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have been coming by rail at the plant's siding. If freight is lost, they would be trucked from Orleans, at a higher cost.

In Wellfleet one of the hardest hit firms would be the Wellfleet Grain Company, which will have to have oil, coal, hay and grain trucked from Orleans. Virtually all of these are now shipped by railroad to the company's own siding.

NEW BEACON

JANUARY 6, 1960

Freight Office Closed After 87 Years

Ralph Tinkham, of North Truro, freight agent in Provincetown for the past 23 years and an employee of the railroad for almost 43 years, closed the door of the bright orange-red caboose which was the New Haven Railroad's freight office here on Monday, bringing to a close 87 years of railroad service to the Cape-tip. Passenger and freight service to Provincetown began in 1872 when the last lap of the railroad was completed from Wellfleet to Provincetown.

In recent years railroad freight business has drastically declined and the New Haven has petitioned the Interstate Commerce Commission for permission to abandon its freight service from Orleans to Provincetown. Until such time as the petition is acted upon, only carload lots of freight will come directly to Provincetown, with smaller shipments being trucked from Orleans.

FRIDAY, APRIL 1, 1960

Worcester Telegram

Rail Service: Down - And Up

Railroads are in the news again, with both good and bad tidings for passengers. The New Haven Railroad hopes to restore at least one daily train from New York to Cape Cod this summer. But, on the dismal side, the Boston & Albany has finally dropped 15 trains serving Worcester, Boston, and Springfield. This latter action, of course, had been anticipated several months, but that made it no easier to take.

Thus, Worcester's Union Station will become more deserted. Commuters must now depend on two early morning trains to Boston and two late afternoon trains returning. The Massachusetts Turnpike particularly has offered stiff competition to the rails on the Springfield - Worcester - Boston runs.

Yet Cape Codders, who depend so much on tourist dollars, had reason to cheer. The New Haven Railroad and the state of Massachusetts reached agreement on a round-trip Cape Cod - New York train this summer. There will be no direct service from Boston, but the train will stop at Attleboro and Providence.

Unhappily, the New Haven last June dropped such well-known and important trains as the Cape Codder

and the Neptune. For more than a half century, these trains had carried thousands to the Cape from Metropolitan New York. Yet the trains were dropped—and Cape Codders lost an estimated 10 million dollars in income last season alone as a result.

State Senate President Powers, Boston Democrat, described the railroad's decision at the time as a "great blow to the state's economy." The decision was tied in to the New Haven's difficulties with its Old Colony branch, for the Cape trains run on the Old Colony tracks from Providence via Attleboro to the Cape towns.

The railroad last June blamed discontinuance of the Neptune and Cape Codder on the Massachusetts Legislature. The New Haven was upset because the Legislature had refused to continue its \$900,000 annual subsidy for the crippled Old Colony. Yet it was not clear at the time why the railroad had to abandon two trains carrying more than 700 persons a day on a relatively long, and presumably profitable, haul. The New Haven perhaps has discovered now that it went too far in its eagerness to drop passenger trains. Anyway, it will be good to have the Cape service restored.

NEW BEACON - July 13, 1960

A desire to ride the Old Colony freight train from Hyannis to Provincetown first expressed five years ago, became a reality last Saturday for Hartley Hoskins, who became a passenger on the last scheduled run to be made by the New Haven's freight train on this line. Mr. Hoskins, a marine geologist at the Oceanographic Institute at Woods Hole and a graduate student at the University of Chicago, first decided he wanted to ride the freight train five years ago when he was studying at M.I.T. Numerous requests to railroad officials all resulted in the same answer: No passengers carried on freight trains. But Mr. Hoskins, who rode the New Haven's regular passenger train from Boston to Hyannis regularly, became friendly with the conductor (it was the same one each trip) and when he boarded the train this summer for the first time, he discovered the same conductor making the trip. Through him, Mr. Hoskins learned of the last freight run and also obtained permission to be on the train. At 7 Saturday morning he was at the yard, was told that he'd have to ride in the "buggy" which turned out to be the caboose. Four hours and some 50 miles later he was in Wellfleet, and the most beautiful part of the journey began, for from here on Mr. Hoskins had a view of the entire harbor and Highland Light all the time. The train carried no freight, but she had two engines. One was left at Wellfleet, as Mr. Hoskins understood, because the trestle over the Pamet wasn't safe for the weight of two engines, and the train made the remaining three hour trip from Wellfleet to Provincetown. There she would pick up six cars of sand, accomplished by getting three at a time, taking them to Wellfleet and then hooking both the engines back on the train, for both are needed to pull six carloads of sand. And so with six carloads of sand the era of the great locomotives may be said to have been ended. Except for possibly a few special trips, the days of the train on the Cape are over, the tracks will be torn up and in not too many years it will likely be difficult to discover that a train ever ran this way at all. Mr. Hoskins, son of Dr. and Mrs. Meredith Hoskins of Head of the Meadow Road, Truro and Pittsford, N. Y., will certainly remember the train however, and will have an interesting story to tell.

January 7, 1960

THE NEW YEAR brought further curtailment in the railroad service to Provincetown, Truro and Wellfleet, with the closing of the freight office at Provincetown, which has been in charge of Ralph Tinkham of North Truro for 23 years. Most people feel that the end of all freight service to the three towns is not far distant but at present full carloads will still be handled. Jimmy Enos of Peter's Express will pick up less carload shipments at Orleans and deliver to Provincetown, Truro and Wellfleet addresses . . . "Tink" has put 43 years in the service of the New Haven Railroad and is getting close to retirement age but he closed the door of the orange-colored caboose, which has been used as the station, reluctantly Monday morning bringing an end to the 87 years of railroad service to the Cape Tip. Time was when this service was all-important to our towns, when two outgoing and as many incoming trains made daily trips and the freight, each day, went out heavily laden with iced fish. The New Haven has requested permission of the Interstate Commerce Commission to discontinue freight service entirely to the three towns, arguing that the upkeep of the line is too costly.

- May 26, 1960 -

AT PRESENT Town Manager Walter E. Lawrence is awaiting a reply from the New Haven Railroad as to the possibility of acquiring the railroad right-of-way land from its terminal at the Duarte Chevrolet Garage to the Truro line. The query was made as a result of a story in a Boston paper that the New Haven had applied for permission to discontinue the road bed from Orleans through Eastham, Wellfleet, Truro and Provincetown. Certainly the move is in the offing for, it is learned, the rails are becoming more and more unsafe for even freight trains.

THURSDAY, AUGUST 4, 1960

Journey To Cape Cod

I plopped into the red plush seat
And waited for the train to start,
Oh, sweet excitement of a trip,
Such frantic pounding of the heart.

Impatiently I watched them come,
So many people filing past,
(Hurry, hurry, find your seats)
The train began to move at last.

So slowly first, 'twas hard to tell,
But truly now we'd left the station,
We were leaving on vacation.

I soon was bored with flashing fields
And settled down in resignation,
Time table resting in my lap
I followed down each Cape Cod station.

Why there should be a North and South
Of some small towns, I did not know,
The last few miles dragged on and on,
The long black train seemed awfully slow.

At last the nice conductor roared,
"North Truro!", and I looked to see
A little village sweet and still,
A cottage by the tracks for me.

Now modern travel hurries us
Along a highway, sleek and fast;
The towns a little girl once knew
Are seldom seen, they've been bypassed.

Marjorie McCarthy