Claremont, White River Junction, Montpelier, and Burlington to Essex Junction. These routes were part of a short-lived service initiated by VTC connecting at Essex Junction with Central Vermont/Canadian National Railway trains to and from Montreal. VTC is discussed in greater detail in Chapter 9.

B&MT SERVICE 1936 TO 1940

B&M RR system schedules effective February 26, 1936, showed a new B&MT bus route between Boston and North Conway, New Hampshire, with one round-trip daily except Sundays. There was also one round-trip between Boston and Wolfeboro daily except Sundays. The same service was shown in a schedule effective April 14, 1936.

The September 1936 issue of Russell's *New England Bus Guide* showed that this service had been replaced with trips making close connections at Portsmouth with some of the 11 daily B&MT round-trips between Boston and Portland. The connecting trips included one round-trip to North Conway via Wolfeboro, two round-trips to Laconia, one round-trip to Wolfeboro, one southbound trip from Alton Bay, two trips to Dover, and one trip from Dover.

The route between Boston and Keene had three daily round-trips, all of which continued to or from Bellows Falls.

The B&MT route between Boston and Concord, New Hampshire via Nashua had nine daily trips each way. Of these trips, three northbound continued to Laconia, including one that ran on to Littleton. Three of the southbound trips from Concord originated at Laconia and another originated at Littleton and ran via Laconia. One northbound and two southbound trips continued to White River Junction via Claremont and Bellows Falls and one additional trip between Boston and White River Junction bypassed Concord. One round-trip between Boston and Concord started or ended at Claremont.

In September 1936, the B&MT Mohawk Trail route had one daily round-trip between Boston and Albany.

B&MT drivers may have taken buses as far as White River Junction in 1935 and 1936. The April 1937 B&M RR system schedules implied that bus service between Concord and White River Junction via Claremont was run by B&MT. However, by November 1937 B&MT buses did not continue north of Claremont. Vermont Transit operated the bus service between Claremont and White River Junction. In late fall and winter, B&MT bus service between Concord and Claremont connected with trains at Concord rather than running through to Boston.

By April 1937, B&M RR system schedules showed the B&MT North Conway buses connecting at Dover with B&M RR trains instead of connecting with buses at Portsmouth. At North Conway, the buses connected with a round-trip to Gorham and Berlin, New Hampshire run by Costello Bus Lines of Berlin. This was the northern end of a round-trip from Laconia to Berlin. Costello had been operating this route for some time before that. The October 28, 1937, Portsmouth *Herald* reported that W. F. Costello wanted to retire from the bus business and had petitioned the New Hampshire Public Service Commission for approval to sell the operation to Frederic C. and William E. Murphy. This new ownership continued for a few years, but by April 1943, Costello Bus Lines schedules listed J. A. Bisson and H. T. Woodward as the owners. Bisson was a Gulf Oil distributor based in Berlin.

The April 1937 B&MT system schedule showed a new service, probably seasonal, between Boston and Manchester, New Hampshire via Lawrence and Derry, using sedans with limited capacity. There were five northbound and seven southbound daily trips. By August 1938, there was only one remaining sedan trip northbound and there were no trips southbound.

Another new service in the April 1937 schedule ran to Boston from Wilton, New Hampshire via Nashua, but there was only one through trip southbound and there were no trips northbound.

The April 1937 schedule also showed the B&MT operating one daily round-trip between Boston and Greenfield on the Mohawk trail route, but no bus service between Greenfield and Albany. This was a seasonal reduction. A schedule effective June 25, 1937, showed one daily round-trip between Boston and Albany, with lunch stops at Greenfield in both directions.

The June 1937 schedule also showed the one daily round-trip between Boston and Littleton extended to Bretton Woods, with intermediate stops at Twin Mountain and Fabyan. There were also two daily trips from Boston to Weirs.

Service to North Conway was extended to Glen and was again running from Portsmouth, with Boston bus connections. There was one northbound and two southbound trips daily, and an additional round-trip daily except Sundays. The Costello northbound trip to Berlin still made a close connection at North Conway, but the southbound trip only had a connection on Sundays.

A B&M schedule dated August 1, 1938, again showed the seasonal service between Boston and Littleton, New Hampshire extended to Bretton Woods, still with one daily round-trip. There were four daily round-trips between Boston and Weirs. The Mohawk Trail route had one daily round-trip between Boston and Albany. The route between Boston and Portland had a seasonal increase to 12 daily round-trips.

A schedule dated April 30, 1939, showed four B&MT round-trips between Boston and Concord, New Hampshire via Lawrence and Manchester and an additional northbound trip between Boston and Manchester via Lawrence. A schedule from July 1939 showed a reduction of one northbound trip between Boston and Concord on this routing.

The April 1939 schedule for the Mohawk Trail route showed one round-trip between Boston and Greenfield. This was replaced in the July 1939 schedule by one round-trip between Boston and Albany.

B&MT was still running bus service between Dover and Intervale via North Conway in April 1939. By July 1939, this route was permanently discontinued, although it remained on system maps for a few more years. By April 1939, Costello was partnering with Interstate Passenger Service on a route between Boston and North Conway, with Costello running the segment north of Sanbornville. By April 1941, B&MT schedules showed one round-trip daily except Sundays between Laconia and North Conway by Costello Bus lines, connecting with B&MT Boston buses at Laconia.

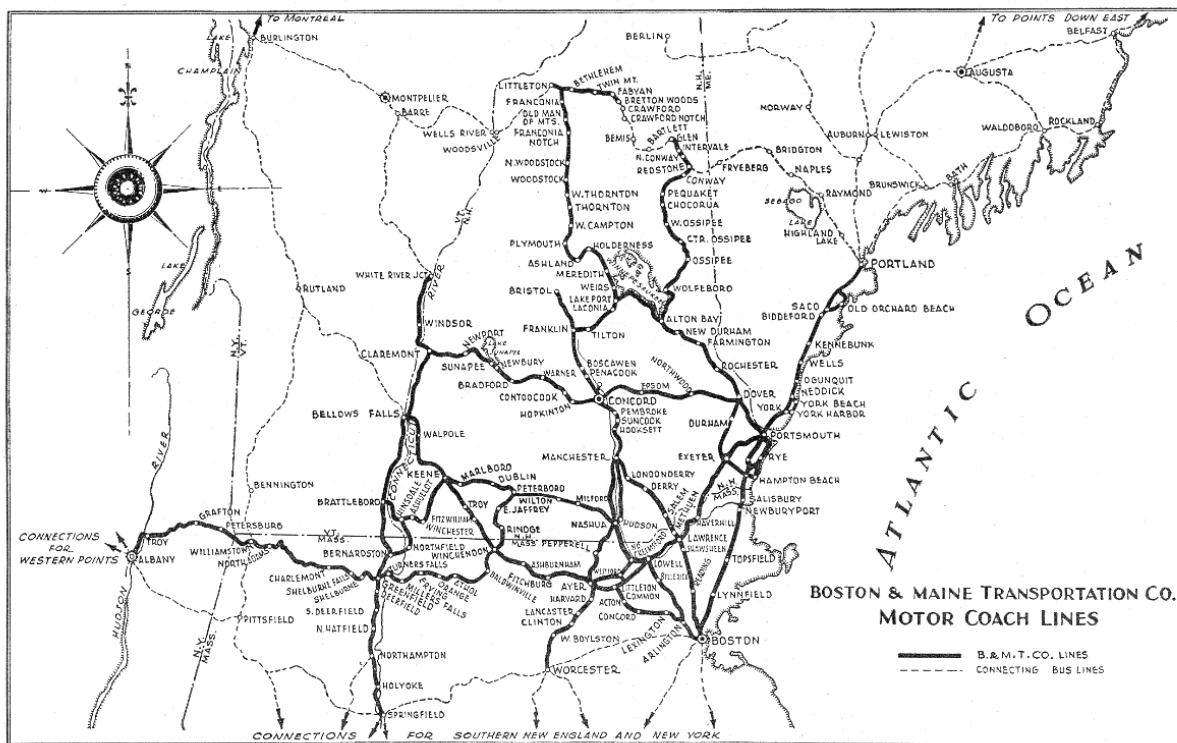
As late as 1938, schedules for the B&MT route between Boston and Concord via Lowell noted that no intrastate travel was allowed within Massachusetts, and the only Massachusetts stops shown were Park Square in Boston and Lowell. A schedule effective January 10, 1940, showed other stops in Massachusetts in Cambridge, Arlington, North Chelmsford, and Tyngsborough and did not indicate any intrastate restrictions. One Boston–Concord trip each way per day was routed via Lexington, Bedford, and Chelmsford Center.

B&MT SERVICE 1941 TO 1949

The last B&MT schedule examined from before the entry of the U.S. into World War II was dated April 27, 1941. It showed a few changes compared with the April 1940 schedule. The route from Boston to Bellows Falls via Keene still had one daily round-trip over the full route but no longer had an additional Boston–Keene round-trip.

Service on the Mohawk Trail route was reduced to Saturdays only, with one trip from Greenfield to Boston and one from Fitchburg to Greenfield. This route appears to have been suspended entirely for several years after 1941.

Serving Northern New England
BOSTON & MAINE TRANSPORTATION CO.



Boston & Maine Transportation Company system map. From *Russell's Northeast Bus Guide*, effective July 10 to August 10, 1939.

The B&MT route between Boston and Portland, established in 1925, was originally intended for interstate transportation and the B&MT did not obtain intrastate service rights for it within Massachusetts. By 1937, timetables had shown stops at Everett, Malden, Cliftondale, Lynnfield, and Newburyport along the Newburyport Turnpike, but a footnote said no intrastate service was permitted at these stops. A stop in Danvers was added by 1939, but for interstate passengers only.

After the U.S. entered World War II, the Department of Public Utilities began issuing temporary War Emergency rights to bus companies for new routes or for local service on segments of established routes where it had not previously been allowed. A B&MT schedule from October 1942 showed that on the Portland route, the B&MT was allowed to serve intrastate passengers at stops in Boston, Lynnfield, West Peabody, Danvers, Topsfield, Ipswich, Rowley, Newbury, Newburyport, and Salisbury. Local travel was still not allowed between any stops from Boston to Saugus. The DPU made these intrastate rights permanent in 1947.

On the route between Boston and Concord, New Hampshire, restrictions against intrastate service in Massachusetts were specified by October 1942, except for travel between Tyngsboro and Lowell or North Chelmsford.

Restrictions against intrastate service were also specified on the route between Boston and Manchester via Lawrence. The one daily southbound trip from Wilton, New Hampshire to Boston was extended to Peterboro.

By August 1943, through service between Boston and Manchester via Lawrence was cut back to one daily round-trip.

Aside from some frequency and departure time adjustments, there were no significant changes in B&MT Boston bus service during the rest of World War II or the following two years. By September 1947, the long-established daily round-trip between Boston and Bellows Falls via Keene was reduced to Saturdays only, but by April 1948 it was expanded to Friday-through-Sunday only.

By September 1947, the B&MT also established a through bus route between Boston and White River Junction via Concord, paralleling the B&M railroad line between Concord and White River Junction. B&MT had been running one round-trip per day on the segment north of Concord since 1941, and the through Boston service initially added a second round-trip to that segment. The joint B&MT/Vermont Transit service between Boston and White River Junction via Concord and Claremont also continued.

Until early 1949, B&MT schedules still showed close connections at Laconia with one daily round-trip by Costello Bus Lines to Berlin via North Conway. J. A. Bisson then retired and sold the company's operating rights to Interstate Passenger Service, with which another Costello route from Berlin connected at Sanbornville. Interstate maintained the B&MT connection at Laconia through 1950, but then changed the schedule, eliminating convenient transfer times with B&MT buses.

By September 1949, B&MT service between Boston and Bellows Falls via Keene was reduced to Saturdays-only again. Vermont Transit service from Claremont to White River Junction was cut back to weekends-only, although the one B&MT round-trip between Boston and Claremont still ran daily. The one daily southbound trip between Peterboro and Boston via Wilton was also reduced to weekends-only.

FINAL YEARS OF B&MT SERVICE – 1950 TO 1958

A June 1950 schedule showed a daily southbound Vermont Transit connection from White River Junction with the B&MT at Claremont, but no northbound connection.

Mohawk Trail service between Boston and Albany via Greenfield had reappeared as a summer-only route, with one trip leaving Boston on Monday, Wednesday, and Friday, and returning on Tuesday, Thursday, and Saturday. The same schedule was repeated in 1951 and 1952. A note in the B&MT schedules effective January 9, 1953, said that seasonal service to Greenfield, North Adams, and Albany would resume in June 1953. The route does not seem to have been run in 1954, but it appeared on B&MT system maps as late as April 1955. By June 1955 it no longer appeared on B&MT system maps.

The one remaining B&MT round-trip through between Boston and Manchester via Lawrence was reduced to operating on Sundays and Holidays only in February 1952. After October 1956, the only through trip each way on this route ran on Saturdays. These trips were discontinued in January 1957, along with all remaining Lawrence–Manchester trips. Trombly Motor Coach, discussed in Chapter 11, then took over Lawrence–Manchester service. Through bus service between Boston and Manchester via Lawrence was subsequently provided by a series of other carriers.

By September 1952, the B&MT had entered an arrangement with the National Trailways Bus System for a joint through service from New York to Portland. A schedule effective January 19, 1953, showed five northbound and seven southbound daily trips on this route, with B&MT operators north of Boston. By October 1954, the B&MT was issuing separate timetables for Boston–Portland service, identified as Boston & Maine Trailways, with a cover photo of a bus lettered for Trailways. On August 13, 1954, the B&MT and New England Greyhound Lines had announced an agreement for B&MT to sell its Boston–Portland route to Greyhound. However, the Interstate Commerce Commission did not approve this transaction, and then only partially, until 1957,

The DPU granted permanent intrastate rights to the B&MT for stops on the routings of Boston–Concord New Hampshire service via Woburn and via Lexington in June 1950. A schedule effective August 11, 1950, showed one stop each in Cambridge, Arlington, Winchester, Woburn, Burlington Center, Pinehurst, Billerica Center, Chelmsford, North Chelmsford and Tyngsboro. There were eight daily round-trips on this route. The Lexington variation, which had only a single weekday round-trip, included stops at Lexington, Bedford Center, and Chelmsford Center. A schedule effective September 24, 1950, also showed two stops in Lowell on some trips.

A schedule effective February 1, 1954, showed the number of stops in Cambridge increased to three. The Lexington variation still had only a single weekday round-trip. A few interstate trips used the new state Route 3 between Billerica and North Chelmsford. In addition to the interstate trips, there were three northbound and two southbound short-turn trips between Billerica Center and Boston. (These may have appeared earlier in a separate schedule form.)

By February 1957, the B&MT was beginning to shut down, either by abandoning service outright or by selling operating rights to other carriers. The route from Boston to Keene and Bellows Falls, the route from Boston to Claremont, and the route from Boston to White River Junction had already been given up. Most of the service between Concord and Manchester was being run by Capital Transit Lines, which later became Concord Coach, discussed in Chapter 11.

On April 29, 1957, the ICC approved the sale by B&MT to Greyhound of its interstate operating rights for the segments of the Boston–Portland route within Massachusetts, mostly on the present State Route 99 and U.S Route 1. At about the same time, the Mass. DPU approved the sale of the intrastate rights on the same segments. Various incarnations of Greyhound had operated interstate service between Boston and Portland in the same corridor since the 1930s but had not previously had intrastate rights in Massachusetts. Greyhound appeared to be motivated more by blocking another carrier from acquiring the interstate rights than by gaining the intrastate traffic. However, the ICC would not allow Greyhound to acquire the B&MT interstate rights between Salisbury and Portland. Subsequent Greyhound operation of service between Boston and points in Maine is discussed in Chapter 8.

Pending ICC approval of certificate transfers, Trailways of New England (discussed in Chapter 10) leased most of the remaining B&MT interstate operating rights and took over service on the routes it was acquiring effective December 8, 1957. Final ICC approval of the transfer did not occur until November 3, 1959.

On the Portland route, Trailways initially got B&MT rights only between Salisbury and Portland but arranged with Interstate Passenger Service to take Trailways buses between Boston and Portsmouth. Trailways also took over B&MT rights to service between Boston and Concord, New Hampshire via Lowell and Nashua, with the extensions from Concord to Laconia, Weirs, Littleton, and Bethlehem usually used only seasonally.

In November 1957, B&MT discontinued the intrastate service in Massachusetts on the route from Boston to Manchester via Lowell. The Eastern Mass. Street Railway Company took over the service between Boston and Lowell via Woburn and Billerica under the former B&MT certificate.

On January 2, 1958, the DPU approved the transfer of B&MT operating rights between Boston and Williamstown via the Mohawk Trail to Englander Coach Lines of Greenfield, discussed further in Chapter 14. B&MT had used these rights only for summer service with at most one round-trip per day. No service had been run since 1953. Starting April 10, 1958, Englander used the rights to provide replacement service for train service that the B&M Railroad was discontinuing.

After all these transactions, the Boston & Maine Transportation Company was no longer in the passenger business. The subsequent histories of former B&MT routes are related below in the histories of the companies that took them over.

4. New England Transportation Company (New Haven Railroad Subsidiary) NET ORGANIZATION AND FIRST BOSTON BUS ROUTES

As noted in Chapter 2, in June 1925 the New Haven Railroad filed incorporation papers for the New England Transportation Company (NET), which was to be a truck and motorbus subsidiary of the railroad. This was eight months after formation of the Boston & Maine Railroad's subsidiary Boston & Maine Transportation Company. Unlike the B&MT network, which grew to include several intercity bus routes from Boston paralleling B&M rail lines, the NET network in eastern Massachusetts consisted mostly of bus routes connecting with New Haven Railroad trains at outlying points. These routes replaced or supplemented train service and did not reach new territory. The only direct NET bus routes from Boston ran to Providence, Rhode Island and to New York City. NET also acquired control of at least two other bus lines operating service between Boston and New York but retained their separate names. Newspaper accounts show that NET attempts to obtain operating rights for additional direct service from Boston including routes to Brockton or New Bedford were rejected because of opposition from other bus companies and from the Eastern Mass. Street Railway Company.

NET began operating bus service on a few routes in October 1925. The June 1926 *Motor Coach Guide* showed that these included a route from Boston to Wrentham, with hourly departures from 36 Park Square and Back Bay Station from 7:30 AM to 4:30 PM. By that July, NET had extended this route to Providence. Intermediate stops on the route were made in Dedham, Norwood, Walpole, Wrentham, Plainville, North Attleborough, South Attleboro, and Pawtucket. NET maintained hourly service on this route for many years, with occasional adjustments to the starting times of the first or last trips.

A feature article in the July 1926 issue of *Bus Transportation* magazine said that NET had already become the largest intercity bus operator in the East, and one of the largest in the country. NET was then operating 131 buses on 41 routes covering 1,073 route-miles in Massachusetts, Rhode Island, and Connecticut.

On October 1, 1926, NET began operating from the new Consolidated Coach Terminal at 3 Providence Street, along with the B&M Transportation Company. Both companies moved again, to the new Motor Coach Terminal at 16 Columbus Avenue in December 1928.

The June 1927 *Motor Coach Guide* did not show any new Boston service by NET. However, the April 29, 1928, NET system schedule showed a new route from Boston to New York City, with two daily round-trips. The September 1928 *Motor Coach Guide* showed a third daily round-trip. Intermediate stops were at Providence, Westerly, New London, New Haven, Bridgeport, and Stamford.

During the summer of 1928, NET began running an express bus trip from Boston to Providence to connect with the Providence Line steamers to New York. At about the same time, NET added a variation of the Boston-Providence bus route diverging at Wrentham and running to Woonsocket. Since 1926, New Haven Railroad train service between Boston and Woonsocket had required passengers to transfer at Bellingham Junction. NET soon reduced the Woonsocket bus service to a connection with Providence buses at Wrentham and dropped the Woonsocket bus service entirely in April 1930. Before continuing with the story of NET Boston-Providence service, we will complete that of NET Boston-New York service.

NET BOSTON-NEW YORK SERVICE 1929 TO 1938

The February 1929 *Motor Coach Guide* showed service on the NET Boston-New York route via New London reduced to two daily round-trips, but with a third daily Boston-New York trip

running via Providence, Willimantic, and Hartford. All three trips stopped at the Victoria Coach Terminal on Tremont Street before stopping at the Motor Coach Terminal. The April 29, 1929, NET system schedule showed a second Boston–New York round-trip via Providence and Hartford starting May 15, but stops at the Tremont Street terminal were not specified.

The beginning years of Victoria Coach Line are discussed above, in Chapter 2. This company was controlled by the New Haven Railroad as early as 1932.

Aside from some seasonal adjustments, NET schedules available for 1930 through 1932 showed no changes from 1929 in NET service from Boston to New York. On June 1, 1932, NET opened a new Boston terminal on the 36 Park Square site where its first Boston terminal was in 1926. The new terminal extended through to 196 Boylston Street.

A schedule dated April 10, 1933, showed a large increase from 1932 in NET Boston–New York frequency. The Shore Line routing via New London had four round-trips per day. The route via Willimantic and Hartford had only two daily southbound trips and one daily northbound trip, but a new variation via Middletown and New Haven had two trips from Boston and three from New York. There was also one daily round-trip on a new routing via Worcester and Hartford.

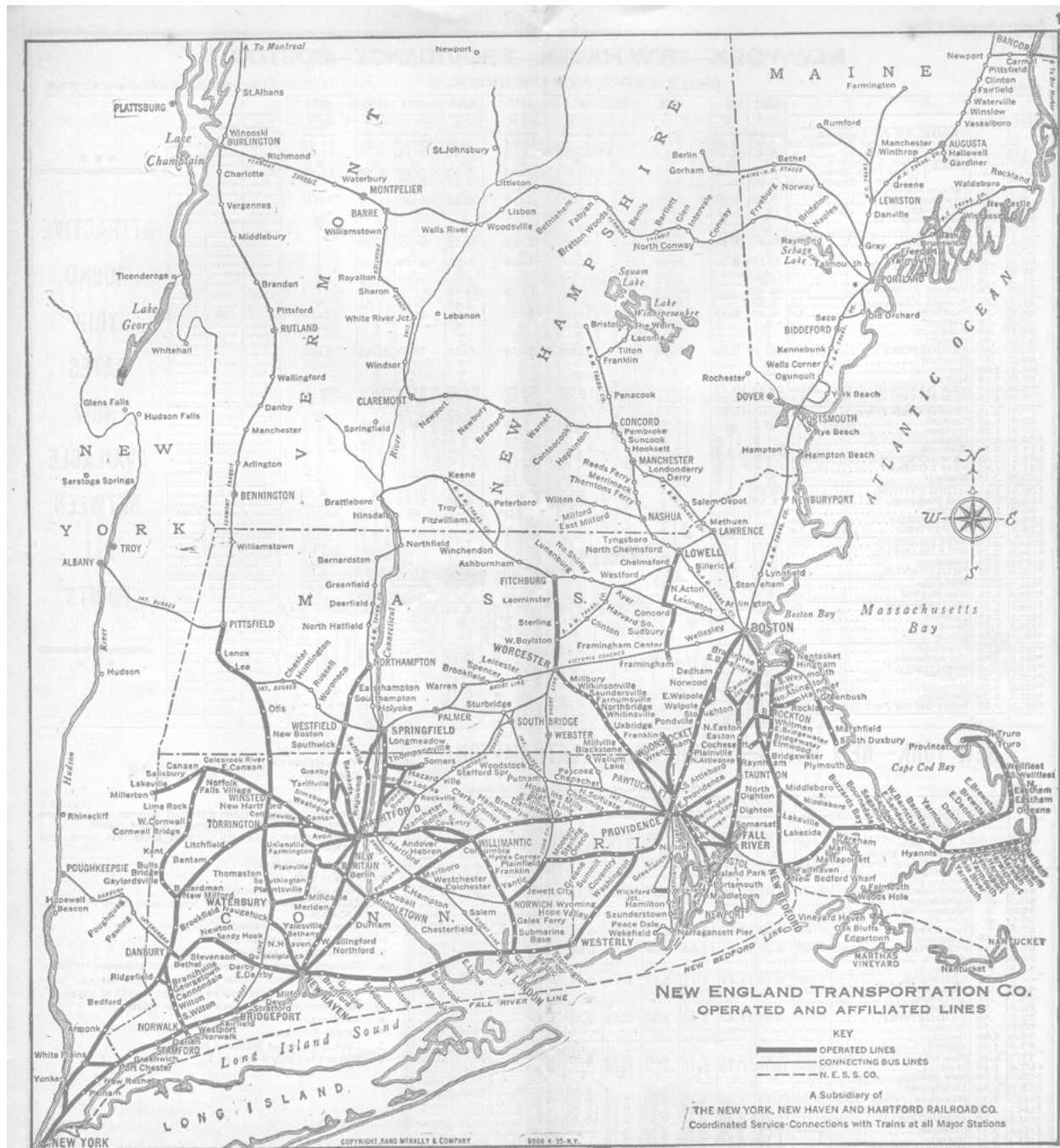
A schedule dated April 28, 1934, showed more changes in NET Boston–New York service. The round-trip via Worcester and Hartford and the one trip from New York to Boston via Hartford and Willimantic were no longer shown. One midday trip from Boston via New London was rerouted via Middletown, but a late evening trip from Boston via Middletown was discontinued.

A schedule dated April 28, 1935, showed only a slight change from April 1934 in the total number of NET trips between Boston and New York but some trips were shifted between route variations. A new variation running between Boston and Providence via Quincy, Brockton, and Taunton had one new trip leaving Boston at 6:30 AM and proceeding via New London. One morning trip from New York via New London was diverted via Quincy. One trip from Boston via Willimantic and Hartford was rerouted via Middletown. One trip from Boston via Middletown was replaced by a trip running nonstop between Providence and New Haven.

A schedule dated July 1, 1936, showed a few more shifts from April 1935 in routings of NET trips between Boston and New York. Two trips from New York were shifted from the Shore Line routing via New London to the Middletown routing but one trip from New York was shifted from the Middletown routing to the New London routing. The trip from New York via the Shore Line that had been diverted via Quincy in 1935 was returned to the more direct routing between Providence and Boston. The trip from Boston that had run nonstop between Providence and New Haven in 1935 was returned to a routing via Middletown.

This schedule also showed subsidiary Berkshire Motor Coach (BMC) operating “Luxurious Express Sedan Service” between Boston and Hartford every two hours, ten hours a day. The earliest newspaper reference found to BMC was an ad announcing resumption of service between Pittsfield and Springfield on April 8, 1925. BMC was still operating this route in 1930, but by 1931, Interstate Busses Corporation had taken it over. BMC was running trips between Boston and New York as early as 1929 and was controlled by the New Haven Railroad by 1930.

The October 1936 issue of Russell’s *New England Bus Guide* showed Victoria Coach Line and Berkshire Motor Coach running a combined six daily round-trips between Boston and New York, using several route variations. Westbound three of these trips ran between Boston and



Map of New England Transportation Company Bus Routes, from system schedule form effective July 1, 1936, before transfer of Boston–New York routes to New England Greyhound

Worcester via Watertown, West Newton, Wellesley, Natick, and Framingham; one trip ran nonstop between Boston and Wellesley via state Route 9 before continuing as above. One trip ran between Boston and Worcester mostly on U.S. Route 20, with stops in Waltham, Marlborough, and Northboro. One trip ran non-stop between Boston and Hartford. Eastbound, with stops in Massachusetts being drop-off only, routings were based on passenger request by advance reservation. All trips used the Victoria Coach Boston terminals at 1 Cambridge Street and 251 Tremont Street rather than the Park Square terminals used by other intercity bus lines.

The New Haven Railroad entered bankruptcy in 1935. The appointed trustees began reviewing operations of the railroad and its subsidiaries, to identify potential cost-cutting measures. The New England Transportation Company's longer-distance bus fleet needed replacement, and NET bus service between Boston and New York had not kept out competitors prior to enactment of the motor carrier act of 1935. By 1937, the trustees were negotiating with the Greyhound Corporation for a consolidation of certain operations of NET and Eastern Greyhound Lines.

An NET schedule of Boston–New York bus service dated July 18, 1937, included service of NET and its subsidiaries Victoria Coach Line and Berkshire Motor Coach, and service of Eastern Greyhound. Compared with the July 1936 schedule, NET service between Boston and New York via New London was reduced from three daily trips each way to one from Boston and two from New York. The route via Willimantic and Middletown still had three daily trips from Boston, but the number of departures from New York was reduced from four to two.

In this schedule, Victoria Coach Line was shown as operating one daily round-trip between Boston and New York. Stops on this route were in Watertown, Waltham, Framingham Center, and Worcester in Massachusetts, and Stafford Springs, Hartford, and New Haven in Connecticut. Berkshire Motor Coach was shown as running two daily round-trips between Boston and Hartford via Stafford Springs, with no intermediate stops.

On August 28, 1937, NET and Greyhound filed an application with the ICC for their proposed consolidation and it was finally approved on December 30, 1938. Under the terms approved by the ICC, the Greyhound Corporation organized a new subsidiary, New England Greyhound, which acquired the interstate operating rights of NET between Boston and New York, and between New York and Pittsfield. The new company also bought all rights of Victoria Coach Line, Berkshire Motor Coach, and the southern New England operations of Eastern Greyhound. The assets were all paid for in shares of stock in the new company. NET ended up with 50 percent ownership of New England Greyhound. NET retained the rights to operate local service on segments that overlapped Greyhound interstate service, including the rights to local service between Boston and Providence. Greyhound history is discussed in Chapter 9.

NET BOSTON–PROVIDENCE SERVICE 1932 TO 1958

The completion of the New England Greyhound transactions left the route between Boston and Providence as the only New England Transportation Company route serving Boston directly. When NET first began operating bus service through between Boston and Providence in 1925, it followed what was then the primary highway between those cities. From Park Square in Boston this was over Columbus Avenue to Egleston Square, then over Washington Street through Forest Hills into Dedham. From Dedham, the route was mostly over the present State Route 1A to North Attleborough and U.S. Route 1 to Providence. In October 1933, the Massachusetts Department of Public Works completed work on a new “Providence Super Highway” between Dedham Center and North Attleborough using a combination of new locations and an upgrade of

the historic Providence Turnpike. This is included in present-day Route 1 outside Route 128. A further extension, now part of the VFW Parkway, opened from Dedham Square to Spring Street on the border of Dedham and Boston in October 1935.

By July 1936, in addition to the long-established hourly service between Boston and Providence via the original route, NET schedules showed hourly express trips via the new Providence Highway, starting 30 minutes after the trips on the old route.

By June 1940, the departure times of the local and express Providence trips had been switched, with the express trips leaving hourly on the hour and the locals leaving hourly on the half-hour. The express trips still ran via Columbus Avenue and Washington Street and stopped at Forest Hills and Roslindale Square but made no stops between Dedham and Pawtucket. The locals took a new route out of Boston via Huntington Avenue and stopped at the Jamaica Plain Monument and at Manthorne Road in West Roxbury. They also stopped in Dedham, Norwood, North Walpole, Walpole, Wrentham, Plainville, North Attleborough, South Attleboro, and Pawtucket. One trip in each direction made a side diversion to East Walpole.

The running time from Boston to Providence was one hour and 40 minutes on the local route and 15 minutes faster on the express route. The Boston departure location had been shifted from 36 Park Square to the Greyhound terminal at 60 Park Square and 222 Boylston Street. This was on part of the present site of the Four Seasons Hotel, opposite the east end of the Park Plaza Building. It had opened in 1935.

The July 15, 1943, edition of Russell's *Northeast Bus Guide* showed a reduction in bus service between Boston and Providence, as a result of wartime restrictions to conserve fuel and tires. Service on the NET local route was still shown as hourly, but service on the express route was reduced to six southbound and eight northbound trips at irregular intervals. Quaker Stages was operating all the express trips. The nonstop segment of the express route extended only between Dedham and North Attleborough. One northbound NET trip via Route 1 made additional stops at East Wrentham, South Walpole, East Walpole, and East Norwood. Quaker Stages had been operating service between Boston and Providence since 1933. Additional details about this company appear in Chapter 9.

A NET/Quaker Stages schedule dated February 1, 1944, showed about the same service as the July 1943 schedule on the NET local route and the Quaker express route. However, significant additional service was shown on the NET variation with local stops on U.S. Route 1. There were departures in both directions at one- to two-hour intervals all day.

A NET/Quaker Stages schedule effective September 28, 1947, showed Quaker Stages operating seven daily trips in each direction on the Boston–Providence express route, but this company ceased operating soon after that.

On September 30, 1947, a new bus company, Deerfleet Lines, was incorporated in Massachusetts. Backers included Francis "Frank" Sawyer, owner of the Boston Checker Taxi Company. A display ad in the November 25, 1947, *Boston Globe* said Deerfleet Lines operated frequent service from the Boston Greyhound Terminal to Pawtucket and Providence. Unlike the discontinued Quaker Stages service, the Deerfleet service was not shown in the NET Boston–Providence schedules in Russell's *Bus Guides*.

The only detailed schedule published by Deerfleet found to date was effective January 18, 1948. It showed departures from Boston every two hours from 8:00 AM to 6:00 PM and from Providence every two hours from 7:55 AM to 5:55 PM. The operating day started with a 6:47

AM departure for Providence from the company garage in Walpole and ended with a 7:45 PM departure from Providence to the garage. Intermediate stops, for interstate passengers only, were located in Dedham, Norwood, Walpole, Wrentham, Plainville, North Attleborough, and Pawtucket. The usual routing in Massachusetts was State Route 1A, but a footnote said northbound buses crossing the state line with only passengers for Boston could use U.S. Route 1 instead.

An ad in the December 8, 1950, *Boston Globe* for Greyhound Bus service between Boston and Providence said this service was coordinated with that of Deerfleet Lines to provide departures every hour on the hour. After that, it is not clear how much service Deerfleet operated.

By March 1949, the NET local route still had the usual hourly service. No express trips were shown. There were four trips in each direction making local stops on Route 1. By September 1950, only one trip in each direction still made the local trips on Route 1 on weekdays. Service changed little for the next several years, except that the last weekday trips making local stops on U.S. Route 1 were discontinued by 1956.

By May 1957, NET bus service between Boston and Providence had been reduced from approximately hourly to approximately every 90 minutes. NET had already begun selling the operating rights to some of its routes in Connecticut by then.

In August 1957, it was announced that The Short Line of Rhode Island, then owned by George M. Sage, had signed a contract to take over a major portion of the remaining NET bus system pending ICC approval. The Short Line took over operation of 12 NET routes, including Boston to Providence effective April 4, 1958. By the end of 1958, NET was out of the bus business. A more complete history of The Short Line is included in Chapter 14.

An ad in the March 30, 1973, *Boston Globe* said Deerfleet Lines ran scheduled bus service between Boston and Providence, but for details it was necessary to call a number included in the ad. This ad was likely prompted by a legal notice from the Motor Carrier Division of the Interstate Commerce Commission stating that a hearing would be conducted in Boston on April 10, 1973, concerning revocation of the operating certificates of Deerfleet Lines. Whatever the outcome of this hearing may have been, the Commonwealth of Massachusetts did not order dissolution of Deerfleet Lines until August 31, 1998.

5. Boston, Worcester & New York Street Railway Company (B&W Lines) and Successors

TJH7420 includes a history of the Boston & Worcester Street Railway Company, reorganized in 1927 as the Boston, Worcester & New York Street Railway Company. The latter company was also known as B&W Lines. The TJH7420 history includes information on B&W bus service in the company's historical operating territory between Boston and Worcester but does not discuss B&W intercity and interstate bus service west of Worcester. The latter service is discussed below, followed by additional details about service on the B&W's two routes between Boston and Worcester.

B&W SERVICE FROM BOSTON TO SPRINGFIELD AND NEW YORK CITY

The first intercity bus route operated by the B&W Street Railway began service on July 3, 1926, between Boston and Worcester mostly via the Boston Post Road through Marlborough. An ad on the cover of the June 1930 issue of the *Motor Coach Guide* identified the BW&NY both as B&W and as Red Star Lines. It showed that by then the company was running or at least participating in three routes from Boston to points west of Worcester. A route from Boston to New York City via the Inland Route had departures from 12 Park Square in Boston and from New York at 9:00 AM and 10:00 PM daily. Intermediate stops (shown in a separate schedule) were in Marlborough, Palmer, Springfield, Hartford, Meriden, New Haven, Bridgeport, Stamford, and New Rochelle. The ad also showed a round-trip between Boston and New York via the Shore Line, with daily departures from each end at noon. Intermediate stops on this routing were in Quincy, Brockton, Taunton, Providence, Westerly, New London, and New Haven.

Also in June 1930, a B&W route from Boston to Springfield via Worcester had three daily round-trips, leaving Boston at 8:45 AM and 12:45 and 4:45 PM, and leaving Springfield at 15 minutes earlier than Boston departures. Intermediate stops were at Fiskdale, Brimfield, and Palmer.

A day bus between Boston and Albany via the Mohawk Trail (part of State Route 2) left both terminals at 9:00 AM. A night bus between Boston and Albany via the Berkshires (on U.S. Route 20) left both terminals at 9:00 PM.

In May 1931, the BW&NY became one of 12 bus companies in the New England and Central Atlantic States to affiliate with the new Short Line System, organized by William H. Vanderbilt, owner of The Short Line of Rhode Island, discussed in Chapter 14.

The September 1931 *Motor Coach Guide* identified B&W as part of the Short Line system in addition to Red Star Lines. Service between Boston and Springfield was increased to every two hours, leaving Boston from 8:00 AM to 8:00 PM and Springfield from 7:00 AM to 9:00 PM. B&W did not have intrastate operating rights between Worcester and Springfield, so that part of the trip was run by Conlin Bus Lines, which was also one of the original Short Line System affiliates. Conlin had been running a Worcester–Springfield bus route as early as 1924. Thomas F. Conlin was the company president. Before going into the bus business, he ran a milk supply business.

There were six round-trips between Boston and New York, but it was not clear how these were divided between B&W and other Short Line affiliates. Three round-trips ran via Marlborough, Worcester, Sturbridge, and Stafford Springs as far as Hartford, with one trip each way continuing express to New Haven and two taking a local route via Danbury. The other three

trips ran via the Shore Line, taking the route from Boston to Providence through Quincy, Brockton, and Taunton.

B&W service from Boston to Albany, which had probably been seasonal, was not shown in September 1931.

The May 1932 *Motor Coach Guide* showed B&W/Red Star/Short Line service frequency between Boston and Springfield increased to hourly. This appears to have included service by Worcester Consolidated Street Railway buses on alternate hours from those of Conlin Bus Lines.

B&W service between Boston and New York in 1932 was almost the same as in 1931, but the number of round-trips via the Shore Line routing was reduced from three to two. Two trips each way had been rerouted between Worcester and Hartford via Leicester, Spencer, Brookfield, Warren, Palmer, North Wilbraham, and Springfield.

The Short Line System began disbanding in less than two years, when some of the affiliates concluded they would be better off either independent or as part of different networks. Some of the affiliates retained the Short Line name, but the BW&NY did not.

The *Motor Coach Guide* was not published after 1932. A schedule issued by B&W Lines effective January 8, 1933, still included the Red Star Lines name but not The Short Line. Only two trips each way between Boston and New York City were shown. Both westbound trips and one eastbound trip ran via Watertown, Waltham, Marlborough, Worcester, and Stafford Springs. The other eastbound trip ran via Springfield, Worcester, and the Worcester Turnpike. This schedule form did not include service between Boston and Springfield other than the one trip from New York.

The September 1936 issue of Russell's *New England Bus Guide* included an entry for B&W Trailways, with three daily round-trips between Boston and New York. These trips ran from Boston to Worcester via Route 20, connecting at Worcester with trips to and from Boston via Route 9. From Worcester, the route to Hartford was via Stafford Springs. The B&W affiliation with the Trailways System, like that with the Short Line System, did not last very long.

A schedule folder issued by B&W Lines, corrected to November 7, 1938, indicated that the company still operated some service between Boston and New York, but did not show times or routings. An illustration for this service showed a long automobile, probably with a capacity for about a dozen passengers. The same folder included a schedule for Boston–Springfield service via The Short Line (former Conlin) and B&W Lines. Departures were every two hours, leaving Boston from 8:00 AM to 8:00 PM and leaving Springfield from 7:00 AM to 9:00 PM. Trip times were four hours westbound and three hours, 40 minutes eastbound. No details about routing or intermediate stops were included. The Red Star and Trailways names were no longer used.

A B&W schedule folder dated May 25, 1941, did not mention any Boston–New York service. Service between Boston and Springfield was advertised as Express via Turnpike. Buses left Boston and Springfield every two hours from 8:40 AM to 6:40 PM, with additional departures from Boston at 6:30 AM and from Springfield at 8:40 PM. The Worcester Turnpike was used between Boston and Worcester. The route between Worcester and Springfield ran through Stafford Springs and East Longmeadow.

During World War II, bus companies were required to eliminate non-essential services to conserve fuel and tires. B&W Lines and Peter Pan Bus Lines (discussed in Chapter 12) were required to coordinate their service between Boston and Springfield. A combined schedule for

the two companies effective February 3, 1943, showed B&W providing only one round-trip on the route, while Peter Pan had five.

A B&W schedule folder dated April 6, 1945, again showed only one round-trip on the Boston–Springfield route. The B&W trip left Boston at 4:20 PM and was due in Springfield at 8:10. It left Springfield at 8:15 PM and was due back in Boston at 12:05 AM. These B&W trips were still identified as such in a Peter Pan schedule effective November 10, 1947, but not in a schedule effective July 14, 1948. This left Peter Pan Bus Lines as the sole operator of bus service between Boston and Springfield.

B&W SERVICE FROM BOSTON TO WORCESTER 1926 TO 1945

When it was organized in 1927 as successor to the Boston & Worcester Street Railway Company, the BW&NY (more commonly known as the B&W) took over a bus route started in 1926 between Boston and Worcester, mostly on the present U.S. Route 20, and an interurban trolley line between the same cities. The trolley line ran mostly on the present State Route 9 as far west as Southboro, and over private right-of-way as far as the west side of Shrewsbury. In conjunction with a major reconstruction of Route 9, the B&W replaced its trolley service with bus service between Framingham Center and Worcester effective January 15, 1931, and between Park Square in Boston and Framingham Center on November 19, 1932. The trolley service on the private right-of-way segment was replaced with bus service on the newly rebuilt Route 9.

The BW&NY and its 1963 successor, the Boston-Worcester Corporation maintained service between Boston and Worcester on both Route 9 (the Turnpike Route) and Route 20 (the Post Road Route) until selling the operating rights to The Gray Line in 1971.

A B&W complete system schedule effective January 15, 1931, showed motor coach service between Boston and Worcester via the Post Road leaving Boston hourly from 7:30 AM to 11:30 PM and leaving Worcester hourly from 7:00 AM to 11:00 PM. The scheduled travel time was two hours each way. Electric cars left Boston for Framingham Center half-hourly from 7:00 AM to midnight, with a 70-minute trip time. Motor coaches left Framingham Center for Worcester hourly from 7:00 AM to 11:00 PM, 20 minutes after the scheduled arrivals of alternate electric car trips and had a 75-minute travel time to Worcester. The total travel time using the combination electric car and motor coach service was 45 minutes longer than that by the Post Road route, but the two routes served different intermediate points.

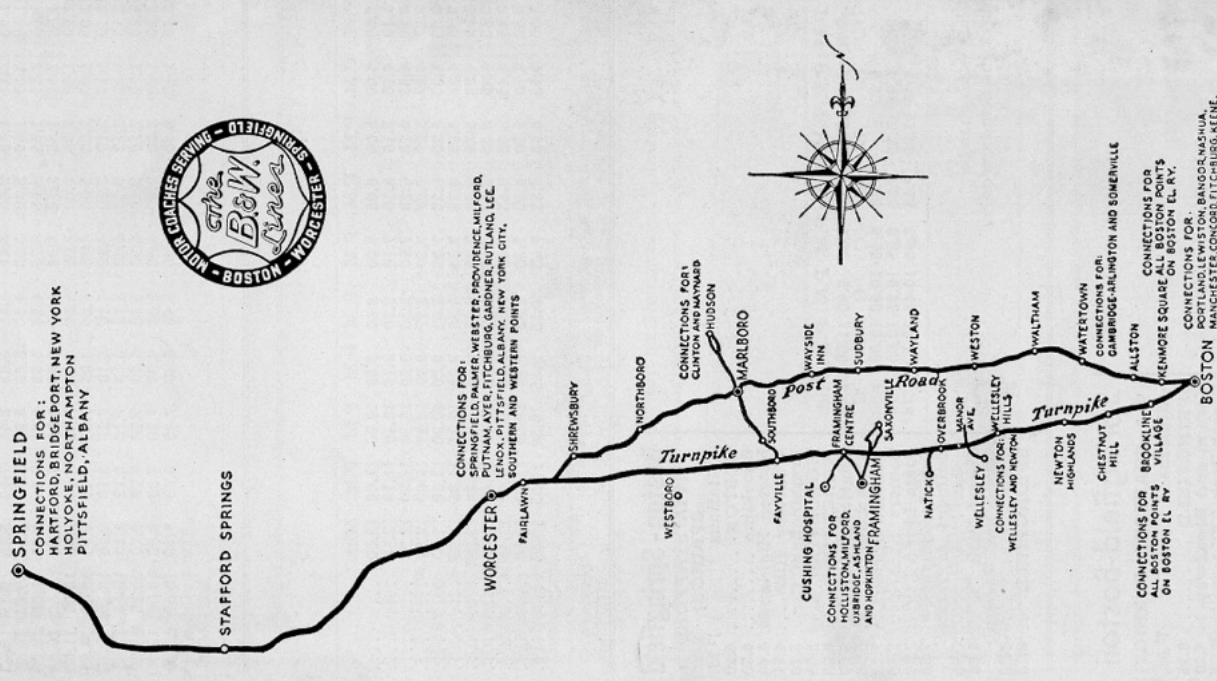
A B&W system schedule effective May 1, 1938, showed service had speeded up significantly since 1931. Buses left Boston for Worcester via the Post Road hourly on the hour and had scheduled travel times of one hour and 40 minutes. Buses left Boston for Worcester via the Turnpike hourly on the half-hour and had scheduled travel times of one hour and 35 minutes. In addition to the through trips from Boston to Worcester, buses left Boston for downtown Framingham via the Turnpike hourly on the hour.

Despite some wartime restrictions on bus operations, a B&W system schedule effective September 1, 1943, showed the same service frequency as in 1938 between Boston and Worcester on both routes and between Boston and downtown Framingham. Scheduled travel times had increased slightly because of lowered speed limits.

B&W SERVICE 1945 TO 1962

In December 1946, B&W Lines opened a new Union Bus Terminal at 10 Park Square, the longtime B&W location, but with the added feature of off-street loading. (Until 1930, the B&W terminal address had been listed as 12 Park Square.) In addition to B&W's own routes, the new

The B.&W. Lines



Routes Served by the B.&W. Lines.

TURNPIKE: BOSTON, Newton Highlands, Wellesley Hills, Overbrook, North Natick, Framingham, Saxonville, Fayville, Southboro, Westboro, Fairlawn and WORCESTER.

POST ROAD: BOSTON, Allston, Watertown, Waltham, Weston, Wayland, Sudbury, Marlboro, Southboro, Hudson, Northboro, Shrewsbury, Fairlawn and WORCESTER.

Boston, Worcester, & New York Street Railway Company bus system map, from timetable effective April 6, 1945.

terminal initially served the Boston & Maine Transportation Company, the New England Transportation Company, and Quaker Stages. New England Trailways was a tenant in this terminal by 1949 and took control of it in 1958, renaming it the Trailways Bus Terminal.

Trailways continued using this terminal until May 1980, when a temporary terminal opened at South Station. This cleared the way for redevelopment and street reconfiguration in the Park Square area that obliterated the former B&W Union Bus Terminal site.

In the early post-war years, B&W service changes consisted mostly of adding new branches from the Turnpike route to serve new suburban development. Through service between Boston and Worcester was still hourly on both routes. By 1949, the B&W had also introduced "Highway Clipper Express" service running nonstop between Boston and Worcester via the Turnpike every 90 minutes with a scheduled trip time of one hour and 15 minutes. Local trips on the Turnpike leaving Boston on the hour for downtown Framingham and on the half-hour for Worcester were supplemented by departures 15 minutes before each hour, diverging at Overbrook in Natick for Natick Common, and departures 15 minutes past each hour, diverging at Weston Road on a branch to Overbrook via Manor Avenue.

A B&W Post Road Division schedule effective November 1, 1957, still showed hourly service on the hour between Boston and Worcester via the Post Road. Likewise, a Turnpike Division schedule effective March 25, 1958, still showed hourly service on the half-hour between Boston and Worcester on Route 9, along with Highway Clipper Express trips between Boston and Worcester every 90 minutes. Service on the branches off Route 9 had been modified slightly, with the Manor Avenue and Natick Common routes combined as one through route with hourly departures. During midday hours, schedules of this route were coordinated with those of Worcester local trips and downtown Framingham trips, providing 20-minute headways between Boston and Weston Road.

A Turnpike Division schedule effective January 20, 1959, showed the same service as the March 1958 schedule. However, a schedule effective August 31, 1959, showed service to Manor avenue reduced to two PM Peak round-trips through-routed to and from Natick Common. There were also two eastbound AM Peak trips from Natick Common using Route 9 east of Overbrook and one AM peak eastbound Manor avenue trip originating at Overbrook. Midday and afternoon hourly service between Boston and Framingham was adjusted to provide combined 30-minute headways on the segment shared with Worcester local trips.

A schedule effective February 26, 1962, one of the last issued by the BW&NY, showed Worcester Highway Clipper Express service increased slightly, with addition of a 6:15 AM departure from Worcester and 9:45 PM departures from both ends of the route. However, local through service frequency between Boston and Worcester via Route 9 had been cut back from hourly to every 90 minutes. Service frequency between Boston and downtown Framingham was increased to every 30 minutes at most times of day, with some additional peak-period trips, and some trips omitted at times when 30-minute departures would have duplicated Worcester trips.

Through service between Worcester and Boston via the Post Road had been reduced significantly by February 1962. Instead of hourly service all day, there were three eastbound and two westbound AM Peak trips, two eastbound afternoon trips, and two eastbound and one westbound PM peak trips. Hourly service was still maintained between Marlborough and Boston, with trips originating or terminating in Marlborough supplementing Worcester through trips.

There were also several short-turn trips between Marlborough and Worcester. Most of the eastbound trips made close connections at Marlborough with trips to Boston, but most of the westbound trips did not have good connections from Boston.

BW&NY management blamed large ridership losses in the early 1960s on the opening of the Metropolitan Transit Authority's Riverside trolley extension on July 4, 1959. Most BW&NY riders boarded buses at points farther west than Riverside, but many of these riders were able to switch to driving to large parking lots at the Riverside and Woodland stations.

BOSTON-WORCESTER CORPORATION SERVICE 1963 TO 1971

In 1963, the BW&NY was reorganized as the Boston-Worcester Corporation but continued using the B&W Lines trade name. The DPU transferred all operating rights from the old company to the new company on March 13, 1963.

The BW&NY had not obtained any operating rights over the original section of the Massachusetts Turnpike (Mass. Pike) when it opened between the New York state line and Route 128 in 1957. However, shortly after the Mass. Pike was completed between Route 128 and downtown Boston in 1965, B&W was granted operating rights over the Mass. Pike between the Route 9 interchange (Exit 12) in Framingham and Copley Square, with an alternate connection at the Route 30 interchange (Exit 13). B&W used this authority to implement new semi-express service between Boston and Worcester, using the Mass. Pike between Boston and Exit 13 or Exit 12 and Route 9 the rest of the way. Only one westbound trip and no eastbound trips still ran all the way between Boston and Worcester on Route 9 with local stops.

At the same time, B&W replaced the Highway Clipper Express Service that had been running nonstop between Worcester and Boston via Route 9 with nonstop service still using Route 9 between Worcester and Framingham but using The Mass. Pike between Framingham and Boston. The scheduled trip time for the nonstop trips was 60 minutes in each direction. Six weekday trips in each direction used this routing.

In August 1966, B&W was granted additional rights for a connection from U.S. Route 20 in Waltham via Route 128 to the Mass. Pike to provide a faster routing for its Post Road line. However, all but one trip in each direction continued using the historic route through Waltham Center and Watertown.

A B&W Turnpike Division schedule effective July 19, 1967, showed there was still hourly service all day between Worcester and Boston. Eleven eastbound trips and ten westbound trips used the Mass. Pike east of Shoppers World in Framingham and Route 9 the rest of the way, with intermediate stops only at Framingham Center and Westboro. Five eastbound trips made no stops between Worcester and Boston. There were no more nonstop westbound trips between Boston and Worcester, but six westbound trips made intermediate stops only at Fayville in Southboro and at Westboro. There was still one westbound trip making all local stops between Boston and Worcester.

The July 1967 schedule showed through service between Natick Common and Boston down to two eastbound AM Peak trips, one westbound AM Peak trip, and one PM Peak trip in each direction. The second eastbound trip used Route 128 and the Mass. Pike instead of Route 9 between Wellesley and Boston. Through service between Boston and Manor Ave. was provided by one of the eastbound AM Peak trips from Natick Common and by the eastbound and westbound PM Peak Natick Common trips.

There was still substantial service on Route 9 between Boston and Framingham. The July 1967 schedule showed 17 eastbound and 23 westbound trips between Boston and downtown Framingham via Route 9 and Concord Street. There were also six round-trips between Boston and Framingham Center and two eastbound trips from downtown Framingham to Boston via Union Avenue and Framingham Center. Two eastbound trips and one westbound trip between downtown Framingham and Boston used Hartford and Grant Streets instead of Route 9 west of Speen Street in Natick. One westbound trip from Boston ended at Shoppers World.

A B&W Post Road Division schedule effective May 15, 1967, showed only eight eastbound and three westbound trips still running through between Worcester and Boston via Route 20. An additional nine eastbound and 14 westbound trips ran only between Boston and Marlborough. All trips to or from Worcester or Marlborough used the old routing to Boston through Waltham and Watertown, except for one Marlborough round-trip that used Route 128 and the Mass. Pike between Weston and Boston. For each Marlborough–Boston trip there was a Worcester–Marlborough trip, but the majority of the westbound trips were not scheduled for convenient transfers for travel between points on opposite sides of Marlborough.

On July 2, 1969, the DPU approved a certificate for the B&W to operate over I-495 from Route 20 in Marlborough to the Mass. Pike in Hopkinton. This was to be part of a new express route between Marlborough and Boston, but the B&W still lacked authority to operate on the Mass. Pike between I-495 and Exit 12 in Framingham.

A schedule effective September 15, 1969, showed two eastbound AM trips and two westbound PM trips between Marlborough and Boston via I-495. For equipment cycling there was also one westbound AM trip and one eastbound PM trip.

Early in 1970, B&W became the latest in a long series of companies to operate a local bus route between downtown Framingham and Hopkinton via Ashland. This route had been converted from a trolley line to a bus line in 1927. A B&W schedule issued in 1970 showed nine round-trips on this route on weekdays. Of these trips, three eastbound and two westbound had connections with Boston trips at downtown Framingham or were through-routed with those trips.

A Turnpike Division schedule effective March 1, 1970, one of the last issued by the B&W, showed few changes from the July 1967 schedule. One eastbound AM peak trip from Framingham Center was added, running nonstop from Shoppers World to Boston on the Mass. Pike. Three of the eastbound trips that had been shown as running nonstop between Worcester and Boston in 1967 showed stops at Westboro and Fayville in 1970, with no added running time. The fourth formerly nonstop trip began serving five additional stops as far as Shoppers World.

A Post Road Division schedule effective February 1, 1970, showed no changes from 1967 in service between Boston and Marlborough or Worcester via Route 20. On the Marlborough–Boston route via I-495, the afternoon round-trip was no longer shown.

THE GRAY LINE FORMER BOSTON-WORCESTER CORPORATION SERVICE

In February 1971, the Boston-Worcester Corporation sold all its operating rights to The Gray Line but retained ownership of the B&W garage sites, which have since been redeveloped. Gray Line founder Abraham Caplan, who had operated sightseeing cars in Boston as early as 1908, had retired. His grandsons, Alan and Steven Caplan had taken charge of The Gray Line. They had taken the company into the fixed-route commuter bus business in 1968, with acquisition of the Woonsocket–Milford–Boston service of The Short Line, Inc., discussed in Chapter 14.

The first schedules issued by The Gray Line for former B&W routes did not include effective dates. Continuing the former B&W practice, Gray Line published separate schedule folders for the former Turnpike and Post Road Divisions. The first schedule for the former Turnpike Division showed hourly departures all day between Boston and Worcester, with some additional peak-period trips. Overall, there were 22 trips in each direction over the full length of the route. These trips ran on State Route 9 between Worcester and Shoppers World in Framingham, with intermediate stops at Westboro, Fayville, and Framingham Center, and ran nonstop between Shoppers World and Park Square in Boston via the Mass. Turnpike.

Between Worcester trips, also approximately hourly, were 22 round-trips between downtown Framingham and Boston via Concord Street and Route 9, with stops in Natick, Wellesley, Newton and Brookline. There was also one round-trip between Natick Common and Boston, with no intermediate stops east of Wellesley Hills.

The first Gray Line schedule for the former Post Road Division showed service approximately every two hours through between Worcester and Boston, with a total of nine round-trips. These all used the historic routing via Waltham Center and Watertown. The Worcester trips were supplemented with four AM Peak trips and one PM Peak trip from Marlborough to Boston and by four PM peak trips and one late-evening trip from Boston to Marlborough. Two of the eastbound Marlborough trips and four of the westbound Marlborough trips used the Mass. Turnpike between Weston and Boston.

Effective June 11, 1973, The Gray Line reduced weekday service on the Post Road Line to four eastbound and three westbound through trips between Worcester and Boston. These were supplemented with two AM Peak trips and one early evening trip from Marlborough to Boston and three PM Peak trips and one evening trip from Boston to Marlborough.

Spin-off of the former B&W Post Road Division

On September 12, 1973, The Gray Line's operating rights for service between Worcester and Boston via the Post Road route were transferred to *Ritchie Bus Lines, Inc.* The company president, Robert J. Ritchie of Northboro, had started an unincorporated school bus business in 1959, and had incorporated it as Robert J. Ritchie, Inc., in 1968. Ritchie entered the fixed-route bus business in March 1973 by taking over a local route between Hudson and Shoppers World when the previous operator, Hughes Brothers Bus Company, went out of business. Ritchie's company name was changed to Ritchie Bus Lines, Inc. in September 1973.

A schedule issued by Ritchie effective October 9, 1973, showed service on the Post Road line mostly the same as that of the June 1973 Gray Line schedule. There were still four eastbound and three westbound through trips between Worcester and Boston. The four PM peak trips from Boston to Marlborough were all extended to Northboro, and there was a new morning trip from Boston to Northboro. One eastbound morning trip from Marlborough to Boston was extended to Northboro and two new morning Northboro trips replaced the other morning Marlborough trip. An afternoon trip from Northboro to Boston replaced the evening trip from Marlborough. Only one morning round-trip still ran via Waltham and Watertown.

Effective February 11, 1974, Ritchie reduced weekday Post Road service to three eastbound and four westbound trips between Northboro and Boston, one eastbound AM peak trip between Worcester and Boston, and one eastbound PM peak trip between Worcester and Marlborough.

A schedule effective March 20, 1974, added a second morning trip from Boston to Northboro and one morning trip from Marlborough to Worcester. The eastbound trip from Worcester to

Boston was discontinued west of Northboro, but a morning trip from Worcester to Marlborough was added. The afternoon trip from Northboro to Boston was replaced with two trips.

A schedule effective October 6, 1975, was the same as that of March 1974 for service between Northboro and Boston, but there was no longer any weekday service between Northboro and Worcester. Compared with this schedule, a schedule effective February 28, 1977, showed the first of the two morning trips from Boston to Northboro had been discontinued, and the two afternoon trips from Northboro to Boston had been replaced with a single trip. All trips in both directions were routed via the Mass. Turnpike between Weston and Boston, but a Newton Corner stop was added to one eastbound trip and two westbound trips.

A schedule effective May 1, 1978, showed some minor changes in departure times in some trips, and the PM Peak westbound stop at Newton Corner was discontinued. Ritchie discontinued all remaining Post Road–Boston service in 1980.

A schedule effective September 22, 1980, showed The Gray Line running Post Road service again, with one trip from Northboro and one from Marlborough to Boston in the AM peak, and one trip from Boston to Marlborough and one to Northboro in the PM peak. The same schedule showed Gray Line also running service from Marlborough to Boston via I-495 and the Mass. Turnpike, with eastbound departures every 15 minutes from 6:00 to 8:00 AM and westbound departures every 15 minutes from 4:00 to 6:00 PM. The same service via the Post Road and via I-495 was shown in a schedule effective June 22, 1981. A schedule effective June 1, 1982, showed the same Post Road service, but the span of I-495 eastbound service was shortened to 6:00 to 7:00 AM and no westbound service was shown. The same service was shown in a Gray Line schedule effective April 1, 1983.

Later in 1983, *Suburban Lines* (discussed below in greater detail) took over Post Road service, but ran it for only about one year, and schedules have not been found. *King's Transport* ran Post Road service from 1984 to 1985, after which Robert Winterhalter, doing business as *Big W Trans*, took it over. Winterhalter, initially a contract school bus operator, had entered the fixed-route bus business in 1967, by taking over a route between Framingham and Milford once operated by Johnson Bus Lines.

The MBTA began subsidizing the service in 1987. An undated Big W schedule showed one AM peak trip from Northboro to Boston and one PM Peak trip from Boston to Northboro. The same service was shown in schedules effective November 1, 1990.

A final change of operators for Route 20 service took place in September 1992, when *Cavalier Coach* took over the route. Joan Libby of Boston had incorporated Cavalier Coach in October 1986, initially as a charter and tour bus operation. Schedules for the Post Road route published by the MBTA showed Cavalier maintaining the schedule previously run by Big W through the summer of 1998. A schedule effective September 8, 1998, included an early morning trip from Boston to Northboro and an evening trip from Northboro, but these were run mostly to move the bus for the peak-period peak-direction trips between the Cavalier garage in Boston and Northboro.

The September 1998 schedule also showed a new reverse-commuting service between South Station and office and industrial parks along I-495 in Marlborough. There was one westbound AM Peak trip and one eastbound PM Peak trip, but they ran via the Mass. Turnpike rather than via the Post Road. This reverse-commuting service was run until April 2001.

Cavalier maintained the single AM Peak and PM Peak round-trips between Boston and Northboro with MBTA funding through November 2008. Cavalier then ran the same service without a subsidy through February 2011. At that time, Cavalier discontinued service on the segment of the Post Road between Northboro and Marlborough and combined the remainder of the Post Road service with a route between Marlborough and Boston via Southborough and the Mass. Turnpike. Single AM Peak and PM Peak trips both operated westbound via the Mass. Pike and eastbound via the Post Road. This service ended entirely on October 21, 2011.

Cavalier Coach was a Trailways system affiliate by 2008. Joan Libby retired from Cavalier Coach in 2020. The company was still operating charter and tour bus service in 2025.

Spin-off of the former B&W Turnpike Division

On February 13, 1974, the MBTA approved the transfer of the operating certificate for the former B&W route between downtown Framingham and downtown Boston from The Gray Line to *Wellesley Fells Bus Lines, Inc.* Also included in the transaction were certificates for a network of local routes in Framingham, and the route from Framingham to Hopkinton via Ashland.

Wellesley Fells Bus Lines was originally organized in 1951 as Wellesley Fells Taxi and Bus Lines, a charter and school bus operator. The shorter name was adopted about 1973. At the time of the certificate transfer, Douglas N. Galbraith was the president of Wellesley Fells Bus Lines, which was a family-owned business.

A Wellesley Fells schedule effective September 30, 1974, showed the same service between downtown Framingham and downtown Boston as had been shown in a Gray Line schedule issued in November 1973. On weekdays there were 12 eastbound and 14 westbound trips, with one trip in each direction extending beyond downtown Framingham to Hopkinton. There was also one round-trip between Natick Common and Boston. All trips made local stops as far east as Brookline Village, except for the Natick Common trip and one westbound Framingham trip that ran nonstop between Wellesley Hills and Boston.

Wellesley Fells ran the same service, with minor changes, at least through 1978. In December 1978, Wellesley Fells took over from Gray Line operation of a semi-express route to Boston from the Waterview apartment complex on Route 9 in Framingham, using the Mass. Turnpike east of Shoppers World. On weekdays there were six eastbound and 16 westbound trips between Waterview and Boston and an additional nine eastbound trips from Shoppers World to Boston. Gray Line had been running this service since 1975 but had not needed new operating rights to implement it, as it overlapped other Gray Line routes.

On September 6, 1979, the MBTA approved the sale of the Wellesley Fells operating certificate for the Waterview–Shoppers World–Boston service to a new Gray Line affiliate, *Gray Line Framingham Commuter Corporation*. Steven Caplan was a director. On the same date, the MBTA approved the sale of all other certificates held by Wellesley Fells to the Stephan Corporation. Wellesley Fells Bus Lines was formally dissolved in October 1983.

The Stephan Corporation had been organized in June 1979, with Dudley W. “Doug” Stephan of Framingham, a local radio talk-show host, as the sole officer and director. This company conducted business under the name *Suburban Lines*.

A schedule issued by Suburban Lines shortly after taking over the Wellesley Fells local routes showed weekday service increased to 17 round-trips. Departures throughout the day were hourly on the half-hour from downtown Framingham and hourly on the hour from Boston, with

additional peak-direction peak-period trips. The round-trip that had previously been extended from Framingham to Hopkinton was cut back to Ashland, but the Natick Common–Boston round trip was extended through downtown Framingham to Hopkinton.

In February 1980, the MBTA granted rights to the Stephan Corporation for several possible routings of service from Framingham to Boston through Wayland and Weston via State Route 30 and the Mass. Turnpike. A September 1981 schedule showed Suburban Lines had combined these rights with earlier ones transferred from Wellesley Fells and was operating one eastbound AM Peak trip and one westbound PM peak trip between Ashland and Boston via downtown Framingham, Framingham Center, Nobscot, Saxonville, and the Route 30 corridor in Wayland and Weston.

In May 1981, Suburban Lines took over from the MBTA operation of a former Middlesex & Boston Street Railway Company route between Newton Corner and downtown Framingham mostly via State Routes 16 and 135.

More significantly in terms of continuing the B&W Lines story, in September 1981, Suburban Lines took over operation of local service on State Route 9 between Framingham Center and Worcester from The Gray Line. Suburban Lines combined this service with its Framingham–Boston service via Route 9 to restore local through service between Worcester and Boston. There were 11 eastbound and eight westbound such trips on weekdays. However, this resulted in through service between downtown Framingham and Boston being reduced to four eastbound AM peak trips and four westbound PM Peak trips. At other times of day, downtown Framingham passengers had to transfer to or from Worcester trips at Shoppers World. The September 1981 schedule also showed that the outer terminal of the Natick Common–Boston round-trip had been changed from Ashland to Sherborn.

The Gray Line continued operating service between Worcester and Boston with an express route on which the only intermediate stop was at Shoppers World. A schedule effective April 1, 1983, showed hourly departures from Worcester from 7:00 AM to 9:00 PM and from Boston from 6:30 AM to 10:30 PM. Twelve of the trips in each direction extended beyond downtown Boston to Logan Airport.

A Suburban Lines schedule effective in July 1983 showed weekday Worcester–Boston through service via Route 9 cut back to seven round-trips. Through service from downtown Framingham to Boston was cut back to two eastbound trips and no westbound trips. During middays there were four eastbound and three westbound trips between Shoppers World and Boston via Route 9 and there was one outbound AM Peak trip from Boston to Temple Street in Framingham. This schedule did not show any service to Hopkinton, Ashland, Natick Common, Sherborn, Wayland, or Weston.

In January 1982, Doug Stephan along with Mary Rose Godfrey of Sherborn organized Suburban Lines Airport Transit, Inc. This company operated an express bus route between Logan Airport and Hotels in Attleboro, Mansfield, and Foxboro, but does not appear to have operated any service in the former B&W Lines corridor.

In August 1983, Doug Stephan organized a new company, *Marathon Line, Inc.*, of which he was the sole officer and director. This company does not appear to have officially acquired any operating rights in the former B&W Lines service area but took over a route between Fitchburg and Boston discussed in Chapter 14.

In July 1984, Mary Rose Godfrey and others incorporated a similarly named company, ***Marathon Lines, Inc.***, and Doug Stephan signed over the rights to the Marathon name to this company. In October 1984, the MBTA transferred the certificates held by the Stephan Corporation for the Newton Corner–Framingham route and the inactive Route 30 service to Marathon Lines. In March 1985, the DPU transferred the rights to Worcester–Boston local service to Marathon. Doug Stephan returned to being a talk-radio host, and by early 1985 was the program director for Boston station WEEI.

An undated Marathon Lines schedule that appears to have been issued soon after the company commenced operations showed hourly departures from Worcester to Boston via Route 9 from 6:00 AM to 5:00 PM, leaving Shoppers World one hour later and arriving in Boston one hour and 50 minutes after leaving Worcester. There was also a 6:00 AM departure from Shoppers World to Boston and 6:00 and 7:00 PM departures from Worcester to Shoppers World. Westbound there were hourly departures from Boston for Worcester from 7:00 AM to 5:00 PM, departures from Shoppers World to Worcester at 6:00 and 7:00 AM, one departure from Boston for Waterview at 6:00 PM, and one from Boston for Temple Street at 7:00 PM. All service ran via Route 9.

A Marathon Lines schedule from June 1987 showed the 6:00 PM departure from Worcester extended to Boston, and an added departure from Worcester to Shoppers World at 8:00 PM. Westbound times were not shown.

A schedule effective August 31, 1987, showed the 6:00 AM Worcester departure discontinued west of Shoppers World and the 8:00 PM departure from Worcester changed to 9:00 PM. Westbound, compared with the 1985 schedule, the 6:00 PM departure was extended to Worcester and a 9:00 PM departure from Boston to Waterview was added.

In March 1984, Mary Rose Godfrey and others including several of her family members and Stephan family members formed a partnership under the name ***A-Line partnership, d/b/a Priority Express***. The partnership's stated purpose was operating commuter and charter bus service. By the end of 1984, Priority Express had taken over operation of service to Boston from Waterview and Shoppers World from Gray Line Framingham Commuter. The Gray Line had recently given up operation of express service between Worcester and Boston because of competition from Peter Pan Bus Lines.

Available schedules for Priority Express do not include an effective date. One schedule that was being distributed in 1986 showed six trips leaving Waterview for Boston via Shoppers World and seven originating at Shoppers World between 6:15 and 9:30 AM. Between 3:30 and 6:30 PM, ten trips left Boston for Waterview via Shoppers World and four left Boston for Shoppers World only.

Peter Pan Bus Lines Route 9 Corridor Service East of Worcester 1988 to 2006

In August 1988, Marathon Line and Priority Express shut down abruptly. Peter Pan Bus Lines (discussed in detail in Chapter 12) took over operation of local bus service between Boston and Worcester and limited-stop service from Waterview and Shoppers World on a temporary emergency basis. The DPU transferred the operating certificate for the Worcester service from Marathon Lines to Peter Pan on March 27, 1989. Rights to the Waterview service were transferred by the MBTA. After her two bus companies went out of business, Mary Rose Godfrey worked as realtor in the Framingham area.

Peter Pan had operated service on this section of Route 9 since the 1930s but had only been allowed to drop off eastbound passengers or pick up westbound passengers east of Worcester because B&W Lines had prior operating rights that passed to its successors.

The longer of the newly acquired routes, taken over from Marathon Lines, ran from downtown Worcester to downtown Boston. A schedule effective September 5, 1988, showed four weekday trips in each direction running entirely on Route 9 between Worcester and the border of Boston and on Huntington Avenue and local streets through Copley Square and Park Square to and from the Peter Pan Terminal. One eastbound trip ran on Route 9 from Worcester to Shoppers World in Framingham and nonstop via the Mass. Pike for the rest of the way. Westbound, one trip ran nonstop from Boston to Shoppers World, then local to Worcester. Another trip ran local from Boston to Shoppers World, then nonstop to Worcester.

The other route Peter Pan took over in August 1988, previously operated by Priority Express, was the limited-stop route between Framingham and Boston, running nonstop between Shoppers World and Copley Square via the Mass. Pike. The September 1988 schedule showed 13 eastbound and 12 westbound trips on this route on weekdays. Six trips in each direction ran only between Shoppers World and Boston. The rest ran to or from the Edgewater/Waterview apartment complex in Framingham via Route 9 west of Shoppers World.

A note with the schedule for the Worcester–Boston local route effective June 26, 1989, said it would be discontinued on September 1, unless the MBTA approved a subsidy or the DPU allowed a fare increase. Three eastbound and five westbound trips were using the all-local route between Worcester and Boston. Two eastbound trips and one westbound trip ran local between Worcester and Shoppers World and nonstop between Shoppers World and Boston. One eastbound trip ran nonstop from Worcester to Waterview, then local to Boston.

In the Peter Pan schedules effective December 18, 1989, a footnote with the table for Worcester–Boston service via Route 9 said it was subsidized by the MBTA. The number of trips, still on weekdays only, had increased to eight eastbound and nine westbound. All trips used the local routing from end to end.

The Framingham express route was not subsidized but had some changes compared with the initial 1988 schedule. Most notably, two eastbound trips that had originated at Waterview originated instead at the Marriott Hotel off Route 9 in Westboro and then ran nonstop to Shoppers World. The eastbound trip that had run local from Worcester to Shoppers World and nonstop to Boston had all stops west of Shoppers World eliminated except for a Westboro stop relocated to the Marriott. One westbound trip that had terminated at Shoppers World was extended to the Marriott via Waterview.

Service frequency on the MBTA-subsidized local route between Worcester and Boston remained at eight eastbound and nine westbound weekday trips through 1991 but was reduced to seven weekday round-trips in 1992. Service was further reduced to six weekday round-trips in 1996, and to three in 1997, with no Boston arrivals or departures suitable for typical work schedules.

Meanwhile, starting in September 1994, the MBTA began gradually extending service on the Boston–Framingham commuter rail line to Worcester. Previous Worcester service had ended in October 1975, by which time it had declined to only one round-trip per day.

In August 1999, Peter Pan reduced service on the Worcester–Boston local route to two weekday round-trips and routed them all via the Mass. Turnpike between Shoppers World and

Boston. Arrival and departure times for these trips were suitable for work trips to or from Boston. Two round-trips between Edgewater and Boston also used Route 9 west of Shoppers World. (Access to Mass. Pike Exit 13 in Framingham from Shoppers World was also over a section of Route 9, but with no stops made.)

The MBTA opened intermediate commuter rail stations between Worcester and Framingham in Grafton in 2000 and in Westborough, Southborough, and Ashland in 2002. Previous stations in these towns had been closed in April 1960.

In June 2002, Peter Pan rerouted the remaining Worcester–Boston local trips over the Mass. Pike between Exit 10A in Millbury and Exit 12 in Framingham, eliminating all stops on Route 9 between Worcester and Edgewater. At the same time, the peak-period round-trip between Edgewater and Boston was extended to Worcester via the Mass. Pike.

The last remnant of former B&W Lines service on Route 9 ended in October 2006. Peter Pan replaced the two round-trips that had been running between Worcester and Boston via Edgewater and Framingham Center with trips running over the Mass. Pike all the way between Worcester and Shoppers World.

After 2006, most Peter Pan service between Worcester and Boston, with or without intermediate stops in Framingham, was provided by trips to or from points west of Worcester. A June 2008 schedule showed only two remaining weekday round-trips serving only Worcester, Framingham, and Boston, and one additional round-trip between Framingham and Boston via the Mass. Pike. One of the westbound trips to Worcester was dropped by January 2009. The same service was in effect in June 2011, but by September 2013 all that remained of this service was one round-trip between Worcester and Boston. A second Worcester–Boston round-trip was restored by September 2014. There were still two round-trips, with some departure time changes, as least as late as September 2018.

Because of the COVID-19 pandemic, Peter Pan suspended all service effective March 29, 2020. Service on the route between Boston and Worcester with one intermediate stop at Shoppers World never resumed. This was effectively the end of the last Boston commuter bus service with a history that could be traced back to the B&W system.

In January 2023, Peter Pan online schedules showed three round-trips a day between Worcester and Boston via the Mass. Turnpike. However, these comprised two round-trips between Springfield and Boston and one round-trip between New York City and Boston, all with Worcester as an intermediate stop. By October 2023, Peter Pan added a Worcester stop to one additional Boston–New York trip in each direction.

In 2025, no carrier was providing through service via Route 9 between Worcester and Boston, nor was there bus service between Worcester or Marlborough and Boston via the Post Road.

GULBANKIAN BUS LINES

Background

Gulbankian Bus Lines was an indirect successor of some former B&W Lines services in the Turnpike and Post Road Divisions. In 1962, Michael Gulbankian of Southborough began operating an unincorporated school bus service under his name. Gulbankian subsequently obtained a Massachusetts charter bus license, also in his name. In October 1972, Gulbankian organized Michael Gulbankian, Incorporated, with himself as President, Treasurer, and a director, and Alice D. Gulbankian as Clerk and a director. In April 1974, the DPU approved the

transfer of Gulbankian's charter bus license from his own name to Michael Gulbankian, Inc. This company used the trade name Gulbankian Bus Lines.

Beginning of Gulbankian Southborough–Boston Route

Gulbankian Bus Lines does not appear to have operated fixed-route service for the general public prior to 1980. A legal notice published in April 1980 showed that Gulbankian was seeking a license to operate motor vehicles over certain streets in Boston. This was a prerequisite to obtaining a DPU certificate for a route that would include service into Boston, and licenses from the other cities and towns on the route would be needed as well.

In September 1980, The Gray Line implemented a major reduction in service to intermediate points on Route 9 west of Mass. Pike Exit 12 in Framingham on the route between Worcester and Boston. These included a stop in the Fayville section of Southborough.

On July 10, 1981, the DPU issued a certificate to Gulbankian for a route from Southborough to downtown Boston that was not a direct replacement for any previously operated route. As originally configured, this route began at Gulbankian's garage on Mt. Vickery Road near State Route 85. From there, it ran south on Route 85 to Cordaville, then west on Southville Road, north on Parkerville Road and east on Richards Road back to Route 85. From there, the authorized routing was north on Route 85 to Route 30, then southeast on Route 30 and Central Street to Route 9 at Fayville and east on Route 9 to Mass. Pike Exit 12. No stops were allowed in Framingham. The Mass. Pike was used from Exit 12 to Copley Square in Boston, then local streets were used (Stuart Street eastbound and St. James Avenue westbound) between Copley and Park Square, the final stop.

The 1982 and 1986 editions of *Car-Free in Boston* indicated that the Southborough–Boston route had one AM Peak eastbound trip and one PM peak westbound trip on weekdays and no off-peak service.

Acquisition and Background of Hudson–Shoppers World Route

On April 10, 1984, the DPU approved the transfer of a certificate for a route between downtown Hudson and Shoppers World in Framingham through Marlborough and Southborough to Gulbankian from Ritchie Bus Lines (discussed earlier in this chapter). By then, service had declined to one round-trip, on Saturdays only, timed for shopping, but the route had a long history and once had frequent all-day service.

As discussed in TJH7420, in April 1926, the Boston & Worcester Street Railway had begun operating a bus route between Fayville, Marlborough, and Hudson to supplement service on a trolley line that took a slightly different route. The Boston, Worcester & New York Street Railway had abandoned the trolley line in favor of the bus in April 1928. The segment of the trolley line between the border of Southborough and Marlborough and downtown Hudson was one of the earliest electric railways in Massachusetts, having opened in 1889.

Over the years, B&W added several variations to the Fayville–Hudson bus route but does not appear to have included it in a through route to Boston. (During the 1950s, some trips ran through from Fayville to downtown Framingham.) Effective September 25, 1963, the Boston–Worcester Corporation discontinued all service on the Fayville–Hudson route on only seven days' notice but did not surrender the operating rights. The DPU immediately granted temporary emergency rights to Hughes Brothers Bus Co., Inc. of Marlborough to provide emergency replacement service. On December 31, 1963, the DPU granted permanent rights to Hughes Brothers for a revised route that bypassed Fayville but was extended to Shoppers World. This

was effectively a new transfer point with B&W local and express service to Boston as well as being a shopping destination.

Hughes Brothers had been incorporated in September 1962, and had begun operating local service in Marlborough, mostly to serve schools, in March 1963. The Hudson–Shoppers World route was unprofitable, but Hughes Brothers ran it for good will in exchange for school bus contracts. In March 1973, the City of Marlborough and the Town of Southborough awarded their school bus contracts to Ritchie Bus Lines instead of Hughes Brothers, resulting in Hughes Brothers going out of business. The DPU then granted a new certificate to Ritchie Buse Lines for the Hudson–Marlborough–Southborough–Shoppers World route, but by September 1974, it was served only on Saturdays, with three round-trips per day.

Merging of Gulbankian Routes

After acquiring the rights to the Hudson–Shoppers World route from Ritchie in 1984, Gulbankian initially ran it separately from the Southborough–Boston route. However, in 1988, Gulbankian combined the rights from the two routes to create a new through route between Hudson and Boston via Marlborough and Southborough. The original segment of the route south of Southborough Center was no longer served; after arriving at Southborough Center from Hudson, buses proceeded to Fayville via Route 30 and Central Street. A Gulbankian schedule issued on March 19, 1990, showed service had expanded to three weekday round-trips, leaving Hudson at 6:50 and 9:45 AM and 4:00 PM and leaving Park Square at 8:15 AM, 2:15 PM, and 5:30 PM.

In August 1993, the DPU authorized Gulbankian to extend the Boston end of the Hudson route from Park Square to the Park Street MBTA station and to South Station. In November 1994, the Massachusetts Turnpike Authority opened a park-and-ride lot on Route 9 in Framingham about one mile west of Exit 12 and announced that Peter Pan Bus Lines and Gulbankian Bus Lines would be making stops at the lot.

In June 1998, Gulbankian Bus Lines and Cavalier Coach placed joint newspaper ads showing the schedules of their services between Marlborough or points beyond and Boston. Gulbankian was still operating three round-trips on weekdays, with departure times changed only slightly from the 1990 schedule. However, the peak-period peak-direction trips were rerouted to serve a parking lot at the Gulbankian garage in Southborough, and most other trips served that lot on request. All trips served the Framingham park-and-ride lot. In Boston, the combination of stops served varied among trips. Copley Square and Park Plaza were served on the first two eastbound trips and all three westbound trips. South Station was served on the first and last trips in each direction. The State House was served on the first eastbound and last westbound trips of the day.

In October 1998, Gulbankian announced increased service on the Hudson–Boston route with funding through the MBTA Inter-District Carrier Program. On weekdays there were four trips in each direction serving various combinations of Boston stops, as before. These were supplemented with two round-trips between Hudson and the Framingham commuter rail station.

A new Gulbankian schedule effective August 2, 1999, still had four round-trips covering parts of the Hudson–Boston route, but only one eastbound trip and two westbound trips still served the segment between Hudson and Marlborough and the first westbound morning trip terminated at Southborough Center. Service to the Framingham commuter rail station was run only on Saturdays and did not extend beyond Marlborough.

On June 22, 2002, the MBTA opened intermediate stations at Southborough and Westborough on the Worcester commuter rail line. The New York Central Railroad had discontinued previous service to stations in these towns in April 1960. The new Southborough station offered Boston commuters an alternative to the Gulbankian bus service.

In December 2003, Gulbankian replaced the morning trip from Boston to Southborough Center and the last PM trip from Marlborough to Boston with a reverse-commuting round-trip between Boston and an office park on Computer Drive off Route 9 in Westborough. The only intermediate stop outside Boston was at the park-and-ride lot in Framingham. In July 2005, Gulbankian discontinued the last remaining service on the segment between Marlborough and Hudson on the Boston route.

End of Gulbankian Bus Lines and Subsequent Southborough Service

On May 30, 2006, Michael Gulbankian distributed a letter to passengers announcing his company's scheduled service would all be discontinued when the MBTA subsidy contract expired on June 30. Reasons cited were failure of the subsidy to keep pace with increasing costs and diversion of riders to the Southborough commuter rail station. MBTA reports show that annual ridership on Gulbankian's Boston route had decreased 53 percent, from 32,181 to 15,003 between the years ending June 30, 2002, and June 30, 2006. In July 2006, newspaper advertising announced a public auction to be held at the Gulbankian garage in Southborough on July 19 for sale of motor coaches, school buses, minibuses, parts, garage equipment, and a fuel truck.

In September 2006, the DPU granted a temporary 120-day license to Cavalier Coach to operate service between Boston and Marlborough via the former Gulbankian route. Cavalier subsequently obtained permanent rights to this route. A winter 2007-2008 Cavalier schedule showed one weekday round-trip between Marlborough and Boston via Southborough, eastbound in the AM Peak and westbound in the PM peak. This was in addition to Cavalier's Post Road service. As discussed above, for the final few months of operation in 2011, Cavalier combined the Southborough and Post Road routes into one loop route between Marlborough and Boston, running westbound via Southborough and eastbound via the Post Road.

6. Eastern Mass. Street Railway Company's Longer-Distance Bus Routes

TROLLEY PREDECESSORS OF EMSR LONGER-DISTANCE BUS ROUTES

As discussed in TJH7420, the Eastern Massachusetts Street Railway Company (EMSR) was incorporated in January 1919, as successor to the bankrupt Bay State Street Railway Company, and it assumed operation of Bay State's lines in June 1919. Bay State, which was derived from consolidations of 72 smaller street railway companies, 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."

Bay State served several Massachusetts cities outside of the area that later became the original MBTA District in 1964. It was possible to reach all these cities from Boston almost entirely over Bay State lines, but Bay State did not offer through service to most of them. Even the routes that could be considered through service required transfers to Boston Elevated Railway Company (BERy) lines to reach downtown Boston.

