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# ROLLSIGN

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- **MATTAPAN - 140 YEARS**
- **CIRCUMFERENTIAL TRANSIT STUDY**

# MATTAPAN - 140 YEARS

by Frank Cheney

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Today as one enters Mattapan station by rail car or bus or on foot, they see a rather ordinary T transfer station with a covered boarding area for car and bus passengers, layover tracks and space for cars and buses idling between trips etc. Nothing really unique except perhaps for that Italian restaurant adjoining the busway - it looks sort of like a railroad station - could it have once been a station? Here in the middle of busy Mattapan?

Yes it was and we shall start our account of nearly 140 years of rail operation at Mattapan yard with that old stone station, the sole surviving station building of the twenty that once stood along the portions of the Old Colony-New Haven railroad lines that were acquired by Boston's transit system for conversion to rapid transit operation.

Now, let us go back through time to December 1st, 1847 when the first passenger train left 'Milton Upper Mills' as Mattapan was known at that time for Boston. In the Fall of 1847 a single track railroad was constructed by the Dorchester & Milton Branch Railroad Co. from the Neponset Station on the Old Colony Railroad Co. main line from Boston to Braintree and Plymouth, west along the Neponset river through Milton Lower Mills (now Milton station of the high-speed line) to Milton upper mills at Brush Hill Turnpike on the Boston-Milton line. Brush Hill Turnpike is now called Blue Hill Ave. As soon as construction work was completed in late November of 1847 the line was leased to the Old Colony Railroad Company of Boston who agreed to operate it and provide equipment.

The lease took effect on December 1st 1847, the opening day of operation when the first train left 'Upper Mills' for Boston. The initial service provided two round trips per day. The passengers were quite happy in their four wheel cars with low-backed hard seats, wood stove and whale-oil lamps, (some hard-core Red Line riders will swear they rode that train this morning!) In the tradition of Boston commuter service these were cast-off cars from the Old Colony's original main line service to Plymouth started in 1844 which now enjoyed larger eight wheel cars. This was also the first real transit service from this area to downtown Boston and it developed a steady if not phenomenal ridership. We have no idea what the first station building looked like but several sidings and a turntable were in place. Don't forget, this was a rather rural area at the time and horse cars never reached Mattapan Sq., the routes ending at Blue Hill Ave, and Columbia Rd. at Oakland Gardens, a pre-1900 recreation area on the site of Franklin Park.

On January 14th, 1863 train service to Upper Mills was suspended by the Old Colony due to lack of track maintenance and a dispute between the lessee and lessor relative to responsibility for the maintenance. The Old Colony which had taken a mortgage on the line foreclosed on

August 3rd, 1863, made extensive repairs and resumed operation in October of 1863. In 1866 the name 'Mattapan' replaced 'Upper Mills,' while on October 25, 1870 Brush Hill Turnpike became Blue Hill Ave.

On October 1st, 1872 the Old Colony assumed full ownership of the line, shortly before a big improvement in service to Mattapan took place. That improvement was implemented on December 1st, 1872 when the Shawmut Branch was opened, a new line extending from the main line at Harrison Sq. Dorchester through Fields Corner, Ashmont and Cedar Grove to a connection with the Milton Branch, just east of the present Butler Street Station on the present high-speed line. Most of the trains were diverted via the new shorter route, only one or two trains continuing to serve the section via Granite Bridge and Neponset. During this period a rather large wooden station with adjoining freight house was built. The tracks entered the building rather than terminating beside it, a small brick two track engine house was also provided at this time.

In November of 1889 the Old Colony announced plans to extend the line from Mattapan Sq. across Blue Hill Ave. and along the Neponset River to a connection with the Boston and Providence Railroad at Readville. The Old Colony had acquired the Boston & Providence on April 1, 1888 and this extension would provide a useful link in the expanding Old Colony system. The authorities insisted on an overpass across Blue Hill Ave. while the railroad wanted a grade crossing, claiming the traffic did not justify the cost of raising the grade at this point. After prolonged bickering the Old Colony dropped the plan in late 1891.

1894 would see the start of several changes in the Mattapan Sq. area. Work commenced on a project to widen Blue Hill Ave. from Grove Hall southward to Mattapan Sq. This included a new stone bridge across the Neponset into Milton. It would be several years before this project was to reach completion. However, on the 21st of May, 1894 the Norfolk Suburban St. Ry. would introduce electric street cars into Mattapan Sq. with the opening of its route from Dedham to Cleary Sq. where the little maroon and cream cars followed River St. through Mattapan Sq. to Milton Lower Mills where they connected with the Dorchester Avenue cars of the West End street railway, for downtown Boston. Meanwhile, on October 1, of 1893 the New Haven Railroad took over the Old Colony Railroad by lease. On September 25th, 1899 the West Roxbury & Roslindale Street Railway Company, an affiliate of the just mentioned Norfolk Suburban Co., began operation of its brown and white cars from Roslindale Sq. over Ashland and Oakland Streets (now Cummings highway) into Mattapan Sq. The cars of the Boston, Milton & Brockton Street Railway were also terminating at the square by now. By December of 1900 these three companies had been merged into the rapidly growing Brockton Street Railway Company which adopted the

name Old Colony Street Railway on February 14th, 1901. Also at this time the widening of Blue Hill Avenue into the square was nearing completion and the New Haven Railroad contributed to the improvements by erecting a handsome stone station, which now provides pizza rather than tickets and timetables.

By December 6th, 1902, the Boston Elevated had extended its tracks down the widened Blue Hill Ave. from Walk Hill Street as far as the bridge over the Midland Division of the New Haven, about a quarter mile from Mattapan Square which had become a very busy transfer point for car lines of both the Brockton and Hyde Park divisions of the Old Colony Street Railway. Not only did the Boston EL connect with the lines of the Old Colony but they acquired most of that company's Hyde Park division by lease which took effect on July 1st, 1903. The tracks were physically connected at Mattapan Square by August 3rd, 1903 and as part of the terms of the lease the Boston EL was obliged to double track all the newly acquired lines.

The final arrival at the square was the Blue Hill Street Railway Company which began running its cars from Canton and Stoughton into Mattapan Square on August 16th, 1903. Boston EL motormen ran the Blue Hill cars from the square into the Dudley Street Elevated Station via Blue Hill Ave. and Grove Hall. However, on September 21st, 1907, this through running ended and the Blue Hill Street Railway cars changed ends in Mattapan Square.

At this time the routes serving Mattapan Square were:

**Boston Elevated:**

71-Milton Lower Mills to Forest Hills via River, Oakland and Ashland streets run from Forest Hills carhouse.

152-Mattapan Square to Dudley Street Station via Blue Hill Ave. and Grove Hall, run from Grove Hill carhouse.

329-Milton Lower Mills to Dudley Station, via River Street, and Blue Hill Ave. (rush hour only) run from Milton car house. Later the Milton-Forest Hills line would be run from Milton carhouse rather than Forest Hills carhouse.

**Old Colony Street Railway:**

Mattapan to Cleary Square and Readville via River Street - Hyde Park division.

Mattapan to Brockton via Milton and Randolph - Brockton division.

The Brockton cars ran into Milton Lower Mills for a short period but were routed to Mattapan again on December 7, 1904.

**Blue Hill Street Railway:**

Mattapan to Canton and Stoughton via Blue Hill Ave.

