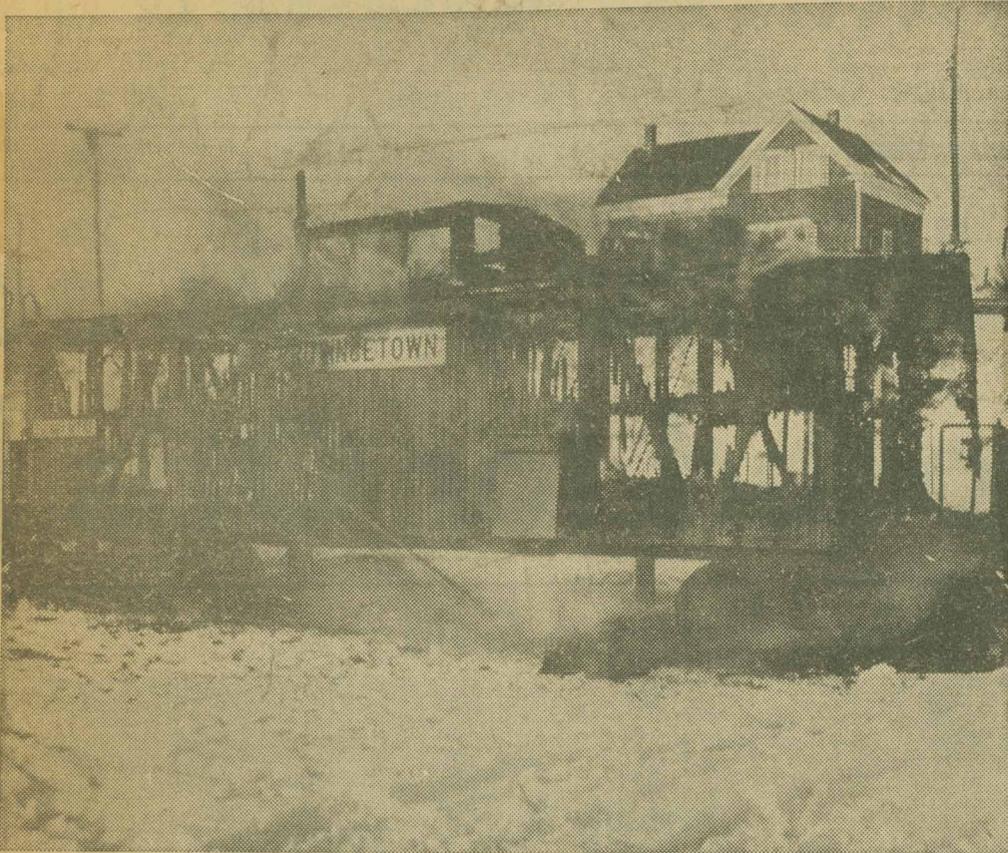


1639

Old Caboose Closes an Era



(Cape Cod Standard-Times Photo)

Virtually the last trace of railroad occupancy in Provincetown was wiped out yesterday with the supervised burning of the old caboose, which served as railroad freight office in Provincetown ever since the old station was razed 10 years ago to make way for a new garage. Now, with the railroad long gone, and the tracks torn up, the new owner of the caboose, James Enos, who acquired it for scrap, asked the Provincetown Fire Department to supervise its destruction.

Rail Vestiges Are Removed At Cape-tip

PROVINCETOWN, Feb. 13 — The end of another era of railroading was reached in Provincetown yesterday, when the caboose, which had served for several years as freight office when freight trains ran the length of Cape Cod, was burned under the supervision of Provincetown Fire Department.

The caboose was put into service when the old railroad station was taken down and the new Duarte Motors, Inc., garage was built on its site some 10 years ago.

The caboose served as a freight office from that time until the last trains were discontinued a year or so ago, and the tracks below Eastham were taken up.

The caboose was acquired from the New York, New Haven and Hartford Railroad Company by James Enos of Provincetown for scrap, and Mr. Enos requested the fire department supervise the burning.

Fire Chief Wilbur Cook, who supervised the burning, said Mr. Enos asked that it be burned down to prevent any possible danger as there had been evidence youngsters had been inside and had tried to set it afire several times.

The chief said it was a drill for the personnel of Pumper No. 3.

Planning Board Would Take Rail Land Selectmen Ponder Horse-Buggy Here

May 11, By Joyce Koch - 1961

A letter from Howard Burch, a member of the Town Planning Board, was read at the Provincetown Selectmen's meeting Monday indicating that the Planning Board is unanimously in favor of the Town's obtaining from the New Haven Railroad the land of the now discontinued railroad bed between Howland St. and Duarte Motors for the purpose of providing an additional Town road which would relieve much of the in-town traffic during peak periods. The possibility of the creation of another large parking area near the center of Town was mentioned.

The Planning Board felt the railroad's asking price was extremely high and unless it could be modified this land should be taken under eminent domain.

The Planning Board also unanimously recommended that steps be taken by the town to acquire the large area of land now appearing on the Town map as 'owners unknown' for whatever use might be derived for it in the future, but this land should not be commercially zoned until further study is given it.

- Sept. 15, 1966 -

The Town Manager announced that the Selectmen will request that Chapter 90 funds for 1967 be applied to road construction over the recently acquired railroad bed now abandoned, of the New Haven Railroad.

Jan. 30, 1965

New Haven Cancels Cape Cod Service

NEW YORK (AP) — The New Haven Railroad's limited New York-Cape Cod summer passenger service will not be resumed this summer.

Trustees of the debt-ridden line said yesterday the service cannot be justified in the light of the New Haven's over-all passenger deficit.

They said the decision was also dictated by their intention to eliminate all passenger service. The railroad loses an estimated \$5.5 million a year.

In recent years, one train in each direction has run daily except Wednesday between New York and Woods Hole and Hyannis, Mass., from late June to Labor Day.

May 17, 1962

Chairman Carpenter reported that he had a letter from Senator Edward C. Stone relative to trying to get rail service to Cape Cod and he asked, "Shall I read the letter?"

Selectman William White replied, "There will never be any railroad to Provincetown, that's for sure." The chairman filed the letter.



Taking up the Ties
- October 1961 -