A Bay State Street Railway brochure published in May 1916 showed that on trolley lines north of Boston there was through service from the BERy Sullivan Square rapid transit station in Charlestown to Lowell via two routes, and from Sullivan Square to Lawrence. At Lowell, there was a connecting line to Nashua. To the south of Boston, the longest intercity Bay State through route ran from Mattapan Square to Brockton. The shortest downtown Boston connection for this route was by rapid transit to Dudley Station in Roxbury and BERy trolley to Mattapan. At Brockton, passengers could transfer to Bay State lines to New Bedford via Bridgewater and Middleboro and to Taunton. At Taunton one could transfer to cars for Fall River, where there were further connections for Newport.

EMSR LONGER-DISTANCE BUS ROUTES SOUTH OF BOSTON

The EMSR began replacing its trolley lines with buses in the early 1920s and had converted almost the entire system by the mid 1930s. To the south of Boston, the route from Mattapan to Brockton was replaced with buses on February 7, 1930. In December 1931, the northern terminal of this route was changed from Mattapan Square to the Ashmont rapid transit station in Dorchester. EMSR had also replaced trolley service between Brockton and Taunton and between Taunton and Fall River with buses in 1931 but left service between Fall River and Newport and between Brockton and New Bedford to other operators.

EMSR began running through bus service between Fall River and Ashmont Station via Taunton and Brockton in 1931. This service was marketed as Golden Arrow Motor Coaches.

In July 1939, the DPU granted operating rights to EMSR for a through bus route between Fall River and Park Square in downtown Boston. It ran mostly on the present State Route 138 between Fall River and Mattapan Square. This was mostly the same as the former trolley route between Fall River and the south side of Easton, but it took a new route for the rest of the way to Mattapan. In Canton and Milton, it overlapped the former Blue Hill Street Railway route, over which other private carriers already had the bus rights. EMSR was not permitted to pick up or drop off passengers between the border of Easton and Stoughton and Park Square except to drop off northbound or pick up southbound at Stoughton Square. The route between Mattapan Square and Park Square was over Blue Hill Avenue, Seaver Street, and Columbus Avenue.

EMSR marketed the service between Fall River and Park Square as Blue Streak Express. Service was also maintained on the Golden Arrow route between Fall River and Ashmont Station.

In March 1947, EMSR announced the start of a new express service between Park Square in Boston and Bridgewater via Avon, Brockton, and West Bridgewater. This was mostly over segments of routes that EMSR had run for many years in place of trolley lines and was in addition to service from Bridgewater and Brockton to Ashmont Station. Service was to be hourly between Boston and Brockton, with alternate trips covering the full route to and from Bridgewater. This service does not seem to have lasted long.

In April 1962, the DPU granted EMSR operating rights for a new express route between Fall River and Boston, using State Route 24 (the Fall River Expressway) between Fall River and Route 128 on the border of Randolph and Milton, and Route 128 from Route 24 to Route 138 on the old route. EMSR was never able to obtain operating rights into Boston over the Southeast Expressway.

In September 1962, EMSR started a new express route from Brockton to Boston, also using Route 24 north of state Route 27.

In December 1964, EMSR sold the operating rights to its old and new routes between Fall River and Boston to The Short Line. The further history of these routes is included in Chapter 14. At the time of the sale, the DPU granted a new certificate to EMSR for the segments of the Brockton–Boston express service that had previously been allowed under the Fall River express route certificate. The express bus route between Brockton and Park Square still had some service when the MBTA bought out EMSR in March 1968. This service was discontinued in the fall of 1968 because it extended beyond the MBTA service area as defined at that time.

EMSR LONGER-DISTANCE BUS ROUTES NORTH OF BOSTON

The three EMSR intercity trolley routes north of Boston all ran on BERY tracks for the first few miles out of Sullivan Square. BERY crews operated the EMSR cars on the BERY segments. The BERY segment of the Lawrence route and one Lowell route was on Alford Street, Broadway, and Main Street as far north as Malden Center. The EMSR routes continued on Main Street through Malden, Melrose, and Wakefield and on North Avenue and John Street to Reading Square, where they divided. The Lawrence route continued mostly over the present State Route 28 through North Reading and Andover. The Lowell route ran through Wilmington and Tewksbury to Lowell.

The alternate route to Lowell ran over BERY tracks from Sullivan Square to High Street in West Medford. EMSR tracks continued through Winchester, Woburn, Burlington, and Billerica to Lowell.

On October 1, 1924, the EMSR began operating a new express bus route between Boston and Lowell through Cambridge and Woburn. It seems to have used the present U.S. Route 3 for part of the way as far as Burlington and then the present State Route 3A. This was intended to replace the westerly trolley route between Sullivan Square and Lowell, which was being replaced by a bus route on the segment between Woburn and Billerica at the same time.

On May 5, 1925, the EMSR trustees ordered the new bus route between Boston and Lowell to be discontinued because they had been unable to obtain permanent operating rights for segments of the route that had not previously been included in EMSR trolley lines. The Boston & Maine Railroad was subsequently successful in lobbying municipal officials and the DPU to deny EMSR the necessary rights to run through service to Boston over this route. EMSR maintained bus service on the segment between Woburn and Billerica until 1932. It was then taken over by a series of private carriers as a strictly local route. The route segment between

West Medford and Woburn was converted from trolley to bus in August 1931 and was still served as part of MBTA bus Route 134 in 2025.

The Boston & Maine Transportation Company began operating a bus route between Boston and Manchester, New Hampshire by February 1926. Between Boston and Lowell, it mostly followed the same roads as the 1924-1925 EMSR express route. Except briefly from 1940 to 1942, the B&MT did not provide intrastate service on this route within Massachusetts until June 1950.

The through trolley lines from Lowell and Lawrence to Sullivan Square via Reading were replaced with EMSR bus routes from Lowell and Lawrence to the Everett rapid transit station in May 1931. At the same time, a route from Lawrence to Haverhill was converted from trolley to bus. The EMSR established through bus service from Everett Station to Haverhill via Lawrence. The Lowell and Lawrence/Haverhill routes were marketed as Silver Arrow Motor Coaches.

As discussed in TJH7420, the EMSR began operating through bus service between North Shore points and Haymarket Square in Boston in 1935, via the Sumner Tunnel, which had opened the previous year. This included routes from Beverly via Salem and Lynn and from Marblehead via Swampscott and Lynn. Starting in 1940, some service was routed between Lynn and Revere via the General Edwards Bridge. The North Shore through routes were marketed as North Shore Arrow Motor Coaches.

By the late 1940s, the EMSR Haverhill Division was identified as the least profitable in the system. The Division was shut down in 1951, and the DPU revoked the operating rights, including the Lawrence–Haverhill segment.

The route via Reading remained the only EMSR route between Boston and Lowell until November 1957, when EMSR acquired the intrastate service rights to the segment of the Boston & Maine Transportation Company's Boston–Manchester, New Hampshire route between Boston and Billerica. That route ran from Park Square over the Longfellow Bridge and on Broadway and Massachusetts Avenue to Arlington Center. It then ran through Winchester and Woburn to Burlington on the present U.S. Route 3 and to Billerica on State Route 3A. This was essentially the same route that EMSR had run in 1924 and 1925 before being blocked from getting permanent operating rights. In January 1962, EMSR obtained operating rights to use the new U.S. Route 3 between Burlington and Lowell.

In 1963, as part of a demonstration project conducted by a special Mass Transportation Commission (MTC) with federal funding, EMSR began running a new express bus route between Lawrence and Boston via Interstate 93 (then open as far south as Medford) and State Route 125. This service was successful enough that EMSR continued running the route after the end of the demonstration.

On March 18, 1965, the ICC approved the purchase by EMSR of operating rights from Trailways of New England for service between Boston and Rochester, New Hampshire via Lawrence, mostly on Massachusetts Routes 28 and 125 and New Hampshire Route 125. These were rights that TNE had acquired from the Boston & Maine Transportation Company and Interstate Passenger Service. TNE had not operated Boston–Rochester service by this routing until February 1964. The transaction also included transfer to EMSR of two 1959 General Motors parlor coaches.

In its application, EMSR indicated that it would operate 2½ round trips per day, six days a week over the route. However, the only schedule found is undated and shows a single afternoon trip in each direction. This service ended when the MBTA took over EMSR.

The formal purchase of the assets of the Eastern Mass. Street Railway Company by the MBTA took place on March 29, 1968. Under its 1964 enabling legislation the MBTA could operate service outside its original district of 78 cities and towns only under contracts protecting the MBTA from any losses incurred in operating such service. After the EMSR purchase, outside communities were allowed a grace period until October 1968 to arrange contracts with the MBTA.

At the end of 1968, Andover and Lawrence declined to contract with the MBTA for continued service. This resulted in the outer end of the bus route from Everett Station to Lawrence being cut back to the border of North Reading and Andover. It was further cut back to the border of Reading and North Reading in 1971 and to Reading Square in 1978.

The City of Lawrence also declined to contract with the MBTA for the express bus route to Boston via I-93. Trombly Motor Coach (discussed in Chapter 11) took it over on January 1, 1969. The route survived under a series of operators until 2022.

The town of Tewksbury declined to contract with the MBTA for continued service after December 1968. This resulted in the outer end of the bus route from Everett Station to Lowell being cut back to the border of Wilmington and Tewksbury. It was cut back further in 1978, first to the border of Reading and Wilmington and then to Reading Square.

After December 1968, service on the route from Lowell to Park Square was run by the MBTA under contract first with the City of Lowell and then with the Lowell Regional Transit Authority until June 1976. The outer end was then cut back to the border of Burlington and Billerica, and later to Chestnut Avenue in Burlington. Trombly Motor Coach ran a replacement through route from Lowell to Boston from 1976 until 1981. The middle section of the former B&MT/EMSR Boston–Lowell route, between the border of Cambridge and Arlington and Chestnut Avenue in Burlington, was still part of MBTA Route 350 in 2025.

The former EMSR route segment between Malden Center and Wakefield Square was still part of MBTA bus Route 137 in 2025.

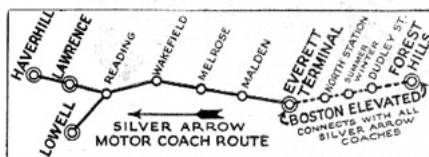
Unlike the routes to Lowell and Lawrence, the EMSR routes between Boston and North Shore points were entirely within the original 1964 MBTA District, so there was no need to cut back the outer ends. The MBTA cut back the inner end of Marblehead–Boston service to the Wonderland Blue Line rapid transit station in Revere in 2012. Through service from Salem to Haymarket was still being operated as MBTA Route 450 in 2025.

Silver Arrow Motor Coaches BOSTON (Everett Terminal) AND LOWELL, LAWRENCE, HAVERHILL



FARES

	One Round Way Trip
BOSTON-LOWELL	65c \$1.00
BOSTON-LAWRENCE	65c \$1.00
BOSTON-HAVERHILL	90c \$1.25



BOSTON TERMINAL
Boston Elevated Rapid Transit Station at Everett
(14 minutes to Summer and Winter Sts.)
LOWELL TERMINAL Kearney Square
LAWRENCE TERMINAL Essex Street
HAVERHILL TERMINAL White's Corner
Hourly Service from Early Morning Until Late
at Night

Motor Coaches on American Highways
Most Attractive and Comfortable

Eastern Massachusetts St. Ry.

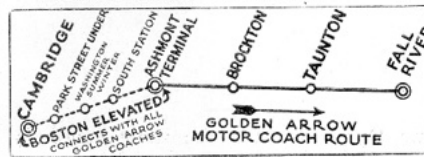
Golden Arrow Motor Coaches BOSTON (Ashmont Terminal) AND BROCKTON, TAUNTON, FALL RIVER



FARES

	One Round Way Trip
BOSTON-BROCKTON	50c 75c
BOSTON-TAUNTON	90c \$1.50
BOSTON-FALL RIVER	\$1.25 \$2.25

(Children between 5 and 12 years, half fare)



BOSTON TERMINAL
Boston Elevated Rapid Transit Station at Ashmont
(15 minutes from State House)

FALL RIVER TERMINAL
Granite Block, Main and A Streets

Golden Arrow Coaches Operate Express
Between Brockton and Ashmont Terminal

EASTERN MASSACHUSETTS ST. RY.

Above - Ads for Eastern Mass. Street Railway Silver Arrow service to Lowell, Lawrence, and Haverhill and Golden Arrow Service to Brockton, Taunton, and Fall River, 1932.
Below - An ad for Eastern Mass. Blue Streak Fall River-Boston Service, 1947

As Modern as Tomorrow!



**12 NEW, STREAMLINED
AIR-CONDITIONED PARLOR COACHES
GO INTO SERVICE SUNDAY, MARCH 9
on our popular "Blue Streak" Express route
BOSTON-TAUNTON-FALL RIVER**

They'll give you a new idea of riding comfort and convenience. New tilt-back seats and arm rests: new-type lighting: adequate baggage space. Air-conditioned for summer . . . warmed and ventilated in cold weather, with complete change of air every three minutes. You'll really enjoy riding the Eastern Mass. between Park Square, Boston, Taunton, and Fall River.

LEAVE GREYHOUND TERMINAL, PARK SQUARE
Information: phone COMwith 1366 or CAPitol 6300

**Eastern Massachusetts
STREET RAILWAY CO.**

7. Plymouth & Brockton Street Railway Company

SUMMARY OF COMPANY HISTORY

As discussed in greater detail in TJH7420, the Plymouth & Brockton Street Railway Company (P&B) was incorporated on September 15, 1922, as successor to the Brockton & Plymouth (B&P) Street Railway. The B&P operated a trolley line from Plymouth via Kingston and Pembroke to Whitman, with through service to Brockton over tracks of predecessors of the Eastern Mass. Street Railway Company. P&B discontinued trolley service between Brockton and Kingston in 1925 and 1926, and between Kingston and Plymouth in 1927. The latter segment was the only one for which P&B obtained motorbus operating rights from the DPU when trolley service ended.

P&B was also granted bus operating rights in 1927 for a route from the New Haven Railroad station in downtown Plymouth mostly on the present State Route 3A through the Manomet section of Plymouth to Fresh Pond. This was effectively a replacement for a trolley line of the Plymouth & Sandwich Street Railway, abandoned in 1919. Until after World War II, P&B was mostly an operator of local bus service within Plymouth or between Plymouth and nearby towns.

In late 1947, George Anzuoni, the owner of Service Bus Line in Revere, bought the Plymouth and Brockton Street Railway Company. He owned the company until his death on August 9, 1961, at age 67. Two of his six sons carried on the business, with George S. Anzuoni as president and Albert A. Anzuoni as treasurer.

George S. Anzuoni was still the president of P&B at the start of 2019, and was also listed as treasurer, secretary, and a director. A press release dated July 26, 2019, announced the sale of the Plymouth & Brockton Street Railway Company to Winthrop Sargent of Pembroke, John Cogliano of Canton, and Paul Fuerst of Mansfield. Winthrop was the founder and principal of Winthrop Capital. Cogliano was a former Massachusetts Secretary of Transportation. Fuerst was head of a tax advisor firm.

P&B BUS SERVICE BETWEEN PLYMOUTH AND BOSTON

Plymouth–Boston Service 1948 to 1960

P&B first began operating through bus service between Plymouth and Boston in June 1948, when the New Haven Railroad discontinued Sunday passenger service on its main line to Plymouth. P&B initially ran its Boston service under temporary operating rights that were limited to Sunday-only operation.

On May 27, 1949, the DPU granted P&B a permanent certificate for service between Plymouth and Boston. DPU records show that the rights to this route, and various restrictions placed on the service, were amended several times over the next several years. As described by 1956, the P&B route ran from Plymouth on the present State Route 3A to Duxbury, then on the present Route 53 through Pembroke, Hanover, Norwell, Hingham, and Weymouth and Braintree to the Southern Artery in Quincy. There it diverged from Route 53, continuing on Quincy Avenue and Hancock Street through Quincy, and in Boston on Neponset Avenue, Adams Street, Dorchester Avenue, West Fourth, East Berkeley, and Albany Streets, and a section of Broadway, now mostly abandoned, to Park Square. Between the Hingham/Weymouth border and downtown Boston, P&B was only allowed to drop off northbound passengers and pick up southbound passengers. Between Quincy Square and South Station, the only authorized stops were at Neponset Circle, Fields Corner, and Andrew Square.

A P&B schedule effective June 9, 1950, for Plymouth–Boston service showed five round-trips a day Monday through Thursday, and seven round-trips a day Friday through Sunday. All

trips Friday through Sunday, and all but one trip in each direction extended beyond downtown Plymouth to White Horse Beach in Plymouth, mostly using rights dating from 1927. Most service on this extension was run only seasonally.

During the 1950s, P&B schedules were printed in limited numbers. At this writing, none from the mid-1950s have been found. A summer schedule effective June 20, 1958, for service between Plymouth and Boston showed five daily round-trips, two additional northbound trips and one additional southbound trip daily except Sundays and Holidays, and two round-trips running only on Sundays and Holidays. An extension beyond downtown Plymouth to White Horse Beach and Colony Beach Boulevard at old Route 3 was included in three of the northbound and four of the southbound daily trips, in one trip each way running daily except Sundays and Holidays, and in both northbound trips running only on Sundays and Holidays.

In this schedule, the Plymouth stop was listed as Plymouth Post Office northbound and Pilgrim Drug Store southbound. This Post Office was at the corner of Main and Leyden Streets.

Most trips used the route as of 1956 described above. However, two of the northbound trips shown in this table followed Route 3A to Route 139 in Duxbury, then made a long loop mostly on Route 139 through Green Harbor, Brant Rock, and the Marshfield business district, joining Route 53 in Pembroke. A separate table headed Shore Route included these two trips via Marshfield and one other daily northbound, two daily southbound, and one round-trip daily except Sundays and Holidays. There was also one Friday-only round-trip and two northbound trips running only Sundays and Holidays. Another round-trip on Sundays and Holidays ran only between Green Harbor and Boston.

P&B service between Plymouth & Boston was in competition with New Haven Railroad passenger service until the latter was discontinued on June 30, 1959. P&B was then granted temporary rights for service into Boston on a new routing via old state highways, now no longer numbered as such, from Route 53 in Hingham to the border of Braintree and Quincy and from there over the newly completed Southeast Expressway. These rights were made permanent on September 1, 1959. On October 26, 1959, P&B was authorized to use a newly completed section of the present State Route 3 between the end of the Southeast Expressway and Derby Street in Hingham near the border of Weymouth.

A P&B schedule effective September 28, 1959, showed several service variations between Plymouth and Boston. Service on the Manomet extension had ended for the season. On weekdays there were nine northbound and 13 southbound trips through between Plymouth and Boston. Of these, only two each way ran daily, and one each way ran daily except Sundays and Holidays. There were also one northbound and two southbound Saturday-only trips, two trips each way run only on Sundays and Holidays, and one trip each way run only on Saturdays, Sundays, and Holidays.

None of the northbound trips running on weekdays still followed the complete direct route used in June 1958. Three used this route as far as Neponset Circle, but then ran nonstop to Boston on the Southeast Expressway bypassing the Fields Corner and Andrew stops. Southbound, two weekday trips used the full direct route, including the stops at Andrew and Fields Corner. At the opposite extreme, four northbound and eight southbound trips ran nonstop between Boston and Kingston. One trip in each direction used the direct local route between Kingston and Queen Anne's Corner but made no stops between Queen Anne's Corner and Boston. One trip in each direction used the Shore Route through Marshfield and also stopped at Fields Corner and Andrew. One southbound local trip ran nonstop between Boston and Kingston except for a

diversion serving the Hanson and Monponsett railroad stations. In addition to through trips from Plymouth, one northbound trip started at Hanover, ran local to Queen Anne's Corner, then nonstop to Boston. Another northbound trip started at Monponsett, ran local to Queen Anne's Corner, then nonstop to Boston.

In the June 1958 schedule the only downtown Boston stop was at the Greyhound terminal on St. James Avenue. In the September 1959 schedule, all trips except those stopping at Fields Corner and Andrew also stopped at the Hotel Essex opposite South Station.

A 1959 schedule for weekday P&B service to Scituate has not been found. The September 1959 schedule showed a weekend route that ran from Plymouth to Marshfield, continuing to Boston through Scituate, but no details about stops in Scituate were included. This route was used by one Saturday round-trip and one Sunday round-trip on a different schedule.

Plymouth–Boston Service in the 1960s

Compared with the September 1959 schedule, the most notable change in a schedule effective June 27, 1960, was the addition of summer-only service between Sagamore Circle and Boston via Manomet, Plymouth and Kingston. On weekdays, there were five northbound and four southbound trips on this route. Except for one northbound trip, these were in addition to, rather than extensions of, off-season Plymouth–Boston trips. There was also a second trip added from Plymouth to Boston via the Shore Route and three weekday trips from Green Harbor to Boston via Scituate. There were no longer any trips stopping at Fields Corner or Andrew Station.

The September 1959 schedule still showed the Plymouth stops as at the Post Office northbound and the Pilgrim Drug Store southbound. However, by June 1960 Plymouth trips also served a new P&B terminal farther south in the town on State Route 3A, at 112 Sandwich Street.

A P&B schedule effective September 26, 1960, showed the outer ends of three Sagamore–Boston trips in each direction cut back to Plymouth. Two southbound PM peak trips to Plymouth that were essentially second sections of other trips were dropped.

Variations that diverged from the direct routings between Plymouth and Boston are discussed in more detail in separate subsections below.

A P&B schedule effective June 19, 1961, showed all P&B Plymouth–Boston trips in both directions apparently using the present Route 53, Derby Street, present Route 3 and the Southeast Expressway between Queen Anne's Corner and South Station. This eliminated the remaining service to all stops on the Plymouth local route in Weymouth, Braintree, and Quincy, and at Neponset Circle in Dorchester. Most of these stops had been restricted to use by passengers alighting northbound or boarding southbound. On most off-peak trips, stops in Pembroke, Hanover, and Norwell were also dropped. Two more PM peak trips to Plymouth that had run nonstop between Boston and Kingston were discontinued. Service south of Plymouth was not shown in the available schedule form.

In January 1962, the DPU authorized P&B to operate over a recently completed section of the present State Route 3 between the Derby Street interchange in Hingham and old Route 3 (now Route 53) in Hanover. In September 1962, P&B was further authorized to use the new Route 3 between Route 3A in Duxbury and Sagamore Circle.

The benefits of these rights were not immediately realized, as P&B was almost completely shut down by a driver strike that began on May 28, 1962. P&B resumed limited service on January 13, 1963, using replacement drivers. A newspaper ad published on that date showed that this service included five Northbound AM trips from Plymouth to Boston and five southbound

PM trips from Boston to Plymouth. No intermediate stops were advertised, but the scheduled travel times suggest that at most a stop at Queen Anne's Corner was included.

In September 1963, P&B was authorized to detour off the Southeast Expressway in Quincy and Milton to drop off passengers at East Milton Square northbound or to pick up passengers at East Milton southbound.

A P&B schedule effective September 30, 1963, showed 10 northbound and 11 southbound trips between Plymouth and Boston on weekdays. Two additional round-trips between Hyannis, Sagamore Circle, and Boston served most stops on the Plymouth route between Plymouth and Hanover. Six of the northbound trips and eight of the southbound trips served all stops between the Plymouth terminal and Queen Anne's Corner. The other four northbound and three southbound trips omitted the Norwell and Queen Anne's Corner stops. All trips stopped on request at East Milton Square to drop off passengers. Southbound, one trip to Hyannis and one trip to Plymouth made scheduled stops at East Milton Square to pick up passengers,

The final gap in P&B's use of present Route 3 was filled in February 1964, when P&B was authorized to use the recently opened section between Route 53 in Hanover and Route 3A on the southern edge of Duxbury.

A P&B schedule effective October 5, 1964, showed 12 northbound and 13 southbound trips between Plymouth and Boston on weekdays. The majority of trips still used the old routing via Route 3A between the Plymouth terminal and Kingston and Route 53 to Route 3 at Queen Anne's Corner. Eight northbound and seven southbound trips used this routing, stopping in all towns along the way. Three northbound and five southbound trips made local stops between Plymouth and Hanover and ran nonstop between Hanover and Boston. One trip in each direction ran local between Plymouth and Kingston and nonstop between Kingston and Boston. The Plymouth trips were supplemented by two round-trips between Hyannis and Boston that made one stop in Plymouth and one stop in Kingston and ran nonstop between Kingston and Boston. (P&B Hyannis service is discussed in a separate section below.)

A schedule effective June 18, 1965, showed expanded summer service. On weekdays, there were 14 northbound and 15 southbound trips between Plymouth and Boston, including three in each direction that extended beyond the Plymouth terminal to five stops in Manomet as far south as Fresh Pond. Nine northbound and eight southbound trips served all stops between Plymouth and Queen Anne's Corner, including all three northbound and one southbound Manomet trips.

Two northbound and three southbound trips ran local between Plymouth and Hanover and nonstop between Hanover and Boston, including two of the southbound Manomet trips. Three northbound trips bypassed North Plymouth but made a stop on Samoset Street (old U.S. Route 44) just west of Route 3. One of these trips ran local between Kingston and Hanover; the other two ran nonstop between Kingston and Boston. Southbound, one trip ran nonstop between Boston and Hanover and made local stops to Plymouth via the Samoset Street stop instead of North Plymouth. Three southbound trips ran nonstop between Boston and Kingston and continued to Plymouth via the Samoset Street stop.

The Plymouth-Boston trips were still supplemented by two Hyannis-Boston trips in each direction that served the stops at Samoset Street and at Kingston.

A schedule effective October 1, 1965, showed service back to the same number of trips in each direction as in October 1964 but with fewer express options. Northbound the one trip that had run nonstop between Kingston and Boston was replaced with a trip that ran nonstop between

Hanover and Boston. Two of the three trips that had run nonstop between Hanover and Boston were changed to serve all stops as far as Queen Anne's Corner. Southbound, the one trip that had run nonstop between Boston and Kingston and one of the five trips that had run nonstop between Boston and Hanover were changed to make all stops between Queen Anne's Corner and Plymouth. As usual there was no non-summer service on the Manomet extension.

During the remainder of the 1960s, the mix of local, express, and semi-express trips changed several times, and the combined total number of trips gradually increased. In 1966, a second stop was added in Hingham at Hingham Plaza (now Derby Shops) on Derby Street, where parking was available.

Plymouth–Boston Service 1970 to 1985

A schedule effective June 21, 1970, showed 20 northbound and 22 southbound trips between Plymouth and Boston on weekdays. Most of the trips used the local routing all the way from the Sandwich Street terminal to Hingham Plaza, but two northbound and three southbound trips ran nonstop between Kingston and Boston. Three of the northbound local trips originated at Manomet, and two of the southbound local trips and two of the southbound express trips continued to Manomet. A footnote said Manomet service would be discontinued after Labor Day. In addition to trips to or from the P&B Plymouth terminal, Plymouth was served by 10 northbound and 11 southbound P&B Hyannis buses that ran nonstop between Samoset Street and Boston. These Hyannis trips ran hourly, with a few gaps.

In 1972, Manomet service was continued after Labor Day, possibly year-round. In 1973, P&B schedules began referring to the Samoset Street stop in Plymouth as Standish Plaza. In 1974, the Hingham Plaza stop was discontinued. The Manomet extension was shortened slightly, and the only stop shown in schedules was one identified as Roger's Store that had been the fourth of five from the Plymouth terminal. Five northbound trips and six southbound trips served this remaining stop on weekdays in June 1974. This service was cut back to summer-only.

A schedule effective June 28, 1975, showed 23 northbound and 27 southbound trips between Plymouth and Boston on weekdays. Of these, 18 northbound and 20 southbound used the local routing between the Sandwich Street Plymouth terminal and Queen Anne's Corner. Five northbound trips served Standish Plaza and ran nonstop between Kingston and Boston. Southbound, two trips from Boston ran nonstop to Hanover, and three ran nonstop to Pembroke before continuing to the Plymouth terminal via the local route. Two trips ran nonstop from Boston to Kingston and continued to Sandwich Street via Standish Plaza.

The June 1975 schedule showed weekday Manomet service reduced to one round-trip. The northbound trip was an extension of one of the trips that ran express north of Kingston. The southbound trip was an extension of a local trip from Boston. Manomet service was discontinued after Labor Day 1975 and did not resume in subsequent years. However, starting in the late 1990s the Greater Attleboro-Taunton Regional Transit Authority provided local bus service between Manomet and downtown Plymouth as part of its Plymouth Area Link (PAL) network. P&B was the original contract operator of this service.

In 1978, P&B closed the long-established Plymouth terminal at 112 Sandwich Street and opened a new general office and garage at 8 Industrial Park Road. The Sandwich Street bus stop was relocated a short distance north, to Jabez Corner. The former P&B garage site was used for a new firehouse and fire department headquarters.

In 1979, P&B established a bus stop and a small park-and-ride lot at the Industrial Park Drive site. Some trips between Plymouth and Boston began serving this new stop as the only Plymouth stop, some continued terminating at Jabez Corner, and some served both.

A schedule effective May 26, 1979, showed 21 northbound and 26 southbound trips between Plymouth and Boston on weekdays. Of these, seven northbound trips but only one southbound trip used the local routing to or from Jabez Corner and did not serve Industrial Park Drive. Six northbound local trips and 10 southbound local trips served both terminals, with Industrial Park Drive as the first northbound stop and the last southbound stop. Four trips that originated at Plymouth ran nonstop between Kingston and Boston. Six trips that ran nonstop from Boston to Kingston served both Plymouth terminals, with Jabez Corner being the final stop on five of the trips. Express trips that served Kingston did so by diverting over Route 3A between two interchanges with Route 3.

Smaller numbers of trips in each direction used various combinations of express and local segments. The Plymouth–Boston through trips were supplemented by two round-trips between Hanover and Boston.

A schedule effective May 17, 1980, showed the number of northbound trips increased to 26 and the number of southbound trips increased to 28. The northbound gains were divided over several variations. Southbound service showed several changes in the distribution of trips by variation, and introduction of some new ones.

On April 1, 1981, P&B drivers began a strike that shut down all service through the last week of April. On June 15, 1981, P&B management filed a tariff for a 30 percent fare increase with the Mass. DPU. By late 1981, the DPU had not yet ruled on the reasonableness of this increase.

A June 1981 schedule showed more small changes in the total number of trips between Plymouth and Boston, with some shifts in the mix of local, express, and semi-express trips. However, a schedule effective May 29, 1982, showed large reductions in trips in each direction, with the northbound total declining to 17 and the southbound total to 15. Most of the reduction in service in each direction was in trips running local between Plymouth and Queen Anne's Corner.

Some of the local trips were restored in 1983 and 1984, bringing the weekday totals up to 18 northbound and 24 southbound. The increases in 1984 were part of a state-sponsored effort to reduce auto traffic on the Southeast Expressway during a major reconstruction project in 1984 and 1985. In 1983, P&B began stopping some trips at a state-owned park-and-ride lot at the interchange between State Routes 3 and 228 in the northeast corner of Rockland. This lot became an increasingly important boarding and alighting point for P&B passengers over the next few years.

Plymouth–Boston Service after 1985

There were gradual cutbacks in Plymouth–Boston service after 1985. A schedule effective June 23, 1990, showed 17 northbound and 20 southbound trips on weekdays. These included five northbound and ten southbound trips that served all local stops between Plymouth and Queen Anne's Corner. These trips all served both the Industrial Park terminal and Jabez Corner. The rest of the service included a mix of express and semi-express trips.

Service began decreasing again in the early 1990s. A schedule effective July 5, 1997, showed 13 northbound and 20 southbound weekday trips, of which only three northbound and five southbound still served all local stops between Plymouth and Queen Anne's Corner.

On September 29, 1997, the MBTA began providing railroad passenger service on the former New Haven Railroad line between Boston and Kingston, with a few off-peak trips to North Plymouth. The rail line did not provide direct service to most of the towns on the P&B Plymouth–Boston route, but most of the rail stations had large park-and-ride lots.

P&B began reducing service in 1998. A schedule effective July 10, 1999, had separate tables for express and local service between Plymouth and Boston. In the express service table, the only stops were Industrial Park Road in Plymouth, Kingsbury Plaza in Kingston, and the Rockland park-and-ride lot. There were seven trips each way on weekdays of which three northbound and one southbound served all three stops. Four northbound and six southbound trips omitted Rockland, including one northbound trip that ran nonstop between Plymouth and Boston.

The local Plymouth–Boston route had three round-trips over the full route and one southbound trip between Boston and Kingston. The schedule showed four stops in Plymouth, three in Kingston, two in Duxbury, one in Pembroke, three in Hanover, one in Norwell, and the Rockland park-and-ride lot. Two of the northbound trips and one of the southbound trips omitted the Norwell stop and one of the Hanover stops.

The Industrial Park Road terminal was also a stop for 25 northbound and 24 southbound P&B Hyannis–Boston trips and one northbound Sagamore Circle–Boston trip.

A P&B schedule effective September 9, 2000, showed the same service as in July 1999 on the Plymouth–Boston local route. The only change in service on the express route was that a Rockland stop had been added on a second southbound trip.

A schedule effective January 13, 2001, showed that the Plymouth–Boston local route had been discontinued, ending bus service between Boston and Pembroke, Hanover, and Norwell. The express route still had seven round-trips, and the Rockland park-and-ride lot had been added as a stop on all trips. In July 2001, the Plymouth park-and-ride stop was relocated from the P&B garage on Industrial Park Road to the Plymouth Tourist Information Center at the State Route 3 South Street interchange.

Service frequency on the Plymouth–Boston express route remained the same as in 2001 until 2004, when one northbound trip serving Plymouth and Rockland but not Kingston was added. One northbound trip serving Plymouth, Kingston, and Rockland was discontinued in 2005 but was restored briefly in the summer of 2006. Service remained at seven weekday round-trips through 2008, but was reduced to six in 2009, including one northbound trip that omitted Rockland.

Frequency was increased to seven round-trips again in June 2012, with the addition of one round-trip serving Plymouth and Kingston but bypassing Rockland. One more southbound trip bypassing Rockland was added in June 2013. The next change, shown in a schedule effective in September 2015, was to replace the Rockland stop on two Plymouth–Boston round-trips with two round-trips just between Rockland and Boston. One southbound Boston–Plymouth trip was discontinued in June 2016.

A schedule effective in June 2018 showed Boston–Plymouth service reduced to six round-trips. Four of the northbound trips and all the southbound trips included the Rockland stop. There were no more Rockland–Boston short-turns. No further frequency changes were shown in a schedule dated June 20, 2019.

In March 2020, P&B suspended all service because of the COVID-19 pandemic. When operations resumed in 2021, P&B trips to and from Hyannis provided the only service to Plymouth or Rockland. There was no P&B service to Kingston.

BRANCHES OF P&B PLYMOUTH–BOSTON ROUTE

Plymouth and Brockton Street Railway service between Plymouth and Boston is discussed above. That service originally used what are now State Routes 3A and 53 between Plymouth and Weymouth and was later supplemented with express variations using the present limited-access State Route 3. P&B also operated some routes that branched off the main Plymouth routes, as discussed below.

Hanson, Pembroke, and Bryantville Service

The New Haven Railroad discontinued passenger service on its Plymouth–Boston line on June 30, 1959. P&B added service on its established Plymouth–Boston route and also began serving some discontinued railroad stations not directly on that route. A P&B schedule effective September 28, 1959, showed one weekday trip each way serving the Monponsett and (South) Hanson rail stations in the town of Hanson. The morning trip originated at Monponsett at 7:15 AM and served Hanson Station before joining the Plymouth route at Hanover. The bus also stopped at Norwell and Queen Anne's Corner, ran nonstop to South Station, and arrived at the Greyhound Terminal at 8:30. The evening trip left the Greyhound terminal at 5:00 PM but ran nonstop from South Station to Hanson Station. After arriving at Monponsett Station at 6:25, the bus continued nonstop to Kingston Station and arrived at downtown Plymouth at 6:45.

The schedules provided no details about the routing between Hanson Station and Hanover, or the routing taken between Monponsett Station and Kingston. Based on DPU records of P&B operating rights held then, the most likely routing was as follows. From Boston the express route to Plymouth would have been followed as far as the present State Route 53 at Route 14 in Pembroke. Route 14 would have been followed from Route 53 to Wampatuck Street in Pembroke under a certificate for part of a route from Abington to Pembroke issued to Bryantville Auto Service in 1948.

From Wampatuck Street to the Pembroke town line on Route 14 was covered by a certificate issued to Bryantville Auto Service in 1942 for a route from Bryantville to Oldham Pond. From the town line to Main Street in Hanson via Route 14 and High Street was covered by a certificate issued to Bryantville Auto Service in 1926 as part of a route from Mayflower Grove in Pembroke to Whitman. All certificates held by Bryantville Auto Service were transferred to P&B in 1951.

The segments on Main Street west from High Street to (South) Hanson Station and East to Monponsett Street, on Monponsett Street to Monponsett Station, and from Route 27 at Route 106 in Kingston to Plymouth were covered by a certificate issued to P&B in February 1949 for a route from Brockton to Plymouth. The segment from Monponsett Station via State Routes 58 and 106 to Route 27 in Kingston was covered by a certificate issued to P&B in July 1949 for a variation of the Brockton–Plymouth route.

A P&B schedule effective June 26, 1960, showed the same service on the Monponsett route as the September 1959 schedule except that the PM trip was extended beyond downtown Plymouth to the new P&B terminal at 112 Sandwich Street.

A schedule effective September 26, 1960, showed the same service on the Monponsett route as the June 1960 schedule, but with some added running time between Monponsett and Kingston.

A P&B schedule effective June 19, 1961, showed only some minor arrival time adjustments compared with September 1960 in the Monponsett route schedule. Service on this route did not resume after the end of the P&B drivers' strike in 1962 and 1963. However, a P&B schedule effective September 30, 1963, showed two round-trips daily except Sunday between Plymouth and Brockton using the July 1949 route variation and including stops at the Monponsett and (South) Hanson stations. This route was not shown in P&B system schedules by October 1964.

A new branch southwest of the Plymouth main route but not serving Hanson appeared in P&B schedules by October 1967, but had not appeared as late as June 1966. On weekdays there were two round-trips from Silver Lake Regional High School in Kingston to Boston via Bryantville and Pembroke Center and a third round-trip that extended beyond Silver Lake to the P&B Sandwich Street Plymouth terminal, mostly via the present State Route 27, Evergreen Street, and Route 3A. This route mostly combined rights from several certificates originally granted to Bryantville Auto Service in 1930, 1942, and 1946 and acquired by P&B in 1951,

A schedule effective June 30, 1968, showed the Bryantville/Pembroke route being served by a single round-trip running through between the P&B Plymouth Sandwich Street terminal and Boston.

A schedule effective June 21, 1970, showed two northbound trips and one southbound trip between Tura's Corner (Route 27 at Route 106 in Kingston) and Boston via Bryantville, but no service south of Tura's Corner. The same service was shown in October 1971. By June 1972, one of the northbound trips was replaced with a trip originating at Routes 53 and 139 in Pembroke.

Service remained at one weekday round-trip between Tura's Corner and Boston as late as June 1981. A schedule from May 1982 showed the outer end of the route cut back to Bryantville, still with one weekday round-trip.

In June 1984, as part of a state effort to reduce auto traffic on the Southeast Expressway during a major reconstruction project, service on the Bryantville route was increased to three northbound and two southbound trips. The outer end was extended from Bryantville to the access road to the New England Villages special education complex on Route 27 in Pembroke. This service continued in 1985, but by May 1986 one of the northbound trips had been discontinued.

There were still two round-trips in August 1987. By June 1988, service was reduced to one round-trip and the outer end was extended to the P&B Industrial Park Road terminal in Plymouth. This service was still shown in a schedule effective June 13, 1998. However, as part of the major P&B service reduction following the implementation of MBTA commuter rail service to Plymouth, a schedule effective July 10, 1999, showed that the Bryantville/Pembroke route had been discontinued.

Duxbury and Marshfield Service

DPU records indicate that P&B first operated bus service in Duxbury in 1927, on a route from Plymouth through Kingston to South Duxbury. The original 1949 P&B route between Plymouth and Boston, discussed above, ran through the west side of Duxbury on what is now State Route 53. In 1964, P&B was authorized to use an alternate routing through Duxbury on the new limited-access Route 3. This routing was also used for service between Plymouth and Boston.

In July 1950, P&B was granted rights for a bus route between South Duxbury and Boston. From South Duxbury it used the present State Route 3A to its more northerly intersection with

Route 139 in Marshfield and Route 139 to Route 53 in Pembroke, where it joined the route from Plymouth to Boston. In June 1951, P&B was granted rights to an alternate route between South Duxbury and Boston, continuing north of Route 139 in Marshfield through Scituate, Cohasset, and Hingham. This route is discussed further in the Scituate–Boston service history below. In August 1952, P&B acquired all the DPU certificates issued to South Shore Coach lines between 1949 and 1951. These included rights to several routes in Marshfield, including a long circuit on Route 139 past Green Harbor and Brant Rock, joining the two earlier routes at Route 3A near the business center of Marshfield.

A P&B schedule headed Shore Route, effective June 20, 1958, showed a route diverging between Kingston and Pembroke from the main Plymouth route. The segment unique to the Shore Route followed present State Routes 3A and 139 through South Duxbury, Green Harbor, Brant Rock, and the Marshfield Business Center, rejoining State Route 53 in Pembroke. There were two daily round-trips and two northbound and one southbound trips daily except Sundays and Holidays, between Plymouth and Boston on this variation.

A P&B schedule effective September 28, 1959, showed only one local Plymouth–Boston trip in each direction diverging over the Shore Route. These were scheduled for Boston work trips, with the northbound trip due at the Greyhound Terminal at 8:10 AM and the southbound trip departing at 5:15 PM. Several weekend-only trips were shown running between Plymouth and Boston via Marshfield and Scituate. It is possible that additional weekday trips were shown only in a separate schedule.

A schedule effective June 27, 1960, again showed one weekday round-trip between Plymouth and Boston via the Shore Route. It also showed three northbound and two southbound weekday trips between Green Harbor and Boston via Scituate,

A P&B schedule effective September 26, 1960, showed weekday Marshfield service back to the level in September 1959. Weekend Marshfield service was again routed through Scituate. A schedule effective June 19, 1961, still showed one weekday round-trip between Plymouth and Boston via the Shore Route. In addition, probably only for the summer, there were two weekday northbound trips from South Duxbury to Boston via Green Harbor Marshfield Center, and Scituate, and two weekday southbound trips between Boston and Green Harbor via Scituate.

Service was suspended from mid-1962 until January 1963 because of a driver strike. A January 1963 P&B ad for partially restored service using replacement drivers showed one northbound AM peak trip and two southbound PM peak trips between Green Harbor and Boston. The southbound trips were extensions of trips on the Greenbush route (discussed below) and the northbound trips served the Greenbush route between Cohasset and Boston.

A P&B schedule effective September 30, 1963, no longer showed any service between Plymouth and Boston via the Shore Route. However, on weekdays there were two northbound trips from Green Harbor to Boston via Hanover and two northbound and three southbound trips between Green Harbor and Boston via Scituate.

A schedule effective October 5, 1964, showed one weekday round-trip from Route 3A near Chestnut Street in South Duxbury to Boston via Green Harbor, Brant Rock, Marshfield Center, and Pembroke. A summer schedule effective June 18, 1965, showed two weekday round-trips on this route, with all trips extended beyond South Duxbury to Plymouth. A schedule effective October 1, 1965, showed the same service as in October 1964.

In the summer of 1966, there were again two through round-trips between Plymouth and Boston via South Duxbury and Marshfield. A schedule effective October 3, 1966, showed one round-trip still running through between Plymouth and Boston via Marshfield, with the other having been discontinued south of Green Harbor.

In schedules effective October 2, 1967, and September 30, 1968, there was just the one round-trip between Plymouth and Boston via South Duxbury and Marshfield. A schedule effective June 21, 1970, showed this round-trip discontinued south of Green Harbor. All intermediate stops between Marshfield Center and Boston except East Milton on segments shared with other P&B routes had been eliminated from Marshfield trips, with buses using Route 3 instead of Route 53 north of Route 139 in Pembroke.

A schedule effective June 28, 1971, showed weekday service expanded to five northbound and four southbound trips between Brant Rock and Boston in addition to the one round-trip between Green Harbor and Boston. This service was still shown in the October 1971 schedule, but a schedule effective June 26, 1972, showed a decrease of two round-trips between Brant Rock and Boston on weekdays. This reduced service was still in effect in October 1972. By October 1973, weekday service had increased again, to four northbound and two southbound trips between Brant Rock and Boston and one northbound and three southbound trips between Green Harbor and Boston.

Effective June 22, 1974, there were six northbound and five southbound trips between Green Harbor and Boston on weekdays. One round-trip was discontinued in September 1974. Effective June 28, 1975, three northbound and two southbound trips were extended from Green Harbor to Bay Road at Landing Road in South Duxbury, via St. George and Washington Streets. This pattern was maintained until March 1978, when a third northbound trip from Green Harbor to Boston and a third southbound trip from Boston to South Duxbury were added.

The March 1978 schedule was used through 1980. Effective June 1, 1981, the outer endpoint of one of the three South Duxbury–Boston round-trips was cut back to Millbrook Motors at Routes 3A and 139 in Duxbury. At the same time, one northbound trip was extended from Green Harbor to Millbrook Motors and two new southbound trips between Boston and Millbrook Motors were added to the schedule.

By May 1982, one morning trip in each direction between Boston and Green Harbor had been discontinued and the only southbound trip that had terminated at Green Harbor was extended to Millbrook Motors.

By June 1983, two more trips in each direction had been discontinued, leaving weekday service of two round-trips to Boston from Landing Road in South Duxbury and one northbound and two southbound trips between Millbrook Motors and Boston. This frequency was run until October 1985, when one of the southbound trips from Boston to Millbrook Motors was discontinued.

In July 1989, the remaining round-trip between Millbrook Motors and Boston was discontinued, leaving the two round-trips between Landing Road and Boston. In January 1992, the outer end of all trips was cut back from Landing Road to Millbrook Motors.

In September 2005, one of the southbound trips from Boston to Millbrook Motors was replaced with a trip starting at Rockland, connecting there with a trip from Boston on the Plymouth route.

In February 2009, the outer end of the Rockland–Millbrook Motors trip was cut back to a commuter parking lot at the Roche Brothers supermarket in Marshfield. This trip was discontinued in June 2017. This left two northbound trips and one southbound trip between Millbrook Motors in Duxbury and Boston.

In June 2018, one northbound trip from Millbrook Motors was discontinued and the outer end of the other northbound trip was cut back to Route 139 at Enterprise Drive in Marshfield. The southbound trip to Millbrook Motors was replaced with a side-diversion to Enterprise Drive on a trip from Boston to Kingston. This was still the status when all P&B service was suspended in March 2020 because of the COVID-19 pandemic. When P&B resumed operations in 2021, no service to Marshfield or Duxbury was included.

Rockland Center Service

Among the DPU certificates P&B acquired from South Shore Coach Lines in 1952 was one for a route between Rockland Center and the Assinippi neighborhood of Hanover, mostly on State Route 123. This route had been run by a series of independent bus lines since being abandoned as an Eastern Mass. Street Railway trolley line. Additional details appear in TJH7420.

P&B does not appear to have operated this route until more than 20 years after acquiring the rights to it. The oldest P&B schedule found that included this route was effective June 22, 1974. It showed one weekday round-trip between Rockland Center and Boston. At Assinippi, buses on this route turned from Route 123 onto Route 53, joining the P&B local Plymouth–Boston route. P&B never increased the frequency on this route to more than the one weekday round-trip. It was still shown in P&B schedules in effect as late as September 1977 but was gone by March 1978. Bus service between Rockland Center and Boston on a different routing was still provided then by Hudson Bus Lines.

In 1984, P&B began serving a state-owned park-and-ride lot at Routes 228 and 3 in the northeast corner of Rockland, with stops on selected trips on several P&B routes. This was one of the few stops at which P&B resumed service in 2021 after suspending all service in March 2020 because of the COVID-19 pandemic.

P&B SCITUATE SERVICE

Scituate–Boston Service in the 1950s

In July 1950, P&B acquired all the fixed-route certificates of South Shore Transit Lines. These covered several local routes in Scituate and Hingham and are described in greater detail in TJH7420. In Scituate, the most important of these in later P&B service were a route between the New Haven Railroad's Greenbush Station and Scituate Harbor via Ford Place, Country Way, Stockbridge Road, and First Parish Road to Front Street, and a Route from Scituate Harbor to Country Way west of Egypt Station via Front Street and Beaver Dam, Jericho, Hatherly, Mann Hill and Capt. Pierce Roads, and Curtis Street.

In June 1951, P&B was granted rights for a new route between Duxbury and Boston through Marshfield, Scituate, and Hingham. In Scituate, this route ran on the present State Route 3A between the border of Marshfield and Route 123 at Greenbush and on Country Way to the border of Cohasset. In Cohasset, it ran mostly on South Main and North Main Streets, and in Hingham it ran on East Street and the present Route 228 to Queen Anne's Corner. There it joined what was then the main P&B route from Plymouth to Boston on the present State Route 53. The segment on Route 228 was a former trolley route over which the Nantasket Transportation Company had provided replacement bus service from 1931 to 1951.

A P&B schedule effective June 15, 1952, had four round-trips between Scituate Harbor and Boston on weekdays, with an additional late-night northbound trip on Thursday through Saturday. On Monday through Wednesday, the last southbound trip of the day continued beyond Scituate Harbor through Greenbush, Duxbury, and Kingston to Plymouth. The only northbound trip using this extension ran only on Saturdays, Sundays, and holidays. The extension also passed through Marshfield, but no stops were shown in that town.

In addition to Scituate Harbor, this schedule showed stops at Egypt Station (at Capt. Pierce Road) and North Scituate (off Country Way near Gannett Road).

Listed stops north of Scituate were Cohasset Station, Hingham Center, Queen Anne's Corner, Weymouth Landing, Braintree, Quincy Square, Neponset Circle, Andrew Square, and the Boston Greyhound Terminal.

In January 1954, P&B gave up the rights to the segment of the Scituate–Boston route as originally specified within Hingham between the border of Cohasset and Queen Anne's Corner. At the same time, P&B was granted new rights for a routing between the border of Cohasset and Quincy via State Route 3A. The Eastern Mass. Street Railway Company took over local service between Hingham Depot and Queen Anne's Corner.

Potential ridership for P&B from Scituate, Cohasset, and Hingham to Boston increased greatly after the New Haven Railroad ended passenger service to those towns on its Greenbush Line on June 30, 1959. New operating rights issued to P&B in 1959 in conjunction with the train discontinuances included a routing from the present State Route 123 near Greenbush in Scituate to the present Route 228 in Hingham via the Chief Justice Cushing Highway (Route 3A).

Scituate–Boston Service in the 1960s

A schedule effective September 26, 1960, showed northbound weekday service of eight trips from Greenbush to Boston and one additional trip from North Scituate to Boston. Southbound, ten weekday departures were shown in the schedule. A footnote said there were Boston departures every eight minutes from 4:30 to 5:10 PM, which would have added three more trips than shown.

Northbound trips leaving Greenbush before 10:00 AM were shown as stopping at Scituate Station (actually about 0.4 miles away at Stockbridge and First Parish Roads), and at Egypt, North Scituate, and Cohasset Stations before running nonstop to Quincy Square. Starting at 10:00 AM, northbound trips also stopped at Scituate Harbor. Southbound trips leaving Boston until 4:15 PM and at 8:30 PM stopped at Scituate Harbor, but trips departing between those times did not.

P&B returned to using the original routing between the border of Cohasset and Queen Anne's Corner for Greenbush–Boston trips in April 1961. Schedules for that year were not available for this study. Service on the Greenbush route, as on other P&B routes was suspended from mid-1962 into 1963 by a driver strike. In January 1963 P&B advertised partially restored service using replacement drivers. The ad showed four inbound AM trips and four outbound PM trips between Greenbush and Boston and one additional inbound AM trip between Cohasset and Boston. The trip from Cohasset originated at Green Harbor in Marshfield and two of the outbound trips continued beyond Greenbush to Green Harbor.

A P&B schedule effective September 30, 1963, showed 10 northbound and 14 southbound trips between Greenbush and Boston. This included two northbound and three southbound trips extending beyond Greenbush to Green Harbor in Marshfield. Two northbound trips from

Greenbush omitted the stop at Scituate Harbor, and one of these trips also omitted Cohasset Center. One evening trip ran express from Greenbush to downtown Boston with no intermediate stops shown. One southbound trip omitted Scituate Harbor. In addition to trips from Greenbush there were also two northbound trips to Boston from North Scituate Station and one from Cohasset Center. All northbound trips stopped on request at East Milton Square to drop off passengers. One southbound trip had a scheduled stop at East Milton Square to pick up passengers.

A P&B schedule effective October 5, 1964, no longer showed any trips extending south of Greenbush on this route. There were still 14 southbound trips on weekdays, but two morning trips were replaced with one, and one new evening trip was added. The number of northbound trips from Greenbush increased from 10 to 11. A note with the express trip from Greenbush showed that it ran through Norwell Center via State Route 123. In addition to the shorter trips from North Scituate and Cohasset Center, there was an early morning trip originating at Routes 3A and 128 in Hingham.

The service frequency shown in October 1964 remained in effect through 1966, but after 1965 a new stop was added at Hingham Plaza after Queen Anne's Corner northbound and before Queen Anne's Corner southbound.

A schedule in effect October 2, 1967, showed a large increase in frequency and some new variations. On weekdays 12 northbound trips used what had formerly been the regular route between Greenbush and Boston. In addition, three trips started at North Scituate, ran south to Greenbush via Egypt and Scituate Station, and then ran nonstop to Boston. Two northbound trips originated at Scituate Harbor and ran to North Scituate via Front Street and Jericho, Hatherly, and Gannett Roads and Hollet Street, then proceeded to Boston on the regular route. This variation, which bypassed the Scituate Station and Egypt Station stops, was identified as the Hatherly Road route, although the regular route also ran partly on Hatherly road. The longer routing on Hatherly Road was authorized by a DPU certificate issued in 1954. One northbound trip originated at Cohasset and ran nonstop to Boston. Five northbound short trips to Boston originated at Hingham Center.

Southbound on weekdays, there were 22 trips between Boston and Greenbush, all of which served the Scituate Harbor stop. Two additional southbound trips used the Hatherly Road route. One southbound trip ran nonstop from Boston to Greenbush, and then continued north via the Scituate and Egypt stops to North Scituate. According to a 1970 report prepared for the MBTA, the express trips in each direction ran between Greenbush and Hingham via the Chief Justice Cushing Highway (State Route 3A). .

A schedule in effect September 30, 1968, showed a few changes from the October 1967 schedule. Most notably, the number of trips via the Hatherly Road route was reduced from two round-trips to one and remained at one in subsequent years. Two northbound trips making all local stops were added. The one northbound trip that had run nonstop from Cohasset to Boston was changed to include all local stops in Hingham.

Scituate–Boston Service in the 1970s and Later

The number of weekday trips between Greenbush and Boston increased gradually over the next few years, reaching its all-time maximum in 1973. A schedule effective October 6, 1973, showed 25 northbound and 28 southbound trips on weekdays. The northbound service included 14 trips making all local stops between Greenbush and Hingham Plaza, and seven making all stops except Scituate Harbor. There were also three express trips originating at Egypt, and one

trip via the Hatherly Road route. Southbound service included 26 trips serving all local stops, one express trip to Egypt via Greenbush, Scituate Harbor, and Scituate Station, and one trip via the Hatherly Road route. Two of the southbound local trips continued beyond Greenbush to Green Harbor if there were any passengers for stops in Marshfield. A June 1974 schedule showed the same service except for the continuation to Green Harbor, and the Hingham Plaza stop had been discontinued.

After 1974, service frequency between Greenbush and Boston gradually decreased, with some trips being eliminated almost every year. One factor in this decline was the implementation of commuter boat service between the former Hingham Shipyard site and Boston. Beginning with a trial service of one weekday round-trip in October to December 1975, the commuter boat operation grew over the next few years to running year-round with frequent departures throughout each weekday. Despite having only one South Shore stop, the boat attracted passengers from towns throughout the service area of the P&B Scituate route.

A P&B schedule for the Scituate route effective May 26, 1979, showed northbound weekday service had declined to 18 trips. These included nine trips making all local stops, five making all stops except Scituate Harbor, three express trips originating at Egypt, and one trip via Hatherly Road. Southbound weekday service had declined to 22 trips, including 20 making all local stops and one running via Hatherly Road. The southbound express trip to Egypt was newly specified as running via Route 123 and Norwell Center. It had apparently been using that routing since 1973, as the scheduled times at each stop had not changed.

Service frequency continued its slow decline. There was still one trip in each direction via Hatherly Road in a schedule effective December 13, 1980, but there were no more Hatherly Road trips in either direction by June 1981.

By October 1984, northbound weekday service frequency had dropped to 14 trips. These included six making all local stops between Greenbush and Queen Anne's Corner and five making all local stops except Scituate Harbor. Three express trips originated at Egypt and were specified as running via Norwell Center after Greenbush.

Southbound weekday service by October 1984 was down to 15 trips, including 13 that served all local stops and one that omitted Scituate Harbor. There was still one express trip to Egypt via Norwell Center and Greenbush.

By 1988, weekday service frequency was down to nine northbound and 11 southbound trips, including one Egypt express trip via Norwell in each direction. This frequency was still in effect in January 1989, but by December 1989 only five weekday trips in each direction remained. The northbound trips included three making all local stops, one making all stops except Scituate Harbor, and one express trip from Egypt via Greenbush and Norwell. The southbound trips included four making all local stops and one omitting Scituate Harbor but there was no more Egypt express trip.

A schedule effective June 13, 1992, had no further service reductions, but all five southbound trips included the Scituate Harbor stop.

A schedule effective June 12, 1993, showed the addition of one southbound AM Peak trip and one northbound PM Peak trip running nonstop between Scituate Harbor and Boston. These trips were run mostly for equipment positioning rather than for carrying passengers, and they had probably been running for some time as non-revenue trips. These trips were shown in the schedules in 1996 but were not shown by July 1997.

By June 1998, service was reduced to three weekday round-trips between Greenbush and Boston. All trips served all local stops except for one northbound trip that omitted Scituate Harbor.

In conjunction with P&B service cuts following the 1997 establishment of MBTA commuter rail service on the Kingston/Plymouth and Middleborough/Lakeville lines. P&B reduced Greenbush–Boston service to two weekday round-trips by June 1999, and to one round-trip by June 2000. These trips were discontinued in September 2003.

In October 2007, the MBTA reestablished commuter rail service on the former New Haven Railroad Greenbush Line. This service included stations in Scituate, Cohasset, Hingham, and Weymouth.

P&B CAPE COD SERVICE

Cape Cod Service in the 1950s and 1960s

In September 1951, P&B was granted a certificate for new service between Plymouth and Bourne. The authorized route ran on the present State 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 passengers could not be carried between Buzzards Bay or points farther south and any destination north of Quincy. P&B appears to have run service between Boston and Sagamore only in summer months in the 1950s.

New Haven Railroad passenger service between Boston and Buzzards Bay, Woods Hole, and Hyannis ended on June 30, 1959. As discussed in Chapter 13, expansion of Almeida Bus Lines Boston–Cape Cod service initially provided the only replacement for the discontinued rail service. A P&B schedule effective June 27, 1960, showed five northbound and four southbound daily trips between Sagamore Circle and Boston. All trips were routed via Manomet, Plymouth, and Kingston. Beyond Kingston, one of the northbound trips stopped only at Queen Anne's Corner in Hingham and downtown Boston, but the other three also stopped at Pembroke, Hanover, and Norwell. The four southbound Sagamore trips made no stops between downtown Boston and Kingston. All Sagamore trips went to or from the Boston Greyhound Terminal on St. James Avenue and also stopped at the P&B ticket office opened in 1959 in the Hotel Essex, opposite South Station.

A P&B schedule effective September 26, 1960, showed service reduced to a non-summer level of two northbound and one southbound trips a day between Boston and Sagamore Circle, but no service to points with former railroad service on the Cape. A trip leaving Sagamore at 7:15 AM stopped only at Kingston and at Queen Anne's Corner on the way to Boston. A trip leaving Sagamore at 6:45 PM served local stops all the way from Manomet to Queen Anne's Corner. A trip leaving Boston at 5:05 PM ran nonstop to Sagamore.

In May 1961, the DPU authorized P&B to also provide service between Boston and Hyannis, combining rights granted in previous certificates between Boston and Sagamore Circle via Plymouth and new rights 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.

Newspaper ads announced the start of daily P&B summer service between Boston and Hyannis effective June 19, 1961, but did not list departure times or total trips. P&B drivers went out on strike at midnight on July 1, over issues including use of non-union drivers from Brush Hill Transportation Company on some P&B runs. Service resumed on July 28, after the parties agreed to submit the issues to arbitration, but the during shutdown Almeida Bus Lines had increased promotion of its own Hyannis service.

The P&B contract with the union representing its drivers and shop personnel expired on December 31, 1961. After months of mediation, the union and P&B management failed to reach an agreement on a new contract, and union personnel went out on strike again on May 28, 1962. There was no P&B service to Hyannis during the rest of 1962, as the strike went on into 1963.

P&B was able to restore some service with replacement workers after January 10, 1963, when the National Labor Relations Board ordered the striking union members to stop interfering with operation of the company's buses. A newspaper ad from P&B on January 13, 1963, announced service resumption including one weekday round-trip between Boston and Hyannis, with Boston arrival and departure times intended for commuters. A July 1963 ad for P&B Hyannis service advised passengers to phone P&B's Boston offices for schedule specifics.

A P&B schedule effective September 30, 1963, showed Hyannis–Boston service as an extension of the Plymouth–Boston route. On weekdays there were two round-trips between Hyannis and Boston, with Barnstable Circle and Sagamore Circle shown as the only intermediate stops south of the Plymouth Terminal. One northbound trip served all stops from Plymouth to Queen Anne's Corner. One trip each way skipped North Plymouth and ran nonstop north of Hanover. One southbound trip stopped at East Milton Square and at all stops from Hanover to Plymouth.

P&B service to Hyannis initially varied greatly between summer and non-summer months. A schedule effective June 19, 1964, showed seven round-trips between Hyannis and Boston on weekdays, including one round-trip with Boston arrival and departure times suitable for work trips. Six of the seven northbound trips included a stop at Midway Motors on Route 44 in Plymouth. Of these, four included no other stop between Sagamore and Boston except East Milton (on request to drop off passengers). One trip also stopped at Kingston Center and one at the Plymouth Terminal and Plymouth Post Office. The only trip that omitted Midway Motors served the other two Plymouth stops and Kingston Center.

Six of the seven southbound trips also served Midway Motors. Of these, two made no other stops between Boston and Sagamore, one also stopped at Kingston Center, and one at East Milton and Kingston Center. Three trips stopped at East Milton, Plymouth Center, and Plymouth Terminal, including two that also stopped at Kingston Center and the one trip that omitted Midway Motors.

This service used rights P&B had been granted to use sections of the present State Route 3 between 1959 and 1964, and earlier rights granted in 1959 to use the Southeast Expressway.

A schedule effective October 5, 1964, again showed non-summer frequency of only two round-trips between Hyannis and Boston on weekdays but still included one round-trip with Boston arrival and departure times suitable for work trips.

A P&B schedule effective June 18, 1965, showed a summer expansion of weekday service between Hyannis and Boston to seven round-trips again, this time including three in each

direction that made several local stops on State Route 53 between Kingston and Queen Anne's Corner and also stopped at East Milton Square.

A schedule effective October 1, 1965, showed weekday Hyannis–Boston service again reduced to the non-summer frequency of two round-trips a day. A schedule effective June 20, 1966, again showed seven weekday round-trips between Boston and Hyannis. Two of the trips each way were to be discontinued after Labor Day. A schedule effective October 3, 1966, showed weekday service of four round-trips between Hyannis and Boston and one additional round-trip between Sagamore Circle and Boston. Non-summer service had increased to six round-trips a day by October 1967.

A schedule effective June 29, 1968, showed the usual summer weekday service frequency of seven round-trips. It also showed three Friday-only southbound trips running nonstop between the Greyhound Terminal or the Hotel Essex and Sagamore Circle.

A schedule effective January 6, 1969, showed only three weekday round-trips between Hyannis and Boston. A summer 1969 schedule has not been found. A schedule effective September 29, 1969, again showed a non-summer frequency of six round-trips between Hyannis and Boston. Northbound, three trips ran nonstop between Sagamore Circle and Boston, two trips also stopped at Route 44 in Plymouth, and one trip stopped at the Plymouth Terminal and downtown Plymouth. All trips also stopped on request at East Milton. Southbound before Sagamore, four trips stopped only at Route 44 and two trips stopped at East Milton, downtown Plymouth, and the Plymouth Terminal. East Milton was also a scheduled stop for one trip that stopped at Route 44.

Cape Cod Service 1970 to 1978

A schedule effective June 21, 1970, showed 14 daily round-trips between Hyannis and Boston, with departures approximately hourly in each direction. It is not clear what prompted doubling the frequency compared with June 1968. All trips ran nonstop between at least Plymouth and East Milton, and several trips ran nonstop between Sagamore Circle and Boston. Four trips in each direction connected at Hyannis with Cape Cod Bus Lines service to or from Provincetown.

In May 1971, P&B became one of four private-carrier bus companies to begin using “wrong-way” bus lanes on the Southeast Expressway between Braintree and Boston. The southbound center lane was reserved for northbound buses in the AM Peak and the northbound center lane was reserved for southbound buses in the PM Peak. P&B increased peak service to accommodate riders attracted by the travel-time savings from buses not having to run in mixed traffic. A schedule effective May 28, 1971, showed weekday service of 18 round-trips between Hyannis and Boston. Most of the added trips provided AM peak Boston arrivals and PM peak Boston departures. For safety reasons, the wrong-way lanes were discontinued in September 1971, but reactivated in April 1972.

A P&B Hyannis–Boston weekday schedule effective May 26, 1972, showed 19 northbound and 18 southbound trips a day. A schedule effective May 26, 1973, showed 19 northbound and 20 southbound trips a day. A schedule effective June 22, 1974, included one additional PM peak departure from Boston. However, a schedule effective October 12, 1974, showed non-summer weekday service reduced to 16 trips in each direction.

Summer weekday schedules showed 19 round-trips a day in 1975; 19 northbound and 18 southbound trips in 1976; and 20 northbound and 18 southbound trips in 1977 and 1978.

Cape Cod Service 1979 to 1987

As discussed in Chapter 13, Almeida Bus Lines went out of business in March 1979, ending operation of its route between Hyannis and Boston. To make up for the loss of this service, P&B added some trips to its own Hyannis–Boston route. P&B had been using the present U.S. Route 6 between Sagamore and Barnstable on all trips, but Almeida service had included one weekday round-trip via Route 6A. A notice of P&B schedule changes effective April 25, 1979, showed stops on Route 6A at Sandwich, East Sandwich, and West Barnstable added to daily trips leaving Boston at noon and leaving Hyannis at 10:00 AM.

In March 1979, P&B also took over operation of a route between Hyannis and Chatham previously run by Almeida's subsidiary, Southern Massachusetts Bus Lines. P&B initially ran three weekday round-trips on this route, but not all of them made close connections with Boston trips at Hyannis.

A P&B weekday schedule effective May 26, 1979, showed 23 northbound and 20 southbound trips between Hyannis and Boston. Southbound service via Route 6A was shifted to the 11:15 AM Boston departure.

Service remained at about the 1979 level for the next few years, with summer frequency of 23 or 24 northbound trips and 19 or 20 southbound trips on weekdays. A schedule effective January 19, 1980, showed a minor adjustment in the southbound Route 6A trip departure time. A schedule effective May 17, 1980, showed the southbound Route 6A stops moved to the 8:00 PM trip from Boston. A schedule effective December 13, 1980, no longer included any northbound service on Route 6A. A schedule effective June 6, 1981, showed no Route 6A service in either direction.

In late 1980, P&B revised the schedule on the Hyannis-Chatham route to provide four round-trips a day. Except for the first morning trip to Chatham, all trips were through-routed to or from Boston, with 15-minute stops at Hyannis. Chatham-Hyannis service was still shown as being mostly through-routed to and from Boston in May 1982, but by June 1983 it was shown as a connection at Hyannis.

Starting in May 1982, Hyannis–Boston service was supplemented with two northbound AM peak trips originating at a commuter parking lot at Sagamore Circle. One of the Sagamore trips was discontinued by June 1983. The other Sagamore trip was maintained, but with varying departure times, until 2001.

In November 1982, the DPU authorized P&B to serve Logan Airport by extending its existing Boston routes through the Sumner and Callahan tunnels. P&B was not allowed to carry passengers traveling only between downtown Boston and the airport, but starting in October 1986, this restriction was amended to allow Logan passengers to transfer between P&B buses in downtown Boston.

The June 1983 schedule showed nearly half of all trips on the P&B Hyannis–Boston route serving Logan Airport in addition to downtown Boston. There were 22 weekday trips in each direction, with ten of the northbound trips continuing to Logan after stopping at the Boston Greyhound Terminal, and 11 southbound trips serving Logan before the downtown Boston stops.

By May 1985, 15 northbound and 13 southbound Hyannis trips out of a total 21 trips in each direction were serving Logan in addition to downtown Boston. A May 1986 schedule showed P&B experimenting with service between Hyannis and Logan bypassing downtown Boston. There were three such trips in each direction on weekdays in addition to 13 northbound and 12

southbound trips that served Logan and downtown Boston and nine northbound and ten southbound trips that did not serve Logan.

The summer weekday schedule effective August 1, 1987, included a note that service was partly subsidized by the MBTA. There were 24 northbound trips from Hyannis, one northbound trip from Sagamore, and 25 southbound trips from Boston. Fifteen northbound trips and 14 southbound trips served Logan in addition to downtown Boston. The operation of separate Logan trips had been discontinued, and it did not resume until 1992.

P&B Acquisition of Cape Cod Bus Lines Service – 1988

Effective June 6, 1988, P&B took over operation of bus service between Hyannis and Provincetown from Cape Cod Bus Lines under temporary authority. P&B initially ran seven weekday trips on this route, with two variations on the segment between Hyannis and Orleans. One variation used local streets to Yarmouth and continued on State Route 6A. The other used the Mid-Cape Highway (U.S. Route 6) between Yarmouthport and Orleans and made no intermediate stops between Hyannis and Orleans. The June 1988 schedule would have allowed some good connections to or from Boston at Hyannis, but P&B did not show these as guaranteed.

In August 1988, the DPU transferred all fixed-route certificates held by Cape Cod Bus Lines to P&B, but P&B only made use of certificates for service between Hyannis and Provincetown. Cape Cod Bus Lines was originally incorporated in May 1952 as Falmouth Bus & Taxi Company (FB&T). In 1955, the DPU transferred a certificate for service between Hyannis and Provincetown to FB&T from the New Haven Railroad's subsidiary New England Transportation Company (NET). This certificate covered the routing between Yarmouth and Orleans via Route 6A and had been issued to NET in 1926. The DPU issued a certificate for the routing to Orleans via Route 6 to FB&T in September 1959. FB&T was renamed Cape Cod Bus Lines in August 1963. Cape Cod Bus Lines was voluntarily dissolved on March 2, 1990. The company officers were Robert E. Palmer, president, and Russell C. Palmer, clerk.

Cape Cod Service 1988 and Later

During most summers from 1988 through 1993, the number of weekday trips between Hyannis and Boston varied between 25 and 26 northbound, with an unvarying 28 southbound. One exception was the summer of 1990, when there were 28 northbound and 31 southbound scheduled trips on weekdays.

The summer 1990 schedule also showed P&B had combined some of the operations of the Chatham and Provincetown routes. Instead of three round-trips typically run between Hyannis and Chatham in previous summers, there was one round-trip between Hyannis and Chatham and one round-trip between Hyannis and Provincetown via Chatham. The latter routing ran nonstop between Chatham and Orleans, where it joined the other Provincetown route variations. There were also five round-trips between Hyannis and Provincetown, using a mix of the Route 6A and Route 6 variations between Hyannis and Orleans.

By June 1991, P&B had discontinued all service between Hyannis and Chatham. The number of round-trips between Hyannis and Provincetown had been reduced to four. All were now through-routed to Boston, including three in each direction that served Logan Airport and downtown Boston. Two of the trips from Provincetown and one of the trips to Provincetown used the nonstop routing between Hyannis and Orleans.

P&B stopped using the Greyhound Terminal in Boston in 1990 as a result of an ongoing strike by Greyhound drivers, but P&B continued dropping off and picking up passengers at curbside near the Greyhound Terminal.

In 1992, P&B again began running some trips between Hyannis and Logan bypassing downtown Boston. The June 13, 1992, schedule showed two such trips northbound, but there were no separate southbound trips from Logan until the June 1994 schedule, when there was one.

The June 1992 schedule showed the 7:05 AM trip from Boston continuing beyond the P&B terminal in downtown Hyannis to the Hy-Line Cruises ferry terminal on Ocean Street and the Steamship Authority (SSA) ferry terminal off South Street. The 8:30 PM trip from Hyannis originated at the ferry terminals. Hy-Line and the Steamship Authority both operated service to Nantucket, and Hy-Line also operated ferry service to Oak Bluffs on Martha's Vineyard.

The P&B trips to and from the ferry terminals operated only in summers. The number of such trips per day varied from year to year, peaking at five trips in each direction in 1995. The final summer for connections to the Hy-Line terminal was 1999; the connection to the SSA terminal last ran in 2003.

The Ted Williams Tunnel, between South Boston and Logan Airport on an extension of Interstate 90, opened to commercial traffic on December 16, 1995. P&B immediately diverted its Logan service to that route and began increasing the number of Hyannis trips that bypassed downtown Boston. The summer weekday schedule effective June 8, 1996, showed a total of 33 northbound and 34 southbound trips. These included 17 northbound and 8 southbound that served downtown Boston only; six northbound and four southbound that served Logan only, and 10 northbound and 22 southbound that served downtown Boston and Logan. Four of the northbound trips originated at Provincetown, including one that continued to Logan. Five of the southbound trips continued to Provincetown, but none of these served Logan.

By June 1996, the formatting of P&B schedules implied that on trips between Provincetown and Boston a transfer at Hyannis was required. However, some of the buses continued running through.

In September 1996, P&B began running three weekday round-trips between Orleans and Boston. These trips used U.S. Route 6 between Orleans and Barnstable, bypassing Hyannis, and replacing three former Hyannis–Boston round-trips. There was one intermediate stop at a park-and-ride lot beside Route 6 in Harwich, and one trip in each direction stopped at a shopping center parking lot just off Route 6 in Dennis. A fourth Orleans round-trip was added in March 1997. Orleans service frequency remained at four weekday round-trips through 2001. All Orleans trips were changed back to Hyannis trips effective June 29, 2002.

The combined number of weekday trips between Provincetown, Orleans, or Hyannis and downtown Boston or Logan Airport increased gradually after 1996, with southbound service peaking at 37 trips in 1999 and northbound service peaking at 38 trips in 2001. The number of trips serving Logan Airport, but not downtown Boston, reached a maximum of 12 in each direction in 1999 but had begun to decline by the summer of 2001.

In the June 2001 schedule, of the 38 northbound trips, 24 served only downtown Boston, nine served only Logan, and five served Logan and downtown Boston. Of 36 southbound trips, 18 served only downtown Boston, 11 served only Logan, and seven served Logan and downtown Boston.

The total number of summer weekday trips between Hyannis and downtown Boston or Logan had dropped to 25 northbound and 26 southbound by 2005, increased to 31 each way in 2006 and 2007, but dropped to 27 northbound and 28 southbound in 2008. The summer 2009 schedule showed only 24 trips in each direction. The northbound total remained at 24 through 2013 but dropped to 23 in 2014 and 2015. The southbound total remained at 24 in 2010, increased to 26 in 2011 through 2014, and dropped to 25 in 2015.

A P&B schedule effective June 18, 2016, showed a large increase in Hyannis–Boston weekday service, to 31 round-trips per day. These included 23 northbound and 24 southbound trips serving both downtown Boston and Logan, five round-trips serving only downtown Boston and three northbound and two southbound trips serving only Logan. Most of the increase resulted from changing off-peak service frequency from hourly to half-hourly.

A schedule effective June 18, 2017, showed the same Hyannis–Boston service frequency as the June 2016 schedule. However, a schedule effective June 30, 2018, showed weekday service cut back to 22 northbound and 23 southbound trips as day. These included 19 northbound and 22 southbound trips serving both downtown Boston and Logan and three northbound trips and one southbound trip serving only downtown Boston. There were no trips serving only Logan. There were three round-trips between Provincetown and Boston, all connecting at Hyannis with trips serving downtown Boston and Logan.

The last P&B summer schedule issued before the COVID-19 pandemic was effective June 29, 2019. It had mostly minor changes compared with the June 2018 schedule, but Provincetown–Hyannis weekday service was reduced to two round-trips a day. The fastest scheduled travel time between Provincetown and South Station was three hours and 55 minutes. For comparison, high-speed ferry routes between Provincetown and the World Trade Center in the Boston Seaport or Long Wharf had scheduled times of 90 minutes.

All P&B bus service was suspended starting in March 2020, because of the pandemic. A P&B schedule effective July 17, 2021, showed Hyannis–Boston summer service returned almost to the 2019 level. There were 20 daily round-trips, including 16 that served both South Station and Logan Airport and four that served only Logan. There were no longer any trips stopping at Park Square, and there was no P&B Provincetown–Hyannis service.

A November 13, 2021, schedule showed a new P&B route, from Woods Hole to South Station and Logan Airport, with intermediate stops at Falmouth Station and at the park-and-ride lot on State Route 24 at Route 106 in West Bridgewater. There were initially seven daily round-trips. At Woods Hole and Falmouth Station, this route competed directly with a route of Peter Pan Bus Lines. At West Bridgewater it replaced service that Bloom's Bus Lines had suspended in March 2020 and had never restored. A revised schedule effective October 1, 2022, provided six daily round-trips. A schedule effective June 10, 2023, reduced service to five daily round-trips and eliminated the West Bridgewater stop. Peter Pan Bus lines began serving the West Bridgewater stop on August 7, 2023.

A schedule effective October 1, 2022, showed Hyannis–Boston service further increased, to 23 daily round-trips. These included six northbound and four southbound trips that served only Logan.

P&B Hyannis–Provincetown service resumed on April 22, 2023. This service was subsidized by a grant from the Commonwealth, partly using funds from the Federal Transit Administration's Intercity Bus Program for Rural Areas, Section 5311(f). A schedule effective July 29, 2023,

showed two daily round-trips on this route. Both trips from Provincetown and one trip to Provincetown had Boston connections at Hyannis. P&B bus service between Hyannis and Provincetown was suspended effective April 22, 2024, when the subsidy for the next year went instead to Peter Pan Bus Lines.

A P&B schedule effective September 9, 2023, showed restoration of a sixth daily southbound trip on the Woods Hole route. All trips in both directions served the Sagamore park-and-ride lot and used Route 3 rather than Route 24 north of the Cape Cod Canal.

A schedule effective January 26, 2025, showed 20 P&B daily round-trips between Hyannis and Boston. Of these, 16 northbound and 17 southbound served both South Station and Logan Airport. All other trips served only Logan. In a schedule effective June 22, 2025, the only change was the addition of a 6:30 AM trip from Hyannis to South Station and Logan.

A schedule effective January 26, 2025, showed four daily round-trips on the P&B Woods Hole route. All trips served both Logan Airport and South Station. All northbound trips served the Sagamore park-and-ride lot, but the P&B Hyannis route provided all the southbound service to the Sagamore lot. A schedule effective June 22, 2025, showed service from Woods Hole to South Station and Logan increased to five northbound and six southbound daily trips. A request stop at the Sagamore park-and-ride lot was added on all northbound trips.

OTHER P&B ROUTES

Brockton–Boston Service

Despite its name, after discontinuing its trolley line between Brockton and Plymouth in 1925, the Plymouth & Brockton Street Railway Company did not obtain rights to operate replacement bus service between those municipalities until 1949. P&B was initially authorized in February 1949 to use a routing almost entirely on State Route 27. In July 1949, the DPU approved an alternate routing between Hanson and Kingston on State Routes 58 and 106. It is not clear how long P&B maintained service on either routing, as the company was by then starting to concentrate on operating service between South Shore points and Boston.

P&B did not publish schedule folders that included all routes until 1963. A folder with schedules effective September 30, 1963, is the only one found that included the Plymouth–Brockton route. It showed two daily round-trips starting from the P&B Plymouth Terminal and using the variation on State Routes 106 and 58 between Kingston and Hanson. There were intermediate stops at Plymouth Center, Kingston Center, Tura's Corner in Kingston, Plympton, Halifax, Monponsett, Hanson, and Whitman. By June 1964, service between Plymouth and Brockton no longer appeared in P&B system schedule folders until it reappeared briefly in 1974.

As discussed in Chapter 6, the Eastern Mass. Street Railway Company established the first through bus service between Brockton and downtown Boston in 1962. This service used State Routes 127, 24, 128 and 138 from Brockton to Mattapan Square, and city streets through Dudley Square to Park Square. Eastern Mass. was still running some service on this route when the MBTA bought out the company in March 1968. The MBTA discontinued this route in the fall of 1968. After that, there was no through bus service between Brockton and downtown Boston again until 1974.

On May 22, 1974, the DPU granted rights to P&B for a new route from downtown Brockton to downtown Boston. The authorized routing in Brockton was over North Main and Oak Streets to Route 127 to Route 24, with a side diversion to the Westgate Mall. The route continued to

Boston on Routes 24, 128, and the Southeast Expressway, and on city streets from Kneeland Street to Park Square.

A schedule effective June 22, 1974, showed eight round-trips between Brockton and Boston on weekdays. The only specified stops were at Main and School Streets and at the Westgate Mall in Brockton and at South Station and opposite the Trailways Terminal at Park Square.

The same schedule also showed one round-trip each on Fridays and Sundays, between Brockton and Plymouth using State Route 27 for most of the way and continuing from Plymouth to Hyannis. This was a summer-only service, and it was not repeated in 1975.

A schedule effective October 12, 1974, showed Brockton–Boston service expanded to 10 weekday round-trips, but by April 1975, service frequency was reduced to eight northbound and seven southbound weekday trips. The Park Square stop was specified as the Greyhound terminal. Another round-trip was added in September 1975. This frequency was maintained through 1977.

A schedule effective March 20, 1978, showed service reduced to six northbound and five southbound trips per day. In 1979, the downtown Brockton stop was moved from Main and School Streets to the Brockton Area Transit (BAT) terminal on Crescent Street. A schedule effective May 26, 1979, showed five northbound and four southbound trips. This frequency was maintained through most of 1980. A schedule effective December 13, 1980, showed six weekday round-trips, and a schedule effective June 6, 1981, showed seven.

The May 29, 1982, schedule showed eight trips northbound and six southbound. By June 1983, service was cut to six northbound and five southbound trips. This frequency continued through mid-1985. The October 1984 schedule showed two trips in each direction extended to Logan Airport, but by January 1985 all except one northbound trip had the Logan segment discontinued.

In May 1985, service was reduced to five round-trips, still including one northbound trip extended to Logan, and in September 1985 it was cut to four-round trips. The May 1986 schedule showed five round-trips, including two northbound trips and one southbound trip serving Logan.

By August 1987, there were six round-trips but no Logan service. By June 1988, service had stabilized at seven northbound and six southbound trips. This frequency was continued through 1997.

In September 1997, the MBTA restored commuter rail service between Middleborough and Boston, on a route on which the New Haven Railroad had discontinued passenger service in 1959. The new MBTA service included three stations in Brockton. P&B cut back service on its Brockton–Boston route to three weekday round-trips, effective December 25, 1997. Effective September 19, 1998, the route was discontinued completely. Bloom's Bus Lines provided service between the Westgate Mall and Boston until March 2020 on some trips on its route between Taunton and Boston.

P&B/Brush Hill Canton/Milton Service

On July 13, 1977, P&B and its affiliate Brush Hill Transportation Company jointly issued a schedule for a bus route between Canton and downtown Boston. The initial schedule showed five northbound and four southbound trips per day, on weekdays only.

The schedule showed the route starting at what was then a Howard Johnson's restaurant on State Route 138 between I-93 and the border of Milton. Route 138 was used as far as Brook Road in Milton. From Route 138, the bus route ran on Brook and Reedsdale Roads, Pleasant

Street, and Edge Hill Road to East Milton Square, overlapping part of an MBTA local bus route that ran between Quincy Center and Mattapan. The new P&B route connected to the Southeast Expressway northbound via Granite Avenue and from the Expressway southbound via Squantum Street.

Brush Hill had operating rights for the segment on Route 138 as part its long-established route between Stoughton and Mattapan (discussed in TJH7420), and P&B had operating rights over the Southeast Expressway, but additional rights were needed to connect these segments,

On November 26, 1977, the MBTA granted a certificate to P&B for operation from the Canton park-and-ride lot to East Milton over the route described above.

The first P&B systemwide schedule in which the Canton route appeared was effective July 1, 1978. The only stop shown in Canton was at the park-and-ride lot. Stops listed in Milton were on Route 138 at Robbins Street; Kerrigan's Corner (Brook Road at Central Avenue); Cunningham Park on Edge Hill Road; and two stops in East Milton. There were two weekday round-trips between the Canton stop and downtown Boston, and one additional southbound trip between Boston and Robbins Street at Route 138 in Milton. One of the southbound trips to Canton was discontinued by December 1978.

There were no further frequency changes by June 1981. A schedule effective May 29, 1982, showed three northbound and two southbound trips between Canton and Boston. This frequency was still in effect in June 1984.