The Old Colony Street Railway Company merged with the affiliated Boston & Northern Street Railway Company on August 8th, 1911, to create the Bay State Street Railway Company, one of the nations largest systems and transfers of equipment between divisions north and south of Boston via tracks of the Boston EL were frequently

made via Mattapan Square. 1911 also saw the appearance of the Boston EL's large new type 4 Semi-Convertible cars on the busy Blue Hill Ave. line on July 1 of that year. On December 9th, 1912, the Bay State began operation of its trolley freight trains from Brockton and Taunton into Mattapan Square, where elevated crews then ran them into downtown Boston.

In 1915, the EL decided to put some of its new 7000 class center entrance trailers in service on the busy Blue Hill Ave. line where the type fours hauled them for two decades on what became one of Bostons busiest surface car lines with a headway of ninety seconds at peak periods. Changing ends with the trailers on the three track layout in Mattapan Square was neither safe or efficient. To speed up the turnaroud time and avoid uncoupling and coupling cars in order to run around the trailers the EL purchased a lot of land on River Street near the square and adjacent to the New Haven tracks at Mattapan Station. A loop and a number of stub end sidings were installed which not only provided a quick turnaround for the trailer trains but also mid-day and overnight car storage. In 1917, the busy Mattapan-Dudley line was rerouted into the Egleston Square Station to shorten the trip time and relieve overcrowding at the busy Dudley Street Station.

During 1919, the bankrupt Bay State Street Railway was re-organized as the Eastern Mass. Street Railway and along with the equally financially pressed Boston EL was placed in the hands of state appointed trustees whose mission was to put both roads back toward a more profitable and efficient means of operation. In August of 1919, the hand braked 25' box cars on the Milton-River Street-Forest Hills route were replaced by slightly newer 26'6" air-braked box cars which were later equipped for one man operation.

This period also saw equipment changes on the Bay State or Eastern Mass. system. The large new 4200 class semi-convertibles were put in service on the Brockton-Mattapan line in 1920 while single truck Birneys took over the Cleary Square-River Street-Mattapan Line. On June 16th, 1920 the Eastern Mass. Street Railway dropped all freight service including the trips through Mattapan Square. The company sold most of the freight trailer cars to the Connecticut Company who ran them until 1933. The freight motors were all converted to snow plows and sweepers, the last of which survived in the service of the Boston EL-M.T.A. system.

A hint of future events at Mattapan became evident in the 1919-1921 period when the Boston Transit Commission undertook studies relative to converting several New Haven railroad commuter lines to rapid transit operation including the Shawmut-Milton branch to Mattapan where a connection would be made to the nearby Midland division enabling a Boston-Mattapan-Boston loop service connected to the Dorchester tunnel at Andrew Square. The transit commission felt that rapid transit conversion of the Shawmut Branch and the Midland Division routes to Mattapan could be undertaken one at a time or both at the same time depending on availability of construction funds. However, the New Haven's dependable if not speedy commuter trains would continue arriving and departing at the edge of Mattapan Square for several years yet.

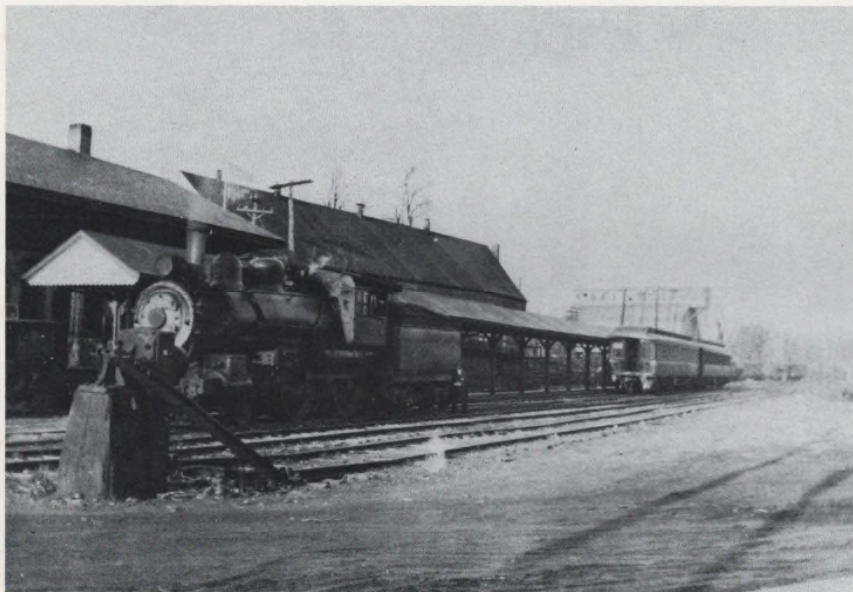
A general view of Mattapan Yard in January of 1928 showing the turntable and freight house with the passenger platform on the right, location of the present busway.

F. Cheney



This view taken January 27, 1928 showing the new covered passenger platform with both cars and buses.

F. Cheney



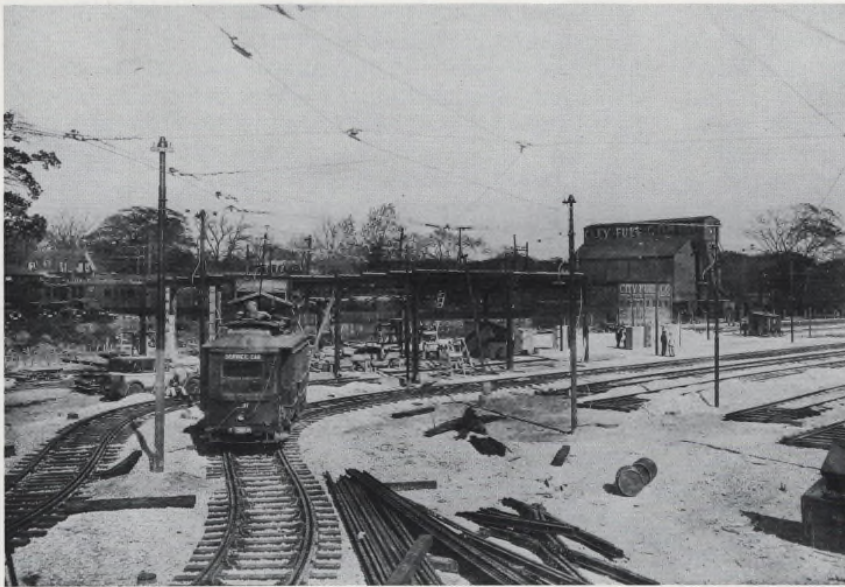
The year is 1927 and New Haven class C 4.4.0. number 1533 has just uncoupled from its train. It will switch around the coaches and run over to the turntable to prepare for a later return trip.

Charles A. Brown

Mattapan Yard in 1925 with engine 1202 on the left laying over and the Boston EL's River St. yard in the background.

John F. Kirkland





Construction of the new trolley station is underway and line car #231, and old 25' box passenger car is attending to overhead line work.

F. Cheney

A second view taken the same day, October 28, 1929 showing track laying progress with compressor car #40 and a Type 2 car in use as a compressor in the rear.

