

An aerial photograph of a forest with a path and power lines. The path is a narrow, light-colored trail that runs diagonally from the top center towards the bottom center. To the left of the path, there are several parallel power lines. The forest is dense with trees, many of which have reddish-brown foliage, suggesting autumn. The overall scene is captured from a high angle, looking down on the landscape.

Marblehead's Emerald Necklace

The Origins of
The Path and
The Open Spaces
It Connects

Dennis P. Curtin
With Steam Era Photographs by
Russell F. Munroe Jr.

Marblehead's Emerald Necklace

The Path and our Conservation Areas

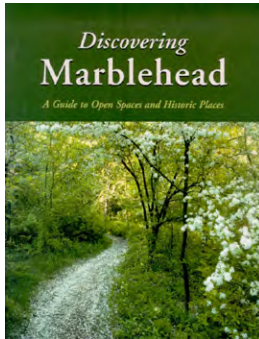
Nature, History and Archeology

1839–2012



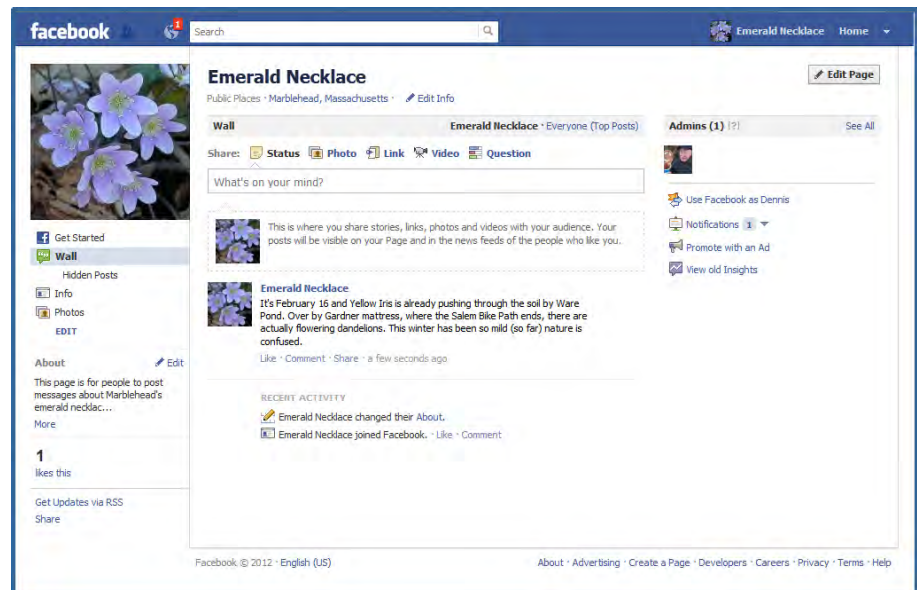
Dotty Stevens bikes The Path while others walk their dogs in the background.

JOIN US ON FACEBOOK



For trail maps and descriptions of the jewels along the Emerald Necklace, get a copy of Discovering Marblehead: A Guide to Marblehead's Open Spaces and Historic Places.

If you walk The Path connecting many of Marblehead's open spaces you have experienced our Emerald Necklace. If you would like to join with others who enjoy this amazing space and exchange information and stories, just click the page illustration below or cut the link that follows and paste it into your browser to visit us on Facebook. You can also just search Facebook for "Marblehead Emerald Necklace."



<http://www.facebook.com/pages/Emerald-Necklace/168816666567379>

THE RAILWAY TRAIN

I like to see it lap the miles,
And lick the valleys up, And stop to feed itself at tanks;
And then, prodigious, step

Around a pile of mountains,
And, supercilious, peer In shanties by the sides of roads;
And then a quarry pare

To fit its sides, and crawl between,
Complaining all the while In horrid, hooting stanza;
Then chase itself down hill

And neigh like Boanerges;
Then, punctual as a star, Stop—docile and omnipotent—
At its own stable door.

~Emily Dickinson

TOWN MAP BY JAY JOHNSON

These maps by Jay Johnson are from the book *Discovering Marblehead: A Guide to Open Spaces and Historic Places*.





ACKNOWLEDGEMENTS

Marblehead's Municipal Light and Water and Sewer Departments are to be thanked for preserving the entire length of The Path (with one exception) and maintaining it for multiple uses to the best of their abilities.

