

Notices to Old Colony Passengers Tells of Service Discontinuance

BOSTON, June 23—Notices to the effect that passenger service will end June 30 were posted last night on outbound commuter trains of the New Haven Railroad's Old Colony division. The notices said continuation of service was "wholly contingent upon the passage of appropriate and acceptable legislation . . ." Meanwhile, Governor Furcolo and top State officials were slated to meet

nis afternoon with the heads of several bus firms to discuss replacing Old Colony rail service with buses.

The importance of the emergency session was increased last night when it became virtually certain the New Haven would discontinue service to its South Shore commuters.

Earlier yesterday, New Haven President George Alpert, replying to a telegram last week from Governor Furcolo asking if he had any new proposals, said he could "conceive of no new formula to accomplish the miracle of erasing a deficit of about \$2,000,000 year."

The Old Colony operated during the last year under a \$900,000 subsidy paid by the 38 communities served by the branch. The subsidy expires June 30. To maintain the same service, the New Haven asked that the subsidy be about doubled.

This plan was rejected by the Old Colony Transportation Advisory

Council and key legislative leaders indicated there would be no further subsidies to the railroad.

The joint Legislative Committee on Transportation, which is presently considering a plan to extend rapid transit service to the South Shore, postponed until tomorrow an executive meeting scheduled for yesterday.

Boston Mayor John B. Hynes spokesmen from the State Public Works and State Public Utilities Departments will join Governor Furcolo at the emergency session today. The bus firms to be represented are the Eastern Massachusetts Street Railway Company, Plymouth and Brockton Street Railway, Hudson Bus Lines and Almeida Bus Lines.

One of the chief fears of public officials was the possibility that many Old Colony commuter would turn to driving their car for transportation to Boston. This it was feared, would cause a huge traffic jam in the already crowded city.

To Fellows and Friends

WHAT COULD MEAN an entirely new chapter in the long history of Provincetown got off to a good start last night with the decision by the Town Planning Board to lay before the Selectmen the project of obtaining from the New York, New Haven & Hartford Railroad that long strip of land adjoining the Chevrolet Garage and east to the sandpit on Route 6. The idea started with the discussion of Howland Street extension which the Selectmen had placed in the hands of the Planning Board for its reactions, including the problem of a possible break-through to Route 6 which the State frowns upon. Now the Planning Board is suggesting to the Selectmen that they take steps to see what can be done about acquiring all the railroad land, practically to the town line. Our Town Manager has already started work. If this were successful the town could build a short "in-town" street leading from Conwell to Bradford, thus solving the bad bottleneck at Nelson's Market and would be able to build a third main street paralleling Commercial and Bradford. This new highway would provide openings for all of the side streets in the East End without State permission since there is an opening to Route 6 already at Mayflower Heights. That railroad bed, growing up in weeds faster than two stumbling freight trains a week can keep them down, has been to Provincetown what Philadelphia's "Chinese Wall" was to that city. It has been, in truth, our own "Iron Curtain" preventing orderly development of the town, better traffic control and better living conditions.

WINNERS OF THE Lion's Annual Thanksgiving turkey drawing held last night were the following 15 persons: George F. Miller, Edmund Reis, Debbie Silva, Cynthia Baker, Marian Thomas, Carol Souza, Earl Cabral, Justin Avellar, Austin Rose, Fannie Fields, John Lambrou, Jr., Jack Graham, Ellis Roch, Alfred Joseph and Sarah Lee Cook. Drawn for the Lions Club only were John Cook, Robert Silva and Dr. Daniel H. Hiebert.

(By Paul Lambert, Hoping you are the same, Lower Caper Editor of the Advocate)

Few Affected

Nathan Malchman, president of the Provincetown Chamber of Commerce, said that in a quick check of town business he found few affected to any large degree by the abandonment of freight service. He said that most of those affected would find other means of transportation.