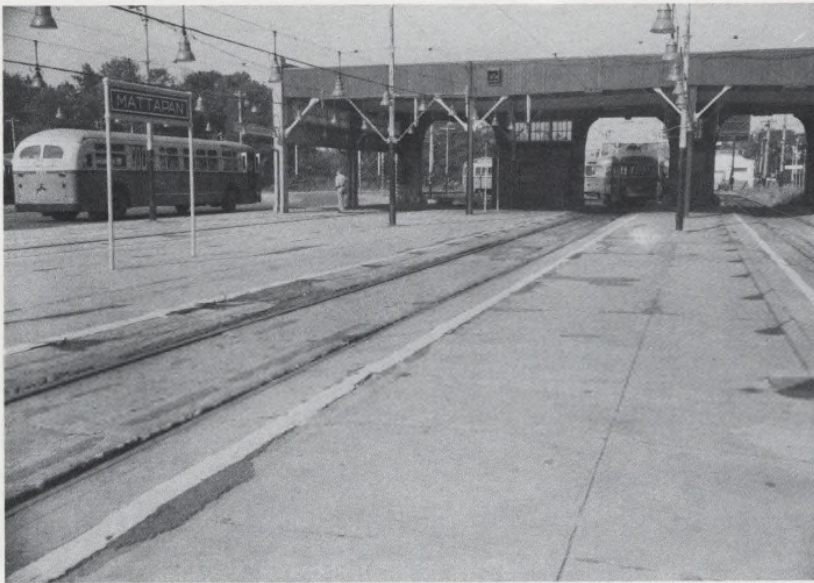
F. Cheney



This September 1929 view shows the tracks in Mattapan Square being rearranged to serve the new terminal.

F. Cheney





July 8, 1960 finds Dallas car 3338 awaiting riders as Mack bus 2209 prepares to depart for Egleston Square Station via Blue Hill Ave.

F. Cheney

Two views taken January 25, 1950 showing the new covered platform station serving both cars and buses.  
F. Cheney

This 1960 view of the subway shows an M.T.A. 2900 class White whose passengers are putting their tokens in the turnstyles. Just ahead is an Eastern Mass Street Railway 3200 class Mack diesel from the Quincy division.

F. Cheney



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A big Mack (not the type with cheese!) needs plenty of room to enter Mattapan Station. 2252 is completing a trip from Egleston Square.

F. Cheney

On February 5th, 1920, during a major blizzard the Blue Hill Street Railway Company ceased operations and never resumed, do to lack of funds. The shut down of the Blue Hill Line led to the birth of the Brush Hill and Canton-Blue Hill bus companies shortly afterward. The motorbus had arrived to stay in Mattapan Square.

Authorized by chapter 405, acts of 1923, appendix B, the city of Boston through the Boston Transit Commission acquired several street railway lines in the Hyde Park district from the Eastern Mass. Street Railway by lease. The transit commission contracted with the Boston EL to operate them and make track repairs where needed. Due to light riding it was decided to use buses on the Cleary Square-River Street-Mattapan route when the lease went into effect on September 1st of 1923. To replace the Eastern Mass. Birney cars the Boston EL transferred several small Mack buses from Medford to serve this route including 303, 305, and 308. This route was assigned to Forest Hills carhouse.

A far more significant event of 1923 took place on May 25th when final legislative approval was given to chapter 480, acts of 1923 authorizing the Boston Transit Commission to acquire a strip of the New Haven railroad's Old Colony division main line from Andrew Square in South Boston to Harrison Square in Dorchester, the entire Shawmut branch from Harrison Square to Shawmut Junciton (near the present Butler Street station) and the Milton Branch from Shawmut Junciton to Mattapan Square. The line would be converted to rapid transit service provided by the Boston Elevated Railway. Construction work began immediately on the section from Andrew Square to Fields Corner.

The Midland division portion of the plan was put on hold due to financial constraints and it was decided to use trolley cars initially on the section between Fields Corner and Mattapan rather than the third rail trains as originally planned. During the construction it was decided to run the trains to Ashmont.

On March 19th, 1926, the Type Five car made its appearance in Mattapan Square when fives took over the Milton Lower Mills - River Street - Forest Hills Line, replacing the 26'6" box cars. Later in 1926, as construction on the rapid transit advanced to Harrison Square, it became necessary to reroute the Mattapan commuter trains via the original route through Granite Bridge and Neponset. This took place on September 4th, 1926. On November 5th, 1927, when rapid transit service opened to fields corner station the New Haven was still providing four weekday and two Saturday round-trips to Mattapan.

During 1928, Mattapan Square saw a number of interesting street car events. The Eastern Mass. placed some of its new deluxe 7000 class on the Brockton-Mattapan line, a short lived situation as they were replaced by 1929 with the older 6000 class lightweight cars. The EL's Milton-River Street-Mattapan-Forest Hills line was cut back to Pierce Square near Milton Lower Mills due to paving work on December 6, 1928. The EL had already decided that with completion of the high-speed line to Mattapan that street car operation over River Street to Mattapan was no longer needed and the remaining portion of the line from Mattapan to Forest Hills via Cummins

Highway (Formerly Oakland Street) would continue in operation from Forest Hills carhouse or Arborway as it was now known.

The union Street Railway Company of new Bedford did its share to brighten up Mattapan Square during 1928 with two events. On July 23 one of that systems large 290 series used on the Fall River - New Bedford line passed through Mattapan Square, carrying company employees including a band enroute to Revere Beach for an outing. Later in the year the Union Street Railways new deluxe lightweight master unit 600-611 built by Osgood-Bradley in Worcester passed through the square enroute to New Bedford. This would have been a sell-out fan trip as the cars operated out of the car builders plant to downtown Worcester over the tracks of the Worcester Street Railway Company where motormen of the Boston and Worcester Street Railway picked them up for the fast trip to Chestnut Hill. From that point Boston EL crews brought the handsome dark and light green cars through Brookline Village, across town to Arborway, out Hyde Park Ave. and down Cummins highway to Mattapan Square.

There Eastern Mass. crews took the cars through Brockton and Taunton to Fall River where they were turned over to Union Street Railway men for the final leg of the journey to New Bedford.

1929 would see major changes at Mattapan which would result in the present station familiar to today's transit rider.

Progress on the extension of rapid transit service to Mattapan was moving at a fast pace. Rapid transit service had reached Fields Corner on November 5th, 1927 and Ashmont on September 1st, 1928. High speed trolley service would soon be operating from Ashmont as far as Milton Station. The New Haven Railroad had agreed with the city of Boston to maintain train service to Mattapan as long as possible so as to avoid inconvenience to the riding public in the area. On January 19th, 1929, buses replaced the Type Fives on the River Street portion of the River Street -Mattapan- Forest Hills line which now became Mattapan -Cummins Highway,- Forest Hills with the cars changing ends on the edge of the square at Mattapan. During the week of June 20th to 25th 1929, most of the track in the Mattapan railroad yard not needed for operation was removed, leaving four tracks for use by the commuter trains. Boston Transit Commission crews started pouring concrete for culverts and station platforms while the Boston EL line department was busy erecting steel poles to support the new overhead and stockpiling line materials for the section from Mattapan to Milton.

The last New Haven passenger train arrived at Mattapan station in the early evening of August 24th, 1929. By agreement with the P.U.C. and the Boston EL all New Haven cars and engines were to be off the line by midnight as the EL took possession of the line early on the morning of August 25th. Actually the last New Haven work train left Mattapan on August 30th. On August 26th trolley service during rush hours only started between Ashmont and Milton station via Elliot Street. Track crews immediately began work from Mattapan towards Milton on the new double track line as steelwork on the new Mattapan station progressed. By October 28th much of the new track was down and line and work cars were operating around the yard layout at Mattapan. On the afternoon of November



30th all street cars were shifted from the old, small yard on River Street to the spacious new Mattapan yard with its storage capacity of 55 cars and a four tracked station. Rail removal at the old yard began immediately so it could be re-graded and converted to a park and ride lot for the new line.

On the afternoon of December 19th, 1929, Type Four car 5194 carried officials and guests on the first official through trip from Ashmont to Mattapan. Actually, work cars and instruction trips had been running over the new section of line for at least a week.