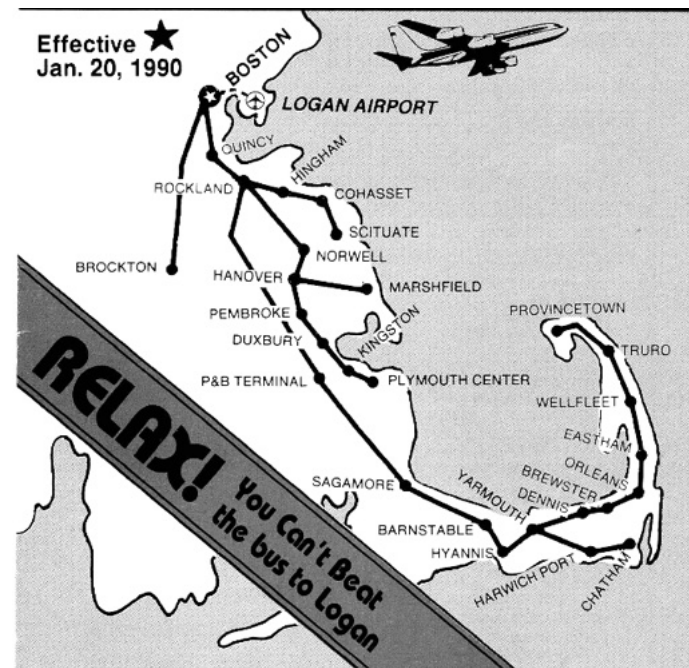
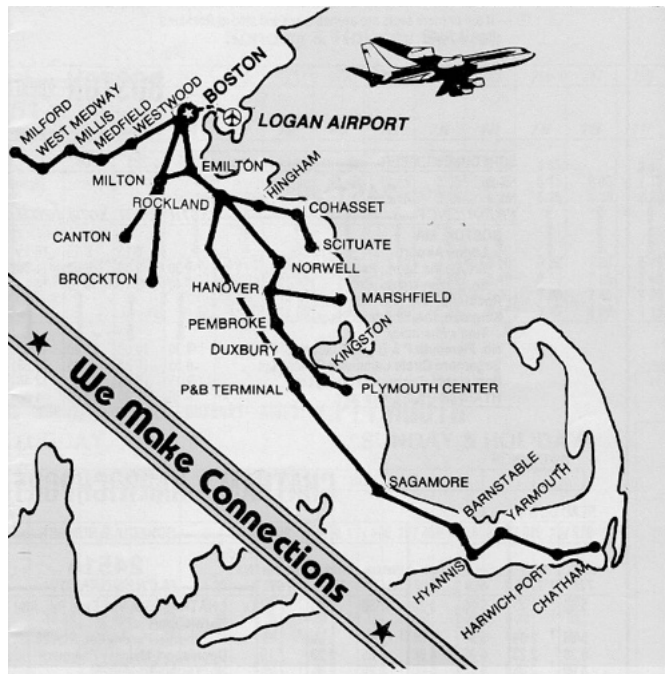
In October 1984, the MBTA approved a transfer of the operating rights for the Canton/Milton route from P&B to Brush Hill. A P&B system schedule effective May 25, 1985, did not include service on the Canton/Milton route. However, it reappeared in revised form in a schedule effective September 1, 1985. That schedule showed one round-trip to Boston extended south of Canton to Stoughton, one northbound trip from Canton to Boston, and one southbound trip from Boston to Milton. The Stoughton trips were combined with Brush Hill Mattapan trips but were cut back to Canton by May 1986. The Boston to Milton trip was extended to Canton.

A P&B schedule effective June 13, 1987, showed Brush Hill still operating two weekday round-trips on this route. A schedule published by Brush Hill effective March 1, 1988, also showed two round-trips. Brush Hill operation of the route ended in 1989.

The Winter (February?) 1989 issue of *mass.transit*, the newsletter of the Association for Public Transportation, reported that Andre Coach Lines had taken over operation of the former Brush Hill Canton–Milton–Boston route and was running one rush hour trip (presumably meaning one AM Peak trip to Boston and one PM Peak trip from Boston). The summer 1990 issue of the same newsletter reported that this route had been discontinued.

P&B/Brush Hill Milford–Boston Service

From 1973 to 2003, P&B and Brush Hill were the last in a long series of operators of bus service between Milford and Boston. This route is discussed in Chapter 14.



Two maps of the Plymouth & Brockton Street Railway Company bus system. The map at left appeared on a systemwide schedule form effective May 25, 1985. The map at right was on a schedule form effective January 29, 1990. Notable differences are that the routes to Boston from Milford and from Canton and Milton shown in 1985 were no longer part of the P&B system in 1990, but P&B had taken over service from Hyannis to Provincetown in 1988. P&B service to Chatham ended in 1991. In 2023, the only P&B routes remaining from the 1990 map were Boston to Hyannis and Hyannis to Provincetown, but a new route from Boston to Woods Hole had been added.

8. Greyhound Bus System Lines Serving Boston

BEGINNINGS OF BOSTON GREYHOUND SERVICE

From the mid-1920s to the mid-1930s, several organizations attempted to assemble nationwide networks of intercity bus routes in the U.S. However, demand was insufficient to support competing bus services between most city pairs. Only two such nationwide bus systems were finally completed: Greyhound Lines and National Trailways (discussed in Chapter 10). Trailways was merged into Greyhound in 1987. Greyhound was still operating in 2025 but greatly scaled back from its peak years.

The Greyhound Corporation originated with the incorporation on October 26, 1926, in Chicago of the Motor Transit Corporation. This company was capitalized with a \$10 million stock issue, underwritten by capitalists from Northern Minnesota and Michigan. It was intended as a holding company for bus lines in Minnesota, Michigan, Kentucky, Ohio, Illinois, Wisconsin and Texas. One of the founders of the new corporation, and its first president, was Edwin C. Eckstrom, the head of Safety Motor Coach Lines of Michigan. The latter company used the trade name Grayhound Lines to suggest high speed. This name was soon applied to the Motor Transit Corporation, but with the slightly changed spelling Greyhound Lines.

Greyhound Lines quickly expanded beyond the original seven states listed in 1926, by buying up other established bus lines and keeping them as subsidiaries or merging with other large bus systems. Over the years, the original subsidiaries were split into smaller ones or merged into larger ones as the system needs changed.

On February 13, 1928, a news release announced that the first transcontinental bus line in the United States had become a reality through the merger of the Greyhound system and the Pickwick Corporation. The longest route extended from Philadelphia to the Pacific Coast. The combined company had 400 buses, operating 430 scheduled trips daily on a 50,000-mile network. Most of the buses had capacities of 28 passengers. The transcontinental fare was to be about one third of the railroad fare, but expenses for meals and hotel stopovers along the way were expected to offset the savings in fares.

The Greyhound system first reached Massachusetts in 1929. Throughout much of the duration of Greyhound bus service to Boston, operations were divided among three separate subsidiaries or divisions of the Greyhound Corporation. The histories of the routes in these groups can be told mostly separately. The three groups were those providing service between Boston, Albany New York, and points farther west; those providing service between Boston, New York City, and points farther south or west, and those providing service between Boston, the state of Maine, and eastern Canada.

The three separate Greyhound organizations always shared terminals in Boston. Starting in 1929, the main departure point was 3 Providence Street, originally opened in 1926 as the Consolidated Coach terminal and later called the Union Motor Coach Terminal. It had been vacated by the Boston & Maine Transportation Company and the New England Transportation Company in 1928. Ads starting in March 1930 called 3 Providence Street the Greyhound Terminal.

The August 9, 1932, *Boston Globe* reported the opening the previous day of a remodeled Greyhound terminal at the 3 Providence Street site. An accompanying photo showed a theater-style marquee over the sidewalk, listing New York, Springfield, Providence, Portland, Bangor, and Manchester as among the destinations served.

Even the 1932 remodeled Boston terminal proved to be insufficient for the growing bus network. The September 21, 1935, *Globe* reported that a new Greyhound terminal was about to rise on the site of 222 Boylston Street and was expected to open about November 10. In addition to Greyhound, it was to serve Frontier Coach Lines, Interstate Lines, and the Gray Line Sightseeing Company. Gray Line president A. S. Caplan was reported to have been instrumental in promoting the idea of building this terminal. An artist's rendering showed buses angle-parked on the street. After this terminal opened, the address was also shown as 60 Park Square or 80 Park Square.

By the late 1940s, the Greyhound terminal at 222 Boylston Street/60-80 Park Square, built in 1935, was obsolete. On October 21, 1946, this terminal was sold to the Checker Taxi Company for \$250,000, with Greyhound staying on as a tenant.

The May 26, 1949, *Globe* reported that a contract had just been signed for construction of a new \$1,000,000 Boston terminal for Greyhound Lines. This terminal opened on May 16, 1950, at 10 St. James Avenue, extending through to Stuart Street. The new terminal provided off-street boarding and alighting for buses. Demolition of the older terminal was underway by December 1950.

Greyhound remained at 10 St. James Avenue until November 1992, when it relocated to a temporary terminal on Atlantic Avenue at South Station. The St. James Avenue site was redeveloped for an office tower, the 10 St. James office building. In October 1995, Greyhound relocated from the temporary street-level terminal to the new terminal built by the MBTA above the railroad tracks at South Station.

GREYHOUND SERVICE BOSTON–ALBANY, NY AND POINTS WEST

Service Boston–Albany and Points West from 1929 to 1949

In research for this work, the earliest advertisement found for any bus service in New England using the Greyhound name was one from Colonial Greyhound in the November 22, 1929, *Boston Globe* for service from Boston for Albany, Utica, Syracuse, Rochester, Buffalo, and the West. The headline in the ad showed Chicago as the destination. At that time, the Greyhound Corporation had recently taken over the Colonial Coach Company based in New York State. Colonial Coach had originated with the merger in April 1925 of 19 bus lines operating in central and northern New York. This company had first expanded into Massachusetts in April 1929, with a route the same as that advertised by Colonial Greyhound in November 1929.

From the late 1920s until World War II, the Greyhound Corporation published systemwide timetable booklets, including not only schedules for all Greyhound routes, but also schedules for many connecting services. The June 29, 1929, edition included a schedule for Colonial Coach service from Boston to Buffalo via Albany. There were two daily trips in each direction, leaving Boston at 8:00 AM and 9:00 PM and arriving back at 7:15 AM and 10:45 PM.

The Massachusetts stops listed were in Pittsfield, Lenox, Chester, Huntington, Westfield, West Springfield, Springfield, Palmer, Warren, Brookfield, Leicester, Worcester, Marlboro, Wayland, Watertown, and Boston. This indicates that the original routing was essentially that of present-day U.S. Route 20 from the New York state line to Palmer, State Route 67 to West Brookfield, State Route 9 to Shrewsbury, Maple, Main, and West Main Streets (old Route 20) to Northborough, and Route 20 to Boston.

Throughout the history of Greyhound bus operation between Boston and Albany, service was designed primarily for travel between Boston and cities west of Albany rather than Albany itself. However, for purposes of this account, most details about route endpoints west of Albany have been omitted. Until 1935, interstate bus routes were unregulated. The various Greyhound companies that operated service between Boston and Albany were awarded only limited rights to carry intrastate passengers in Massachusetts, because other carriers had previously been given the rights to local service on many of the same highways.

A preserved Colonial Greyhound schedule effective October 17, 1929, still showed two daily trips each way between Boston and Buffalo. Boston departure times were changed to 9:00 AM and 10:15 PM and Boston arrivals to 6:45 AM and 7:00 PM. The November 22 ad said the Boston departure points were the Park Square Motor Coach Terminal in the Motor Mart Garage and the Union Motor Coach Terminal at 3 Providence Street. The Colonial Greyhound ad appeared through February 1930, except for alternating Buffalo with Chicago in the headline.

Early in 1930, newly formed Eastern Greyhound Lines of New York succeeded Colonial Greyhound as operator of the former Colonial Coach system. A Greyhound ad that appeared in the *Boston Globe* starting March 15, 1930, showed the fare to Albany was \$5.00 one-way or \$7.00 round-trip. Buffalo, Cleveland, and Chicago were also listed as destinations. Along with the two trips established previously, there was a 1:15 PM daily departure for Albany via the Mohawk Trail. In addition to 3 Providence Street, listed departure locations were 21 Scollay Square, the Hotel Statler (now the Park Plaza Hotel), and the Copley Plaza.

The Greyhound system timetable effective May 28, 1930, listed the intermediate stops on the Mohawk Trail route to Albany. In Massachusetts, these were mostly along present-day State Routes 2 or 2A, except for a diversion between Fitchburg and Baldwinsville through Rindge, New Hampshire and Winchendon. This was a seasonal service. It was still shown in the timetable effective August 30, 1930, but not in the one effective November 30, 1930.

The May 1930 timetable also showed service on the older route between Boston and Albany increased to three daily round-trips. Between Springfield and Pittsfield, instead of using Route 20, westbound trips all ran north on U.S. Route 5 through Holyoke to Northampton, then west on Route 9 to Pittsfield. Eastbound trips followed the same routing in reverse.

Information about Greyhound Boston–Albany service in 1931 has not been found at this writing. The schedule effective June 30, 1932, showed a seasonal increase again to three round-trips on the regular route. However, between Springfield and Holyoke the routing was changed to local roads through Chicopee, Chicopee Falls, Aldenville, and Willimansett. The seasonal Mohawk Trail daily round-trip to Albany was back with substantial rerouting. It now used State Route 9 from Boston to Northampton, continuing north on U.S. 5 through Deerfield to the Mohawk Trail in Greenfield.

Service frequency on the regular route from Boston to Albany was the same in June 1933 and June 1934 as in June 1932. However, by June 1934 the routing through Chicopee between Springfield and Holyoke was no longer shown. The Boston end of the Mohawk Trail route had been revised again by June 1933, to run through Coolidge Corner and Newton before joining Route 9 at Wellesley Hills. It is not clear if Greyhound ran this route in 1934.

A schedule effective June 24, 1935, again had three daily round-trips between Boston and Albany on the main route. However, one westbound trip was changed to run nonstop between Boston and Springfield and between Springfield and Pittsfield. Two eastbound trips were shifted

COLONIAL GREYHOUND *Lines*

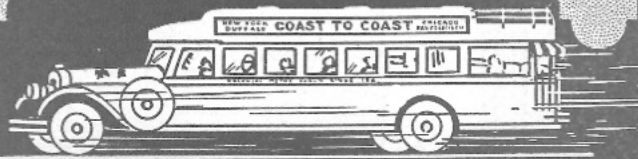


SAFE ~ SCENIC ~ CONVENIENT

TIME TABLE

CHICAGO
DETROIT
CLEVELAND
PITTSBURG
BUFFALO
SYRACUSE
ALBANY
BOSTON
PORTLAND

FALL SCHEDULE
Effective October 17, 1929



LUXURIOUS MOTOR TRANSPORTATION

Printed in U.S.A.

Greyhound Lines first appeared as an operator of bus service in Massachusetts with the 1929 acquisition of Colonial Coach Lines. This timetable, effective October 17, 1929, may have been the first using the combined name, which was used for only a few months.

from Routes 67 and 9 (part of old Route 20) to a relocated Route 20, identified as the Air Line Highway, between Auburn and Palmer. (A combination of local streets and State Route 12 was used between Worcester and Auburn.) The Mohawk Trail route was back to using Route 9 between Boston and Worcester but used a routing through Stafford Springs, Connecticut between Worcester and Springfield. It then ran north on U.S. 5 to Greenfield.

In 1935, the New York Central Railroad bought an interest in Eastern Greyhound Lines of New York. By April 1936, the Greyhound Corporation had renamed this subsidiary Central Greyhound Lines of New York, placed under Central Greyhound Lines, based in Cleveland. The New York Central System had been operating the Boston & Albany Railroad under lease since 1900, but unlike the Boston & Maine and New Haven Railroads, had not organized its own bus subsidiary.

A schedule effective June 29, 1936, had Boston–Albany service on the main route increased to four daily trips each way. In each direction, two trips used Route 9 and two used Route 20 between Boston and Worcester. (The state had completed a major upgrading of Route 9 between Brookline and the border of Worcester in 1934.) Two trips each way used Routes 9 and 67 between Worcester and Palmer and two used the Air Line Highway. Two westbound and three eastbound trips ran between Springfield and Pittsfield via Northampton. The rest implicitly used Route 20. Notes showed the endpoint arrival and departure times of the Mohawk Trail route but no information about intermediate stops was provided.

A schedule effective June 27, 1938, again showed four daily round-trips on the main route between Boston and Albany. Only one trip each way still used the old route between Worcester and Palmer. The Mohawk Trail route again had one round-trip. It used Route 9 between Boston and Worcester and ran nonstop between Worcester and Springfield on an unspecified routing.

On December 30, 1938, the Interstate Commerce Commission approved the purchase by the Greyhound Corporation of the operating rights of Old Colony Coach Lines. These included rights to a route between Boston and Albany via Worcester and Springfield that pre-dated the Greyhound route. Elimination of this competition was likely a factor in subsequent expansion of Greyhound service between Boston and Albany.

A schedule effective April 30, 1939, showed a non-summer frequency of three westbound and four eastbound daily trips between Boston and Albany. A schedule effective July 1, 1940, showed summer service of five daily round-trips between Boston and Albany via the main route. Two trips each way used Route 20 between Boston and Worcester and three used Route 9. One trip each way still used Routes 9 and 67 between Worcester and Palmer. Two westbound and four eastbound trips ran between Springfield and Pittsfield via Northampton. The Mohawk Trail route was no longer being run.

Greyhound seems to have discontinued publishing complete system schedules early in 1941. One of the last of these was effective January 10, 1941. It showed service between Boston, Albany, and points farther west at a non-summer level of four daily round-trips. Three westbound trips and one eastbound trip used Route 20 between Boston and Worcester, with the others using Route 9. One eastbound trip still used Routes 67 and 9 between Palmer and Worcester but all other trips in both directions used the Air Line Highway. All but one trip in each direction ran between Springfield and Pittsfield via Northampton.

A condensed version of the schedule effective June 27, 1941, again showed five daily round-trips between Boston and Albany. The only intermediate stops shown were Worcester and

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A condensed version of the schedule effective June 27, 1941, again showed five daily round-trips between Boston and Albany. The only intermediate stops shown were Worcester and

Springfield, so the routings cannot be determined. This was the last summer schedule issued before the entry of the United States into World War II.

During the war, the Office of Defense Transportation, established by a Presidential order issued on December 23, 1941, directed bus companies to curtail services for non-essential travel. This often resulted in non-summer schedules being maintained year-round. In the June-July 1943 issue of Russell's *Northeast Bus Guide*, the Central Greyhound schedule for service between Boston and Albany had an effective date of March 15, 1943. It showed three daily round-trips. Two trips each way used Route 20 between Boston and Worcester and one each way used Route 9. The scheduled travel times between Worcester and Springfield implied that all trips used the Air Line Highway. Two trips each way ran between Springfield and Pittsfield via Northampton. The others made no intermediate stops in this segment, suggesting that they used Route 20.

A schedule effective June 26, 1944, had the same limited frequency as the 1943 schedules. Some of the restrictions on bus service were lifted after the surrender of Germany on May 8, 1945. A Greyhound schedule effective June 25, 1945, showed four daily round-trips between Boston and Albany. The segment between Boston and Worcester was divided evenly between Route 9 and Route 20. All trips used Route 20 between Worcester and Palmer. Two trips each way ran between Springfield and Pittsfield via Northampton.

By the summer of 1946, the number of daily Greyhound trips between Boston and Albany had returned to the 1940 summer service level of five daily round-trips. The same frequency was in effect in the summer of 1947. Schedules for 1948 have not been found.

On December 31, 1948, the Greyhound Corporation bought out the New York Central Railroad's interest in Central Greyhound lines of New York and converted its parent Central Greyhound lines into a division of the Greyhound Corporation. However, Central Greyhound Lines of New York still existed as a corporation.

A schedule effective April 24, 1949, showed non-summer service of four daily round-trips between Boston and Albany. These included three trips in each direction using Route 20 between Boston and Worcester and three trips each way running between Springfield and Pittsfield via Northampton. A summer schedule for 1949 has not been found.

Service Boston–Albany and Points West in the 1950s and 1960s

A schedule effective July 14, 1950, showed Greyhound summer service between Boston and Albany increased to eight daily round-trips. Of these, two westbound and four eastbound used Route 20 between Boston and Worcester and the rest used Route 9. Three trips each way ran between Springfield and Pittsfield via Northampton. The other four trips each way showed no stops between West Springfield and Pittsfield, implying that they ran via Route 20.

A schedule in effect in March 1951 showed non-summer service reduced to five daily round-trips between Boston and Albany. These included two westbound and three eastbound trips using Route 20 between Boston and Worcester and three trips each way ran between Springfield and Pittsfield via Northampton.

The summer schedule effective June 28, 1951, was almost the same as that of July 1950. One trip each way had been shifted from Route 20 to Route 9 between Boston and Worcester. The timetable specified that five trips each way between Springfield and Pittsfield via Route 20 made a stop in Westfield.

No schedules from 1952 or 1953 have been found. A schedule from April 1954 showed a slight reduction from 1951 in non-summer service between Boston and Albany to four daily

round-trips. The discontinued trips had used Route 9 between Boston and Worcester and Route 20 between Springfield and Pittsfield.

A schedule effective June 25, 1954, showed a reduction from 1951 in summer service, to six daily trips in each direction between Boston and Albany. Two westbound and three eastbound trips used Route 20 between Boston and Worcester, and three trips in each direction used Route 20 between Springfield and Pittsfield.

On April 27, 1955, the Greyhound Corporation announced that effective May 1, Central Greyhound Lines would be included along with New England Greyhound Lines in a new operating division, to be known as Eastern Greyhound Lines.

A schedule issued on September 8, 1955, showed a total of four daily trips in each direction between Boston and Albany. These included one trip in each direction using Route 20 between Boston and Worcester, and one westbound and two eastbound trips using Route 20 between Springfield and Pittsfield.

A schedule effective April 29, 1956, showed the same non-summer frequency and division by route variation as the September 1955 schedule. However, it provided much greater detail than older schedules had included about the intermediate stops and intrastate travel allowed. Trips using Route 9 between Boston and Worcester made scheduled stops or flag stop at Brookline Village, Wellesley Hills, and Framingham Center. Trips running between Boston and Worcester via Route 20 made scheduled stops in Watertown, Waltham, Marlborough, and Northborough and flag stops in Weston, Wayland, South Sudbury, and Shrewsbury. On Route 20 between Worcester and Springfield there were scheduled stops in North Oxford, Charlton City, Sturbridge Junction, Fiskdale, Brimfield, and Palmer, and flag stops in Auburn at the junction of Routes 12 and 20 and in North Wilbraham.

Trips running between Springfield and Pittsfield via Northampton had scheduled stops in Holyoke, Northampton, Williamsburg, Goshen, Cummington, Windsor, and Dalton and flag stops in West Springfield, Florence, Haydenville, West Cummington, and East Windsor. One westbound trip used the alternate routing between Springfield and Holyoke, with scheduled stops in Chicopee and Willimansett. Trips running between Springfield and Pittsfield via Route 20 made scheduled stops in Westfield and flag stops at Woronoco, Russell, Huntington, Chester, West Becket, East Lee, Lee, and Lenox.

Numerous footnotes specified the combinations of stops between which intrastate trips were permitted. These included that passengers boarding at any stop east of Worcester could alight at any stop west of Springfield, with the reverse trips also allowed. At that time, the Boston, Worcester & New York Street Railway Company had the exclusive rights to carry passengers between Boston and Worcester or intermediate points. Peter Pan Bus Lines had the exclusive rights to carry passengers between Boston and Springfield or intermediate points west of Worcester. Greyhound also had several restrictions against carrying local passengers on shorter segments served by other bus lines.

On May 15, 1957, the Massachusetts Turnpike (Mass. Pike) opened between the New York state line at West Stockbridge and Massachusetts Route 128 in Weston. Greyhound obtained operating rights over the full length of the Mass. Pike prior to its completion, with connections north to Route 20 and south to Route 9 via Route 128. A Greyhound schedule effective April 28, 1957, showed service between Boston and Albany partly diverted to the new highway although these changes could not be implemented for another two weeks.

To reach the Mass. Pike from Boston it was still necessary to use older highways at least as far west as Route 128. The April 1957 schedule showed no more service between Boston and Worcester via U.S. Route 20. Instead, all four trips in each direction used Route 9 as far west as Framingham Center, then switched to the Mass. Pike and State Route 122 to Worcester. Two trips in each direction still used Route 20 between Worcester and Springfield, with stops in several towns along the way. The other two trips in each direction were diverted to the Mass. Pike.

Between Springfield and Pittsfield, two trips in each direction still ran via Route 5, Northampton, and Route 9. The other two trips in each direction used the Mass. Pike west to Lee, ending Greyhound service on the parallel segment of Route 20.

A schedule effective October 27, 1957, showed a third round-trip diverted from Route 20 to the Mass. Pike between Worcester and Springfield and from Northampton and Route 9 to the Mass. Pike west of Springfield. One late-night westbound trip entered the Mass. Pike at Route 128 in Weston instead of at Framingham and then ran nonstop to Springfield.

A schedule effective October 26, 1958, showed one late-night westbound and one early-morning eastbound trip diverted to run nonstop between Springfield and Albany instead of making local stops west of Lee. By October 1959, no trips in either direction made intermediate stops between Worcester and Springfield and no trips in either direction ran between Springfield and Pittsfield via Northampton and Route 9. An added through round-trip between Boston and Chicago ran nonstop except for one brief rest stop in Indiana westbound and one meal stop in Ohio eastbound.

In May 1960 Eastern Greyhound Lines announced that it had added a stop at the Metropolitan Transit Authority (MTA) Riverside Terminal in Newton for selected trips on Greyhound's Boston–New York and Boston–Albany trips. Greyhound initially planned to stop two westbound Albany trips and an unspecified number of eastbound Albany trips at Riverside. The MTA Riverside Station had opened on July 4, 1959, at what is now the outer end of the MBTA Green Line D Branch.

By September 1960, the only westbound Albany trip that stopped at Riverside was one that left Boston at 12:15 AM and ran nonstop from Riverside to Albany. Two eastbound trips stopped at Riverside on request to drop off passengers, including one trip that ran nonstop from Albany to Riverside and one that made a single intermediate stop at Springfield. The through trip each way between Boston and Chicago that had appeared in the October 1959 trip was no longer shown.

For many years, non-summer service frequency between Boston and Albany was four daily round-trips, with some variation in departure times and in the number of intermediate stops served. During summer months, one or two additional trips were usually scheduled. The summer 1961 schedule showed a larger service increase, to eight daily round-trips. New westbound departures from Boston to Albany included one each in mid-morning, PM Peak and late-evening. There was also one evening trip to Cleveland running nonstop to Syracuse. Added eastbound departures from Albany to Boston included one early-morning, one late-night, and one evening. There was also one trip from Cleveland running nonstop from Syracuse to Boston with a PM Peak arrival.

After the summer of 1961, non-summer service returned to four daily round-trips, but a few Friday-only and Friday and Sunday trips were added. Summer schedules for 1962 and 1963 have

not been located. A schedule effective June 16, 1964, showed six daily trips in each direction between Boston and Albany or points farther west. Two additional trips in each direction between Boston and Cleveland bypassed Albany. All but two of the westbound trips and one of the eastbound trips included a stop at Riverside.

All trips used the Mass. Pike for the longest segments of the trip within Massachusetts. In 1964, the shortest access from Boston to the Mass. Pike was still over Routes 9 and 128 to Weston. The Cleveland Express trips stopped only at Riverside and one rest stop between Boston and the state line. Two westbound trips and one eastbound trip used Route 9 as far west as Framingham, with stops at Wellesley Hills and Framingham Center. Five trips in each direction stopped in downtown Worcester, which required a side diversion off the Mass Pike. One trip in each direction stopped in Springfield, requiring another side diversion. Two trips each way stopped at Lee, Lenox, and Pittsfield, requiring an even longer diversion, over Route 20 from the Lee interchange.

The Massachusetts Turnpike Extension between Route 128 in Weston and the South Station area of Boston opened on February 18, 1965. One day earlier, the Department of Public Utilities had approved operating rights for Greyhound over the extension. All Greyhound trips on the Boston–Albany route were diverted to the extension from Route 9 east of Route 128, including one trip in each direction that served the stops in Wellesley Hills and Framingham Center. (Service to the stop on Route 9 in Brookline Village had ended in 1961.) Service to Riverside required a trip south from the Mass. Pike on Route 128 instead of a diversion off Route 128 on Grove Street between Route 9 and the Pike. Nevertheless, the scheduled time between the Boston Greyhound Terminal and Riverside was reduced to 15 minutes from 30.

A schedule effective June 23, 1965, showed only a few changes from that of June 16, 1964, in addition to use of the Mass. Pike Extension. The number of westbound trips stopping at Wellesley Hills and Framingham was reduced from two to one, and the number of westbound trips stopping at Worcester was reduced from five to four.

A schedule effective June 22, 1967, showed seven westbound and six eastbound trips between Boston and Albany or points farther west. There were also one westbound and two eastbound trips between Boston and points west of Albany that bypassed Albany.

A schedule effective September 6, 1967, showed five daily round-trips between Boston and Albany or points farther west. No trips between Boston and points west of Albany bypassed Albany. All trips in each direction except for one eastbound trip stopped at Riverside. Four trips in each direction stopped at Worcester. Only one trip in each direction stopped at Wellesley Hills and Framingham. The number of trips routed via Lee, Lenox, and Pittsfield had increased to three in each direction. There was still only one trip in each direction stopping at Springfield.

A schedule effective June 27, 1968, showed six westbound and seven eastbound trips between Boston and Albany or points farther west. There were also two westbound and two eastbound trips between Boston and points west of Albany that bypassed Albany.

Service Boston–Albany and Points West in the 1970s and 1980s

A schedule effective September 9, 1970, showed four daily round-trips between Boston and Albany or points farther west. All trips in each direction except for one eastbound trip stopped at Riverside. All trips in each direction stopped at Worcester. No trips stopped at Wellesley Hills, but one trip in each direction still stopped at Framingham Center. Three trips in each direction

were still routed via Lee, Lenox, and Pittsfield. There was still only one trip in each direction stopping at Springfield.

A schedule effective September 5, 1973, showed no significant changes from the September 1970 schedule.

A schedule effective June 23, 1976, showed service between Boston and Albany or points farther west again increased for the summer, with most trips in different time slots than those used in non-summer months. There were seven daily trips in each direction, compared with four in September 1973. All the westbound trips and all but one of the eastbound trips stopped at Riverside. The timetables included a row for Framingham Center, but no trips in either direction were shown stopping there. Five of the westbound trips and four of the eastbound trips stopped at Worcester. As usual, only one trip in each direction stopped at Springfield. Four of the westbound trips and three of the eastbound trips were routed via Lee, Lenox, and Pittsfield.

In May 1979, Greyhound began running one daily round-trip between Boston and Rochester, New York that stopped only at Riverside between Boston and Albany. A schedule effective June 25, 1980, showed the number of trips between Boston and Albany stopping only at Riverside had increased to five in each direction. There was also one trip in each direction making no stops between Boston and Albany. The express trips were in addition to five trips in each direction that served additional stops. Of these, all five in each direction served Worcester, two in each direction served Springfield, and one in each direction served Natick at a stop identified as Natick/Framingham. Four westbound and three eastbound trips were routed via Lee, Lenox, and Pittsfield. One trip in each direction stopped at Lee but not at Lenox or Pittsfield.

A Greyhound schedule effective June 23, 1982, showed service between Boston and Albany or points farther west scaled back to six daily trips in each direction, compared with 11 each way in June 1980. All trips included a stop at Riverside. Only two westbound trips and one eastbound trip made no intermediate stops except Riverside, but one eastbound trip stopped only at Worcester and Riverside between Albany and Boston.

Overall, one trip in each direction stopped at Natick, four westbound and five eastbound trips stopped at Worcester, one westbound and three eastbound trips stopped at Springfield, three trips in each direction were routed via Lee, Lenox, and Pittsfield, and one additional westbound trip stopped at Lee but not at Lenox or Pittsfield. As always, Greyhound did not carry passengers traveling only between Boston and Springfield or intermediate points or passengers traveling only between Springfield and Pittsfield or intermediate points.

A schedule effective June 27, 1984, showed service between Boston and Albany or points farther west further reduced to five daily round-trips. All trips still stopped at Riverside. Only one trip in each direction made no other intermediate stops, but one eastbound trip still stopped only at Worcester and Riverside between Albany and Boston. The stop at Lee was not shown in this schedule but three trips in each direction were still routed via Lenox and Pittsfield. As a result of federal deregulation of the intercity bus industry, this schedule no longer showed any restrictions on Greyhound carrying passengers between pairs of stops on this route.

A schedule effective September 5, 1984, showed service between Boston and Albany or points farther west reduced to a non-summer level of four daily round-trips. The Lee stop reappeared in November 1984. Greyhound discontinued service to the Natick/Framingham stop in 1985.

By February 1986, there were still four daily round-trips between Boston and Albany or points farther west. Service was not reduced below this level for the remainder of the 1980s and increased to five round-trips during most summers.

Service Boston–Albany and Points West from 1990 to 2025

In March 1990, Greyhound drivers began a nationwide strike that lasted for three years. However, the company continued operating with replacement drivers. A schedule effective June 27, 1990, showed five daily round-trips between Boston, Albany, and points farther west, but only one trip in each direction was still routed via Lee, Lenox, and Pittsfield. A schedule effective September 9, 1992, showed four daily round-trips between Boston and Albany, including one round-trip routed via Lee, Lenox, and Pittsfield.

After 1992, Greyhound stopped printing schedules, but Greyhound timetables were still included in the *Official Bus Guide* throughout the 1990s.

A schedule effective April 2, 1995, showed five daily round-trips between Boston and Albany or points farther west. All trips stopped at Riverside and Worcester, and except for one westbound trip, all also stopped at Springfield. The timetable included rows for Lee and Lenox, but no trips were shown as stopping at either town. There was no row for Pittsfield. The rows for Lee and Lenox had also been removed from the timetable by May 1996.

Service frequency between Boston and Albany or points farther west was four daily round-trips in all schedules examined for the remainder of the 1990s.

Effective in January 1999, Greyhound and Peter Pan Bus Lines (discussed in Chapter 12) formed an alliance under which they coordinated schedules on routes served by both companies to minimize duplication. Each company sold and honored tickets for the other, and published schedules showed the combined service provided by Greyhound and Peter Pan. The first combined schedule, effective March 10, 1999, showed Greyhound still operating four daily round-trips between Boston and Albany and Peter Pan running three. The Greyhound trips all ran nonstop between Worcester and Albany. The Peter Pan trips included stops at Springfield, Lee, Lenox, and Pittsfield.

A schedule effective March 9, 2002, showed Greyhound still operating four daily round-trips between Boston, Albany, and points farther west. All westbound trips stopped at Riverside and Worcester but made no other intermediate stops. All four eastbound trips also stopped at Worcester and Riverside, and one trip also stopped at Springfield on request to drop off passengers. Peter Pan service between Boston and Albany was shown in a separate table, effective January 1, 2002. There were three daily round-trips, all of which were routed via Lee, Lenox and Pittsfield.

A schedule effective March 3, 2005, showed no change from March 2002 in frequency or intermediate stops for Greyhound service between Boston, Albany and points farther west. However, there was only one remaining daily round-trip by Peter Pan on this route.

A schedule effective June 24, 2008, showed Greyhound still operating four daily trips to Boston from Albany or points farther west. Westbound, three trips ran daily, and one trip ran daily except Tuesdays and Wednesdays. There was no daily Peter Pan service, but Peter Pan subsidiary Bonanza Bus Lines was shown as running two daily round-trips between Boston and Albany.

A schedule effective January 1, 2011, showed three daily Greyhound trips in each direction between Boston, Albany and points farther west. One additional trip left Boston westbound on Thursday and Friday only, and one additional trip arrived in Boston on Friday and Saturday only.

A schedule effective October 31, 2016, still showed three daily round-trips. An additional westbound trip left Boston on Friday and Sunday. One additional eastbound trip arrived in Boston on Friday and Sunday, and another arrived on Friday and Saturday.

Effective March 13, 2017, Greyhound began running one daily round-trip between Boston and Albany that did not continue farther west. Intermediate stops on this trip were at Framingham, Sturbridge, Lee, and Pittsfield. This service was subsidized through MassDOT.

A schedule effective June 20, 2019, showed four daily westbound trips and three daily eastbound trips between Boston and points west of Albany, with one additional eastbound trip arriving in Boston on Friday and Saturday and another arriving on Friday and Sunday. There was also still one daily local round-trip between Boston and Albany.

Because of the COVID-19 pandemic, all Greyhound service between Boston and Albany was suspended in March 2020. Effective May 26, 2020, one westbound trip left Boston on Thursday, Friday, and Sunday, and one eastbound trip arrived in Boston on Monday, Wednesday, and Saturday. These trips ran to and from Rochester, New York. The daily local round-trip was also still operating.

A schedule effective June 7, 2021, showed the daily local round-trip between Boston and Albany, but no service between Boston and points west of Albany. A daily round-trip between Boston and Syracuse via Albany began operating on June 1, 2022. The local round-trip also continued. The Syracuse–Boston round-trip was discontinued west of Albany effective November 1, 2022, and its frequency was reduced to daily except Tuesday and Wednesday.

A Greyhound schedule for a weekday in October 2023 showed two round-trips between Boston and Albany. A schedule for a weekday in May 2025 also showed two round-trips between Boston and Albany. All trips also stopped at Springfield. Both eastbound trips and one westbound trip also stopped at Worcester. One trip each way also stopped at Pittsfield.

In the spring of 2025, Greyhound began operating a new indirect route between Boston and Springfield via Fitchburg, Athol, and Greenfield. This service was funded by a \$218,561 grant from MassDOT in conjunction with the Federal Transit Administration's 5311(f) Rural Intercity Bus Connections program. As of June 2025, one trip each way per day was being run on Thursdays through Mondays. Stops at Lowell and Ayer were added. This was the first through bus service from Boston on the segment of the State Route 2 corridor between Fitchburg and Greenfield since Peter Pan Bus Lines included it in a route from Boston to Williamstown from fall 1998 through summer 1999.

GREYHOUND SERVICE BOSTON–NEW YORK CITY

Service Boston–New York City in the 1930s

In the years before the start of regulation of intercity bus routes in 1935, service between Boston and New York City attracted more operators than any other Boston intercity route. Reportedly, in 1930 there were eight companies operating a combined total of 21 trips in each direction. Greyhound was not among the earliest operators of Boston–New York service, but after entering the market it soon became dominant in it.

As noted above, Greyhound first began serving Boston in 1929, by taking over the Colonial Coach Company. Colonial had run only one Boston route, from Albany and points west. Even

before this, Greyhound system timetables included information about connecting service of other carriers. The Greyhound timetable effective June 28, 1929, showed seven daily bus trips each way between Boston and New York. Four of the round-trips were operated by the New Haven Railroad's highway subsidiary, the New England Transportation Company (NET). The other three were operated by The Gray Line, which had started out as a sightseeing and tour bus operator but had started running some service between Boston and New York in 1928.

All seven trips ran via Providence and New Haven. The Gray Line trips and two of the NET trips ran through New London. The other two NET trips ran west from Providence to Hartford through Willimantic. The same service frequency was shown in a Greyhound timetable effective November 1, 1929, but two of the northbound trips and one of the southbound trips that had run through Willimantic and Hartford were changed to run between Willimantic and New Haven via Middletown.

A Greyhound timetable effective January 1, 1930, showed NET and Gray Line each running three round-trips between Boston and New York, all routed via Providence and New London except for one NET round-trip routed to New Haven via Willimantic.

A Greyhound timetable effective February 1, 1930, showed Gray Line running four round-trips and NET running three between Boston and New York. Two of the Gray Line trips ran via Worcester, Springfield, and Hartford. The other two Gray Line trips and two NET trips ran via Providence and New London. One NET trip ran via Providence and Willimantic. The same service was shown in a timetable effective March 3, 1930.

A schedule effective May 28, 1930, showed Eastern Greyhound Lines directly operating five of seven trips in each direction between Boston and New York City. Four of these were labeled Inland Route and ran via Worcester, Springfield, and Hartford. One additional Inland Route trip was attributed to NET. The other two round-trips were labeled Shore Line and ran via Providence and New London. One of these was a Greyhound trip and the other was an NET trip. These would remain the basic Greyhound routings between Boston and New York for many years, but several variations to each one would be introduced.

Greyhound schedules issued over the next several months in 1930 did not specify the operators of Boston–New York service. However, a schedule effective November 2, 1930, identified Eastern Greyhound Lines of New York as the operator of nine daily round-trips between Boston and New York. This table included more details about the routings than previous tables had shown. Six trips in each direction were labeled Inland. They all ran via Route 20 and old Route 20 between Boston and Worcester, and by present-day Routes 9, 67, and 20 to Springfield. Three round-trips labeled Shore Line ran between Boston and Providence via present-day Route 1A.

Schedules for 1931 have not been located, but three items from the financial pages of the Wilmington, Delaware *Morning News* are relevant. On June 10, 1930, it was reported that the Columbia Greyhound Corporation had been chartered in Delaware for general transportation business. The original stock issue was 2,000 shares, of no par value. On August 12, 1931, it was reported that the name of Columbia Greyhound Lines was being changed to New England Greyhound Lines and that the capital stock was being increased to 60,000 shares. On September 30, 1931, it was reported that New England Greyhound Lines was being renamed Eastern Greyhound Lines, Inc. of New England, with headquarters in Chicago. For the next several years, this company was identified as the operator of Greyhound service between Boston and New York City and between Boston and the state of Maine.

By July 1932, Greyhound service between Boston and New York had increased to 15 daily round-trips, probably including some only for the summer, and more route variations had been introduced. Six trips in each direction were labeled Inland Route and followed the same alignment as in 1930. Two trips in each direction were labeled Inland Express. They used the Inland routing between Boston and Worcester but ran between Worcester and Hartford via Stafford Springs. Seven trips in each direction were labeled Shore Line Route. However, two of these each way ran between Boston and Providence through Quincy, Brockton, Taunton, and East Providence instead of via Route 1A.

The summer 1933 schedule was almost the same as that of 1932. One southbound Inland trip was changed to an Inland Express. Two Shore Line trips in each direction were extended beyond Boston to Salem, Massachusetts through Lynn. This frequency of Salem service would remain unchanged for about 20 years, but the trips between New York and Boston of which Salem trips were extensions would vary.

A schedule effective December 1, 1933, showed Boston–New York service at a minimum non-summer level of 10 daily round-trips. These comprised four Inland, two Inland Express, and four Shore Line trips. The Inland Express trips were rerouted between Boston and Worcester via newly upgraded Route 9, making no stops between Boston and Wellesley. Several trips in each direction used the recently relocated section of Route 20 between Worcester and Springfield, called the Air Line Highway. The Shore Line trips did not include any routed via Quincy. Two of the southbound trips and one northbound trip ran nonstop between Boston and Pawtucket.

A schedule effective June 24, 1935, showed only a slight increase in Boston–New York summer service compared with 1933, to 16 daily round-trips. However, there were more changes in the distribution of trips by routing. Inland Route trips decreased to four each way, while Inland Express trips increased to five each way. Shore Line trips decreased to six each way, including four each way running nonstop between Boston and Pawtucket. No trips were routed via Quincy.

A schedule effective June 29, 1936, showed 17 daily Greyhound round-trips between Boston and New York, with more new route variations. There were 11 southbound and 10 northbound trips using some form of the Inland route and six southbound and seven northbound trips using some form of the Shore Line route.

In 1936, the Greyhound Corporation continued restructuring its relationships with its subsidiaries. Among these changes was that Eastern Greyhound Lines of New England was merged into the Greyhound Corporation, becoming a division instead of a separate company.

The final years of the 1930s brought more changes to the organization of Greyhound service in New England. As discussed in Chapter 4 in the New England Transportation Company (NET) history, in 1937, a new Greyhound subsidiary, New England Greyhound (NEG), agreed to purchase the operating rights of NET and its subsidiaries Victoria Coach Line and Berkshire Motor Coach Lines for service between Boston and New York.

The ICC approved this combination on December 30, 1938. NEG was also granted the grandfathered operating rights of Eastern Greyhound Lines of New England for service between Boston and New York and between Boston and Salem, NET was paid with half the stock of NEG.

Most of the NET, Victoria, and Berkshire routes overlapped routes Greyhound had already been running. However, NET brought back the routing between Providence and New Haven via Willimantic and Middletown that had been shown in Greyhound timetables in 1929 and 1930. It

also brought back rights to a routing between Boston and Providence via Quincy that Greyhound had run in 1932 and 1933.

Pending ICC approval, Greyhound, NET, Berkshire, and Victoria had already created a combined schedule. A timetable effective June 27, 1938, showed 22 daily round-trips between Boston and New York. Of these, 13 round-trips used some variation of the Inland route, five round-trips used some variation of the Shore Line route, and four round-trips included the NET routing between Providence and New Haven via Willimantic and Middletown.

On the same day it approved the New England Greyhound transactions, the ICC also approved purchase by the Greyhound Corporation of the assets of Old Colony Coach Company. Most of the operating rights of this company were for routes between Boston and points in Maine or New Hampshire, but it also had rights to several routes south and west of Boston. These essentially duplicated Greyhound or NET routes, dating from before interstate route regulation. By acquiring them, Greyhound eliminated some competition. Old Colony had been running five daily round-trips between Boston and New York (three via Inland routings and two via Shore Line routings, running between Boston and Providence via Quincy.) For several years Old Colony had run this service as an affiliate of the Great Eastern bus system.

By April 1939, Greyhound was routing two daily Boston–New York round-trips between Boston and Providence via Quincy using combined former NET and Old Colony Coach rights.

Service Boston–New York City in the 1940s

A February 1940 schedule showed Greyhound non-summer Boston–New York service reduced to 17½ round-trips

A schedule effective June 24, 1940, showed a slight decrease from June 1938 in total daily round-trips between Boston and New York, to 21, but with increasing numbers of trips being shifted to express variations.

A schedule effective January 8, 1941, showed Greyhound service between Boston and New York reduced to a non-summer level of 17 daily round-trips. Of these, nine round-trips used some variation of the Inland route, five used some variation of the Shore Line route, and three included the NET routing between Providence and New Haven via Willimantic and Middletown. The latter included two round-trips routed between Boston and Providence via Quincy,

A schedule effective June 27, 1941, showed summer service of 23 daily round-trips between Boston and New York via all variations combined. The January and June 1941 schedules showed the last non-summer and summer service levels before the entry of the U.S. into World War II.

Despite restrictions on bus service imposed by the Office of Defense Transportation, available schedules from during the war years show limited impact on scheduled Greyhound service frequency between Boston and New York. However, service may not have increased as much as it otherwise would have, and there may have been fewer supplemental buses run during peak demand times.

A schedule effective April 9, 1943, showed 17 daily round-trips between Boston and New York, the same frequency as in January 1941. A schedule effective April 17, 1944, showed a slight increase, to 18 round-trips. A schedule effective June 26, 1944, showed 24 daily round-trips between Boston and New York, compared with 23 in June 1941.

A schedule effective January 8, 1945, showed 16 southbound and 15 northbound daily trips between Boston and New York. A schedule effective June 25, 1945, showed 22 daily round-trips.

A schedule effective June 18, 1946, the first summer after the end of the war, showed 26 daily Greyhound round-trips between Boston and New York. These included 16 round-trips using some variation of the Inland route, including two round-trips running through to Salem, Massachusetts. Five southbound and six northbound trips ran via the Shore Line. Five southbound and four northbound trips used the Middletown route, including two southbound and two northbound trips that ran between Boston and Providence via Quincy.

On May 17, 1946, the Newport, Rhode Island *Mercury and Weekly News* reported that the Interstate Commerce Commission had just approved a petition by Greyhound for authority to operate a new bus route between Boston and New York City via Taunton, Fall River, and Newport. This would provide the first through passenger transportation service between Newport and New York since the end of the Fall River Boat Line in 1937. Buses would cross the East Passage of Narragansett Bay between Newport and Jamestown on the Jamestown Ferry. Greyhound hoped to start this new route with the June 18, 1946, schedule change. However, opponents including the New Haven Railroad, the New England Transportation Company, and The Short Line obtained court injunctions that delayed the start of service until November 25, 1946.

The initial schedule called for three daily round-trips between Boston and New York. Because of the length of the route, it was not expected to attract many end-to-end riders, but rather either trips between Boston and Newport or trips between Newport and New York. The rights granted by the ICC allowed carrying only passengers making interstate trips.

A revised schedule effective in early February 1947 reduced the number of daily trips on the Newport–New York segment from three to two but increased the number of trips between Newport and Boston from three to four. This frequency was still in effect in the summer 1947 schedule. Before the start of this service, traveling by bus between Newport and Boston required either taking a Short Line bus from Newport to Fall River and transferring to an Eastern Mass. Street Railway Company bus to Boston, or taking a Short Line bus to Providence and transferring to a New England Transportation, Greyhound, or other bus to Boston.

Other than the addition of the route via Newport, Greyhound Boston–New York service in a schedule effective June 19, 1947, showed only a few changes from the June 1946 schedule. The combined number of trips via the Inland, Shore Line, and Middletown routes decreased from 26 each way to 25 southbound and 23 northbound. The largest decrease was in northbound Shore Line trips, which dropped from six to three daily.

The only 1949 schedule available was effective April 24, showing a non-summer service level between Boston and New York. The route via Newport was reduced to one daily round-trip. The other routings had a combined 20 round-trips. The largest change compared with the summer 1947 schedule was in Inland route trips, which decreased from 15 to 11 each way.

Service Boston–New York City in the 1950s

A schedule effective June 29, 1950, showed 23 southbound and 26 northbound daily trips between Boston and New York. The Shore Line and Middletown routes each had five daily round-trips, including two Middletown round-trips still running via Quincy. The Inland route variations had 13 southbound and 15 northbound daily trips. There were still two trips each way through to Salem. In addition to service via these routings, there were two daily round-trips between Boston and New York via Newport.

On October 31, 1950, the Greyhound Corporation bought the New Haven Railroad's half interest in New England Greyhound Lines. On December 31, 1950, the Greyhound Corporation transferred the routes of its Eastern Greyhound Lines of New England Division (the routes between Boston, Maine, and Eastern Canada) to New England Greyhound Lines.

A schedule effective January 9, 1951, showed non-summer Greyhound service of 17 daily round-trips between Boston and New York. This included four round-trips via the Shore Line, five round-trips via the Middletown Line (including two round-trips via Quincy) and eight round-trips via the Inland route variations. There was no through service between Boston and New York via Newport southbound, but there was still one through trip northbound. There was also one round-trip from Newport to New York and there were two round-trips between Boston and Newport.

Greyhound schedules for service between Boston and New York for years 1952 through 1954 have not been located at this writing.

On April 27, 1955, the Greyhound Corporation announced that effective May 1, New England Greyhound Lines would be included along with Central Greyhound Lines in a new operating division, to be known as Eastern Greyhound Lines.

Greyhound schedules effective September 8, 1955, provided separate tables for what were essentially Inland route and Shore Line and Middletown route services at non-summer levels. The Inland route had 13 daily round-trips. Two trips in each direction still used Route 20 between Boston and Worcester, while the rest used Route 9. Only two southbound trips were still routed to Hartford through Springfield and no northbound trips were. All other trips in each direction used a shorter routing to Hartford through Auburn, Charlton, Southbridge, and Sturbridge to the Wilbur Cross Highway in Connecticut. (The Wilbur Cross Highway, now part of I-84, had been completed from Hartford almost to the border of Massachusetts in 1952.)

The Shore Line had two southbound trips and one northbound trip. The Middletown route had two southbound and three northbound trips. Between Boston and Providence, the two southbound Shore Line trips and the one northbound Shore Line trip ran via Dedham, Norwood, Walpole, Wrentham, North Attleborough, and Pawtucket, mostly on the present State Route 1A. Two Middletown trips in each direction ran via Quincy, Braintree, Holbrook, Brockton, South Easton, and Taunton. South of Quincy, this variation seems to have used the present State Routes 28, 123, and 138 and U.S. Route 44.

Between Providence and New Haven, Shore Line trips used Rhode Island Route 3 through Hopkinton to U.S. Route 1 at Westerly and on through New London to New Haven. Middletown trips used U.S. Route 6 through Danielson, Connecticut to Willimantic, and Connecticut Route 66 to Middletown. There were no intermediate stops between Middletown and U.S. Route 1 at New Haven, so the routing is uncertain.

In addition to these trips, one daily trip each way ran between Boston and Hopkinton, Rhode Island via Taunton, Fall River, Newport, and Kingston Rhode Island. These trips connected at Hopkinton with trips on the Shore routing. They replaced through service between Boston and Newport first established in 1946.

As late as January 1956, schedules still showed one daily round-trip between Boston and Salem, Massachusetts with intermediate stops in Revere and Lynn. It was no longer shown by January 1957.

A schedule effective January 8, 1957, showed six daily round-trips between Boston and New York via Providence. The two additional round-trips compared with the September 1955 schedule ran nonstop between Boston and Pawtucket and used the Middletown routing south of Providence. One trip each way that ran to Providence via Quincy in September 1955 ran nonstop between Boston and Pawtucket in January 1957. The round-trip that had run between Boston and Hopkinton, Rhode Island via Newport was cut back to a Boston–Newport round-trip.

The January 1957 schedule also showed service between Boston and New York via the Inland route reduced to nine daily round-trips, compared with 13 in September 1955. Only one trip in each direction used Route 20 between Boston and Worcester. There were no longer any trips routed between Boston and New York through Springfield.

The Mass. Turnpike opened between Route 128 in Weston and the New York state line in West Stockbridge on May 15, 1957. Greyhound had already been granted operating rights over the full length of the Turnpike. A schedule effective June 27, 1957, showed the number of daily trips between Boston and New York via the Inland route increased to 14 each way. This included five trips each way that ran nonstop between Boston and the state line in Sturbridge, using the Mass. Pike and State Route 15 (now I-84) west of Route 128. One southbound trip and two eastbound trips stopped only at Worcester between Boston and the state line and may have used the Turnpike. Seven southbound and six eastbound trips still used Route 9 between Boston and Framingham Center but could have used either Route 9 or the Turnpike and State Route 122 between Framingham Center and Worcester. One trip in each direction still used Route 20 between Boston and Worcester. In addition to the New York trips, there was one daily trip each way between Boston and Hartford running nonstop between Boston and the state line.

The June 1957 schedule showed service between Boston and New York via Providence mostly unchanged from January 1957, but one eastbound trip from New York to Boston was added, running via Middletown and running nonstop north of Pawtucket.

The increased service between Boston and New York via the Inland route did not last long. A schedule effective October 27, 1957, showed frequency reduced to nine daily round-trips. The largest cut was in trips running nonstop between Boston and the state line, reduced from five trips each way to two. The round-trip between Boston and Hartford was also discontinued.

The October 1957 schedule showed one southbound trip between Boston and New York via Providence had been diverted to run via Quincy instead of running nonstop between Boston and Pawtucket.

In February 1958, the ICC approved the sale by Greyhound to The Short Line of the operating rights for service between Boston and Newport via Quincy, Brockton, and Fall River; between Boston and Providence via Quincy and Taunton; and between Newport and Hopkinton, Rhode Island. (The Short Line is discussed in Chapter 14.)

By April 1958, only one trip each way was still making local stops between Boston and Pawtucket. Six Boston–New York trips via Providence in each direction ran nonstop between Boston and Pawtucket.

On the Inland route, one additional round-trip running nonstop between Boston and the state line was reinstated by April 1958. A schedule effective September 3, 1958, showed the addition of one southbound trip running nonstop between Boston and New York.

The September 1958 schedule showed all but one of the former Boston–New York trips via Providence cut back to Providence–New York trips. The one remaining Boston–New York trip

via Providence ran nonstop between Boston and Pawtucket. This schedule also showed that The Short Line was running two southbound trips and one northbound trip between Boston and Providence via Quincy.

Service Boston–New York City in the 1960s

In May 1960, Eastern Greyhound Lines announced that it had added a stop at the Metropolitan Transit Authority (MTA) Riverside Terminal in Newton (opened in 1959) for selected trips on Greyhound's Boston–New York and Boston–Albany trips.

A schedule effective June 23, 1960, showed a large increase in the number of trips between Boston and New York via the Inland route, to a total of 24 southbound and 26 northbound daily trips. The last remaining trip each way that had used Route 20 between Boston and Worcester was discontinued. Southbound, eight trips used Route 9, with stops at Newton Highlands, Wellesley Hills, and Worcester and all but one of these also stopped at Framingham Center. Thirteen trips stopped only at Riverside between Boston and the Connecticut state line. One trip stopped at Riverside and at Charlton City, Southbridge, and Sturbridge. Two reserved-seat extra-fare trips made no stops between Boston and the state line.

Northbound, 10 trips stopped on request to drop off passengers at Framingham Center, Wellesley Hills, or Newton Highlands or all three. Fourteen trips stopped on request to drop off passengers only at Riverside between the state line and Boston. Two reserved-seat extra-fare trips made no stops between the state line and Boston.

The same schedule showed the number of daily southbound through trips between Boston and New York Via Providence increased from one to three.

A schedule effective September 7, 1960, showed a seasonal reduction from the June 23, 1960, Inland route schedule, to 20 southbound and 21 northbound daily trips. All trips ran nonstop between Worcester and the state line over the Mass. Pike and I-84. In June 1960, a few trips had still used the old alignment on Route 20 and State highways, serving stops in Auburn, Charlton City, Southbridge and Sturbridge.

The September 1960 schedule showed the number of northbound through trips between New York and Boston via Providence increased to two. The Short Line connecting trips between Boston and Providence via Quincy did not appear in the June 1960 schedule but were replaced in the September 1960 schedule with one through trip in each direction between Quincy and New York, run jointly by Greyhound and The Short Line.

A schedule effective June 22, 1961, showed another large seasonal increase in Inland route service between Boston and New York, to 33 southbound and 37 northbound daily trips. Seventeen southbound and 22 northbound trips stopped only at Riverside between Boston and the state line. Eleven southbound and 12 northbound trips made some combination of stops on Route 9 at Newton Highlands, Wellesley Hills, and Framingham Center. Four southbound and two northbound trips stopped only at Riverside and Worcester between the state line and Boston. One southbound trip made no stops between Boston and the state line. One northbound trip stopped only at Worcester between the state line and Boston.

In June 1961, there were still two southbound and three northbound through trips between Boston and New York via Providence. The one through trip in each direction between Quincy and New York was replaced with two southbound and one northbound through trips between Brockton and New York, still run by The Short Line north of Providence. This through service ended by October 1961.

A schedule effective April 29, 1962, showed Greyhound service between Boston and New York reduced to the same non-summer frequency as in September 1960. The Newton Highlands stop was no longer served, although all trips still had to pass it.

Summer schedules for 1962 and 1963 have not been located at this writing. A schedule effective June 16, 1964, was the last summer schedule before the Mass. Turnpike extension opened between Route 128 in Weston and downtown Boston. As usual, service frequency was greater than in non-summer months, but not as great as in the summer of 1961. The Inland route had 31 daily trips in each direction. Of these, all but four southbound and two northbound included a stop at Riverside. Only three southbound trips and two northbound trips still served Wellesley Hills and Framingham Center. Twelve southbound and 14 northbound trips included a stop at Worcester.

The final segments of the Mass. Turnpike Extension between Route 128 and downtown Boston were opened on February 18, 1965. Entrance and exit ramps near Copley Square were a short distance from the Boston Greyhound Terminal. All Greyhound Inland route service between Boston and New York began using the Extension instead of Route 9 between Boston and the end of the original Turnpike in Weston.

A schedule effective June 23, 1965, showed as usual increases in summer service frequency. For all alternatives combined, the schedule showed 31 daily trips southbound and 32 northbound between Boston and New York, with some additional trips on certain days.

Only two southbound trips and one northbound trip were routed via Providence, and the available timetable provided no details about the routings between Boston and Providence or between Providence and New Haven.

The majority of Greyhound Boston–New York Inland route trips in June 1965 included a stop at what had become the MBTA Riverside Station. Based on the scheduled running times, these trips used the Mass. Pike and Route 128 between Copley Square and Riverside. Most trips also used the Mass. Pike between Route 128 and I-84 in Sturbridge. Some of these trips made no stops in Massachusetts west of Riverside; others made one side-diversion off the Pike to Worcester. A few trips still used Route 9 between Route 128 and the Mass. Pike on the west side of Framingham, with intermediate stops at Wellesley Hills and Framingham Center. Some of the Boston–New York trips made no stops, or only brief rest stops, within Connecticut. Others served various combination of Connecticut cities and towns, usually including Hartford and New Haven.

More specifically, one southbound trip and three northbound trips ran nonstop between the Boston Greyhound Terminal and the Port Authority Bus Terminal in New York. Eight southbound and seven northbound trips stopped only at Riverside between Boston and New York. One additional northbound trip made two local stops in New York State and then stopped only at Riverside on the way to Boston. Seven southbound and five northbound trips stopped only at Riverside and Worcester between Boston and New York. One additional southbound trip stopped only at Worcester between Boston and New York. Eight southbound and six northbound trips stopped only at Riverside between Boston and the Connecticut state line but made several stops in Connecticut. Between Boston and the state line, two additional southbound trips and five additional northbound trips that made several stops in Connecticut stopped only at Riverside and Worcester and one northbound trip stopped only at Worcester. Three trips in each direction stopped at Wellesley Hills, Framingham Center, and Worcester and also made several stops in Connecticut.

A schedule effective June 23, 1966, showed a total of 31 trips in each direction between Boston and New York. Only one southbound trip was still routed via Providence, and no northbound trips were. Otherwise, there were a few changes in the number of Inland route trips with each combination of intermediate stops between Boston and New York. Two trips in each direction still stopped at Wellesley Hills and Framingham Center.

A schedule effective June 23, 1967, was similar to the June 1966 schedule, with 30 southbound and 31 northbound daily trips between Boston and New York, all using Inland route variations.

A Greyhound schedule for Boston–New York service effective September 6, 1967, showed a non-summer level of 25 daily trips southbound and 22 northbound on all variations combined.

The routing via Providence had one daily southbound trip and no northbound trips. The southbound trip ran nonstop between Providence and New York via an unspecified routing.

Two trips in each direction ran nonstop between the Boston Greyhound Terminal and the Port Authority Bus Terminal in New York. Eleven southbound and ten northbound trips stopped only at Riverside between Boston and New York. One southbound trip stopped only at Hartford between Boston and New York. Three southbound trips stopped only at Riverside, Worcester and Hartford between Boston and New York. Four trips in each direction stopped only at Riverside between Boston and the state line but made several stops in Connecticut. Between Boston and the state line, one southbound trip and four northbound trips that made several stops in Connecticut stopped only at Riverside and Worcester. One trip in each direction stopped at Wellesley Hills, Framingham Center, and Worcester and also made several stops in Connecticut. One southbound trip stopped at Wellesley Hills, Framingham Center, and Worcester and then ran nonstop to New York.

A schedule effective June 27, 1968, showed a summer service slightly reduced from the previous several summers, with 28 daily trips in each direction. There were no trips via Providence. Two southbound trips and one northbound trip stopped at Wellesley Hills and Framingham Center.

Service Boston–New York City in the 1970s and 1980s

A schedule effective June 25, 1970, showed Greyhound Boston–New York summer service reduced to 24 daily trips in each direction. These included 11 southbound and 13 northbound trips that either made no intermediate stops or stopped only at Riverside between Boston and New York. Compared with the June 1968 schedule, this was a reduction of four southbound and three northbound nonstop or practically nonstop trips. No trips in either direction still stopped at Wellesley Hills, and only one trip in each direction still stopped at Framingham Center. There were no daily trips between Boston and New York via Providence.

A schedule effective September 9, 1970, showed 22 daily trips in each direction between Boston and New York. The main changes from September 1967 were in the combinations of stops served by trips that did not run nonstop between Boston or Riverside and New York.

Greyhound schedules effective September 5, 1973, used Table 108 for Boston–New York trips with no intermediate stops except Riverside or Harlem and Table 109 for Boston–New York trips with any additional intermediate stops. The total number of daily trips for all variations combined was 24 in each direction compared with 22 in September 1970. Of these, 14 southbound and 15 northbound were in Table 108; ten southbound and nine northbound trips were in Table 109.

The net increase was mostly the result of the establishment in July 1972 of two Bus Plus service trips in each direction, with Riverside as the only intermediate stop. These were extra-fare trips requiring advance reservations. They had on-board hostesses serving snacks and beverages. (Trailways of New England had been offering similar service on its Boston–New York route since 1960.) By October 1974, there was only one daily Bus Plus trip each way.

A Greyhound schedule effective June 23, 1976, no longer showed any extra-fare Bus Plus Boston–New York trips. The number of trips in Table 108 decreased to 12 each way. However, the number of trips in Table 109 increased slightly, to 11 each way.

A Greyhound schedule effective June 22, 1977, still showed 12 daily round-trips in Table 108. Table 109 showed 11 daily round-trips between Boston and New York with various combinations of intermediate stops. This table also included a new variation with three trips in each direction between Boston and the town of Hempstead on Long Island. These trips bypassed Manhattan entirely.

The June 1977 schedule still showed one daily trip each way stopping at Framingham Center. By June 1978, it was replaced with a stop identified as Framingham (Natick). This was a stop for two southbound and four northbound trips in Table 109. It was also a stop for four southbound and three northbound trips in Table 108. The June 1978 schedule showed the same total numbers of daily trips in Tables 108 and 109 as shown in June 1977. Two of the Hempstead round-trips had been extended to Bay Shore, Long Island, and one had been extended to Smithtown.

In a Greyhound schedule effective June 25, 1980, the combined total of all trip variations in Table 108 had increased to 14 in each direction. Two southbound trips and one northbound trip made no stops between Boston and New York. Six southbound trips and nine northbound trips made only one intermediate stop at Riverside. Two southbound trips and one northbound trip made intermediate stops only at Riverside and Harlem. One southbound trip made intermediate stops only at Riverside and Natick. Three trips in each direction made intermediate stops only at Natick.

The June 1980 schedule for Table 109 showed a slight frequency increase, to 12 trips in each direction. As before, there were several variations among trips in the combination of stops served. There were also three trips in each direction between Boston and towns on Long Island, bypassing New York City.

The June 1982 schedule for Table 108 showed the total number of daily round-trips between Boston and New York cut back again to 12 southbound and 11 northbound. There were no longer any nonstop trips in either direction. Table 109 also showed reduced service between Boston and New York compared with June 1980, from 12 trips each way to nine southbound and ten northbound. There were still three daily round-trips between Boston and towns on Long Island, bypassing New York City.

Greyhound schedules effective June 27, 1984, showed further reductions in service between Boston and New York City. Table 108 had only eight southbound and nine northbound daily trips. Table 109 still had nine daily trips southbound but only eight northbound. The number of trips between Boston and towns on Long Island, bypassing New York City had decreased to two each way.

A Greyhound schedule for Table 108 effective September 5, 1984, showed service between Boston and New York reduced to four southbound and six northbound daily trips. The number of northbound trips was also reduced to four, effective October 28, 1984. A schedule effective

January 2, 1985, no longer included a separate Table 108, but a few trips that had formerly appeared in Table 108 were transferred to Table 109. Several Boston–New York trips still made an intermediate stop at Natick in January 1985, but by October 1985 Natick no longer appeared in Table 109.

In a Greyhound schedule effective June 25, 1986, Table 109 showed 15 daily trips in each direction between Boston and New York by all variations combined. This was only a slight reduction from the combined 17 trips in each direction in Tables 108 and 109 in the June 1984 schedule, but many of the former limited-stops trips had been replaced with trips making more intermediate stops. There were also two daily trips in each direction between Boston and towns on Long Island bypassing New York City.

In a Greyhound schedule effective April 2, 1989, Table 109 showed 14 southbound and 13 northbound daily trips between Boston and New York. There were many changes in departure times and combinations of stops served on individual trips compared with the June 1986 schedule.

Service Boston–New York City in the 1990s

In March 1990, Greyhound drivers began a strike that lasted for three years. During that time, Greyhound maintained service using strikebreakers. A schedule effective June 27, 1990, showed service between Boston and New York increased to 21 round-trips, including three summer-only express trips and three round-trips via Providence. The latter were essentially extensions of previous Providence–New York trips. A schedule effective October 28, 1990, showed service cut back to 16 daily round-trips. Two express round-trips and the three round-trips via Providence had been discontinued. However, three southbound trips and two northbound trips that had been routed via Hartford were rerouted via Providence.

Service frequency varied between the June 1990 and October 1990 levels until after the strike ended in 1993.

Greyhound did not issue printed schedules after 1992, but Greyhound timetables were included in the *Official Bus Guide* for the rest of the 1990s. A schedule effective April 2, 1995, showed 27 southbound and 25 northbound daily trips between Boston and New York. These included 11 round-trips that made no intermediate stops and four round-trips on which Riverside was the only intermediate stop. Three southbound trips and one northbound trip were routed via Providence. The nonstop trips and the trips with no intermediate stops except Riverside restored service that Greyhound had phased out in the early 1980s, as discussed above.

A schedule effective May 1, 1996, showed a slight decrease in frequency to 25 southbound and 24 northbound daily trips. A schedule effective April 6, 1997, showed 28 daily round-trips. A schedule effective March 11, 1998, showed 29 daily round-trips.

In January 1999, Greyhound formed an alliance with Peter Pan Bus Lines, under which the two companies issued common schedules for routes that they both served. The first such schedules for service between Boston and New York were issued on March 10, 1999. Service was divided into three sets of timetables. Table 105 was for trips running nonstop or making intermediate stops at Riverside or at Shopper's World in Framingham. Table 104 was for trips routed via Hartford with various combinations of intermediate stops.

Table 108 was for trips routed via Providence. These trips made no intermediate stops between Boston and Providence except for one trip in each direction routed from Boston to Providence via Worcester. Between Providence and New Haven, all trips stopped at Foxwoods

Casino in Ledyard, Connecticut, and most also stopped at New London. Between New Haven and New York, trips in Table 108 served various combinations of stops also shown in Table 104.

The jointly issued Peter Pan and Greyhound schedules specified which operator ran each trip in each table. In March 1999 in the express trip Table 105, 14 daily trips in each direction were Greyhound trips. In Table 104, only one southbound trip and two northbound trips running between Boston and New York were Greyhound trips. All trips in Table 108 were by Greyhound, of which there were nine southbound and eight northbound trips through between Boston and New York. The three tables combined showed Greyhound operating 24 daily trips in each direction between Boston and New York. The main differences compared with service earlier in the 1990s were the increase in the number of trips routed via Providence and the almost complete discontinuance of multiple-stop trips routed via Hartford.

Service Boston–New York City from 2000 to 2025

Schedules effective March 13, 2002, showed reductions in Greyhound service between Boston and New York in all three sets of tables. In Table 105, ten southbound trips and nine northbound trips were by Greyhound. In Table 104, there was one northbound Greyhound trip but no southbound trips. In Table 108 there were eight Greyhound trips in each direction. The combined total of Greyhound Boston–New York trips all three tables was 18 in each direction compared with 24 in March 1999.

Schedules effective April 3, 2005, showed minor changes from March 2002 in Greyhound service frequency between Boston and New York. There were increases of one trip each in southbound express trips and northbound trips via Hartford with multiple stops, but frequency via Providence was unchanged.

Schedules effective June 24, 2008, compared with April 2005 showed one northbound express trip between New York and Boston replaced by one new trip with multiple intermediate stops. On the route between Boston and New York via Providence, the number of daily Greyhound round-trips had decreased to four. The combined number of trips via all three variations was 15 in each direction.

Greyhound was still running four daily trips between Boston and New York via Providence in January 2009. Peter Pan/Greyhound schedules effective June 21, 2011, showed that the number of Greyhound daily trips between Boston and New York in the express service table had been reduced to eight southbound and seven northbound. An additional three southbound and four northbound trips ran daily except Tuesday, Wednesday, and Thursday. The number of trips on the route with multiple intermediate stops had increased to three southbound and four northbound. This schedule edition did not include a table for service between Boston and New York via Providence, but archived online schedules issued by Greyhound for that routing show that there were still four daily round-trips.

A schedule effective June 24, 2015, showed nine daily Greyhound nonstop round-trips between Boston and New York and two round-trips with Hartford as the only intermediate stop. A schedule for that date for the Boston–New York route via Providence is not available, but a schedule effective August 17, 2016, showed daily service reduced to two round-trips.

The alliance between Peter Pan and Greyhound was terminated in September 2017. The last common schedules produced under the alliance were effective June 21, 2017. They showed the number of daily Greyhound nonstop round-trips between Boston and New York had increased

slightly, to ten. Greyhound online schedules effective July 22, 2017, showed that there were also still two daily round-trips between Boston and New York via Providence and Foxwoods.

A Greyhound schedule effective June 20, 2018, showed 14 daily nonstop round-trips between Boston and New York. There were also four round-trips with an intermediate stop at Hartford. One of the trips in each direction also stopped at Worcester, and one northbound trip also stopped at New Britain. There were also still two daily round-trips between Boston and New York via Foxwoods.

Greyhound schedules effective June 19, 2019, showed a decrease of one southbound nonstop trip between Boston and New York, but no change in frequency of trips with intermediate stops at Hartford or Worcester. However, service frequency between Boston and New York via Providence and Foxwoods had increased to five daily round-trips.

Like other passenger transportation carriers, Greyhound was seriously impacted by COVID-19 travel restrictions that began in March 2020. Greyhound schedules effective June 4, 2020, showed only four southbound and three northbound daily nonstop trips between Boston and New York. Three of the trips in each direction were on schedules implemented on March 27. The fourth southbound trip schedule was effective April 30. There were no trips between Boston and New York with intermediate stops at Hartford or Worcester. All service between Boston and New York via Providence and Foxwoods was still suspended.

Greyhound schedules effective June 7, 2021, showed daily service between Boston and New York consisting of two nonstop round-trips, two round-trips with one intermediate stop at Hartford, one round-trip with one intermediate stop at Providence, and one round-trip with intermediate stops at Hartford, New Haven and Worcester.

Compared with the June 2021 schedule, changes in daily service frequency between Boston and New York in schedules effective August 2, 2022, were that the number of nonstop trips had increased to four southbound and three northbound. An additional southbound nonstop trip ran daily except Tuesday and Wednesday, and an additional northbound trip via Hartford ran daily except Monday and Tuesday. The southbound daily trip via Providence had been replaced with a trip with more stops in Connecticut, running daily except Tuesday and Wednesday effective November 17, 2021. Effective August 8, 2021, the northbound trip via Providence had been replaced with one making more stops in Connecticut and running daily except Wednesday and Thursday.

Greyhound schedules effective December 2, 2022, showed no changes in service frequency between Boston and New York compared with the August 2022 schedules. As of June 2022, there had been a few minor changes in departure times, and one northbound New York–Boston trip no longer ran on Tuesdays and Wednesdays.

After February 2023, Greyhound schedules were no longer available in table format even online. It was necessary to search for schedule information for a specific date. Lists of departure and arrival times for a selected date showed the number of stops between a selected origin and destination pair but did not say what those stops were.

For a sample weekday in October 2023, the Greyhound website showed 12 trips in each direction between Boston and New York City. Of these, six southbound and three northbound had no intermediate stops. Three southbound and six northbound had one intermediate stop. Two southbound had two intermediate stops. One southbound and two northbound had three intermediate stops. One northbound had four intermediate stops.

For a sample weekday in April 2025, the Greyhound website showed 15 southbound and 16 northbound trips. This included one trip in each direction via Providence.

GREYHOUND SERVICE BOSTON–PORTLAND AND DOWNEAST

Service Boston–Portland and Downeast from 1930 to 1949

The earliest reference found to Greyhound bus service in the state of Maine was in an ad from Eastern Greyhound Lines in the April 25, 1930, *Portland Press Herald*. It showed fares to several major cities, including \$2.50 to Boston, but omitted any schedule information.

The June 1930 issue of the *Motor Coach Guide* included an entry for Greyhound service between Boston and Portland. This was identified as a joint operation with The Gray Line, which had been advertising service between Boston and Portland since 1928. This route had three daily round-trips, leaving Boston and Portland at 8:30 AM and 2:00 and 6:30 PM.

The December 9, 1930, Waterville, Maine *Morning Sentinel* reported that Greyhound had just displayed a "gigantic" 53-passenger, lavatory-equipped bus, which it planned to use on a proposed route from Boston to Bangor.

The April 1931 issue of the *Motor Coach Guide* still showed service between Boston and Portland as a joint operation of Greyhound and The Gray Line, with three daily round-trips. The Portland terminal was a former YMCA building on Congress Street.

By September 1931, the intercity bus operations of The Gray Line had been taken over by a company first called Old Colony Stages and then Old Colony Coach. The September 1931 *Motor Coach Guide* showed Greyhound cooperating with Old Colony on a daily round-trip between Boston and Bangor that Old Colony had started earlier that year. Three daily round-trips between Boston and Portland in addition to two by Old Colony may have been run directly by Greyhound.

An Eastern Greyhound ad in the September 25, 1931, *Boston Globe* announced the start of a new route from Boston to Concord, New Hampshire via Nashua, Manchester, and Pembroke. Boston departures were at 8:00 AM and 12:30 and 7:00 PM. This route does not seem to have lasted long on that attempt, as it was not shown in Greyhound systemwide timetable booklets by June 1932.

The October 5, 1931, Brunswick, Maine *Times-Record* reported that Greyhound had just brought one of the newest of its "big motor coaches" to Maine from Boston–Buffalo service to be used on the Bath–Boston run. No other details about the latter route were included.

Because of the importance of summer recreational travel to destinations in Maine, Greyhound schedules between late June and early September for many years provided more service than those during the rest of the year.

The June 1932 Greyhound system timetable was the earliest available one identifying Eastern Greyhound Lines of New England as the direct operator of service between Boston and places in Maine. It showed two daily round-trips between Boston and Lewiston via Portland and three additional round-trips from Boston running only as far as Portland. A map in the timetable showed the Greyhound branch from Portland to Bath, Maine, but no schedule was included.

All trips included a stop in Portsmouth New Hampshire. The route from Boston to Portland was generally that of present Massachusetts Route 99 and U.S. Route 1, with many intermediate stops for interstate passengers.

A Greyhound system timetable effective June 19, 1933, showed the Eastern Greyhound service between Boston and Lewiston replaced by two daily round-trips running non-stop between Boston and Bangor. The number of additional Boston–Portland round-trips had increased from three to four daily. The Bath branch was deleted from the map.

A timetable effective September 24, 1933, showed the number of Greyhound Boston–Portland round-trips cut back to three again. A timetable effective December 1, 1933, still showed three daily Boston–Portland Greyhound round-trips, but no Boston–Bangor trips. At about this time, Greyhound and Old Colony Coach had agreed that Greyhound would not run buses farther east than Portland and that Old Colony would only carry passengers going to or from points beyond Portland.

Available timetables from 1934 through 1936 show Greyhound operating three daily round-trips between Boston and Portland in non-summer months, increasing to four daily round-trips in summer months. In 1937 and 1938 four daily round-trips were also run in non-summer months.

On December 30, 1938, the ICC approved the sale of Old Colony Coach Lines rights and assets to Greyhound. (Eastern Greyhound Lines of New England had been made a division of the Greyhound Corporation instead of a separately incorporated subsidiary in 1936.)

By May 1939, the Old Colony Coach routes serving Maine were fully integrated into the Eastern Greyhound Lines of New England network. This gave Greyhound the right to extend service from Boston beyond Portland through Lewiston and Bangor to St. Stephen, New Brunswick, and from Portland through Brunswick and Rockland to Belfast. However, Greyhound was limited to carrying interstate passengers on these routes because the Maine Central Transportation Company had been granted exclusive rights to serve intrastate passengers. Also included were rights to Old Colony service between Boston and Concord, New Hampshire.

A Greyhound timetable effective May 1, 1939, showed the new through-routings of service between Boston and points in Maine using the operating rights acquired from Old Colony Coach. There were six daily round-trips from Boston at least as far as Portland. Of these, one round-trip continued to Lewiston, one to Bangor via Lewiston, one to St. Stephen via Bangor and the coast road through Washington County, and one to Belfast via Rockland. The Boston–Concord New Hampshire route had three daily round-trips.

A second daily round-trip between Boston and St. Stephen was added for the summer and was still included in a schedule effective September 24, 1939.

A schedule effective March 8, 1940, had only five daily round-trips between Boston and Portland. Of these, only one round-trip to Bangor and one to St. Stephen continued farther east. Service to and from Brunswick required a transfer at Portland. Greyhound service between Boston and Concord, New Hampshire was down to one Saturday-only round-trip.

A schedule effective July 1, 1940, increased service between Boston and points in Maine to eight daily round-trips. Compared with the summer 1939 schedule, in addition to a second St. Stephen round-trip, there was a second Belfast round-trip, and the Lewiston round-trip was extended to Bangor.

A schedule effective January 8, 1941, showed service cut back to the same six daily round-trips as in May 1939. A schedule of eight round-trips was used again effective June 27, 1941, but one Boston-Bangor trip was cut back to Lewiston again. This was the last schedule found for service before the entry of the United States into World War II.

During the war, the U.S. Office of Defense Transportation required bus companies to suspend non-essential services. A schedule effective June 1, 1943, showed a reduced summer service of six daily round-trips between Boston and Portland, with one round-trip each continuing to Lewiston, Bangor, and St. Stephen. There was no Greyhound service on the line to Belfast. The same mix of trips by endpoint was shown in a schedule effective December 1, 1943.

A schedule effective June 26, 1944, showed the addition of two more round-trips running only as far east as Portland. The eastbound trip that had terminated at Lewiston was shortened by one stop, to end at Auburn. One of the added Portland round-trips was dropped after the summer season.

The war officially ended On September 2, 1945, with the formal surrender of Japan. The first available post-war schedule was effective October 1, 1945. It showed four daily round-trips between Boston and Portland only, one round-trip between Boston and Bangor, and two round-trips between Boston and St. Stephen. All trips beyond Portland ran via Lewiston. There was still no Greyhound service on the Belfast route.

The first postwar Greyhound summer schedule was effective June 18, 1946. It showed seven round-trips between Boston and points in Maine, all extending beyond Portland. The shortest round-trip ran to Waterville (between Lewiston and Bangor.) There were three round-trips to Bangor, of which all eastbound and two westbound used a new routing via Belfast. There were no stops between Belfast and Bangor. One westbound trip from Bangor still used the old routing via Lewiston. The other three round-trips all ran from Boston to St. Stephen. These trips all ran via Lewiston except for one westbound trip that ran via Belfast.

A schedule effective June 19, 1947, showed Greyhound service increased to ten daily round-trips between Boston and points in Maine. Compared with the June 1946 schedule, this was mostly through the addition of four-round trips running only as far east as Portland. The Waterville round-trip was cut back to Lewiston. One Bangor round-trip was shifted back from the Belfast routing to the Lewiston routing. One St. Stephen round-trip via Lewiston was discontinued.

The June 1947 schedule showed Eastern Greyhound making another try at operating service between Boston and Manchester, New Hampshire, with two daily round-trips. Only interstate passengers were carried, but there were intermediate stops in Massachusetts in Stoneham, Reading, Andover, Lawrence, and Methuen and in New Hampshire at Rockingham Park, Salem, Derry, and Londonderry. The northbound trips connected in Boston with New England Greyhound trips from New York and the southbound trips ran through to New York. The schedule also showed three northbound and two southbound Vermont Transit trips between Boston and Manchester, but these took a different intermediate route.

In a schedule effective June 15, 1948, the only change from June 1947 in Greyhound service between Boston and Maine was addition of a second daily Boston–Lewiston round-trip.

The Boston–Manchester route still had two round-trips in June 1948, but in September 1948, service between Boston and Manchester was cut back to one daily round-trip, with the northbound trip running through from New York. The schedule also showed two Vermont Transit daily round-trips between Boston and Manchester.

A Greyhound schedule effective April 29, 1949, showed a non-summer level of six eastbound and five westbound daily trips between Boston and points in Maine. Compared with the June 1948 schedule, the number of trips running only as far east as Portland was reduced

from four round-trips to one trip eastbound and no trips westbound. One eastbound Bangor trip via Belfast, one westbound Bangor trip via Lewiston, one eastbound St. Stephen trip via Lewiston, and one westbound St. Stephen trip via Belfast were all discontinued.

Service Boston–Portland and Downeast in the 1950s

A summer schedule for Greyhound service between Boston and points in Maine for 1949 has not been found, so a schedule effective July 14, 1950, can best be compared with the schedule effective June 15, 1948. The total daily number of round-trips was reduced from eleven to ten. There were more changes in eastern trip ends than in eastern trips. The number of round-trips from Boston only as far as Portland was reduced from four to three. One of the two round-trips to Lewiston was extended to Waterville. One eastbound trip to Bangor via Belfast and one westbound trip from Bangor via Lewiston were extended to St. Stephen. The westbound trip from St. Stephen via Belfast was rerouted via Lewiston. All St. Stephen trips were still routed via the coast route through Washington County.

There was still one Greyhound round-trip between Boston and Manchester, New Hampshire, through-routed to and from New York.

In September 1950, the Maine PUC approved sale of the McLaughlin Brothers Bus Line (discussed in more detail below) to Greyhound. This gave Greyhound the intrastate service rights on the segment from Rockland through Belfast to Bangor, which Greyhound had included in some interstate trips since 1946.

On December 31, 1950, the Greyhound Corporation transferred the routes of its Eastern Greyhound Lines of New England Division (the routes between Boston, Maine, and Eastern Canada) to New England Greyhound Lines.