The author is grateful to many people for their contributions to this work. They include:

- Ben Ayer, who maintained The Path for the Municipal Light Department for 30 years, and knows more about it than anyone else. Ben not only explained many things found on The Path but also introduced me to Russell Munroe and Brad Kippen.
- Russell F. Munroe Jr, a long-time conductor on the B&M and a great photographer, has freely shared his photos of the steam days. Without his foresight we would have few, if any, photos of Marblehead's steam era.
- Brad Kippen helped select the steam era images used in this guide and gave the author many insightful comments about the trains and stations.
- Rick Ashley has freely shared the full-page aerial views that illustrate the cover and part openers. Be sure to visit his Web sites at www.notrickashley.com and www.marbleheadphotos.com
- If it moved within, around, or above New England; the Walker Collection most likely has a photo of it. It's a wonderful resource to explore. www.beverlyhistory.org/collections/walker/walker.html

PRINTED COPY?

If you would like a printed copy of this eBook you can have one made. Just email dspaulding@raprepro.com or call Dave at 617-334-4538. He already has the PDF file so you just need to give him billing and shipping information. Books are printed on premium paper with a spiral binding and clear front and black vinyl back cover. Prices are \$14 for black and white copies and \$25 for color copies plus Tax and Shipping. Turnaround time is 3 to 5 business days + shipping time.

If you have any corrections, suggestions, anecdotes, or interesting photos or artifacts, please contact me at denny@shortcourses.com

© Copyright 2012 by Dennis P. Curtin.

All rights reserved. Printed in the United States of America. Except as permitted under the United States Copyright Act of 1976, no part of this publication may be reproduced or distributed in any form or by any means, or stored in a database or retrieval system, without the prior written permission of the publisher. The rights for the photos with courtesy lines in their captions belong to the person credited.

DEDICATION

PROTECTION

In the 40 years I have been walking The Path there have been two attempts to breach it. The first was an article at Town Meeting to build a multi-level garage where it meets Bessom Street. The second was an attempt by Tower School to put a driveway across it to route their drop-off and pick-up traffic. There will probably be similar great ideas in the future and hopefully they will be resisted as forcefully as these first two and rejected just as soundly.



This book is dedicated to my great grandfather James D. Curtin, an engineer in the days of steam on the Pittsburg, Shaumut & Northern Railroad. Here he is (top) on August 21, 1922 in the cab of his locomotive. Many times my father rode in the engine cab with him, making him the envy of his peers.

PREFACE

OTHER
CONNECTIONS

In addition to natural areas The Path also connects to or passes within a block or two of:

- Hobbs Center and Playground
- Eveleth school
- Glover school
- Temple Emanu-El
- The JCC
- Cohen Hillel Academy
- The high school
- Community Center
- Town offices—Widger Road
- Devereux/Riverhead Beach
- Goldthwait Reservation
- Post Office
- Devereux School
- Abbot Library
- Veterans Middle School (Farmer's Market)
- Village Plaza
- Uptown by The Spirit of '76 bookstore and National Grand Bank
- Gatchell Playground
- Village School
- Tower School
- Bell Schools (upper and lower)
- Shore Lea Nature Center
- Salem State University
- Salem Diner

When I first moved to Marblehead in 1973, the local newspapers always referred to the path through town as “the old abandoned railroad right-of-way” and only referred to it, if at all, in articles or police log entries about flashers and drugs. I started jogging it, and then as I got older, walking it every day. I’ve invented my own loop which is five miles long and described in the walking tour section that follows. I now calculate that I have walked this entire loop approaching 10,000 times—only missing days when I was out of town or ill—and have found it different every day. One day I got a new camera that used GPS to record the location of where photos are taken and started looking for a project to use it on. I decided to photograph the remaining artifacts of Marblehead’s railroad days. One thing led to another, ending up in this illustrated walking tour and history.

The “old abandoned railroad right-of-way” through Marblehead is now a wonderful nature, hiking, biking, jogging, skiing, dog walking trail commonly referred to simply as “The Path”. It meanders almost four miles through a large portion of Marblehead and didn’t just happen. It first came into being in 1839 when the first train connected Marblehead to Salem and expanded in 1873 when the Swampscott branch opened so riders could go directly to and from Boston without a detour through Salem. To place 1839 in a larger context it was the year in which Paul Cézanne, John D Rockefeller, and George Armstrong Custer were born. Louis Daguerre was given a patent for his camera, Charles Darwin was elected a member of the Royal Society, and slaves aboard the Amistad rebelled and captured the ship. Martin Van Buren was president and John Quincy Adams represented us in the House of Representatives.