In the chilly dawn of December 21st at 5:05 a.m. EL motorman Bob Nelson, a veteran of fifty years in the service, ran the first car with thirteen passengers out of Mattapan for Ashmont station. The Egleston-Blue Hill Ave. Line-type fours and trailers and the Forest Hills-Cummins Highway Line-type fives-also began operating from the new pre-payment station.

The Cleary Square - River Street bus line operated with 200 series Internationals and, 300 series Macks used the new busway. The River Street to Pierce Square bus line was dropped.

The Eastern Mass. Brockton cars continued to change ends on the west side of the square although the EL offered the use of the station to the Eastern Mass. The offer was declined as the Eastern Mass. did not wish to pay the cost of the needed track connections to the new station since they planned to put buses on the Brockton route in the near future. By March 3rd of 1930, the Milton-West Quincy buses of the Eastern Mass. along with the buses of the Brush Hill Transit Co. were using the new busway. Canton-Blue Hill bus line joined the others shortly after. On July 7th, 1930 the Eastern Mass. replaced its Brockton-Mattapan cars with buses which used Mattapan station. On Sunday, January 18th, 1931 some Brockton buses began running directly to Ashmont station thus eliminating one transfer for Boston bound riders.

In June of 1932, the following routes operated out of Mattapan station:

Cars - High-speed to Asmont  
Blue Hill Ave. - Egleston. These lines used type fours and trailers and were assigned to Fields Corner carhouse.

Forest Hills - Cummings highway. Used type fives - assigned to Arborway carhouse.

Buses- Cleary Square - River Street. Assigned to Arborway garage.

Eastern Mass. Buses -

Mattapan - Brockton - Brockton Division

Mattapan - Milton - West Quincy - Quincy division

Mattapan - Nantasket - Summer only, - Quincy division

Canton - Blue Hill bus line - Stoughton via route 138

Brush Hill bus line - Stoughton via route 138

Warwick coach lines - Parkway east - Milton

Parkway west - Milton

With removal of trolleys from Ashmont to Milton Lower Mills in May of 1933, the Boston EL revived part of the bus line on River Street, from Ashmont through Milton Lower Mills but it ran only as far as River and Standard Streets in order to serve the state hospital on River Street. However

it would later be extended over the remainder of the old route to Mattapan. By April 1934 the Brockton - Mattapan bus route had been totally diverted to Ashmont station, a more convenient transfer point for Eastern Mass. patrons. Another event in April of that year was the discontinuance of trailers on the Egleston - Blue Hill Ave. - Mattapan Line. The EL claimed more frequent service would compensate for the dropping of the trailers which took place on April 23.

On May 17th, 1935, the already mentioned bus route from Ashmont to River and Standard Streets was extended along River Street to Mattapan Station. Less than a month later on June 10th trailer operation on the high-speed line was discontinued.

The next event of note at Mattapan occurred on December 1st, 1939, when the EL opened a new lobby building for car and bus men at the east end of the yard, replacing the old railroad station building which was then leased to private users becoming a barber shop and at this writing an Italian restaurant.

On March 29th, 1941, an additional bus route was started from Mattapan to Chittick Road and Fairmount Street. Originally run as a branch from the River Street -

Cleary Square route this line finally evolved into the present Truman Highway bus and later the T added yet another route over River Street from Mattapan which terminated in East Dedham. However these bus routes really deserve an account of their own. During November of 1941, the EL enlarged the busway and platform to handle the increasing number of buses using the station, completing the work on December 11th, 1941, just in time to handle the vast increase in riding caused by World War II.

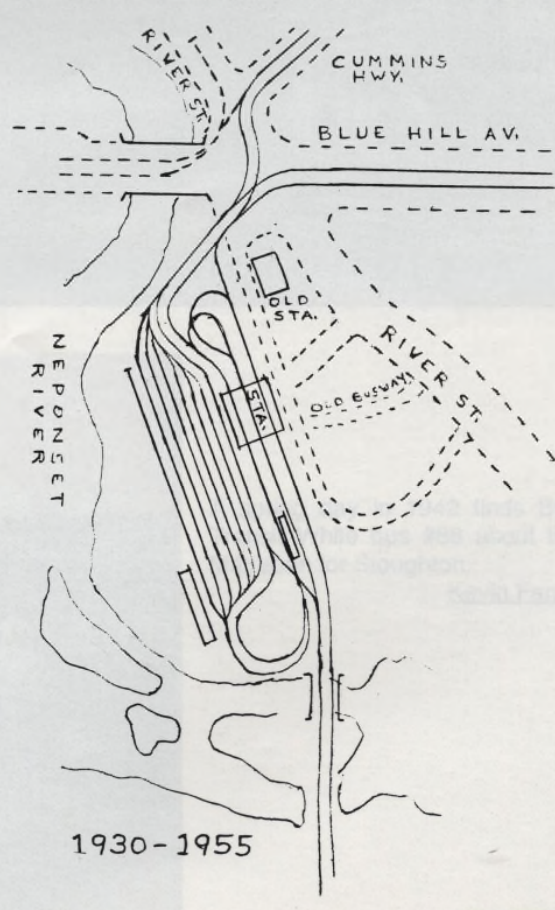
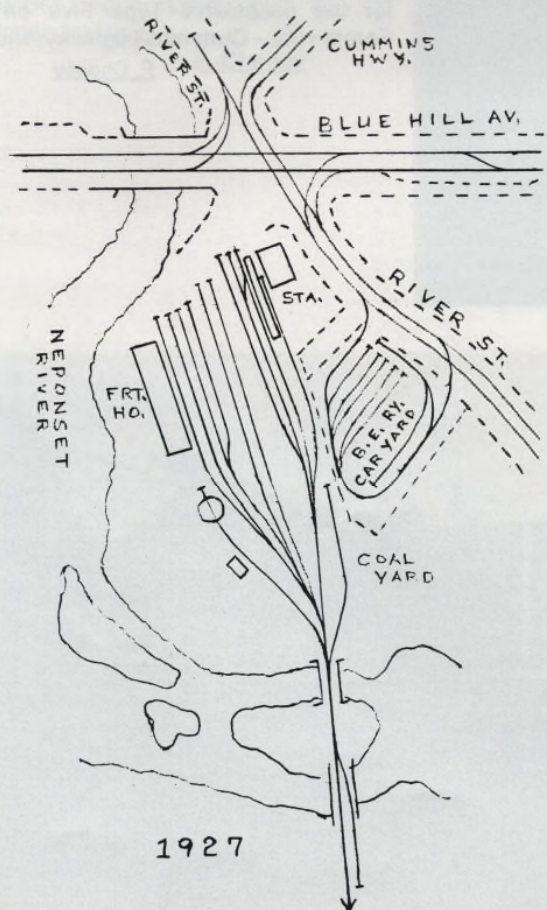
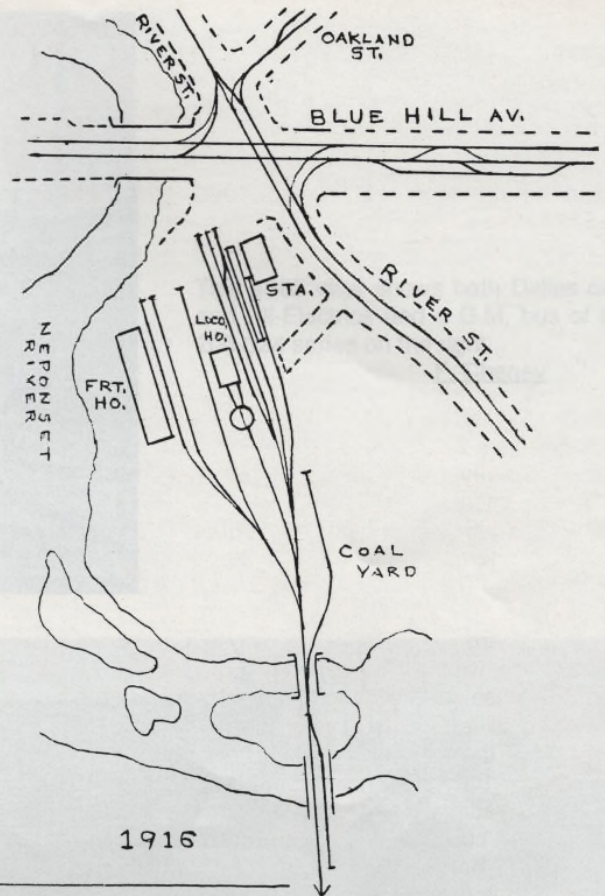
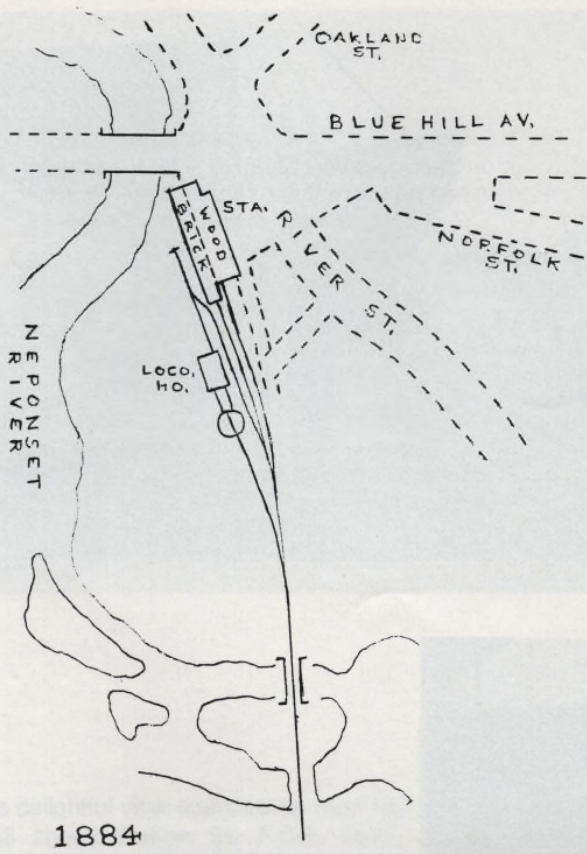
The next change effecting Mattapan Yard would take place on June 21st, 1948, when the supervision of Mattapan yard, the Egleston - Blue Hill Ave. line and the High-Speed line along with their 56 type four cars would be transferred from Fields Corner carhouse to Arborway carhouse.