A schedule from winter 1951 showed a slight reduction in non-summer service between Boston and points in Maine compared with the April 1949 schedule, to five daily trips each way. One eastbound trip from Boston to Portland was dropped, and one of the two Boston–Lewiston trips was cut back to Portland. The one round-trip between Boston and Bangor via Belfast was rerouted via Lewiston. There were no through trips between Boston and the Belfast route, but one trip in each direction on this route made close connections with Boston trips at Portland. Service between Boston and Manchester was not shown in this schedule form.

A schedule effective June 28, 1951, showed almost the same service as the July 1950 schedule. Eastbound, one trip to Bangor was shifted from the Lewiston route to the Belfast route, while one St. Stephen trip was shifted from the Belfast route to the Lewiston route. Westbound, one trip from St. Stephen was shifted from the Lewiston route to the Belfast route.

Greyhound schedules for service between Boston, Portland, and destinations farther Downeast for years 1952 through 1954 have not been located at this writing.

On April 27, 1955, the Greyhound Corporation announced that effective May 1, New England Greyhound Lines would be included in a new operating division, to be known as Eastern Greyhound Lines.

A Greyhound schedule effective September 8, 1955, showed seven daily round-trips between Boston and points in Maine. All trips ran at least as far east as Portland. Two trips in each direction ran as far as St. Stephen. These were the only trips running farther than Bangor. One of these in each direction used U.S. Route 1 through the coastal communities of Washington County. The other trips took a more northerly path via U.S. Route 2 and Maine Route 6.

For the trips that did not go to or from St. Stephen, the eastern end was Bangor for two eastbound and three westbound trips, Lewiston for one trip each way, and Portland for two eastbound trips and one westbound trip. The coastal route through Rockland was served by one St. Stephen trip in each direction, one eastbound Portland–Bangor trip with a Boston connection and one Bangor–Boston westbound trip. The route through Lewiston was served by two eastbound and one westbound Boston–St. Stephen trips and by one eastbound and two westbound Boston–Bangor trips.

All eastbound trips and all but one westbound trips stopped in Portsmouth, New Hampshire. All seven eastbound trips and five of the seven westbound trips ran on U.S. Route 1 between Boston and Portland, making several intermediate stops. One westbound trip ran nonstop between Portland and Portsmouth via the Maine Turnpike. One westbound trip ran nonstop between Portland and Boston via the Maine and New Hampshire Turnpikes.

As late as January 1956, schedules still showed Greyhound directly operating one daily round-trip between Boston and Manchester, New Hampshire with intermediate stops in the Route 28 corridor

A Greyhound schedule effective June 21, 1956, showed only a slight increase in total daily trips between Boston and points in Maine compared with September 1955, from seven to eight, but there were more changes in the trips by endpoint and intermediate routing. The number of through trips between Boston and St. Stephen increased to three each way from two, with the added trips taking the northerly route east of Bangor. The number of Boston trips running only as far east as Bangor decreased to one each way. The number of Boston–Lewiston round-trips increased from one to two. There were still two eastbound Boston–Portland trips and the number of westbound Portland–Boston trips increased from one to two. The coastal route through Rockland was served by two Portland–Bangor trips in each direction instead of a mix of Boston and Portland trips.

On November 20, 1956, the Greyhound Corporation bought the Maine Central Railroad's bus subsidiary, the Maine Central Transportation Company, which had been operating since 1953 as Maine Central Trailways. Greyhound renamed this company Maine Greyhound Lines and ran it as a separate subsidiary until December 31, 1957. Maine Greyhound was then dissolved, and its routes were assigned to Eastern Greyhound Lines.

Prior to the sale to Greyhound, most Maine Central Transportation routes that did not overlap Greyhound routes had already either been discontinued or taken over by local operators. The sale resulted in greater frequency of Greyhound-operated service in Maine but little new network expansion. Greyhound had been limited to serving only interstate passengers on most segments of its network in Maine. The MCT acquisition gave Greyhound intrastate rights on these lines.

On April 29, 1957, the ICC approved the sale by B&MT to Greyhound of its interstate operating rights for the segments of the Boston–Portland route within Massachusetts, mostly on the present State Route 99 and U.S. Route 1. At about the same time, the Mass. DPU approved the sale of the intrastate rights on the same segments. The B&MT had used these rights in conjunction with its service between Boston, Portsmouth, and Portland. Acquiring these rights allowed Greyhound to carry local passengers between Massachusetts stops that had been restricted to use by interstate passengers on buses going to and from Maine.

Schedules showed stops along this corridor in Everett, Malden, Saugus, Lynnfield, West Peabody, Danvers, Topsfield, Ipswich, Rowley, Newbury (at Governor Dummer Academy),

Newburyport, Salisbury, and in summers at Salisbury Beach. Many of these were curbside flag stops. Local transportation of passengers in the Boston–Saugus segment was not allowed. Greyhound soon obtained rights for a nonstop alternate route between Saugus and Boston via the Bennett and Cutler Highways, the Northeast Expressway (completed in September 1958 and now part of Route 1), the Mystic (Tobin) Bridge and the Central Artery. Greyhound gradually shifted all service from the original Saugus–Boston routing to this variation.

A Greyhound schedule effective June 27, 1957, showed the number of daily trips each way between Boston and points in Maine increased to 13, compared with eight in June 1956. These were supplemented by two round-trips between Boston and Hampton Beach, New Hampshire, previously run by the Boston & Maine Transportation Company to supplement Boston–Portland service.

In the June 1957 schedule, the number of through trips each way between Boston and St. Stephen was reduced from three to one (originating at Amherst Nova Scotia), but there were also three eastbound and two westbound St. Stephen trips with Boston connections at Bangor. The service east of St. Stephen was run by SMT (Eastern) Limited.

For many years, Bar Harbor had been served by Maine Central Transportation or independently operated buses from Bangor or Ellsworth, connecting with through Boston service. In 1957, Greyhound established through service between Boston and Bar Harbor, with two daily round-trips. Except between Ellsworth and Bar Harbor, this route overlapped older Greyhound routes. The Bar Harbor trips used the coastal route through Rockland and Belfast and did not go through Bangor. In the June 1957 schedule, six round-trips ran through between Boston and Bangor in addition to the Boston–St. Stephen trips. Other through Boston service included one round-trip each to Lewiston, Rockland, and Portland.

Greyhound also took over a MCT summer route between Portland and Quebec City with one daily round-trip and extended it through to Boston. This route overlapped Boston–Augusta–Bangor service between Boston and Fairfield Maine. The segment between the international border at Jackman, Maine and Quebec City was operated by Quebec Central Transportation, another railroad subsidiary company.

A Greyhound schedule effective September 19, 1957, showed 10 northbound and 11 southbound trips between Boston and points in Maine. All northbound trips and all but two southbound trips ran farther east than Portland. There was one local round-trip between Boston and Bar Harbor, cut back to Ellsworth after September 28, and one express trip between Boston and Bar Harbor, discontinued after September 15. There were five round-trips between Boston and Bangor, one round-trip between Boston and Lewiston, and two northbound and one southbound trip between Boston and Rockland. An additional southbound trip from Rockland to Portland had a close connection for Boston. Passengers going to or from points east of Bangor had to transfer at Bangor.

A schedule effective June 26, 1958, showed a slight increase from June 1957 in overall through service between Boston and points in Maine, to 15 daily round-trips from 13. This was accounted for by an increase in the number of round-trips running only as far east as Portland to three from one. In cooperation with SMT, one round-trip between Boston and Bangor was extended to St. John, New Brunswick via St. Stephen, in addition to one round-trip being extended to Amherst, Nova Scotia via St. John. Otherwise, there were minor changes in the outer endpoints of some trips running beyond Portland.

By September 1958, Greyhound schedules showed the one daily round-trip between Boston and Manchester, New Hampshire replaced with two daily round-trips operated by Hudson Bus Lines with no intermediate stops. The Hudson Bus Manchester service was cut back to one daily round-trip in October 1958. This service was still shown in Greyhound schedules as late as October 1960, but not after that.

In 1959, Greyhound began further increasing service between Boston and points in Maine, partly in response to cutbacks in Maine Central Railroad passenger train service. Full schedules for summer 1959 have not been found at this writing.

Service Boston–Portland and Downeast in the 1960s

A Greyhound schedule effective June 23, 1960, showed summer service increased to 19 eastbound and 21 westbound daily trips between Boston and Portland or points farther east, compared with 15 trips each way in June 1958. The added service consisted of two eastbound and three westbound trips between Boston and Portland, one eastbound and two westbound trips between Boston and Bangor (replacing one round-trip between Boston and Lewiston), and one round-trip between Boston and Belfast via Rockland.

The June 1960 schedule also showed four summer-only daily round-trips between Boston and Hampton Beach.

A Greyhound schedule effective September 7, 1960, showed non-summer service reduced to 14 daily round-trips between Boston, Portland, and locations farther Downeast. These included five northbound and four southbound trips between Boston and Portland, one round-trip between Boston and Belfast, one northbound and two southbound trips between Boston and Augusta, five northbound and six southbound trips between Boston and Bangor, one round-trip between Boston and Bar Harbor via Bangor, and one round-trip between Boston and St. Stephen, via Bangor.

The Greyhound Maine trips included various combinations of stops. In Massachusetts, Interstate 95 was completed only between the New Hampshire border and Danvers; buses still used either the present U.S. Route 1 or a combination of Route 1 and State Route 99 between Danvers and Boston. Seven trips in each direction also used Route 1 between Salisbury or Newburyport and Danvers. Service between Salisbury, Portsmouth, and Portland was divided equally between Route 1 and I-95. East of Portland, the Bar Harbor trips and one Bangor round-trip used the coastal route through Brunswick, Belfast, and Searsport. The rest of the Bangor trips used the inland route through Lewiston and Augusta. Eight trips in each direction ran through between New York and Maine, with meal or rest stops at the Boston Greyhound Terminal.

In the September 1960 schedule, the service of 14 daily trips between Boston and Maine was twice the non-summer frequency operated by Greyhound before the acquisition of Maine Central Transportation. This was the maximum non-summer service attained on the route. Frequency had dropped slightly, to 13 daily round-trips by September 1963, It fell further to 12 daily round-trips in September 1965 and to 10 in October 1967, remaining at 10 through the end of the decade.

Meanwhile, a Greyhound schedule effective June 22, 1961, showed further expansion of summer service frequency between Boston and Portland or points farther east, to 25 eastbound and 26 westbound daily trips compared with the June 1960 schedule of 19 eastbound and 21 westbound trips. This was the all-time maximum for Greyhound Maine service. The only new route in 1961 was a through round-trip between New York, Boston, and Fort Kent, Maine,

operated by the Bangor & Aroostook Railroad's highway subsidiary Bangor & Aroostook Transportation Company north of Bangor. The same service had previously required a transfer at Bangor since the beginning of a Bangor–Fort Kent bus route in 1938. Boston service gains at previously served endpoints included one westbound trip from St. Stephen, one eastbound trip to Bangor, one round-trip to Augusta, and three eastbound and two westbound Portland trips. The latter included extensions of two eastbound trips and one westbound trip that had run between Boston and Hampton Beach in the June 1960 schedule.

Each of the intermediate stops between Boston and the New Hampshire border shown in the 1957 schedule still had some Greyhound service until the spring of 1962. The Ipswich stop then became the first one to lose all service.

After 1961, the number of daily summer trips between Boston and Portland or points farther east slowly decreased, as detailed below, but still remained much greater than non-summer service by the end of the 1960s

Service frequency and distribution of trips by eastern endpoint in a schedule effective June 21, 1962, had only a few minor changes compared with the June 1961 schedule. Through service between New York and Fort Kent by-passed Boston. One eastbound trip from Boston to St. Stephen and one westbound trip from Bangor were added. There was no longer a Boston–Rockland round-trip, but the coastal route was still served by several trips running through to or from points farther east. The number of westbound trips to Boston from Portland and from Hampton Beach each decreased by one.

In a schedule effective June 20, 1963, the most noteworthy change compared with the June 1962 schedule was the addition of a daily round-trip between Boston and Montreal via Old Orchard Beach. This was a run-through operation, with Eastern Greyhound Lines operating the buses between Boston and Old Orchard and between St. Albans, Vermont and Montreal. Vermont Transit ran the middle section between Old Orchard and St. Albans. Much of the routing was not specified in the timetable. (A Vermont Transit schedule from June 1967 showed such trips running non-stop between Old Orchard and St. Albans except for a meal stop at the Willey's Slide Restaurant on U.S. Route 302 in New Hampshire. Vermont Transit had started running a Montreal–Old Orchard summer route in 1932. A Boston extension of this route run jointly with Greyhound had been tried at least once before 1963, in 1947.)

In 1963 an independent company, Maine Transit Corp., still operated weekend-only connecting service Portland and Berlin, New Hampshire as part of a former Maine Central Transportation Company route between Portland and Beecher Falls, Vermont. Greyhound had taken over the segment of this route between Portland and Colebrook with the purchase of Maine Central Trailways in December 1956 but transferred the segment between Portland and Berlin to Maine Transit in July 1959. Eastern Greyhound took over the segment between Berlin and Colebrook as an extension of a route between Montreal and Colebrook, but only the southbound Sunday trip made a convenient connection with Maine Transit at Berlin.

Another change in 1963 was reduction of Boston–Hampton Beach service to one trip each way on Fridays and Saturdays only. By then, Trailways of New England was providing daily summer service between Boston and Hampton Beach, supplementing its own Boston–Portland service.

A schedule effective June 10, 1964, showed a slight decrease in total Greyhound trips between Boston and Portland or points farther east compared with June 1963, from 25 daily trips

each way to 24. One round-trip between Boston and St. Stephen was cut back to Boston–Bangor. Augusta gained one westbound trip to Boston. Rockland gained one eastbound through trip from Boston but lost one westbound through trip to Boston. Portland lost two eastbound trips from Boston and one westbound trip to Boston.

A schedule effective June 23, 1965, showed a further slight decrease in total trips between Boston and Portland or points farther east compared with June 1964, from 24 daily trips each way to 23. Joint through service by Greyhound and SMT between Boston and points in New Brunswick and Nova Scotia was replaced with connecting service at the U.S./Canadian border. The single eastbound trips from Boston to St. John, New Brunswick and to Amherst, Nova Scotia were each replaced with trips from Boston to St. Stephen and one Boston–Bangor eastbound trip was extended to St. Stephen. The single trips to Boston from St. John and from Amherst were replaced with trips originating at Calais, Maine, on the U.S. side of the border. Otherwise, the only changes were that Rockland lost one through trip from Boston and Portland lost one through trip to Boston.

As discussed in Chapter 11, starting in 1965 Michaud Bus Lines and successors operated local bus service to Boston from points along Route 1 between Newburyport and Saugus. This service was intended to replace discontinued commuter rail service, but it also reduced the need for Greyhound intrastate service in the Route 1 corridor.

A schedule effective June 23, 1966, had the same number of daily trips and mostly the same distribution of eastern endpoints as the June 1965 schedule. However, through service to the maritime provinces operated jointly with SMT had resumed. One eastbound trip was extended beyond St. Stephen to St. John, and another was extended via St. John and Amherst to Charlottetown, PEI. The westbound returns of these trips replaced trips that originated at Calais in 1965.

A schedule effective June 23, 1967, had only a few changes in the number of daily trips and eastern endpoints compared with June 1966. One westbound trip from Calais to New York that had previously by-passed Boston was rerouted to serve Boston. One eastbound Boston–Bangor trip was discontinued. One eastbound and two westbound Boston–Augusta trips were replaced with Boston–Portland trips.

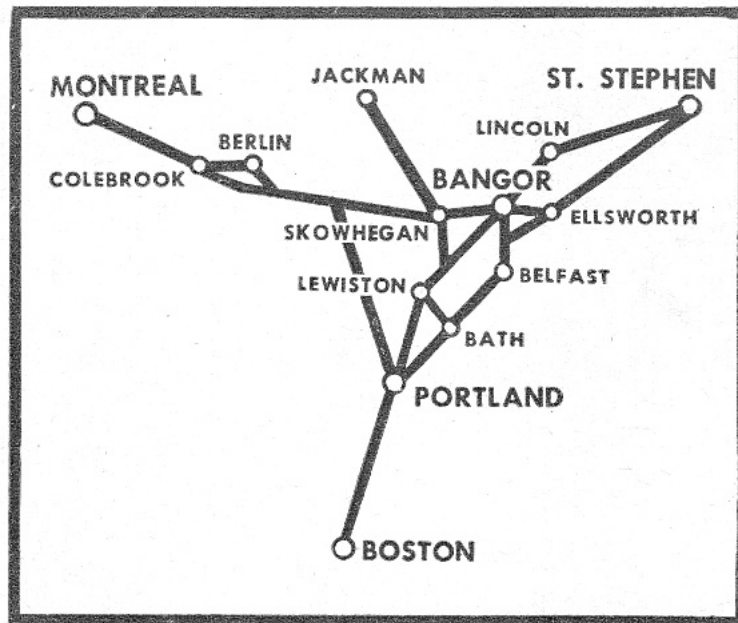
In early 1968, the Malden, West Peabody, and Rowley stops were dropped from the Massachusetts segment of the Boston–Portland route. (The West Peabody stop was reinstated briefly in 1971.)

In a schedule effective June 27, 1968, the most noteworthy change from June 1967 was that one through trip each way between Fort Kent and New York that had bypassed Boston was rerouted to serve Boston again. Non-summer New York–Fort Kent trips had resumed serving Boston in the fall of 1967.

A schedule effective June 26, 1969, showed one daily trip each way between Boston and St. John, New Brunswick (operated by SMT east of St. Stephen) extended to Amherst, Nova Scotia. The total number of weekday round-trips between Boston and Portland or points beyond had decreased to 22 from the peak of 25 eastbound and 26 westbound trips in June 1961.

Service Boston–Portland and Downeast in the 1970s and 1980s

During the 1970s, non-summer Greyhound service frequency between Boston and Portland or points farther east changed only slightly from the level of 10 daily trips each way in 1969. The number increased to 11 daily round-trips in 1970, but dropped back to 10 by 1972, then to nine



Above left, schematic map of Eastern Greyhound Lines in New England, from a schedule form issued April 27, 1958, after Greyhound acquisition of Maine Central Trailways.

Above right, detail from a map in the May 1979 issue of the *Official Bus Guide*, showing Greyhound lines in New England. In 2023, Greyhound service to the state of Maine consisted of one daily round-trip from Boston to Bangor via Portland.

in 1975 through 1979. The run-through service to Fort Kent that had been run jointly by Greyhound and the Bangor & Aroostook Railroad's highway division ended early in 1979.

In comparison with the September 1969 schedule, changes shown in a schedule effective September 5, 1973, included replacing the eastbound Boston–Belfast trip with a Boston–Bangor trip via the coast route and replacing the westbound Belfast–Boston trip with a Portland–Boston trip. One eastbound Boston–Bangor trip via Lewiston was replaced with a trip via the coast route. The three eastbound Boston–Augusta trips were replaced with two Boston–Portland trips. The St. Stephen trips had all been switched from the coast route to the Lewiston route between Portland and Bangor.

In Massachusetts, service to the Governor Dummer Academy stop in Newbury was still shown in October 1973 but was gone by April 1974. Service to the stop in Everett had decreased to one daily trip each way by January 1970, with travel to or from Boston still not allowed. The southbound stop was eliminated in 1973 and the northbound stop in 1977. This ended Greyhound operation on State Route 99 between Boston and Saugus. The other Massachusetts stops all still had some Greyhound service at the end of the decade, but Saugus was still restricted to northbound boarding or southbound alighting.

Summer service frequency decreased much more than non-summer frequency during the 1970s. From 22 daily round-trips in June 1969, service had been cut back to 17 round-trips by June 1971. The run-through trips between Boston and Amherst, Nova Scotia and between Boston and Charlottetown, Prince Edward Island were all cut back to Boston–St. Stephen. Trips from Boston to Augusta, Lewiston, and Belfast, which had supplemented longer routes on the same highways, were all discontinued.

Summer schedules for 1972 through 1975 have not been found at this writing. By June 1976, service between Boston and points in Maine had declined to 14 daily round-trips. The route to Quebec City no longer ran through to or from Boston. Instead, it made close connections at Old Orchard with the through route between Boston and Montreal.

Service decreased further, to 12 daily round-trips by June 1978, but increased slightly, to 13 round-trips in June 1979.

A Greyhound schedule effective June 25, 1980, showed an increase in service between Boston and points in Maine to 15 eastbound and 16 westbound daily trips. The distribution of round-trips by eastern endpoint was Portland five, Belfast one, Augusta one, Bangor four (plus one additional westbound) Bar Harbor one, and St. Stephen two. The joint Greyhound/Vermont Transit trip between Boston and Montreal, diverging from the Greyhound trunk line at Old Orchard, still had one daily round-trip.

The 1980 service increase may have been partly a response to new competition between Boston and Portland by Michaud Trailways, discussed in Chapter 11. Greyhound service to the Saugus stop ended in 1980.

A schedule effective June 23, 1982, showed Greyhound service between Boston and points in Maine running closer to past non-summer levels than to that in the June 1980 schedule. There were 10 daily round-trips running at least as far Downeast as Portland, plus the summer-only Boston–Montreal round-trip that diverged at Old Orchard. The latter trip no longer had connecting trips to and from Quebec City. Cutbacks compared with June 1980 included elimination of one Boston–Bangor round-trip via Lewiston, the Boston–Augusta round-trip, and

two eastbound and three westbound Boston–Portland trips. The June 1982 schedule showed no more Greyhound service to Topsfield or to the summer-only stop at Salisbury Beach

Greyhound service to Bar Harbor was discontinued in September 1982 but resumed in 1986. By September 1983, the Massachusetts stops at Lynnfield and Salisbury were dropped. One of the two daily round-trips between Boston and St. Stephen had been eliminated, but a new round-trip between Boston and Ellsworth (an intermediate stop on the St. Stephen and Bar Harbor routes) had been started. The Boston–Belfast route was replaced with a Portland–Belfast round-trip, connecting at Portland with a Boston–Bangor round-trip via Lewiston, by September 1983.

A schedule effective June 27, 1984, showed Greyhound no longer operating any service to St. Stephen. A connection to New Brunswick was maintained by an extension of SMT (Eastern) Limited service from St. Stephen to Bangor, but it used a more direct routing than the former Greyhound route through Washington County, with no intermediate stops.

The June 1984 schedule showed a total of eight daily Greyhound trips between Boston and points in Maine. These included one eastbound trip and two westbound trips between Boston and Bangor via the coast route, four eastbound trips and three westbound trips between Boston and Bangor via Lewiston, one round-trip between Boston and Ellsworth running eastbound via the coast route and westbound via Lewiston, one round-trip between Boston and Belfast, and one round-trip between Boston and Portland. Greyhound service to Danvers ended in 1985, leaving Newburyport as the only intermediate stop between Boston and the New Hampshire border.

In 1986, Greyhound attempted to end its direct operation of service in New England entirely by transferring the routes to Vermont Transit, as detailed in Chapter 9. However, Greyhound took back the service effective September 3, 1986, after an arbitrator ruled that this strategy violated union contracts.

The first Greyhound schedule after taking back the service between Boston and Maine included seven daily round-trips. Compared with the June 1984 schedule, the round-trip between Boston and Ellsworth via Bangor was replaced with a round-trip between Boston and Bar Harbor via the coast route. One round-trip between Boston and Bangor via Lewiston was replaced with a round-trip between Boston and Waterville. One round-trip between Boston and Bangor via the coast route was discontinued. The eastbound trip between Boston and Belfast was replaced by a trip from Portland to Belfast, connecting at Portland with a trip from Boston to Bangor via Lewiston. The number of eastbound trips from Boston ending at Portland was increased from one to two.

Service changes during the remainder of the 1980s were mostly seasonal, with Bar Harbor trips being cut back to Boston–Bangor except in summers.

In March 1990, Greyhound drivers began what became a three-year strike. Greyhound again turned service between Boston, Portland, and points farther Downeast to Vermont Transit. The subsequent history of this service is included in Chapter 9.

GREYHOUND DOWNEAST PREDECESSORS

Gray Line/Grey Lines/Old Colony Coach

As mentioned above, The Gray Line, Inc. began advertising bus service between Boston and Portland and between Boston and New York City in 1928. This service continued under the Gray Line name in 1929. In the June 1930 *Motor Coach Guide*, the Gray Line routes from Boston to Portland and to New York and a route from Boston to Albany were identified as being run

jointly by The Gray Line and Eastern Greyhound Lines. The combined service on these routes is discussed in more detail above.

An ad in the *Bangor Daily News* in January 1931 announced that Old Colony Stages, Inc. would start running one trip a day between Bangor and Boston via Portsmouth, with a heated new Pierce-Arrow Limousine. An accompanying news report called this the first long-distance motorbus route serving Bangor. The scheduled trip time was nine hours. The one-way through fare was \$6.75. Leonard Caplan, a son of Gray Line founder Abraham Caplan, was the manager.

By mid-1931 Old Colony Stages was identified as the operator of what had been the Gray Line Portland, New York, and Albany routes from Boston and a more recent Gray Line route from Boston to Holyoke via Stafford Springs (Connecticut), Chicopee, and Springfield.

By September 1931, Old Colony Stages was renamed Old Colony Coach Line, apparently signifying graduation from limousines to motorcoaches. Connections with Greyhound were included in newspaper ads. By January 1932, Old Colony Coach also used the name Grey Lines, a slight change in spelling to distinguish it from the related Gray Line sightseeing companies.

By mid-1932, Greyhound system timetables often included schedules for Old Colony Coach service in Maine. A timetable effective June 30, 1932, showed two daily round-trips between Boston and St. Stephen, New Brunswick by Old Colony. Limited details were provided about the routing, but based on the running time, it seems to have taken the coastal highway through Washington County.

The Greyhound system timetable effective June 19, 1933, showed one round-trip by Old Colony Coach was cut back to Boston–Bangor, but the other round-trip still ran through to St. Stephen. These trips still served intermediate stops between Portland and Bangor no longer served by Greyhound, but both companies were limited to carrying interstate passengers.

A Greyhound timetable effective September 24, 1933, provided no information about Old Colony service, suggesting that it had been suspended after the summer season.

By December 1933, Old Colony Coach and Greyhound had agreed that Greyhound would not run buses farther east than Portland and that Old Colony would only carry passengers going to or from points beyond Portland.

An accident report from April 1934 showed that Old Colony Coach, doing business as Grey Lines, was running service at least as far east as Bangor then.

The January 21, 1935, Waterville *Morning Sentinel* had a Grey Lines ad showing two daily departures from Waterville for Boston and New York City. These trips probably originated at Bangor.

The May 2, 1935, Portland *Press-Herald* reported that Old Colony had just resumed regular service between Bangor and St. Stephen. In February 1935, Old Colony had applied to the Maine Public Utilities Commission for authority to carry intrastate passengers between Bangor and St. Stephen but in June the rights were awarded to the Maine Central Transportation Company instead.

A Greyhound timetable effective September 29, 1935, showed Old Colony service of one daily round-trip between Portland and Lewiston and three daily round-trips between Portland and Bangor via Lewiston.

A Greyhound timetable effective April 26, 1936, showed Old Colony service of one daily round-trip each between Portland and Fairfield, Bangor, and St. Stephen, and one daily round-

trip between Portland and Belfast via Rockland. The same service was shown in a timetable effective June 29, 1936. The September 1936 edition of Russell's *New England Bus Guide* showed that Massachusetts stops on the Maine routes, for interstate passengers only, were in Charlestown, Everett, Malden, Saugus, Lynnfield, Danvers, Topsfield, Newburyport, and Salisbury.

An Old Colony Coach/Grey Lines schedule, also from about 1936, showed six daily southbound and five daily and two weekday northbound trips between Manchester New Hampshire and Boston via Salem, New Hampshire. One trip in each direction continued between Manchester and Concord. The other trips connected with Boston & Maine Transportation Company trips between Concord and Manchester. There was also one Old Colony weekday northbound trip from Boston to Concord via Nashua and Manchester.

Greyhound timetables effective December 15, 1937, and January 10, 1938, showed Old Colony service mostly the same as in April 1936, except that the Portland–Fairfield round-trip was no longer shown.

On February 14, 1938, the Greyhound Corporation and its subsidiary Eastern Greyhound Lines filed an application with the ICC for authority to purchase the operating rights and property of Old Colony Coach Lines. At that time, Old Colony's application to the ICC for "grandfathered" rights to all its interstate routes had not yet been approved because of an administrative backlog. In addition to the routes between Boston and points in New Hampshire and Maine described above, these included routes between Boston and Albany and between Boston and New York City.

On December 30, 1938, the ICC approved the sale of Old Colony Coach Lines rights and assets to Greyhound. By June 1939, the Old Colony Coach system was fully integrated into the Eastern Greyhound Lines of New England and New England Greyhound systems.

Quaker Stages

In October 1930, Joseph Hart of Melrose, Massachusetts, who had been operating jitney service in Malden as early as 1919, launched an intercity bus venture under the name Quaker Stages. The initial route ran between Boston and New York City, with daily departures from each end at 9:00 AM and 10:00 PM. The Boston departure point was 1 Cambridge Street at Scollay Square. The New York departure point was the Palace Hotel at 132 West 45th Street. The fare was \$2.00. By April 1931, the fare was raised to \$3.00. Ads specified Brand New \$15,000 Coaches. Hart appears to have tried to compete in this market for only one year, but began operating a route with more frequent service between Boston and Providence,

In June 1932, Hart began operating a route between Boston and Portland, Maine, again under the name Quaker Stages. An ad for service on this route effective July 1, 1932, showed four daily trips, leaving from Sullivan Square in Charlestown at 8:15 and 10:15 AM and at 1:30 and 7:00 PM. Fares were \$2.00 one-way or \$3.50 round-trip.

In April 1933, Hart extended this route north from Portland to Bangor and south from Boston to Providence. On January 1, 1936, Hart formally incorporated Quaker Stages, and transferred all property and rights previously held in his name in conjunction with intercity service to that company. On February 6, 1936, Hart applied to the ICC for "grandfathered" rights for service between Providence and Bangor via Boston under terms of the Motor Carrier Act of 1935. The ICC had a large backlog of such applications, and often took several years to approve them, during which time operations were allowed to continue.

The September 1, 1936, issue of Russell's *New England Bus Guide* included a table showing Quaker Stages service between Boston and points in Maine. There were eight eastbound daily trips between Boston and Portland, including one that continued to Belfast and two that continued to Bangor via Belfast. Westbound, there were seven daily trips between Portland and Boston, including two that originated at Bangor and ran to Portland via Belfast. There was also one trip from Belfast to Portland, operated on to Boston by Blue Way Lines, discussed in Chapter 10.

On December 2, 1936, Hart reached an agreement with Eastern Greyhound Lines of New England to sell to the Greyhound Corporation the Quaker Stages operating rights for service between Boston and Bangor, contingent on ICC certification of the grandfathered rights. On December 5, 1936, Hart sold all the capital stock of Quaker Stages to a Samuel Chase, with an agreement as to how they would divide the proceeds of the sale of operating rights to Greyhound when approved by the ICC.

Chase took over operation of the Quaker Stages service between Boston and Providence immediately. Hart continued running service between Boston and Bangor on his own account but using the Quaker name. Hart discontinued operating the Boston–Bangor service on June 4, 1937. Chase then took it over and ran it until December 26, 1937, and then discontinued it.

On December 20, 1938, the ICC approved the sale of Quaker Stages operating rights between Boston and Bangor, to the Greyhound Corporation, subject to a determination that Quaker was entitled to grandfathered rights to that service.

On May 11, 1939, the ICC ruled that because Quaker Stages had operated service between Boston and Providence continuously since before June 1, 1935, the company was entitled to permanent interstate operating rights for that service. However, because service between Boston and Bangor had been discontinued in December 1937, Quaker Stages was denied grandfathered rights to that service. This was no loss for Greyhound, which had already acquired rights to service between Portland and Bangor from Old Colony Coach Lines, as discussed above.

The further history of Quaker Stages service between Boston and Providence is included in the New England Transportation Company history in Chapter 4.

McLaughlin Brothers Bus Line

According to an article in the June 22, 1925, Bangor *Daily Commercial*, John McLaughlin of Stockton Springs was the first person to operate a "public car line" in the state of Maine, starting in 1912, with a route between Bangor and Belfast.

On May 9, 1916, the Bangor *Commercial* reported that the McLaughlin motor bus, which was to run between Blue Hill and Bangor in the summer, had just made its first trip. On June 7, 1916, the Ellsworth *American* reported that J. M. McLaughlin of Stockton Springs had established an auto-bus service leaving Sargentville for Ellsworth about 11:00 AM and leaving Ellsworth on the return trip at 4:00 PM.

The November 3, 1916, Bangor *Daily News* included a notice that the McLaughlin auto bus service would leave Bangor at 8:00 AM and leave Belfast at 1:30 PM.

On February 8, 1919, it was reported that "fine traveling" had permitted McLaughlin's auto bus to begin running two daily trips between Bangor and Belfast.

On May 1, 1919, the Belfast *Republican Journal* reported that McLaughlin's bus would start scheduled trips on the following Monday. The fleet included two Cadillac 8's and a Ford sedan.

The April 5, 1920, Bangor *Daily News* reported that McLaughlin's motor bus had recently begun its regular schedule between Bangor and Belfast and that he had also run a car from Belfast to Camden. An ad in the May 13, 1920, *Republican Journal* showed Arthur S. Smalley of Rockland running two daily cars between Rockland and Belfast, connecting at Belfast with McLaughlin's bus to Bangor. Ads from 1921 and 1923 showed similar arrangements of service.

By 1925, the service was being run under the name McLaughlin Brothers Company. By April 1927, the McLaughlin route was described as Bangor to Rockland. John McLaughlin had been joined in the business by his sons Ernest and Archie. They had just bought a third 19-passenger Cadillac parlor-car-type bus for their fleet.

Passengers traveling between Rockland and Bangor still had to transfer at Belfast until 1931, when the service was made into one continuous route.

McLaughlin Bros. held exclusive rights to provide local service to points between Rockland and Bangor. In the 1930s, Maine Central Transportation and Old Colony Coach also began running service between Rockland and Bangor. MTC was not allowed to carry passengers traveling entirely between points in that segment and Old Colony Coach was only allowed to carry interstate passengers.

John McLaughlin died suddenly on January 18, 1937, at age 70. His sons carried on the bus business, but did not expand fixed-route operation beyond the Rockland–Bangor route.

On September 28, 1950, the Bangor *Daily News* reported that the Maine PUC had just approved sale of the McLaughlin Brothers bus business by Ernest and Archie McLaughlin to the Greyhound Corporation. This gave Greyhound the right to serve local traffic on that segment. This was the first route in Maine on which Greyhound was not limited to serving interstate passengers.

Maine Central Transportation Company/Maine Central Trailways *The Samoset Company*

In June 1925, Maine newspapers reported that Maine Central Railroad subsidiary the Samoset Company, recently renamed from the Ricker Hotel Company, would be expanding from operating hotels to running buses and trucks. These were to be used in coordination with Maine Central to supplement or substitute for train service. Initial routes had reportedly not yet been determined. However, on June 18, the Samoset Company filed applications with the Maine Public Utilities Commission (PUC) to operate jitney bus service between Bangor and Bar Harbor and between Portland and Harrison via Naples and Bridgton.

The Samoset Company began operating the Portland–Harrison route on August 1, 1925, under a temporary permit from the PUC and was awarded a permanent certificate for this route on August 21, 1925. Poor road conditions forced suspension of service north of Bridgton during the winter and most of the spring of 1926. Service through to Harrison resumed on May 28, 1926.

On June 15, 1926, the Samoset Company began operating a route between Ellsworth and Bar Harbor, connecting at Ellsworth with Maine Central passenger trains. The PUC had rejected Samoset's application to run bus service all the way from Bangor to Bar Harbor because a local company, Staples Bus Line, was already running service between those endpoints.

There were no news reports of additional Samoset bus routes during 1927 through 1929. On February 3, 1930, Samoset began running a route between Bangor and Bucksport. Effective March 1, 1930, Samoset abandoned the route between Portland and Harrison, established in

1925. The Whitman Sawyer Company of Portland had already obtained PUC approval to take over the route and did so immediately. Samoset was reportedly operating a route between Augusta and Rockland by October 1930.

In June 1931, Samoset petitioned the Maine PUC for its longest route yet, 140 miles from Bangor to Portland. The description was generally that of present-day U.S. Route 2 from Bangor to Newport, Maine Route 100 to Fairfield, U.S. Route 201 to Augusta, U.S. Route 202 to Gray, and Maine Route 100 again to Portland. The petition was approved on August 18, and service began on October 1, 1931. MCT was not authorized to carry passengers with both trip ends in the segment between Lewiston and Waterville until 1935.

Maine Central Transportation Company Service and Expansion 1932 to 1936

With the increasing number of bus routes, Maine Central Railroad management decided to split them off from the hotel business of the Samoset Company. Effective January 1, 1932, the bus routes were transferred to the Kineo Company, a Maine Central subsidiary that had been inactive for some time, and the name of that company was changed to the Maine Central Transportation Company (MCT).

The first bus route established under the MCT name began running between Brunswick and Lewiston on January 11, 1932. It replaced all Maine Central passenger trains on the branch between those points.

On June 27, 1932, MCT began operating a route between Bangor and Dover-Foxcroft. This route overlapped the Bangor–Portland route between Bangor and Newport.

On June 29, 1933, MCT was given PUC approval to operate bus service between Portland and Rockland. There were initially several restrictions against carrying passengers between pairs of stops already connected by other bus operators. The MCT service began on June 30. Greater frequency was run on the segment between Portland and Yarmouth to replace a trolley route.

On August 18, 1933, MCT was granted permission to operate bus service between Waterville and Bingham. Waterville was on the MCT route between Bangor and Portland.

On September 21, 1933, it was announced that for the first time, MCT and the Boston & Maine Transportation Company would be offering some joint through service between Boston and points east of Portland, instead of requiring all passengers to transfer between buses of the two companies at Portland. The initial through service, to begin on September 24, provided two daily round-trips between Portland and Bangor. New deluxe buses had been purchased for this service. By May 1934, some through service between Boston and Rockland was also being offered.

The Whitman Sawyer Company was still operating the former Samoset bus route between Portland and Harrison as late as December 1933. In January 1935, MCT was reported to be seeking approval to take it over again.

On June 4, 1935, MCT purchased the assets of the White Line bus company, which was then in receivership. A history of White Line appears below.

On June 13, 1935, the PUC granted a certificate to MCT to operate a route from Bangor through the coastal towns of Washington County to Calais, across the border from St. Stephen, New Brunswick. There were some restrictions on carrying passengers between pairs of stops already connected by other bus companies. This route was soon extended to St. Stephen. Old Colony Coach had operated seasonal service from Bangor to St. Stephen for interstate passengers since 1932 but was denied intrastate rights on this line by the Maine PUC.

Fundy Motor Line of St. John, New Brunswick had been operating seasonal bus service between that city and St. Stephen since 1927, using Studebaker buses. Before connecting bus service in Maine was established, passengers could travel from Bangor to St. Stephen by riding trains on the Maine Central Railroad's Washington County Branch to Calais and walking across the Ferry Point International Bridge.

On January 28, 1936, the Maine PUC denied an application by MCT to operate buses between Rockland and Bangor. The PUC ruled that the local service on that route already being run by McLaughlin Brothers Bus Company was adequate. However, MCT was permitted to carry passengers having only one trip end on that segment.

A Maine Central Transportation Company schedule effective June 26, 1936, showed 14 routes, of which six were the basis of routes that survived when Greyhound took over Maine Central Transportation in 1956.

Table 2 in the June 1936 schedule was for the Bangor–Portland route established in 1931. There were four eastbound and three westbound daily trips over the full route, supplemented by four westbound and three eastbound shorter trips between Waterville and Portland, and one westbound and two eastbound trips between Lewiston and Portland. The terminal in Portland was the Eastland Hotel downtown rather than the Portland Union rail station. Most of the trips connected at Portland with Boston & Maine Transportation Company buses to or from Boston. Many of those trips connected in Boston with New England Transportation Company bus service to or from New York.

Table 3 in the June 1936 schedule was for the coastal route from Portland to Rockland, established in 1933. There were three eastbound and four westbound daily trips, including one eastbound and two westbound continuing between Rockland and Bangor via Belfast. No transportation of local passengers east of Rockland was allowed. There was also one round-trip between Portland and Brunswick. Like the main Bangor route, the Rockland route trips were scheduled for connections with Boston & Maine Transportation Company buses at Portland.

Table 4 in the June 1936 schedule was for the route established in 1935 from Bangor to St. Stephen, New Brunswick via the coastal towns of Washington County. There were two daily round-trips, scheduled for close connections at Bangor with MCT buses to or from Portland. At St. Stephen, the westbound buses made close connections with buses from St. John, New Brunswick operated by Fundy Coach Company, but the eastbound connections were not close.

Table 5 in the June 1936 schedule was for the route established in 1926 from Ellsworth to Bar Harbor, intersecting the St. Stephen route at Ellsworth. There were two round-trips except on Sundays. Only one eastbound trip and neither of the westbounds connected with buses on the St. Stephen route, but they were intended more for connections with Maine Central trains on the Washington County line.

Table 7 in the June 1936 schedule was for the Portland–Harrison route originally established by Samoset in 1925 but operated by Whitman Sawyer from 1930 to about 1934. There were three daily round-trips on this route. The table also showed service to Glen-Jackson Station and Littleton in New Hampshire. This service was run by Portland-Conway Stages at the time. Overlapping this route, the Vermont Transit Company was operating a daily round-trip from Portland to Burlington, Vermont, with connections for Montreal. The latter route later formed part of the of the summer-only route from Boston to Montreal via Old Orchard later run jointly by Greyhound and Vermont Transit.

Table 9 in the June 1936 schedule was for the branch line established in 1933 from Waterville to Bingham. This branch had service daily except Sundays, with one round-trip over the entire length and another round-trip just between Waterville and Skowhegan. This route was later part of the summer-only Greyhound route from Boston to Quebec City via Portland, run in cooperation with Quebec Central Transportation.

Maine Central Transportation Company Service and Expansion 1937 to 1956

The MCT bus network was not yet complete when the June 1936 schedule went into effect. In January 1937, the PUC authorized MCT to operate bus service between Bangor and Mattawamkeag. In April 1937, the Bangor & Aroostook Railroad's highway subsidiary, Bangor & Aroostook Transportation Company, was authorized to operate a route from Bangor to Caribou. This route overlapped the recently established MCT route between Bangor and Mattawamkeag. In consideration of the sparse population in this corridor it was agreed that B&AT would provide all the service, but that riders traveling to or from points between Bangor and Mattawamkeag would be credited to MCT. A schedule effective May 3, 1937, showed one trip each way per day between Bangor and Caribou with connecting service to Fort Fairfield.

In December 1937, it was announced that service on this route would be suspended for the winter, except on Sundays, when there was to be a new connecting bus between Caribou and Fort Kent. A schedule effective March 27, 1938, showed daily service restored, running through from Bangor to Fort Kent via Caribou and Van Buren. This route was later a component of the through service between Fort Kent, Boston, and New York operated jointly by Greyhound and B&AT.

In May 1938, the ICC approved purchase by MCT of Maine-New Hampshire Stages (M-NHS), which was then in receivership. A history of this company appears below.

In October 1938, the ICC approved the purchase by MCT of the operating rights and property of Portland-Conway Stages. MCT had originally sought ICC approval for this transaction in May 1937.

Few details about the prior history of Portland-Conway Stages have been found. In the filings with the ICC, it was reported that Martin F. McAllister of Portland was the company owner. The earliest news item found about Portland-Conway was one from April 1935 that noted that Portland city officials were authorizing the company to stop its buses at the terminals in the city used by other intercity bus carriers.

In May 1938, five months before approving the sale to MCT, the ICC certified that Portland-Conway Stages was authorized to operate year-round service between Portland and Glen, New Hampshire, with extensions only during July and August from Glen to Jackson and from Glen to Lancaster. To obtain grandfathered rights to these routes, the company would have had to have operated them continuously since before June 30, 1935.

On January 30, 1940, the *Portland Press Herald* reported that a joint board of the ICC and the Maine PUC had just held a hearing on an application of MCT to extend its Waterville–Bingham route to the Canadian border at Jackman. It would connect at the border with service operated by the Quebec Central Railway's bus subsidiary, Quebec Central Transportation, to Quebec City. Service on this route began on July 3, 1940. The initial schedule called for through service between Portland and Quebec City, running northbound on Mondays, Wednesdays, and Fridays, and southbound on Tuesdays, Thursdays, and Saturdays. At first, MCT was not permitted to provide intrastate service to towns between Bingham and Jackman, but the PUC granted

authority for intrastate service on that segment on August 15, 1940. This route was intended to operate only during summer months. This was the last significant addition to the MCT network coverage until the 1950s.

Arthur J. Dumais, Jr. of Lewiston had been operating an independent bus line between Lewiston and Levis, across the St. Lawrence River from Quebec City, via Bingham under temporary authority since 1938. Dumais was granted permanent authority for this route by the ICC and the Public Service Commission of Quebec on July 23, 1940. This service does not appear to have been able to compete for long with the new MCT/QCT route.

As late as 1947, bus timetables showed connections between Boston & Maine Transportation and MCT Transportation buses at Portland to travel between stops on opposite sides of Portland but did not specify which trips were run-throughs and which required passengers to transfer. However, by April 1949 several trips were labeled as being run through. These included three daily round-trips between Boston and Bangor via Augusta, one westbound trip from Bangor to Boston via Belfast, one daily round-trip between Boston and Belfast, and one daily round-trip between Boston and Ellsworth.

On May 29, 1951, the Associated Press reported that MCT was in the process of purchasing MacKenzie Coach Lines. This company operated through bus service between Boston and the Maritime Provinces. This was the last addition to MCT under Maine Central Railroad ownership. A history of MacKenzie Coach appears below.

By September 1952, Maine Central Transportation had become affiliated with the Trailways bus system and was beginning to market its services as Maine Central Trailways. The Boston & Maine Transportation Company was beginning to market its Boston–Portland service, but not its other routes, as Boston & Maine Trailways. Given these affiliations, it might have been expected that Maine Central Transportation would eventually be sold to one of the larger Trailways affiliates. However, on November 30, 1956, the Greyhound Corporation bought Maine Central Transportation.

Greyhound at first renamed Maine Central Transportation Maine Greyhound Lines. At the same time, Eastern Greyhound Lines routes in Maine beyond Portland were transferred to Maine Greyhound. On December 31, 1957, Maine Greyhound Lines was dissolved and Greyhound routes in Maine were assigned to Eastern Greyhound.

The White Line

The White Line began as an unincorporated business in the early 1920s. The oldest report found about a business using the White Line name was a mention in an article dated June 6, 1924, of its bus running between Lewiston and Augusta. On June 21, 1924, the *Lewiston Daily Sun* reported that the Maine PUC had granted a permit to Grover C. Thompson to operate a bus line between Lewiston and Waterville. An article on October 24, 1924, referred to a bus on this route as being of the White Line.

Articles on December 23, 1924, identified the White Line bus proprietors as Grover C. Thompson and Napoleon Dufresne, both of Lewiston. They also drove the buses. Their service included the route between Lewiston and Waterville, and in the summer a route between Augusta and Rockland. The PUC had just revoked the company's license because of allegations of reckless driving, speeding, and using unregistered vehicles. The license was reinstated on January 10, 1925, because of public demand.



This map was included in the Maine Central Trailways system schedules effective October 28, 1956, one month before the company was sold to the Greyhound Corporation.

On April 3, 1925, the White Line showed off a new six-ton 26-passenger Pierce-Arrow bus named *Miss Lewiston*. This was said to be the largest bus yet operated in Maine. An article in the June 29, 1925, *Lewiston Daily Sun* identified other buses in the White Line fleet as a 21-passenger Reo bus, *Miss Waterville*, and a 15-passenger Studebaker car, *Miss Augusta*. The business had reportedly been carried on for three years.

On August 11, 1926, the *Lewiston Evening Journal* reported that the lines and property of the White Line bus company were being assigned to attorney Harold L. Redding of Lewiston, to be operated for the benefit of the creditors.

On August 22, 1927, the *Lewiston, Maine Sun-Journal* reported that a certificate of incorporation had been approved at the office of state attorney general on August 20 for White Line, Inc. The purpose of this corporation was "to transport passengers from place to place by automobile and other methods of transportation." The directors were President Frank M. Allen and Clerk Walter L. Emerson, both of Lewiston, and Treasurer Milo E. Lewis of Turner. Lewis would later be one of the partners in the Maine-New Hampshire Stage Company.

The new company took over the Lewiston–Waterville and Augusta–Rockland routes of the former White Line partnership. In addition, it took over a route between Rumford and Lewiston via Livermore, previously operated since 1925 by Milo Lewis in partnership with Arch Beals as the Blue Line. Some through trips between Rumford and Waterville were planned.

A schedule effective May 7, 1928, showed five round-trips per day Monday through Saturday and three on Sunday between Lewiston and Waterville via Winthrop and Augusta. The Rumford and Rockland routes were not shown.

In January 1929, it was reported that Milo Lewis had sold his interest in the White Line to Sumner S. Peck.

An ad that appeared in January 1931 listed without specific departure times service from Lewiston including still five daily trips to Waterville, reduced to three on Sundays. There were also two trips to Rockland daily except Sunday and three trips daily including Sunday to Rumford. A schedule effective April 25, 1931, including arrival and departure times on the Waterville and Rockland routes, showed that Lewiston–Rockland service was via transfer to or from the Waterville route at Augusta.

Effective March 1, 1931, White Line began offering service between Bangor and Boston with one daily round-trip. The fine print showed that White Line ran only from Bangor to Portland, where passengers were transferred to "luxurious coaches" of the Boston & Maine Transportation Company for the remainder of the trip. Intermediate stops between Bangor and Portland were in Newport, Pittsfield, Waterville, Augusta, Winthrop, and Lewiston. White Line sold tickets on these trips only to passengers traveling outside Maine, as the company had intrastate operating rights only on the segment between Lewiston and Waterville.

There were no significant changes in White Line operations for the next few years. In 1935, White Line was placed in receivership because of inability to pay \$34,534.78 owed to a bank on promissory notes. On June 4, 1935, it was reported that the judge overseeing the receivership had ordered the sale of all assets of White Line to the Maine Central Transportation Company for \$13,025. White Line was then liquidated. This purchase removed the former restriction on MCT carrying local passengers between Lewiston and Waterville on its Bangor–Portland route. It also gave MCT a new local route between Augusta and Rockland and lifted the restriction on

carrying local passengers between Waldoboro and Rockland on the Portland–Rockland route. MCT did not take over the route between Lewiston and Rumford.

Maine-New Hampshire Stages

The earliest mention found of Maine-New Hampshire Stages (M-NHS) was in a newspaper ad in April 1931, showing a route with two daily round-trips between Lewiston, Maine and Berlin, New Hampshire. In May 1933, the company announced the start of a new route, from Portland to Berlin, with one daily trip each way. A schedule from September 1934 showed that the company was still running service to Berlin from both Lewiston and Portland. and a connecting branch from Bethel to Rumford that had been added by May 1934.

In May 1935, it was reported that the New Hampshire Public Service Commission had conducted a hearing on a petition from M-NHS to operate a bus route from Berlin to Colebrook. In July 1935, it was reported that the Vermont Public Service Commission had scheduled a hearing on a joint petition from Maine-New Hampshire Stages and Provencial Transport Company of Quebec for bus operation in Beecher Falls, on the Canadian border. Provencial planned to operate buses from Montreal to the Falls, where passengers would be exchanged with M-NHS vehicles from Portland. The Vermont permit was approved in August.

In December 1936, the ICC authorized M-NHS to continue its service between Portland and Berlin. The ICC was then still in the process of determining which interstate bus carriers were entitled to grandfathered operating rights under terms of the Motor Carrier Act of 1935. ICC authorization for M-NHS to continue operation to the international border in Vermont was granted in July 1937.

Legal filings in November 1937 showed that M-NHS was a partnership between Thomas E. Dunn and Milo E. Lewis. Dunn was petitioning for dissolution of the partnership at a time when arraignment of Lewis on a murder charge was pending.

MCT officially took over operation of M-NHS in late June of 1938. MCT had been seeking approval to acquire M-NHS since December 1937. It was reported that MCT would be replacing limousines with buses on the former M-NHS routes. These included the lines from Portland to Colebrook with a connection from Lewiston to South Paris and the branch from Bethel to Rumford.

MacKenzie Coach Lines

MacKenzie Coach Lines was incorporated in Massachusetts on December 27, 1937. Howard P. MacKenzie, the company president, was the controlling stockholder, with 69 percent of the company's shares.

The earliest schedule located for MacKenzie Coach Lines was effective May 6, 1940. There was a single route, between Boston and Glace Bay, Nova Scotia on Cape Breton Island, a distance of about 800 miles. There was one round-trip per day, but departure times varied by day of the week. The route ran through Portland and Ellsworth, Maine to the Canadian border at Calais. Major intermediate stops in Canada included St. Stephen, St. John, and Moncton, New Brunswick, and Springhill and New Glasgow, Nova Scotia.

Mackenzie had applied to the ICC for operating rights for the U.S. portion of the route in 1937, but with a continual backlog in processing applications, the ICC didn't get around to issuing a permanent certificate until September 23, 1942. Service was to be limited to May 1 through December 15, inclusive, each year.

Meanwhile, on May 1, 1942, Canadian authorities had ordered MacKenzie to suspend service on the route within Canada to conserve equipment and supplies during World War II. Most of the revenue on the route had been derived from international travel, so MacKenzie suspended service on the entire route at the same time. On October 30, 1942, the ICC issued an order allowing Mackenzie to suspend service on the U.S. portion of the route until December 31, 1944.

On June 15, 1943, Armand J. Bourque of Rye Beach New Hampshire, Gerald R. Robinson of Ogunquit, Maine, and Peter D. Palombo of Beverly, Massachusetts applied to the ICC for permission to acquire 51 percent of the stock of Mackenzie Coach Lines. In October 1942, these individuals had begun operating contract bus service for the Portsmouth Navy Yard under the name Hill Transportation Company. The ICC approved their application for control of MacKenzie Coach Lines on August 4, 1943.

World War II officially ended on September 2, 1945. Service on the MacKenzie Coach route between Boston and Glace Bay had resumed by September 9. On October 17, 1945, the Canadian Press Service reported that Mackenzie Coach was applying for authorization to operate through bus service between Boston and Halifax, Nova Scotia.

An ad in the November 4, 1945, *Boston Globe* said Mackenzie Coach had a daily 7:30 AM departure from Park Square for Portsmouth, Portland, Bangor, and the Maritimes. An ad in the November 13, 1945, *Portland Express* showed that in addition to the trips advertised in the *Globe* there was a 12:00 midnight departure from Boston. The Boston & Worcester terminal was the Boston departure point.

The only news found about MacKenzie Coach in 1946 was that on August 12, Armand J. Bourque, the company president, died suddenly at the age of 42, while on a trip to Dallas to purchase five buses.

An ad in the May 30, 1947, *Bangor Daily News*, showed MacKenzie running one daily trip from Boston through Bangor to destinations including St. Stephen and St. John, New Brunswick, and Sydney and Halifax, Nova Scotia.

The April 9, 1948, *Portland Express* reported that MacKenzie Coach Lines had been bought by Israel Winner, owner of Union Square Stages and the Union Square Taxi Company in Lewiston, Maine. The main offices and garage were to be relocated to Lewiston. Howard MacKenzie was to manage operations in Canada from an office in Sydney. Joseph Winner, brother of the new owner, was to be the general manager. The MacKenzie route was described as 939 miles long, making it one of the longest continuous bus lines east of the Mississippi. Service was still limited to May 1 through December 15.

A MacKenzie Coach Lines schedule effective May 1, 1949, showed separate spring, summer, and fall schedules. (Times shown were in Eastern Daylight Time in Boston and Atlantic Daylight Time in the Maritimes.) From May 1 to June 25 and from September 15 to December 15, there was one daily trip each way, leaving Boston at 11:30 AM and due at Glace Bay at 4:30 PM the next day. Return trips left Glace Bay at 6:50 AM and were due in Boston at 11:00 AM the next day. There were connecting buses between Amherst, Nova Scotia and Halifax. From June 25 to September 15, there were two additional daily trips each way. One trip left Boston at 8:00 AM and was due in Halifax at 9:00 AM the next day. The return trip left Halifax at 11:00 AM and was due in Boston at 9:15 AM the next day. The second trip left Boston at 4:00 PM and was due at Amherst at 11:05 AM the next day. The return trip left Amherst at 6:00 AM and was due in

Boston at 11:15 PM the same night. When these trips were running, the Halifax connection from the Glace Bay trip was omitted.

During 1949, Mackenzie Coach management got into a dispute with officials of the New Brunswick Motor Carrier Board over the extent to which the Board could restrict bus companies picking up or dropping off passengers in the province on international trips. The dispute went to the Supreme Court of Canada, which ruled on October 22, 1951, that provinces could not constitutionally control interprovincial or international highway transportation.

Schedules for MacKenzie Coach for 1950 and 1951 have not been located. On May 29, 1951, the Associated Press reported that Maine Central Transportation Company was in the process of purchasing MacKenzie Coach Lines from Israel Winner and obtaining regulatory authority to transfer the operating rights.

After taking over MacKenzie Coach Lines, MCT marketed the service to the Maritimes as MacKenzie Express but did not run as much service as in 1949. Through service was still provided between Boston and several locations in the Maritime Provinces, but the segments in Canada were operated by Canadian bus companies rather than by MCT.

A schedule effective July 24, 1953, showed one round-trip per day between Boston and Glace Bay with a connection from Amherst to Halifax. A newspaper ad in the July 19, 1955, *Boston Globe* showed the MacKenzie Express as a joint service of Boston & Maine Trailways and Maine Central Trailways. A trip for Sydney, Nova Scotia left the Boston & Worcester Union Bus Terminal at 10 Park Square daily at 12:15 PM.

After buying Maine Central Transportation in 1956, Greyhound continued operating the seasonal Mackenzie Express service as far as St. Stephen, New Brunswick. A schedule effective June 26, 1958, showed through service to Amherst, Nova Scotia via St. John New Brunswick, with SMT (Eastern) Limited as the operator east of St. Stephen. SMT had also operated this segment in the final years of joint service with MCT. These trips used the more direct routes between Bangor and St. Stephen rather than the coastal route through Washington County.

GREYHOUND ORGANIZATIONAL AND OWNERSHIP CHANGES 1963 TO 2021

As related above in this chapter, during its first three decades of service in Massachusetts starting in 1929, the Greyhound Bus system had several changes in assignment of routes between subsidiary companies or operating divisions, but these changes took place under control of the Greyhound Corporation. By the early 1960s, this corporation was beginning to diversify.

In a 1963 reorganization, the Greyhound Corporation became strictly a holding company, no longer operating transportation services directly. On December 18, 1963, the DPU transferred all the Massachusetts intrastate fixed-route bus operating rights held by the Greyhound Corporation to a newly formed subsidiary, Greyhound Lines, Inc. These included rights to the Massachusetts segments of routes from Boston to Albany and points west; from Boston to New York City and beyond; and from Boston to Portland, Maine and points farther Downeast.

By the mid-1980s, non-transportation-related companies predominated among the Greyhound Corporation's holdings, and the corporate executives were looking to cast off the less-profitable subsidiaries. An attempt to turn over operation of Greyhound service in New England to Vermont Transit Lines (discussed in Chapter 9) was thwarted when an arbitrator ruled that it violated union agreements.

On March 18, 1987, the U.S. bus holdings of the Greyhound Corporation were sold to a newly organized Greyhound Lines, Inc. (GLI). This was a privately held company with no ties to

the Greyhound Corporation. Its chairman and president was Fred Currey, who had been the chairman of Continental Trailways (discussed in Chapter 10) before that company was sold to Trailways, Inc. in 1979.

On June 19, 1987, GLI announced that it was seeking ICC authority to acquire the assets and service of Trailways, Inc., which was said to be on the verge of bankruptcy. GLI began operating the Trailways system on July 14, 1987. Both companies were already headquartered in Dallas, Texas.

On March 2, 1990, Greyhound operators began what turned into a three-year strike. This resulted in GLI filing for bankruptcy on June 4, 1990. Fred Currey announced his resignation from GLI on May 23, 1991. A reorganization plan was court-approved on October 10, 1991, but with terms unsatisfactory to the striking drivers.

An agreement to end the strike was announced on April 20, 1993. It called for a six-year contract. On October 20, 1998, a few months before the contract would have expired, it was reported that Laidlaw, Inc. of Burlington, Ontario was buying Greyhound Lines, Inc. for \$470 million, plus assumption of \$180 million in debt. Laidlaw had previously bought Greyhound Lines of Canada and was said to be North America's largest provider of city transit fleets, school buses, and ambulances. At the time, GLI was reportedly serving 2,600 destinations and making 18,000 daily departures.

In June 2001, Laidlaw, Inc. declared bankruptcy. A plan of reorganization was approved on February 27, 2003. As part of the reorganization, all the assets of Laidlaw, Inc. were acquired by Laidlaw International, a Delaware corporation based in Naperville, Illinois.

On February 9, 2007, London-based FirstGroup PLC, Britain's largest bus operator, announced it was buying Laidlaw International for about \$2.8 billion. Greyhound Lines was still a separate unit within the company. At the time of the sale, Laidlaw reportedly had a fleet of 39,000 school buses, 1,700 Greyhound buses, and 1,000 public transit buses.

On October 22, 2021, it was announced that after "a yearslong effort to dispose of Greyhound," FirstGroup had agreed to sell the business to Flix-Mobility of Germany for \$172 million. In addition to GLI, the sale nominally included Greyhound Canada, but that company had already discontinued all service except for a few cross-border routes operated jointly with GLI. How long Flix will operate the GLI system remains to be seen.

In October 2023, Greyhound online schedules for service between Boston and New York City and between Boston and Albany began showing FlixBus trips along with Greyhound trips.

9. Vermont Transit Company

VERMONT TRANSIT SERVICE BETWEEN BOSTON AND VERMONT

Vermont Transit Organization and Service in the 1920s and 1930s

The Vermont Transit Company (VTC) was incorporated in November 1929, as successor to the Yellow Bus Line, an intercity bus company based in Burlington, Vermont. The principal founder of VTC was William S. Appleyard, who had begun operating local bus service in Burlington in 1926. In April 1929, Appleyard had bought the Burlington Traction Company and renamed it Burlington Rapid Transit Company. This company completed the conversion of Burlington's local transit system from streetcars to buses in August 1929.

The main Yellow Bus route taken over by VTC ran between Burlington, Montpelier, and Barre, Vermont. The new company soon expanded with a combination of new routes and routes taken over from other bus companies. VTC first reached Boston in June 1935, with a route from Burlington operated jointly with the Boston & Maine Transportation Company. Buses ran through but VTC and B&MT drivers switched off at Ascutney, Vermont. B&MT had previously run a route over the segment between Newport, New Hampshire and Boston via Concord and Nashua. The VTC segment ran through Montpelier, Barre, and White River Junction. As initially configured, the through buses met Canadian National/Central Vermont Railway trains to and from Montreal at Essex Junction east of Burlington, and VTC advertised the route as a service between Montreal and Boston. However, passengers preferred already established through train or through bus service for the entire trip and the rail connection at Essex Junction was discontinued after one year.

By October 1936, VTC and B&MT were jointly operating a daily round-trip between Boston and Burlington on a second route. B&MT ran these buses between Boston and Bellows Falls via Fitchburg and Keene, and VTC ran them between Bellows Falls and Burlington via Rutland.

Vermont Transit Service in the 1940s and 1950s

In July 1941, VTC began serving Boston directly by acquiring the franchise of Frontier Coach Lines for service between Burlington and Boston. As discussed in Chapter 2, Frontier had been operating this route since 1929, as part of a through route between Montreal and Boston. A Frontier-affiliated company, Champlain Bus Corporation, ran the segment between Montreal and Burlington. The routing between Burlington and Boston was essentially the same as the one used by the joint VTC/B&MT service established in 1935. Joint operation was discontinued on that routing but continued on the route via Bellows Falls after VTC took over the Frontier Coach service.

In December 1942, the ICC approved purchase by Central Greyhound Lines of New York of the operating rights and property of Champlain Bus Corporation. Central Greyhound continued participating with VTC in through service between Montreal and Boston.

A Vermont Transit schedule effective April 17, 1943, showed two daily round-trips between Boston and Burlington on the former Frontier route, including one round-trip continuing to and from Montreal via Central Greyhound. There was still also one daily round-trip between Boston and Burlington on the B&MT/VTC route via Keene, Bellows Falls, and Rutland.

In April 1947, VTC founder William Appleyard sold his controlling interest in VTC to his stepson, Robert F. Thompson, who had been involved in management of the company since the early 1930s.

The final addition to VTC Boston direct service from Vermont took place on August 16, 1949, when VTC took over operation of a route between Bellows Falls and Boston that had been established by Granite Stages in June 1933. Intermediate stops were in Keene, Peterborough, and Jaffrey, New Hampshire, and Townsend, Groton, and Littleton Common in Massachusetts.

George A. Mayerhaver of Peterborough, the owner of Granite Stages, had reached an agreement with VTC in May 1949 for sale of the route, but approval of the ICC and state regulators was required. Upon taking over the route, VTC immediately combined it with the older VTC route between Bellows Falls and Rutland via Springfield, Chester, Proctorsville, and Ludlow.

The Boston & Maine Transportation Company had already reduced service on its route between Boston and Bellows Falls via Keene, to Friday-through-Sunday-only by April 1948, and reduced it further to Saturday-only by September 1949.

VTC typically ran more Boston service in summers than in other times of year. A schedule effective August 1, 1950, showed two daily round-trips running through between Boston and Montreal with several intermediate stops in New Hampshire and Vermont, and a third Boston–Montreal round-trip with intermediate stops only at Burlington and at Grafton, New Hampshire. There were also two daily through round-trips between Boston and Burlington via Keene and Rutland, and two daily round-trips between Boston and Rutland with connections to and from Burlington.

Over the next several decades, VTC made some changes in routings of Boston service to take advantage of highway improvements, or to serve more populous areas. A schedule effective June 25, 1954, showed three daily round-trips between Boston and Burlington via Rutland, including two running through to and from Montreal in addition to the two Boston–Montreal trips via Concord, Claremont and White River Junction. One of the round-trips via Rutland used a new routing south of Keene, through Winchendon, Gardner, and Fitchburg to Massachusetts Route 2.

By April 1956, only one of the daily round-trips between Rutland and Boston still ran through Peterborough and Jaffrey. However, instead of continuing through Townsend, Groton, and Littleton Common, it ran through Rindge to Winchendon, where it joined the newer routing.

After 1958, only one of three daily round-trips between Boston and Montreal via Concord still used the historic routing between Concord and White River Junction through Claremont with local stops. The other two round-trips ran non-stop between Concord and White River Junction, apparently via U.S. Route 4.

Vermont Transit Service in the 1960s and 1970s

Starting in January 1962, VTC ran one daily round-trip between Boston and White River Junction in addition to the longer trips. VTC does not seem to have run any Boston trips covering less than the full route to Burlington before that date. By September 1966, none of the trips between Boston and Burlington used the routing via Claremont. However, there was one daily round-trip between White River Junction and Boston via Claremont including intermediate stops between Claremont and Concord. There were also two southbound trips from White River Junction to Boston on the more direct routing.

During the summers of 1967 and 1968, VTC expanded service between Boston and Montreal for the World's Fair Expo 67 and its follow-up Man and His World. A schedule effective June 27, 1968, showed five daily round-trips between Boston and Montreal, including one trip in each

direction that made no intermediate stops. One trip in each direction, including the southbound express trip, continued beyond Boston to Providence. On the Rutland–Boston route, one daily round-trip was extended beyond Rutland through Burlington to Montreal. Overall service between Rutland and Boston via Keene was at a peak of five southbound and seven northbound daily trips at that time. In addition, in 1967 VTC took over operation of a local bus route between Rutland and White River Junction via Woodstock, Vermont from White River Coach Lines. VTC began originating one southbound White River Junction–Boston trip at Rutland via this route.

By April 1969, Boston–Rutland service via Keene had dropped back to four daily round-trips plus one northbound trip to Burlington via Rutland.

Changes in VTC Boston service in the 1970s again consisted mostly of slight increases or decreases in frequency on long-established routes. However, a schedule effective April 28, 1974, showed one daily round-trip on a route between Boston and Montreal via Newport, Vermont. The segment between Newport and Montreal was operated by Greyhound. This replaced a VTC route from New York City to Quebec City via Newport, operated north of Newport by Voyageur Bus Lines and south of Springfield, Massachusetts by Greyhound.

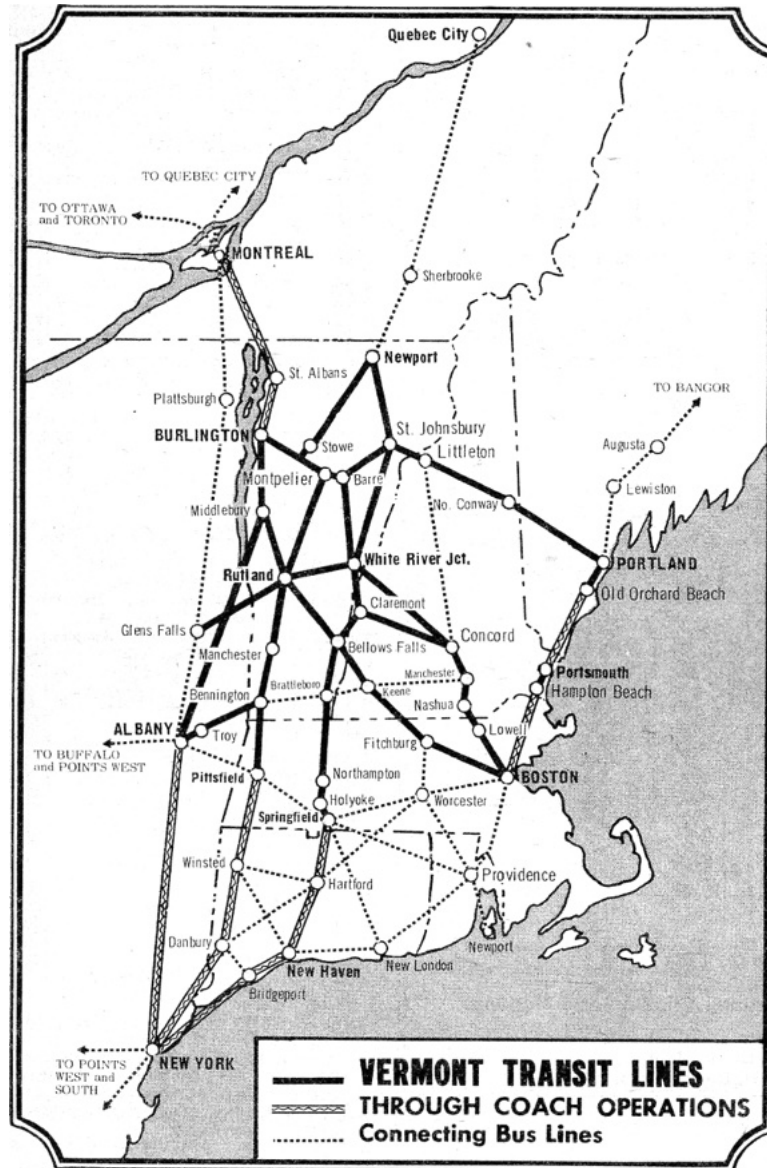
The Montreal–Boston through service via Newport ran until October 1977, when it was cut back to a Newport–Boston route with a connecting Voyageur bus between Newport and Quebec City. The northbound through trip between Boston and Newport was discontinued in 1979.

Another through service that appeared in the April 1974 VTC schedule was an extension of one of the southbound Rutland–Boston trips via Keene to start at Fair Haven, Vermont. However, by April 1975, Fair Haven service was changed to a connection at Rutland.

VTC also began operating some service to Logan Airport in 1974. Initially this consisted of extending one Burlington–Boston round-trip beyond the downtown Boston Greyhound terminal to Logan along with two new White River Junction–Logan trips that bypassed downtown Boston. VTC soon dropped separate Logan service but gradually increased the number of trips serving both downtown Boston and the airport.

One round-trip between Rutland and Boston used the routing via Dublin, Peterborough, Jaffrey, and Rindge until April 1975, when service to those four New Hampshire stops was replaced with local VTC bus service from Dublin to Winchendon with Boston connections. In 1977, VTC restored through service to the Dublin–Rindge segment, as part of a new round-trip between Keene and Boston.

By the mid-1970s, Robert F. Thompson, who had owned the majority of VTC stock since 1947, was ready to retire. None of his family members were interested in taking over the company, so Thompson sought an outside buyer. VTC and Greyhound had several through service operations in addition to those between Boston and Montreal, so Greyhound was a logical choice to acquire VTC. In September 1974, Thompson announced that he had reached a verbal agreement to sell all of the VTC stock to the Greyhound Corporation, subject to ICC and state regulatory approval. Greyhound was to allow VTC to continue to operate under local management, retaining the Vermont Transit name. The sale was finalized in 1975. The name Vermont Transit Company appeared on schedules through 1982, after which only the name Vermont Transit Lines (VTL) was used.



Map of Vermont Transit Lines, from the May 1979 *Official Bus Guide*. Greyhound was the partner in the through coach operations. Vermont Transit Lines was already owned by Greyhound but was still locally managed. In 2023, the only VTL routes on this map still operated by Greyhound were Boston to Montreal via White River Junction and Burlington, VT; Springfield, MA to White River Junction; and Albany, NY to Burlington via Bennington and Rutland VT.

Vermont Transit Service in the 1980s

VTL Boston service in the 1980s was mostly the same as VTC service in the 1970s, but there were a few noteworthy changes. The daily round-trip between Keene and Boston was extended briefly to Rutland in 1980 but was replaced with a round-trip between Brattleboro and Boston via Keene in April 1981. These trips used the shorter routing from Keene to Winchendon, finally ending VTL service to Dublin, Peterborough, Jaffrey, and Rindge.

Summer through service between Boston and Quebec City via Newport, operated by Voyageur Bus Lines north of Newport, was run in 1981, with one daily round-trip. In the summer of 1982, there was a through southbound trip from Quebec City to Boston, but northbound passengers had to transfer at White River Junction. This service resumed in the summer of 1983, and was continued through the fall and winter.

In the summer of 1984, southbound passengers from Quebec City to Boston had to transfer at Newport, and northbound passengers had to transfer both at White River Junction and at Newport. In the summer of 1985, southbound Quebec City–Boston passengers had to transfer at Sherbrooke, Quebec and northbound passengers had to transfer at White River Junction and Sherbrooke. In 1986, there was through service in both directions between Sherbrooke and Boston, with Quebec City connections at Sherbrooke. Quebec City–Boston service was provided, with some variations in the number and locations of required transfers, until 1989.

Other changes to VTC weekday Boston service implemented in 1988 or 1989 included establishment of two round-trips between Nashua and Boston. The southbound trip from White River Junction to Boston that had run to Concord via Claremont was replaced with a combination of a trip from Hanover to Boston via White River Junction and New London and a connecting bus from Claremont to Manchester.

A weekday schedule effective April 2, 1989, also showed two round-trips between Montreal and Boston and one southbound and two northbound trips between Burlington and Boston. Between Hanover and Boston there were two southbound trips in addition to the one with the Claremont connection, and one northbound trip. There was one southbound trip from Rutland to Boston via Woodstock and White River Junction and two northbound trips to White River Junction from Boston. The route between Rutland and Boston via Keene had three southbound and two northbound trips, and there was still one round-trip between Brattleboro and Boston via Keene.

Vermont Transit Service in the 1990s

In March 1990, Greyhound drivers began a nationwide strike that lasted until May 1993. The Greyhound Corporation maintained service at greatly reduced levels by using strikebreakers, and in some cases ordering Vermont Transit drivers, who were not unionized, to drive Greyhound routes. Later in 1990, through service between Boston and Montreal was suspended north of Burlington. As discussed below, starting in January 1991, Greyhound schedules identified Vermont Transit as the operator of service between Boston and points in Maine.

Other changes in VTL service were at least partly a result of drivers being reassigned to Greyhound routes. By June 1990, there was one through southbound trip from White River Junction to Manchester via Claremont connecting with a new trip from Manchester to Boston. The White River Junction–Manchester trip was discontinued permanently by January 1991, along with all VTL service to intermediate points between Claremont and Concord. By January 1991, VTL also reduced the number of Nashua–Boston round-trips from two to one and the number of southbound trips from Rutland to Boston via Keene from three to two.

The remaining VTL Nashua–Boston round-trip was discontinued in 1992 but was replaced with four daily Nashua–Boston round-trips by Concord Trailways. The through trip from Rutland to Boston via White River Junction was also discontinued in 1992.

In October 1992, the downtown Boston terminal for VTL service shifted from the Greyhound Terminal on St. James Avenue to the temporary South Station bus terminal.

Through service between Boston and Montreal did not resume until June 1994, more than one year after the Greyhound strike ended. A schedule effective June 22, 1994, showed two daily round-trips between Montreal and Boston. However, the northbound trips both left Boston at 10:00 AM, with one running nonstop to Burlington and the other making several intermediate stops. There were also three round-trips between Boston and Burlington and one round-trip between White River Junction and Boston, but no trips originating or terminating at Hanover. One of the Burlington round-trips made close connections with a round-trip between Newport, Vermont and White River Junction, but there were no connections to or from points north of Newport. There were still two daily round-trips between Rutland and Boston via Keene, but the Brattleboro–Boston round-trip via Keene had been discontinued.

For the rest of the 1990s, changes in VTL Boston service consisted mostly of seasonal adjustments in the mix of trips with northern endpoints at Montreal, Burlington, and White River Junction. VTL resumed running one weekday Nashua–Boston round-trip scheduled for Boston commuting in November 1996, after Concord Trailways discontinued its Nashua–Boston route.

A schedule effective May 20, 1998, showed five daily round-trips through between Boston and Montreal, compared with three round-trips in September 1997. The May 1998 schedule also had one Burlington–Boston round-trip, two southbound Hanover–Boston trips, three northbound Boston–White River Junction trips, and one Nashua–Boston round-trip. One of the Montreal–Boston round-trips made close connections with a Newport–White River Junction round-trip for travel between Newport and Boston. There were still two round-trips between Rutland and Boston via Keene.

In September 1998, VTL discontinued direct service to Logan Airport and advised passengers to use a non-VTL shuttle bus between South Station and Logan.

The most significant change in a schedule effective June 23, 1999, compared with the May 1998 schedule was the addition of a nonstop trip between Montreal and Boston, leaving Montreal daily at 9:30 AM and due in Boston at 4:10 PM.

Vermont Transit Service 2000 to 2007

The first years of the twenty-first century saw more reductions than increases in Vermont Transit's Boston service. A schedule effective March 14, 2001, showed some trips serving Logan Airport again in addition to South Station. This schedule also showed that one of the two remaining round-trips between Rutland and Boston via Keene had been partly rerouted, running nonstop from Keene to Nashua and joining the Burlington–Boston route there. The other Rutland–Boston round-trip still ran via Winchendon, Gardner, and Fitchburg. The trip rerouted via Nashua was discontinued entirely by January 2004.

In June 2004, the connecting route between White River Junction and Newport, Vermont was transferred from VTL jointly to Rural Community Transit and Stagecoach. It was discontinued north of Wells River by May 2005, and was no longer shown in VTL schedules by January 2006.

VTL discontinued the Nashua–Boston round-trip in March 2005 and the remaining Rutland–Boston round-trip via Keene and Winchendon in September 2005.

There were still five daily round-trips between Montreal and Boston in May 2005, but by January 2006 there were only four. There were then also one Burlington–Boston round-trip, one southbound trip from Hanover to Boston, and one northbound trip from Boston to White River Junction.

The last schedule published under the Vermont Transit Lines name was effective November 4, 2007. It showed almost the same service as the January 2006 schedule, with some minor adjustments. Four southbound trips continued from South Station to Logan but only two northbound trips originated at Logan. The one southbound trip from Hanover that had gone to Boston was changed to terminate at the Manchester, New Hampshire airport.

Greyhound Operation of Former Vermont Transit Routes after 2007

After 2007, surviving Vermont Transit routes were run directly by Greyhound, which had permanently discontinued printing schedules for public distribution during the 1990-1993 driver strike. However, some schedules originally published only online have been archived.

In the Greyhound system, the schedules for the former VTC Montreal–Boston route were in Table 62. The earliest recovered issue of Table 62 after 2007 was effective January 16, 2013. It still showed four daily round-trips between Montreal and Boston, but there were no additional trips between Boston and any endpoints other than Montreal. Two of the southbound trips continued beyond South Station to Logan Airport, but none of the northbound trips served Logan.

The same service frequency, with some revisions to departure times, was shown in schedules effective in 2016, 2017, 2018, and 2019. All service on this route was suspended in March 2020 because of the COVID-19 pandemic. Restrictions on travel between the U.S. and Canada kept the route shut down in 2021, as cross-border travel had been an important component of ridership.

Service resumed on March 30, 2022, with one daily round-trip between Montreal and South Station. The only intermediate stops were at St. Armand, QC, Burlington, Montpelier, and White River Junction, Vermont, and Hanover, Concord, Manchester, and Manchester Airport in New Hampshire. This limited schedule was still in effect in February 2023. By July 2023, an overnight trip in each direction had been added. A schedule in effect in April 2025 showed three round-trips between Boston and Montreal on a weekday including the overnight trips.

Between 2014 and 2020, Greyhound operated a route only on Fridays and Sundays between Boston and Brattleboro, Vermont via Nashua, and Keene, New Hampshire. The Massachusetts Department of Transportation funded this service by providing two buses. The oldest archived schedule available for this service had an effective date of August 17, 2016, and appeared in Greyhound Table 64. Friday and Sunday departures from Boston were at 11:45 AM, with scheduled arrivals in Brattleboro at 2:50 PM. The return trips left Brattleboro at 3:15 PM and were due in Boston at 6:20 PM.

Table 64 was not included in sets of Greyhound schedules in 2017. It reappeared in 2018, with an effective date of June 20, but no changes from 2016 in arrival and departure times. In 2019, the effective date for Table 64, still with no changes, was June 19.

The first set of Greyhound schedules issued after the March 2020 COVID suspensions showed that as of June 4, 2020, the Boston–Brattleboro route still had no service. By June 2021, Greyhound schedule sets no longer included a Table 64. However, Greyhound reportedly still had possession of the two Mass. DOT buses in 2023.

VERMONT TRANSIT SERVICE BETWEEN BOSTON AND MAINE

First Attempted Transfer of Greyhound Lines to Vermont Transit – 1986

The Vermont Transit Company first began serving the state of Maine in 1935, with a route from Burlington, Vermont to Portland. (This route paralleled the Maine Central Railroad's Mountain Division in Maine and New Hampshire.) However, Vermont Transit did not directly operate any service between Boston and points in Maine for the next 50 years.

In February 1986, the Greyhound Corporation announced that it intended to discontinue all service in New England because it was unprofitable. At the same time, the renamed Vermont Transit Lines, which Greyhound had owned since 1975, announced that it intended to take over some of the lines Greyhound was discontinuing, including service to the state of Maine. VTL planned to form a new division, to be called New England Transit to operate the Greyhound routes. VTL was a non-union company, with lower pay rates than those of Greyhound.

New England Transit started by taking over Greyhound service between Springfield, Massachusetts and Hartford, Connecticut on March 6, 1986. VTL and Greyhound had operated joint through service between New York City and points in Vermont over this route for many years. New England Transit took over Greyhound service between Boston and Springfield on June 24, 1986.

New England Transit assumed operation of Greyhound service in Maine on April 10, 1986. A schedule effective April 27, 1986, showed only a few minor adjustments from a Greyhound schedule effective October 27, 1985. There were six eastbound and seven westbound trips between Boston and Portland. Most of the Portland trips also served Portsmouth and Newburyport. All but two of the trips in each direction extended beyond Portland. These included two round-trips to Bangor via Lewiston, Augusta, and Waterville, one round-trip to Bangor via the Maine Coast route through Brunswick, Rockland, and Belfast, one round-trip to Augusta, and one westbound trip from Belfast. There was also one eastbound trip from Portland to Belfast with a close connection at Portland from a trip from Boston. An additional trip ran from Boston to Portsmouth daily except Saturdays, returning daily except Sundays.

A schedule effective June 25, 1986, showed summer-only service changes similar to those made by Greyhound in recent preceding years. There were seven daily round-trips between Boston and Portland. These included one round-trip running through to St. John, New Brunswick, with SMT (Eastern) Ltd operating the buses east of Bangor, and one round-trip running through to Bar Harbor. The Bar Harbor trips and the westbound St. John trips used the Maine Coast route between Portland and Bangor. Two of the Boston–Portland round-trips ran through to Bangor via Lewiston, Augusta, and Waterville, as did the eastbound St. John trip. The Coast route also still had one through trip from Belfast to Boston and one trip from Portland to Belfast with a close connection from Boston at Portland. Three eastbound and two westbound trips between Boston and Portland did not continue beyond Portland.

In late August 1986, an arbitrator ruled that Greyhound had violated union contracts by turning over lines to New England Transit. This resulted in Greyhound resuming operation of these lines on September 3, 1986.

Second Transfer of Greyhound Maine Service to Vermont Transit – 1991

In March 1990, Greyhound drivers began a nationwide strike that ended up lasting until May 1993. Greyhound allowed some routes to remain closed but maintained some service with strikebreakers. Greyhound management ordered Vermont Transit to hire new non-union drivers to provide service on some routes.

