

**MACK CAR:** Shown above is one of the earliest Mack Cars of the New York, New Haven and Hartford Railroad Co. An automobile engine supplied the power for this truck-like locomotive.

# Fall River Railroad Co., Began Operations 1851

The Fall River Railroad Co., which began operation in 1851, was one of the first successfully-operated railroads in the United States.

The railroad, which ran from Fall River to Boston, had nine locomotives, 15 passenger coaches and a combination, eight baggage cars, 125 freight cars, 13 of which had but four wheels, and 50 gravel cars with four wheels each. Most of the locomotives were of the wood-burning type, and ranged in weight from 10 tons to one of 22 tons.

The original part of the road was built from Myricks in 1845 and was extended to Middleboro in the Summer of 1846. A section was then constructed from Braintree to Bridgewater and the connecting link between Bridgewater and Middleboro made a through track from Boston to Fall River.

The various stations on the line were Fall River, Somerset, Assonet, Myricks, Haskins, Middleboro, Titicut, Bridgewater, Keith's, Plain Village, North Bridgewater, East Stoughton and South Braintree. The schedule was about five daily trips each way, including a special train which ran from this city to Myricks.

Nathaniel B. Borden of this city, was president of the corporation and received a salary of \$1,200 a year. The treasurer was paid \$1,200 a year and clerks \$600 per annum. Engineers were paid \$60 a month, conductors received \$50 and firemen were paid \$30 a month. A brakeman, who had to do the braking by hand, was paid about \$1.12 a day.

### Independent Route

In 1854, the Fall River Railroad Co., which was dependent on the Old Colony road for communication with Boston, began to agitate the building of an independent route

of the two corporations under the name of Old Colony and Fall River railroad.

The road was extended from this city to Newport, Feb. 5, 1864, and the name was changed to Old Colony and Newport railroads. The name of the united road was later changed to Old Colony Railroad.



**THE LAST TROLLEY CAR** to run in this city is pictured above at the Fall River Railroad car house at 12:45 A. M. on Sept. 20, 1936. It was greeted there by a large number of men in hand to witness the complete transition from electric cars to motor cars. The trolley was the last of its kind in this city's division of the Eastern Massachusetts Street Railway Co.

The Dighton and Somerset division from South Braintree to Somerset Junction was opened Sept. 24, 1866.

In June 1890, the Fall River Line steamboat express, the oldest regularly scheduled train in operation in the United States, was transferred to the Park Square Station in Boston. The Old Colony leased the Boston & Providence in 1888.

The boat train then ran over the Providence division to Canton Junction and then to this city via North Easton. The next year the boat train left from the new South Station in Boston.

The equipment of the express was said to be the finest of the time. The best polished engines were used to haul the train. Two coaches of Old English design were built at the Old Colony shops and were attached to the line. They were later replaced by parlor cars.

**Warren Road**

The Fall River, Warren and Providence road, extending from South Somerset to the Providence, Warren and Bristol road at Warren was opened May 22, 1860. It connected with Fall River by a ferry boat named the "Oriole," crossing at the Ferry Street wharf.

The line from Warren to Fall River was opened for operation in April, 1865, and this was eventually sold to the Old Colony. When the Old Colony railroad purchased the line, it constructed 2.16 miles of new road, including a costly bridge across the Taunton River a Slade's ferry and connected it with the main line.


The first train ran across Slade's Ferry Bridge December 5, 1875 and the bridge was formally opened in

1876. The addition of 2.16 miles of new road made a direct line to Providence thus discontinuing the use of the old ferry.

The line from Fox Point to Bristol was opened in July, 1855 and the lease was eventually assumed by the New York, New Haven and Hartford company which owned two-thirds of the common stock. This company merged with the Old Colony and in 1915 the Consolidated Line, as it was now known, owned the line from Providence to Fall River and Bristol and its trains travelled over the upper part of Slade's Ferry Bridge.

On Dec. 16, 1875, the first pas-

**"To An  
Prosperit  
The**



EMBER 19, 1953.

senger train was run from the branch road at Watuppa.

### First Depot

The first local depot was south of the Central Street underpass and a passenger station was situated at the foot of Cherry Street. The Bowenville Station, located between Turner Street and the Old Colony Avenue, was built in 1874 and remained in use until the present depot was opened in the early nineties. The name of the new station was named the Fall River depot.

About 1900, the New York, New Haven, and Hartford Railroad made plans to construct a direct connection between New York and

Cape Cod by constructing a tunnel under Fall River.

This part of the project was never completed but elimination of grade crossings was begun in June, 1902, and was completed in June, 1905, with the opening of the viaduct connecting Central and Anawan Streets.

There now remains only a single track from the north into Fall River connecting with Taunton and Boston.

---

### ROOM NEEDED

In October, 1910, it was announced that the enrollment at Bradford Durfee Textile School was more than 1,200, and the need for more room was urgent.



**THE LAST TROLLEY CAR** to run in this city is pictured above as it arrived at the Stafford Road car house at 12:45 A. M. on Sept. 20, 1936. It was greeted there by a large crowd which was on hand to witness the complete transition from electric cars to motorized units. The complete motorization of this city's division of the Eastern Massachusetts Street Railway was ushered in the following day.