On its meanders through town The Path links some of our most beautiful open spaces including Ware Pond, Wye Pond, Hawthorn Pond, Wyman Woods, The Pines and the Forest River. Because these natural areas are like jewels, the people who obtained them as forever wild conservation areas in the 1960s referred to them and their connecting path as Marblehead’s Emerald Necklace (with all due credit to Frederick Law Olmsted). Thanks to those people we have one of the most interesting and enjoyable urban trails in New England.

The train hasn’t run in Marblehead since June 12, 1959 so all of its depots and most other traces of its existence are gone. (The last steam run was July 23, 1956 but self-propelled Buddliners ran for a few more years.) However, if you look carefully, acting as an amateur archeologist, especially when the leaves are off the trees, you can find artifacts like the ones shown and discussed in this short guide which is divided into two parts. A walking tour of the entire Path starting at the National Grand Bank is followed by a short history of the railroad in Marblehead and the role of the Conservation Commission.



FORWARD



Click the above icon to read more about Craig Della Penna on American Trails.

I have been involved in the world of rail trail advocacy for over 16 years now and have met thousands of people along the way. Many of these people I have met on the trail, but more still at meetings related to trail development. It has always been my goal to get the word out about these places. Getting them noticed more, rediscovered, or discovered in the first place is critical, because a significant number of people who experience them will have a life-changing moment. A moment where they can say with certainty, “The first time I ever walked or jogged or rode my bike on a rail trail, something just clicked in me and I said to myself. . . Brilliant!”

One of the interesting and important things about rail trails is how they slowly yet inexorably change communities. You too, will discover that the longer a developed trail has been in place, the more oriented the surrounding community becomes toward people-scale activities—as opposed to automobile-scale activities. Downtowns close to rail trails become revitalized in part because of the people scale activity. These special routes offer residents a way to reconnect people, neighborhoods, and entire towns in a way that has been almost forgotten. These special paths are not just “cute paths in the woods” that meander around nowhere; they typically lead to village centers, schools, shopping, and services providing basic connections between places where people live, work, and play.

In southern New England, the railroads were over-built by a factor of three. In fact, within a 100-mile radius of my house in Northampton, Massachusetts, there are over 200 rail trails under development. This is the densest network in the United States, and one of the earliest examples of a one-town, municipal trail is in Marblehead. A trail that connects a village center with residential areas and schools.

Dennis’ new book on The Path in Marblehead will lead you, too, to look at this special community amenity in a way you have probably never considered. The rich history he provides offers a glimpse into the way things used to be in Marblehead. But, which is not all that far removed. The book’s great maps will awaken curiosity as to where the path goes. This is the way a rail trail guide should be written, melding railroad history and description with trail descriptions. Along with first-class maps, this is certainly the best overall book ever done on a single community rail trail in the United States.

Craig Della Penna

This is absolutely THE BEST! Great photos, great copy. LOVED it and thank you for telling me about it.

Bette Hunt
Marblehead Historian



Click the logo to visit the Web site of the Essex National Heritage Commission.

Thank you so very much for sharing the guide and history of the Marblehead trail. It’s a remarkable achievement, one that could well set a standard in documenting a trail’s historical development.”

Bill Steelman
Essex National Heritage Commission

CONTENTS

Join Us on Facebook3

Town Map by Jay Johnson 4

Acknowledgements 6

Dedication 7

Preface 8

Forward 9



Click above steam whistle to get into the mood by listening to old steam train sounds.

PART 1

A WALKING TOUR OF THE EMERALD NECKLACE 11

The Stem—From National Grand to Wye Pond 12

The Wye 27

The Salem Branch 32

Closing the Loop 60

The Swampscott Branch 63

Things to Look for Along the Way 80

PART 2

THE HISTORY OF THE RAILROAD IN MARBLEHEAD 96

The History of the Railroad in Marblehead 97

The Train in the Civil War 111

Marblehead Railroad Time Line 114

Adding Jewels to the Necklace 116

Bibliography and Links 117

Part 1

A Walking Tour of the Emerald Necklace

This walking tour starts at the National Grand Bank and continues down Roundhouse Road to The Path's main entrance at Bessom Street. From there you follow The Path under the Village Street bridge to the Marblehead Electric Station at Wye Pond to where the trail branches. You follow the Salem branch all the way to breakfast or lunch at The Salem Diner. On your return, a short walk up Lafayette Street lets you pass through the Forest River to pick up streets that lead to the beginning of the Swampscott Branch where it crosses Seaview Avenue. You then follow The Path back to where you started. The entire walk is about five miles with almost no change in elevation except in the Forest River.