This was due to the impending conversion of nine of eleven car lines in the Roxbury - Dorchester area to trolley bus operation which required the alteration of the busy Fields Corner carhouse to a modern trolley bus maintenance facility.

One result of this conversion program was the release of ninety Type Fives, many of which would replace some of the aging Type Fours on a number on non-subway surface lines such as those operating from Mattapan Station. In the early spring of 1949 Type Fives began to appear in service on the high-speed line and by April 23rd fourteen of them were providing all service on that line while eleven Type Fives were assigned to rush hour service on Blue Hill Ave, along with the Type Fours which were still providing the bulk of service. However, as of September 12th, 1949 Blue Hill Ave. was operated entirely with Type Fives which meant the end of Type Fours at Mattapan after two decades.

P.C.C. cars made their appearance at Mattapan in April of 1949 when they began providing off-peak and weekend service on the Mattapan - Cummins Highway - Forest Hills route.

The early nineteen -fifties saw the introduction of trolley buses on the lines running southward from Arborway Station and on April 24th, 1953 C-36 A.C.F. gas buses in



With all street cars were replaced by the  
 River Street to the Museum. The new  
 storage capacity of 55 cars and a  
 removal of the car body legs from  
 ground and installation of a  
 line.

Service between Boston and  
 was 5:04 am and 11:04 pm and  
 through trip from Boston to  
 and instruction was given  
 section of line for a  
 in the city of Boston  
 maintenance of  
 service car  
 Mattapan to  
 Cummins Highway  
 Line-type  
 new pre-payment station

The Clear Square  
 200 series  
 new money. The  
 was dropped.



A trio of views taken in 1946 when Type Fours predominated at Mattapan except for the occasional Type Five on the Forest Hills - Cummins Highway, line.  
 E. Cheney





This 1965 view shows both Dallas cars and All-Electrics and a G.M. bus of the 200-324 series on the right.

F. Cheney

This delightful view snapped on May 18, 1933 shows Boston EL A.C.F. #627, Eastern Mass. Street Railway, front engine A.C.F. 224 and an unidentified Warwick Coach Lines bus at the Mattapan busway.

F. Cheney



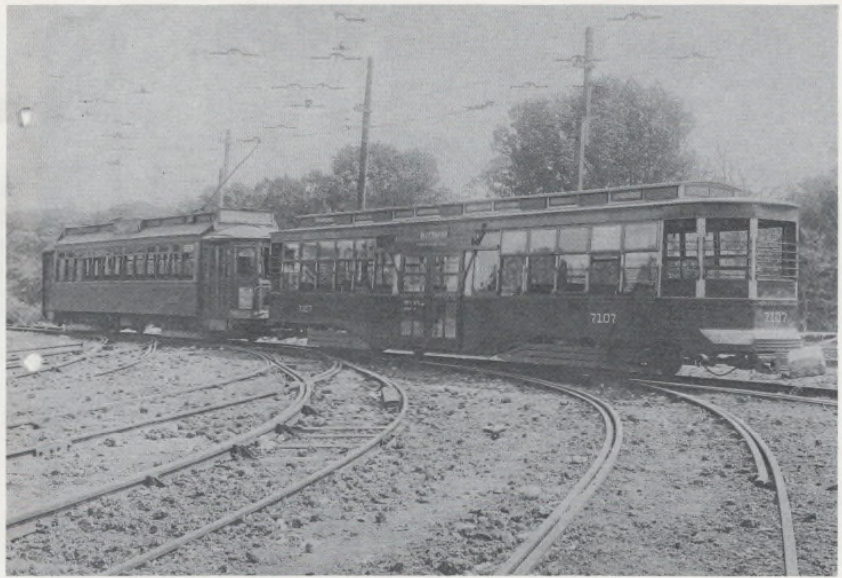
A spring day in 1942 finds Brush Hill Transit White bus #88 about to depart Mattapan for Stoughton.