When the strike began, Greyhound did not attempt to run the Maine Coast route but maintained some of the other Maine service. This was still identified as Greyhound service in a schedule effective October 28, 1990, but a schedule effective January 1, 1991, showed it as Vermont Transit service. That schedule had five daily round-trips between Boston and Portland, three of which continued to and from Bangor via Augusta. Two of these three trips ran via Lewiston and the other ran via Brunswick. The schedule form included space to show service between Bangor and Bar Harbor, which had usually been run only in the summer. Overall service frequency was the same in the January 1991 schedule as in the October 1990 schedule, but there were several changes in departure times.

Most trips still served Portsmouth and Newburyport in January 1991, but by March 1991 several trips bypassed Portsmouth and only one trip each way still stopped at Newburyport. (As discussed in Chapter 11, C&J Trailways was running service to Boston from Newburyport and Portsmouth by that time.)

In February 1992, Greyhound management announced that some service would soon resume on the Maine Coast route but that schedule details and the length of the operating season were still being determined. If this service ran at all in 1992, it did not continue beyond Labor Day.

The only schedule located for VTL Maine Coast service after 1992 had an effective date of June 23, 1993. It showed one daily round-trip between Belfast and Portland via Rockland and Brunswick. At Portland there were close connections with a round-trip to New York City via Boston, operated by Greyhound.

As discussed in Chapter 11, Concord Trailways also began running a Maine Coast route in 1993. Greyhound and Vermont Transit seem to have given up on Maine Coast service after that summer.

Vermont Transit continued to be the operator of former Greyhound service between Boston and the state of Maine after the Greyhound strike ended in 1993. A schedule effective April 3, 1994, showed a slight increase in Boston–Portland service, to six daily round-trips. The one added round-trip continued beyond Portland to Lewiston, and one trip from Boston that formerly terminated at Portland was also extended to Lewiston. Some trips still stopped at Portsmouth or Newburyport or both.

After 1994, changes in Vermont Transit Maine service mostly reflected variation in seasonal demand. In the summer months, as in the former Greyhound era, there was usually one round-trip from Boston to Bar Harbor and more Boston–Portland trips were extended to Bangor. Some Bangor trips were extended to the University of Maine at Orono during the academic year.

VTL Newburyport service was reduced to stops by one trip in each direction in 1997 and finally ended in 2005.

One through round-trip between Boston and St. John, New Brunswick operated by SMT east of Bangor was reinstituted in the summer of 1997, but westbound trips ran only on Friday and Saturday, and eastbound trips ran only on Saturday and Sunday. This service was continued year-round after the summer of 1999, but with the same limited days of operation. Additional days were gradually added to the St. John service, but after 2001 it was by connecting rather than through buses.

The final summer schedule issued by VTL was effective June 12, 2007. It showed six daily round-trips between Boston and Portland, including four that continued to Bangor. One Bangor

round-trip continued to Bar Harbor and another had a St. John connection with no restriction shown on the days of operation. Two round-trips continued beyond Portland to Brunswick.

The final VTL non-summer schedule was effective November 4, 2007. It showed five daily round-trips between Boston and Portland, all continuing to Bangor. Bar Harbor trips had ended for the season, as usual, and the St. John connecting trips ran only Friday through Sunday in each direction. There was also one westbound trip between Lewiston and Portland, connecting at Portland with a Bangor–Boston trip that ran via Brunswick rather than Lewiston.

Maine Service by Greyhound after 2007

After 2007, the remaining VTL lines were operated directly by Greyhound. Schedules for the first few years of Greyhound resumed operation have not been located. A schedule effective January 11, 2011, showed three daily round-trips between Boston and Bangor, with no trips extending east of Bangor and no trips originating or terminating in Maine west of Bangor. All eastbound and two westbound trips included a stop at Portsmouth. This service was still in effect at least through 2013.

A schedule effective August 17, 2016, showed only two round-trips between Boston and Bangor, with one running daily and the other running except Tuesday eastbound or Wednesday westbound. The same frequency was shown in schedules from June 2017 and June 2018. In February 2019, service was changed to one daily round-trip between Boston and Bangor and two daily round-trips between Boston and Portland. In March 2020, because of the COVID-19 pandemic, service was suspended until June 4, 2020, when one daily round-trip between Boston and Bangor resumed. Some changes in the departure times in each direction were made in 2021, but as of June 2023, Greyhound service to Maine still consisted of only one daily round-trip between Boston and Bangor. These trips still served Portsmouth. The same service was shown in April 2025.

As detailed in Chapter 11, Concord Coach Lines had grown to be the largest provider of intercity bus service between Boston and the state of Maine long before 2020, and it remained as such in 2025.

10. Trailways Bus System Lines Serving Boston

BEGINNINGS OF TRAILWAYS BOSTON SERVICE

Aselton Family Bus Operations Before Reaching Boston

The origins of Trailways Bus service to Boston can be traced to October 1924, when, according to *Bus Transportation* magazine, Melvin P. Aselton of Worcester took delivery of one 24-passenger bus with a Lang Body on a Mack chassis. The January 24, 1925, Fitchburg *Sentinel* reported that Aselton was one of two independent operators running bus service between Fitchburg and Worcester.

An ad in the March 6, 1925, Springfield *Evening Union* announced that effective March 7, Aselton Bus Lines would be operating motor bus service between Worcester, Springfield, and Hartford with three daily round-trips. Rolling stock was a fleet of Pierce-Arrow de Luxe Coaches, with 25-passenger capacity. An ad published on March 14, 1925, showed service extended to New Haven. Aselton also used the trade names Pierce-Arrow Stage Line and Pierce-Arrow Coach Line.

An Aselton ad in the April 11, 1925, Springfield *Union* showed four daily trips from Springfield to Worcester, one weekday-only trip, and two weekend-only trips. There was no mention of service to Connecticut. An article on April 29 confirmed that Aselton was giving up operating to Connecticut and planned to run only between Springfield and Worcester.

On August 19, 1925, the New York Central Railroad obtained an injunction against operation of service by Aselton Bus Lines between Worcester and Springfield. The service continued for a short time on a technicality that Aselton had sold the route in May to Interstate Busses, but the latter company decided to shut down the route rather than fight.

Melvin Aselton continued operating the Fitchburg–Worcester route. An ad that began appearing in the Fitchburg *Sentinel* on December 2, 1925, announced a new schedule effective December 3, including the addition of an intermediate stop in Leominster. There were 13 daily round-trips, with one additional round-trip on weekend days. This schedule was reduced slightly, to 11 daily round-trips, effective December 11. Ads with the latter schedule appeared through February 1926. The Massachusetts Department of Public Utilities then denied Aselton's application for a permanent certificate of public convenience and necessity for this route, because some of the intermediate towns had not granted operating licenses. The route was discontinued on April 3, 1926. By August 1926, the New Haven Railroad's highway subsidiary, New England Transportation Company was running hourly bus service between Worcester and Fitchburg.

Meanwhile, on July 29, 1925, the Rhode Island Public Utilities Commission (RI PUC) authorized Melvin Aselton to operate routes from the Massachusetts state line at North Attleboro to Providence and to Woonsocket. Each route was to use four 25-passenger buses. The Providence route was part of an indirect route to Taunton. Within Taunton, this route followed a trolley line of the Eastern Mass. Street Railway Company. By March 1926, Eastern Mass. was seeking an injunction to bar Aselton from carrying local passengers within Taunton. By December 1926, the matter had been settled by Eastern Mass. buying out Aselton's right to this route, including a \$37,000 payment for buses. Other information about the Woonsocket route has not been found.

In September 1927, the RI PUC gave conditional approval to Lionel and Gordon Aselton, doing business as Aselton Brothers, for the Rhode Island portion of a bus route between Providence and Worcester. The brothers were sons of Melvin Aselton, and they had both

previously driven buses for his companies. A schedule in the December 1927 issue of the *Motor Coach Guide* showed Aselton Brothers running service every two hours between Providence and Worcester from 7:30 AM to 7:30 PM, with 11:15 PM departures added on weekends. No subsequent schedules have been found.

Aselton/New Way/Blue Way Bus Service to Boston in the 1930s

By mid-1930, the Aseltons had a new enterprise, doing business as New Way Transportation Company, or The Blue Line. The June 1930 issue of the *Motor Coach Guide* included an entry for New Way, running four daily round-trips between Boston and Hartford, with intermediate stop at Waltham, Marlborough, Worcester, Stafford Springs, and Rockville. The Boston departure point was the Pierce Bus Terminal at Eliot Street and Broadway in Park Square.

The May 1932 guide showed frequency on this route increased to seven round-trips. This route was also identified as part of a service between Boston and Springfield, with an implied transfer at Stafford Springs.

Ads for New Way Transportation in the Holyoke *Transcript* in April 1932 said the company had Pierce-Arrow Limousines leaving Holyoke every two hours daily for Worcester, Boston, Hartford, and New York City.

On June 1, 1932, Gordon and Lionel Aselton and other family members incorporated two bus companies, originally named Blue Way, Inc. and Blue Way Operators. An ad in the December 1, 1932, Springfield *Evening Union*, showed Blue Way running Pierce-Arrow sedans every two hours to New York, the same as the former New Way service. An ad in the February 16, 1933, Hartford *Courant* showed "The New Way the Blue Way" running sedan service to New York, Worcester, and Boston every two hours. In 1934, Blue Way Operators was renamed Blue Way Lines, Inc.

By April 1931, a bus company called Yankee Lines had been advertising three daily round-trips between New York and Haverhill via Hartford, Springfield, Northampton, Fitchburg, Lowell, and Lawrence. Some news reports described this route as extending to Portland. Yankee Lines joined The Short Line system soon after the Haverhill route started. At least as late as July 1932, Short Line ads in the New York *Daily News* included Haverhill on a list of places served by Short Line buses from New York. However, A news item from March 1934 showed that Blue Way had taken over the New York–Haverhill route by then.

Both Blue Way companies qualified for grandfathered interstate operating rights under the Motor Carrier Act of 1935. The September 1936 edition of Russell's *New England Bus Guide* had schedules for both companies but did not make clear how the service on the New York–Boston and New York–Haverhill routes was divided between them. The combined operation was identified as an affiliate of the Short Line system.

Most Blue Way service to Boston in 1936 ran through from New York City. There were six through trips in each direction and an additional three westbound and two eastbound trips between Boston and Hartford with New York connections. East of Worcester, the buses used State Route 9, which had been upgraded by the Department of Public Works in segments from 1931 to 1934. The buses stopped, for interstate passengers only, at Brookline Village, Wellesley Hills, Framingham Center, and Worcester. Blue Way also ran one daily round-trip between Boston and Portland, Maine via the Newburyport Turnpike, with Massachusetts stops in Lynnfield and Newburyport. Service on the Haverhill route included three daily round-trips from New York to Haverhill running nonstop between Springfield and Belchertown and five daily

round-trips between New York and Northampton. Some Haverhill and Northampton trips required passengers to transfer to or from New York–Boston trips at Hartford,

In October 1936, both Blue Way companies filed for bankruptcy. As part of the reorganization, Blue Way Lines was renamed Blue Way Trailways on May 26, 1937, and Blue Way, Inc. was renamed Blue Way Transit on May 26, 1939. On November 22, 1939, the ICC approved the merger of Blue Way Transit and Blue Way Trailways under the Trailways name but noted that they had been operating as though merged since June 1, 1937. At that time, the National Trailways Bus System was an association of independently owned companies, established in 1936, using a common name for marketing purposes.

A Blue Way schedule dated June 23, 1939, five months before the ICC approved the merger of the two Blue Way companies, showed service frequency on the New York–Boston route increased to 13 daily round-trips. Service between New York and Northampton was increased to six daily round-trips, but service between New York and Haverhill, still bypassing Northampton, was reduced to two daily round-trips. All Haverhill and Northampton trips were combined with New York–Boston trips between New York and Hartford. The schedule did not specify which line got the through service on each trip. Blue Way no longer ran any service between Boston and Portland.

TRAILWAYS OF NEW ENGLAND

Trailways Service 1940 to 1957

The Blue Way Trailways name was still in use in early 1940. A March 1940 schedule showed eight daily round-trips between New York and Boston, four daily round-trips between New York and Northampton, and two daily round-trips between New York and Haverhill bypassing Northampton. Most New York–Northampton trips were still combined south of Hartford with New York–Boston trips, but New York–Haverhill trips ran independently.

By November 1940, Blue Way Trailways was officially renamed Trailways of New England, Inc.

In 1942, the DPU gave TNE temporary War Emergency Authority to carry intrastate passengers between points on the Haverhill route as far north as Ayer (the location of U.S. Army Base Fort Devens) and to extend some trips to Newburyport.

A June 1943 schedule showed Trailways service between Boston and New York reduced to four daily round-trips, as a result of government orders to conserve fuel and tires during the war. There were four daily round-trips between New York and Haverhill, but no more New York–Northampton trips. Trips on the Boston and Haverhill routes were no longer combined between New York and Hartford.

A schedule effective April 10, 1944, showed TNE still running four daily round-trips between New York and Boston along with four daily round-trips between New York and Haverhill. A schedule effective August 6, 1944, showed Boston–New York service further reduced to three daily round-trips, while New York–Haverhill service was expanded to five daily round-trips.

A schedule effective July 27, 1945, showed TNE Boston–New York service increased to four daily round-trips again. New York–Haverhill service had increased to six daily round-trips, supplemented by two daily northbound trips and one daily southbound trip between Hartford and Haverhill.

TNE faced competition on the New York–Boston route from Greyhound Lines (discussed in Chapter 8) and from Quaker City Bus Company (discussed in Chapter 15). In contrast, TNE faced little or no competition for service between New York and most of the cities and towns along the Haverhill route north of Springfield. A TNE schedule effective May 25, 1946, had the entire section between Hartford and Boston deleted. The Haverhill line still had six daily round-trips from New York and one daily round-trip from Hartford.

On June 26, 1946, the Springfield *Daily Republican* reported that TNE had filed a petition with the DPU for permanent intracity operating rights on the Massachusetts segment of the route to Haverhill from New York including the extension to Newburyport.

An ad in the November 8, 1946, *Hartford Courant* announcing the opening of a new intercity bus terminal showed TNE running service from Hartford to Haverhill and New York, but not to Boston. Greyhound was still operating from a different location in Hartford, but Quaker City Bus Company was stopping at the new terminal on its route from New York to Boston via Worcester.

The DPU approved TNE's petition for intrastate operating rights from the Connecticut state line to Newburyport via Springfield, Northampton, and Haverhill on March 27, 1947. A detailed account in the Springfield *Republican* showed that there were several restrictions against carrying passengers between points already connected by other bus lines.

Quaker City Bus gave up service between New York and Boston some time in 1947. This created an opening for TNE to return to Boston. A schedule effective August 1, 1947, showed three daily TNE round-trips between Boston and New York. The state of Connecticut had recently completed upgrading of old Route 15 from Hartford to the Massachusetts state line as the Wilbur Cross Highway. All the Trailways trips between Boston and New York were using the new highway instead of the old routing through Stafford Springs. New York–Haverhill service had been cut back to four daily round-trips, including one daily round-trip extended to Newburyport.

A schedule effective September 8, 1947, showed six daily Boston–New York round-trips, including one round-trip using U.S. Route 20 instead of State Route 9 between Boston and Worcester. All four round-trips on the New York–Haverhill route were extended to Newburyport.

A schedule effective September 13, 1948, showed service changed to five daily Boston–New York round-trips and one daily Boston–Hartford round-trip. All service used Route 9 between Boston and Worcester. Only two of the four New York–Haverhill round-trips were still running through to Newburyport.

A schedule effective March 21, 1949, showed six daily through trips each way between Boston and New York and one additional round-trip between Boston and Hartford. Frequency between New York, Haverhill and Newburyport was unchanged.

A June 23, 1950, schedule showed Boston–New York summer frequency increased to eight daily round-trips. All four New York–Haverhill daily round-trips were running through to Newburyport. On Saturdays, there was an additional round-trip between Springfield and Newburyport.

In 1946, B&W Lines (discussed in Chapter 5) had opened a new Union Bus Terminal with off-street loading at 10 Park Square in Boston. Ads from Trailways of New England from December 1949 showed service from Boston to New York departing from both the Greyhound terminal at 80 Park Square and the B&W terminal. After this Greyhound terminal closed in May

1950, Trailways used only the B&W terminal and took control of it in 1958. A Trailways ad in the June 8, 1958, *Boston Globe* showed the departure point as Trailways Bus Terminal (Formerly Union Bus Terminal).

A Trailways of New England schedule from October 1953 showed eight westbound and nine eastbound trips on the Boston–New York route. Most trips were shown as continuing through between Boston and Portland or points farther east in Maine, in a partnership with the Boston & Maine Transportation Company, doing business as Boston & Maine Trailways, and the Maine Central Transportation Company, doing business as Maine Central Trailways. The Haverhill route has four daily round-trips, including one continuing to and from Newburyport.

By 1954, Trailways of New England was in serious financial trouble. All stock in the company was by then owned by Gordon G. Aselton and Lionel Aselton. On May 12, 1954, the Associated Press reported that New England Greyhound Lines had petitioned the ICC for permission to buy the interstate operating rights of TNE between Boston and New York. However, on May 18, 1954, TNE filed for voluntary bankruptcy. The trustee concluded that the amount Greyhound was offering for the operating rights was insufficient, and the sales agreement was cancelled on October 26, 1954.

On November 22, 1954, the Associated Press reported that Virginia Stage Lines of Charlottesville, Virginia was petitioning the ICC for permission to buy the TNE interstate operating rights between Boston and New York. The trustee subsequently decided that it would be more advantageous for all the capital stock of TNE to be sold rather than to sell all or a portion of the company's assets.

On February 5, 1955, an agreement was executed between the trustee, the Aseltons, and Virginia Stage Lines, under which Stage Lines was to purchase the 100 shares of TNE for \$97,500. On March 25, 1955, Stage Lines assigned its rights under the agreement to the National Trailways Bus System. The latter also agreed to purchase \$80,000 of TNE bonds. The court approved a plan of reorganization for TNE on November 29, 1955.

A TNE schedule effective September 8, 1955, showed six daily round-trips between Boston and New York. Four westbound and two eastbound trips were through-routed to or from Bangor; one westbound and two eastbound trips were through-routed to or from Portland. One westbound trip was through-routed from Belfast. There were also two round-trips between Newburyport and New York and two round-trips between Haverhill and New York via Northampton and Springfield.

TNE through operations north of Boston were disrupted first by the sale of the Maine Central Transportation Company to Greyhound in November 1956, and soon after by the sale to Greyhound of some rights of the Boston and Maine Transportation Company, as discussed below.

On February 9, 1956, the ICC approved assumption of management of TNE by National Trailways but did not immediately approve the sale of the TNE stock. The trusteeship was ended in December 1956. On October 10, 1957, the ICC approved transfer of management of TNE from National Trailways to Safeway Trails of Washington, D.C. and Virginia Stage Lines. On May 9, 1958, the ICC approved control of TNE by Virginia Stage Lines and Safeway Trails by purchase of the capital stock. Simultaneously, the ICC dismissed a petition of National Trailways to buy the TNE stock. At the time, National Trailways was still only an association of independent companies, and it did not operate any service itself. The ICC concluded that TNE

could be run better under the direct control of two established operators rather than under indirect control of a greater number.

Meanwhile, on May 15, 1957, the Massachusetts Turnpike had opened between the New York state line at West Stockbridge and state Route 128 in Weston. Trailways had soon begun routing most of the New York–Boston trips over the Turnpike east of the Worcester interchange.

Trailways Service 1958 to 1965

The sale of TNE in 1958 cleared the way for substantial expansion of the company's service area through purchase of operating rights from other carriers. On November 14, 1957, the ICC had approved the lease by TNE of operating rights of the Boston & Maine Transportation Company between Salisbury and Portland; between Boston and Lawrence; and between Boston and Concord, New Hampshire. Also included were rights that B&MT had previously used only in summers between Concord, Littleton, Bethlehem, and Bretton Woods. TNE took over the year-round service on December 3, 1957.

The B&MT operating rights between Boston and Salisbury had previously been sold to Greyhound. By January 6, 1958, TNE had teamed with Interstate Passenger Service (IPS) to provide a route between Boston and Portland. IPS ran the buses between Boston and Portsmouth, using rights discussed in the IPS history below. TNE ran the buses between Portsmouth and Portland. Further details about this joint service are included in the history of IPS below.

A TNE schedule effective March 1, 1958, showed four daily TNE/IPS round-trips between Boston and Portland. Between Boston and New York, there were six daily round-trips, of which three were through-routed to Portland.

This timetable showed that the only line TNE was running in Central New Hampshire under B&MT rights was one from Boston to Manchester via Lowell and Nashua. There were six daily trips in each direction, connecting at Manchester with service to Concord operated by Capital Transit, discussed further below. Stops in Massachusetts, for interstate passengers only, were in Cambridge, Arlington, Lowell, North Chelmsford, and Tyngsborough.

The same timetable also showed service on a non-Boston route acquired from B&MT, between Lowell and Worcester via Chelmsford, Littleton, Ayer, Harvard, Lancaster, Clinton, and West Boylston. B&MT had been operating this route since 1927. In the March 1958 TNE schedule, it had three daily round-trips. The segment between Lowell and Ayer was also included in one daily round-trip between Hartford and Lowell via Northampton, one northbound trip from New York to Lawrence via Northampton, and one southbound trip from Haverhill to Hartford via Northampton. Also included was one round-trip between Worcester and Lowell via Fitchburg, joining the more direct route at Ayer. The northbound trip was part of a through trip from New York to Portland. The southbound trip was part of a trip from Lawrence to Hartford. It is not clear how TNE obtained operating rights between Worcester and Fitchburg. The New England Transportation Company still held rights on that segment at the time and was in the process of selling the route to Johnson Bus Lines (discussed in Chapter 14).

A TNE schedule effective October 26, 1958, showed the Worcester–Lowell trips via Clinton extended beyond Lowell through Lawrence to Haverhill, including one southbound trip originating at Newburyport. The southbound trip from Lawrence to Hartford via Fitchburg and Worcester was replaced with a trip from Haverhill to Worcester via Fitchburg, connecting at Worcester with a trip to New York. By April 1959, two of the three southbound trips between Haverhill and Worcester had been diverted from the Clinton route to the Fitchburg route. By

October 1959, two of the northbound trips between Worcester and Haverhill had also been diverted from the Clinton route to the Fitchburg route.

TNE initially ran service north of Manchester only seasonally. The schedule effective October 26, 1958, showed one round-trip from Boston extended from Manchester through Concord, Franklin, and Tilton to Laconia daily except Sundays. A schedule effective April 26, 1959, again had no TNE service north of Manchester.

The ICC finally approved the sale of the B&MT rights to TNE on December 3, 1959. Meanwhile, on March 19, 1959, IPS suddenly went out of business. Michaud's Bus Lines took over service on the IPS route between Boston and Rochester, New Hampshire. TNE took over other IPS interstate service under temporary authority that was restricted because of opposition from Greyhound. The ICC eased some of the restrictions on September 23, 1959.

Mainly because of opposition from Greyhound Lines, the ICC did not allow TNE to purchase the operating rights of IPS until March 29, 1963, as detailed in Motor Carrier Cases Volume 93. However, TNE was gradually permitted to lease the rights from IPS. Greyhound succeeded in blocking attempts by TNE to get operating rights in Maine east of Portland.

The loss of the IPS connection between Boston and Amesbury at first forced TNE to use a new temporary routing. The operating rights that TNE was leasing from B&MT included a route from Boston to Lawrence, mostly on State Route 28. TNE had long held rights to service between Lawrence and Newburyport as part of the New York–Newburyport route. Combining these rights with former IPS rights from Newburyport to Salisbury and former B&MT rights from Salisbury to Portland gave TNE a complete route from Boston to Portland. A TNE schedule effective April 26, 1959, showed three round-trips between Boston and Portland, but showed no stops between Boston and Portsmouth.

A TNE schedule effective October 25, 1959, indicated that the indirect routing between Boston and Salisbury was still being used. There were then four daily round-trips between Boston and Portland. Some of these trips made stops between Boston and Portsmouth at Amesbury, Salisbury, and Hampton.

Meanwhile, TNE had also taken over service on the IPS route between Portsmouth and Berlin, New Hampshire on March 20, 1959, under temporary authority. The April 26, 1959, TNE schedule showed one daily through trip between Boston and Berlin using the same routing as Portland service between Boston and Portsmouth. Shorter segments of the Berlin route were covered by one round-trip between Portsmouth and Rochester and one round-trip between Portsmouth and North Conway, all with close connections with Boston trips at Portsmouth.

In the October 25, 1959, schedule the Portsmouth–North Conway round-trip was replaced with a second Boston–Berlin round-trip and the Portsmouth–Rochester round-trip was also extended to Boston.

The January 5, 1960, TNE schedule showed a winter service reduction, with one Boston–Berlin round-trip still running daily, but the second round-trip running only Fridays, Saturdays, and Sundays. There was no more TNE Boston–Rochester round-trip, but the schedule showed one daily round-trip between Boston and Rochester by Michaud Bus Lines on the old IPS route from Amesbury. The schedule for this trip changed on Sundays and Holidays. Later TNE schedules did not include information about Michaud service.

The January 5, 1960, TNE schedule showed TNE Boston–Portland service reduced to three daily round-trips. There was a scheduled stop for all northbound trips and a request stop for all

southbound trips at Lynnfield. This was made possible by the ICC having authorized TNE to lease the rights of IPS to this more direct route, pending approval to purchase. This was the last significant addition to TNE operating rights as far as Boston passengers were concerned.

The January 5, 1960, TNE schedule showed service between Boston and Manchester reduced to five daily round-trips. Of these, two each way were run through to Concord, including one southbound trip that connected at Concord from Laconia except on Sundays. Two northbound trips connected at Manchester for Concord except on Sundays, including one trip that continued to Laconia. Two southbound trips connected daily at Manchester with trips from Concord, including one that originated at Laconia except on Sundays. One southbound trip connected from Concord at Manchester except on Sundays. A late-night daily northbound trip to Manchester had no connections farther north. On all trips that included a transfer at Manchester or Concord, Capital Transit provided the service north of the transfer point.

In August 1960, just over a year after the Metropolitan Transit Authority's conversion of the Boston & Albany Railroad's Highland Branch to a trolley line opened, Trailways of New England established a suburban station for its Boston–New York buses at Riverside Station in Newton and discontinued its agency at the Highland Pharmacy on Route 9 in Newton Highlands. (Greyhound had begun serving Riverside in May 1960.)

A TNE schedule effective October 29, 1961, showed even more complex service on the Boston–Manchester route than in January 1960. Five round-trips ran between Boston and Manchester daily. These included two round-trips run through between Concord and Boston, and one round-trip run through between Plymouth, New Hampshire and Boston. All of the trips that did not run north of Manchester had some connections provided by Capital Transit. These included one southbound Concord connection daily. Except on Sundays, there was one Laconia connection each way and one northbound Concord connection. There was also one southbound connection from Laconia at Concord to a trip running through to Boston.

A Trailways of New England schedule effective June 22, 1962, showed the system at about its maximum extent, including seasonal summer trips. Service between Boston and New York was separated into Regular Service and Express Service. Within Massachusetts, the Regular Service trips had scheduled stops only at 10 Park Square in Boston, and at Wellesley Hills, Framingham Center, and Worcester. There were many more stops in Connecticut, but not all trips served all stops. Three southbound and two northbound trips were designated as Regular Service. There were also three trips in each direction between Boston and Hartford with close connections with other Trailways buses between Hartford and New York.

Express Service buses had scheduled stops either at Riverside Station or at Wellesley Hills and Framingham Center. All trips stopped at Worcester and then ran nonstop between there and New York City. There were 12 Express trips southbound and 13 northbound. Two of the Express trips in each direction were identified as Five Star Limited Service, with extra fares and reservations required. These trips, introduced in October 1960, had hostesses and complimentary food service.

The route between Boston and Portland had five daily round-trips. One of these in each direction was a Five-Star extra-fare trip, with only one intermediate stop, at Portsmouth. The other trips all had a scheduled stop at Lynnfield northbound, and a flag stop at Lynnfield southbound. One trip in each direction also had scheduled stops at Amesbury and Salisbury. As always, no intrastate travel in Massachusetts was allowed. Several of the Portland trips

connected to or from New York trips at Boston, but no through service between New York and Portland was indicated.

The route from Boston to Berlin, New Hampshire via Portsmouth, Rochester, Wolfeboro, and North Conway had two daily round-trips, with an extra trip from Boston to North Conway on Fridays, returning on Sundays.

The June 1962 schedule showed two daily round-trips between Boston and Bretton Woods via Laconia, Plymouth, and Littleton. One of the northbound trips and both southbound trips stopped at Concord. There was also one daily round-trip between Boston and Plymouth, two between Boston and Concord and one between Boston and Manchester. There was also one daily round-trip between New York City and Bretton Woods that served the same towns as the Boston–Bretton Woods route from Concord north.

As in the days when the Boston & Maine Transportation Company ran this route, there was significant seasonal variation in the schedules. A schedule from April 1962 had no service north of Plymouth, one round-trip between Boston and Plymouth, two between Boston and Concord, and two between Boston and Manchester. A schedule from October 1962 had one round-trip between Boston and Littleton, two between Boston and Plymouth, one northbound trip between Boston and Concord, and one northbound and two southbound trips between Boston and Manchester.

In the June 1962 TNE schedules, the only direct service to Boston was on the routes discussed above. The meandering route between Haverhill and New York via Northampton and Springfield had one daily round-trip. There were also four daily round-trips between New York and Haverhill via Worcester and Fitchburg and one between New York and Newburyport via Worcester and Clinton. TNE was not permitted to carry passengers making local trips on the segment between Worcester and Fitchburg until 1969, when The Short Line gave up the former New England Transportation Company rights to this route. TNE then added a stop in Sterling along with the former interstate-only stops in West Boylston and Leominster. As discussed above, TNE predecessor Aselton Coach Lines had run the first bus route between Worcester and Fitchburg in 1925 and 1926.

In January 1965, the Boston & Maine Corporation cut back passenger train service between Boston and Portsmouth via Hampton to Newburyport; between Boston and Portland to Dover, New Hampshire; and between Boston and Laconia, New Hampshire via Concord, Manchester and Nashua to Lowell. A TNE schedule effective June 23, 1965, showed daily service between Boston and Portland via Portsmouth increased to seven round-trips. The Berlin route had an added daily round-trip between Boston and Rochester, including stops at Portsmouth and Hampton, with Boston arrival and departure times suitable for Boston work trips. There was also a new Sunday-only trip from Boston to North Conway.

The June 1965 TNE schedule showed seven northbound and eight southbound daily trips between Boston and Concord, New Hampshire or points farther north, compared with four northbound and five southbound in June 1962. Of the trips in June 1965, four each way continued to Laconia and two each way continued to Weirs Beach. One northbound and two southbound trips continued beyond Concord to Littleton, and there was one northbound trip from Boston to Littleton bypassing Concord. The only service north of Littleton was that of the round-trip between New York and Bretton Woods, extended to the Crawford House. These trips did not connect with Boston trips in either direction. There were no Boston trips on the Central New Hampshire route starting or ending south of Concord.

Soon after the Mass. Turnpike Extension from Route 128 to Boston was completed in February 1965, Trailways ended its use of Route 9 east of Route 128. The number of Boston–New York daily trips was almost the same in June 1965 as in June 1962, but a thirteenth southbound express trip had been added. Only one trip each way was still designated as Five-Star extra-fare. There was only one Boston–Hartford trip each way, but they still had close connections with buses between Hartford and New York.

CONTINENTAL TRAILWAYS 1966 TO 1979

In 1966, Transcontinental Bus System, doing business as Continental Trailways, bought a controlling interest in Virginia Stage Lines, the owner of Trailways of New England. TNE then became the Continental Trailways New England Division, though remaining a separate corporation.

Much of the Central New Hampshire service was intended to serve summer vacation travel and was not operated year-round. A schedule effective October 13, 1966, showed non-summer service. There were six daily trips in each direction between Boston and Concord, all of which extended farther north. These included four round-trips between Boston and Laconia. One of the northbound Laconia trips continued to Plymouth on Fridays and Sundays. One daily round-trip ran between Boston and Plymouth. One daily round-trip ran between Boston and Littleton. There was also one daily round-trip between Boston and Manchester.

A schedule effective June 21, 1967, no longer had separate tables for Regular and Express service between Boston and New York. The total number of daily trips for all variations combined was 14 each way, compared with 16 southbound and 15 northbound in the June 1965 schedule. There was still one Five-Star extra-fare trip each way. Most trips still made scheduled stops at Riverside southbound, and request stops northbound. However, On November 9, 1967, Trailways opened a stand-alone station at the Speen Street interchange of the Massachusetts Turnpike in Natick and discontinued service to Riverside.

The June 1967 schedule showed service frequency unchanged from June 1965 on the routes between Boston and Portland, and between Boston and Berlin, including trips to and from North Conway or Rochester.

Overall TNE service frequency between Boston and points in Central New Hampshire was slightly greater than in June 1965, but there were several changes in trip endpoints. Eight daily trips in each direction ran between Boston and Concord or points farther north and there was one round-trip between Boston and Manchester at times suitable for Boston work trips. Only one round-trip that extended beyond Concord terminated at Laconia, compared with four in 1965. There were still two round-trips between Boston and Weirs Beach. Farther north, there were two round-trips between Boston and Plymouth, which was not a turnback point in 1965. The number of Boston–Littleton round-trips was reduced from two to one, stopping in both directions at Concord. There were two new round-trips extending beyond Littleton to Colebrook, New Hampshire. The northbound New York–Crawford Notch trip still had no Boston connection, but the southbound trip had several transfer possibilities between Littleton and Concord. Starting in June 1968, northbound passengers could transfer to New York–Crawford Notch buses at Tilton, New Hampshire.

In 1969, the Continental Trailways bus system was merged with Holiday Inns, which was primarily a hotel franchising company. This was part of a trend of large corporations diversifying by investing in unrelated businesses, and it had no direct impact on TNE service.

A TNE schedule effective August 6, 1970, showed total daily trips between Boston and New York increased to 16 southbound and 17 northbound, compared with 14 trips each way in June 1967. Most of the increase was accounted for by the addition of two more Five-Star extra-fare trips each way.

The Boston-Portland route still had seven daily round-trips. The Boston-Berlin route still had two daily round-trips between Boston and Berlin, one daily round-trip between Rochester and Boston, one extra round-trip between Boston and North Conway on Sundays, and one extra trip between Boston and North Conway on Fridays.

As usual, service between Boston and Central New Hampshire points showed more changes than any of the other TNE Boston routes. There were still seven daily trips each way ran between Boston and points north of Concord and no trips began or ended at Concord. There were two round-trips from Boston to Laconia and one round-trip each from Boston to Weirs Beach and Plymouth. There were two round-trips from Boston to Littleton and one round-trip from Boston to Colebrook. (There had still been two Colebrook trips in June 1969.) There was still one round-trip between Manchester and Boston. Plymouth was the best stop for a transfer from the southbound bus from Crawford Notch to a bus to Boston.

On the Berlin route, the extra Friday trips to North Conway were discontinued in the fall of 1971. In 1972, one daily Boston-Berlin round-trip was replaced with a Boston-North Conway round-trip. The Sunday-only round-trips to North Conway were extended to Berlin. By June 1973, the Sunday-only round-trips were gone but the daily North Conway round-trip was extended to Berlin again. The latter trip was cut back to North Conway again in the fall of 1973 but was extended to Wildcat Mountain in Jackson during the Winter of 1974. In the winter of 1975, the Wildcat Mountain round-trip ran only on Sundays. In May 1975 this was a Sunday-only Boston-North Conway round-trip.

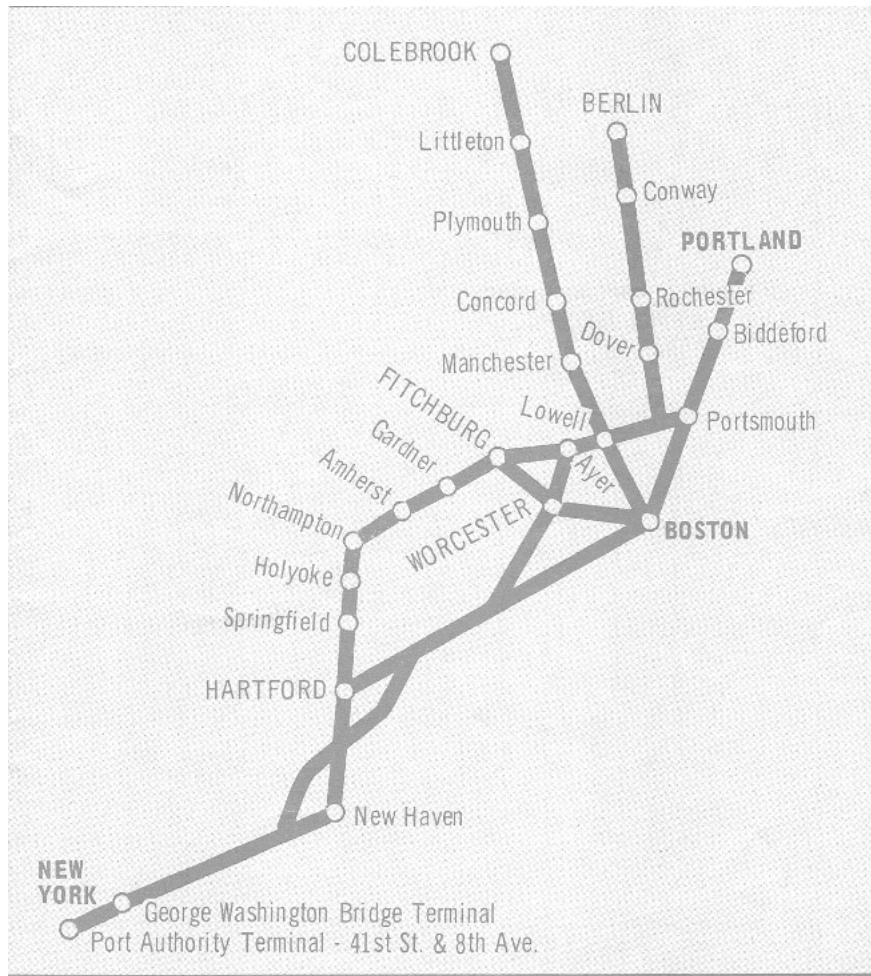
A TNE schedule effective June 25, 1975, still showed about the same service frequency between Boston and New York as in 1970. Service between Boston and Portland had been reduced from seven daily round-trips to six, through the recent elimination of the Five-Star round-trip.

The route between Boston and Berlin had two daily round-trips over the full route and one daily round-trip between Boston and Rochester.

The route between Boston and Central New Hampshire had five daily-round trips between Boston and points north of Concord, two daily round-trips between Boston and Concord, and one daily round-trip between Manchester and Boston. The trips north of Concord included two round-trips between Boston and Laconia and one round-trip each between Plymouth, Littleton, and Colebrook. Connections with the summer-only Crawford Notch buses for Boston passengers were made at Concord in both directions.

Service between Littleton and Bretton Woods or Crawford Notch was always operated only in summers. Service between Littleton and Colebrook was run year-round from the time it was established about 1967 until September 1976, when it was reduced to summers-only.

A schedule effective June 23, 1976, showed the same service frequency on the Berlin route as in June 1975. A schedule effective March 1, 1977, showed one of the daily Berlin round-trips reduced to Fridays, Saturdays, and Sundays only. By June 22, 1977, service was down to one daily Boston-Berlin round-trip and one weekday Boston-Rochester round-trip. There were five daily round-trips between Boston and Portland including one round-trip running non-stop



Schematic map of Continental Trailways of New England routes, from a schedule folder effective June 22, 1977. The routes shown above, except for Boston to New York, were transferred to new affiliates of the Trailways Bus system in 1980.

between Portsmouth and Portland. Until Labor Day there was also one round-trip between Boston and Hampton Beach except Sundays and Holidays and one northbound trip to Hampton Beach on a different schedule on Sundays and Holidays only.

The Central New Hampshire route had five daily round-trips between Boston and points north of Concord and two daily round-trips between Boston and Concord. There were no Manchester short-turns. Service to points north of Concord again included two round-trips to Laconia and one round-trip each to Plymouth, Littleton, and Colebrook, with the latter to be cut back to Littleton after Labor Day. There was no longer any service to Bretton Woods or Crawford Notch. There were 14 daily round-trips between Boston and New York.

The last available non-summer schedule for Trailways of New England under Holiday Inns ownership was effective April 29, 1979. The Boston–New York route still had 14 daily trips in each direction. The Boston–Portland route had three daily round-trips over the full route and one Boston–Portsmouth round-trip. The Boston–Berlin route had one daily round-trip over the full route but no shorter trips. The round-trip to Rochester had been discontinued effective October 29, 1978. The Central New Hampshire route had four daily round-trips to points north of Concord and one weekday-only round-trip to Concord. The trips north of Concord comprised two round-trips to Plymouth and one each to Laconia and Littleton.

A schedule effective June 21, 1979, showed the same service frequency on the Boston–Portland route as in the April 1979 schedule, except for added summer-only service of one daily round-trip between Boston and Hampton Beach and one round-trip between Boston and Hampton except Sundays and Holidays. The Berlin route had no added summer service. The only change on the Central New Hampshire route was that the Littleton round-trip was extended to Colebrook, with the southbound trip shifted to a later time slot. There was no change in Boston–New York service.

TRAILWAYS, INC. 1979 TO 1987

In 1979, a group of investors, headed by former Greyhound chairman James L. Kerrigan, bought Continental Trailways from Holiday Inns for \$100 million. The new owners reorganized Continental Trailways as Trailways, Inc., and merged several former subsidiaries into it, including Trailways of New England. Trailways, Inc. also used the trade name Big Red as part of an effort to attract riders away from Greyhound, which had a blue color scheme.

In early 1980, all Trailways routes in New England except for the Boston–New York route were transferred to three previously independent companies that became Trailways System affiliates. These companies changed their names informally to Michaud Trailways, Concord Trailways and Trombly Trailways. They are discussed in Chapter 11.

On May 19, 1980, the Boston terminal for all Trailways lines was relocated from Park Square to a temporary terminal at South Station. On November 7, 1980, the terminal was relocated again, to a facility built by the MBTA at 555 Atlantic Avenue, a short distance from South Station.

In December 1982, Trailways resumed serving Riverside in addition to the Natick terminal at Speen Street.

The Boston–New York Trailways route was transferred in 1985 to Peter Pan Bus Lines, discussed in Chapter 12. This was the last bus route in New England operated directly by Trailways, Inc. By then, Trailways had reduced service on this route to four daily round-trips.

In 1987, Trailways, Inc. was merged into the Greyhound system, but Trailways affiliates that had not been owned by Trailways, Inc. were allowed to continue using the Trailways name as long as they kept paying membership fees to a surviving Trailways association. Shared marketing was the main incentive for keeping up the affiliation.

In 1992, after acquiring former Trailways routes south of New York, Peter Pan began doing business as Peter Pan Trailways. This was the last New England-based carrier to join the Trailways system. As discussed below, Trailways affiliates in New England eventually all concluded that there was insufficient benefit from staying in the association, but three of them were still in business in 2025 without the Trailways name.

TRAILWAYS PREDECESSOR INTERSTATE PASSENGER SERVICE

Interstate Passenger Service was incorporated in New Hampshire in January 1933. Information about the company's earliest routes has not been located. In April 1935, it was reported that the New Hampshire Public Service Commission had scheduled a hearing on a petition of Interstate Passenger Service for a route between Rochester and North Conway.

The September 1936 issue of Russell's *New England Bus Guide* included a schedule for the company, then doing business as Interstate Lines. It showed a route with one daily round-trip between Boston and North Conway, with two additional daily round-trips covering the segments of this route between Boston and Wolfeboro. The Boston departure point was not specified. Other stops in Massachusetts, for interstate passengers only, were in Everett, Malden, and Newburyport (indicating a routing on the Newburyport Turnpike) and Amesbury. In New Hampshire, the route paralleled the Boston & Maine Railroad's Western Route Main Line through Exeter, Newmarket, Durham, and Dover. L. D. Whitney was identified as president and treasurer, with an office in Dover.

The July 1939 issue of Russell's *Northeast Bus Guide* had an April 1939 schedule for Interstate Lines, showing three daily round-trips between Boston and Wolfeboro and one round-trip between Boston and Rochester. One Wolfeboro round-trip was shown as connecting at Sanbornville for North Conway, Jackson, and Berlin via Costello Bus Line. The Costello schedule in the same issue was dated June 1939 and showed a seasonal increase to two daily round-trips between Sanbornville and Berlin, connecting with Interstate Lines trips. Added stops in Massachusetts for interstate passengers were shown at Lynnfield and Danvers. (Additional information about Costello Bus Line is included in the Boston & Maine Transportation Company history in Chapter 3.)

In the April 1940 issue of Russell's *Northeast Bus Guide*, the schedules for Interstate Lines and for Costello bus were both dated September 24, 1939. They showed four round-trips between Boston and Wolfeboro, with one connecting Costello round-trip between Sanbornville and Berlin.

News items show the name Interstate Passenger Service being used in place of Interstate Lines by February 1942. The June 1943 issue of Russell's *Northeast Bus Guide* showed that the Interstate office had moved from Dover to Rochester. L. D. Whitney was still president. The schedule showed three daily round-trips between Boston and Wolfeboro, plus one trip from Boston to Farmington, and one from Alton Bay to Boston, starting at Rochester on Sundays. The Costello Bus schedule, dated April 1943, showed one daily round-trip between Sanbornville and Berlin, with Interstate connections to and from Boston at Sanbornville.

The June 1943 Interstate schedule also showed the company had added a route from Portsmouth through Manchester to Fitchburg. This route crossed the Boston–Wolfeboro route at Exeter, but the schedules did not provide connections between the two routes for travel to or from Boston. By May 1944, the new route had been cut back to Manchester to Portsmouth.

An Interstate schedule from February 1945 showed only two daily round-trips between Boston and Wolfeboro and one trip from Boston to Farmington. This was probably a seasonal reduction. A Costello schedule from October 1944 showed the Boston connection for the Berlin round-trip relocated from Sanbornville to Rochester, with a second transfer required at Chocorua.

A schedule effective June 10, 1948, used the name Interstate Lines again. This one was published by the company itself and included some routes that had not appeared in earlier Interstate entries in Russell's guides. The only one of these serving Massachusetts was a new variation of the Wolfeboro route. It had one daily round-trip and a second trip each way Friday through Sunday. Stops in Massachusetts, for interstate travel only, were in Boston, Stoneham, Reading, North Andover, and Haverhill. New Hampshire stops up to Rochester were in Plaistow, Kingston, Epping, and Barrington. Between Rochester and Wolfeboro buses on this routing ran via Farmington and Alton Bay. The older route between Boston and Wolfeboro had three daily round-trips, running between Rochester and Wolfeboro via Milton and Sanbornville. Costello Bus Lines was still running one daily connecting trip between Rochester and Berlin, but Sunday trips left earlier southbound and later northbound than those on other days. The Boston stop on both Interstate routes was identified as the Greyhound terminal in Park Square.

In 1949, Interstate Passenger Service took over the Costello Bus Lines network and Costello went out of business. The main impact of this as far as Boston passengers were concerned was that through service was run to and from Berlin instead of requiring a transfer at Sanbornville. A June 1950 Interstate schedule showed one daily round-trip between Boston and Berlin except on Sundays and holidays, when there were two round-trips. The route between Boston and Wolfeboro via Haverhill was served only on Fridays, holidays, and days before holidays, with one trip each way. On the older route via Newburyport, in addition to the Berlin trips, there were three daily trips to Boston from Wolfeboro and one from Rochester. From Boston there was one trip to Wolfeboro and three to Farmington.

Interstate had also applied to the Mass. DPU for permission to serve intrastate passengers at Amesbury on the Wolfeboro route, but it is not clear if this was granted.

An IPS schedule dated June 18, 1953, appeared in the September 1953 issue of Russell's *New England and New York Bus Guide*. It showed one daily round-trip between Boston and Berlin, but with a different schedule on Sundays and holidays. From Boston there were also two daily trips to Wolfeboro, one trip to Alton Bay, and one trip to Rochester. Southbound, three daily trips originated at Wolfeboro and one at Rochester in addition to the Berlin trip.

The route from Boston to Wolfeboro via Haverhill was run only on Fridays by May 1953. In September 1953, it was switched from Fridays-only to Saturdays-only, still with only one round-trip per day. This service was still shown in Russell's guides as late as April 1954, but by June 1955 it was removed. A map used on the cover of timetables issued by Interstate Passenger Service as late as June 1957 included this route, but no schedule was shown.

An undated IPS schedule in the February 1956 issue of Russell's *New England and New York Bus Guide* showed service cut back to a non-summer level. The original route between

Boston and Rochester had one daily round-trip and one round-trip daily except Sundays and Holidays. The northbound daily trip continued to Wolfeboro, North Conway, and Berlin. The southbound daily trip originated at Berlin except on Sundays and Holidays, when it originated at Rochester. The northbound trip that ran except Sundays and Holidays continued beyond Rochester to Wolfeboro on school days. The southbound trip that ran except Sundays and Holidays originated at Rochester. Service on the IPS route between Manchester and Portsmouth had been rescheduled to allow close connections at Exeter for travel between Boston and Portsmouth in both directions on both Boston trips. Notes in the timetable said connecting service from Alton Bay to Laconia and from Laconia to Meredith would resume about June 25, 1956.

In early 1957, the Boston & Maine Transportation Company sold the operating rights to several local bus routes in Portsmouth, Rye, New Castle, Hampton, and Dover, New Hampshire, and in Kittery and York, Maine to Interstate Passenger Service. The sale also included 21 buses. Interstate began operating the New Hampshire routes on March 3, 1957.

On June 20, 1957, the ICC approved the purchase by IPS of the fixed-route bus operating rights of the Checker Cab Company of Manchester, New Hampshire. By that time, Checker was operating only one route, from Manchester to Portsmouth, New Hampshire and Portland, Maine. There was one round-trip on Saturdays and one on Sundays, but no weekday service. The route was circuitous, almost fishhook-shaped. From Manchester it ran south through Nashua to Lowell, then northeast through Lawrence, Haverhill, Merrimac, and Amesbury, north into New Hampshire again with stops in Hampton and Portsmouth, into Maine and through Ogunquit, Wells, Kennebunk, Biddeford and Saco to Portland. The end-to-end trip time was four hours, 45 minutes.

Checker had first established a route between Manchester and Portland on June 30, 1930. It took a more direct route between Manchester and Portsmouth via Candia, Raymond, Epping, Exeter, and Greenland. By 1936, it had been shifted to the longer route through Massachusetts. Frequency appears never to have exceeded two daily round-trips. Weekday service ended in 1952.

The importance of the Checker route to IPS was that it crossed the IPS original Boston–Rochester route at Amesbury. By combining sections of the two routes, IPS was able to establish a new through route between Boston and Portsmouth. An IPS schedule effective June 27, 1957, showed three daily round-trips between Boston and Portsmouth on this route, running nonstop between Amesbury and Portsmouth. From Portsmouth, these trips continued through Dover to Rochester, incorporating rights acquired from the Boston & Maine Transportation Company with the Portsmouth City local routes. From Rochester, one round-trip continued to Berlin, two northbound trips continued to Wolfeboro and one southbound trip originated at Wolfeboro. There was no through service between Boston and Rochester via the old IPS route through Exeter and Durham. Replacing this service there were three daily round-trips between Newburyport and Rochester. These met trips on the new route at Amesbury, where passengers could transfer between the two routes. One round-trip on the route though Durham continued to Berlin and one northbound trip continued to Meredith.

The June 1957 schedule also showed IPS running one daily round-trip and one Saturday, Sunday, and Holiday round-trip between Portland, Portsmouth, and Manchester on the former Checker Cab route. At Portsmouth, passengers on these trips could transfer to and from trips on the more direct IPS Portsmouth–Manchester route.

An IPS schedule effective September 4, 1957, showed changes in the combinations of operating rights. A route between Boston and Portland via Portsmouth had four daily round-trips. These all used the New Hampshire Turnpike for the section in New Hampshire, Southbound trips used the completed section of I-95 in Massachusetts. It is not clear when IPS obtained the operating rights on these segments. At Portsmouth, two round-trips connected with trips to Berlin. Two round-trips connected at Amesbury with trips to Dover via Exeter and Durham, including one round-trip that extended beyond Durham to Rochester. There was one daily round-trip between Portland and Manchester on the former Checker Cab route.

An IPS schedule effective January 6, 1958, showed IPS cooperating with Trailways of New England on operation of Boston–Portland service. TNE had just leased the operating rights to several Boston & Maine Transportation Company routes, including Salisbury to Portland. This schedule showed five daily round-trips between Boston and Portland, with IPS running the segment from Boston to Portsmouth and TNE running from Portsmouth to Portland. One of the five round-trips was run all the way by IPS.

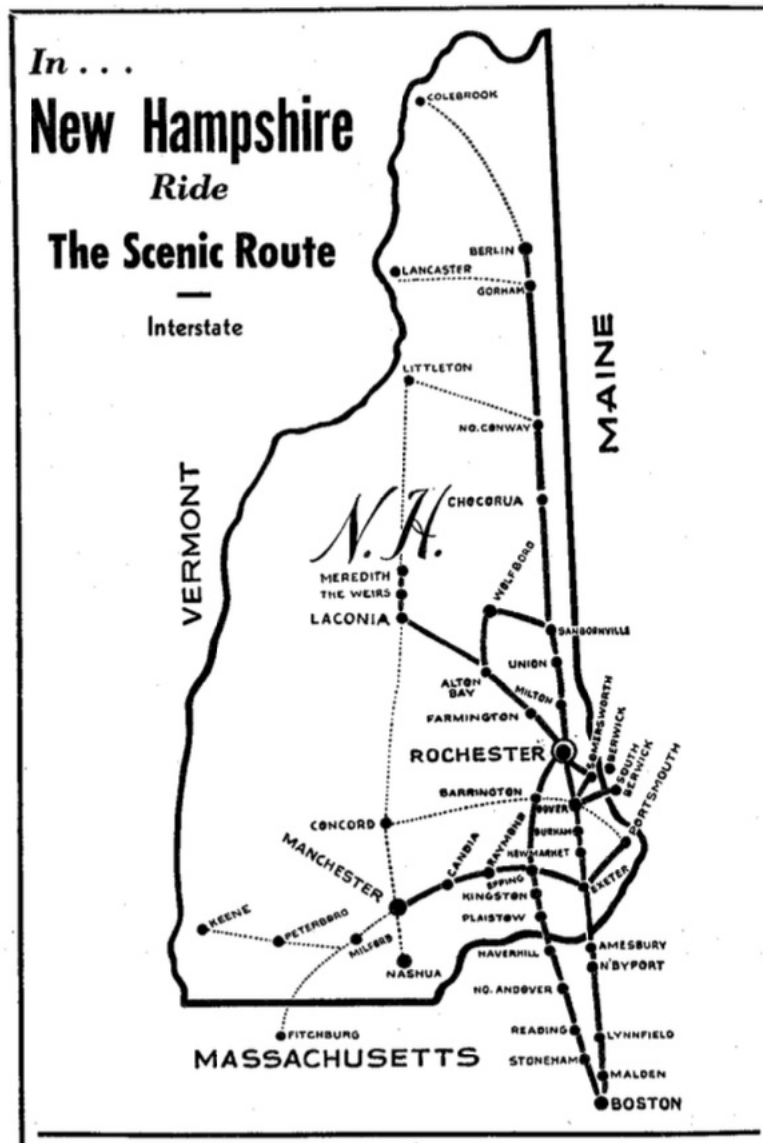
IPS also maintained one round-trip on Saturdays and Sundays on the Checker route between Manchester and Portsmouth and added a daily southbound trip between Portsmouth and Lowell. Two of the northbound Boston–Portland trips connected at Amesbury with trips between Boston and Rochester via Exeter and Durham. One of these trips ran through to Berlin via Wolfeboro and North Conway daily. The other trip terminated at Rochester except on Fridays, when it also continued to Berlin. This schedule did not show any southbound trips serving the route through Durham and Exeter. One daily trip from Berlin to Boston was diverted from south of Dover to Portsmouth and on over the new route to Boston. On Saturdays only, a second Berlin trip used the same routing. There was also one daily southbound trip from Rochester routed via Portsmouth.

The January 1958 schedule was the last complete intercity service schedule found for Interstate Passenger Service. At that time, L. D. Whitney was still the company president, with an office in Rochester.

A TNE schedule effective March 1, 1958, showed the number of joint TNE/IPS trips between Boston and Portland reduced to three each way, with a fourth round-trip run by IPS over the full route. The fifth round-trip had been reduced to Boston–Portsmouth, The southbound trip connected at Portsmouth with a TNE Portland–New York trip via the old TNE route via Northampton. This schedule also showed that of the northbound trips, one connected daily and one on Fridays only at Portsmouth for IPS trips to Berlin, one connected daily and one except Sundays at Portsmouth for IPS trips to Rochester. Southbound connections at Portsmouth from IPS trips included one daily and one Saturday-only from Berlin, and one daily-except Sunday and one Saturday-and-Sunday-only from Rochester.

A TNE schedule effective October 25, 1958, again showed three daily round-trips on the joint IPS/TNE service between Boston and Portland but no separate IPS Boston–Portland trip. This schedule also showed one daily-except-Sunday IPS trips from Boston to Dover on the route via Exeter. One Boston–Portland trip connected at Amesbury with a trip to Dover via Exeter. One northbound Portland trip connected except Fridays, Sundays, and Holidays and another only on Fridays, Sundays, and Holidays at Portsmouth for Berlin. No southbound service on the IPS route via Exeter was shown. Southbound connections at Portsmouth included one trip from Rochester except Sundays, one daily trip from Rochester originating at Berlin except Sundays, and one Sunday and Holiday trip from Berlin.

The October 1958 TNE schedule was the last one of any kind found with information about IPS interstate service. In January 1959, the Internal Revenue Service placed a lien on Interstate Passenger Service for unpaid taxes. This, and the company's underlying financial problems, resulted in IPS abruptly and permanently shutting down on March 19, 1959. Michaud Bus Lines took over service on the original Interstate route between Boston and Rochester, New Hampshire first under temporary rights, and then under permanent rights that included intrastate service to Amesbury. Trailways of New England eventually acquired most of Interstate's other intercity rights but only made use of the segments from Boston to Amesbury and from Portsmouth to Berlin via Dover, Rochester, Wolfeboro, and North Conway.



Interstate Passenger Service system map, from timetable effective June 27, 1957. This map was not up to date, as it shows the route from Boston to Rochester via Haverhill which was suspended by 1955 and it does not show the roundabout route from Portland, Maine to Manchester, New Hampshire via Amesbury and Lowell, just purchased from Checker Cab of Manchester on June 20, 1957.

11. Trailways Family-Owned Affiliates

MICHAUD BUS LINES/MICHAUD TRAILWAYS INTERSTATE SERVICE

Michaud Interstate Service Before 1980

As discussed in TJH7420, the origins of Michaud Bus Lines can be traced to jitney service operating in Salem, Massachusetts before 1920. However, until 1959, this company was engaged only in local transportation in North Shore communities. On March 19, 1959, Interstate Passenger Service (IPS), discussed in Chapter 10, suddenly ceased operating. On March 25, the Mass. DPU awarded a 60-day temporary license to Michaud Bus Lines, to replace the Massachusetts segment of the IPS route between Boston and Rochester, New Hampshire via Exeter. Interstate had established this route by 1936. The DPU issued a permanent certificate to Michaud in the fall of 1959. This route was originally described in the certificate as starting at the New Hampshire border on State Route 150 in Amesbury and following Routes 150, 110, and I-95 to Danvers, U.S Route 1, and the present State Route 99 to Boston. Under the DPU certificate, Michaud's was only allowed to carry passengers traveling between Boston and stops within the town of Amesbury.

A legal notice appearing in the *Union Leader* of Manchester on May 9, 1959, announced that the New Hampshire Public Utilities Commission had granted a temporary certificate to Michaud for service between the Massachusetts state line at South Hampton and Rochester via Exeter. This allowed Michaud to operate the entire IPS Boston–Rochester route using end-to-end intrastate rights rather than intercity rights.

The June 10, 1959, edition of the *Federal Register* reported that on May 11, 1959, Michaud Bus Lines applied to the ICC for interstate operating rights over the full former IPS Boston–Rochester route. In New Hampshire, the requested route followed State Routes 150 and 108 from the state line to Dover, then unnumbered roads and Route 16A to Somersworth and Route 16 to Rochester. Intermediate towns on this route were Exeter, Newmarket, and Durham. These all had stations on the Boston & Maine Railroad's route from Boston to Portland, Maine. ICC Motor Carrier Cases Volume 82 shows that this case was decided without a full published decision on February 23, 1960. This implies that the application raised no significant issues. A Trailways of New England schedule effective January 5, 1960, showed Michaud already running one daily round-trip between Boston and Rochester on this route, with different departure times on Sundays and Holidays. At this writing, no further details about operation of this route between 1960 and 1966 have been found.

In January 1963, the DPU approved a change in the routing between Charlestown and Saugus from the present Route 99 to the Central Artery, the Mystic-Tobin Bridge, the Northeast Expressway, and Route C-1, all later designated as part of U.S. Route 1. (Some segments of the Central Artery and the Northeast Expressway had been completed only a few months before IPS shut down.)

The January 29, 1964, issue of the *Federal Register* reported that Michaud Bus Lines had recently filed two separate applications with the Interstate Commerce Commission for new operating rights for interstate bus service. The first application, filed on January 3, 1964, was for a route from the North Shore Shopping Center (NSSC) in Peabody Massachusetts to Exeter, New Hampshire, via Haverhill, Plaistow, and Kingston, and a route from the NSSC to Nashua, New Hampshire. The NSSC, which had opened in September 1958, was the first large mall in the region, with branches of several Boston department stores and it attracted shoppers from a

large geographical area. It appears that the ICC granted rights only to the Exeter route to Michaud.

The second application, filed on January 13, 1964, was for a route from the NSSC to Rochester, New Hampshire. In Massachusetts it was to run on State Route 114 to U.S.1 in Danvers. From there it was the same as the Boston–Rochester route described above. A date for the start of service on this route has not been found.

As discussed below, when the Boston & Maine Corporation implemented large cutbacks in railroad passenger service in January 1965, Michaud started running a new bus route between Newburyport and Boston. In August 1965, Michaud began running a Haverhill–Boston route as a branch of the Newburyport route. A schedule effective August 2, 1965, showed eight round-trips between Boston and Haverhill on weekdays. The trip leaving Boston at 9:00 AM continued to Exeter through Plaistow and Kingston. It was due at Exeter at 10:45 AM. and left for Boston on the same route at 11:30. The southbound Exeter trip included a side-diversion to the NSSC, consistent with the 1964 operating right application, but the northbound trip did not.

A Michaud schedule effective January 17, 1966, is the earliest one found after 1960 including service between Boston and Rochester, New Hampshire via Amesbury. There was one Rochester round-trip except Sundays and Holidays and one round-trip on a different schedule on Sundays and Holidays. The Exeter round-trip via Haverhill was extended to Dover except on Sundays and Holidays when it ran only as far north as Haverhill. There was also a Friday-only round-trip between Boston and Dover via Amesbury. The weekday and Saturday Rochester round-trips included the NSSC side trip.

On February 28, 1966, Michaud extended the Boston–Rochester route to the Springvale section of Sanford Maine, via U.S. Route 2. Nason College in Springvale was expected to be an important ridership source. A schedule effective March 3, 1966, showed all trips that had previously run to or from Rochester and the Friday-only Dover round-trip extended to Springvale. A schedule effective May 1, 1966, added a midday round-trip between Boston and Springvale.

Interstate service in a schedule effective September 19, 1966, was mostly the same as the May 1966 schedule, but the Friday-only Boston–Springvale round-trip was gone. The Boston–Dover round-trips were cut back to Durham, the location of the University of New Hampshire.

A schedule effective September 11, 1967, showed interstate service almost the same as in September 1966. The main change was an added Sunday and Holiday northbound trip when Nason College was in session, running nonstop between Boston and Dover.

In December 1968, the owners of Michaud Bus Lines bought the York Utilities Company based in Sanford through a newly incorporated company, York Lines. At the time York Utilities was a local bus company, but it was the last remnant of a former trolley system. Michaud used York Lines as the basis for some charter operations, and in later years, York Lines intercity coaches were sometimes used on the Boston–Springvale route.

The schedule in effect on September 11, 1967, still appeared in the November 1969 edition of Russell's *Official National Motor Coach Guide*. Except for a minor time adjustment for one northbound trip, interstate service was still the same in a schedule effective January 5, 1970.

A schedule effective December 20, 1971, still showed two daily round-trips between Boston and Springvale, but one trip in each direction made no stops between Exeter and Boston. The other trip in each direction also stopped at Amesbury and Peabody. The Boston–Durham round-

trip via Plaistow and Kingston had been discontinued. The same service level was shown in a schedule effective September 11, 1972.

A third Boston–Springvale round-trip was added by November 1974. All trips included stops in Amesbury and Danvers. There were no further changes in Michaud’s interstate service during the 1970s.

Michaud Interstate Service 1980 to 1983

In 1980, recently organized Trailways, Inc. farmed out all its service north of Boston to other bus companies, which then became Trailways affiliates. Michaud Bus Lines was one such company, and it began operating all its interstate routes under the name Michaud Trailways.

A schedule effective March 10, 1980, showed Michaud still running three round-trips between Boston and Springvale on weekdays. Michaud had also just taken over Trailways routes from Boston to Portland and from Boston to Wolfeboro, both via Portsmouth. The Portland route had three round-trips on weekdays, most of which made several local stops north of Portsmouth. It also had one round-trip each between Portsmouth and Boston and between Hampton and Boston. The Wolfeboro route had one daily round-trip.

A schedule effective May 21, 1980, showed the number of Portland–Boston round-trips increased from three to seven daily. All but one of the new trips was labeled Red Hot Express and ran nonstop between Portsmouth and Portland. The fourth new northbound trip ran nonstop between Portland and Kennebunk. The northbound short trips to Portsmouth and Hampton were no longer shown. Service on the Boston–Wolfeboro route had increased to three daily round-trips, but some of these were probably only seasonal. There was also an added evening trip from Portsmouth to Springvale.

A Michaud Trailways schedule effective September 3, 1980, showed further revisions. On the Portland route, one of the Red Hot Express trips in each direction had been discontinued and one southbound Express trip had added stops between Portland and Kennebunk. Service between Boston and Wolfeboro as a separate route had been cut back to one daily round-trip, but one northbound Boston–Springvale trip had been diverted to run through Wolfeboro. There were two southbound trips between Wolfeboro and Rochester connecting with Springvale–Boston trips. The evening trip from Portsmouth to Springvale was replaced with a Sunday-only evening trip from Boston to Springvale.

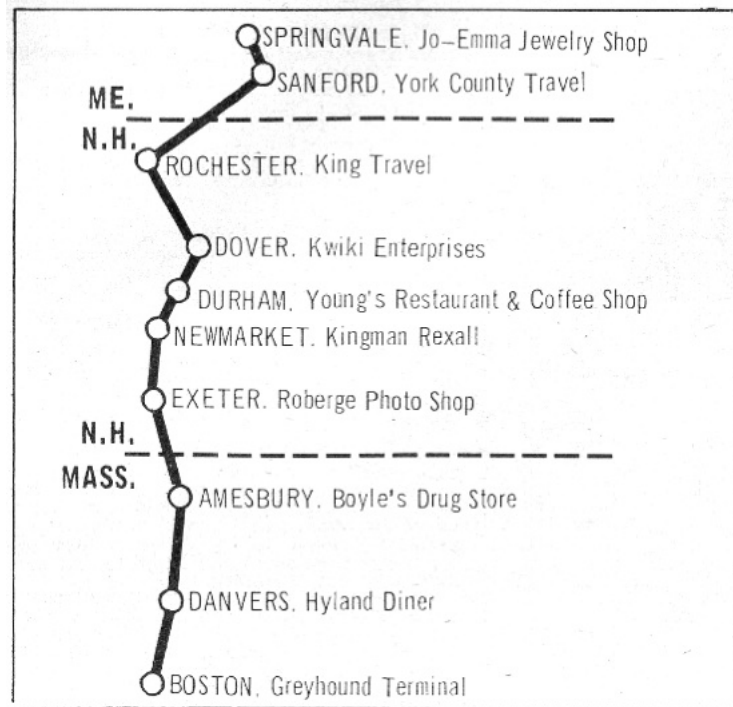
A Michaud Trailways schedule effective March 1, 1981, showed service mostly the same as in September 1980, but no service was shown to Wolfeboro or intermediate points between Rochester and Wolfeboro.

A schedule effective April 26, 1981, showed seasonal increases on the Portland route, with the addition of one trip in each direction stopping only at Portsmouth between Boston and Portland, one southbound Red Hot Express trip, and one northbound local trip. There were also to be two daily round-trips between Boston and Hampton Beach from June 22 through September 7, 1981.

Schedules of Trailways affiliated lines in New England effective September 9, 1981, showed Boston–Portland service reduced by one Express trip in each direction and one northbound local trip. The Springvale route had one added trip in each direction.

A footnote clarified that several added trips shown for Michaud Trailways were to be run by Dineen Bus Lines rather than by Michaud, but they were mostly scheduled to connect with Michaud trips. Dineen was based in Kittery, Maine and had previously operated local and school

Michaud Bus Lines, Inc.



Schematic map of Michaud Bus Lines route between Boston and Springvale, Maine, from May 1979 *Official Bus Guide*. This was Michaud's only interstate route except from 1980 to 1982, when the company took over additional routes from Trailways of New England. Michaud gave up the Springvale route in 1983.

bus service in the Portsmouth area. In the September 1981 schedule, Dineen ran three daily round-trips between Portsmouth and Somersworth, New Hampshire and one daily round-trip between Portsmouth and Wolfeboro. The schedule also showed one daily round-trip between Portsmouth and Berlin, New Hampshire via Wolfeboro and Ossipee, but a closer reading showed that it required transfers to or from Concord Trailways trips at West Ossipee.

A schedule of all Trailways service in New England effective April 25, 1982, showed several changes in the service that had been run by Michaud but no longer identified Michaud as the operator. Weekday service frequency between Boston and Portland was reduced to five northbound and three southbound trips. One northbound trip was rerouted through Rochester, Sanford and Springvale. The other three northbound trips turned south after reaching Portland and ran to Biddeford, Alfred, and Sanford to Springvale. All the southbound trips first ran from Sanford to Portland. The Sanford–Portland segment was run mostly for vehicle pull-outs and pull-ins. On the Boston–Springvale Michaud route, there were also still three northbound trips, and the number of southbound trips had increased from four to five.

Connecting Dineen bus service showed seasonal reductions. The northbound trip between Portsmouth and West Ossipee was discontinued north of Somersworth and the southbound trip was dropped entirely. The trip between Portsmouth and Wolfeboro each way was reduced from daily except Sunday to Friday and Saturday only. There were still several shorter local Dineen trips.

On August 31, 1982, the Biddeford *Journal Tribune* reported that Michaud Trailways was discontinuing its Boston–Portland service because it was losing too much money on it. Trailways, Inc. was taking back the route because of its value as a feeder to other Trailways service.

A schedule issued by Michaud Trailways effective September 8, 1982, showed that the company was back to running only the Boston–Springvale route, with three round-trips on weekdays. The schedule cover advertised service to and from Logan Airport, but this required passengers to transfer to Hudson Limousine Service trips southbound at Danvers or to take a Hudson Limousine from Logan to the downtown Boston Trailways Terminal near South Station to catch a northbound Michaud trip.

Nasson College in Springvale, an important source of ridership on the Boston–Springvale route, filed for bankruptcy in November 1982. Nasson closed permanently after commencement on May 1, 1983.

Effective September 7, 1983, Concord Trailways (discussed later in this chapter) took over the Boston–Springvale route from Michaud Trailways. This concluded Michaud's involvement in interstate fixed-route service.

A schedule effective October 30, 1983, showed Trailways, Inc. still running four daily round-trips between Boston and Portland. No Dineen Bus connections were shown.

A Trailways schedule effective February 12, 1984, showed only one remaining trip each way on the Boston–Portland route. By October 1984, Trailways was no longer running any service between Boston and Portland. This left Greyhound with a monopoly in that market for the next several years.

MICHAUD AND SUCCESSORS INTRASTATE SERVICE TO BOSTON

Intrastate Service to Boston by Michaud 1965 to 1972

The preceding sections of this chapter relate the history of interstate bus service to Boston operated by Michaud Bus Lines. When Michaud took over operation of a former Interstate Passenger Service route between Rochester, New Hampshire and Boston in 1959, the DPU restricted service on the Massachusetts segment of this route to passengers traveling between Amesbury and Boston, to prevent competition with Greyhound service in the Route 1/I-95 corridor north of Boston.

The Interstate Commerce Commission authorized the Boston & Maine Corporation (B&M) to discontinue most of its remaining rail passenger service to Boston effective January 18, 1965. The MBTA had already reached an agreement with the B&M to continue operation on most of the affected lines. However, under its enabling legislation, the MBTA could not operate any service outside of its District as defined at the time unless fare revenue exceeded the marginal cost, or some other entity covered the deficit. Consequently, service on most B&M lines was suspended beyond the outermost service in the District.

The DPU immediately granted temporary emergency operating rights to several private-carrier bus companies based in or near the affected areas to provide replacement service for the suspended rail service. On what is now the MBTA Rockport Line, train service was cut back to Manchester, leaving Gloucester and Rockport without service. In January 1963, the DPU had authorized Michaud to operate buses from Gloucester to Boston, combining rights from a Gloucester–Peabody route approved in 1960 with the southern end of the Amesbury–Boston route. In January 1965, the DPU granted temporary rights to Michaud to extend this route to Rockport. Michaud began running four AM Peak trips from Rockport to Boston beginning at 6:50 AM and four PM Peak trips from Boston to Rockport starting at 4:00 PM. The temporary certificate for this service expired on March 18, 1965. Anticipating the return of rail service (which took place in June), the town of Rockport declined to give Michaud the necessary local license for the service, so it was cut back to Gloucester.

On what is now the MBTA Newburyport Line, the ICC required the B&M to maintain one weekday round-trip between Newburyport and Boston for two years. The rest of the service was cut back to Hamilton-Wenham Station, as Hamilton was then the outermost community on the line in the MBTA District. Michaud was granted temporary rights to run service between Newburyport and Boston. Michaud combined these rights with its older Amesbury rights to provide one inbound AM Peak trip and one outbound PM Peak trip between Amesbury and Boston via Newburyport. On March 18, 1965, the DPU granted permanent rights to Michaud to operate service on U.S. Route 1 between Newburyport and Danvers. Combined with older rights, this allowed Michaud to retain service between Amesbury, Newburyport and Boston, including several intermediate stops on Route 1.

On what is now the northern end of the MBTA Haverhill Line, the ICC required the B&M to maintain one daily round-trip to and from Dover, New Hampshire for two years. North of Wilmington, this line was entirely outside the MBTA District. The Eastern Mass. Street Railway Company was already operating express bus service to Boston from Lawrence and Andover. The DPU granted temporary rights to the Massachusetts Northeastern Transportation Company (MNTC) to operate bus service between Haverhill and Boston. There were initially seven weekday round-trips throughout the day, leaving Haverhill from 6:30 AM to 6:15 PM and leaving Boston from 7:45 AM to 7:45 PM.

MNTC, organized in 1934 as successor to the Massachusetts Northeastern Street Railway Company, had filed for bankruptcy in May 1964. The Haverhill–Boston route, if profitable, could potentially have saved the company. To obtain permanent DPU rights to the route, MNTC would first have had to get a license from each city and town the route passed through. Temporary DPU rights could not be renewed to the same party but could be reissued to an affiliate.

According to a history of MNTC in the July-September issue of *Motor Coach Today*, published by the Motor Bus Society, MNTC attempted to obtain permanent rights for a Haverhill–Boston route, but was unable to get a license from the City of Boston before the 60-day temporary rights expired in March 1965. As a work-around, Johnson Bus Lines, owned by MNTC consultant and former president Peter C. Snell, was issued a 60-day temporary DPU permit for the route. When that permit expired in May, a new 60-day permit was issued under the name Snell Transportation Associates. This permit expired in July 1965 and was replaced by a temporary permit issued to Appleyard's Bus Inc. of Methuen.

Appleyard's Bus had been mostly a school and charter bus operator but had been cooperating with Snell in trying to save MNTC. When it became clear that the City of Boston would not cooperate in licensing a Haverhill–Boston bus route, the solution was to make it a branch of the Michaud Bus Lines Newburyport–Boston route. Unable to survive without the revenue from a Boston route, MNTC sold its permanent operating rights to Appleyard's Bus in August 1965 and went out of business. Michaud took over Haverhill–Boston service under emergency authority, A schedule effective August 2, 1965, showed eight round-trips between Haverhill and Boston on weekdays. These included four round-trips that operated daily, two that operated except Sundays, one that operated except Saturdays, and one that operated only weekdays. As discussed above, one of the Monday-through-Saturday round-trips extended beyond Haverhill to Exeter, New Hampshire.

On September 15, 1965, the DPU granted permanent rights to Michaud Bus Lines for a route from Haverhill via State Routes 125 and 97 through Groveland to I-95 in Georgetown. Michaud combined this with its earlier rights to provide through service between Haverhill and Boston.

Excluding interstate trips, a Michaud schedule effective January 7, 1966, showed two round-trips between Amesbury and Boston and seven between Haverhill and Boston. There was one southbound trip and two northbound trips between Gloucester and Boston. A schedule effective March 3, 1966, showed the same service frequency between Boston and Amesbury and between Boston and Haverhill. Service between Gloucester and Boston had increased to three round-trips except on Sundays and Holidays.

A schedule effective May 1, 1966, showed intrastate service round-trips increased to six between Amesbury and Boston and ten between Haverhill and Boston. There were still three round-trips between Gloucester and Boston. One Gloucester–Boston round-trip was discontinued effective July 1, 1966,

A schedule effective September 19, 1966, showed service cut back to two round-trips between Amesbury and Boston and six between Haverhill and Boston. Gloucester service was unchanged.

A schedule effective November 1, 1966, showed two AM Peak trips from Amesbury to Boston and one PM peak trip from Boston to Amesbury in addition to interstate trips that served Amesbury. The same schedule showed six southbound and seven northbound weekday trips

between Haverhill and Boston spread throughout the day. A schedule effective November 14, 1966, showed one of the Gloucester–Boston trips in each direction cut back to North Shore Shopping Center (NSSC)–Boston

A schedule effective September 11, 1967, showed no change in frequency on the Amesbury route. The same schedule showed Haverhill–Boston southbound service increased to seven trips. There were no longer any Gloucester–Boston trips, but there was one NSSC–Boston round-trip.

On October 15, 1969, the DPU approved the transfer of all former MNTC operating rights in Lawrence, Methuen, Haverhill, Amesbury, Salisbury and Newburyport from Appleyard's Bus Line to Michaud Bus Lines, but Michaud did not incorporate these rights into through service to Boston.

In a Michaud schedule effective January 5, 1970, Amesbury–Boston weekday service had increased to four southbound and three northbound trips. Haverhill service had increased to eight round-trips. A second northbound NSSC trip had been added.

A Michaud schedule effective December 20, 1971, showed weekday Haverhill–Boston service increased to nine round-trips. Amesbury–Boston service was cut back to two round-trips. Haverhill trips no longer served any intermediate stops between Boston and Danvers and Amesbury trips no longer served intermediate stops between Topsfield and Boston. At the same time, separate service between Boston and Peabody was greatly increased. There were four round-trips between Peabody Square and Boston also stopping at NSSC, and three round-trips between NSSC and Boston not serving Peabody Square. All seven round-trips also made flag stops in Lynnfield and Saugus.

A schedule effective May 25, 1972, showed the same service on the Amesbury line, but Haverhill service was back down to eight round-trips. A Michaud schedule effective September 11, 1972, showed six southbound and eight northbound weekday trips on the NSSC–Boston route, of which three southbound and four northbound trips also served Peabody Square.

Intrastate Service to Boston by Michaud and Boston Commuter Lines, Inc. 1973 to 1975

On December 12, 1972, the DPU approved a joint petition by Michaud Bus Lines and Boston Commuter Lines, Inc. for a transfer to the latter company of Michaud's certificates for intrastate service to Boston from Amesbury and from Haverhill. At the same time, Michaud was granted a new certificate covering the segment of these routes between Peabody and Boston.

Boston Commuter Lines had been organized on December 11, 1971, with James C. and Elizabeth H. Everidge of Groveland as officers and directors. Prior to the acquisition of certificates from Michaud, Boston Commuter Lines had not been granted any fixed-route operating rights. As part of the 1972 transaction, four members of the Michaud family each received a nine percent interest in the new company.

Michaud Bus Lines still operated interstate service to Boston on the Springvale, Maine route discussed above, but its only remaining intrastate route to Boston was the relatively new one from the North Shore Shopping Center and Peabody Square. The rights to that route were transferred from Michaud to Hudson Bus Lines on October 9, 1974.

Boston Commuter Lines initially used the trade name Bos Com. The first schedule published by Bos Com had an effective date of January 1, 1973. It showed no change in weekday service on the Haverhill route from the May 1972 Michaud schedule. The only changes in service on the Amesbury route were a slightly later departure time for the first trip from Amesbury and a slightly earlier departure for the first trip from Boston.

A schedule effective March 18, 1974, showed a few changes in weekday Haverhill service. Southbound, two AM Peak trips to Boston were added, leaving Haverhill Plaza instead of downtown Haverhill. A noon departure was changed to 12:30 PM and an 8:45 PM departure was discontinued. Several northbound departure times from Boston were revised. There were net increases of one midday and one PM Peak departure, but a 10:00 PM departure was discontinued.

The Amesbury route had a large increase in service. Southbound, the two AM Peak trips that had originated at Amesbury were extended to Merrimac. There were additions of one AM Peak trip from Newburyport, one AM Peak trip from Topsfield, and two midday trips from Amesbury. Northbound, the two PM Peak trips that had terminated at Amesbury were extended to Merrimac, and two new PM Peak trips to Merrimac via Amesbury were added. Also added were one AM Peak trip and one afternoon trip from Boston to Amesbury and one PM Peak trip from Boston to Topsfield.

The March 18, 1974, schedule was short-lived, if it was implemented at all. A schedule effective April 26, 1974, no longer showed the two trips from Haverhill Plaza and the 12:30 PM departure from Boston was discontinued. On the Amesbury route, the Merrimac extensions were eliminated. Southbound service was reduced to two AM Peak departures from Amesbury and one from Newburyport. Northbound service was reduced to three PM Peak trips to Amesbury.

A schedule effective October 15, 1974, showed only one minor departure time change on the Haverhill line. However, a stop in Boxford was added to all trips. A stop in Topsfield was added to two midday trips in each direction and to one northbound PM Peak trip. Amesbury service was unchanged.

A schedule effective June 21, 1975, showed weekday Haverhill service reduced to five southbound and six northbound trips, through elimination of 12:30 and 3:00 PM departures from Haverhill and of 8:30 and 10:45 AM departures from Boston. On the Amesbury route, one PM Peak departure was to be suspended until Labor Day.

Intrastate Service to Boston by Bos Com and Kinson Bus Lines 1975 to 1985

Later in 1975, Bos Com arranged for the Amesbury route to be operated by Basil S. Kinson, Inc., doing business as Kinson Bus Lines. However, the DPU did not officially transfer the operating rights for this route to Kinson until April 8, 1977.

Basil S. Kinson of Georgetown incorporated the company with his name on June 27, 1961. This was originally a school bus operation, but Kinson later took over some local bus routes in the Newburyport area.

A schedule being distributed by Kinson as of March 1976 showed an increase of service on the Amesbury route, consisting of the addition of departures from Amesbury at 9:30 AM and 1:00 PM and a departure from Boston at 11:15 AM. This service did not last long. A schedule folder titled Kinson '77 without a more specific effective date showed service back to the old level of two AM Peak trips from Amesbury to Boston via Newburyport, one AM peak trip from Newburyport to Boston, and three PM peak trips from Boston to Amesbury. The MBTA had discontinued the last remaining commuter rail round-trip to Newburyport north of Ipswich on April 1, 1976.

A Kinson schedule effective June 1, 1978, showed the same service frequency as the 1977 schedule, with some adjustments in departure times. This schedule added the information that the two morning trips from Amesbury made stops along Route 1 in Newbury, Rowley, and Ipswich

in addition to Newburyport and Topsfield. The northbound schedules did not show all stops, but presumably passengers could be dropped off on request at stops not shown.

The one remaining weekday commuter rail round-trip between Haverhill and Boston was discontinued in June 1976 after the City of Haverhill declined to continue funding it. However, this did not immediately lead to an increase in peak-period Haverhill–Boston bus service.

By 1977, Boston Commuter Lines had altered its trade name slightly, from Bos Com to Boscom Lines. A schedule effective March 1, 1977, showed Haverhill route service increased slightly from June 1975, with the addition of one midday round-trip between Boston and Haverhill. The same service was shown, with some slight changes in departure times, in a schedule effective April 1, 1978.

The last available schedule issued under the Boscom name had an effective date of July 30, 1979. Compared with the April 1978 schedule, it showed the addition of two AM peak trips to Boston from Haverhill Plaza omitting downtown Haverhill and extension of all four northbound PM peak trips to the Plaza after serving downtown Haverhill.

In December 1979, using new federal funding available through the Merrimack Valley Regional Transit Authority, the MBTA restored all-day commuter rail service between Haverhill and Boston.

By 1981, BosCom was failing, and Kinson Bus Lines took over Haverhill–Boston service under an informal arrangement. In September 1981, the DPU issued a temporary license to Basil S. Kinson, Inc. for the Haverhill–Boston route. In December 1981, the DPU transferred all of Boscom's remaining fixed-route certificates to Kinson.