Joseph E. Macara, president of Lands End Marine Supply, Inc., said that dropping the freight service wouldn't cause any hardship for him.

Biggest user of the rail service, Higgins Lumber Company, Inc., has most of its stock shipped in by freight, and abandonment of the rail freight service would cause considerable hardship and expense. Changes would have to be made, William Newman, manager said. Loss of rail service would mean heavy investment in rolling stock to truck equipment from the nearest rail center.

Arnolds, Inc., Arnold Dwyer, president, reported such loss of freight service would definitely be an inconvenience because most of its furniture stock comes by freight. Mr. Dwyer estimated furniture freight charges are about one-third as much as those by truck. Affected mostly are items from distant points.

Nickerson Lumber Company in Wellfleet reported it has all its items trucked in from the Orleans yard of the company where it comes by rail.

Joseph Oliver, proprietor of F. A. Days and Sons Company, said the proposed abandonment would not affect him at all now, as his firm hasn't been in the coal business since last Summer. Other items for plumbing and contracting come by truck.

Postmaster William Cabral of Provincetown said that coal is still used at the local post office, but believes the building is to be converted to oil next year. It was scheduled for conversion this year, but is definitely in line for next year. The post office uses about a carload of coal a year.

Cement For Blocks

In Truro, Arthur F. Joseph, cement block maker, said he would be particularly hard hit, because up to now all his cement is freighted to Wellfleet, where he trucks it to the plant, a distance of five miles. He averages about two carloads a month or more at various times of the year.

Plymouth Bay Packing Company of North Truro reported everything goes out by refrigerator truck, but heretofore cartons

TIME WAS WHEN the news that the Old Colony Railroad had discontinued passenger service would have been a disastrous blow to Provincetown. But yesterday, when it actually happened, it caused hardly a ripple on the placid surface of the town, so accustomed have people become to travelling by car, plane or bus. Ralph C. Tinkham, N.Y., N.H. & H. (Old Colony) agent here since June 1917, today recalled the times when one passenger train came to Provincetown every day at noon, and one went out at 3 in the afternoon. On Friday nights a train came from Boston express to Sagamore, and then made stops down the Cape. On Sunday nights, a train went out of Provincetown, making stops as far as West Barnstable, and then express to Boston, both carrying Pullmans. The trip to Boston took between three and one half and four hours. The last train ran in the Summer of 1940. Back in 1929, the railroad tracks on what is now MacMillan Wharf were taken up, and a new freight station built at the end of the old passenger station. This was sold in 1950 to Duarte Motors, the old station torn down, and the Duarte Motors building erected. Mr. Tinkham said the Old Colony freight service will continue.

(They're at it again!)

Worcester Sunday Telegram Dec. 20, 1959

Cape Hits Move to Cut Rail Freight Service

Special to The Telegram

HYANNIS — A move by the New Haven Railroad to discontinue freight service to the outer tip of Cape Cod was bitterly attacked yesterday by the Cape Cod Chamber of Commerce.

Norman H. Cook, chamber executive - secretary, said curtailment of service from Orleans to Provincetown would impose a hardship on businesses and two military bases in the area.

As soon as reports he requested from the Army, Air Force, and

businessmen come into his office, he will try to persuade George Alpert, president of the railroad, to reconsider his decision to end service, he said.

If that fails, he will ask the government to intervene with the Interstate Commerce Commission. The ICC has the final say on whether the railroad will be allowed to stop freight service.

Detriment Seen

The Air Force has a rocket installation in North Truro, and the Army an anti-aircraft unit in Wellfleet. Both use the railroads to

transport weapons, ammunition, fuel and other supplies. Curtailment would mean that both would have to use the highways.

"This would be detrimental to the entire Cape, because the bulk of such moving is done in July and August, when highway travel is at its peak. It would tend to hurt the area's vacation industry," Cook said.

Most of the harm, he said, would come to dealers in bulk goods—lumber, building materials, and sand shipped to forging companies, he said.