Kevin Farrell

## A SELECTION OF EARLY VIEWS

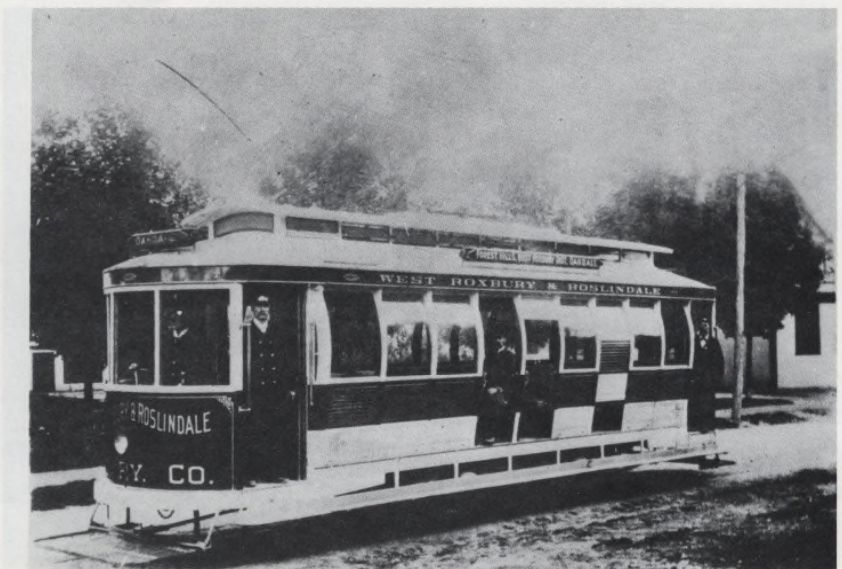
This 1918 view shows Type Four 5259 and trailer 7107 in the Old River Street trailer yard.

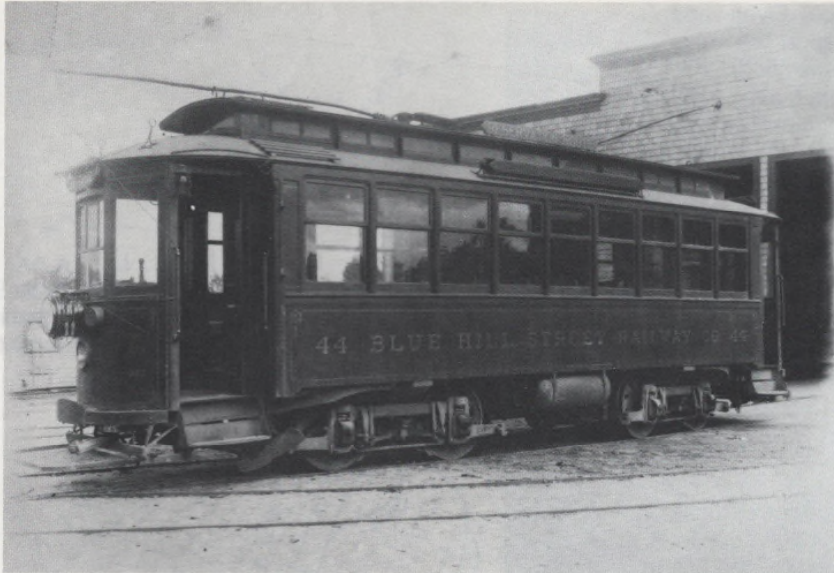
E. Cheney



The first trolleys into Mattapan Square were operated by the Norfolk Suburban - West Roxbury & Roslindale companies which were affiliated. Here we see box car #34 and convertible car #40.

Carl L. Smith



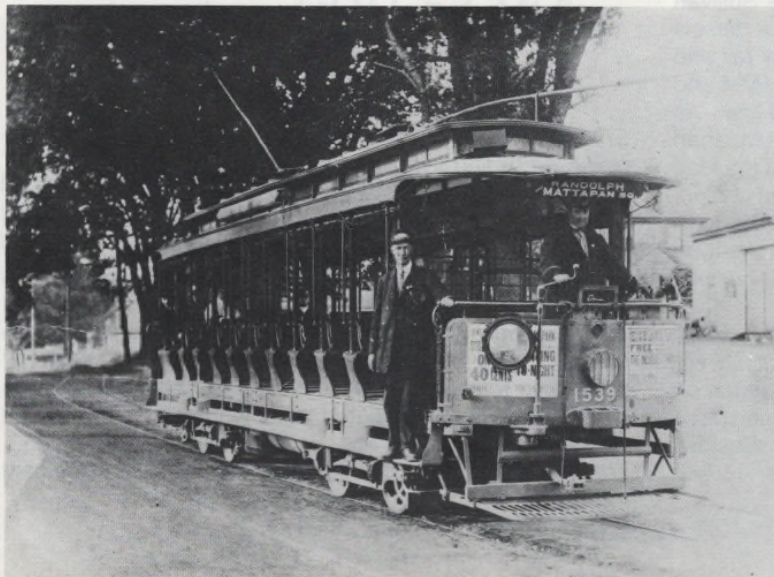
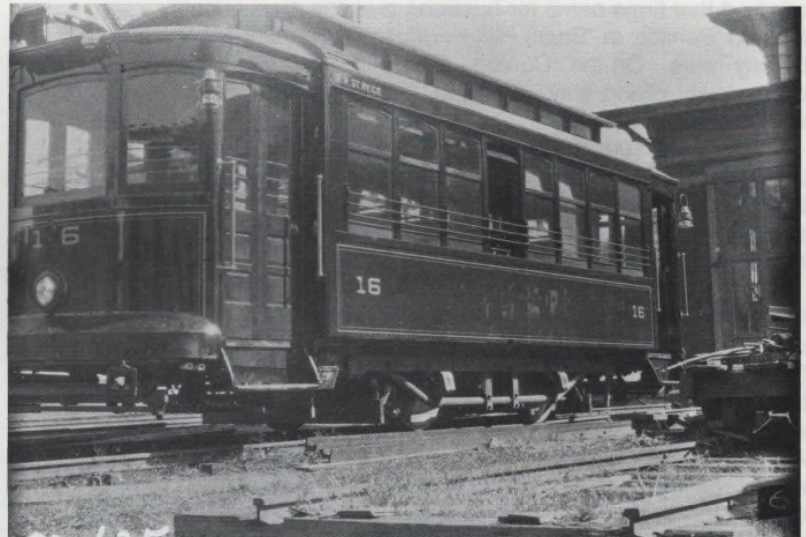


Here, signed Mattapan is Blue Hill Street Railway, #44 at Cobbs Corner carhouse. September 1909.

Carl L. Smith

Car number 16 of the Blue Hill Street Railway, one of the rather unusual single truck cars operated by the company in later years.

E.A. Silloway



Bay State Street Railway Brockton division open car 1539 built by Laconia in 1897 is bound for Mattapan in this view taken about 1917.

E.A. Silloway

the 2400-2500 series replaced the Type Fives and P.C.C.'s on the Cummins Highway - Mattapan line on a temporary basis until trolley buses could be provided.

Instead of running to Arborway station from Mattapan as the cars did the buses continued along Cummins Highway terminating at Roslindale Square covering part of the route of the former Arborway to Roslindale Square via Cummins Highway car line. The trolley wire remained in place along Cummins Highway from Roslindale Square to Mattapan Square for several years in anticipation of trolley bus operation on these routes which was never implemented.