According to the 1982 edition of *Car-Free in Boston*, Kinson was operating three weekday round-trips in peak hours on the Amesbury route and two weekday round-trips on the Haverhill route. The 1986 edition of *Car-Free* showed service on the Amesbury route also reduced to two weekday round-trips.

Service to Boston by The Coach Company 1985 to 2020

The Coach Company Background

In 1985, McGregor-Smith Motor Company, headquartered at the time in Merrimac, bought all stock of Basil S. Kinson, Inc., but maintained it as separate corporation. This avoided the need to transfer operating rights. McGregor-Smith was originally organized in July 1950, as an automobile dealership in Haverhill. The company does not appear to have operated fixed-route bus service before acquiring Kinson. In 1988, McGregor-Smith acquired Timberlane Transportation, Inc., a company operating local bus service in southern New Hampshire, and reincorporated it as Timberlane Coach Company. At about the same time, McGregor-Smith began conducting all its bus services under the trade The Coach Company.

The Coach Company Service to Boston in the 1980s and 1990s

A Coach Company schedule announcing increased service effective October 24, 1988, did not indicate which trips were the added ones, but showed three routes with service toward Boston in AM Peak hours only and from Boston in PM Peak hours only. A Newburyport–Boston route via U.S. Route 1 had three round-trips. There were intermediate stops in Newbury, Byfield, Rowley, Ipswich and Topsfield. An Amesbury–Boston route had four southbound and two northbound trips, with intermediate stops only in Newburyport and Byfield. A variation of this route ran to and from the Seabrook Mall on U.S. Route 1 in New Hampshire. The one southbound Seabrook trip omitted the Amesbury stop, but the three northbound trips served

Amesbury on the way to Seabrook. A Haverhill–Boston route had three round-trips, with intermediate stops in Bradford, Groveland, Georgetown, Boxford, and Danvers.

An undated Coach Company schedule that appears to have been issued in 1989 showed the same service as the October 1988 schedule, with some minor departure time adjustments, on the Newburyport and Amesbury/Seabrook routes. The Haverhill route still had three round-trips, but all were extended beyond Haverhill to and from Plaistow, New Hampshire.

By June 1990, there were more changes on all Coach Company routes. In the morning two of the Newburyport route trips served fewer stops in Newburyport and the third trip ran nonstop between Newburyport and Topsfield. On the Amesbury route, one southbound trip and two northbound trips were extended to Exeter, New Hampshire, making no stops between Exeter and Newburyport. One of the northbound Exeter trips replaced a Seabrook trip. On the Haverhill route, one Plaistow–Boston round-trip was discontinued. Until 1985, Concord Trailways had provided service between Exeter and Boston, as discussed later in this chapter.

In July 1990, The Coach Company began receiving some funding under the MBTA's Inter-District Transportation Service program. For the next several years, the MBTA provided the printed schedules for coach company routes, but these were not always kept up to date with service changes. A schedule effective September 4, 1990, showed one of the Newburyport round-trips extended nonstop to Seabrook.

A Coach Company schedule effective September 12, 1992, no longer showed service to Exeter. Instead, two Amesbury–Boston round-trips were extended to Portsmouth, New Hampshire, with one intermediate stop in Hampton, New Hampshire. There were net increases of one southbound trip from Newburyport and one northbound trip to Seabrook. The Haverhill line still had two round-trips extended through to Plaistow.

A schedule effective March 27, 1993, was the same as that of September 1992, but a schedule effective April 9, 1994, showed a few changes. Most notably, the starting point of both southbound trips from Seabrook was cut back to Newburyport, the endpoint of the first three northbound Seabrook trips was cut back to Amesbury, and the end of the fourth Seabrook trip was cut back to Newburyport. A few southbound AM trips from Haverhill, Newburyport, or Portsmouth began running through to Logan Airport after serving downtown Boston, but there were no northbound trips from Logan.

A schedule effective June 24, 1995, had a few small changes in departure times on the Amesbury/Newburyport route. On the Haverhill route, all service to Plaistow was discontinued. However, it was replaced by three round-trips on a new route between Epping, New Hampshire and Boston, with intermediate stops at Kingston and Plaistow. That service had been funded by the state of New Hampshire since January 1994 but had not been included immediately in the MBTA's Coach Company schedules.

The same service was shown in a schedule effective September 11, 1995. A schedule effective June 2, 1996, showed reduced travel time north of Newburyport on the second northbound Portsmouth trip. On the Epping route, the number of round-trips was reduced to two from three, but one northbound evening trip from Boston to Amesbury was extended to Plaistow.

On October 26, 1998, the MBTA extended all service on the Ipswich commuter rail line to Newburyport, with one intermediate stop at Rowley. As discussed above, the discontinuance of most commuter rail service to Newburyport in 1965 had prompted the start of Michaud Bus Lines service between Newburyport and Boston.

The next available Coach Company schedule was dated February 1999. The only service change from the June 1996 schedule was that the starting point of what had been a second southbound Portsmouth trip was cut back to Hampton. A schedule effective August 16, 1999, had a reduction of one trip in each direction between Newburyport and Boston.

The Coach Company Service to Boston from 2000 to 2020

A Coach Company schedule effective February 14, 2000, showed the northern ends of what had been the last remaining southbound trip from Portsmouth and the two northbound trips to Portsmouth cut back to Hampton. One Boston–Newburyport round-trip was discontinued, ending service to Newbury, Rowley, and Ipswich. On the Haverhill route, the outer end of one northbound trip was cut back from downtown Haverhill to River's Edge Plaza. A new route between Haverhill and Boston was added, with two southbound AM Peak trips and two northbound PM peak trips. This route had one intermediate stop in Middleton and two in Peabody (at a Shop & Save and at Bonkers Plaza) instead of the stops in Groveland, Georgetown, Boxford, Topsfield, and Lynnfield on the older Haverhill route. The Peabody stops provided a replacement for a former Michaud route between Peabody and Boston that Hudson Bus Lines had operated from 1974 to 1991.

The same service was in effect in the fall of 2000. A schedule in effect for the winter of 2000-2001 showed revised schedules for most trips on the route between Haverhill and Boston via Middleton and Peabody. One stop in Peabody was added to one southbound trip from Newburyport, one northbound trip to Newburyport, and one northbound trip to Amesbury. The same service was in effect in a spring 2001 schedule. A fall 2001 schedule no longer showed service from Haverhill to Boston via Middleton and Peabody. On the older Haverhill route, the downtown Haverhill stop was discontinued, but River's Edge Plaza was still served. Southbound service to the Bonkers Plaza stop in Peabody was provided by two trips from Newburyport and one originating in Peabody. Northbound service to this Peabody stop was maintained by three trips to Newburyport, one trip to Amesbury, and one trip to Hampton. Service in a winter 2001-2002 schedule was mostly the same, but the Peabody stop was added to one more northbound trip to Amesbury.

Service shown in a winter 2002-2003 schedule was the same as that shown in winter 2001-2002. However, a spring 2003 schedule showed several changes. All service to Hampton and all service to Epping had been discontinued in September 2002. All trips that had previously run to or from Hampton were shown as running to or from Plaistow instead. One Newburyport–Boston trip in each direction was extended to Plaistow. Several trips were given longer running times, probably reflecting increased traffic congestion. The same service, with a few minor time adjustments, was shown in a spring 2004 schedule.

The MBTA seems to have stopped printing schedules for Coach Company service after spring 2004, but copies of some schedules issued by the Coach Company itself are preserved in the Internet Archive. A schedule in effect in February 2005 showed the same service on the Haverhill route and on the Newburyport/Amesbury route as in the spring 2004 schedule. The same service was still shown in February 2006. A schedule in effect in February 2007 was mostly the same, but the Byfield stop was discontinued, and the Peabody stop was identified as McVann Hockey Rink instead of Bonkers Plaza.

The MBTA's Inter-District Carrier Program funding for Coach Company service ended in mid-November 2008. In anticipation of this, the Coach Company announced new reduced service schedules to become effective September 22, 2008. Based on the initial performance of

the revised service and on riders' comments, some further modifications were made effective October 6, 2008, and on October 16, 2008. Service to Logan Airport on all routes was discontinued. The Haverhill route still had two weekday round-trips, but the Lynnfield stop was discontinued, and all trips began stopping at the Hockey rink in Peabody. Scheduled run times on all Haverhill trips were lengthened.

The number of southbound trips originating at Plaistow was reduced from three to two. The number of northbound trips scheduled to run through to Plaistow was reduced from four to zero. However, most northbound trips would drop passengers at Plaistow on request because the buses were heading for the Coach Company's garage there. All service to Amesbury was discontinued. This had included two southbound and four northbound trips. The number of trips serving the Newburyport park-and-ride lot was reduced from eight southbound and nine northbound to six in each direction. Of these, the number also serving the Newburyport Custom House and Newburyport High School was reduced from five to two southbound and from five to three northbound. The number of Newburyport trips stopping at the hockey rink in Peabody was reduced from two to one southbound and from six to two northbound, and the southbound trip originating at the hockey rink was discontinued.

A schedule on the Coach Company website in the fall of 2010 had the same service as the final October 2008 schedule but also showed the approximate arrival times at Plaistow of six northbound Newburyport trips and two northbound Haverhill trips that would drop passengers at Plaistow on request. Except for some minor adjustments in departure times, service in a schedule effective in September 2012 was the same as in the fall of 2010.

A schedule effective October 1, 2013, showed several changes compared with September 2012. On the Haverhill route, the origin of one southbound trip was cut back to Boxford, but one new southbound Haverhill–Boston trip and one new northbound Boston–Haverhill trips were added. No Plaistow service was shown on the Haverhill or Newburyport routes either scheduled or by request. On the Newburyport route, the Newburyport park-and-ride lot was still served by six southbound trips, but the number of northbound trips stopping there was reduced from six to five. The number of southbound trips stopping at the Newburyport Custom House and Newburyport High School was increased from two to three. No Newburyport trips still stopped at the hockey rink in Peabody, but all Haverhill line trips stopped there.

The October 1, 2013, schedule was still posted on the Coach Company website in October 2016. A schedule effective September 18, 2017, showed all service discontinued to Haverhill and Groveland. One former Haverhill trip in each direction was discontinued entirely and the outer ends of two southbound trips and one northbound trip were cut back to Georgetown. The number of trips serving the Newburyport park-and-ride lot was reduced to four in each direction, with three of these trips in each direction also stopping at the Custom House and the High School.

Effective in April 2019, The Coach Company discontinued all remaining service on the Newburyport route. This left only the two round-trips between Georgetown and Boston with intermediate stops at Boxford, Topsfield, and Peabody. The Coach Company suspended this service in March 2020 because of the COVID-19 pandemic, and it never resumed. In 2025 the company was still providing charter and tour bus service from its base of operations in Plaistow.

TROMBLY MOTOR COACH/TROMBLY TRAILWAYS

Trombly Motor Coach Establishment and Operation Before 1968

Some advertising for Trombly Motor Coach showed a founding date of 1911. However, a company history prepared by one of its managers in 1977 clarifies that that date referred to the

beginning of a delivery truck business owned by a member of the Trombly family. Trombly bus operations began in 1952, with school and charter service in North Andover.

In 1957, Francis J. Trombly d/b/a Trombly Motor Coach Service acquired the interstate rights for bus service between Manchester, New Hampshire and Lawrence Massachusetts, previously operated for many years by the Boston & Maine Railroad's subsidiary Boston & Maine Transportation Company (discussed in Chapter 3). This service was scheduled to connect at Lawrence with B&M trains to and from Boston. The ICC rights did not allow transportation of passengers entirely within Massachusetts. However, in 1959 Trombly was issued a Mass. DPU certificate to transport intrastate passengers between the northern part of Methuen and Lawrence Station.

In January 1965, the B&M discontinued all but one round-trip train a day between Lawrence and Boston, taking away much of the reason for the Manchester bus. Trombly dropped it except for a Monday-only franchise run at about that time.

Boston–Manchester, NH Service by Trombly and by Hudson Bus Lines 1966 to 1997

In 1966, Hudson Bus Lines, which had a local route between Salem, New Hampshire and Lawrence, began operating a new through route between Manchester and the Boston Greyhound terminal with intermediate stops in Salem and Derry, New Hampshire. This route was restricted to serving interstate trips. A schedule effective May 8, 1967, showed four round-trips on weekdays and three round-trips on weekends and holidays, with departure times different from those on weekdays. (Greyhound Bus schedules show that Hudson had previously operated Manchester–Boston service in cooperation with Greyhound from 1958 to 1960). The 1967 schedule showed that several of the trips again made good connections in Boston with Greyhound trips to or from New York City and points beyond.

The same frequency was shown in a schedule effective April 16, 1970. A schedule effective December 4, 1970, showed weekday service reduced to two round-trips, including one suitable for Boston commuters, but there was no more weekend service. A scheduled effective June 24, 1972, showed service had been cut back to one round-trip, on Fridays only, leaving Manchester at 2:45 PM and leaving Boston at 5:25 PM. This service was still shown in the *Official Bus Guide* in 1974 but had been discontinued by early 1976.

A schedule effective June 25, 1976, showed Hudson had resumed running one weekday round-trip between Manchester and Boston via Derry and Salem, arriving in Boston at 7:55 AM and leaving at 5:20 PM. The Boston terminal was listed as Haymarket/Government Center area instead of the Greyhound terminal. This service did not last long. It was still shown in the December 1977 *Official Bus Guide* with the June 1976 date but was gone by the June 1978 issue.

The June 1978 guide showed Trombly Motor Coach operating a Manchester–Boston route with an October 26, 1977, effective date, but the December 1977 guide did not yet show this service. A more detailed Trombly schedule effective September 5, 1978, showed three weekday round-trips between Manchester and Boston, with intermediate stops at Londonderry, Derry, Windham, Salem Depot, Methuen Square, and Lawrence. There was also one round-trip between Salem and Boston and one round-trip between Manchester and Lawrence. A schedule effective September 2, 1979, showed the addition of one midday trip from Boston to Salem, but a schedule effective March 16, 1980, showed no Salem–Boston short trips in either direction.

A Trombly schedule effective January 4, 1981, showed only one weekday round-trip still running through between Boston and Manchester. There was also one round-trip to Boston from

a new park-and-ride lot off I-93 in Londonderry and one round-trip between Manchester and Lawrence. A schedule effective November 22, 1981, showed Trombly's Manchester service cut back to one round-trip between Boston and Salem with two intermediate stops in Methuen. Boston arrival and departure times were scheduled for commuting. On Fridays, the northbound trip, leaving Boston at 5:00 PM, was extended to Manchester, due at 7:00 PM, and immediately returning from Manchester to Lawrence. This reduced service level was still shown in a schedule effective June 7, 1985. As discussed below, Trombly Motor Coach left the fixed-route bus business later in 1985.

The 1979 edition of *Car Free* in Boston showed Hudson Bus Lines operating one weekday peak round-trip between Manchester and Boston, with intermediate stops at Londonderry, Derry, Salem, and the Rockingham Mall, but this information may have been outdated. The 1982 and 1986 editions did not show Hudson Bus service to Boston from any locations in New Hampshire. The 1988 edition showed Hudson operating one weekday round-trip between Windham, Salem, and Boston. A Hudson schedule effective January 18, 1991, also showed one weekday round-trip between Windham and Boston (Government Center and South Station) via Salem. Boston arrival and departure times were scheduled for commuting. This service was shown in editions of *Car Free in Boston* through 1993-94, and it was maintained until Hudson went out of business in February 1994. Cavalier Coach then ran a Windham-Boston round-trip until August 1994. From August 1994 to August 1997, Trombly Commuter Lines, successor to Trombly Motor Coach, operated one weekday round-trip between Salem and Boston as an extension of a Lawrence-Boston trip.

Trombly Service to Boston from Lawrence and Lowell 1968 to 1980

In March 1968, the MBTA purchased all the assets of the Eastern Massachusetts Street Railway Company, which operated bus routes both inside and outside the MBTA District. This acquisition was made to settle challenges by the Eastern Mass. to the MBTA's plans for rapid transit and commuter rail service expansions that were expected to divert large numbers of riders from the Eastern Mass. system. The MBTA temporarily continued operation of all the former Eastern Mass. routes but required that services outside of the MBTA District be funded by other entities if they were to be maintained beyond the end of 1968. This predated the formation of regional transit authorities outside the MBTA District, so individual cities and towns had to make their own arrangements for maintaining their bus service. Some chose to contract with the MBTA to continue service, but the City of Lawrence solicited proposals from private carriers. Trombly was selected to operate a network of local routes in Lawrence, Andover, and North Andover, and an express route between Lawrence and Boston via I-93. The latter route had been started by the Eastern Mass. as part of a federally funded demonstration project in 1963 but continued after the end of the project. Trombly began operating these routes, initially under temporary licenses, on December 28, 1968.

Because of opposition from MBTA unions, Trombly was at first unable to get approval from the City of Boston for permanent rights to operate into Park Square. The express route terminated at the Sullivan Square rapid transit station until October 1969, when the dispute was resolved through an act of the legislature. The DPU issued a certificate to Francis J. Trombly d/b/a Trombly Motor Coach Service covering that route and the local routes. By 1971, Trombly had extended some trips on the Boston-Lawrence route to North Andover, using some of the rights the company had initially obtained for local service between Lawrence and North Andover.

On May 19, 1971, Francis J. Trombly, Sr., Francis J. Trombly, Jr., and other members of the Trombly family filed articles of incorporation for Trombly Motor Coach Service (TMC), with a principal office in Andover. On March 8, 1972, the DPU transferred the operating rights previously held by Francis J. Trombly (Sr.) d/b/a Trombly Motor Coach to the new corporation.

Trombly had also taken over a former Eastern Mass. route between Lawrence and Lowell in 1968, but problems in obtaining permanent rights resulted in suspension of service on that route from February 1969 until 1974. The DPU issued a certificate to TMC for the Lowell–Lawrence route, with several variations, in March 1974.

The City of Lowell contracted with the MBTA to continue operating former Eastern Mass. routes serving that city after December 1968. The Lowell Regional Transit Authority (LRTA) was formed in 1975 and chose to shift this service to a private carrier. Trombly won the contract through a new subsidiary, LoLaw Transit Management, Inc. and took over the routes in June 1976. Trombly also started a new express bus route between Lowell and Boston in place of an MBTA route that was being cut back to within the MBTA district. Trombly was allowed to pick up and drop off passengers only on segments of the route outside the MBTA District, and in downtown Boston.

Trombly did not initially obtain new rights for the Lowell–Boston route but instead used a combination of rights covered in the Lowell–Lawrence and Lawrence–Boston routes to get from Lowell to I-93 and on into Boston. Trombly was also issued a temporary license for an alternate routing to I-93 via I-495, U.S. Route 3, and Route 128. This provided additional stops at the Middlesex County House of Correction in Billerica and Billerica Center. This authority was allowed to lapse, but in June 1977 Trombly was granted a certificate to cover it. In May 1977 Trombly had been granted a 120-day temporary license for service from Chelmsford to Boston. That was made permanent in October 1977.

In September 1975, the DPU issued a certificate to TMC for several routes in Methuen and between that town and Lawrence. These were former Eastern Mass. routes that Hudson Bus Lines had taken over in 1968. In 1977, Trombly through-routed some trips on the Boston–Lawrence route to Manchester, New Hampshire using the rights obtained in the 1950s.

When Trombly first began operating service into Boston in 1969, I-93 ended at Mystic Avenue in Somerville, and buses continued from there via the McGrath and O’Brien Highways. Although I-93 was extended into Boston in 1973, Trombly did not get a certificate amendment allowing use of it until February 1978.

Commuter rail service to North Andover ended in 1974, and service to Lawrence ended in 1976. Service was restored to Lawrence in 1979, with frequency gradually increasing and providing more competition with bus service to Boston.

The Merrimack Valley Regional Transit Authority (MVRTA) was formed in 1977 and assumed responsibility for providing local bus service in Lawrence and surrounding towns. Trombly Motor Coach was the contract operator for MVRTA for a few years after that.

A TMC schedule effective December 31, 1979, showed 22 weekday trips from Lawrence to Boston. Most of these trips started at North Andover and also stopped at Andover. There were four daily round-trips between Manchester, New Hampshire and Boston, two of which were also included in the Lawrence total.

Another TMC schedule effective December 31, 1979, showed 10 weekday round-trips between Lowell and Boston. These trips also all stopped at Tewksbury, and most also stopped at

Billerica Center. Three of the inbound trips originated at Chelmsford and five of the outbound trips continued to Chelmsford.

In January 1980, the MBTA implemented an experimental extension of commuter rail service on its Lowell Line to Concord, New Hampshire via Nashua. To try to recapture riders diverted to this extension from Lowell–Boston buses, Trombly extended a few trips on that route through to Nashua. The commuter rail extension ended in February 1981, but the bus ridership never returned to pre-1980 levels.

Trombly Trailways 1980 to 1983

Effective May 21, 1980, TMC took over operation of Trailways service between Haverhill and Springfield and between Haverhill and Worcester. TMC ran this service under the name Trombly Trailways but did not apply that name to the other TMC routes. Trailways, Inc., kept the continuations of the Trombly Trailways routes between Springfield and New York and between Worcester and New York. The initial Trombly Trailways schedule showed one daily round-trip between Haverhill and Springfield and five daily round-trips between Haverhill and Worcester. There was also one daily round-trip between Nashua and Worcester, omitting Haverhill and Lawrence.

A Trombly Trailways schedule effective November 1, 1980, showed some revisions from the May 1980 schedule. The trips to and from Nashua became extensions of the Springfield trips rather than Worcester trips, and the former Nashua trips were rerouted to Haverhill. One Haverhill trip in each direction was extended to Hampton, New Hampshire. An evening round-trip between Haverhill and Worcester was discontinued.

The Trailways routes were unprofitable for Trombly, and in March 1981, the company announced plans for a major service cutback. A schedule effective May 20, 1981, showed two round-trips between Lawrence and Worcester on weekdays, with a third round-trip on Fridays. There was also one round-trip between Worcester and Fitchburg run by another carrier under arrangement with Trombly. There were no trips to Nashua, Haverhill, or Hampton. A note said that service on the line to Springfield would resume in the fall when colleges started, but it never did.

A schedule effective September 9, 1981, showed the same number of trips as the May 1981 schedule, but the Worcester-Lawrence trips were all running to or from Haverhill again. A schedule effective April 25, 1982, showed only a few changes in departure times on some trips.

In early 1983, Trailways, Inc. took back the Worcester-Haverhill route, ending Trombly's involvement in the Trailways system. A Trailways schedule effective September 7, 1983, showed one daily round-trip between Haverhill and Worcester running through to and from New York, and one daily round-trip between Lawrence and Worcester with connecting New York service at Worcester. The same frequency was shown in October 1984, in the last full year of Trailways, Inc. operation in Massachusetts.

Trombly Service to Boston from Lawrence and Lowell after 1983

By January 1983, Trombly's entire Boston–Lowell–Nashua service had been cut back to one Friday evening trip, which was gone from printed schedules by that summer. MBTA commuter rail service was by then attracting most of the transit trips between the Lowell area and Boston. Trombly's Lowell–Lawrence route was also dropped. The latter route had not been covered in the LRTA contract, which went to another private carrier at about that time.

In 1985, Trombly Motor Coach left the fixed-route bus business entirely, having found it unprofitable. Merrimack Transportation, a subsidiary of The Gray Line, then took over the route between Boston, Lawrence, and North Andover. In September 1987, the MBTA began subsidizing the remaining service, but in 1988 Gray Line announced plans to discontinue it anyway. When the MBTA solicited bids for a new operator, the contract went to Trombly Commuter Lines, (TCL) Inc., a new company organized by James F. Trombly, a son of Francis Trombly, Sr., in February 1989.

In 1993, when the amount of the operating subsidy was reduced, TCL discontinued the Lawrence–North Andover segment. However, from 1994 to 1997 TCL ran one round-trip a day through to Salem, New Hampshire again. In 1997, TCL cut the Salem trips back to a park-and-ride lot in Methuen but also extended all the other Lawrence trips to that location. At the same time, TCL started running a nonstop express round-trip between the Methuen park-and-ride lot and Boston.

Trombly Motor Coach founder Francis J. Trombly, Sr. died March 4, 1999, at age 87.

In January 2003, TCL discontinued all the Methuen–Boston trips except the express trip. The MVRTA then began running two round-trips a day between Boston and Lawrence and extended them to the Methuen park-and-ride lot in July. TCL ran the Methuen express trip without a subsidy until August 2005 but discontinued it then when the company ownership passed from James F. Trombly to Donald R. Leonard, Jr. of Brentwood, New Hampshire.

In October 2011, the Trombly Motor Coach Service website described the company as a contract operator of school bus service in Andover, Lawrence, and Methuen. The company also offered charter service using school buses.

On April 13, 2013, Michael J. Trombly, a son of Francis J. Trombly, Sr., sold all the shares of Trombly Motor Coach Service to John J. McCarthy of Methuen. However, because of a misunderstanding of federal regulations, McCarthy did not seek approval of this transaction from the Surface Transportation Board until 2021.

Postscript

The MVRTA suspended service on the Methuen–Lawrence–Andover–Boston route effective March 24, 2020, because of the COVID-19 pandemic. Service resumed on September 7, 2021, with one weekday round-trip leaving Methuen at 6:15 AM and leaving the State Transportation Building in Boston at 4:35 PM. On August 4, 2022, the MVRTA announced that the route was being discontinued permanently effective September 6, 2022 “due to changing commuting demand and unsustainable cost increases.”

CAPITAL TRANSIT/CONCORD COACH LINES/CONCORD TRAILWAYS

Concord Coach Origin and Early Years 1955 to 1977

In addition to its network of intercity bus routes, the Boston & Maine Transportation Company (B&MT, discussed in Chapter 3) operated the city bus lines in Portsmouth and Concord, New Hampshire. These had started out as replacements for trolley lines run by companies under control of the Boston & Maine Railroad. By the mid-1950s, the B&MT was beginning large-scale discontinuances or sale of routes, in preparation for exiting from the bus business.

On March 15, 1955, New Hampshire newspapers reported that the B&MT had petitioned the New Hampshire Public Utilities Commission (PUC) for permission to discontinue all service on its Concord city lines. Two potential new operators had applied for authority to take over these lines. One of these was Kenneth Hudson, who already operated several local bus systems in Massachusetts, New Hampshire, and Maine. The other applicant was a group of five B&MT drivers from the Concord city lines. Kenneth Hudson subsequently withdrew his application when it appeared unlikely that the PUC would allow him to raise fares to the level he believed would be needed to turn a profit. One of the B&MT drivers also dropped out of the bidding.

On March 28, 1955, the four B&MT drivers remaining in the group organized Capital Transit, Inc. in New Hampshire. The four were Donald H. Norris, George H. Desmarais, Claude Dewey, and Martin Healy. Capital Transit took over the Concord city lines on April 1, 1955.

On June 19, 1956, New Hampshire newspapers reported that the B&MT had applied to the PUC to discontinue bus service between Manchester and Concord and on through Laconia to Plymouth, New Hampshire. B&MT planned to continue operating seasonal service from Boston through Concord and Laconia to Littleton and Bethlehem. Capital Transit applied to the PUC for authority to take over the service between Manchester, Concord, and Plymouth. Capital Transit took over this service early in July 1956 and bought several buses from the B&MT to run it with.

After Capital Transit took over the service north of Manchester, schedules were coordinated with those of B&MT buses between Boston and Manchester to allow convenient transfers at Manchester. A B&MT timetable effective October 28, 1956, showed Capital Transit running seven northbound and eight southbound daily trips between Manchester and Concord, connecting with B&MT Boston–Manchester trips.

After Trailways of New England took over operation of B&MT service between Boston and Manchester at the end of 1957, this arrangement was maintained. A Trailways schedule effective March 1, 1958, showed the coordinated service providing six northbound and seven southbound daily trips between Boston and Concord and two additional trips each way between Concord and the B&M Railroad station in Lowell.

By April 1962, a Trailways schedule showed that service being run via a transfer with Capital Transit at Manchester included only one daily round-trip between Boston and Concord and one daily round-trip between Boston and Laconia. Trailways was running an additional two round-trips through between Boston and Concord and one round-trip through between Boston and Plymouth via Concord. The northbound transfer to a trip ending at Concord was discontinued in June 1962. There were no further reductions in connecting service by October 1963, but by June 1965, all Trailways service between Boston and Concord or points north was being run independent of Capital Transit.

Meanwhile, Capital Transit's Concord city service was losing so much money that it was threatening to bankrupt the company. The New Hampshire PUC allowed a substantial service reduction on these lines effective January 2, 1964, and another on October 23, 1964. Capital Transit was still running hourly service between Concord and Manchester, but most of the trips did not have convenient connections with Trailways service to and from Boston.

In the fall of 1969, Harry Blunt, recently the owner of Edmunds Bus Line in New London, New Hampshire and Jim Hall, also of New London, bought Capital Transit. In a July 1970 interview with the Concord *Monitor* Blunt, age 26, said that when he bought Capital Transit "The line was in pretty sad shape. We had lots of problems with late buses and old equipment. The company was the town joke." By July 1970 Capital Transit was renamed Concord Coach Lines, but it remained under the 1955 charter.

On April 17, 1972, Concord Coach reduced its service from a two-bus operation to a one-bus operation, with only a route between Penacook (in northern Concord) and downtown Concord and the route between Concord and Manchester remaining. Service on the Manchester route was reduced to five round-trips a day, leaving Concord at 6:10 and 10:10 AM and 12:15, 2:05 and 4:25 PM, and leaving Manchester at 7:00 and 11:00 AM, and at 1:00, 3:00 and 5:10 PM. Three of the trips each way ran through to or from Penacook. Blunt planned to end all service on these routes effective June 17. However, enough riders were retained under the reduced schedule to provide a reprieve.

The Penacook-Concord-Manchester-route was still running in December 1977, with a schedule of four round-trips per day. On March 21, 1978, Concord Coach Lines announced that the route, which was carrying only 60 riders a day, would be discontinued on April 15. Starting April 21, there would be a Friday-only round-trip between Manchester and Concord. This left Concord Coach as almost entirely a charter and tour bus company for the next year.

Concord Coach Expands into Interstate Service and Joins Trailways

Effective June 21, 1979, Concord Coach entered the interstate fixed-route bus business with a route between North Conway and Boston via Concord. North of Concord, this essentially restored a former Costello Bus Lines route discontinued 20 years earlier. There were intermediate stops at Conway, Chocorua, Moultonborough, Center Harbor, Meredith, New Hampton and Laconia. The buses ran nonstop between Concord and Boston via I-93. Two daily round-trips covered the full route, and another ran between Meredith and Boston. On Friday, Saturday, and Sunday, an additional round-trip covered the full route and a late-evening trip ran between Boston and Concord.

In early 1980, Trailways, Inc. completed arrangements for other established carriers to take over its New England routes north of Boston. On February 29, 1980, Concord Coach president Harry Blunt announced that Concord Coach had joined the Trailways system and would be known as Concord Trailways (CT). Effective March 6, Concord Trailways would take over operation of Trailways service between Littleton and Boston and Concord and Boston with stops in Manchester and Nashua. The nonstop trips between Concord and Boston would also continue. Trailways service between Berlin and Boston via Rochester and Portsmouth would be replaced with an extension of one round-trip on the Concord Coach route between Boston and North Conway via Concord.

A CT schedule effective June 22, 1980, with service at maximum summer frequency, showed daily service between points in New Hampshire and Boston consisting of one round-trip from Colebrook via Littleton, one round-trip from Littleton, one round-trip from Berlin via North

Conway, and two round-trips from North Conway. There were also two round-trips to Boston from Laconia, with a third northbound trip except Sundays, and three round-trips between Concord and Boston in addition to the trips originating farther north. On weekdays, one of the northbound Concord trips continued to Franklin, and except on Sundays there was a fourth southbound trip from Concord.

In June 1981, CT began extending some trips to Logan Airport. On these trips, southbound buses continued beyond the downtown Boston Trailways terminal to Logan, stopping at all the commercial airline terminals. Northbound buses served Logan before downtown Boston. By December 1981, almost all trips served Logan.

Through mid-1985, service varied only slightly from the 1980 schedule with the added Logan extension, but there were some variations in the number of Concord or Laconia trips. However, by December 1985, one of the North Conway round-trips was reduced to Fridays and Sundays only.

By September 1986, the number of weekday round-trips between Concord and Boston had increased to six. By December 1987, the North Conway round-trips were cut back to Conway, with one still running Fridays and Sundays and the other reduced to Saturday-only except in summers when it ran daily. (North Conway was still an intermediate stop on the Berlin–Boston route.) By January 1990, the number of weekday Concord–Boston trips had increased to eight, supplemented by two southbound AM peak trips originating in Manchester.

When CT first took over Trailways service between Central New Hampshire and Boston, three trips each way stopped in Nashua. The number of trips stopping in Nashua was reduced to two each way in 1981 and to one each way in 1986. CT dropped Nashua service entirely in 1988.

At about the same time Nashua was discontinued as a stop, CT began making an intermediate stop on some Concord trips at a park-and ride lot on I-93 in Londonderry, New Hampshire.

Concord Trailways Seacoast Service 1983 to 1988

Unlike Michaud Trailways and Trombly Trailways, Concord Trailways was a success, and it allowed Concord Coach to grow even more. As noted above, in September 1983, Michaud Trailways discontinued service on its route between Springvale Maine and Boston via Rochester, New Hampshire. Effective September 7, 1983, CT took over most of the route. With Nason College in Springvale having closed permanently, Concord Trailways cut back the northern end of the line slightly, to the York Transportation Center in Sanford. The final Michaud weekday schedule had three-round-trips over the full route. Concord Trailways initially ran two round-trips between Sanford and Boston and two round-trips between Rochester and Boston. CT eliminated intermediate stops at Newmarket, Amesbury, Danvers, and Lynnfield. (The latter two had served only interstate passengers.) CT identified this route as Seacoast Service and its older New Hampshire routes as Central Service.

By June 1985, CT had discontinued all service between Sanford and Rochester but had extended one trip in each direction between Rochester and Wolfeboro via Alton in the summer. On the Boston end, all trips had been extended to or from Logan Airport. CT was no longer using the former Michaud routing through Exeter but was instead routing the buses via I-95 south of Durham. By December 1985, CT had added a stop at Portsmouth to the Seacoast route, as the National Trailways system had ended service to Portland via Portsmouth in 1984.

A schedule effective June 22, 1988, showed CT running six round-trips on the Seacoast route, with all but one running daily. Four round-trips ran between Rochester and Boston. Except

NEW HAMPSHIRE BUS SERVICE to and from BOSTON



Concord Trailways route map, from a schedule effective September 1983. CT had just taken over Boston–Sanford, ME service from Michaud Trailways and would revise the route a few times before discontinuing it in 1988. CT service between Littleton and Colebrook, NH ended in 1992.

for one southbound trip, these all served Logan in addition to the downtown Boston terminal. (This was then called the Peter Pan Bus Terminal.) The other two round-trips ran between Boston and Dover, including one trip each way also serving Logan. There was no service north of Rochester.

Concord Trailways Seacoast service ended permanently on September 6, 1988. The next day, C&J Trailways, previously doing business as C&J Airport Limousine Service, began operating a new route between Dover and the Peter Pan Bus Terminal in Boston. There was no service to Rochester, but a stop was added at Seabrook. Further details of this route are included in the C&J history below.

Concord Trailways Central New Hampshire Service in the 1990s

A Concord Trailways schedule effective January 2, 1990, said that service on the daily round-trip between Colebrook and Boston would be extended seasonally to the Balsams Grand Resort in Dixville Notch, New Hampshire but did not say what the season would be. The Balsams extension was still shown in schedules issued for the rest of 1990. By March 1992, the end of the route was shown as Colebrook again. The Colebrook trips were discontinued entirely with the last southbound run on May 26, 1992.

By November 1990, CT weekday service between Boston and Concord had increased to 11 southbound and 12 northbound trips, excluding trips continuing to points farther north. These were supplemented by two southbound trips and one northbound trip between Manchester and Boston.

In January 1992, CT took over a route between Boston and Portland that C&J Trailways had begun running in 1990. The subsequent history of CT Maine service is discussed in separate sections below.

In September 1992, CT began running a route between Nashua and downtown Boston with no intermediate stops. Initially there were three daily round-trips, with a fourth round-trip on weekdays. One northbound trip also served Logan Airport directly. As noted above, CT had previously provided some Nashua service as an intermediate stop on Concord trips from 1980 to 1988. Vermont Transit had operated commuter-oriented service from Nashua to Boston from 1988 to 1992. CT ran Nashua–Boston commuter service only until June 1995, but Vermont Transit restored one Nashua round-trip for commuters in June 1996.

In June 1994, CT began running four southbound trips between Londonderry and Boston in morning commuting hours in addition to Concord trips that stopped at Londonderry throughout the day. Three northbound evening trips from Boston to Londonderry were added in October 1996.

In December 1995, the downtown Boston terminal for Concord Trailways (and other Trailways affiliates) changed from the Peter Pan terminal on Atlantic Avenue to the new South Station bus terminal.

Other than the Nashua and Londonderry routes, changes in Concord Trailways New Hampshire service during the 1990s consisted mostly in slight variations in the number of trips between Concord and Boston. During the summers of 1994 and 1997, service between Boston and Littleton was supplemented with a daily round-trip between Plymouth and Boston. By 1999 CT was running a round-trip between Plymouth and Boston on Fridays and Sundays when Plymouth State College was in session.

Concord Trailways Central New Hampshire Service from 2000 to 2023

A Concord Trailways schedule effective June 14, 2000, showed service much the same as it had been in the 1990s. On weekdays, there was one round-trip each to Boston from Littleton, Berlin, and Conway, but the Conway trips were to be cut back to Fridays-and-Sundays-only after October 11. There was one southbound and two northbound trips between Boston and Laconia. Excluding trips to and from points farther north, there were 12 southbound and 13 northbound trips between Boston and Concord. These were supplemented by two southbound trips from Manchester to Boston and six southbound and five northbound trips between Londonderry and Boston. All trips served the South Station Bus Terminal, and all except the Manchester and Londonderry trips also served Logan Airport.

In December 2002, CT began supplementing Berlin service with a daily round-trip between North Conway and Boston. Effective April 13, 2003, CT no longer served Laconia either as a trip endpoint or as an intermediate stop on a longer route.

The mix of Concord or Manchester trips serving Londonderry and separate trips originating or terminating at Londonderry changed several times in the early 2000s. Schedules from 2003 show eight separate Londonderry trips in each direction, but only five northbound trips terminated at Londonderry by 2004 and only two did so by 2007.

In April 2007, Concord Coach Lines ended its affiliation with the Trailways system and stopped using Concord Trailways as its trade name.

Effective November 17, 2008, Concord Coach transferred operation of trips originating or terminating at Londonderry or Manchester to subsidiary Boston Express, discussed separately below. The November 2008 schedules showed the number of weekday Concord Coach trips between Concord and Boston, excluding trips originating or terminating at points farther north, reduced to seven in each direction, compared with 10 southbound and 14 northbound trips in July 2008. Two of the seven trips in each direction served North Londonderry, and two of the northbound trips that served Londonderry also served Salem. In addition to this Concord Coach service, Boston Express ran two round-trips between Concord and Boston via Londonderry and Salem. By January 2009, Boston Express schedules showed that Concord Coach was running all four round-trips between Concord and Boston via Londonderry, but two of them appeared only in the Boston Express published schedules.

By June 2009, Concord Coach had added a second year-round round-trip between Littleton and Boston.

There were only slight changes in Concord Coach service frequency throughout the 2010s. A schedule effective May 18, 2019, still showed two daily round-trips between Littleton and Boston, one round-trip between Berlin and Boston via North Conway, and one round-trip between North Conway and Boston. On weekdays, there were 10 round-trips between Concord and Boston including five trips each way via Londonderry, but excluding the Littleton, Berlin, and North Conway trips.

Effective March 28, 2020, Concord Coach and Boston Express suspended all service, because of the COVID-19 pandemic. Concord Coach resumed service with reduced frequency effective August 16, 2020. This schedule included eight daily round-trips between Concord and Boston, but no service north of Concord. All trips stopped at North Londonderry, but only two northbound trips and no southbound trips also stopped at Salem. All trips served both South Station and Logan Airport.

A schedule effective October 1, 2020, restored single daily round-trips to Boston from Littleton, Berlin, and North Conway, but reduced the number of Boston trips originating or terminating at Concord to five each way.

A schedule effective April 18, 2021, added two southbound trips from Concord and one northbound trip to Concord. As of May 23, 2021, there were eight round-trips between Boston, and Concord in addition to the Littleton, Berlin, and North Conway trips. A ninth Concord round-trip was added by November 2021.

A schedule effective October 12, 2022, showed the same service frequency as the November 2021 schedule except that the North Conway–Boston trips were cut back to Concord except on Fridays and Sundays.

A schedule effective June 7, 2023, showed six round-trips between Concord and Boston that had been serving both South Station and Logan Airport were replaced with separate trips to South Station and to Logan. One additional southbound trip that had served both Boston stops had the South Station stop dropped. One Concord–Boston round-trip had a seasonal extension to North Conway daily instead of Fridays and Sundays only.

A schedule effective October 20, 2024, and still in effect in April 2025, showed only minor changes from the June 2023 schedule. Among trips to or from points north of Concord, the round-trip from North Conway had the usual seasonal reduction to Fridays-and-Sundays-only north of Concord and the southbound trip did not continue to Logan Airport after South Station. The northbound trip to Littleton no longer served Logan.

Among southbound trips from Concord, the 6:00 AM departure no longer served Logan; 10:00 AM, 2:00 PM and 4:00 PM departures to Logan were added, and the 5:00 PM trip to South Station and Logan was split into separate trips to the two destinations. Among northbound trips to Concord, a 7:25 AM departure from Logan replaced the Logan departure on the trip to Littleton. There was a new Logan departure at 10:25 AM. The South Station stop was dropped from the 5:15 PM departure from Logan, but a new 6:00 PM trip from South Station only was added. After the 6:25 PM departure from Logan, the 7:50 and 9:50 PM departures from Logan via South Station were replaced with a 7:25 PM departure from Logan only and 8:15, 9:15, and 10:15 PM departures from South Station via Logan.

In a schedule effective May 22, 2025, the only change from the October 2024 schedule was the seasonal restoration of a daily round-trip between Boston and North Conway in addition to the Boston–Berlin round-trip.

Boston Express, Inc.

On October 10, 2006, Concord Coach president Harry W. Blunt organized a new company, Boston Express, Inc. in New Hampshire. This was a subsidiary of Concord Coach, managed from the same office in Concord.

Nashua/Route 3 Service

The first Boston Express schedule was effective February 13, 2007. It showed nine daily round-trips on a route between Nashua and Boston. The Nashua stops were at a park-and-ride lot at U.S. Route 3 Exit 8 and at the New Hampshire Welcome Center at Exit 6. All trips stopped both at South Station and at Logan Airport. This service was run under a contract with the State of New Hampshire. Bus service between Nashua and Boston at times suitable for commuting had previously been discontinued by Vermont Transit two years earlier.

A schedule effective July 15, 2007, showed service increased to 11 southbound and 10 northbound trips. Frequency was the same as this in 2008, but a January 2009 schedule showed one additional northbound trip. Frequency then remained the same through 2010. However, by October 2010, the stop at the Nashua Welcome Center was replaced with a stop at a park-and-ride lot at Route 3 Exit 35 in Tyngsborough, Massachusetts.

A schedule effective July 3, 2011, showed the same frequency of service between Nashua and Boston as before, but on weekdays five trips in each direction were extended beyond Nashua to a stop in downtown Manchester. A schedule effective September 11, 2011, showed a sixth northbound trip extended to Manchester and addition of one Nashua–Boston round-trip.

A schedule effective October 14, 2012, showed one southbound trip from Manchester to Boston cut back to Nashua again. A schedule effective March 2, 2014, showed some adjustments to AM peak service that resulted in a net increase of one southbound trip from Nashua to Boston.

A schedule effective October 25, 2015, showed two more southbound trips cut back from Manchester to Nashua and one new southbound trip from Nashua added. Northbound schedule changes resulted in a net addition of three trips from Boston to Nashua in PM peak and evening hours.

There were no further changes in frequency of Boston Express Route 3 service for the next several years. A weekday schedule effective March 3, 2019, showed 13 southbound and 9 northbound trips between Nashua and Boston and two southbound and six northbound trips between Manchester and Boston via Nashua.

Boston Express service was suspended March 28, 2020, because of the COVID-19 pandemic. Service resumed on August 16, 2022, with a reduced frequency of seven round-trips between Nashua and Boston on weekdays, but no trips extending beyond Nashua to or from Manchester. A schedule effective September 5, 2021, showed weekday service increased to 11 round-trips between Nashua and Boston, still with no service to or from Manchester via Nashua. A schedule effective October 2, 2022, showed additional net increases of one southbound AM peak trip and one northbound PM peak trip between Nashua and Boston. The same schedule was still in effect in June 2023. The only change in a schedule effective October 29, 2023, was that the 6:40 PM northbound departure from Logan via South Station was changed to 7:25 PM.

A schedule dated November 3, 2024, was still in effect in June 2025. Compared with the October 2023 schedule, the number of weekday trips between Nashua and Boston increased from 12 each way to 13 southbound and 14 northbound. The southbound increase consisted of replacing the 5:20 AM departure from Nashua with 5:00 and 5:30 AM departures. The northbound increase consisted of adding a 3:30 PM departure from South Station only and a 6:25 PM departure from Logan via South Station.

I-93 Service

Effective November 17, 2008, Boston Express began operating a route between Concord, Manchester, and Boston via North Londonderry, Londonderry and Salem, New Hampshire, under a three-year contract with the State of New Hampshire. C&J Bus (discussed later in this chapter) was a part investor in this venture.

Service on this route included a combination of trips previously run directly by Concord Coach (CC) and a large number of new trips. The inaugural schedule showed four round-trips between Concord and Boston, but footnotes showed that two of these were still CC trips. There were also four round-trips between Manchester and Boston, 13 southbound and 14 northbound

trips between North Londonderry and Boston, and 11 round-trips between Londonderry and Boston. Overall, 17 southbound and 20 northbound trips stopped at Salem.

A schedule effective January 18, 2009, showed several changes in service frequency. Four round-trips between Concord and Boston were still included, but the footnotes showed all of them as CC trips. The number of round-trips between Boston and Manchester had increased to six. The number of trips between North Londonderry and Boston had decreased to seven southbound and eight northbound, supplemented by stops made by two CC trips in each direction. The number of Londonderry trips had dropped to seven southbound and six northbound. There was also one southbound trip from Salem to Boston. Overall, 17 southbound and 20 northbound trips still served Salem, including five southbound and six northbound stops by CC trips.

Minor schedule changes effective July 12, 2009, increased the number of non-CC southbound trips between North Londonderry and Boston to 10, by replacing two southbound trips from Londonderry and the southbound trip from Salem with North Londonderry trips.

By April 2011, excluding CC service, there were still six Manchester–Boston round-trips. North Londonderry trips had increased to nine southbound and 12 northbound. There were still five Londonderry trips southbound but only one northbound. There were three southbound trips starting from Salem.

A July 2011 schedule showed the number of Manchester round-trips reduced to two. However, at the same time, the schedule form for Boston Express Route 3 service began including three round-trips running nonstop between Manchester and Boston via I-93. Meanwhile, the number of non-CC trips between North Londonderry and Boston increased to 14 southbound and 18 northbound.

Over the next several years, there were a few changes in the number of trips originating at each endpoint. By January 2012, non-CC North Londonderry trips had peaked at 16 southbound and 19 northbound. The number of southbound trips then dropped to 14 by October 2014 and to 13 in October 2015. Northbound North Londonderry trips dropped to 18 in October 2015. Meanwhile, a third southbound trip from Manchester was added by October 2014.

Trips between Londonderry and Boston peaked at six southbound and one northbound by May 2013, but dropped to five southbound and zero northbound by October 2014, and to four southbound by May 2015.

Salem–Boston short-turns dropped to one southbound by May 2013 but increased to two southbound and one northbound by October 2014. The number of northbound Salem trips remained at one, while southbound trips increased to three by May 2015, to five by October 2016, and to six by September 2017.

Schedules effective March 3, 2019, showed that excluding CC trips, between Manchester and Boston there were three southbound and two northbound trips with intermediate stops. (The Manchester express trips had all been discontinued by October 2015.) There were 12 southbound and 17 northbound trips between North Londonderry and Boston, four southbound trips between Londonderry and Boston, and six southbound trips and one northbound trip between Salem and Boston. Overall, 18 southbound and 15 northbound non-CC trips stopped at Salem.

All service was suspended March 28, 2020, because of COVID-19. When service resumed in August 2020, North Londonderry was served mostly by CC trips that originated at Concord. There was no service to Londonderry. Two southbound trips and one northbound trip between

Manchester and Boston also served North Londonderry and Salem. Four round-trips between North Londonderry and Boston also served Salem.

A schedule effective November 7, 2021, showed that excluding CC trips, Boston Express I-93 service had one round-trip between Manchester and Boston, eight southbound and six northbound trips between North Londonderry and Boston, and one southbound and two northbound trips between Salem and Boston. One more North Londonderry round-trip had been added by October 2022. The Londonderry stop remained closed. A schedule effective June 7, 2023, showed no further changes in Boston express weekday I-93 service, but the Manchester service was discontinued effective October 29, 2023.

A schedule effective September 1, 2024, and still in effect in June 2025, was slightly reformatted compared with the October 2023 schedule. Trips operated by Concord Coach and starting or ending at Concord were still identified as such, but Concord arrival and departure times were no longer shown. The number of Boston Express trips increased from 13 to 15 southbound and from 11 to 13 northbound. The southbound changes consisted of adding a 7:20 AM departure from Salem, dropping the Salem stop from the 7:00 AM Londonderry departure, and adding an 8:00 AM departure from Londonderry. The northbound change consisted of adding a 3:00 PM departure from South Station for Salem and a 6:30 PM departure from South Station for Londonderry.

Concord Trailways/Concord Coach Maine Service

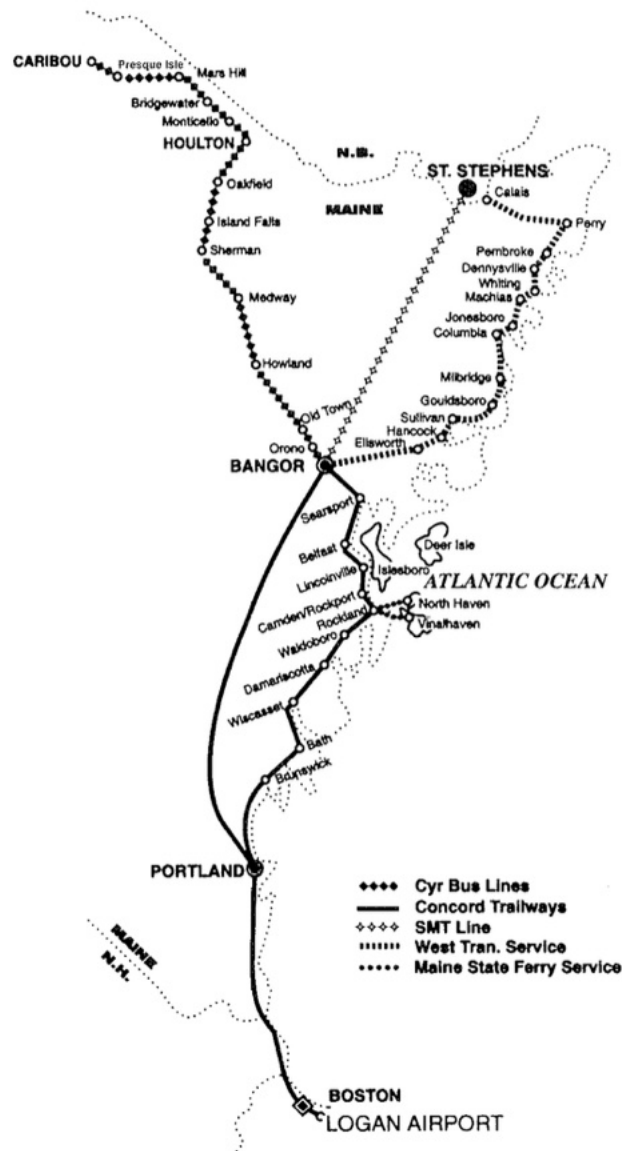
On January 15, 1992, Concord Trailways took over operation of a bus route between Boston and Portland, Maine from C&J Trailways. C&J had been running this route since April 1990, as discussed further below. CT initially ran six nonstop trips on this route.

On June 10, 1992, CT extended service to Bangor. The initial schedule showed four round-trips between Boston and Bangor and three round-trips between Boston and Portland. One Bangor trip in each direction was through-routed to Amherst, Nova Scotia, with SMT Eastern of Moncton, New Brunswick operating the buses east of Bangor. The buses ran nonstop between Portland and Bangor.

By January 1993, the number of round-trips between Boston and Bangor had been reduced from four to three. However, effective May 26, 1993, CT extended a fourth round-trip to Bangor on a coastal route with multiple intermediate stops. A schedule effective May 26, 1994, included three round-trips between Boston and Bangor with no intermediate stops north of Portland and two round-trips between Boston and Bangor on the coastal route. There was also one southbound trip from Brunswick to Boston.

A schedule effective June 14, 1995, showed one of the three round-trips on the non-stop routing between Portland and Bangor extended to Orono when the University of Maine there was in session. There were still two Boston–Bangor round-trips on the coastal route. There were also two southbound trips to Boston from Brunswick, and one from Bowdoin College when it was in session. Including all the route variations, there were a total of eight daily round-trips between Boston and Portland.

The number of daily round-trips on the Boston–Portland segment increased to nine by June 1996 and to 10 by October 1998. North of Portland, changes in service for the rest of the 1990s, consisted mostly of the number of southbound trips originating at Brunswick or Bowdoin College.



Map of Concord Trailways and connecting lines from Boston to points in the state of Maine, from a September 1996 schedule form. CT began operating service to Maine in 1992, and subsequently displaced Greyhound as the provider of the most frequent bus service between Boston, Portland, and Bangor.

In the early 2000s, the number of trips on the Boston–Portland segment of CT Maine service continued growing, reaching 11 by June 2000, 12 by September 2002, and 13 by September 2004.

From the time CT began running Maine service in 1992, all trips had served both a downtown Boston terminal and Logan Airport. Starting in March 2005, five of the Boston–Portland round-trips served only South Station in Boston, but five new round-trips served only Logan. Nine round-trips still served both South Station and Logan.

In 2008, Concord Coach, which had dropped the Trailways name in 2007, began serving Augusta, Maine. A schedule effective October 1, 2008, showed five daily trips each way stopping at Augusta. These included intermediate stops on two Boston–Bangor round-trips and three-round trips between Augusta and Boston that were extensions of Boston–Portland trips. The mix of Augusta stops served as intermediate stops on Bangor trips and as separate trips varied slightly over the next several years.

The total number of round-trips between South Station and Portland varied only slightly from year to year through 2014, while the number of additional Portland trips serving only Logan fluctuated more.

Effective June 26, 2017, CC began serving the Lewiston/Auburn area of Maine with a stop at a park-and-ride lot off I-95 in Auburn and a second stop in downtown Auburn. The inaugural schedule had six daily round-trips between Boston and Auburn. These included intermediate stops on one southbound and two northbound Augusta–Boston trips, with the rest being extensions of Boston–Portland trips to and from Auburn only. This frequency varied only slightly through 2019.

All Concord Coach service was suspended effective March 28, 2020, because of COVID-19. Service resumed on a reduced schedule effective August 16, 2020. This schedule included eight daily round-trips between Boston and Portland, all serving both South Station and Logan Airport. Of these trips, two each way continued to or from Bangor with an intermediate stop at Augusta, one each way continued to or from Bangor via the coastal route, and two each way continued to or from Auburn.

A schedule effective July 11, 2021, showed 11 round-trips between Boston and Portland serving both South Station and Logan Airport and three additional round-trips between South Station and Portland, with each trip supplemented by a trip between Logan and Portland. Three of the round-trips continued to Bangor via Augusta, one round-trip continued to Bangor via the coastal route, and two round-trips continued to Auburn.

A schedule effective November 7, 2021, showed about the same service frequency as the July 2021 schedule but with an increase of one round-trip between Boston and Portland serving both South Station and Logan, and the extension of two round-trips to Augusta with intermediate stops at Auburn.

In a schedule effective October 2, 2022, the main change was in the number of separate South Station and Logan trips between Boston and Portland. Six southbound and eight northbound trips served both South Station and Logan. Nine southbound and eight northbound separate South Station trips were paired with separate Logan trips. One additional trip each way was extended to Bangor, but with no intermediate stops.

A schedule effective June 7, 2023, showed service between Boston and Portland mostly the same as in October 2022, with some minor departure time adjustments. One northbound morning

trip that had served South Station and Logan was replaced with separate trips from these two origin points. Three round-trips that had continued north of Portland to Lewiston, mostly to serve Bates College were cut back to Portland at the end of the academic year.

A schedule effective October 20, 2024, was still in effect in June 2025. Compared with the June 2023 schedule, the number of weekday trips between Boston and points north of Portland increased from seven southbound and six northbound to eight southbound and nine northbound. There were also some changes in departure times and endpoints, some of which may have been seasonal. The number of trips between Boston and Bangor increased from five to seven each way. In both schedules these included one trip each way via the coastal route through Rockland. One trip each way extended beyond Bangor to the University of Maine at Orono on Fridays and Sundays during the Spring and Fall semesters. A second trip each way also extended to Orono Thursdays through Mondays in the 2023 schedule, but the northbound trip required a transfer at Bangor in the 2024 schedule. One of the southbound Bangor trips in 2024 was an extension of a trip that originated at Augusta in 2023.

The increase in northbound trips consisted of a new 7:30 AM departure from Logan Airport for Colby College in Waterville, replacement of a 1:15 PM trip from Portland to Colby with a 12:15 PM trip from South Station to Bangor and replacement of a 4:30 PM departure from South Station to Bangor with departures at 3:15 and 5:15 PM.

The number of trips between Boston and Portland not continuing farther north increased from 17 to 19 southbound but dropped from 19 to 18 northbound, because one Boston–Portland trip was extended to Bangor.

Dartmouth Transportation/Dartmouth Coach

On January 31, 1995, Concord Coach president Harry W. Blunt organized Dartmouth Transportation, Inc., headquartered in Hanover, New Hampshire. The original business of the new company was operating van service from Dartmouth College in Hanover to Logan Airport and Manchester, New Hampshire Airport. This service was initially run on demand, under the name Dartmouth Mini-Coach.

Newspaper ads published in January 1996 announced the start of scheduled service from Hanover to Logan on February 1, with daily departures at 7:00 and 10:00 AM and at 1:00 and 4:00 PM. On October 1, 1996, Dartmouth Mini-Coach began running a separate scheduled route between Hanover and Manchester Airport with three round-trips a day, leaving Hanover at 4:15 and 10:15 AM and at 1:15 PM.

A combined schedule for both routes published in April 1997 showed the same departure times as before, except that the 4:15 AM trip to Manchester Airport continued to Logan. All trips included a stop at a park-and-ride lot off I-89 in New London, New Hampshire but Dartmouth Mini-Coach had been unable to provide dedicated parking in Hanover.

In December 1998, Dartmouth Mini-Coach added a stop at the Dartmouth Regional Transportation Center in Lebanon, New Hampshire, where there was additional free parking. Departure times from Hanover were unchanged.

In 2000, Dartmouth Transportation replaced the vans on the Hanover–Logan Airport route with intercity motor coaches, added a stop at South Station on all trips, and changed the operating name to Dartmouth Coach. A schedule effective October 2, 2000, showed seven round-trips a day, with all but the first one running daily except Sundays. Departures from Hanover were at 5:00 AM and every two hours until 5:00 PM. Departures from Terminal A at

Logan were every two hours from 8:45 AM to 8:45 PM. The buses also stopped at Terminals B, D, and E, and left South Station 45 minutes after leaving Terminal A. The only intermediate stops in New Hampshire were still at Lebanon and New London.

The same schedule was maintained through 2009, except that Terminal A departure times were shifted 10 minutes later starting in 2006. A stop at Terminal C had been added by 2003.

A schedule effective December 27, 2010, showed added departures from Hanover at noon and from Terminal A at 3:55 PM. There were no further changes through 2016. A schedule effective April 2, 2017, showed added departures from Hanover at 2:00 PM and from Terminal A at 5:55 PM.

The first complete revision of the Dartmouth Coach Hanover–Boston schedule was implemented on September 9, 2018. Frequency was increased to 10 daily round-trips, leaving Hanover at 3:00 and 4:40 AM, then every two hours until 4:40 PM, plus departures at 11:40 AM and 1:40 PM. Departures from Logan Terminal A were at 7:40 and 8:50 AM and every two hours until 8:50 PM, plus departures at 3:50 and 5:50 PM. Except on the first round-trip, southbound buses were due at South Station 15 minutes before Logan, and northbound buses left South Station 40 minutes after leaving Terminal A. Scheduled departure times from Terminal A were 65 to 70 minutes after arrival times.

The 2018 schedule was still in effect when all service was suspended on March 28, 2020, because of COVID-19. The first schedule for resumed service was effective August 16, 2020. It provided six daily round-trips. The omitted trips were those that had left Hanover at 3:00 and 11:40 AM and at 1:40 and 2:40 PM, along with the corresponding return trips.

In a schedule effective May 10, 2021, all but the round-trips leaving Hanover at 11:40 AM and 1:40 PM were restored. In a schedule effective September 26, 2021, only the round-trip leaving Hanover at 1:40 PM was still missing. A schedule effective April 3, 2022, showed service completely restored to the September 2018 schedule.

A schedule effective April 16, 2023, showed service increased to 11 daily round-trips. by addition of a 7:40 AM departure from Hanover and a 1:50 PM departure from Logan. A schedule effective October 4, 2024, and still in effect in April 2025 showed the same service as the April 2023 schedule.

A schedule effective May 18, 2025, showed service increased to 12 daily round-trips. by addition of a 9:40 AM departure from Hanover and an 11:50 AM departure from Logan.

C&J TRAILWAYS/C&J BUS

Company Origin and Service in the 1960s and 1970s

On December 22, 1960, Joseph and Bertha Jalbert of Dover, New Hampshire incorporated C&J Travel. The Jalbert family had operated a realty company in Dover since 1937.

On January 6, 1968, the Portsmouth *Herald* reported that C&J Travel had applied to the ICC for permission to start a limousine service to Logan Airport from Dover and Portsmouth. When it started, this operation was not separately incorporated but was advertised as C&J Airport Limousine Service. The route did not serve downtown Boston. A schedule effective July 24, 1968, showed six round-trips on weekdays and two on Saturdays, Sundays, and Holidays.

Effective December 1, 1968, C&J travel bought the Portsmouth Travel Agency, established in 1946 and incorporated in 1947 by Mr. and Mrs. Eugene P. Soles. C&J planned to operate Portsmouth Travel as its Portsmouth branch.

A schedule effective September 8, 1969, still showed six round-trips on weekdays, but there were four round-trips on Saturdays and five on Sundays. The northern trip end was extended beyond Dover to Durham, and a stop was also added at the Hampton toll plaza.

A schedule effective May 18, 1970, showed Saturday service reduced to three round-trips. On all trips on all days, Durham was served between Dover and Portsmouth instead of at the northern endpoint.

Starting in 1972, C&J Airport Limousine was run from the office in Portsmouth. A schedule effective April 1, 1974, showed weekday service increased to seven daily round-trips between Dover and Logan Airport. A new stop at Pease Air Force Base was added between Durham and Portsmouth. A schedule effective March 15, 1976, showed service increased to eight round-trips on weekdays and four on Saturdays, with Sunday service remaining at five round-trips. The Hampton stop was moved to the town center. A schedule effective May 2, 1977, showed service increased to nine round-trips on weekdays and five on Saturdays. A schedule effective April 3, 1978, showed service increased to eleven round-trips on weekdays and six on Saturdays and Sundays. The first weekday trip, leaving Dover at 5:00 AM, was labeled Early Bird Express and the only New Hampshire stop south of Dover was Portsmouth.

Meanwhile, in September 1973, Joseph Jalbert had announced that the ICC had approved an application for C&J Airport Limousine service to operate a route to Logan Airport from York and Cumberland Counties in Maine. He was still gathering market information to determine a schedule.

A schedule effective May 20, 1974, showed five round-trips between Portland and Logan on weekdays, three on Saturdays, and four on Sundays. There were intermediate stops at Biddeford, Kennebunk, Wells, Ogunquit, York, and Portsmouth. Passengers had to transfer to or from the Dover–Logan limousines at Portsmouth.

The same frequency was shown on a schedule effective September 15, 1974, but a stop at Sanford was added and the stops at Ogunquit and York were dropped. A schedule effective November 1, 1974, showed weekday and Sunday service on the Maine route reduced to three round-trips between Kennebunk and Logan, and Saturday service reduced to one round-trip between Portland and Logan.

A schedule effective September 12, 1977, showed all Maine service running to or from Kennebunk, with intermediate stops at Wells, Ogunquit, and York and a transfer at Portsmouth. There were three round-trips on weekdays and two each on Saturdays and Sundays, but one

weekday round-trip was discontinued in January 1978. This route does not appear to have lasted much longer than that.

C&J Service in the 1980s and 1990s

The original C&J Dover–Logan route was much more successful than the Maine–Logan route. There were a few changes over the years in intermediate stops. A schedule effective March 9, 1981, showed the 5:00 AM Early Bird Express and the return trip from Logan reduced to Mondays only. There were still ten other trips on weekdays and six each on Saturdays and Sundays. A new stop had been added at Seabrook.

A schedule effective February 1, 1983, showed no change from 1981 in weekday or Saturday service frequency, but a seventh round-trip was added on Sundays.

By May 1, 1987, C&J service had grown to using 23-passenger coaches in place of limousines or vans. Daily departures from Dover for Logan were hourly from 5:30 AM to 7:30 PM, for a total of 15 round-trips. On weekdays, there was also a 4:30 AM departure from Dover. There were several changes in the towns served. Twelve southbound and all northbound trips extended beyond Dover to Rochester. The Durham and Seabrook stops were eliminated, but a stop at Newburyport was added. The same service was shown in a schedule effective March 1, 1988.

As discussed earlier in this chapter, Concord Trailways discontinued all service on the former Michaud Trailways route between Boston and Rochester, New Hampshire on September 6, 1988. C&J began running a replacement route the next day, using the name C&J Trailways both for this service and for the Dover–Logan route. The new route ran between Dover and what was by then called the Peter Pan Bus Terminal, across from South Station in Boston. There were intermediate stops at Durham, Portsmouth, and Seabrook. The initial weekday schedule provided seven southbound and eight northbound trips, compared with six round-trips in the final CT schedule, but there was no more service to Rochester. The timetable illustration showed a full-size intercity motor coach.

In the September 1988 schedule, the C&J downtown Boston trips were entirely separate from the airport trips. However, by July 1989, the service was combined into a single route, with Logan as an intermediate stop on the way to or from downtown Boston. This maintained the weekday service frequency of 16 round-trips to the airport while bringing the downtown Boston service up to the same level. This also restored Logan service to and from Durham, which had been discontinued a few years earlier.

In March 1990, Greyhound bus drivers began a nationwide strike that ended up lasting until May 1993. With the National Trailways system having given up Boston–Portland service in 1984 and Amtrak service to Portland not having begun, this corridor was left without public ground transportation beyond what Greyhound was able to arrange using strikebreakers.

In April 1990, C&J began running a route between Portland and Boston, with intermediate stops at Portsmouth, Newburyport, and Logan Airport. There were initially five daily round-trips. Weekday service was increased to eight round-trips on June 24, 1990, but was reduced to six southbound and seven northbound trips by January 1991. Some trips served Logan before downtown Boston, while others went downtown first and stopped at Logan on the way back to Portland.

Effective January 15, 1992, C&J turned the Boston–Portland route over to Concord Trailways. The subsequent history of this service is related above in the Concord Trailways Maine Service section.

A C&J schedule effective June 21, 1993, showed weekday service of 15 round-trips between Dover and Boston via Portsmouth and Newburyport. Most southbound trips served downtown Boston before Logan. After serving the airport terminals, the buses returned to downtown Boston before returning north. Service to Durham was reduced until after Labor Day, as most of the ridership there was by University of New Hampshire students. On weekdays, three Boston-bound trips started at Durham before stopping at Dover, and four trips from Boston continued to Durham after serving Dover.

A schedule effective January 17, 1994, still showed 15 round-trips between Dover and Boston on weekdays, with one additional AM Peak trip from Newburyport to Boston. All but two of the southbound trips from Dover served Logan in addition to downtown Boston, but six of the northbound trips served only downtown Boston and one served only Logan. Five southbound trips served Durham before Dover except on Fridays, when two of these trips were replaced with three trips running nonstop between Durham and Boston. Nine northbound trips (eight on Fridays) continued to Durham after Dover.

The Peter Pan Bus Terminal on Atlantic Avenue closed in the fall of 1995, at which time bus lines including C&J that had used that terminal relocated to the new South Station Bus Terminal

A schedule effective September 3, 1996, showed weekday service between Dover and Boston increased to 18 southbound and 16 northbound trips. Nine of the southbound trips stopped at Logan on the way to South Station and six others went to Logan after South Station. Five southbound AM trips stopped at Haymarket and at the Bank of Boston building in the financial district on the way to South Station. Four of the northbound trips from South Station stopped at Logan on the way to Dover, and four additional trips started from Logan and made an intermediate stop at South Station. Four southbound trips from Dover originated at Durham and six trips to Dover continued to Durham.

A schedule effective January 4, 1999, showed C&J service between Dover and Boston had increased to 20 round-trips on weekdays. The same frequency was shown in a summer 1999 schedule.

C&J Service from 2000 to 2025

In a schedule effective January 1, 2001, all C&J service to and from Dover had been discontinued. There were still 15 southbound and 14 northbound trips between Portsmouth and South Station, most of which also stopped at Newburyport, and there was one AM Peak trip from Newburyport to Boston. Of these trips, nine southbound and three northbound also served Logan Airport. There were also six southbound and 12 northbound trips between Logan Airport and Portsmouth that did not serve South Station. Three trips from Portsmouth to Logan and South Station and one trip from Portsmouth only to South Station originated at Durham. Five trips to Portsmouth from South Station only and two trips from Logan to Portsmouth continued to Durham.

In December 2001, Amtrak began operating *Downeaster* passenger train service between Boston and Portland, Maine, including intermediate stops at Dover and Durham, New Hampshire. The initial schedule provided four round-trips per day, with Durham being served only Friday through Sunday. Durham service was expanded to daily in April 2003.

C&J service between Portsmouth, Logan Airport, and South Station varied slightly over the next two years. A schedule effective January 6, 2003, showed weekday service of 17 round-trips between Portsmouth and Logan and 20 southbound and 19 northbound trips between Portsmouth and South Station. It was not always clear from the schedule format which Logan and South Station trips were combined, but only four southbound trips and seven northbound trips appear to have been. Service to and from Dover on the Portsmouth–South Station route was reestablished in this schedule, with 12 southbound and 13 northbound trips being extended to Dover. Durham was served by two southbound trips and four northbound trips that served Portsmouth, Logan, and South Station. Neither of the southbound Durham trips also served Dover, but one late-night trip served Dover on the way to Durham.

By January 2005, C&J service to and from Durham was reduced to Friday through Sunday only, with no service during UNH breaks. In September 2005, the C&J website advised UNH students to use the *Downeaster*. Bus service between Durham and Boston was reduced to one trip in each direction Friday through Sunday.

In 2006, C&J dropped its affiliation with the Trailways Bus system and changed its marketing name to C&J Bus.

In 2008, C&J reformatted schedules again to clarify which trips served both Logan and South Station and which served only one or the other. All trips in both directions served Dover, Portsmouth, and Newburyport. On weekdays there were 29 southbound trips, of which 18 served Logan and South Station, eight served only South Station, and three served only Logan. There were also 29 northbound weekday trips, of which 16 served South Station and Logan, eight served only South Station, and five served only Logan. There were no references to Durham in the schedule.

A note on the C&J website in December 2010 said service between UNH and Boston would begin on January 28, 2011. This service required advance reservations and did not run on a regular schedule.

By the fall of 2011, C&J Boston service had increased slightly, with the addition of one AM peak trip from Newburyport to Boston. This frequency was maintained for several years, but by May 2015, the trip that had originated at Newburyport was extended to Portsmouth. By June 2016, weekday service had increased to 32 round-trips. All trips in both directions served Dover, Portsmouth, and Newburyport, except for the last southbound trip, which originated at Portsmouth.

In 2019, C&J split service from New Hampshire to South Station and Logan Airport again and published separate schedule folders for Direct Service to Boston/South Station and Direct Service to Boston/Logan Airport. A schedule for the South Station service updated to June 2019 showed 13 round-trips on weekdays. All trips served Dover, Portsmouth, and Newburyport, except for two northbound trips that terminated at Portsmouth. A footnote showed that the first northbound AM trip and all five southbound PM trips required passengers to change buses at Portsmouth. The separate Logan weekday schedule showed 22 round-trips. These trips all served Dover, Portsmouth and Newburyport, except for the last southbound trip, which originated at Portsmouth.

Because of COVID-19, C&J temporarily suspended all service effective March 22, 2020. Service resumed at a reduced level in September 2020. A single consolidated schedule was published for South Station and Logan service. On weekdays, there were 14 trips in each

direction. Southbound service included four trips from Portsmouth and Newburyport to Logan only, eight trips from Portsmouth and Newburyport to Logan and South Station, and two trips from Dover, Portsmouth, and Newburyport to South Station only. Northbound, there were two trips only from Logan to Newburyport and Portsmouth, ten trips from South Station and Logan to Newburyport and Portsmouth, and two trips only from South Station to Newburyport, Portsmouth, and Dover.

Service recovered gradually. A schedule effective April 2, 2021, had 19 round-trips on weekdays. The stop at Newburyport was replaced with a new stop at Seabrook, New Hampshire at a park-and-ride lot with future capacity for more than 800 cars. There was no Dover service in this schedule. In each direction there were eight trips between Portsmouth, Seabrook, and Logan only and 11 trips between Portsmouth, Seabrook, Logan, and South Station.

According to the C&J website, the Seabrook terminal had been planned for use in addition to the Newburyport terminal, but because of reduced ridership during the pandemic, C&J had to consolidate operations down to one location.

In the fall of 2021, C&J began publishing separate schedules for South Station and Logan service again. A schedule effective September 27, 2021, showed nine weekday round-trips on the South Station route. Five trips in each direction served Dover, Portsmouth, and Seabrook. The other four trips in each direction omitted Dover. The same schedule was still in effect in October 2022.

An archived copy of the fall 2021 Logan schedule was not available. A schedule effective August 22, 2022, and still in effect in October 2022 showed 23 southbound and 22 northbound trips between Portsmouth, Seabrook, and Logan. There was no Dover–Logan service. Although not specified as such, some of the Logan trips may also have served South Station.

A C&J schedule effective June 23, 2023, showed South Station service almost the same as in October 2022, with minor adjustments. The outer end of one Dover trip in each direction was cut back to Portsmouth, but a different northbound trip was extended from Portsmouth to Dover.

The June 2023 schedule of C&J service to Logan showed the addition of departures from Portsmouth at 5:30, 7:30, and 8:30 AM and 1:30 and 5:30 PM. Departures to Portsmouth were added at 8:40, 9:40, and 10:40 AM, and 2:40, 3:40, 6:40, and 8:40 PM. In addition to these changes, one Portsmouth–Logan round-trip was extended to South Station. A note on the C&J website indicated that the added Logan service was a seasonal increase for the summer, implemented on June 25.

A schedule for a sample weekday in May 2025 showed all C&J Logan Airport service running to and from Dover, with intermediate stops at Portsmouth and Seabrook. Departures from Dover were every 30 minutes from 2:00 AM to 4:30 AM, then mostly hourly to 9:30 PM with additional departures at 11:00 AM and 1:00 and 3:00 PM. Logan departures were at 12:10 and 1:10 AM, then at 5:10 AM and mostly hourly to 11:10 PM with additional trips at 8:40 and 10:40 AM and 12:40 PM, 6:40, 7:40, and 8:40 PM.

A schedule in effect in May 2025 showed six southbound and four northbound trips between Dover and South Station, of which all but two in each direction were combined with trips between Dover and Logan. There were also four southbound and five northbound trips between South Station and Portsmouth, including one northbound trip that also stopped at Logan.

12. Peter Pan Bus Lines

COMPANY ORIGIN AND EARLY YEARS

Founding of Peter Pan Bus Lines

Peter C. Picknelly founded Peter Pan Bus Lines in 1933, originally as an individual doing business under that name. Picknelly had first entered the public transportation business in 1919, at age 29, as the owner-operator of a jitney route between East Orange and Newark, New Jersey. In 1925, Picknelly relocated to Springfield, Massachusetts, and in 1926 he and three other former jitney operators from New Jersey organized Interstate Busses Corp. This company initially ran a bus route between Providence, Rhode Island and Hartford, Connecticut. By June 1927, Interstate Busses had replaced the Providence-Hartford route with a route from Providence to Springfield, and by September 1931, the route was extended through Pittsfield to Albany, New York.

In early 1933, Picknelly sold his interest in Interstate Busses to two of the other original partners and used the proceeds to buy the assets of the Yellow Cab Line of Springfield. This company had been operating seven-passenger limousines in scheduled service between Northampton, Springfield, and Boston via Stafford Springs, Connecticut. Operating through Connecticut technically made this an interstate route, which did not require operating rights from the Massachusetts Department of Public Utilities.

As detailed below, for many years almost all Peter Pan bus trips ran between Springfield and Boston, but the company had several routes and route variations connecting those endpoints.

Peter Pan Service 1933 to 1946

A timetable effective December 1, 1933, still used the name Yellow Cab Line, advertising “De Luxe Limousine Express service Springfield to Stafford Springs Framingham Boston.” The schedule showed departures from Boston and from Springfield at 8:30 and 10:00 AM and 12:30, 2:00, 4:30, and 6:30 PM. Intermediate stops listed were East Longmeadow, Somers, West Stafford, Stafford Springs, Union, Mashapaug (the latter five all in Connecticut), Charlton, Auburn, Worcester, Framingham Center, Wellesley Hills, and Brookline Village. Footnotes said passengers were carried interstate only, and that advance reservations were required. The Boston endpoint was 3 Providence Street, which by then was the Greyhound Terminal.

A schedule effective April 28, 1935, used the name Peter Pan Bus Lines. Springfield departures were at 8:00 and 10:00 AM and at noon, 2:00, and 6:00 PM. Boston departures were at 8:30 and 11:00 AM and at 3:00, 5:15 and 7:15 PM. All trips also had connections or continuations to or from Northampton via Holyoke. The main Boston endpoint for these trips had been relocated to the New England Transportation Company’s terminal at 36 Park Square, but the buses also stopped at the Victoria Coach Line Depot at 251 Tremont Street and the Consolidated Bus Agency at 309 Huntington Avenue, opposite the New England Conservatory. There were also added stops at Wellesley Square and Natick Center by advance arrangement.

This service predated the federal Motor Carrier Act of 1935, so it qualified for grandfathered interstate operating rights under that act.

During World War II, Peter Pan Bus Lines and B&W Lines (discussed in Chapter 5) were required to coordinate their service between Springfield and Boston to conserve fuel and tires. A combined schedule effective February 3, 1943, showed Peter Pan still running five daily round-trips on the route, the same as in 1935, but with some changes in departure times. Three trips each way originated or terminated at Northampton. B&W was reduced to a single daily round-trip. In Boston, all trips began or ended at the Greyhound Terminal, but the B&W trip and two of the westbound Peter Pan trips also stopped at the B&W Terminal at 10 Park Square.

A combined schedule effective November 18, 1945, showed Peter Pan service increased slightly, to six daily round-trips between Boston and Springfield compared with five in 1935 and 1943, but B&W still had only one round-trip. In Boston, all trips originated or terminated at the Boston & Maine Transportation Company terminal at 36 Park Square, but several also served the B&W Terminal.

Peter Pan Service 1947 to 1956

For many years, Peter C. Picknelly tried to obtain rights to operate a more direct route between Springfield and Boston entirely within Massachusetts, but he was blocked by opposition from the New York Central Railroad and from other bus companies, including Central Greyhound, that were seeking the same rights. Picknelly finally prevailed and was awarded exclusive rights to intrastate service between Boston and Springfield in 1947.

This route mostly followed U.S. Route 20 from downtown Springfield to State Route 9 in Northboro, Route 9 to the Brookline–Boston border, and Huntington Avenue and Stuart Street to Park Square. At that time, U.S. Route 20 ran on State Street and Boston Road in Springfield. A Peter Pan route variation used Wilbraham Road in Springfield and Springfield and Main Streets in Wilbraham to serve Wilbraham Center directly. No transportation of passengers by Peter Pan between any two points east of the junction of U.S. Route 20 and State Route 9 in Northboro was permitted, as that part of the route entirely overlapped B&W Lines service.

A schedule effective June 5, 1947, showed Peter Pan running four daily round-trips between Boston and Springfield on the old route through Stafford Springs and three daily round-trips on the new all-Massachusetts route. This schedule did not identify stops unique to the new routing. A schedule effective July 14, 1948, listed stops at Brimfield, Palmer, and Wilbraham. Four westbound and five eastbound daily trips were using the old route; four westbound and three eastbound daily trips were using the new route.

A schedule effective February 9, 1949, showed the same service as in July 1948. The new route was 25 minutes faster than the old one, allowing a travel time of two hours and 21 minutes between Boston and Springfield. A schedule effective February 6, 1950, showed service evenly divided between the old and new routes, with each having four daily round-trips.

Peter Pan Bus Lines was formally incorporated on November 16, 1951. All operating rights previously held by Peter C. Picknelly, doing business as Peter Pan Bus Lines, were transferred to the new company.

A schedule effective July 1, 1953, showed overall service on the Boston–Springfield route the same as in February 1950. A schedule effective February 23, 1955, showed service on the Stafford Springs route reduced to three westbound and two eastbound daily trips, while service via Brimfield increased to six trips each way. One of the westbound trips via Stafford Springs was discontinued by December 5, 1955.

In 1956, Peter Pan was granted rights to a variation of the Springfield–Boston route, from Route 20 in Sturbridge via the present State Routes 131 and 69 through Southbridge and Charlton back to Route 20. Most trips were diverted to this routing.

PETER PAN MAIN ROUTE RELOCATION TO MASSACHUSETTS TURNPIKE

Peter Pan Service 1957 to 1969

On May 15, 1957, the Massachusetts Turnpike (Mass. Pike) opened between the New York state line at West Stockbridge and State Route 128 in Weston. Peter Pan Bus Lines immediately obtained operating rights over the Mass. Pike between West Springfield and Route 128, with

cross-connections from the Springfield–Boston local route through Palmer to the interchanges in Springfield, Ludlow, Palmer, Auburn, Millbury, Natick, and Weston.

Additional operating rights obtained in 1958 allowed Peter Pan buses to diverge from either Route 20 or the Mass. Pike to State Route 12 in Auburn, follow Route 12 to downtown Worcester, and continue on Route 9 through Shrewsbury to join the local route in Northboro. However, Peter Pan was not allowed to pick up any passengers eastbound or drop off any passengers westbound on this variation, to protect other carriers serving these segments.

A Peter Pan schedule effective January 27, 1958, emphasized express service via the Mass. Pike. The total number of weekday trips between Springfield and Boston had increased only slightly, from eight in each direction in 1953 to nine. However, service on the route through Stafford Springs was down to one late-night eastbound trip on Sundays only, mostly to preserve the operating rights. The local route via Palmer still had four trips westbound but only two eastbound.

The Mass. Pike was used to varying degrees on the other trips, but these trips all had to use Route 128 and Route 9 between Weston and Boston until the Mass. Pike Boston extension was completed in 1965. Peter Pan's maximum use of the Mass. Pike in 1958 was on three trips in each direction that used the local route between Springfield and Ludlow and ran nonstop between Ludlow and the east end of the Mass. Pike in Weston. These trips had scheduled stops at the Weston tollbooths, presumably for Mass. Pike employees. The scheduled time between Springfield and Boston on these trips was exactly two hours.

Two trips eastbound and one westbound used the Mass. Pike only between Palmer and Framingham Center, but the eastbound trips stopped only on request at Framingham, Natick, Wellesley, or Wellesley Hills. One trip each way used the Mass. Pike only between Sturbridge and Framingham Center. One eastbound trip used the Mass. Pike between Palmer and Auburn. This was the only daily Peter Pan trip between Springfield and Boston that served Worcester, and it did so only for drop-offs there.

The route variation through Wilbraham Center was only served eastbound by the trip that also served Worcester. One of the westbound trips that did not use the Turnpike at all ran via Wilbraham Center on request only.

By 1958, the downtown Boston terminal for Peter Pan Bus Lines was the Union Bus Terminal at 10 Park Square, which B&W Lines had opened in 1946. During 1958, Trailways of New England took control of this terminal and renamed it the Trailways Bus Terminal.

A schedule effective March 28, 1960, had some further adjustments in routings of service between Springfield and Boston. The 8:15 AM eastbound trip that formerly used the all-local-stops routing via Palmer was changed to run nonstop between Auburn and Framingham Center, but a new 3:00 AM all-local-stops eastbound trip was added. On the route running nonstop between Ludlow and Weston, one westbound trip was reduced to Sunday-only service. The one westbound trip that had run nonstop between Framingham Center and Sturbridge was changed to nonstop between Framingham Center and Palmer.

In a schedule effective October 29, 1961, the only significant change was one added off-peak round-trip on the variation running nonstop between Ludlow and Weston. There were no further changes by June 1962. A schedule effective October 25, 1964, showed local stops between Worcester and Framingham Center had been restored on the 8:15 AM departure from

Springfield. Local stops from Weston to Framingham Center had been added to the 6:45 AM Boston departure but it still continued on nonstop to Palmer.