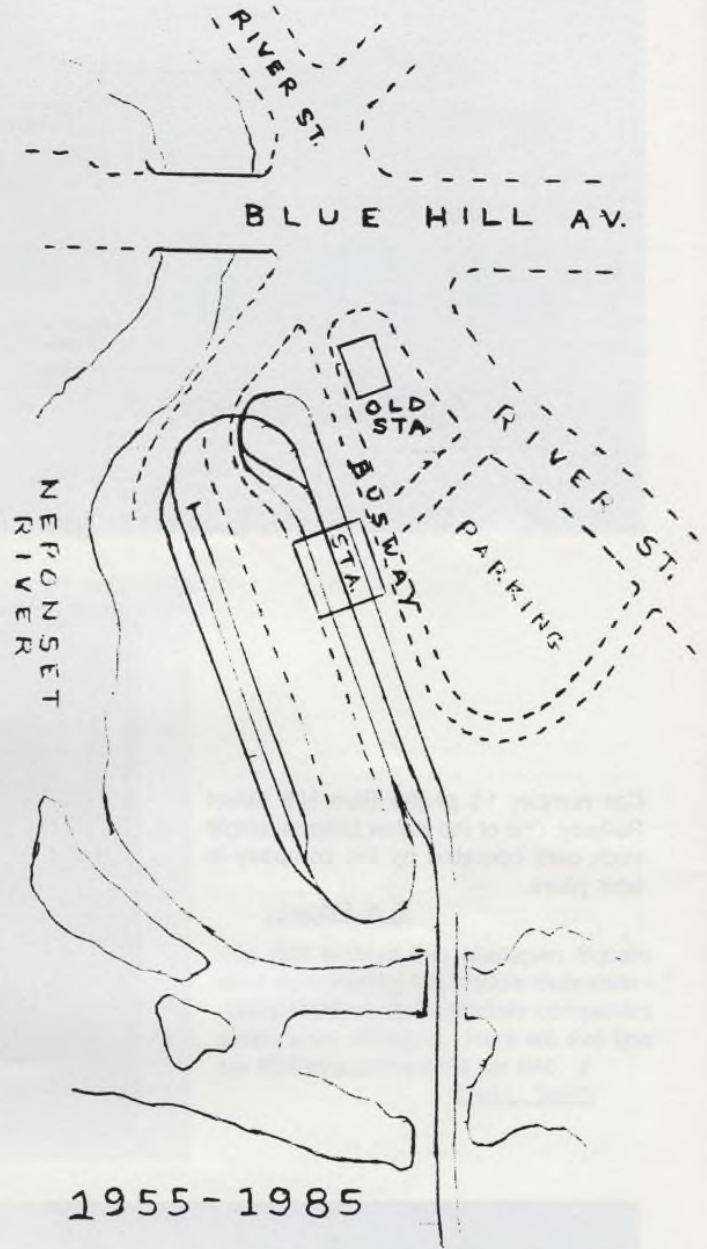
The Blue Hill Avenue line was also considered for trolley bus operation, and even had trolley bus wire along the portion of the route which was shared with the Dudley - Talbot Avenue - Ashmont trolley bus line. These conversions were shelved due to budget limitations and falling ridership which affected the entire system during the mid-fifties.

In 1954 Warwick Coach Lines which had been operating the Parkway routes from Mattapan through Milton sold out to Service Bus Lines of Revere which replaced the red and cream A.C.F.'s of Warwick with blue and white Fords and G.M.C.'s. Service had also acquired Brush Hill Transit but retained that firms name for business reasons, thus buses lettered 'Service' or 'Brush Hill' were used interchangeably on any route. On the Canton - Blue Hill's line the Fords were slowly giving way to G.M.C. coaches, both types were red and cream.

September 10th, 1955, saw the still busy Blue Hill Ave. line Type Fives replaced by king size Mack buses of the 2200 series, the largest buses yet run on the Boston system. They were later joined by another order of the same type numbered 100 through 129.

The rails on Blue Hill were retained in order to move cars to Arborway carhouse for servicing but events moved rapidly. On November 19th, 1955 the heavy Harvard Square North Cambridge - Arlington Heights line was cut back to the North Cambridge loop with G.M. diesel buses replacing the Type Fives and P.C.C. cars on the section to Arlington heights. This move enabled the transfer of seventeen All-Electric P.C.C. cars to Mattapan yard for use on the high-speed line. By December 24th twelve P.C.C. cars were on hand providing most of the service except during rush hours when five or six Type Fives joined the fleet to the delight of the riders. Meanwhile, the Sullivan Square - Fellsway line had succumbed to big Mack diesels on December 17th and much of the relatively new rail and ties from the Fellsway were carried by motor flats 1594 and 2026 to Mattapan yard for use on the high-speed line. As part of the track repair project the track layout at Mattapan yard was greatly simplified with removal of some of the loop tracks and five of the eleven tracks in the yard and station. Bus storage lanes replaced some the track with Blue Hill Avenue buses loading passengers at the same platform formerly used by the cars rather than at the regular busway platform.

By April 1st of 1956 five more All-Electric P.C.C.'s had arrived replacing all but three Type 5 cars which were retained as spare cars. In late April rail removal began on Blue Hill Ave. isolating Mattapan yard and the high-speed line from the remainder of the street car system. Besides the seventeen All-Elctrics and three Type Fives - 5742,



5756 and 5780 there were also two Type Three snow plows, 5136 and 5154.

In order to maintain the P.C.C. cars properly a track connection was made between the high-speed line and the Cambridge-Dorchester rapid transit line just south of Ashmont station at Codman yard. Here the P.C.C. cars were coupled to the rapid transit trains and towed to Elliot Square shops in Cambridge for servicing. Cars were taken over on three evenings a week anytime after seven o' clock, and many subway patrons were rather surprised to see a train pass through Fields Corner or Park Street station with a P.C.C. in tow.

The three Type Fives saw little use and with the retirement

Eastern Mass. Street Railway lightweight  
number 6060 on the Brockton -  
Mattapan run, April 1930.

E.A. Silloway



Boston EL Type Four 5206 pulling out  
of the River street trailer yard. November  
1, 1926.

David N. Rooney

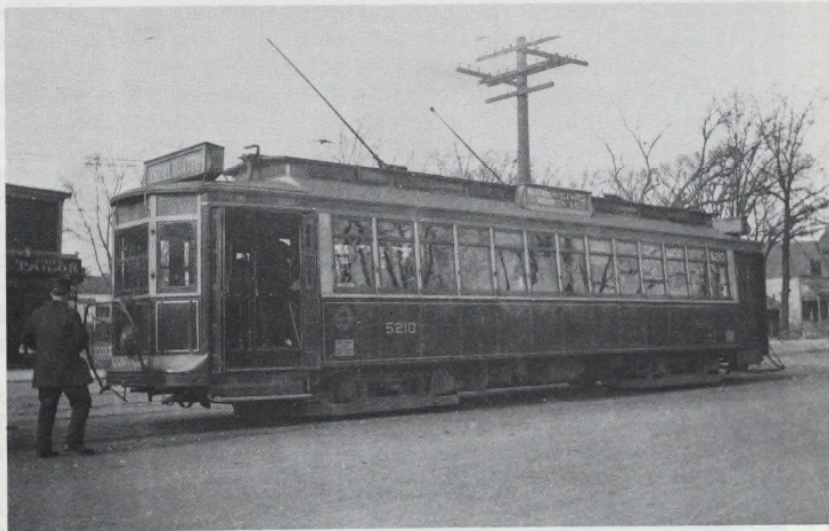
Boston EL open car 3086 at Mattapan  
Square in 1904, view is looking North  
toward Midland Div. Bridge.