Peter Pan Bus Lines founder Peter C. Picknelly died in January 1964, at age 74. His son Peter L. Picknelly succeeded him as company president.

The Massachusetts Turnpike Extension was completed between Route 128 in Weston and downtown Boston in February 1965. The DPU had already approved operating rights for Peter Pan Bus Lines on the extension. A Peter Pan schedule effective June 23, 1965, showed the time for express trips between Springfield and Boston via the extension reduced to one hour and 45 minutes from the previous two hours. There were now 12 trips in each direction between Springfield and Boston on weekdays on all variations combined. Of these trips, five eastbound and four westbound ran nonstop between Ludlow and the Copley Square Turnpike exit. One eastbound trip that had run nonstop only between Sturbridge and Framingham Center now ran nonstop from Sturbridge to Copley Square. Otherwise, local and semi-express service had only minor adjustments in schedule times.

A schedule effective September 19, 1966, showed one westbound trip and two eastbound trips had been changed to run nonstop between Copley Square and Turnpike Exit 6 in Chicopee instead of Exit 7 in Ludlow.

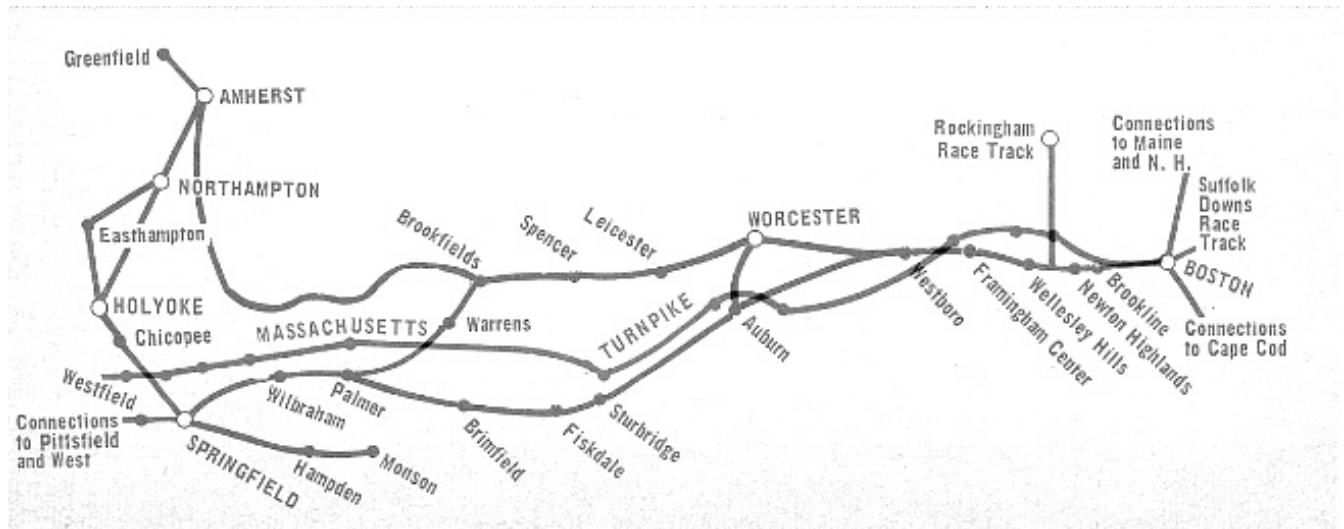
A schedule effective November 24, 1969, showed the Springfield departure time of one eastbound all-local stops trip moved from 8:30 AM to 11:30 AM. There were also a few changes in express service. Eastbound, a new trip leaving Springfield at 7:15 AM ran nonstop from Palmer to Copley Square. The 10:15 AM departure ran nonstop from Ludlow to Natick instead of from Palmer to Framingham Center. The 12:15 PM departure that previously ran nonstop from Sturbridge to Copley now ran nonstop from Chicopee except for one request stop at Natick. A new 1:15 PM departure ran nonstop from Ludlow to Copley. The 2:15 PM departure ran nonstop from Palmer to Natick instead of Framingham Center. The 3:15 PM trip that ran express from Chicopee and the 6:15 PM trip that ran express from Palmer now had request stops added at Natick. The Natick stop was at the Trailways Terminal on Speen Street that had opened in 1967.

Westbound, Natick stops were added to three trips that had previously run nonstop from Copley to Chicopee or Ludlow. Three trips that had formerly had nonstop segments starting at Framingham now had those segments starting at Natick. A new trip leaving Boston at 4:15 PM ran nonstop from Copley to Springfield. An added 7:30 PM departure ran nonstop from Copley to Palmer except for one stop at Natick. An added 9:30 PM departure ran nonstop from Copley to Ludlow except for one stop at Natick.

Peter Pan Service in the 1970s

The one remaining local trip via the historic routing through Stafford Springs, late at night eastbound on Sundays only, was moved to the all-Massachusetts local route sometime between December 1970 and June 1972. Otherwise, compared with the November 1969 schedule, a Peter Pan schedule effective September 18, 1972, showed only a few minor changes in the Mass. Pike entry or exit points used on some express trips. Trips that entered or left the Mass. Pike at Exit 6 in Chicopee had begun using I-291 instead of local roads between the downtown terminal and Exit 6.

A schedule effective June 17, 1974, again showed only minor changes. One eastbound morning trip that had been running nonstop between Palmer and Copley Square was given an



Map of Peter Pan Bus Lines network, from system schedule form effective September 19, 1966. This map preceded by several years Peter Pan's expansion into scheduled interstate bus operation.

added stop at Sturbridge, with a connecting bus from Southbridge. A new 8:30 AM Boston departure stopping only at Natick between Boston and Springfield was added. A trip that formerly left Boston at 4:15 PM and served most local stops as far as Westboro was replaced with a 3:45 PM trip that ran nonstop between Boston and Worcester except for two stops in Framingham. A trip that formerly left Boston at 6:30 PM and served local stops as far as Framingham Center was replaced with a 6:45 PM departure that stopped only at Natick between Boston and Springfield. The schedule folder also showed service between Boston and Albany via Pittsfield, but the service west of Springfield consisted of Bonanza Bus Lines trips connecting with Peter Pan trips that had been in the schedule already.

By September 1977, the 6:45 AM Boston departure that had stopped only at Natick between Boston and Palmer had been discontinued. The 10:30 AM Boston departure that had served all local stops between Boston and Springfield no longer stopped at Chestnut Hill, Newton Highlands, or at any stops between Wellesley and Auburn.

The 8:15 AM nonstop trip between Springfield and Boston was supplemented except on Saturdays, Sundays, and holidays with a trip that started in Amherst at 7:30 AM and ran nonstop between Northampton and Boston. The 4:15 PM nonstop trip between Boston and Springfield was supplemented except on Saturdays with a trip that ran nonstop from Boston to Northampton and continued to colleges in Amherst. The schedule also showed that the bus leaving Springfield at 6:15 PM continued beyond Park Square to Logan Airport, and the trip leaving Park Square for Springfield at 9:45 PM originated at Logan at 9:15. At Logan, the buses stopped at marked bus stops in front of each terminal building.

The route variation through Wilbraham Center was never included in more than one or two trips each way per day in any of the schedules available for this study. It still had one round-trip in December 1975 but was no longer used by September 1977.

A schedule effective September 11, 1978, had no significant changes from the one effective September 6, 1977.

A schedule effective May 14, 1979, restored a daily local trip leaving Springfield for Boston at 3:15 AM that had been discontinued for a few years. Westbound, a new daily trip left Boston at 6:00 AM, stopping only at Natick and Worcester on the way to Springfield. There were no other significant changes compared with September 1978.

Peter Pan Service 1980 to 1986

On May 18, 1980, the Trailways Bus Terminal at 10 Park Square closed permanently to clear the way for redevelopment. Peter Pan and other tenants of this terminal relocated to a temporary one at South Station. On November 7, 1980, they moved again to a terminal built by the MBTA at 555 Atlantic Avenue, near South Station.

In a schedule effective December 15, 1980, eastbound, the all-local-stops trip leaving Springfield at 3:15 AM was replaced with a 1:45 AM departure. A trip that previously left Springfield at 8:15 AM and stopped only at Natick on the way to Boston was changed to run local from Springfield to Palmer and also stopped at Worcester. Westbound, a new local trip leaving Boston at 5:00 AM replaced an express leaving at 6:00 AM. A new local trip left Boston at 10:15 AM.

Of greater significance in 1980 was that Peter Pan had joined a pooling arrangement with several other carriers to provide new interstate through service. Three westbound and two eastbound trips ran through between Boston and Buffalo. Two trips each way ran between

Boston and Cleveland. One eastbound trip ran between Rochester, New York and Boston. These interstate trips were all also shown in the Boston–Springfield schedule and almost all were trips that were already serving that part of the route by 1979. Peter Pan drivers ran the buses between Boston and Albany. Other participating carriers were Adirondack Trailways, Western New York Motor Lines, and Lake Front Trailways.

Peter Pan had operated tour buses to points outside Massachusetts for many years and had advertised connections with other carriers for interstate trips, but excluding the old route through Stafford Springs this was the beginning of Peter Pan as an operator of scheduled interstate through service for general-purpose transportation.

After 1980, changes in service on Peter Pan's Boston–Springfield route consisted mostly of revising the combination of stops served on individual trips, and almost every schedule published showed some differences from the previous one. Some stops were eliminated permanently, but a few new ones were added.

Federal bus deregulation signed into law in September 1982 mostly superseded state regulation of intercity bus service. Among other changes, this allowed Peter Pan to begin carrying passengers between downtown Worcester, Boston, and intermediate points.

In June 1983, Peter Pan added a stop at the Trailways Terminal at the Riverside MBTA Station in Newton on five trips in each direction on the Boston–Springfield route. This required a side-diversion off the Mass. Pike over State Route 128 and Grove Street.

By this time, only one eastbound trip, leaving Springfield at 11:15 AM, ran all the way to Boston via the local route on U.S. Route 20 and State Route 9, and on this trip stops east of Natick on Route 9 were served on request only. A trip leaving Springfield at 9:00 PM included several segments on the Mass. Turnpike but served Route 9 stops between Framingham Center and Boston. No westbound trips used Route 9 east of Wellesley Hills.

In 1984, Peter Pan established a park-and-ride stop at the Auburn Mall on State Route 12, near the Mass. Pike Auburn interchange. The Peter Pan schedule form issued June 8, 1984, included new tables for a route from Auburn Mall and Worcester to Boston, with intermediate stops at Speen Street in Natick and at Riverside. On weekdays there were 15 trips eastbound and 17 westbound. All trips except one westbound served the downtown Worcester Trailways Terminal, but not all trips served Auburn, Speen Street, or Riverside. All but five trips in each direction shown in the table were actually through trips to or from Springfield or Amherst.

The June 1984 schedule showed 10 eastbound and 11 westbound Springfield–Boston trips stopping in downtown Worcester. Also in 1984, the 11:15 AM eastbound trip that previously made all local stops began using the Mass. Turnpike east of Worcester except for one stop at Speen Street. In addition to eliminating stops on Route 9 at Framingham Center and points east, this also ended the only eastbound service by Springfield buses at Millbury, Worcester, and Shrewsbury on Route 20 and at Westboro on Route 9. The last westbound service to these stops, by a bus leaving Boston for Springfield at 11:59 PM, had ended about 1980.

Effective September 10, 1984, Peter Pan discontinued service by eastbound Springfield buses at all stops between Mass. Pike Exit 8 in Palmer and downtown Worcester. These stops were Brimfield, Fiskdale, Old Sturbridge Village, Sturbridge, Southbridge, and Charlton. However, extensions of two Auburn Mall–Boston trips along with one westbound Springfield trip continued serving all these stops except Brimfield and Fiskdale.

The 9:05 PM departure from Springfield was still serving stops on Route 9 east of Framingham Center on request as late as December 1984, but soon after that it was shifted to a routing via the Mass. Pike with a stop at Riverside.

Peter Pan Springfield–Boston Service 1987 to 2025

The last remnants of Peter Pan service on the 1947 local route between Springfield and Boston were discontinued in 1987. This included elimination of use of that route between the downtown Springfield terminal and Palmer. The stops on that segment were Winchester Square and Boston Road at Parker Street in Springfield, and North Wilbraham. At the same time, stops on Route 9 at Framingham Center and Natick were discontinued. After this, the only intermediate stops between Mass. Turnpike Exit 6 in Chicopee and downtown Boston were at Palmer (both downtown and at Mass. Turnpike Exit 8), Worcester, and Riverside.

A schedule effective December 7, 1987, showed 20 eastbound and 18 westbound daily trips between Springfield and Boston with this new limited-stop configuration. These trips did not all serve the same combination of intermediate stops. The fastest scheduled time from the Springfield Terminal to the terminal at 555 Atlantic Avenue in Boston was one hour and 35 minutes, but most scheduled times were longer. Most trips connected at Springfield with trips to or from the University of Massachusetts at Amherst. There was also one weekday trip in each direction between Amherst and Boston bypassing Springfield. The latter trips had been running since the mid-1970s.

The December 1987 schedule also showed three Boston–Springfield trips in each direction connecting at Springfield with Peter Pan service to or from Albany.

As discussed in Chapter 5, in August 1988 Peter Pan took over operation of local bus service between Worcester and Boston via Route 9 from Marathon Lines, and operation of semi-express service from the Waterview apartment complex in Framingham to Boston via Route 9 and the Mass. Pike from Priority Express. Peter Pan kept operation of these routes mostly separate from Boston–Springfield service, but in 1989 a stop at Framingham Center was added to one late night Springfield trip in each direction.

During the remainder of the twentieth century, changes in Boston–Springfield service consisted mostly of minor adjustments in departure times, or of the combination of stops served on individual trips.

Starting in 1990, trips between Springfield and Boston that served Worcester also stopped at a park-and-ride lot at Mass. Pike Exit 11 in Millbury, but this was only indicated in the Worcester–Boston tables.

The total number of trips on the Boston–Springfield route was gradually reduced during the 1990s. A schedule effective April 16, 1990, showed 18 trips each way on weekdays, with most of these also running on weekends. There was also one round-trip between Amherst and Boston bypassing Springfield. The latter trips were discontinued in 1992.

By March 1995, weekday service was down slightly from 1990, to 16 trips each way. The Peter Pan Terminal at 555 Atlantic Avenue closed effective November 1, 1995, and Peter Pan operations along with those of other tenants of that facility were relocated to the new South Station Bus Terminal. A ventilator building for the I-93 tunnel is now on the Atlantic Avenue bus terminal site.

By June 2000, there were only 13 eastbound and 12 westbound Peter Pan trips between Springfield and Boston on weekdays.

In December 2002, Peter Pan Bus Lines agreed to buy Bonanza Bus Lines and four other New England bus lines from Coach USA. Bonanza was the only one of the acquired companies operating fixed routes serving Boston. The history of Bonanza Bus Lines and its operation by Peter Pan after 2002 are discussed in Chapter 14.

Peter L. Picknelly died suddenly on October 4, 2004, at age 73. His son, Peter C. Picknelly, who had already been named president of Peter Pan Bus Lines, continued running the company.

An August 2005 schedule showed eight eastbound and seven westbound trips between Springfield and Boston on weekdays.

A January 2009 Boston–Springfield schedule showed three of the eastbound trips and two of the westbound trips still stopping in downtown Palmer. By September 2010, all Palmer service had been eliminated. Peter Pan discontinued service to Riverside Station in 2012 because of a disagreement with the MBTA about the rental fee.

The last schedule obtained for the Boston–Springfield route issued prior to the COVID-19 pandemic was effective June 21, 2017. It again showed eight trips eastbound and seven westbound on weekdays. The only intermediate stops were in Worcester at Union Station and at a park-and-ride lot on Route 146, and in Framingham at the Massport Logan Express lot at Shoppers World. The first eastbound trip of the day also stopped in Boston at Copley Square, Park Square, and the State House before the final destination of South Station. One PM Peak westbound trip also picked up passengers at Park Square and Copley Square.

Because of the pandemic, Peter Pan suspended all service effective March 29, 2020. Some service resumed on June 8, 2020, but archived copies of the schedules for that service have not been located. Like some other bus companies, Peter Pan does not currently show full timetables on its website but instead requires inquiries for a specific trip-end pair for a specific date. For a midweek day in January 2023, such an inquiry showed that there were six eastbound and seven westbound trips between Springfield and Boston. However, these included only two through trips in each direction. The rest required passengers to transfer between Boston–New York and Hartford–Springfield trips at Hartford. The only Peter Pan service between Boston and Worcester was provided by the two through trips in each direction between Boston and Springfield and one trip in each direction between Boston and New York City.

The same service was shown in October 2023, with minor changes in departure times of one trip in each direction. An inquiry for a mid-week day in May 2025 found seven eastbound and six westbound trips. As in 2023, only two of the trips in each direction ran through between Boston and Springfield.

PETER PAN SERVICE FROM BOSTON TO NEW YORK CITY AND SOUTH

In 1985, Trailways, Inc. discontinued almost all its remaining bus service in New England. This included routes from Boston to New York via Hartford; from Springfield to New York; and from Haverhill to New York via Worcester. Schedules of the Springfield–New York route had been coordinated at Springfield with Peter Pan schedules to allow convenient transfers to and from Boston and Amherst. Peter Pan took over all three Trailways routes. At about the same time, the Trailways Terminal at 555 Atlantic Avenue in Boston was renamed the Peter Pan Bus Terminal.

Peter Pan schedules effective March 31, 1986, showed three westbound and two eastbound trips between Boston and New York that ran nonstop between Worcester and Hartford, and one eastbound trip from New York that ran nonstop between Hartford and Boston. The schedule also

showed service from Boston to New York City via Springfield, with six daily trips in each direction. Most of these trips required transfers at Springfield between Boston trips that had already been in the schedule and former Trailways New York City trips. Peter Pan discontinued Worcester–Haverhill service by June 1986.

In June 1987, Greyhound Lines announced that it was buying the assets of Trailways, Inc. subject to ICC approval. Independently owned Trailways System affiliates were allowed to continue using the Trailways name, provided that they kept paying membership fees.

Trips between Boston and New York bypassing Springfield were gone from Peter Pan schedules by mid-1987 but would begin reappearing two years later. In a schedule effective June 26, 1989, the only Boston–New York service was still by connection at Springfield. A schedule effective December 18, 1989, showed one trip from Boston to New York with no stops between Worcester and Hartford and one trip from Hartford to Boston with a close connection at Hartford from a New York–Springfield trip.

The next schedule, effective April 16, 1990, announced new express service between Boston, Hartford, and New York. Westbound, this included four trips running nonstop between Riverside and Hartford. Three of these ran through to New York and the fourth made a close connection for New York at Hartford. Another Boston–New York trip stopped at Worcester, Sturbridge, and Old Sturbridge Village before continuing nonstop to Hartford. Eastbound there were five New York–Boston trips, all running nonstop between Hartford and Riverside.

In June 1992, Peter Pan Bus Lines became a Trailways Bus System affiliate and began using the name Peter Pan Trailways. At that time, Peter Pan took over a Trailways express route between New York City and Washington, D.C. with intermediate stops in Baltimore. The initial schedule showed six daily round-trips, half of which ran nonstop between New York and Washington. In keeping with the practice in this manuscript, subsequent service south of New York is not discussed in detail.

The June 1992 schedule also showed that the number of trips between Boston and New York via the Hartford route bypassing Springfield had increased to eight westbound. These were labeled New York Express in the timetable, to distinguish them from trips via Springfield. There were still only six eastbound trips on this routing, now labeled Boston Express. Most of the trips in each direction did not have close connections with the newly acquired New York–Washington trips.

By June 1993, the number of westbound New York Express trips had increased to nine. These all ran nonstop between Riverside and Hartford except for one that stopped at Worcester instead of Riverside. Eastbound there were nine Boston Express trips, of which seven ran nonstop between Hartford and Riverside, one also stopped at Worcester, and one stopped at Manchester, Connecticut and Worcester but not at Riverside.

A schedule in effect June 22, 1994, announced an “All new daily non-stop express service” between Boston and New York City. The only intermediate stop was Riverside. There were five daily trips each way, and three additional round-trips on Fridays and Sundays. Most of the daily trips left Boston or New York at times used by trips via Hartford in the 1993 schedule. The trips via Hartford were also retained, but some were combined at Hartford with trips to or from Amherst.

Over the next several years, Peter Pan service between Boston and New York would begin to overshadow Boston–Springfield service and would have too many variations to summarize concisely here.

When Peter Pan first began operating service between Boston and New York, the main bus competition was from Greyhound Lines. By the late 1990s, both companies were facing competition from independent cut-rate bus companies. Effective in January 1999, Peter Pan and Greyhound formed an alliance under which they coordinated schedules on routes served by both companies to minimize duplication. Each company sold and honored tickets for the other, and published schedules showed the combined service provided by Greyhound and Peter Pan.

Peter Pan was still using the name Peter Pan Trailways on published schedules as late as 2002, but by January 2004, the company had returned to using the name Peter Pan Bus Lines.

The alliance between Peter Pan and Greyhound was terminated in September 2017, as the result of increasing disagreements between the managements of the two companies. The last common schedule issued for Boston–New York express service was effective June 21, 2017. It showed 15 trips in each direction on weekdays. Of these, only three in each direction were Peter Pan trips. Peter Pan also ran six daily round-trips between Boston and Hartford. These trips all made an intermediate stop at Worcester Union Station, and some of them also stopped in Framingham. Several had close connections to or from New York at Hartford.

An inquiry for a weekday in January 2023 showed Peter Pan operating seven westbound and eight eastbound trips between Boston and New York City. All these trips except two eastbound also served Hartford, and no other Boston–Hartford service was scheduled. Five westbound and four eastbound Boston–New York trips had Springfield connections at Hartford, timed for travel between Boston and Springfield.

An inquiry for a weekday in October 2023 showed Boston–New York City service increased to ten eastbound and nine westbound trips. All these trips except three eastbound and one westbound also served Hartford, and no other Boston–Hartford service was scheduled. Five westbound and four eastbound Boston–New York trips still had Springfield connections at Hartford, timed for travel between Boston and Springfield. This was reminiscent of the earliest days of Peter Pan’s Springfield–Boston service, discussed above, when the buses were routed through Stafford Springs, Connecticut.

An inquiry for a mid-week day in May 2025 showed eight trips in each direction between Boston and New York, including one trip in each direction that required a transfer at Hartford.

13. Almeida Bus Lines and Predecessors and Successors

ALMEIDA BUS LINES PREDECESSORS

New Bedford was among the earliest municipalities in Massachusetts to have a public transportation connection from Boston, with a tri-weekly stagecoach operating by 1798. Stages gave way to rail passenger service with the opening of the New Bedford & Taunton Railroad in 1840. The New Bedford, Middleboro, and Brockton Street Railway opened in 1899, forming the final link in a series of trolley lines connecting New Bedford with Boston. However, the trip via this mode was not time-competitive with the steam railroad, and it required passengers to make several transfers.

By 1918, the trolley line segment between Bridgewater and New Bedford was among the most unprofitable ones in what was then the Bay State Street Railway system, and the successor Eastern Mass. Street Railway Company (EMSR) ended service on it in September 1919. At that time, EMSR had not yet begun operating buses in place of abandoned trolley lines, and it never obtained authority to run buses between Bridgewater and New Bedford.

The first issue of the *Motor Coach Guide*, published in mid-1925, showed the American Coach Company operating five daily bus trips each way between downtown Boston and New Bedford. American Coach did not get permanent operating authority for this route or any other when state regulation began later in 1925, and by early 1926 the company was out of business.

By September 1926, the New Haven Railroad's highway subsidiary, the New England Transportation Company (NET, discussed in Chapter 4) was operating a bus route between Brockton and New Bedford via West Bridgewater, Bridgewater, Middleboro and Lakeville. This route was partly over the same roads as the abandoned trolley line. In 1926, the bus provided eight daily round-trips, at two-hour intervals from 8:00 AM to 10:00 PM in each direction.

This service was unsuccessful, and NET gradually reduced the number of trips. By April 1930, only three daily trips each way ran through between Brockton and New Bedford. This declined to two trips by April 1931, and to one by February 1932. By July 1936, the trip from New Bedford to Brockton required a bus-to-bus transfer at Middleboro. By 1940, even this service was gone.

ALMEIDA'S BUS SERVICE ORGANIZATION AND INITIAL OPERATIONS

Almeida Service in the 1940s

DPU records show that in late 1943, John Almeida, Jr. of New Bedford, doing business as Almeida's Bus Service, was granted operating rights for a bus route between New Bedford and Central Square in Bridgewater via Freetown, Lakeville, and Middleborough. Between New Bedford and Middleborough, the route mostly followed that of the trolley line abandoned in 1919. A side trip on Titicut Street to the Bridgewater State Farm was also authorized. Almeida had previously operated non-fixed-route bus service since 1939.

In mid-1945, Almeida was granted additional rights for an extension of the New Bedford-Bridgewater route through West Bridgewater to the center of Brockton. To protect Eastern Mass. Street Railway service between Bridgewater and Brockton, Almeida was not permitted to pick up any passengers northbound or drop off any passengers southbound north of Central Square in Bridgewater.

In early 1946, Almeida was granted operating rights for a route from Taunton to Bridgewater via Raynham. This was another former trolley route on which EMSR had run bus service from about 1926 to 1930.

In 1947, Almeida was granted rights for a route between Lakeville and Boston, which combined with earlier rights south of Lakeville allowed through service between New Bedford and Boston. The new rights were over the present State Route 18 from Lakeville to Brockton, Route 27 to Stoughton, Route 138 to Mattapan, and Blue Hill Avenue, Seaver Street, and Columbus Avenue to Park Square. In Boston, Almeida buses used the Greyhound terminal at 80 Park Square. No local transportation of passengers between Bridgewater and Brockton or within Brockton was allowed. This route bypassed the segment of Almeida's original New Bedford-Bridgewater route between Lakeville and Bridgewater through Middleborough.

On July 27, 1947, the *Boston Globe* reported that Almeida's Bus Service had inaugurated through bus service between New Bedford and Boston the previous week. The schedule called for Boston departures hourly from 8:15 AM to 15 minutes after midnight.

On December 23, 1947, Almeida organized Almeida Bus Lines, Inc. This company originally operated only charter and special bus service, while fixed-route operations continued under the original Almeida's Bus Service name.

An Almeida schedule folder effective May 1, 1948, showed Boston departures for New Bedford hourly from 8:00 AM to midnight and Boston arrivals hourly from 7:30 AM to 11:30 PM and at 12:15 AM. Trips alternated between running directly between Lakeville and Bridgewater and running through Middleborough. The direct trips were scheduled for two hours between New Bedford and Boston. The trips via Middleborough took 15 minutes longer. There were buses between Middleborough and Bridgewater connecting with the through trips that bypassed Middleborough.

In addition to the Boston route, the 1948 folder showed service running hourly between New Bedford and Brockton, using several route variations, and the route between Taunton and Bridgewater. The Taunton route schedule provided close connections at Bridgewater with the Almeida buses to and from Boston.

Almeida Service in the 1950s; Start of Boston–Cape Cod Routes

On May 7, 1951, all fixed-route certificates held by John Almeida, Jr. were transferred to Almeida Bus Lines, Inc. On the same date, Almeida Bus Lines was granted rights for new service between Middleborough and Buzzards Bay via State Route 28, through Rochester and Wareham. From Buzzards Bay, one branch continued southeast through Sandwich and West Barnstable to Hyannis via the present U.S. Route 6, the Sagamore Bridge, and the present State Routes 6A and 132. The other branch continued south from Buzzards Bay via Route 28 to the border of Bourne and Falmouth near the entrance to Camp Edwards, a National Guard post. The certificate was restricted to dropping off passengers on southbound trips or picking up passengers on northbound trips, except that local trips on the Camp Edwards branch were allowed. North of Bridgewater, the restrictions on the New Bedford route applied.

The New England Transportation Company had held operating rights between Middleborough and Hyannis since 1926, and between Buzzards Bay and Woods Hole since the late 1930s.

An Almeida schedule effective April 27, 1952, showed service on the New Bedford–Boston route almost the same as in 1948, but after 6:30 PM northbound and 7:00 PM southbound, departures were every two hours instead of hourly. Service on the new Cape Cod route, which may not yet have been at its summer peak level, had three daily trips each way between Boston and Hyannis also stopping at Camp Edwards. One additional trip northbound and two additional

trips southbound ran between Boston and Camp Edwards but did not serve Hyannis. Other listed stops were Milton, Canton, Stoughton, Brockton, Bridgewater, Middleborough, Wareham, and Buzzards Bay. The New Bedford–Brockton route and the Taunton–Bridgewater route still had hourly service, with the Taunton route allowing for transfers to and from Boston buses at Bridgewater.

The schedule effective April 27, 1952, still appeared in the April 1954 edition of Russell's *New England New York Bus Guide*. A new schedule effective September 12, 1954, appeared in the October 1955 issue. Service on the New Bedford–Boston route was reduced to ten northbound and 11 southbound daily trips. Departure intervals in both directions ranged from one to two hours. The variation through Middleboro Center was used on seven northbound and six southbound trips. The Hyannis–Boston route had four daily round-trips. All southbound trips and all but one northbound trip also served Camp Edwards. There were no longer schedules for a New Bedford–Brockton route or a Bridgewater–Taunton route.

The next Almeida schedule found was dated June 10, 1957, and was still in effect in February 1958. The New Bedford–Boston route had nine northbound and ten southbound daily trips. The variation through Middleboro Center was used on seven northbound and six southbound trips. The Hyannis–Boston route had two northbound and three southbound daily trips. No weekday trips stopped at Camp Edwards.

In July 1958, Almeida was authorized to operate over the new Mid-Cape Highway (present U.S. Route 6) between Route 6A south of the Sagamore Bridge and Route 132 in Barnstable.

In October 1958, the New Haven Railroad discontinued passenger service to Boston from New Bedford, Taunton, and Fall River. This left Almeida as the only provider of direct public transportation between New Bedford and Boston. The Eastern Mass. Street Railway Company already operated a bus route from Fall River to Boston via Taunton, discussed in Chapter 6.

In February 1959, Almeida was granted rights to a faster routing of Boston–New Bedford service over recently completed section of State Routes 140 and 24 between the north side of New Bedford and Route 27 in Brockton.

The New Haven Railroad discontinued passenger service between Boston and Scituate, Plymouth, Middleborough, and Cape Cod on June 30, 1959. The DPU granted emergency authority to Almeida to extend the Camp Edwards route to Woods Hole. A temporary schedule effective July 1 showed separate Almeida buses departing Hyannis for Boston via Barnstable, Sandwich, Wareham, Middleborough, and Bridgewater at 6:30 AM and departing Woods Hole for Boston via Falmouth also at 6:30 AM. Outbound buses left Park Square for Hyannis at 8:30 and 11:00 AM and at 2:00 and 5:10 PM, and for Woods Hole at 8:30 AM and at 2:00, 4:30, and 5:10 PM. Buses left Park Square for Bridgewater at 5:00 PM and for Wareham at 5:05 PM. These did not include all the trips that Almeida would have been running anyway.

Almeida's authority to serve Woods Hole was made permanent on August 28, 1959, when the DPU found no opposition to it. Within Falmouth, the extension used the present State Route 28A and unnumbered local roads directly to the Steamship Authority terminal.

Almeida Service 1960 to 1964

An Almeida Bus Lines schedule form effective June 17, 1960, included service between Boston and New Bedford and between Boston and points on Cape Cod. The New Bedford route schedule included seven round-trips on weekdays, with slight changes on weekend days. One weekday peak trip in each direction ran nonstop between New Bedford and Boston. Most other

trips also stopped at Lakeville Town Hall, Middleborough, and Bridgewater. Two inbound trips stopped in Brockton. Each nonstop express trip was supplemented with a short-turn between Middleborough and Boston, also stopping at Bridgewater. A map implied that Almeida still also ran some local service in this corridor, but the route between Fall River and Taunton was not shown.

The weekday Cape service schedule included seven northbound and six southbound trips between Hyannis and Boston. One peak trip in each direction made no intermediate stops, but the rest also stopped in Barnstable, Sandwich, Buzzards Bay, Onset, Wareham, Middleborough, and Bridgewater Center. The Woods Hole route had seven northbound and six southbound trips on weekdays, including one northbound trip and four southbound trips that ran nonstop between Otis Air Force Base (on the Camp Edwards complex) and Boston. Most of the other northbound trips served the same stops as the local Hyannis trips between Buzzards Bay and Middleborough. One southbound trip also stopped at Bridgewater, and one stopped at Bridgewater and Middleborough. All Woods Hole trips included a stop near the railroad station in Falmouth.

The map indicated that some trips ran nonstop via the South Shore and the Sagamore Bridge. This may have been under temporary authority, as the oldest permanent rights found for Almeida for such a route were issued in the summer of 1961. This routing was over the present State Route 3 from the north end of the Sagamore Bridge through Bourne and Plymouth, to near the border of Kingston and Duxbury; the present Route 53 through Duxbury, Pembroke, Hanover, and Norwell to the present Route 3 in Hingham; and Route 3 and the Southeast Expressway to downtown Boston. No intermediate stops between the Sagamore Bridge and Park Square were allowed.

In August 1961, Almeida was granted operating rights for a faster routing for New Bedford and Cape Cod services between Brockton and Boston via State Routes 24 and 128 (now I-93) and the Southeast Expressway.

Almeida gained operating authority over other limited-access highway sections as they became available. This included the present Route 3 from Hingham to Hanover in December 1961.

An Almeida schedule effective June 14, 1963, showed weekday service between New Bedford and Boston increased to 11 through trips northbound and 10 southbound. Of these trips, seven in each direction ran express nonstop between New Bedford and the Park Square Trailways terminal. The other trips stopped at Lakeville, Middleborough Center, and Bridgewater, and one northbound trip also stopped at Brockton. One trip in each direction stopped at Brockton and Stoughton on Sundays only. One off-peak trip in each direction ran via the Bridgewater State Farm. In addition to the through trips between Boston and New Bedford, there were two northbound and three southbound trips between Boston and Middleborough Center also stopping at Bridgewater.

By June 1963, weekday service between Boston and Hyannis had increased to nine trips each way. Seven northbound and six southbound trips made only one stop each off the mid-Cape highway in Barnstable, West Barnstable, and Sandwich, made two stops in Sagamore, and ran nonstop between Sagamore Circle and Boston. Two trips in each direction ran via Route 6A and served additional stops in Barnstable, West Barnstable, East Sandwich, and Sandwich. One late-night southbound trip ran via Wareham. One of the limited-stops trips in each direction ran through between Boston and Chatham via Southern Massachusetts Bus Lines, with multiple

intermediate stops in Yarmouth, Dennis and Harwich. Two of the three other trips in each direction on the Chatham route had convenient connections with Almeida trips at Hyannis.

In June 1963, the Woods Hole route had five northbound and six southbound trips over the full route on weekdays. One additional northbound trip originated at Falmouth. One additional northbound trip and two additional southbound trips ran only between Buzzards Bay and Boston. Three of the trips in each direction ran nonstop between Boston and Buzzards Bay via Route 3. The other trips used the older routing, with stops in Rock Village, South Middleborough, West Wareham, Wareham, and Onset Bay. Stops south of Buzzards Bay were at Monument Beach, Pocasset, Cataumet, Otis Air Force Base, North Falmouth, West Falmouth, and Falmouth.

The June 1963 schedule identified John Almeida III as general manager of Almeida Bus Lines. A June 1964 labor case identified Mrs. John Almeida, Jr. as the president and operating head of Almeida Bus Lines. It also identified Southern Massachusetts Bus Lines as wholly owned by the Almeida family. This company had recently become the latest in a series of operators of bus service between Hyannis and Chatham. The New England Transportation Company had held the rights from the 1920s to 1955. New Haven Railroad schedules show Falmouth Bus & Taxi Company as the operator of Hyannis–Chatham bus service from 1955 to 1959, and Coulter Bus Company as the operator in 1961. Coulter Bus was mainly a school bus company, and it shut down after its president, Gerald Coulter died in September 1961.

In December 1963, Almeida was granted operating rights over the final link in the new Route 3, from Hanover to Duxbury. The same certificate included operation over the new State Route 25 (now part of I-495) between Route 24 in Raynham and Route 28 (Wareham Street) in Middleborough, and over the present Route 28 between Otis Air Force Base and Falmouth.

A schedule effective September 14, 1964, showed only minor changes compared with June 1963 in service on the New Bedford route. One Middleborough short-turn in each direction was extended to New Bedford, but one northbound trip from New Bedford was cut back to Middleborough.

The Cape Cod routes showed large service cutbacks, reflecting the expected lower ridership in non-summer months. Service on the Hyannis route had only five trips in each direction on weekdays. Of these, four northbound and three southbound trips used the limited-stops Route 6 variation between Hyannis and Sagamore. The other one northbound and two southbound trips used the Route 6A variation with more intermediate stops. Three of the four Southern Massachusetts Bus Lines trips in each direction were through-routed between Chatham and Boston on Almeida trips.

The Woods Hole route had only two northbound and three southbound trips over the full length of the route, and one additional trip between Falmouth and Boston. None of the trips used the express variation on Route 3 between Boston and Buzzards Bay.

Almeida Service 1965 to 1969

An Almeida schedule form effective June 11, 1965, showed only minor changes in service between Boston and New Bedford compared with the schedule of September 1964. Service between Boston and Middleborough was shown in a separate table but only two trips in each direction actually began or ended at Middleborough rather than New Bedford.

Service on the Boston–Hyannis route and on the Boston–Woods Hole route in June 1965 was back to that of June 1963, with some minor adjustments in departure times. Only one Southern

Massachusetts Bus trip in each direction ran through between Chatham and Boston, as was the case in June 1963.

Service on all Almeida routes and on the Southern Massachusetts Bus route was the same in June 1966 as in June 1965. Two northbound and three southbound trips still ran via Route 6A between East Sandwich and West Barnstable.

An Almeida schedule effective September 11, 1967, showed a reduction of one off-peak trip in each direction between Boston and New Bedford. The non-summer reduction in service between Boston and Hyannis was similar to that in September 1964, but the September 1967 schedule had one more southbound trip and two more northbound trips. The number of southbound trips using the Route 6A variation had been reduced to two from three. The Boston–Woods Hole route had the same reduced schedule as in September 1964.

A final addition to Almeida's operating rights for Boston–Woods Hole service was over the segment of Route 25 between Route 28 in Middleboro and Route 6 in Wareham in May 1969.

An Almeida schedule effective June 13, 1969, showed the same service on the Boston–New Bedford route as in the June 1966 schedule. Service on the Boston–Hyannis route was also the same as in June 1966, except for an added 6:30 AM departure from Hyannis in 1969. Service on the Boston–Woods Hole route was also the same as in June 1966, except that the morning round-trip between Boston and Buzzards Bay was extended to the Otis Air Force Base main gate.

Start of Almeida Cape Cod–New York Service

The last significant expansion of Almeida's fixed-route service occurred in the spring of 1969, when Almeida began running a route between Cape Cod and New York City, in competition with a joint service of The Short Line and Eastern Greyhound Lines. During World War II, Almeida had operated service between New Bedford and Newport under emergency authority, to transport workers to a torpedo plant in Newport. In 1946, Almeida applied to the ICC for permanent authority to run a general-purpose route between New Bedford and the Newport ferry terminal. Objection from The Short Line was a factor in the ICC's denying Almeida a certificate.

In July 1957, Almeida affiliate Southern Massachusetts Bus Lines applied to the ICC for authority to operate scheduled bus service between Newport and Boston. Greyhound had been operating a route between those endpoints since 1946. In February 1958, the ICC approved the sale of Greyhound's right to this route to The Short Line. On October 30, 1958, the ICC rejected the petition from Southern Massachusetts Bus Lines, on the grounds that there was insufficient demand to support two competing bus routes between Newport and Boston.

Although denied authority for fixed-route interstate service, Almeida operated interstate charter and tour service for many years. Almeida attempted to obtain operating rights for Cape Cod–New York service as early as 1966, but opposition from the other bus lines had delayed final ICC approval.

Unlike the Short Line/Greyhound route, Almeida's New York route bypassed Providence and ran through Tiverton, Portsmouth, Middletown, Newport, Jamestown, Kingston and Wyoming, Rhode Island and New London, Connecticut, and then ran nonstop to New York. This route had only interstate rights, so no passengers were carried between two points in the same state. In addition, no passengers were carried locally between New York and New London.

For the first few months, the buses crossed Narragansett Bay on the Newport–Jamestown ferry before the present Pell Bridge opened on June 28, 1969. The bridge shortened the crossing time to five minutes from 55 minutes, as shown in a schedule effective September 8, 1969.

This schedule showed five daily round-trips between Hyannis and New York and two daily round-trips between Woods Hole and New York. The Hyannis trips also made a flag stop at Sagamore. The Woods Hole trips made a scheduled stop at Falmouth and a flag stop at Otis Air Force Base. Both branches made scheduled stops in Wareham and New Bedford, and flag stops in Marion and Mattapoisett.

Almeida Service 1970 to 1975

In a schedule effective July 15, 1970, the only change from June 1969 in the Boston–New Bedford schedule was extension of the 5:15 PM southbound local-stops Middleborough trip to New Bedford. The routes from Boston to Hyannis and Woods Hole had the same summer schedule as in 1969, except for minor departure time adjustments. Southern Mass. Bus Lines had five round-trips between Hyannis and Chatham instead of the four in earlier years, but no trips were noted as running through to or from Boston. Service on the route between Cape Cod and New York was the same as in September 1969. There was also a Friday-only nonstop trip from the Newport Naval Base to New York, with a Sunday-only return.

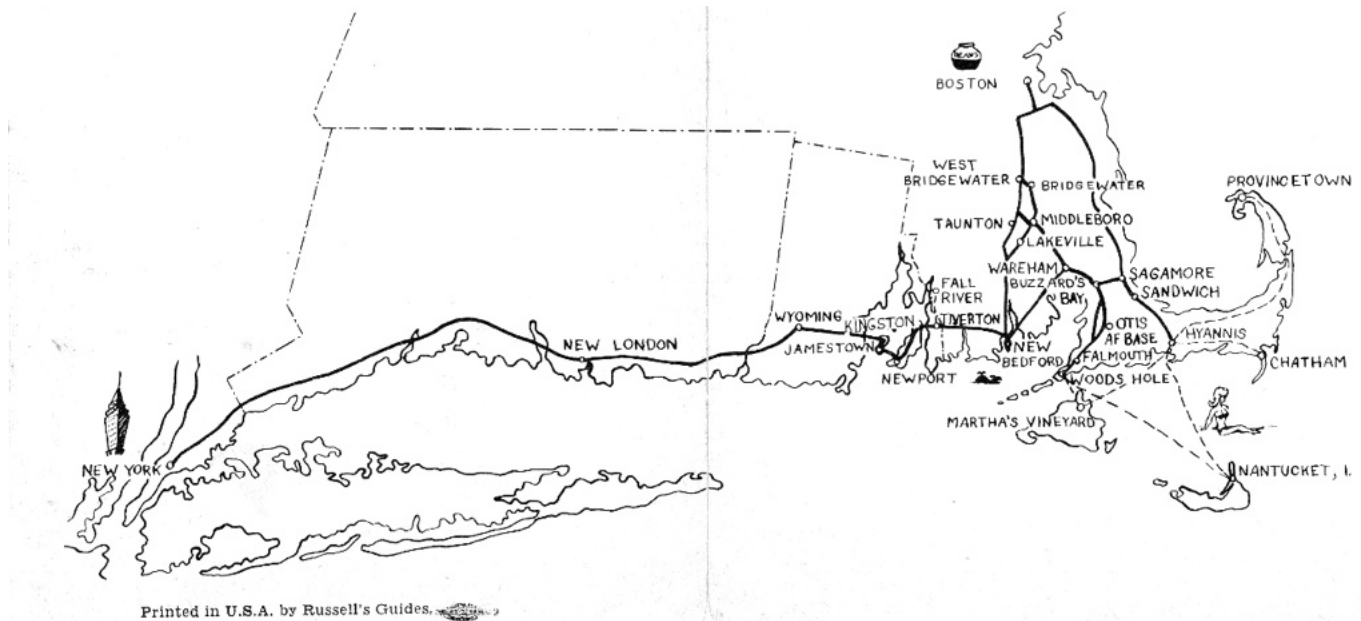
By September 1972, there was little service reduction on the Boston–Hyannis route in non-summer months compared with summer months. The number of northbound trips using the Route 6A variation had been reduced from two to one. Service on the Boston–Woods Hole route, which derived much of its ridership from transfers by Steamship Authority passengers at Woods Hole, was still only about half as frequent after Labor Day as during the summer. The Southern Mass. Chatham route was back to four trips each way. Service on the Boston–New Bedford route, including Middleborough short-turns, was about the same in September 1972 as in June 1970.

Service on the Cape Cod–New York route was less frequent in September 1972 than in July 1970. By September 1972, one trip in each direction between Hyannis and New York had been discontinued, and one westbound trip originated at New Bedford instead of Hyannis. The Sunday-only trips from New York to the Newport Naval Base were apparently very popular, as the schedule called for continuous loading from 11:00 PM to 1:00 AM, with buses leaving New York when full and running nonstop to the Base.

Almeida Bus Lines founder John Almeida, Jr. died suddenly on March 26, 1973, at age 56. This did not have an immediate impact on service, as Mr. Almeida's wife, Cecilia Almeida, and son, John Almeida III, had already been managing the company for at least 10 years.

Service in an Almeida schedule form effective September 19, 1973, was the same as that of September 1972 for most routes. The Boston–Hyannis route had one new trip leaving Boston at 8:15 AM and continuing beyond downtown Hyannis to the Steamship Authority (SSA) pier. A new trip left the SSA pier for Boston at 3:45 PM and also served downtown Hyannis. A footnote said these bus trips would be discontinued after September 30. The SSA had established its route between Hyannis and Nantucket in June 1973 but was still running some Nantucket service from Woods Hole.

An Almeida schedule effective September 23, 1974, showed a few changes from September 1973. On the New York–Cape Cod route, the Sunday night load-and-go trips to the Newport



Almeida Bus Lines system map, from a schedule form effective September 8, 1969. The Almeida system had recently reached its maximum extent, with the establishment of a route between Cape Cod and New York City. Almeida went out of business in 1979, but other carriers provided replacement service for Almeida's routes within Massachusetts.

Naval base were no longer listed. This was a consequence the Navy's sudden closure of most activity at the base in 1973.

In September 1974, the Boston–New Bedford route had no changes in southbound service, but there were new northbound trips originating at Middleborough at 6:45 and 7:00 AM. The latter trip replaced local stops formerly made on a trip from Woods Hole. On the Boston–Hyannis route the trips to and from the SSA Hyannis pier were not shown. If they ran that summer, they had already ended for the season.

An Almeida schedule effective September 15, 1975, showed a few more changes. On the New York–Cape Cod route, one round-trip between New York and Hyannis, one round-trip between New York and Woods Hole, and one westbound trip between New Bedford and New York had all been discontinued. One round-trip between New York and Woods Hole had been changed to run to and from Hyannis. On the Boston–New Bedford route, a northbound trip originating at Middleborough at 3:40 PM had been replaced by adding local stops to a trip that formerly ran express from New Bedford.

The Boston–Hyannis route had the same service as in September 1974, but the schedule form no longer included a row for service to the SSA Hyannis terminal. This implies that the extra trips to the pier were not run in 1975. The number of southbound trips using the Route 6A variation was reduced from two to one. On the Boston–Woods Hole route, some departure times had changed and there were added departures from Boston at 10:30 AM and from Woods Hole at 1:00 PM that did not appear in September 1974.

Weekday service on the Southern Massachusetts Bus route between Hyannis and Chatham was reduced from four trips each way to three.

Final Years of Almeida Service 1976 to 1979

A schedule effective September 13, 1976, had no changes in New York–Cape Cod service frequency, but one northbound trip was again going to Woods Hole instead of Hyannis. The Boston–New Bedford route had a 4:15 PM departure from Boston running nonstop to New Bedford, a new 4:45 PM local trip to Middleborough, and a new 7:00 PM local trip to New Bedford. A northbound trip that formerly left New Bedford at 4:30 PM was discontinued south of Middleborough. On the Boston–Hyannis route, stops to pick up passengers northbound or drop off southbound at the junctions of the mid-Cape highway with Route 149 in West Barnstable and Route 6A in East Sandwich were all discontinued.

An Almeida schedule effective September 12, 1977, showed no changes in service on any routes compared with the September 1976 schedule.

In the June 1978 issue of Russell's *Official Bus Guide*, the schedules for Almeida Bus Lines all had effective dates of January 3, 1978. On the New York–Cape Cod route, eastbound weekday service was reduced to one trip to Woods Hole, and one trip to Hyannis. Westbound service was reduced to two trips from Hyannis. On the Boston–New Bedford route, the departure time of one express trip from New Bedford was changed from 5:00 PM to 4:30. There were no changes in service on the Hyannis and Woods Hole routes.

The Southern Massachusetts Bus route between Hyannis and Chatham still had three trips in each direction on weekdays, but most of the departure time had changed from those of September 1977.

By later in 1978, Almeida was having difficulty keeping enough buses in service to cover all scheduled trips, even after the purchase of nine used coaches from a broker in New Jersey. On

September 7, 1978, the DPU approved the transfer of Almeida's certificates for service between Woods Hole and State Route 24 in Raynham to Bonanza Bus Lines. Almeida retained its rights between Raynham and Boston for New Bedford service, but Bonanza already had overlapping rights to that section of the route as part of its route between Fall River and Boston. At about the same time that this transaction took place, Almeida ended its remaining service on the route between New York and Cape Cod via Newport that it had started in 1969.

By early 1979, Cecilia Almeida, who had been identified on Almeida Bus Lines schedules by 1975 as president, treasurer, and general manager, wanted to sell the company and retire. On February 17, 1979, Carl A. Dias of New Bedford, Thomas V. Simmons of Fall River, and Robert T. S. Simmons of Fall River filed articles of incorporation for Pilgrim Bus Lines, Ltd. Their intent was to buy the assets of Almeida Bus Lines and Southern Massachusetts Bus Lines, for which they were reportedly offering \$1.9 million. Dias was already serving as Almeida Bus Lines general manager.

On April 10, 1979, while the DPU was still considering the Pilgrim proposal, the New Jersey broker repossessed the nine buses that Almeida had bought, for failure to make payments. This forced Almeida to immediately suspend service on the Middleborough short-turn trips serving Bridgewater and West Bridgewater. The DPU granted a 120-day temporary license to Bay State Commuter Lines of Brockton for these trips.

The next day, April 11, it was divulged that the landlord of Almeida's New Bedford terminal had defaulted on the mortgage, and the bank had foreclosed. Almeida was to be allowed to continue using the facility temporarily.

On April 20, 1979, Almeida Bus Lines failed to meet payroll, and drivers threatened to walk out. On April 22, Almeida ceased all operations. The DPU granted temporary rights to the Boston–New Bedford service to Brander Bus Lines of Rehoboth. This company had been incorporated in 1966 and had most recently been operating daily bus service between Taunton and Providence, and weekend-only trips between Providence and Plymouth and between Providence and Brockton. As detailed in Chapter 7, the Plymouth & Brockton Street Railway Company had been operating service between Boston and Hyannis for many years in competition with Almeida and was able to add service on its route to make up for the discontinued Almeida trips. P&B also took over the Southern Massachusetts Bus service between Hyannis and Chatham.

When Almeida Bus Lines shut down, the *Official Bus Guide* was still showing the schedules effective January 1, 1978, for the routes from Boston to New Bedford and Hyannis, but the schedules for the former routes from Boston to Woods Hole and from Cape Cod to New York had been removed, along with the Almeida system map. The final New Bedford route schedule for weekday service included eight northbound and seven southbound express trips between New Bedford and Boston that stopped in New Bedford at the Almeida terminal at 1091 Kempton Street; on Church Street at Tarkiln Hill Road; and at Church Street at Staron Street and otherwise ran nonstop to and from the Trailways Terminal in Park Square. Three local trips northbound and six southbound ran through between New Bedford and Boston, with stops at Cochesett, West Bridgewater, Bridgewater, and Lakeville. One of these trips each way also served the Bridgewater State Farm. On Sundays only, one of the local trips in each direction also stopped at Brockton, Stoughton, and Mattapan. There were also six northbound and three southbound short turns between Middleborough and Boston, serving the same intermediate stops as the New Bedford local trips.

The final weekday schedule for the Boston–Hyannis route had eight northbound and seven southbound express trips. These ran nonstop via State Route 3 between Boston and a commuter parking lot at Sagamore Circle and then continued nonstop via U.S. Route 6 (the Mid-Cape Highway) to Barnstable and a final stop at Hyannis. One additional trip in each direction ran via State Route 6A, with stops at Sandwich, East Sandwich, and West Barnstable.

The Southern Massachusetts Bus Lines route between Hyannis and Chatham still had three round-trips on weekdays. None were interlined with Almeida trips, but one trip each way showed scheduled connections with Boston trips.

ALMEIDA BUS LINES SUCCESSORS

As reported above, several months before Almeida Bus Lines went out of business in April 1979, its operating rights for Woods Hole–Boston service were transferred to Bonanza Bus Lines. The subsequent history of that service is related in Chapter 14. The Cape Cod–New York service that Almeida had discontinued in 1978 was not directly replaced. However, jointly operated Greyhound/Bonanza Bus service between Cape Cod and New York on a different routing predated the Almeida service and outlived it by many years.

Shortly before Almeida shut down completely, Bay State Commuter Lines took over the Middleborough–Boston short trips on the New Bedford–Boston route. In November 1979, the DPU issued permanent operating rights to Bay State for this service. The subsequent history of this route is discussed at the end of this chapter. Also in November 1979, the DPU issued permanent operating rights to the Plymouth & Brockton Street Railway Company for service between Hyannis and Chatham, as discussed in Chapter 7. The history of New Bedford–Boston bus service after the shutdown of Almeida Bus Lines appears in the following sections.

Medeiros Bus Company/American Eagle Motor Coach

By June 1979, Brander Bus Lines, which had been operating the former Almeida New Bedford–Boston route under temporary authority since April was seeking permanent operating rights for this route. However, Medeiros Bus Company of Fairhaven was seeking the same rights. John and Sally Medeiros had incorporated this company in 1964 as Medeiros Private Livery and had changed the name to Medeiros Bus Company in 1974. Before 1979, Medeiros was only a charter and school bus operator. On October 5, 1979, the DPU issued a new certificate to Medeiros Bus Company for service between New Bedford and Boston, mostly over the limited-access highway segments of the former Almeida route.

Over the next two years, the DPU granted rights to Medeiros for several lines connecting with the New Bedford–Boston route, but most of them do not appear to have been used for long, if at all, for scheduled service. Medeiros initially used the Trailways Terminal at Park Square, as Almeida had done. When this terminal closed in May 1980, the companies using it moved first to a temporary terminal at South Station and then moved again in November 1980 to a new freestanding facility at 555 Atlantic Avenue.

By May 1981, American Eagle Motor Coach was operating the New Bedford–Boston route. John and Sally Medeiros had incorporated this company in February 1979. In August 1981, the DPU officially transferred all the fixed-route operating certificates held by Medeiros Bus Company to American Eagle Motor Coach. Medeiros Bus Company remained in business as a charter and school bus operator.

A schedule effective May 31, 1981, showed ten weekday round-trips, five Saturday round-trips, and four Sunday and holiday round-trips between New Bedford and Boston. The schedule

card did not list intermediate stops but indicated that there was a stop in Taunton for northbound alightings and southbound boardings only. The company offices and garage were located at 72 Sycamore Street in Fairhaven.

A schedule effective April 4, 1982, had no changes in departure times but noted that there were four stops in New Bedford. The same departure times were shown in a schedule effective May 15, 1983. A schedule effective January 1, 1984, added one morning round-trip. Fares between New Bedford and Boston were then \$4.00 one-way or \$7.80 round-trip. Ten-ride tickets could be purchased for \$34.10 from a bus driver or for \$30.90 from the main office or by mail.

A schedule effective July 5, 1988, showed weekday service had increased to 16 round-trips, including two AM Peak round-trips subsidized by the MBTA. This funding had begun in 1984, through the Inter-District Transportation Program.

A schedule effective May 1, 1992, showed almost all New Bedford–Boston trips extended to or from the American Eagle garage in Fairhaven. Many of the trips would previously have run on this extension without passengers. The same schedule also showed an added stop in Taunton. Although not specified in this schedule, the stop was at the Silver City Galleria Mall in East Taunton. The schedule showed 17 northbound and 18 southbound weekday trips between Fairhaven, New Bedford, and Boston. Seven northbound and nine southbound trips stopped at Taunton, and there were two additional northbound trips between Taunton and Boston. The schedule called the company “The Commonwealth’s Most Conscientious Coach Line.”

A schedule effective January 11, 1993, showed weekday service between Fairhaven, New Bedford, and Boston reduced by one AM Peak round-trip compared with May 1992, and trips originating at Taunton were no longer shown. The AM Peak round-trip that had been dropped was restored in April 1993. MBTA partial funding of American Eagle service ended later in 1993.

In January 1994, the northbound half of the trip that had been dropped and restored was replaced with a trip from Taunton to Boston. A schedule effective December 16, 1996, showed the same departure times as in January 1994, but there were some changes in scheduled running times.

A schedule effective August 1, 1998, showed weekday service cut back to 14 northbound and 15 southbound trips between Fairhaven, New Bedford, and Boston, and there was no Taunton–Boston short trip. A schedule effective December 1, 1999, showed a decrease of one southbound PM peak trip, reducing the southbound total to 14.

A schedule effective March 11, 2002, showed weekday service between Fairhaven, New Bedford, and Boston reduced to 13 round-trips. The final schedule operated by American Eagle, in the winter of 2004, had 10 round-trips on weekdays.

In May 2004, the DPU transferred all the fixed-route certificates held by American Eagle to DATTCO, Inc., discussed below. John and Sally Medeiros then changed the name of American Eagle Motor Coach to Medeiros Coach, Inc. The original Medeiros Bus Company had been renamed American Eagle Tours in January 1996 and was renamed Medeiros Tours in May 2004. Medeiros Coach and Medeiros Tours were both voluntarily dissolved in January 2005.

DATTCO, Inc.

Company Background

In June 1924, Helen Muter, Chester Muter, and Dominick Soccoli of New Britain, Connecticut obtained a certificate of incorporation for The Mastco Company, Inc. The purpose

of this company was to “operate and maintain a general omnibus and jitney business.” The incorporators were reported to be one of the first operators of a jitney line in Connecticut.

Over the next several decades, Mastco built up a network of local bus routes in Connecticut. An ad in October 1960 identified Helen Muter & Son as the officers of Mastco.

Helen Muter died suddenly at age 76 on June 24, 1962. She had directed the operation of Mastco since its founding. Her son, Chester, was the company vice president. Mrs. Muter’s will stipulated that Mastco was to be sold as soon as possible after her death.

Brothers Edward and Louis DeVivo of Berlin, Connecticut bought Mastco in October 1962. Louis DeVivo became the company president. Another brother, Alphonse, also joined Mastco.

In September 1957, Edward DeVivo and a cousin, Michael Tolomea, had filed a certificate of incorporation to do business as D and T Transportation Company. Tolomea had begun operating the Berlin school bus under contract in 1948. DeVivo and Tolomea had begun operating contract school bus service as an unincorporated partnership as early as 1952. Tolomea was also head custodian of the Berlin public schools and had been a school and camp bus driver.

Mastco and D&T were maintained as separate companies until 1966. Louis DeVivo then bought out Tolomea’s interest in D&T and merged D&T into Mastco. The company was renamed DATTCO in recognition of the D and T and Mastco names.

In April 2001, Louis and Edward DeVivo registered DATTCO as a foreign corporation in Massachusetts for the purpose of “sales, service, repair & body work for community and school bus vehicles.” Edward DeVivo retired and sold his interest in DATTCO to Louis DeVivo in 2003.

In May 2004, DATTCO Commonwealth was incorporated in Massachusetts, with Louis DeVivo as president and his son, Donald DeVivo, as Clerk. This company was given general authority to own and operate buses but was organized for the unstated purpose of acquiring the business of American Eagle Motor Coach.

DATTCO Operation of New Bedford–Boston Service 2004 to 2023

The earliest archived schedule for DATTCO service between Fairhaven, New Bedford, and Boston, from June 2006, showed 11 round-trips on weekdays, with the change from the final American Eagle schedule being the addition of one midday round-trip. A schedule on the DATTCO website in October 2009 still showed 11 weekday round-trips, but a few departure times were revised compared with the 2006 schedule.

In October 2012, DATTCO announced the addition of a new weeknight round-trip, leaving Fairhaven at 8:50 PM and leaving Boston at 11:30 PM. The last departure from Boston had previously been at 9:00 PM. A schedule effective January 7, 2013, showed several minor adjustments in northbound departure times but no new added trips.

A schedule effective October 1, 2014, showed weekday service increased from 12 trips each way to 14 northbound and 13 southbound. Four northbound and six southbound trips had an added stop at the University of Massachusetts Dartmouth Campus. The sequence in which the UMass stop was served relative to other stops varied among trips. (One of the new northbound trips served UMass instead of New Bedford.) Another change in this schedule was that five northbound trips continued to Copley Square after South Station, and three southbound trips originated at Copley before going to South Station.

The next available schedule, from the DATTCO website in June 2017, showed weekday frequency expanded to 16 round-trips. Two northbound trips were identified as Express and ran nonstop from Fairhaven to the Galleria Mall in Taunton. Nine northbound trips continued to Logan Airport after South Station and one northbound trip ran directly to Logan from Taunton. Ten southbound trips served Logan before South Station and one southbound trip ran directly from Logan to Taunton. Copley Square service was cut back to three northbound trips and no southbound trips.

The expanded schedule was still in effect in September 2017, but in January 2018, weekday service was reduced significantly to ten round-trips. The service to Logan was discontinued entirely. Service to UMass Dartmouth was reduced from three northbound trips to two and from six southbound trips to three. Northbound trips serving Copley Square were increased to five again, but southbound Copley service was not restored.

A schedule effective March 2, 2019, showed an addition of one evening southbound trip. A schedule effective May 15, 2019, showed all stops at UMass Dartmouth suspended until September 1. Two northbound trips stopped at the State Pier in New Bedford before the downtown New Bedford stop and two southbound trips went to the pier after downtown New Bedford. These stops were to be in effect from May 15 through October 24, to connect with Seastreak fast ferry trips to and from Martha's Vineyard and Nantucket. (The bus schedule was not revised to provide close ferry connections, however.)

In March 2020, because of the COVID-19 pandemic, DATTCO reduced service to one AM round-trip and one PM round-trip between Fairhaven and Boston. Service to UMass Dartmouth was suspended entirely. Effective June 1, 2020, two more AM northbound trips and one more PM southbound-trip were added. However, because of low ridership one of the new northbound AM trips was discontinued effective June 15, 2020.

Effective August 27, 2021, a new Friday-only trip was added leaving UMass Dartmouth at 3:00 PM and running nonstop to South Station. A new Friday return trip left South Station for Fairhaven at 7:00 PM, making all stops including UMass. Otherwise, service was the same as in the June 15, 2020, schedule. No further changes appeared in a schedule effective October 8, 2022.

On March 21, 2023, DATTCO announced that it was discontinuing all service on the New Bedford–Boston route after April 16 because of substantial operating losses. Effective April 18, Peter Pan Bus Lines began operating one weekday round-trip between New Bedford and Boston, with an intermediate stop in Taunton, to replace the DATTCO service. The northbound trip was due in Boston at 8:30 AM and the southbound trip left Boston at 4:30 PM. Scheduled trip times were 90 minutes in each direction. The AM trip served Fall River before New Bedford, and the PM trip continued to Fall River after New Bedford.

Additional service between New Bedford and Boston shown on the Peter Pan website was very indirect. A northbound trip consisted of a Peter Pan Bus from New Bedford to Providence with a 30-minute connection at Providence to a bus to Boston. A southbound trip consisted of taking a Peter Pan bus from Boston to Hyannis, with a one-hour-and-25-minute connection to a bus from Hyannis to New Bedford.

On August 7, 2023, a stop at the West Bridgewater park-and-ride lot at Routes 106 and 24 replaced the Taunton stop. By October 2023, the departure time of the PM trip from Boston to New Bedford and Fall River was changed from 4:30 to 5:30. An additional trip left Boston for

Fall River via New Bedford at 9:45 AM. The indirect trips were no longer shown. An inquiry for a mid-week day in May 2025 showed the same service between Boston and New Bedford as shown in October 2023.

Restoration of commuter rail service between Boston and New Bedford and between Boston and Fall River, which had been supposed to open in 2023 was delayed until March 2025. Previous rail passenger service to the South Coast had ended in 1958.

Interstate Coach/Bay State Bus

Company Background and Service Before 1978

Joseph F. Unda, doing business as Unda's Bus Service, was operating charter bus service in Massachusetts as early as 1946. During the 1950s, Unda obtained operating rights for several local bus routes in communities south of Boston, as discussed in greater detail in TJH7420. Unda's Bus Service was formally incorporated on April 1, 1960, but the DPU certificates previously issued to Joseph F. Unda as an individual were not officially transferred to the new corporation until February 1, 1967. At about the same time, Walter F. Unda succeeded Joseph F. Unda as president of Unda's Bus Service and began using the name Interstate Coach for some of the company's operations.

On July 18, 1974, Bay State Bus Corporation was organized, with Walter F. Unda as treasurer and William T. Luddy, owner of another local bus company, as treasurer. The original purpose of this joint venture was to operate service under contract for the recently established Brockton Area Transit Authority (BAT).

In September 1975, the DPU granted a temporary certificate to Unda's Bus Service, doing business as Interstate Coach, for fixed-route bus service to Boston from Wheaton College in Norton. In November 1975, the temporary rights were amended to add Stonehill College in Easton. On June 18, 1976, the DPU granted permanent rights to Unda for service between Wheaton, Stonehill, and Boston, but it was originally restricted to service operated under contract with the colleges and was limited to carrying their students.

Beginning of Interstate Coach Stoughton–Boston Service

Immediately after the "Great Blizzard" in February 1978, a ban on private automobile travel in the affected areas was imposed for several days by the state. Several private bus companies were given emergency authority to run new express routes to Boston during the automobile ban. Interstate Coach ran one such route, from Stoughton to Boston. At that time, commuter rail service from Stoughton to Boston consisted of only three inbound and two outbound trips per day, all in peak hours.

Ridership on the emergency Stoughton bus service encouraged Interstate Coach to retain the route for a longer trial. Almeida Bus Lines held the operating rights for service between Stoughton and Boston, but for many years had exercised these rights only for a single Sunday-only round-trip. Interstate obtained permission from Almeida to operate a Stoughton–Boston commuter service using Almeida's rights. When Almeida abruptly went out of business in April 1979, Interstate would no longer have been able to run Stoughton–Boston bus service under Almeida's rights. However, on April 4, 1979, the DPU had modified the restrictions on Interstate's Norton–Boston route to allow passengers to be carried between Norton, Easton, or Stoughton and Boston. From State Route 140 in Stoughton, the authorized route followed State Routes 123, 138, 139, 24, I-93, and the Southeast Expressway to the South Station area.

A schedule effective September 17, 1979, showed Interstate operating six northbound and seven southbound trips between Easton, Stoughton, and South Station on weekdays. Effective November 26, 1979, Interstate extended four of the northbound trips and three of the southbound trips to Park Square on a trial basis. A schedule effective in December 1980 showed the same service as the November 1979 schedule. It also showed that two of the northbound trips originated in Norton and two of the southbound trips continued beyond Easton to Norton. These trips were all extended beyond Wheaton College to Norton Center. The December 1980 timetable was still being distributed at least as late as 1983.

Even with limited competition, this route was never very successful. The MBTA increased commuter rail service on the Stoughton line to 11 northbound and 10 southbound trips a day in March 1984 as part of the mitigation efforts for traffic impacts of a major Southeast Expressway reconstruction project. After the Expressway project was finished in November 1984, Interstate Coach discontinued service to Norton and reduced Easton and Stoughton service to a few off-peak diversions of trips on its Middleborough–Boston route, discussed below.

Bay State/Interstate Operation of Middleborough–Boston Service 1979 to 2003

On April 10, 1979, Almeida Bus Lines suspended operation of its trips serving West Bridgewater and Bridgewater. On the same day, the DPU issued a 120-day temporary emergency license to Bay State Bus Corporation, doing business as Bay State Commuter Lines, for a route from Middleborough to Boston with intermediate stops in Bridgewater and West Bridgewater. This route used State Routes 28, 106, and 24 and I-93, including the Southeast Expressway, to South Station. Under Massachusetts law, emergency DPU certificates could not be renewed to the same company. At the end of 120 days, Bay State had not obtained all the local licenses needed for a permanent certificate. To prevent the service from having to shut down, on August 9, 1979, the DPU issued a 90-day temporary certificate to Unda's Bus Service, doing business as Interstate Coach, for the same route. A permanent certificate for the route was granted to Bay State Commuter Lines on November 7, 1979.

A schedule from late 1979 showed Bay State operating five trips in each direction between Middleborough and Boston on weekdays. All trips stopped at Bridgewater Center and West Bridgewater and two northbound trips also stopped at MCI Bridgewater, where some Almeida trips had formerly stopped. In Boston, all trips served Park Square after South Station northbound and before South Station southbound.

An undated schedule still being distributed in 1983 again showed five northbound trips from Middleborough on weekdays, but with some changes from 1979 in departure times. A sixth northbound trip originated at Bridgewater. Southbound weekday service had expanded to seven trips. This route was partly funded by the MBTA starting in 1984.

A schedule effective May 1, 1986, showed six northbound weekday trips from Middleborough with a seventh trip originating at Bridgewater. Southbound weekday service had increased to eight trips to Middleborough with a ninth trip to Bridgewater. Some trips also served a park-and-ride lot on Route 106 at Route 24 in Bridgewater. Trips leaving Park Square for Middleborough at 12:15 PM and 6:20 PM were routed via Stoughton, but the schedule did not show any northbound trips via Stoughton.

Bay State Commuter Lines does not appear to have produced printed schedules after 1986. The MBTA later began printing schedules for all subsidized carriers. An MBTA-issued schedule effective March 27, 1993, identified the operator of Middleborough–Boston service as Interstate Coach doing business as Bay State Commuter Lines. There were eight weekday trips over the

full route. The trip leaving Middleborough Center at 9:30 AM made scheduled stops on State Route 138 in Easton and Stoughton. Trips leaving Park Square at 11:45 AM and 6:45 PM ran via Stoughton and Easton on request.

A schedule effective June 24, 1995, showed the same service as in March 1993 on the regular Middleborough route and the Stoughton variation. However, four weekday round-trips had been added between a park-and-ride lot at Routes 104 and 24 in Bridgewater and Boston, with one intermediate stop at the older Route 106 lot. Two northbound trips from Middleborough that had stopped at the Route 106 lot now bypassed it.

Effective April 1, 1996, two of the trips in each direction between the Route 104 lot and Boston were extended to a stop in East Bridgewater.

In September 1997, the MBTA restored commuter rail service between Middleborough and Boston, including a station in Bridgewater. The New Haven Railroad had discontinued passenger service on this line in 1959. The restored rail line was expected to draw riders from much of the same area as the Interstate Coach service. A schedule for the bus route published by the MBTA in the spring of 1998 showed the number of weekday round-trips between Middleborough and Boston reduced from eight to three. Stoughton and Easton were now served by one northbound trip that originated at a shopping plaza in Easton and one southbound trip that terminated at the Route 106 parking lot. The number of round-trips between East Bridgewater and Boston was reduced from four to two. There were no longer any trips serving MCI Bridgewater.

Service was reduced further in August 1999. Only one round-trip between Middleborough and Boston was retained. One northbound trip and two southbound trips still ran between the Route 104 lot and Boston via the Route 106 lot. Three northbound trips and two southbound trips ran only between the Route 106 lot and Boston. All service to East Bridgewater, Stoughton, and Easton was discontinued.

A new reverse-commute service was added between South Station and the Canton Commerce Center, with intermediate stop at the JFK/UMass and Quincy Adams Red Line rapid transit stations. There were initially three southbound AM Peak trips and four northbound PM Peak trips. This service used buses that would otherwise have run in non-revenue service between an Interstate Coach garage and South Station. At about the same time, the name Bay State Commuter Lines was dropped from the Interstate Coach schedules.

Bloom's Bus Lines Operation of Interstate Coach Routes

The same schedule as in 1999 was still being operated until September 2003, when Bloom's Bus Lines acquired the fixed-route business of Interstate Coach. The MBTA operating contract was transferred to Bloom's. Bay State Bus Corporation was formally dissolved on May 31, 2007. Unda's Bus Service was formally dissolved on January 20, 2012.

A schedule effective in Spring 2004 showed Bloom's weekday service still including one round-trip between Middleborough and Boston and one northbound trip from the Route 106 lot to Boston. Additional service to the Route 106 lot was provided by adding a stop there to 12 northbound and 14 southbound trips on the long-established Bloom's route between Taunton and Boston. All service to the Route 104 lot was discontinued. The Canton Commerce Center reverse-commute service was still the same as in 1999, with minor departure time adjustments.

A Bloom's schedule in effect in July 2004 no longer included any Middleborough service. The one northbound trip that had originated at the Route 106 lot was extended to Taunton. The Canton Commerce Center reverse-commute service was discontinued permanently.

All Bloom's trips between Taunton and Boston still served the Route 106 lot until March 2020, when service was suspended because of the COVID-19 pandemic and never resumed. Additional details about Bloom's Bus Lines are included in Chapter 14. From November 2021 to June 2023, the Route 106 lot was a stop on a new Plymouth & Brockton Street Railway Company route between Woods Hole and Boston, as discussed in Chapter 7. In August 2023, Peter Pan Bus Lines began serving the Route 106 stop on one weekday round-trip between Boston and Fall River via New Bedford. This service was still shown on the Peter Pan website in May 2025.

14. The Intercity Bus Empire of George M. Sage

BEGINNING OF SAGE EMPIRE

As related in the other histories in this manuscript, during the early years of the intercity bus industry in Massachusetts, many of the companies were started and run by individuals or families who operated the same routes they had started out with for many years. By the time George M. Sage got into the intercity bus business, there were not many opportunities for starting routes where none already existed. State and federal regulations prevented newcomers from trying to compete with established routes. However, Sage was able to make a career of buying and selling older bus companies or their routes at a pace unusual at the time.

According to a column in the January 23, 1955, Rochester, New York *Democrat and Chronicle*, George Sage, a Rochester native, became interested in transportation in his teens. Realizing that it would take too much time and money to gain control of a railroad, he set his sights on the bus industry. While still a student at Deerfield Academy, he bought his first bus line, a local route between Point Breeze and Batavia New York, used mostly by migrant farm laborers traveling to and from work. Sage drove the company's one bus himself. The article does not say how long Sage kept this operation, but it seems to have been for less than two years.

ENGLANDER COACH LINES AND PREDECESSORS AND SUCCESSORS

George Sage's first bus company in Massachusetts, Englander Coach Lines, started out by restoring service on two routes that had recently been discontinued. In less than two years, Sage had moved on to other endeavors, and in less than seven years Englander was running an entirely different route from the two with which it started.

Englander Predecessor Fisher Bus Line/Pocumtuck Stages

The oldest segment of the original Englander system was a bus route between Greenfield and South Deerfield, started in April 1924 by George R. Fisher of South Deerfield to replace an abandoned trolley line. Fisher had been operating an auto repair and rental business in South Deerfield at least as early as 1921.

By mid-1927, Fisher had extended this route from South Deerfield through Sunderland and North Amherst to Amherst also over a former trolley route. The June 1927 *Motor Coach Guide* showed four daily round-trips, being run under the name Fisher Bus Line. The June 1928 *Motor Coach Guide* showed service frequency greatly expanded, with six southbound and seven northbound trips over the full route between Greenfield and Amherst on weekdays. There were also four southbound and three northbound trips between Greenfield and South Deerfield or Sunderland, and one round-trip between South Deerfield and Amherst.

George R. Fisher died in December 1929, after a long illness. George's son, Clarence Fisher, carried on the business. By 1934, Fisher Bus Line had extended service from Amherst to Springfield on an indirect route through Belchertown and Ludlow. This route had appeared in issues of the *Motor Coach Guide* from 1930 to 1932 under the name Belchertown Motor Coach Lines, with three round-trips per day.

Starting about 1936, Fisher began doing business under the name Pocumtuck Stages. A schedule effective July 21, 1937, showed three trips each way running through between Greenfield and Springfield on weekdays. There were also three southbound and five northbound trips between Greenfield and Amherst; four southbound and two northbound trips between Greenfield and South Deerfield; and one round-trip between Greenfield and Pelham on a branch east of Amherst.

For many years, Pocumtuck Stages advertised the three round-trips a day between Greenfield and Springfield in the *Greenfield Recorder*, but information about the shorter trips was not included.

Clarence Fisher died in July 1950. Effective November 15, 1950, the Northampton Street Railway Company bought the Fisher/Pocumtuck operating rights from Clarence Fisher's widow and took over the service.

On August 22, 1951, the Northampton Street Railway's drivers and mechanics went out on strike, demanding higher wages. The company was already operating at a loss, and company management chose to go out of business rather than settle.

Englander Predecessor Franklin County Bus Lines

The other route that would make up the original Englander Coach Lines system had a much shorter history than the Pocumtuck route. In 1946, Greenfield residents Charles A. Roach and Roy I. Shelters organized the Franklin County Bus Lines. On November 4, 1946, they began operating a bus route between Greenfield and Worcester through Turners Falls, Millers Falls, Erving, Orange, Athol, Petersham, Barre, and Paxton. The Boston & Maine Transportation Company (B&MT, discussed in Chapter 3) had previously run seasonal bus service over the segment between Greenfield and Athol. The rest of the route outside Worcester city limits does not appear to have had prior transit service.

Franklin County Bus started out scheduling two round-trips a day over the full route between Greenfield and Worcester and one round-trip between Greenfield and Millers Falls. There was an immediate problem because a bridge at Millers Falls had a four-ton weight limit, but the buses weighed six tons. This was solved by having buses pull up to the bridge at each end and requiring passengers to walk 300 feet across the bridge between the buses.

A schedule effective December 1, 1946, still showed two round-trips each day over the full route, but there were four shorter round-trips between Greenfield and Millers Falls. A schedule effective September 1, 1947, showed weekday service over the full route to Worcester reduced to one round-trip per day.

By January 1948, Franklin County Bus Lines was failing. Shelters had sold his interest in the company to Roach, and Roach was trying to sell the business to the Central Cab and Coach Company of Worcester. However, faced with repossession of at least one bus, Roach suspended service on January 13, 1948.

The DPU granted temporary operating rights for the Greenfield–Worcester route to the Northampton Street Railway Company instead of Central Cab and Coach. Northampton Street Railway began operating two round-trips a day over the full route on March 25, 1948, but did not provide any short trips between Greenfield and Millers Falls. Officials of the Northampton company said resumption of the short trips was contingent on reaching an agreement with Pocumtuck Stages to allow Northampton to run between Greenfield and South Deerfield to connect with another Northampton system line. Permanent operating rights for Northampton Street Railway between Greenfield and Worcester were approved later that year.

As discussed above, the Northampton Street Railway Company bought out Pocumtuck Stages in November 1950 but went out of business in August 1951. This provided openings for new operators willing to try running bus service between Greenfield and Worcester or between Greenfield and Springfield via Amherst.

Organization of Englander Coach Lines

In the fall of 1951, George Sage was starting his junior year studying business administration at the Babson Institute in Wellesley. From his time at Deerfield Academy, he was familiar with the areas that had been served by Pocumtuck Stages and the Franklin County Bus Line and saw potential for a new bus company.

Sage persuaded Peter C. Snell, another Rochester native and Deerfield graduate, who was then in his sophomore year at Harvard, to join him in starting a bus company. On December 3, 1951, Sage and Snell filed articles of incorporation for Englander Coach Lines, with Sage as president and Snell as vice president. The reason for the name Englander was not explained.

On December 19, 1951, it was announced that the DPU had selected Englander Coach Lines over other applicants for the rights to the former Northampton Street Railway routes between Greenfield and Worcester and between Greenfield and Springfield via Amherst. Service was to begin on December 20.

The initial Englander weekday schedule announced on December 19, 1951, called for four round-trips between Greenfield and Springfield, eight additional round-trips between Greenfield and Sunderland, and two round-trips between Greenfield and Worcester. However, a schedule published in the *Greenfield Recorder* on January 12, 1952, showed only three trips a day between Greenfield and Springfield. Effective January 14, 1952, an extra round-trip between Greenfield and Athol was discontinued due to low ridership. A schedule effective July 1, 1952, for the Englander Greenfield–Worcester route showed one round-trip daily, one round-trip daily except Sunday, and one round-trip Sunday-only.

Newspaper ads did not show the schedules of trips between Greenfield and Sunderland. Early in 1953, Sage and Snell concluded that they could not make a profit on the segment of the former Pocumtuck route between Sunderland and Springfield, and they discontinued all service on it. In May 1953, they sold the rights to the remainder of the route between Greenfield and Sunderland to George W. Chapin of Montague. Chapin had previously attempted to buy Pocumtuck Stages in 1949 but had not completed the deal before the Northampton Street Railway bought Pocumtuck.

After May 1953, Englander Coach was left with only the route between Greenfield and Worcester, on which there were still two round-trips a day. Meanwhile, Sage and Snell had set their sights in another direction. They had formed a new company, Sage Transportation Associates, and in March 1953 they had bought Johnson Bus Lines, discussed further below. Later in 1953, George Sage was drafted into the army and sold his interest in Englander Coach Lines to Harvey R. Burns, a former Northampton Street Railway employee.

Beginning of Englander Service to Boston

In 1955, Patrick B. McGinnis gained control of the Boston & Maine (B&M) Railroad and became its president. By 1957, he was actively trying to get the company out of the passenger transportation business and was selling off the bus operating rights held by the subsidiary Boston & Maine Transportation Company.

In December 1957, it was announced that the B&MT would sell its intrastate operating rights for bus service between Boston and Williamstown via the Mohawk Trail (State Route 2) to Englander Coach Lines, subject to approval of the Mass. DPU. These rights had been granted to the B&MT in segments originally used for shorter routes as early as 1927, and in 1930 the B&MT had begun running a through route between Boston and Albany, New York on this

alignment. This service had been run only in summers, with at most one or two round-trips per day, had not been run every year, and had been given up by 1955. However, the operating rights were not restricted to summer service and had only a few restrictions against carrying passengers between points served by other bus lines. By facilitating operation by Englander Coach of through bus service between Boston, Greenfield, and points farther west, Boston & Maine Railroad management hoped to lessen opposition to train service reduction in the same corridor.

George Sage had by then returned to Englander Coach Lines as vice president in addition to his other bus ventures discussed below and had been examining the potential of Mohawk Trail bus service.

The DPU approved the transfer of several B&MT certificates to Englander Coach Lines on January 2, 1958. The B&M Railroad discontinued the segments of passenger trains between Boston and Troy, New York west of Williamstown on January 19, 1958, but retained some service between Boston and Williamstown.

Englander Coach Lines began running bus service between Greenfield and Boston on March 1, 1958, initially with one round-trip per day. In April 1958, Englander increased service between Greenfield and Boston to three daily round-trips and also began running two daily round-trips between Greenfield and Williamstown. One Williamstown trip each way allowed connections with the Boston route.

In May 1958, in order to concentrate on the Mohawk Trail service, Englander Coach Lines sold the operating rights to the Greenfield–Worcester route to Barre Bus Lines, along with three buses. George R. Roberts of South Barre had organized Barre Bus Lines on April 3, 1958. This company does not appear to have had any corporate relationship with Englander Coach Lines. Barre Bus Lines had abandoned this route by 1963.

The B&M Railroad ended passenger service between Greenfield and Williamstown on November 30, 1958. On December 14, 1958, Englander Coach Lines implemented a revised schedule. There were still three daily round-trips between Greenfield and Boston, but two of the eastbound trips started in Williamstown. One westbound trip ran through from Boston to Williamstown, and another ran through from Boston to Shelburne Falls.

Englander weekday service frequency changed little over the next several years, but some additional service was scheduled on weekends for the benefit of college students. Effective April 17, 1960, the B&M Railroad discontinued passenger service between Fitchburg and Greenfield, but Englander Coach did not increase service at that time.

Englander Service in the 1960s and 1970s

In the early 1960s, George Sage bought back control of Englander Coach Lines and took the title of president. Harvey Burns stayed with the company as vice president and general manager. Burns oversaw day-to-day operations of Englander Coach, while Sage concentrated on management of his other bus lines, discussed below.

Effective January 18, 1965, the B&M Corporation (successor to the B&M Railroad) discontinued all intrastate passenger trains to or from Boston except those provided for under a contract with the Massachusetts Bay Transportation Authority (MBTA). By law, the MBTA could not provide transportation service outside of a district specified in its 1964 enabling legislation without agreements from other entities, so the endpoints of the B&M lines were temporarily cut back to the limits of the district. In the case of the Fitchburg Line, this required the suspension of service between West Concord and Fitchburg. Effective June 6, 1965, under

contracts with the affected towns, the outer endpoint was extended from West Concord to South Acton, with some trips continuing to Littleton and Ayer.

Englander Coach Lines responded to the rail service cutback by implementing a short-trip route between Boston and Fitchburg. A schedule dated January 30, 1966, included six round-trips between Boston and Fitchburg on weekdays. Intermediate stops were in Cambridge, Concord, Fort Devens, Ayer, Shirley, and North Leominster, and two trips each way also stopped in Littleton. These were in addition to two daily round-trips between Boston and Williamstown and extra weekend trips between Boston and Greenfield that served fewer intermediate stops east of Fitchburg.

A schedule effective August 1, 1968, showed only a slight increase in Fitchburg–Boston service, to seven round-trips on weekdays. There was also one Greenfield round-trip daily except Sundays and Holidays. A schedule effective July 13, 1970, showed the addition of an eighth weekday round-trip between Fitchburg and Boston. A schedule effective May 14, 1972, showed no change from 1970 in Fitchburg–Boston weekday service except for addition of one afternoon westbound express trip on Fridays only and one Monday-through-Saturday afternoon eastbound trip. The midday Greenfield–Boston round-trip was replaced with an eastbound-only trip on a later schedule that duplicated the times of the new Fitchburg–Boston trip from Fitchburg east.

Harvey Burns died of cancer on November 22, 1973, at age 55. George Sage then assumed more direct management of Englander Coach Lines. For the next several years, Englander Coach was run essentially as part of Sage's Bonanza Bus Lines. Bonanza-owned vehicles were used on all or most Englander trips and were maintained at the Bonanza garage in Providence.

A schedule effective January 6, 1974, showed minor changes in departure times of some trips compared with the May 1972 schedule, but no changes in service frequency.

The outer endpoint for commuter rail service on the Fitchburg Line was cut back to South Acton in February 1975, after the towns of Littleton and Ayer declined to renew their subsidy agreements with the MBTA. In a schedule effective June 23, 1976, the afternoon bus trip from Fitchburg that had been added by 1972 was gone again, but the afternoon trip from Greenfield maintained service to the same stops at the same times. The same service was shown in a schedule effective September 12, 1976. In a schedule effective April 24, 1977, the afternoon trip from Greenfield was gone, but the trip from Fitchburg to Boston with the same times was back. A 4:30 PM departure from Boston for Fitchburg was added. These changes brought the number of Fitchburg–Boston weekday trips to nine. As before, the two Williamstown–Boston round-trips bypassed several of the stops served by the Fitchburg short trips.

Englander Service in the 1980s

A new federal transit funding formula implemented in 1978 made regional transit authorities outside the MBTA district eligible for funds to subsidize commuter rail service. This made it possible for the MBTA and the Massachusetts Regional Transit Authority to restore service on the Fitchburg Line to Fitchburg effective January 13, 1980, with a few trips continuing to Gardner.

The extended commuter rail service had an immediate impact on the future of Englander Coach Lines. As detailed below, Englander discontinued operation of Fitchburg–Boston trips by the end of 1980, but remnants of this service were continued by a succession of other private carriers.

At about the same time it dropped Fitchburg–Boston service, Englander expanded its longer-distance service. One daily round-trip was extended beyond Williamstown to Troy and Albany, New York. The number of weekday round-trips between Boston and Williamstown had been doubled, from two to four, in September 1979, and was increased to five in October 1980 including the Albany trips. In January 1980, the Englander garage at 303 Deerfield Street in Greenfield was sold.

About July 1, 1982, George Sage sold Englander Coach Lines again, to Alcide E. Bachand of North Adams, who had been an Englander driver for 11 years. Bachand established new headquarters for Englander in North Adams in September 1982. In 1983, Bachand had a garage built for Englander Coach in North Adams, reducing the need to contract out bus maintenance.

The service beyond Williamstown to Albany was reduced to weekends-only after a short time, was increased to daily again in May 1983, but was back to weekends only by mid-1986.

A September 1989 Englander Coach schedule showed only two round-trips between Boston and Williamstown on all weekdays, with additional trips on Mondays or Fridays.

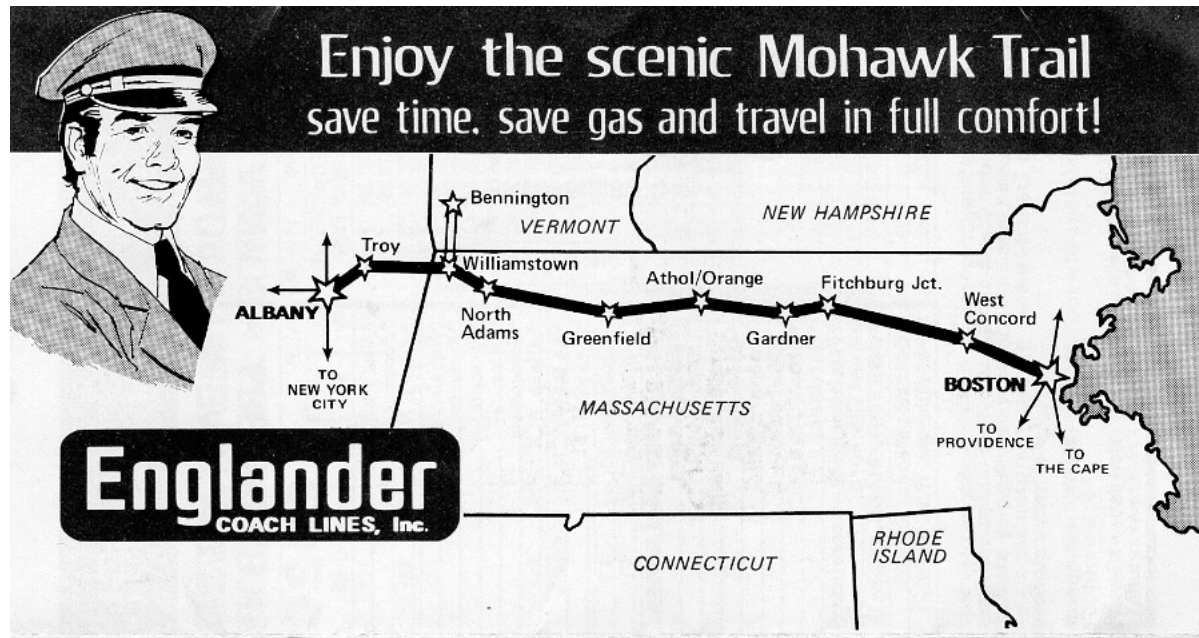
End of Englander Coach Lines—Replacement Service by Peter Pan Bus Lines

On January 30, 1992, Alcide Bachand announced that Englander Coach Lines was going out of business as of February 1. No other bus companies expressed interest in taking over the entire Boston–Williamstown route. However, the DPU issued a temporary emergency license to Peter Pan Bus Lines, discussed in Chapter 12, to serve the segment of the Englander route between Greenfield and Williamstown in conjunction with an existing Peter Pan route between Springfield and Greenfield. Peter Pan was awarded permanent rights for the Greenfield–Williamstown segment when the temporary rights expired.

Over the next few years, Peter Pan Bus Lines tried several strategies for providing service on the westernmost segments of the former Englander route, apparently without much success. A Peter Pan schedule effective June 22, 1992, included a route from Boston to Bennington, Vermont, covering the segment of the former Englander route between Williamstown and Greenfield through North Adams, Charlemont, and Shelburne Falls. The buses then followed the older Peter Pan route from Greenfield to Boston via Springfield, where a transfer was required. There was one daily round-trip, due in Boston at 11:50 AM and leaving Boston at 5:15 PM. A second round-trip, intended mostly for college students, ran only on Fridays and Sundays. These trips left Boston at 10:00 AM and were due back in Boston at 6:50 PM. A schedule effective September 8, 1992, still included this routing, with an increase in Friday-only and Sunday-only service, and the eastbound daily trip reduced to daily except Sunday.

The same routing appeared in a Peter Pan schedule effective June 25, 1993. However, a schedule effective September 10, 1993, showed that Peter Pan had rerouted the Bennington–Boston service. Instead of running east from North Adams to Greenfield and south to Springfield, the buses ran south from North Adams to the Mass. Turnpike at Lee, then east to Springfield.

Peter Pan was still routing Bennington–Boston service via Williamstown, North Adams, and Lee in a schedule effective January 17, 1996. A schedule effective April 3, 1996, showed service between Bennington and Williamstown had been discontinued. A schedule effective June 26, 1996, showed that Williamstown–Boston service had been rerouted again east of North Adams via Charlemont, Shelburne Falls, Greenfield, and Springfield. This routing was still used in a schedule effective April 1, 1998.



Map from an Englander Coach Lines schedule effective September 5, 1982. George Sage had sold his interest in this company for the second time earlier that year. Englander Coach shut down permanently in February 1992.

A schedule effective September 9, 1998, showed Peter Pan operating Williamstown–Boston service essentially on the former Englander route, with intermediate stops at North Adams, Charlemont, Shelburne Falls, Greenfield, Turners Falls, Millers Falls, Athol, Gardner, Leominster, Fitchburg, and West Concord. There was one daily round-trip, due in Boston at 10:35 AM, and leaving Boston at 5:30 PM. This service was still in a schedule effective June 23 through September 7, 1999.

A schedule effective November 4, 1999, showed Williamstown–Boston service rerouted again via Greenfield and Springfield. This routing was still shown in a schedule effective January 11, 2000. A schedule effective March 15, 2000, showed no service on the segment of the former Englander route between Greenfield and North Adams. Williamstown and North Adams were again served on a routing via Lee and the Mass. Turnpike. This service was discontinued by June 2000.

Final Years of Fitchburg–Boston Bus Service

Early in 1980, Englander Coach Lines arranged for Leo R. Dee, d/b/a Dee Charter Service to operate the Fitchburg–Boston short trips. In October 1980, Englander discontinued its indirect operation of all these trips. A new company, Rabbit Transit, Inc. that William Dolan of Concord had incorporated in April 1980, took over that service. Rabbit's initial weekday schedule included six round-trips between Fitchburg and Boston, with an additional inbound AM peak trip from Littleton to Boston and an evening Fitchburg–Boston round-trip on Fridays.

During 1981, the MBTA arranged with Englander and Rabbit to honor MBTA commuter rail tickets on several off-peak trips that filled in gaps in the initial restored commuter rail service between Fitchburg and Boston.

A Rabbit schedule effective January 25, 1982, showed the number of eastbound trips between Fitchburg and Boston reduced slightly, from six to five. Later in 1982, A Yankee Line began operating the Littleton–Boston trips under a lease from Rabbit. A Yankee Line had been organized in April 1978, by Donald N. Dunham of Greenfield, Edgar L. Bibeault of Littleton, and Donald P. Ogden of Randolph. This company was initially a tour bus operator. It bought Leo Dee's charter bus license in January 1981. In 1983, Rabbit Transit went out of business because of financial problems following an accident in October 1982. A Yankee Line was interested in continuing to run the Littleton–Boston part of the service, but Rabbit sold the rights to the entire Fitchburg–Boston route to Marathon Line, Inc., recently organized by Doug Stephan of Framingham. Schedule details for the Fitchburg–Boston service as operated by Marathon have not been found. Available Marathon schedule folders show the outer end of the line as having been cut back to Fort Devens, with other stops in Ayer, Littleton, Acton, and Concord. Passengers were advised to phone the company office in Framingham for schedule information. By December 1985, this route was no longer mentioned in Marathon schedule folders.

Service by A Yankee Line 1986 to 2025

In April 1986, the DPU granted a 120-day temporary license to A Yankee Line to operate bus service between Littleton and Boston. This license expired in October, but on December 16, 1986, the DPU granted a permanent certificate to A Yankee Line for a Littleton–Boston route. The company initially ran one round-trip per day, with one intermediate stop in Acton. Not much specific information about schedules operated by A Yankee Line for its first two decades of operation of fixed-route service is available. In 1991, A Yankee Line added a stop at Concord Center to the Littleton route to replace service being discontinued by another carrier. About 1996, the outer end of the route was cut back from Littleton to the Nagog Mall, a shopping center

on Route 2A in Acton. There was a second stop in Acton at Acton Cinemas opposite Concord Road.

A Yankee Line schedule from near the end of Littleton service showed eastbound Boston stops at Copley Square, Park Square and South Station. Westbound stops were at Essex Street opposite South Station, Kneeland Street at Tremont Street, and Copley Square at St. James Avenue at Dartmouth Street. Buses left Littleton at 6:45 AM and were due at South Station at 7:55. The return trips left South Station at 4:45 PM and were due at Littleton at 6:05.

A schedule from soon after service was cut back to the Nagog Mall no longer showed a Park Square stop eastbound and the only westbound stop was the one at Copley Square. Buses left Nagog Mall at 6:50 AM and were still due at South station at 7:55. Return trips left Copley Square at 5:05 PM and were due at Nagog Mall at 5:55.

A schedule from October 2003 showed the only Acton stop was the one at the former cinema site at 87 Great Road, with 7:00 AM departure time. The only eastbound Boston stop was at Copley Square, with scheduled arrival at 7:50. The westbound stop was slightly relocated to St. James Avenue next to Trinity Church. Departure time was 5:05 PM, with scheduled Acton arrival at 5:50.

Yankee Line schedules in effect as late as October 2013 showed no changes in departure times or locations compared with the 2003 schedule. No schedule found in research for this manuscript showed A Yankee Line operating more than one round-trip per day before 2014. By April 2014, a second weekday round-trip had been added. In addition to the long-established departure and arrival times at Acton and Boston there were departures from Concord Center for Boston at 9:20 AM and from Boston for Concord Center and Acton at 7:45 PM. By July 2014, the new 7:45 PM trip from Boston was discontinued and a 2:45 PM trip from Boston going only as far as Concord was added. The same service was shown in November 2017, except for slightly later Boston arrival time on the first eastbound trip.

Yankee Line schedules for 2018 and 2019 have not been located. Like other bus companies, Yankee Line suspended scheduled service starting in March 2020 because of the COVID-19 pandemic. Some service was restored in September 2020. In June 2023, the Yankee Line website showed the same service as in November 2017, with some minor departure time adjustments: one peak-period round-trip between Acton and Boston via Concord and one off-peak round-trip between Concord and Boston. In May 2025, the Yankee Line website showed the same schedule shown in June 2023.

By 2023, A Yankee Line had the distinction of operating the last surviving private carrier fixed route between Boston and distant suburbs that was intended specifically for Boston commuters, as opposed to a multi-purpose route serving some commuters.

Filings with the Secretary of the Commonwealth since 2022 have listed Donald N. Dunham as the sole officer and Director of A Yankee Line. The company is headquartered at 370 West First Street in South Boston, where a fleet of more than 60 coaches is based. Many of these are used under contract with the MBTA to provide substitute service when rail lines are shut down for maintenance.

JOHNSON BUS LINES AND SUCCESSORS

Johnson Bus Lines Background

A history of Johnson Bus Lines is included in TJH7420. This company originated in the 1920s, providing replacement service for several abandoned trolley lines, and made the last major addition to its route network in 1942. From the 1920s until 1938, Johnson Bus service to Boston required a transfer to Boston Elevated Railway streetcars at Spring Street on the border of Dedham and a second transfer at the Forest Hills rapid transit terminal. The one exception was that after the New England Transportation Company (discussed in Chapter 4) discontinued through bus service between Woonsocket and Boston in 1930, Johnson ran through service from Woonsocket to Park Square for a short time.

In 1938, the DPU authorized Johnson to extend service from Dedham to Park Square, mostly via Washington Street and Columbus Avenue, but the only intermediate stop allowed was at Forest Hills, to drop off passengers northbound or pick up southbound. Johnson used these rights as a variation of its long-established route between Milford and Spring Street via Medway, Millis, Medfield, Westwood, and Dedham mostly on State Route 109, and its route from Woonsocket to Spring Street via Franklin, joining the Milford route at Medway. A factor in approval of the Park Square extension was a cutback in New Haven Railroad passenger service between Boston and Medfield, Millis, and Medway authorized by the DPU the same year. Johnson also had several routes that did not serve Boston.

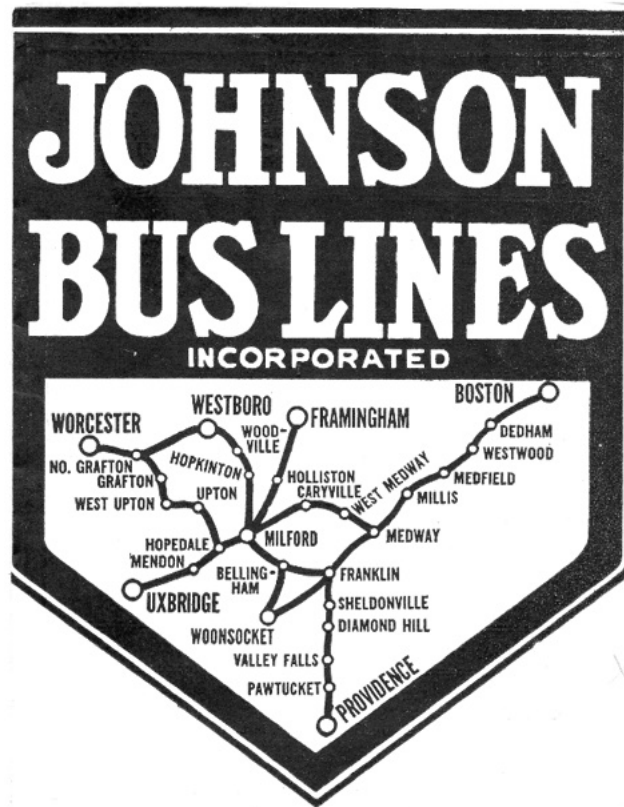
A Johnson schedule effective June 10, 1948, showed 19 eastbound and 17 westbound trips between Milford and Forest Hills Station on weekdays. Of these, nine eastbound and ten westbound also served the Boston Greyhound terminal in Park Square. There were also six eastbound and five westbound short trips between Medfield and Forest Hills and one round-trip between Millis and Forest Hills. Four of the eastbound Milford–Park Square trips originated in Hopedale, and three of the westbound Park Square–Milford trips continued to Hopedale. There were also three eastbound trips and one westbound trip through between Woonsocket and Park Square and an additional four round-trips between Woonsocket and Medway making close connections with Milford–Park Square trips.

Johnson Bus Lines Acquisition by Sage and Snell

By 1950, Johnson Bus Lines was having difficulty increasing fare revenue fast enough to keep pace with wage increases. In September 1952, Johnson Bus Lines sold three of its non-Boston routes (Milford–Worcester, Hopkinton–Westborough, and Westborough–Worcester) to a reactivated Carlstrom Bus Lines, owned by Johnson manager Terry Carlstrom.

Meanwhile, George Sage and Peter Snell, the founders of Englander Coach Lines, were looking for new investment opportunities. In January 1953, it was announced that they had bought Johnson Bus Lines for \$250,000. This was done through a new company, Sage Transportation Associates. At the time, Sage was a 21-year-old senior at Babson Institute and Snell was a 20-year-old junior at Harvard. The DPU approved their purchase of Johnson Bus in March 1953. The routes still being run by Johnson at that time ran from Park Square to Milford with a connecting line from Medway to Woonsocket via Franklin, and a route from Framingham to Uxbridge via Milford.

Later in 1953, George Sage was drafted into the U.S. Army. Before leaving for training, he sold his interest in Englander Coach Lines. After completing his training, Sage got a desk assignment in an infantry company at Fort Dix, New Jersey, and was able to help manage Johnson Bus Lines remotely and on weekend trips home.



Johnson Bus Lines system map, from schedule form effective June 10, 1948. Three routes were transferred in 1952 to Carlstrom Bus Lines. George Sage and Peter Snell bought the rest of Johnson Bus in 1953.

In March 1955, while serving in the Army Transportation Corps at Fort Kilmer, New Jersey, Sage bought The Short Line of Rhode Island, as discussed further below. In December 1955, the Mass. DPU approved the sale of Sage's interest in Johnson Bus Lines to Peter Snell.

While still running Johnson Bus Lines, Peter Snell graduated from Harvard Law School in June 1957.

In April 1958, when the New Haven Railroad's subsidiary New England Transportation Company was selling off its bus route operating rights in preparation for going out of business, Johnson Bus Lines bought the rights to two of these routes. These ran from Providence to Worcester via Woonsocket, and from Worcester to Fitchburg.

A Johnson Bus Lines schedule effective February 23, 1961, showed weekday service of eight eastbound and nine westbound trips between Milford and Park Square, plus one eastbound trip between Milford and Forest Hills. Service between Boston and Woonsocket was run only on Sundays and holidays.

In August 1961, Johnson Bus Lines sold its rights to service between Framingham and Hopedale (acquired in 1941) to Phillips Brooks, doing business as Milford and Framingham Bus Lines. The subsequent history of that route is discussed in TJH7420.

In mid-1962, George Sage's Short Line agreed to buy the remaining operating rights of Johnson Bus Lines. The DPU approved the sale of the intrastate rights in July 1962, and the ICC approved the sale of the interstate rights in May 1963. After selling the fixed-route operating rights, Peter Snell maintained Johnson Bus Lines as a bus leasing company for a while. He also owned the Massachusetts Northeastern Transportation Company (MNTC) from August 1963 until placing it in bankruptcy in May 1964, and he continued as a consultant to that company into 1965. Some additional details about MNTC are provided in Chapter 11 of this manuscript. By 1978, Snell was the head of Peter C. Snell Associates, a transportation-consulting firm based in Chappaqua, Westchester County, New York. This business was dissolved in 2012.

Operation of Former Johnson Routes by Short Line, Gray Line, and Overland Stages

During 1963, a demonstration project funded by the Mass Transportation Commission of the Commonwealth increased weekday service frequency of Short Line service between Milford and Boston from approximately every two hours to hourly. By the end of the demonstration, peak-load-point northbound daily ridership increased from about 182 to about 275 daily riders. Increased fare revenue covered about half of the increased operating cost, and most of the added service was discontinued after the demonstration.

A Short Line schedule effective June 21, 1964, showed weekday service of six eastbound and five westbound trips between Woonsocket and Boston. Of these, all but one trip in each direction ran via Milford on a routing through Bellingham instead of the historic pattern of separate routes from Woonsocket and from Milford joining at Medway. An additional five shorter round-trips ran between Milford and Boston.

Historically, the Johnson routes from Boston to Milford and to Woonsocket had followed local streets from Park Square in Boston to Dedham. In 1966, The Short Line was granted new rights to run some trips between Boston and Dedham via the Massachusetts Turnpike Extension and State Route 128. A schedule effective September 10, 1967, showed five eastbound and seven westbound trips between Woonsocket and Boston, with all but one of the eastbound trips and two of the westbound trips routed via Milford. There were also seven eastbound and five westbound shorter trips between Milford and Boston. Three of the eastbound Woonsocket trips

and four of the eastbound Milford trips ran nonstop between Medfield and downtown Boston, presumably using the Route 128 variation. Four of these trips connected with local trips from Medfield to Boston. Six of the westbound trips ran nonstop between Boston and Westwood, presumably via Route 128. Two westbound short trips ran from Boston to Westwood via the local route, connecting at Westwood with trips via the express route. There was also one westbound trip to Medfield.

In October 1968, The Short Line sold the rights for the old routings and new express connection for service between Boston, Milford, and Woonsocket to The Gray Line. A Gray Line schedule effective January 12, 1970, showed the same frequency of Woonsocket–Boston service as in the 1967 Short Line schedule, but the number of westbound Milford trips had increased from five to eight, and there were two new eastbound trips originating at Franklin. There was only one Medfield–Boston short trip in each direction and there were no Boston–Westwood short trips. Overall, six trips in each direction used the Route 128 routing.

A revised schedule effective August 1, 1970, eliminated one Woonsocket–Boston round-trip entirely, and dropped the segment of one eastbound Woonsocket–Boston trip west of Milford. One westbound Boston–Milford trip was also discontinued.

An undated Gray Line schedule that appears to have been issued in 1971 showed the Boston stop for the Woonsocket and Milford service changed from the Greyhound Terminal to the Trailways Terminal, with an additional stop at South Station. The number of weekday trips running through between Woonsocket and Boston had been increased from three to four eastbound but reduced from six to four westbound. The number of Milford–Boston trips was increased from seven to 12 eastbound and from seven to nine westbound. The number of Franklin–Boston eastbound trips was reduced from two to one, and there were no more Medfield–Boston short trips in either direction.

In November 1972, The Gray Line sold the operating rights for the Woonsocket–Milford–Boston route to Overland Stage Coaches, Incorporated. That company had been organized in April 1971 by Daniel and Joyce Weiner of Holliston but had not operated fixed-route bus service prior to taking over the route from the Gray Line.

Overland Stages started out running a weekday schedule of four eastbound and six westbound trips between Woonsocket and Boston, eight eastbound and seven westbound trips between Milford and Boston, and two eastbound trips and one westbound trip between Franklin and Boston. The service quickly proved to be unprofitable, and after an unsuccessful attempt to obtain a subsidy, Overland discontinued the route in August 1973.

Operation of Milford–Boston Service by Brush Hill and P&B 1973 to 2003

When Overland Stages dropped the Milford–Boston route, the DPU granted emergency authority to Brush Hill Transportation Company to provide replacement service. Operation of the segment of the Woonsocket route within Rhode Island had been conducted under ICC authority and Brush Hill did not restore service beyond Milford.

Brush Hill was unable to acquire the operating rights for the Milford–Boston route from Overland Stages, making it necessary to apply for new local licenses from all cities and towns along the route as well as a new DPU certificate. To speed up this process, the DPU recommended that the route be taken over by Brush Hill affiliate Plymouth & Brockton Street Railway Company, which already had licenses to operate in downtown Boston, instead of Brush Hill, which did not have such licenses.

On December 5, 1973, the DPU granted a certificate for P&B for three routings of service between Milford and Boston. One route ran mostly on State Route 109 from Milford through Medway, Millis, and Medfield to State Route 128 (now I-95) in Westwood and continued nonstop via Route 128 and the Massachusetts Turnpike to downtown Boston. An alternative routing via Route 128 and the Southeast Expressway was also authorized. A third alternative was an express route from Milford via I-495 to Hopkinton and the Mass. Pike to Boston. The DPU had originally granted the express routing to The Gray Line in 1970, when that company was the operator of Milford–Boston service but archived Gray Line schedules do not show any use of the I-495 routing.

The first P&B systemwide schedule including a table for Milford–Boston service was effective October 12, 1974. It showed weekday service of six northbound and seven southbound trips via the route through Westwood. There was also one northbound trip from West Medway to Boston. The schedule did not specify which routing was used between Westwood and Boston, and it may have varied depending on traffic. The I-495 express routing had one trip in each direction. The same frequency was still in effect through 1976.

A schedule effective June 25, 1977, showed that one local round-trip and the I-495 round-trip had been extended beyond Milford to Bellingham. The DPU had granted a certificate for this extension to P&B in April 1977. This provided a partial restoration of the Woonsocket route that had been discontinued in 1973. The Bellingham extension was dropped from the local trips in March 1978, and the outer end of one northbound trip was cut back to West Medway. The Bellingham extension was dropped from the I-495 trips in December 1978.

A schedule revision in May 1979 had a net result of increasing the number of northbound local trips from Milford from five to six, decreasing the number of trips from West Medway to one, and adding one northbound trip originating at Medfield.

A schedule effective June 6, 1981, showed the addition of a second round-trip between Milford and Boston via I-495, the discontinuance of one northbound local trip from Milford and the northbound local trip from Medfield and the addition of a second northbound local trip from West Medway.

A schedule effective May 29, 1982, showed the addition of one local northbound trip from Milford and one local southbound trip to West Medway, but the elimination of both northbound trips from West Medway, three southbound local trips to Milford and one round-trip between Milford and Boston via I-495. The same frequency was shown in a schedule effective January 28, 1984.

In February 1984, the DPU approved the transfer of the operating rights for Milford–Boston service from P&B to Brush Hill, which had already been operating the route for some time. Schedules for the route continued appearing in P&B systemwide schedule forms.

A schedule effective June 23, 1984, showed six northbound and five southbound trips between Milford and Boston on the local route, but there were no shorter trips and no I-495 express trips. Service was reduced to four round-trips by September 1985, and to three round-trips by May 1986.

There were still three round-trips in a June 1987 schedule. The MBTA began subsidizing Brush Hill service on the Milford–Boston route in September 1987. After that, P&B system schedules no longer included information for this route, but Brush Hill published separate schedules.

A Brush Hill schedule effective March 1, 1988, still showed three round-trips between Milford and Boston each weekday. The 1990 edition of *Car Free in Boston* showed service between Milford and Boston reduced to two round-trips per day. A schedule effective September 16, 1991, also showed two round-trips a day. Service remained at this level until August 1999, when it was cut back to just one round-trip. This was maintained through June 2003, when MBTA funding for the route was terminated and the route was permanently discontinued. Ridership had declined to an average of six passengers each way per day.

THE SHORT LINE

Background and Operations Before 1950

In 1925, William H. Vanderbilt III of the New York Central Railroad Vanderbilt family organized the Automotive Transportation Company (ATC) in Rhode Island as a holding company. Vanderbilt was then 24 years old. Through ATC, Vanderbilt bought the Newport & Providence (N&P) Railway Company, which operated a trolley line between Newport and Bristol Ferry, Rhode Island. This line was also known as The Short Route or The Short Line. The N&P operated a ferry from Bristol Ferry to Bristol, where passengers could transfer to New Haven Railroad service to Providence.

In August 1926, the N&P substituted through buses between Newport and Providence for most of its trolley service and completed the substitution in 1927.

On January 20, 1927, the Springfield *Evening Union* reported that the Automotive Transportation Company had just announced the acquisition of three bus companies in Southern New England. These included Conlin Bus Lines which operated a route between Worcester and Springfield. The new combined lines were to use the name Automotive Transport Lines in addition to their former names.

In October 1927, the N&P began operating a bus route from Newport to Boston via Fall River. A publicity photo showed Vanderbilt at the wheel of one of the buses. This route was operated until 1930.

The Eastern Massachusetts Street Railway Company had given up trolley service between Newport and Fall River in 1920. The Newport Electric Company had then maintained trolley service on the route until February 1925, when bus replacement service was completed. By 1928, the Newport & Providence Railway had taken over operation of Newport–Fall River bus service from the Newport Electric Company.

An ad appearing in the *Boston Globe* on November 16 and 22, 1927, showed a bus route between Boston and Providence using the name The Short Line. Departures were hourly from 8:00 AM to 9:00 PM from the Hotel Statler in Boston. The running time was two hours. Fares were \$1.25 one-way or \$2.00 round-trip. The New England Transportation Company had been operating hourly bus service between Boston and Providence since 1926. If a competing Short Line route actually ran, it seems to have done so only briefly.

The Short Line was incorporated in Rhode Island in April 1930. The incorporators were H. Lloyd Rooney, Charles M. Sears, Jr., and Horace L. Weller. William Vanderbilt was the president of the company and Sears was the treasurer. In the discussion below, The Short Line refers to this Rhode Island corporation. The incorporating act included a provision that the Newport & Providence Railway Company could sell its assets to The Short Line. This sale was completed by 1931.

By June 1930, the name The Short Line was being used instead of Automotive Transport Lines by all lines owned or controlled by ATC. On May 8, 1931, the *Newport Rhode Island Mercury* reported that William Vanderbilt had just announced the consolidation of 12 bus companies in the New England and Central Atlantic states into the Short Line system. These companies had routes extending as far west as Chicago and St. Louis and as far south as Norfolk, Virginia. Their 400 buses covered a total of 5,856 route-miles.

Some of the 12 companies were controlled by the Short Line system but others were only associates. As happened with a number of other multi-state bus associations, some members of the Short Line association soon decided that they would be better off either returning to independent operation or selling their companies to non-members. Within a few years, the Short Line system was reduced to only its directly owned lines in Southern New England, but some former affiliates continued using the Short Line name.

After 1930, The Short Line did not serve Boston directly again until 1958. However, as discussed in Chapter 6, in 1931 the Eastern Massachusetts Street Railway Company established through bus service between Fall River and the Ashmont rapid transit station in Dorchester. In 1939, the Eastern Mass. began operating through bus service between Fall River and downtown Boston. Passengers could transfer between this route and the Short Line Newport–Fall River route for travel between Newport and Boston.

William Vanderbilt retired as president of The Short Line in 1937 but became the company's chairman of the board. Charles Sears succeeded him as president and also continued as treasurer.

Vanderbilt was elected governor of Rhode Island in 1938, and appointed Sears in 1939 as state purchasing agent. However, Sears also stayed on as Short Line president. Sears left The Short Line temporarily in June 1942 to work for the Office of Defense Transportation in Washington. Vanderbilt returned briefly as president but having been called to active duty in the U.S. Navy with increasing responsibilities, he sold his stock in The Short Line to the company treasury in June 1944 and had no further connection with bus lines. H. Lloyd Rooney, who had been associated with Vanderbilt's transportation companies in various capacities since 1925 and was an original incorporator of the Rhode Island Short Line, became its president when Vanderbilt left. Charles Sears became president of The Short Line again in 1947 and served until 1951.

Short Line Changes 1950 to 1954

On September 18, 1950, the *Newport Daily News* reported that The Short Line had entered into an agreement to sell the company to the Rhode Island Bus Company, of Providence, subject to ICC approval. Albert DeMaris of Providence controlled Rhode Island Bus. On February 14, 1951, the ICC approved stock control of The Short Line by Rhode Island Bus.

At that time, The Short Line had three divisions, each of which had its own maintenance facility and had no routes connecting with routes of either of the other two divisions. DeMaris had stated his intent to try to sell the operating rights of two of the divisions to other carriers in the area, and he did so by 1953. This left him with only the Providence Division, which had rights to three routes. One route ran from Newport to Providence and was derived from the Newport & Providence Railway's bus route of 1926. Another was the route ran from Newport to Fall River that had been taken over by the Newport & Providence as a bus route by 1928.

The third route in the Providence Division ran from Newport to West Kingston via the Newport–Jamestown Ferry and the Jamestown Bridge. The Short Line had established this route

in July 1940 when the bridge was opened. The main purpose of the route was to transport personnel between the Newport Naval Base and the New Haven Railroad station in Kingston.

In May 1953, the ICC denied an application by The Short Line to sell its remaining operating rights to New England Greyhound Lines. In August 1954, the ICC denied an application by the New England Transportation Company to acquire stock control of The Short Line. On reconsideration, the ICC approved this transaction on December 30, 1954, but with some restrictions unacceptable to DeMaris.

The Short Line as a George Sage Company

On March 14, 1955, newspapers reported a surprise announcement that George Sage had purchased The Short Line from Alfred DeMaris two days earlier for \$175,000. Sage was not due to complete his army service until November 1955. In the meantime, he brought in William N. Bodah of Milford, the former general manager and treasurer of Johnson Bus Lines, to run The Short Line. This company would turn out to be the one around which George Sage built the rest of his bus empire.

In August 1956, the Associated Press reported that George Sage had bought the Interstate Busses Corporation of Connecticut, subject to ICC and state regulatory agency approvals. Further details about this company are discussed below.

By December 1957, Sage was also again with Englander Coach Lines, as vice president. As discussed in Chapter 8, in February 1958, the ICC approved the sale by Greyhound to The Short Line of interstate operating rights for service between Boston and Providence via Quincy and Taunton; between Boston and Newport, Rhode Island via Quincy, Brockton, and Fall River; and between Newport and Hopkinton, Rhode Island. The Providence route used a combination of operating rights that Greyhound had acquired from New England Transportation and Colonial Coach in 1938. Greyhound had operated this route as part of a variation of its Boston–New York service via Providence. The other two segments were part of a route between Boston and New York via Newport that Greyhound had started in 1946.

Greyhound had been running two or three trips each way per day on the Boston–New York route via Quincy and Providence. A September 1958 schedule showed The Short Line running two westbound trips and one eastbound trip between Boston and Providence via Quincy daily, connecting at Providence with Greyhound New York service. A September 1960 schedule showed Greyhound and The Short Line running one joint through trip each way per day between Quincy and New York via Providence. By June 1961, this was replaced by two westbound and one eastbound trips between Brockton and New York. A Short Line schedule effective October 29, 1961, showed one daily northbound trip from Providence to Boston via Quincy but no southbound service. No Greyhound connection at Providence was indicated. The same service was shown in October 1963.

It does not appear that The Short Line ever made use of the operating rights between Newport and Hopkinton, Rhode Island, instead routing Newport–New York passengers to Providence for Greyhound connections. (Through bus service between Newport and New York was run again from 1969 to 1978 by Almeida Bus Lines as part of a route from Cape Cod to New York, discussed in Chapter 13.) Boston–Newport service by the Short Line and its successors lasted much longer, as discussed below.

Meanwhile, in April 1958, the New England Transportation Company (NET, discussed in Chapter 4) was selling off the rights to all its routes. The Short Line bought six NET routes for

\$222,500. These routes were Boston to Providence; Providence to Hyannis; Providence to Fall River and New Bedford; Warren, Rhode Island to Fall River; Boston to Lincoln Downs; and New Bedford and Fall River to Lincoln Downs. The latter two were special-purpose routes serving a horse racetrack in Rhode Island.

The operating rights for Newport–Boston service acquired from Greyhound only allowed transportation of interstate passengers. The Short Line had operated a local bus route between Newport and Fall River since 1930. Schedules effective October 29, 1961, showed The Short Line running two daily northbound and three daily southbound trips between Newport and Boston. Except for one southbound trip, these were all extensions of local Newport–Fall River trips. No stops were shown between Fall River and Boston. Extra trips were run between 1:00 and 5:00 AM on Mondays for personnel returning to the Navy base in Newport after a weekend in Boston.

In October 1961, The Short Line was also operating one daily northbound trip between Providence and Boston via Brockton and Quincy, leaving Providence at 1:30 AM and due in Boston at 3:25 AM. No southbound service was shown.

A Short Line schedule effective February 4, 1962, showed service between Boston and Providence on the former NET local routing via State Route 1A. On weekdays, this local service had 12 trips southbound and ten northbound. There was also a limited-stops express service with six trips southbound and eight northbound. Southbound trips made intermediate stops only at the Forest Hills rapid transit station and at Pawtucket. Four of the northbound trips also stopped at South Attleboro, and two of these also stopped at North Attleborough. The Short Line was not permitted to carry passengers traveling between points north of North Walpole.

Short Line schedules effective October 27, 1963, showed some reductions from February 1962 in Boston–Providence service. On weekdays, the local route had 11 southbound and ten northbound trips. The express route had five southbound and six northbound trips. Service on the route from Providence to Boston via Brockton and Quincy and on the Newport–Boston route was the same in October 1963 as in October 1961.

As discussed in Chapter 6, in December 1964, The Short Line bought the rights to two Eastern Mass. Street Railway Company routes between Fall River and downtown Boston. The older route, started in 1939, used state Route 138 for most of the way. The newer route, started in 1962, used Route 24 (the Fall River Expressway) between Fall River and Route 128, but still had to use local roads to reach downtown Boston. Acquiring these rights enabled The Short Line to serve intrastate as well as interstate passengers north of Fall River. In late 1967, The Short Line was granted rights for a new routing between Route 24 and downtown Boston via Route 128 and the Southeast Expressway. As before, The Short Line combined the rights between Fall River and Boston with its older rights between Newport and Fall River to provide through service between Newport and Boston.

A Short Line schedule effective September 10, 1967, showed several service variations between Boston, Fall River and Newport. On weekdays, there were two local trips in each direction between Boston and Fall River, with intermediate stops at South Easton, Raynham, Taunton, Dighton, and Somerset. The southbound trips also stopped at Stoughton Square. Six trips in each direction ran nonstop between Boston and Taunton via Rte 24 and made local stops between Taunton and Fall River. Two southbound trips and one northbound trip stopped only at Taunton between Boston and Fall River. Two southbound trips and three northbound trips ran nonstop between Boston and Fall River. Eight of the southbound trips and seven of the

northbound trips continued through between Fall River and Newport, making local stops in several towns south of Fall River.

Schedules for The Short Line no longer showed any service on the route between Boston and Providence via Brockton. However, a company called Cowell Coach Line was running one round-trip between Providence and Quincy via Taunton and Brockton on Sundays.

Interstate highway I-95 was completed between downtown Providence and Route 128 in Canton in late 1965. By September 1966, The Short Line had started an express route between Providence, Pawtucket, and downtown Boston via I-95, Route 128, and the Southeast Expressway. This route carried only interstate passengers, so it required ICC operating rights but not Mass. DPU rights.

The Short Line schedule effective September 10, 1967, showed nine southbound and ten northbound trips still using the local route between Boston and Providence on weekdays. There was also one southbound trip each from Boston to Wrentham and Plainville. Two northbound trips stopped to drop off passengers at Dedham and the Jamaica Plain Monument. Two southbound trips stopped to pick up passengers at the Monument and Dedham. All other trips ran nonstop between Norwood and Park Square in both directions, implicitly via the shorter former NET routing through Forest Hills. The new express route via I-95 had half-hourly service throughout most of the day on weekdays, with 32 northbound and 31 southbound trips. Trips running nonstop alternated with trips making one intermediate stop at Pawtucket.

A schedule effective September 8, 1968, reduced weekday service on the Boston–Providence local route to nine southbound and eight northbound trips. The southbound short-turns to Wrentham and Plainville were gone. Three trips in each direction now stopped at the Jamaica Plain Monument and Dedham.

A schedule effective April 27, 1969, showed the same number of weekday trips on the Boston–Providence local route as in the September 1968 schedule. However, all trips in both directions were shown as stopping at Dedham. Three northbound trips still stopped at the Jamaica Plain Monument, but only one southbound trip did. All trips that did not stop at the Monument were shown as stopping at Forest Hills. Like Dedham and the Monument, the Forest Hills stop was only for drop-offs northbound or pick-ups southbound. The only change from this schedule by January 1970 was that no northbound trips still stopped at Dedham, but all southbound trips still did.

A schedule effective September 3, 1969, showed a few modifications to Boston–Fall River–Newport service compared with September 1967. Only one trip in each direction still made local stops between Boston and Taunton. They served the Stoughton stop in both directions, but only to drop off northbound or pick up southbound. The number of southbound trips running nonstop from Boston to Taunton and then local to Fall River increased from six to seven. There was still one northbound trip but no southbound trips stopping only at Taunton between Boston and Fall River. There was one round-trip between Boston and Taunton with no intermediate stops. In addition to the eight southbound and seven northbound Boston trips that continued beyond Fall River to Newport, one round-trip extended to Island Park in Portsmouth, Rhode Island. (This was a residential area named after an amusement park destroyed by the 1938 hurricane.)

Except for the Johnson Bus service discussed above, The Short Line did not add or delete any more Boston routes before being consolidated into Bonanza Bus Lines in 1970.

INTERSTATE BUSSES CORPORATION

Interstate Busses Corporation never ran any routes that served Boston. However, the story of George Sage's bus system would be incomplete without some mention of it. As discussed in the Peter Pan bus history in Chapter 12, Peter C. Picknelly was one of the co-founders of Interstate Busses Corporation in 1926, before he went on to found Peter Pan Bus Lines in 1933. By 1927, Interstate was running a route from Providence to Springfield, and by 1931 this route was extended to Albany. The original routing between Springfield and Pittsfield was via Jacob's Ladder, on U.S Route 20. By 1936, some trips were using on alternate variation via state Route 9.

For many years the Providence–Albany route was the only one run directly by Interstate Busses, but the company's schedule folders showed many connecting routes run by other carriers, including The Short Line.

In 1953, when Albert DeMaris was selling off the operating rights of The Short Line, as discussed above, Interstate Busses bought the rights to a route from Worcester to Springfield via Spencer, Brookfield, Warren, and Palmer. As discussed in Chapter 5, in the 1930s, the Boston, Worcester & New York Street Railway had provided some bus service between Boston and Springfield over this route in cooperation with Conlin Bus Lines, an early Short Line acquisition.

In August 1956, George Sage bought Interstate Busses Corporation, subject to final ICC approval. After the Massachusetts Turnpike opened between the New York state line and Route 128 in May 1957, most Interstate Busses trips on the Providence–Albany route were rerouted over the Turnpike between West Springfield and Lenox, with no intermediate stops.

In July 1957, the former Short Line route between Worcester and Springfield that Interstate had acquired in 1953 was transferred to Peter Pan Bus Lines. Peter Pan maintained some service on this route until 1984.

BONANZA BUS LINES AND SUCCESSORS

Bonanza Bus Lines Boston Service in the 1970s

George Sage kept The Short Line and Interstate Busses as separate corporations until 1970. On October 2, 1970, The Short Line was officially renamed Bonanza Bus Lines. The name was reportedly inspired by the long-running television western series Bonanza. In December 1970, Interstate Busses Corporation was formally merged into Bonanza Bus Lines.

At the time of the merger, the only Short Line routes serving Boston directly were the local and express routes between Boston and Providence and several variations of Boston–Fall River–Newport service. The schedules as of September 1969 and January 1970, discussed above, were still in effect.

In April 1972, Bonanza Bus Lines was granted rights for service between Providence and Logan Airport via I-95, Route 128, the Southeast Expressway the Central Artery and the Sumner and Callahan Tunnels. This route was restricted to carrying passengers to or from the airport. The only Massachusetts stop other than at the airport was at a shopping plaza in Foxborough. A schedule for this route effective January 6, 1974, showed hourly departures from Providence from 6:30 AM to 8:30 PM and from Logan from 8:30 AM to 10:30 PM.

On June 12, 1974, the rights to the former New England Transportation Company route between Boston and Providence mostly via U.S. Route 1 and State Route 1A were transferred from Bonanza to A.B.C., Inc., as discussed later in this chapter.

Starting in 1975, Bonanza system schedules called the company New England's Largest Bus Line.

The last significant addition to Bonanza's Boston route network occurred on September 7, 1978, when Bonanza acquired the operating rights of Almeida Bus Lines for service between Raynham and Woods Hole, both on a local route via State Route 28 and on an express route via State Route 25 (now part of I-495). Bonanza already had rights between Raynham and Boston as part of its express route from Fall River. The earlier history of this Almeida service is discussed in Chapter 13.

The first Bonanza schedule on the former Almeida route was effective September 17, 1978. It showed nine daily round-trips between Boston and Woods Hole, with one additional weekday-only round-trip and one Sunday-only northbound trip. Intermediate stops were at Wareham, Buzzards Bay, the traffic circle outside Otis Air Force Base, and Falmouth.

A schedule effective June 17, 1979, showed a seasonal increase to 12 northbound and 16 southbound trips between Boston and Woods Hole, with three additional trips from Falmouth arriving in Boston between 7:30 and 8:30 AM. Three of the northbound Woods Hole trips and two of the southbound trips ran nonstop between Falmouth and Boston. One southbound trip ran nonstop from Boston to Woods Hole.

In April 1979, the H and L Bloom Bus Company of Taunton took over Bonanza's former Eastern Mass. Street Railway local route between Fall River, Taunton, and Boston. Bloom initially ran the service under a lease from Bonanza. On August 27, 1979, the DPU transferred the rights to this service from Bonanza to a newly organized company, Bloom's Bus Line, Inc. The further history of this service as operated by Bloom's is discussed later in this chapter.

One of the last Bonanza schedules for this route, effective September 17, 1978, showed several changes from the 1970 schedule discussed above. The number of weekday through trips between Fall River and Boston had been reduced from six to four, and intermediate stops between Fall River and Taunton at Somerset and Dighton had been eliminated except on one trip in each direction. The number of additional trips between Taunton and Boston had increased from one southbound and none northbound to three northbound and four southbound, with all trips except one southbound running nonstop between Taunton and Boston.

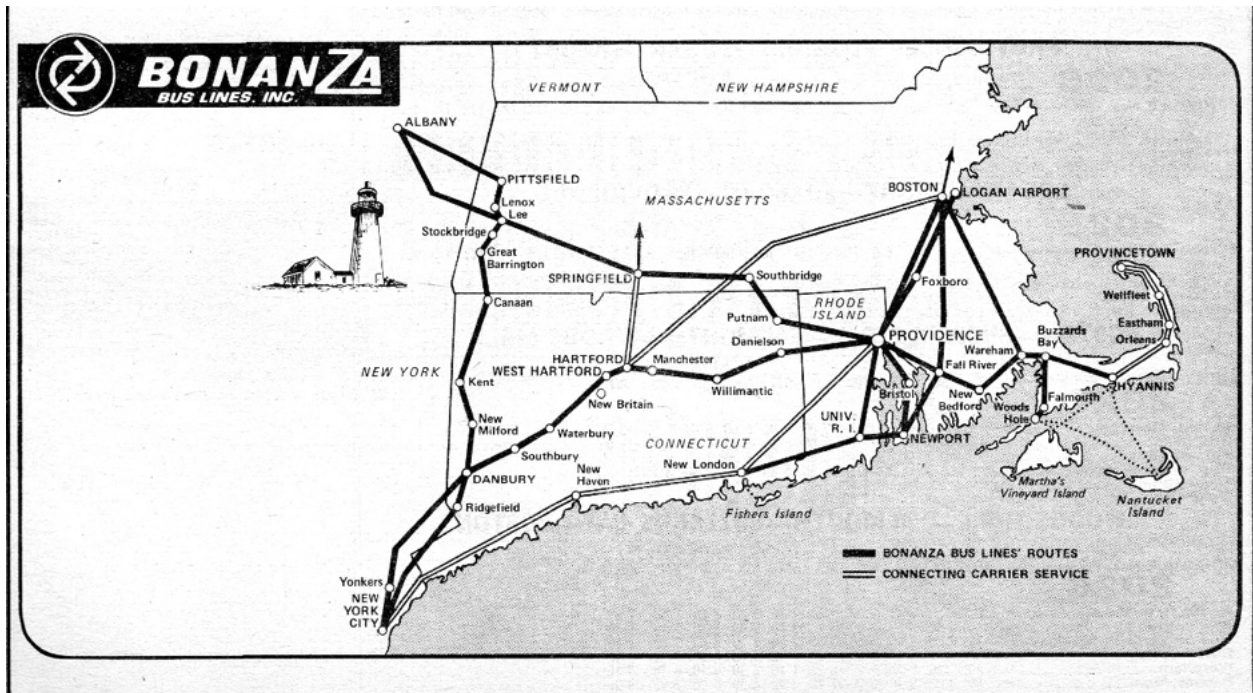
Bonanza retained the rights to express service between Newport, Fall River, and Boston. A schedule effective June 14, 1979, showed nine round-trips between Newport and Boston on weekdays, and one nonstop round-trip between Fall River and Boston scheduled for Boston commuting.

Bonanza Bus Lines Boston Service in the 1980s

The transfer of the Fall River local route from Bonanza to Bloom's marked the last significant change in Bonanza's Boston service network for many years. Service frequency on the Boston routes varied little through the 1980s, except for seasonal changes on the Woods Hole route.

In August 1987, the Massachusetts Department of Public Works opened the final section of State Route 25, from U.S. Route 6 in Wareham to the northern end of the Bourne Bridge over the Cape Cod Canal. Soon after that, Bonanza reconfigured its Cape Cod-Boston service.

A schedule effective October 25, 1987, showed that most trips beginning or ending at Woods Hole or Falmouth no longer stopped at Buzzards Bay or Wareham, but used the new section of Route 25 and ran non-stop between Bourne and the Boston Greyhound terminal near Park



Bonanza Bus Lines system map, from the May 1979 *Official Bus Guide*. From 1975 to 1987, Bonanza was advertised as New England's Largest Bus Line. Bonanza's Boston service network reached its greatest extent with the acquisition of the route to Wood Hole in 1978.

Square. There were nine northbound and 12 southbound daily trips between Woods Hole and Boston, with only one using the old routing. Another southbound trip served a park-and-ride lot in Wareham. There were also three northbound morning trips between Falmouth and Boston. Two of the trips originating at Falmouth and seven of the trips originating at Woods Hole continued beyond downtown Boston to Logan Airport. All but three of the southbound trips served Logan before Park Square.

The October 1987 weekday schedule also showed four round-trips between Buzzards Bay and downtown Boston, with two intermediate stops in Wareham, and two additional round-trips between the Wareham stops and Boston. The Buzzards Bay and Wareham trips did not serve Logan Airport.

The October 1987 schedule also showed that Bonanza had extended all trips on the Newport–Boston route from the Boston Greyhound Terminal to Logan Airport. At that time, there were seven daily round-trips, and one additional evening round-trip on Fridays and Sundays. There were also three weekday nonstop round-trips between Fall River and Boston that were not extended to Logan. The Logan extension of Newport trips was still shown in a Bonanza schedule effective January 6, 1991, but a schedule effective September 8, 1991, showed all Newport service running to or from downtown Boston only.

Bonanza ran an even shorter-lived Logan Airport route, from Worcester, with intermediate stops in Westboro and Framingham. The DPU granted operating rights to Bonanza for this route in March 1987. A schedule effective January 3, 1988, showed hourly departures from Worcester from 5:15 AM to 8:15 PM, and hourly departures from Logan from 7:15 AM to 10:15 PM. The Westboro and Framingham stops were on State Route 9. This route was not in Bonanza's usual operating territory, and Bonanza ran it only until March 1988. Peter Pan Bus Lines began running a similar but less frequent Worcester–Westboro–Framingham–Logan route on March 28, 1988. The Gray Line had operated a previous Worcester–Logan bus service from 1972 to 1984. A company called Quickway Transportation, organized in 1979, had operated a limousine service from Worcester to Logan from as early as 1981 until 1987. That service included intermediate stops in Shrewsbury, Northborough, Westborough, Marlborough, Southborough, and Framingham. A Natick stop was added by 1986.

The January 1988 Bonanza schedule also showed that, having been overtaken in route-miles by Peter Pan Bus Lines, Bonanza was calling itself New England's Finest Bus Line, instead of New England's Largest.

Bonanza Bus Lines Boston Service in the 1990s

Until 1990, the Bonanza Terminal in downtown Providence was an independent facility at 1 Sabin Street that The Short Line had opened in 1964. Redevelopment forced Bonanza to relocate to the transit busway at Kennedy Plaza effective January 7, 1990. At the same time, Bonanza opened a new Providence terminal, garage, and office building at One Bonanza Way, off I-95 at Smithfield Avenue. This became an intermediate stop for buses on the route between Providence and downtown Boston, and the only Providence stop on the route to Logan Airport via Foxborough.

For many years, starting when it was The Short Line, Bonanza Bus Lines used the Greyhound Terminal at 10 St. James Avenue in Boston. In March 1990, Greyhound drivers and mechanics began what turned into a three-year strike. To honor the picket lines at the Boston Greyhound Terminal, Bonanza management allowed its drivers to make on-street stops instead. In June 1990, Bonanza officially changed its Boston terminal to Dartmouth Street, in front of the

Back Bay commuter rail and Amtrak station. Bonanza relocated its downtown Boston stop from Back Bay to the recently opened South Station Bus Terminal on December 3, 1995.

A schedule effective January 6, 1996, showed weekday service of 14 northbound and 13 southbound trips on the Providence–Boston express bus route, with all trips also running on Saturdays, and all but two in each direction also running on Sundays and holidays. The route from Providence to Logan Airport had 12 daily round-trips including two trips in each direction that made intermediate stops at South Station. Effective October 27, 1996, Bonanza discontinued service to Pawtucket on the Providence–South Station express route but extended most trips to and from T. F. Green Airport in Warwick, Rhode Island. Weekday service frequency was expanded to 17 round-trips, with most running daily. The route from Providence to Logan Airport still served Pawtucket and Foxborough.

In the January 1996 schedule, weekday service on the Newport–Fall River–Boston route had seven round-trips over the full route and one additional round-trip between Fall River and Boston scheduled for Boston commuting. The Boston–Cape Cod express route had nine northbound and eleven southbound trips between Woods Hole and Boston and two additional northbound trips between Falmouth and Boston. The Falmouth trips and all but three of the Woods Hole trips in each direction also continued to or from Logan Airport. The local route between Buzzards Bay and Boston had only two northbound trips and one southbound trip, but three round-trips on the express route made intermediate stops at the Mill Pond Diner in Wareham. In summer months, extra sections were added to some trips.

As discussed in the final sections of this chapter, George Sage sold Bonanza Bus Lines to Coach USA in 1998, completing his long career as an owner and operator of bus companies. Sage died of a sudden heart attack on December 7, 2006, at age 75.

A.B.C., Inc. Operation of Former Bonanza Providence–Boston Local Service

On June 12, 1974, the rights to local bus service between Boston and Providence mostly via U.S. Route 1 and State Route 1A were transferred from Bonanza to A.B.C., Inc., based in North Providence. This company was originally incorporated in 1949 as North Providence Transportation Lines and was renamed A.B.C. in 1951. At least as early as 1953, Charles Bargamian was the A.B.C. president. This company had previously operated some local bus service in the Providence and Attleboro areas.

A.B.C. had acquired Bonanza's rights to the Massachusetts portion of the former New England Transportation route between Providence and Worcester in March 1974. Johnson Bus Lines had bought these rights in from NET in 1958, and The Short Line had acquired them from Johnson in 1962.

An A.B.C. schedule effective June 23, 1974, showed seven northbound and nine southbound trips between Boston and Providence on weekdays, and one additional northbound trip from North Attleborough to Boston.

An A.B.C. schedule effective November 24, 1974, showed nine northbound and ten southbound trips between Boston and Providence on weekdays, and one additional round-trip between Boston and South Attleboro. By May 1976, service had declined slightly to eight round-trips between Boston and Providence and one morning peak trip from Wrentham to Providence.

A schedule revised to November 10, 1978, showed the same service frequency as the May 1976 schedule, but some departure times had been adjusted. Later public schedules have not

been located. Service eventually declined to two round-trips per day before finally being discontinued in 1988 or 1989.

Bloom's Bus Lines Operation of Former Bonanza Fall River–Taunton–Boston Local Service

As noted above, in April 1979, H and L Bloom Bus Company of Taunton took over operation of Bonanza's former Eastern Mass. Street Railway local route between Fall River, Taunton, and Boston. A brief company history on the Bloom Bus Lines website describes the earliest predecessor as a business run by Harry and Lillian Bloom at a gas station in Taunton. Records of the Secretary of the Commonwealth show that H & L Bloom, Inc. was organized on January 7, 1966, with Harry Bloom as president, Lillian Bloom as treasurer and clerk, and Harry, Lillian, and Mark Bloom as directors. Among the stated purposes of this company was operation of buses for hire or along fixed routes. A list of bus companies published by the DPU in 1970 classified H&L Bloom as a charter and common carrier operator.

On April 10, 1979, a separate company, Bloom's Bus Lines was organized. Officers and directors were the same as those of the 1966 company, except that Mark Bloom was listed as clerk. This company was formed in anticipation of acquiring rights to the local route between Fall River, Taunton, and Boston from Bonanza Bus Lines. Pending DPU approval of the transfer of the operating rights, H & L Bloom ran the route under a lease from Bonanza.

The first Bloom schedule, effective April 15, 1979, emphasized service to Boston from Taunton and points north. Only one inbound AM peak northbound trip and one PM peak southbound trip ran through between Fall River and Boston. These included the former Bonanza Somerset and Dighton stops. Compared with the final Bonanza schedule, the number of additional trips between Taunton and Boston increased to nine northbound and seven southbound. All trips stopped at the greyhound racetrack in Raynham. Four northbound and two southbound trips stopped at the ice rink in West Bridgewater. Six trips in each direction stopped at the South Easton Post Office. One trip in each direction stopped at Mattapan Square on days with afternoon races at Raynham.

By June 1979, Bloom had eliminated all the intermediate stops between Raynham and Boston and had dropped one inbound afternoon trip. The DPU approved the transfer of Bonanza certificates to Bloom's Bus Lines on August 27, 1979, but significantly revised the authorized routing to Boston. The Bonanza rights under the certificate transferred from the Eastern Mass. Street Railway Company in 1964 authorized operation on State Route 138 from Fall River to Mattapan Square, then on Blue Hill Avenue, Seaver Street, and Columbus Avenue to Park Square. Under the certificate issued to Bloom's, from Route 138 in Easton, buses diverged onto State Route 106 into West Bridgewater and proceeded on Route 24 and I-93, including the Southeast Expressway, into Boston. The June 1979 schedule was republished on December 1, 1979.

An October 1980 DPU order allowed Bloom's to operate a route between Taunton and Middleborough on U.S. Route 44. Bloom's was not allowed to sell through tickets from Middleborough to Boston, in order to limit competition with the more direct route between those points operated by Interstate Coach. Bloom's ran the Middleborough–Taunton route for a few years but discontinued it by 1987.

A schedule effective March 2, 1981, showed several adjustments to departure times on the Taunton–Boston route, with the number of trips in addition to the Fall River round-trips increased again to nine northbound but still seven southbound.

The same service frequency was provided at least as late as 1988, but with some further changes in departure times. In 1984, the DPU gave Bloom's temporary authority to add a stop at the Westgate Mall in Brockton. This authority was made permanent in 1985, but the stop was not shown in Bloom's published schedules until about 1992. A stop at a park-and-ride lot at the Galleria Mall in East Taunton was authorized in February 1992.

In March 1992, Bloom's published a schedule in a new larger format that allowed for more details than had been provided in the schedules published since 1979. Service was already partly subsidized by the MBTA. On weekdays, there was still one round-trip between Fall River and Boston via Taunton. The number of additional trips between Taunton and Boston had increased to 13 in each direction from the nine northbound and seven southbound shown for many years. Five northbound AM peak trips originated at the Galleria Mall before serving downtown Taunton, and that mall was the final destination for two southbound AM trips and four southbound PM trips. Two of the northbound trips from the Galleria Mall and four of the southbound trips to the mall also stopped at Route 79 at Route 140 in East Taunton. Bloom's had been authorized to service this stop since 1982 but had not publicized it. The March 1992 schedule also showed three trips in each direction stopping at the Westgate Mall. A footnote said there was a flag stop at the intersection of Routes 138 and 106 in Easton.

Except for some minor adjustments, the same schedule was in effect through 1993. A schedule effective in January 1994 added one early-morning trip from Taunton to Boston but had no other significant changes.

A schedule effective in May 1995 showed addition of one more northbound AM Peak trip and one round-trip leaving Taunton for Boston in mid-afternoon. A schedule effective in January 1996 showed a reduction of one northbound AM Peak trip starting at Taunton, and only two northbound trips still originated at the Galleria Mall. Five southbound trips still continued beyond downtown Taunton to that mall. This schedule remained in effect through 1997.

The next Bloom's schedule was effective in June 1998. It showed only a few minor changes in departure times. This schedule remained in effect through 1999.

A schedule effective in January 2000 showed all service to and from the Galleria Mall had been discontinued. Also discontinued were one AM peak round-trip and one mid-afternoon round-trip between Taunton and Boston. The same weekday service was shown in a schedule effective in January 2002 and still posted on the Bloom website in 2003.

A schedule posted in mid-2004 showed several changes in scheduled weekday departure times and a net increase of one round-trip. This brought the total to 14 northbound and 13 southbound trips between Taunton and Boston plus one round-trip between Fall River and Boston via Taunton. A new operating pattern in Boston shown in this schedule was that all northbound trips stopped at Park Square before "South Station Area," from which buses departed southbound immediately after arrival. Passengers traveling toward Taunton from Park Square boarded northbound trips and were carried past the South Station area.

A reformatted schedule posted in 2007 showed a few minor changes in departure times, but no change in frequency. In late 2008, the round-trip between Fall River and Boston was discontinued and weekday service between Taunton and Boston was reduced to 13 northbound and 12 southbound trips.

The next schedule, effective January 21, 2014, expanded weekday service to 18 round-trips between Taunton and Boston. This was by far the most frequent service on this route since

Bloom's took it over from Bonanza in 1979. The Boston departure point was identified as Lincoln and Beach Streets rather than the less specific South Station Area.

The 2014 schedule was short-lived. A new schedule effective June 29, 2015, showed weekday service reduced to 15 round-trips. A schedule effective January 3, 2017, still showed 15 weekday round-trips but with a few minor changes in midday northbound departure times. The last remaining service to Westgate Mall was discontinued. Effective July 2, 2018, weekday service was cut back to 12 round-trips. This was the last schedule published before 2020.

Effective March 17, 2020, all Boston commuter service operated by Bloom's was suspended because of the COVID-19 pandemic. This service never resumed.

SALE OF BONANZA BUS LINES TO COACH USA AND SUBSEQUENT RESALE TO PETER PAN BUS LINES

Sale in 1998 and Resale in 2002

In 1998, George Sage sold Bonanza Bus Lines to Coach USA, a subsidiary of Stagecoach Group Plc., based in Perth, Scotland. Coach USA was a holding company, and it kept the bus companies it bought as separate corporations.

Coach USA initially made no significant service changes on most of Bonanza's Boston routes. However, by June 1999, service to Pawtucket on the Providence–Logan Airport route was discontinued, as it was only eight minutes away from the Bonanza Terminal off I-95.

In late 2000 or early 2001, one of the two remaining trips from Buzzards Bay to Boston was discontinued and the southbound trip to Buzzards Bay was extended to Woods Hole.

In 2002, Coach USA offered to buy Peter Pan Bus Lines, discussed in detail in Chapter 12, but the Picknelly family refused to sell. Instead, in December 2002, Coach USA agreed to sell Bonanza Bus Lines and four other New England bus companies to Peter Pan for an undisclosed price. After approval by the Surface Transportation Board, Bonanza became a Peter Pan subsidiary in June 2003. Bonanza was the only one of the four with fixed routes serving Boston.

Peter Pan Bus retained the Bonanza name for a few years after buying the company, and published Bonanza schedules separately from other Peter Pan schedules. Starting in the fall of 2004, the name appearing on these schedules was Peter Pan Bonanza. This was changed to Peter Pan Bus Lines Bonanza Division in 2007 and to Peter Pan Bus Lines Providence Division in 2008. Peter Pan stopped publishing separate schedule booklets for former Bonanza routes after 2011.

Peter Pan Operation of Providence–Boston Service 2003 to 2025

Peter Pan's initial Bonanza schedule, effective June 23, 2003, showed the same service on the Boston lines that Coach USA had provided. However, a schedule effective January 4, 2004, showed some significant changes. The number of weekday round-trips from T. F. Green Airport or downtown Providence to downtown Boston was reduced from 16 to six. The number of trips between Providence and Logan Airport was reduced from 12 to 10 northbound but remained at 11 southbound. In January 2004 as in June 2003, one Providence–Logan trip in each direction served T. F. Green and downtown Providence.

A schedule effective September 13, 2004, no longer included any service to T. F. Green on the Bonanza Providence–Boston route. The downtown Boston route and the Providence–Logan route, which had always been shown in separate timetables, were put in one table. The number of round-trips from downtown Providence to downtown Boston was increased from six to nine. The

number of trips from Providence to Logan remained at 10 northbound but was reduced to 10 southbound. Separate timetables were used again in 2005 and 2006.

A schedule effective June 4, 2007, was back to a one-timetable format for Providence–Boston service. It showed 13 daily round-trips, all of which served both South Station and Logan Airport. In Providence, all trips served both Kennedy Plaza and the Bonanza Terminal off I-95, except that the first northbound AM trip stopped only at the Bonanza Terminal. This schedule also showed service to T. F. Green Airport again, by six northbound and five southbound trips extending beyond Providence.

A schedule effective October 15, 2007, showed daily Providence–Boston service reduced to 11 round-trips including five trips in each direction serving T. F. Green Airport. The same service frequency was shown in schedules effective September 15, 2008, and September 14, 2009. However, the 2009 schedule showed two trips in each direction extended beyond T. F. Green Airport to Mystic, Connecticut, with no intermediate stops. The Mystic trips were still shown in a schedule effective June 21, 2010, but not in a schedule effective September 13, 2010.

A schedule effective September 12, 2011, showed service on the Providence–Boston route reduced from 11 daily round-trips to seven daily trips and one weekday-only trip in each direction. Three northbound and six southbound trips stopped at Foxborough. Four trips in each direction still served T. F. Green Airport. Two northbound and four southbound trips had intermediate stops added in May 2011 at the South Attleboro commuter rail station. These stops were discontinued in June 2012, along with the remaining Foxborough stops.

A schedule effective September 12, 2012, showed Providence–Boston service frequency increased to nine northbound and 10 southbound trips, all running daily and all serving South Station and Logan Airport. In Providence, all trips served both Kennedy Plaza and the Bonanza terminal, except that the first northbound trip omitted Kennedy Plaza. Four trips in each direction served T. F. Green Airport. A tenth northbound trip was added by June 2013.

A schedule effective June 23, 2014, showed several Providence–Boston trips changed from daily to weekday-only, but with an equal number of weekend-only trips added. On weekdays there were still ten northbound trips but only eight southbound trips, including four northbound and five southbound serving T. F. Green. A schedule effective January 9, 2015, showed a slight change, to nine trips in each direction, with five northbound and four southbound trips serving T. F. Green. The same schedule was in effect in June 2017.

A fall 2018 schedule for the Providence–Boston route showed weekday service frequency reduced slightly, from ten round-trips to nine. No service to T. F. Green Airport or Logan Airport was shown. A schedule effective in May 2019 showed service further reduced to seven round-trips, but all trips ran through to or from Logan Airport.

All service was suspended in March 2020 due to the COVID-19 pandemic, but some service resumed in June 2020. Archived schedules from 2020 and 2021 have not been located. A sample from the Peter Pan website for service on Wednesday, October 19, 2022, showed only two round-trips between downtown Providence, Providence Terminal, South Station, and Logan Airport, with one additional southbound trip from Logan and South Station to Providence Terminal only. There was no service to T. F. Green Airport.

A sample schedule for Tuesday, October 31, 2023, showed three round-trips between downtown Providence and Logan Airport, with intermediate stops at the Peter Pan Providence

Terminal and South Station. One additional round-trip ran between the Providence Terminal and Logan via South Station but did not serve downtown Providence. These trips were routed via Fall River and New Bedford.

An inquiry from May 2025, still showed three northbound trips but only two southbound trips between downtown Providence and Boston. In addition to these, trips on the route between Fall River, New Bedford, and Boston pulled in and out of the Providence terminal in revenue service.

Peter Pan Operation of Newport–Fall River–Boston Service 2003 to 2025

A January 2004 schedule showed Newport–Boston weekday service frequency still at seven round-trips. The same frequency remained in effect in September 2004. However, a schedule effective April 11, 2005, no longer included the one round-trip between Fall River and Boston for commuters. A schedule effective January 9, 2006, showed weekday service between Newport and Boston reduced to four round-trips. A schedule effective June 4, 2007, showed Newport–Boston weekday service increased to five round-trips, but one of the former Newport trips in each direction was discontinued south of Fall River. Schedules effective September 12, 2011, and June 24, 2013, showed the same service frequency as the June 2007 schedule, with minor changes in some trip departure times. A schedule effective June 23, 2014, showed weekday Newport–Boston service reduced from five round-trips to four. The Fall River–Boston round-trip was extended to a park-and-ride lot in the town of Somerset. The same schedule was still in effect in June 2017. Archived schedules for this route for 2018 and 2019 have not been located. All service on the Newport–Fall River–Boston route was suspended in March 2020 because of the COVID-19 pandemic. No service resumed until April 2023, when Peter Pan began running one weekday round-trip between Fall River and Boston on an indirect route via New Bedford and Taunton.

A sample schedule for Tuesday, October 31, 2023, showed one round-trip between Fall River, South Station, and Logan Airport, timed for Boston work trips. There were two intermediate stops in New Bedford and one at the park-and-ride lot at Routes 24 and 106 in West Bridgewater replacing the Taunton stop. An additional southbound morning trip from Logan and South Station to Fall River made one intermediate stop in New Bedford and none in West Bridgewater. An inquiry for May 14, 2025, showed the same service between Boston and Fall River as in October 2023. Peter Pan service to Newport had not resumed.

Peter Pan Operation of Cape Cod–Boston Service 2003 to 2025

The January 2004 schedule of Cape Cod–Boston service still showed one northbound trip from Buzzards Bay to Boston and one southbound trip from Boston to Woods Hole stopping at Buzzards Bay, but the September 2004 schedule had no Buzzards Bay service. Only two northbound trips and one southbound trip still stopped in Wareham. Otherwise, weekday service between Woods Hole or Falmouth and Boston in September 2004 consisted of eight northbound and nine southbound Woods Hole–Boston trips and two northbound and one southbound Falmouth–Boston trips. All trips served South Station. All Falmouth trips and all but two Woods Hole trips in each direction also served Logan Airport.

There were only minor schedule adjustments on this route other than added summer trips, from 2005 through 2013. A schedule effective June 23, 2014, showed slightly fewer added summer trips than in 2013, but two trips in each direction stopped at Buzzards Bay. One of the southbound Buzzards Bay stops replaced one of the two former Wareham stops. A schedule effective June 22, 2015, showed a third southbound stop added at Buzzards Bay. The

same schedule was in effect in June 2017. Online schedules published after June 2017 showed only sample stops. A schedule in effect in January 2019 showed eight round-trips between Falmouth and Boston on weekdays.

When Bonanza Bus Lines took over operation of service between Woods Hole and Boston from Almeida Bus Lines in 1978, that route intersected a long-established Bonanza route between Hyannis and Providence at Bourne. However, Bonanza never combined these routes to provide through service between Hyannis and Boston, leaving that market to the Plymouth & Brockton Street Railway Company, discussed in Chapter 7.

For more than a decade after acquiring Bonanza Bus Lines, Peter Pan also left the Hyannis–Boston market to P&B. However, a Peter Pan schedule effective June 27, 2016, showed six daily round-trips between Hyannis, South Station, and Logan Airport, with intermediate stops at Barnstable and Sagamore Circle. A schedule effective June 24, 2017, showed the same number of weekday trips as in June 2017, but there were several changes in departure times and two of the northbound trips and one of the southbound trips did not run on weekends. There was an added stop at the Barnstable Airport.

A fall 2018 schedule showed seven round-trips between Hyannis and Boston on weekdays, plus two additional round-trips running daily except Tuesdays and Wednesdays. A schedule from January 2019 showed some minor changes in departure times, and two more round-trips were changed from daily to daily except Tuesday and Wednesday.

Early in 2019, Peter Pan announced that it was establishing bus service between Hyannis and Provincetown, in competition with the service between those points operated by the Plymouth & Brockton Street Railway Company. Peter Pan planned to honor tickets previously sold by P&B through February 1, 2019. This service was subsidized by a grant from the Commonwealth, using funds from the Federal Transit Administration's Intercity Bus Program for Rural Areas, Section 5311(f). Archived copies of the Peter Pan schedule for this service have not been found.

All service was suspended in March 2020 due to the COVID-19 pandemic, but some service resumed in June 2020. Archived schedules from 2020 and 2021 have not been located. A sample from the Peter Pan website for service on Wednesday, October 19, 2022, showed six northbound and seven southbound trips between Woods Hole, South Station, and Logan Airport, and one additional northbound trip between Falmouth, South Station and Logan. One Woods Hole–Boston trip in each direction served Buzzards Bay. There was no service to Wareham. The same service was shown on October 31, 2023.

A sample from July 2023 showed six northbound and five southbound trips between Hyannis and Boston on all weekdays. A sample from October 2023 showed service reduced to five trips northbound and four southbound.

A sample from May 2025 again showed the same service frequency between Woods Hole, Falmouth, Buzzards Bay, and Boston as in October 2023. A weekday sample from May 2025 showed five northbound and four southbound trips between Hyannis and Boston on a non-summer schedule. There were also two connecting trips between Provincetown and Hyannis.

15. Some Other Early Boston–New York Bus Operations

As discussed in Chapter 2, in the years before enactment of the Motor Carrier Act of 1935, several bus companies tried running service between Boston and New York City. In 1930, there were reportedly eight such companies, providing a combined total of 21 daily trips in each direction. Some of these pre-1935 companies were too short-lived to provide enough information for entries in this manuscript. Most of the rest have been included above in the histories of systems that eventually acquired them. This chapter presents brief histories of some additional companies that lasted long enough to deserve mentioning.

NEVIN BUS LINES

In the mid 1920s, Harris Nevin of Mount Vernon, New York began operating several local bus routes in the Brooklyn and Queens neighborhoods of New York, and intercity bus service between New York City and Philadelphia. By 1930, a map in a Nevin Bus Lines schedule showed the company directly operating service as far south as Richmond, Virginia, and as far west as Chicago and Kansas City. North of New York City, the map showed connecting service to Boston via B&W Lines (discussed in Chapter 5) but no direct operation.

A February 1931 schedule implied that Boston service was still by connection, but a schedule effective October 1, 1931, showed Nevin Bus Lines running two daily round-trips between New York City and Boston. These trips ran via Bridgeport, New Haven, Hartford, and Stafford Springs in Connecticut, and Massachusetts Route 9 between Worcester and Boston. The Boston terminal was listed as 3 Park Square.

A Nevin schedule effective May 1, 1932, showed the same frequency on this route but identified the operator as Mayflower Bus Lines. This seems to have been a newly formed Nevin subsidiary, incorporated in Massachusetts. By October 1932, the Boston terminal was listed as 8 Broadway, a location near Park Square that has now been obliterated by redevelopment. The route ran through Springfield.

By December 1932, a Nevin schedule was showing Boston–New York service being operated in cooperation with B&W Lines. There was one daily round-trip using the Mayflower routing via Springfield, Worcester, and Route 9. There were two daily round-trips using the B&W routing between Worcester and Boston on U.S. Route 20. All trips stopped in Boston at 8 Broadway and at the B&W terminals at 10 Park Square and 7 Cambridge Street.

A June 1933 schedule showed two daily round-trips on the Nevin routing but didn't show the B&W trips. A July 1933 schedule showed two round-trips on the B&W routing again along with two round-trips on the Nevin routing. This service was still shown in December 1933, but the B&W affiliation with Nevin ended by mid-1934.

News reports indicate that Mayflower Bus Lines had an unusually large number of serious crashes in its short existence, resulting in several costly lawsuits. The company shut down in the spring of 1934 and was formally dissolved in 1936.

Starting June 1, 1934, Nevin Lines rebranded its New York–Boston route as Silver Dart Line. A schedule effective on that date still showed two daily round-trips, using Route 9 between Worcester and Boston. Either then or soon afterwards, Silver Dart Line was separately incorporated.

Harris Nevin died in March 1936, at age 74. In June 1936, the *Boston Globe* reported that Luther B. McEwing of New York was seeking permission from the ICC to acquire all capital stock of three bus lines for \$125,000. These were Silver Dart Line operating between New York

and Boston, Nevin-Midland Line operating between Pennsylvania, Maryland, New York, and Washington, DC, and Nevin Transit, Inc, operating between New York City and Philadelphia and between Philadelphia and Atlantic City. In October 1936, Safeway Lines of Chicago was reported to be seeking to buy these same three companies.

Safeway subsequently did acquire Nevin-Midland and Nevin Transit, and they became divisions of Safeway Trailways. However, Silver Dart Bus Lines became an independent company. A Silver Dart schedule effective September 1, 1939, showed two daily round-trips between New York and Boston. One trip each way ran via Springfield and one trip each way ran via Stafford Springs. The final disposition of Silver Dart is related in the next section.

QUAKER CITY BUS COMPANY

By the early 1930s, the Quaker City Bus Company of Philadelphia was operating intercity bus service between Philadelphia and Atlantic City and between Philadelphia and New York City. The company ran frequent service on these routes but had not added any others to its system by 1940.

On June 28, 1941, the *Hartford Courant* reported that Quaker City Bus had been granted authority to extend service to Boston. A schedule effective September 28, 1941, showed four daily round-trips running through from Philadelphia to Boston, including stops in New York City, New Haven, Hartford, and Worcester. The buses ran on Route 9 east of Worcester. This service was advertised as Quaker City Limited.

A schedule effective January 1, 1943, showed coordinated service of Quaker City Limited and Silver Dart Lines (discussed above). It called for three daily round-trips between Philadelphia and Boston, with a fourth round-trip to begin on April 15. A footnote indicated that two of the three southbound trips were operated for Silver Dart. One of the northbound trips may also have been a Silver Dart trip.

On February 5, 1943, the Associated Press reported that the Office of Defense Transportation had ordered Quaker City Bus and Silver Dart "to swap routes, passengers, tickets, depot and other facilities, and reduce the number of round trips to not more than four apiece." This would have been more trips than they were already running at the time.

A schedule effective April 1, 1943, showed the combined service reduced to two daily round-trips between Philadelphia and Boston. The eliminated trips included one of the southbound Silver Dart trips. On May 4, 1943, the ICC approved the purchase by Quaker City Bus Company of the operating rights of Silver Dart Bus Lines.

Service frequency of two daily round-trips was shown in Quaker City schedules effective in July 1943 and in January and May 1944. A schedule effective August 10, 1944, said all Philadelphia-Boston service was suspended "for the duration of the present emergency," by order of the Office of Defense Transportation. The suspension appears to have continued through most of 1945.

A Quaker City schedule effective November 1, 1945, showed service between Philadelphia and Boston reinstated, with four daily round-trips. One trip in each direction used Route 20 east of Worcester, but the rest used Route 9. One trip each way ran via Springfield, but the others took a more direct route from Hartford to Worcester via Stafford Springs.

A schedule effective September 22, 1946, still had four daily trips in each direction, but a second trip each way had been shifted to Route 20 east of Worcester. By September 1947, Quaker City schedules no longer showed any service between New York City and Boston.

Quaker City Bus continued serving its original routes from Philadelphia to Atlantic City and New York City through the 1950s. In 1959, Theodore T. Harris who had been owner and president of Quaker City Bus since 1933, sold it to a Trailways system company. Harris died in 1965, at age 69.

GREAT EASTERN BUS SYSTEM

In December 1926, several newspapers carried a story that a new company, Great Eastern Bus and Freight Lines was about to start a transcontinental motor coach service. This company was to operate the section from New York City to St. Louis, where passengers would connect with Yellow Line service to San Francisco. The Great Eastern would use 30-foot Gramm buses with "parlor car" accommodations for 15 passengers, in reclining seats. The crew was to be a driver-engineer and a porter-chef. The trip from New York to St. Louis was to take three days, with overnight stopovers at hotels. The coast-to coast time was to be nine days. F. C. Murdock was the company president.

The original startup date was supposed to be December 30, 1926, but was postponed for several weeks while details of routing and intermediate stops were finalized. From this initial route, the company expanded greatly in the Northeast and Midwest over the next few years. By 1930, the company name was Great Eastern Stages, Inc., and the headquarters were in Cleveland. Many of the routes shown in schedule folders published by Great Eastern were operated by independent companies, though not identified as such.

Great Eastern schedules effective February 20, 1931, showed the company affiliated with The Short Line network, discussed in Chapter 14, although this affiliation was not formally announced until May 7. The timetable showed two routes running from New York to Boston, via Springfield and via Providence. A comparison with schedules in the *Motor Coach Guide* shows that these trips were operated by another Short Line affiliate, the Boston, Worcester, and New York Street Railway Company, discussed in Chapter 5. A route from Boston to Albany and Buffalo, with one round-trip per day appears to have been operated directly by Great Eastern.

The management of Great Eastern Stages and some other companies did not find association with the Short Line System satisfactory. Until early August 1932, ads for the Short Line System in the New York *Daily News* included a list of the companies in the system, and Great Eastern Stages was on the list. Subsequent ads left out any list. A Great Eastern timetable effective December 1, 1932, no longer showed the company as a Short Line member. Service shown between Boston and New York appears to have still been that of the BW&NY. A route between Boston and Albany was no longer shown.

By April 1933, Great Eastern Stages was doing business as Great Eastern Bus System. The company was still based in Cleveland. Service between Boston and New York consisted of one daily round-trip via Quincy, Providence, and New London and one daily round-trip via Waltham, Worcester, and Springfield. There was still no service between Boston and Albany.

On July 6, 1933, the *Boston Globe* reported that Great Eastern Stages president Paul K. Wadsworth had announced that the company had opened a new Boston terminal at 52 Boylston Street, next to the Touraine Hotel. (This would have been a storefront ticket office and waiting room east of Tremont Street) The announcement said that Great Eastern would be offering new through service from Boston to New York, Washington, Richmond, and other points south, and direct service to Albany, Buffalo, Cleveland, Chicago, St. Louis, Cincinnati, Los Angeles and other western points.

Great Eastern schedules issued in July 1933 added a second round-trip to the New York–Boston route via Providence. Also added at this time was a route from Boston to Albany and points west with one daily round-trip. It used Route 20 between Boston and Worcester. The routing between Springfield and Pittsfield ran through Northampton and Williamsburg.

Service frequency on these routes varied seasonally over the next three years, but no additional Great Eastern routes were established in Massachusetts. Frequency of the New York–Boston service peaked in the summers of 1935 and 1936 at six daily round-trips, half via Quincy and Providence and half via Waltham and Worcester. Service between Boston and Albany peaked at two daily trips westbound and three eastbound. At least some of the Boston–New York service and Boston–Albany service seems to have been operated by Old Colony Coach, discussed further in Chapter 8.

A route between Boston and Albany was still shown in Great Eastern schedules effective May 9, 1936, but was no longer shown in schedules dated May 28, 1936,

The last Great Eastern schedules found including the Boston–New York route were dated November 20, 1936. The rest of the Great Eastern system was broken up and sold, mostly to various Greyhound companies, between 1935 and 1937. The last remaining route operating under the Great Eastern name, between Washington, D.C. and Norfolk, Virginia was discontinued by Greyhound in July 1937.

Information Sources

This manuscript is based on information gathered by the author over a span of more than 50 years, for work as a professional transportation planner as well as for personal interest.

Schedule information in the preceding chapters was drawn from timetables and bus guides in the author's collection and other private collections. These included original printed copies, photocopies, schedules downloaded from bus company websites when current, and past schedules retrieved from the Internet Archive.

Information about fixed-route operating rights for routes within Massachusetts was obtained from records of the Massachusetts Department of Public Utilities (Mass. DPU) Railway and Bus Division.

Information about interstate operating rights and corporate history and mergers was obtained partly from published Motor Carrier Cases decided by the Interstate Commerce Commission.

Corporate information for Massachusetts companies was obtained partly from the website of the Secretary of the Commonwealth.

Additional information was obtained from archived articles and advertisements from newspapers and trade publications.

Changes to Transit Service in the MBTA District 1964 - 2025 by Jonathan Belcher, updated annually and published in the Boston Street Railway Association's *Roll Sign* magazine helped to fill in gaps in the information obtained from the other sources.

More specific citations are included throughout the preceding chapters of this manuscript.