F. Cheney



29 ROLLSIGN





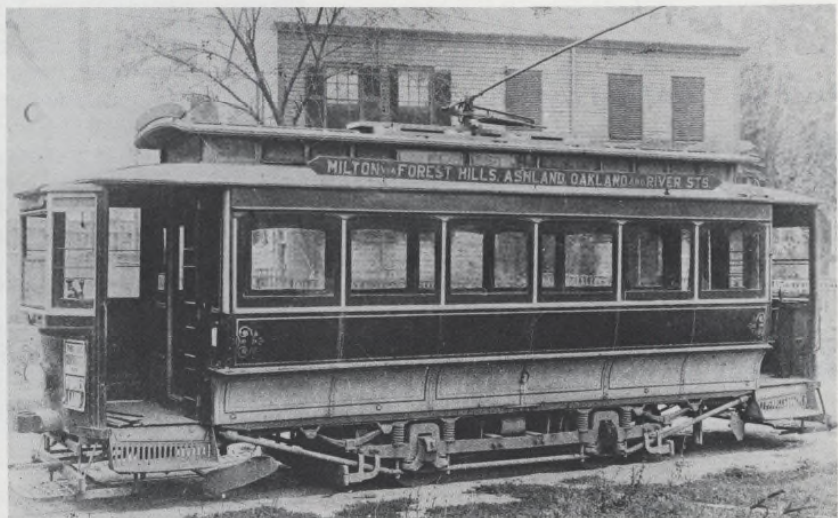
Two views of Type Fours in Mattapan Square 5210 was snapped in 1915 while 5205 is taking passenger for Egleston Square in May 1938.

F. Cheney



Boston EL single truck box car #9 shown on the Milton - River Street Forest Hills line in 1905. It was a former horse car of the Metropolitan R.R. Company.

F. Cheney



of the few remaining Fives at Arborway and Watertown carhouses they joined the others on the scrap list. They were broken up at Mattapan yard beginning on September 9th, 1958.

From the late fifties until the present there has been little physical change at Mattapan yard, the changes having been to the equipment and bus routes operating from this location such as:

-During April of 1960 seventeen Dallas P.C.C. cars replaced the All-Electrics which were overhauled, equipped for M.U. operation and placed in service on Huntington Ave.

-On August 26th, 1965 the high-speed line was designated as part of the Red line, the new name for the Cambridge-Dorchester rapid transit line.

-During July of 1966 the T decided to put the All-Electric P.C.C. cars back on the high-speed line and to operate them as M.U. trains during the rush hours. This plan was not implemented due to union problems and another shift of cars resulted with the Dallas cars again returning to Mattapan during November of 1966 resulting in a roster of 14 Dallas P.C.C. cars and five All-Electric P.C.C. cars.

-1968 saw two interesting events, the T acquisition on March 30th of the Eastern Mass. Street Railway bus system including that company's routes from Mattapan to Milton and Quincy. The other event was the proposal to convert the high-speed line to third rail rapid transit operation and erect a rapid transit shop at Mattapan yard. An extremely heated dispute ensued which lasted for several months before the plan was shelved, much to the relief of Mattapan and Milton residents who were strongly opposed to several aspects of the plan. The only rapid transit train to reach Mattapan was the Red Line box motor and flat cars during a 1972 track repair project. This feat was not repeated due to derailment problems.

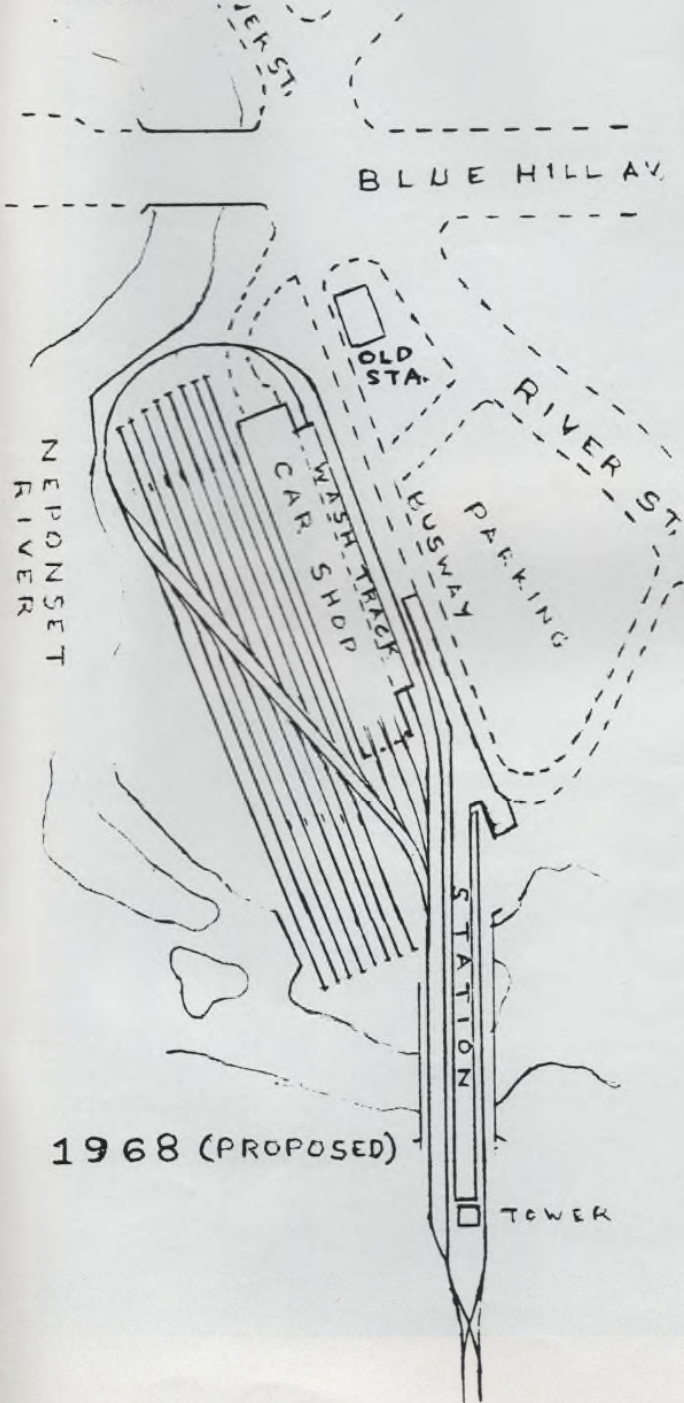
-On June 17th, 1977, the high-speed line was shut down for track rebuilding, station improvements and repainting of the Dallas car fleet to red, white and gray to match the red line subway cars. The line re-opened on September 10th, 1977.

-In May of 1978, four green Dallas cars were transferred to Mattapan to replace red Dallas cars in need of overhaul. The Green cars were 3322, 3325, 3327 and 3328 and on May 11th, 3335 the Dallas car at Mattapan still painted orange was scrapped, having been out of service for over a year due to collision damage.

-In October of 1979 a bizarre plan was considered by the T to pave the high-speed line for trolley bus operation in order to ease a Green Line equipment shortage. In an act of mercy this plan joined the countless other proposals gathering dust in T files.

-On June 20th, 1981 the high-speed closed for a second time for complete track rebuilding after only four years. Rather odd considering it had operated from 1929 to 1977 without once disrupting service for trackwork! When it re-opened again on January 16th, 1982, the Dallas cars had been replaced by a fleet of twelve rebuilt standard P.C.C. cars. However, beginning in June 1985 the rebuilt cars were replaced by Picture Window P.C.C. cars from the Arborway line. The Picture Window cars would have only a brief fling since it was decided to scrap them when the Arborway line was 'temporarily' changed to bus operation to allow more 'rebuilding' and the rebuilt cars again returned to Mattapan beginning on December 17th, 1985. The P.C.C. assignments will be stabilized when sufficient cars have been scrapped to assure a shortage of cars to prevent resumption of rail service on the Arborway line.

As of this writing Mattapan is home to Boston's only operating P.C.C. cars and is worth a visit. Come to think of it, the old station is worth visiting for a tasty pizza as well.



\* \* \*



Dallas car 3336 at Mattapan yard, April, 1960. (Frank Cheney)