THE STEM—FROM NATIONAL GRAND TO WYE POND

When looked at on a map The Path looks something like a necklace with downtown being the pendant. The old rail bed itself starts at the National Grand Bank, where the main station once stood, follows along Roundhouse Road and becomes The Path after it crosses Bessom street and leaves the pavement behind. The Path then passes under the heavily graffitied Village Street Bridge and continues a short distance to Wye Pond and Marblehead Municipal Light station when it branches left to Swampscott and right to Lead Mills and Salem.



The marker at National Grand Bank, once the location of Marblehead's main station—actually four of them on this site over the years—indicates Boston is 17 miles and Marblehead is zero.



BREAKFAST?

It's amazing but you can walk from Besson Street to the Salem Diner crossing only 3 streets.



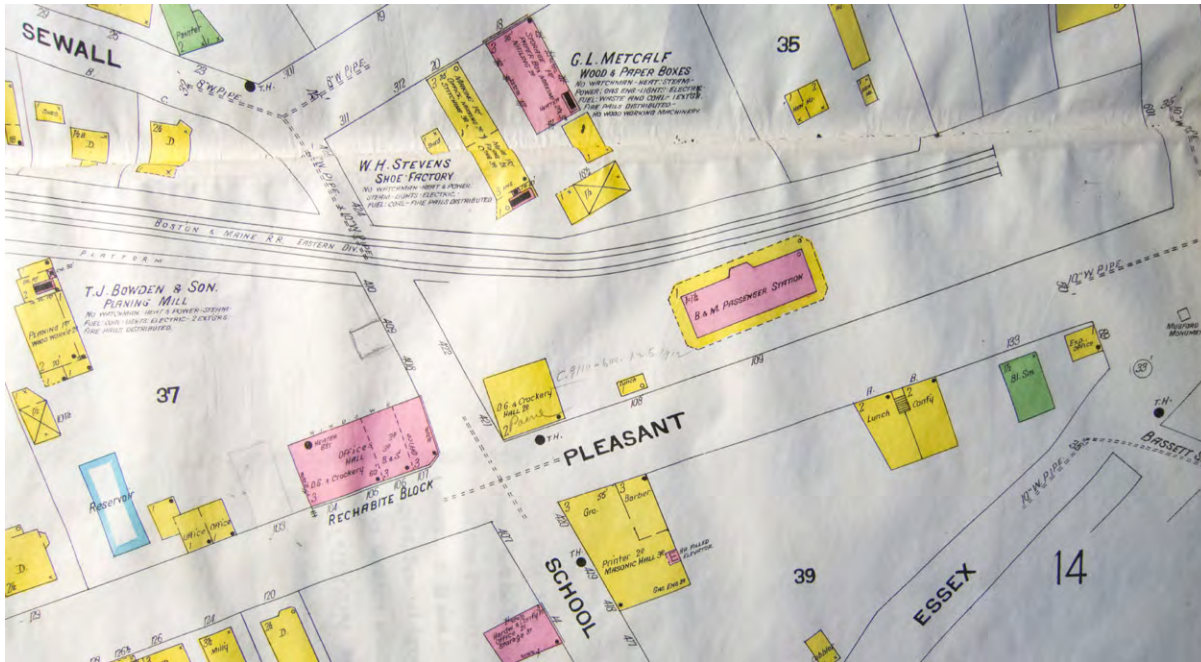
As you follow the walking tour described in this book, emerald icons indicate conservation areas adjacent to The Path. Be sure to explore the side trails through these areas that are mapped and described in the book "Discovering Marblehead."



Inside the bank's rear lobby is an old switch stand with a kerosene lantern. The handle was used to lower the lantern for refueling and lighting and then raising it back up.

THERE'S MORE IN MAINE THAN OLD TOWN

In 1962, when the railroad ceased operations in Marblehead, Russell Munroe, a conductor of 37 years on the B&M tried to save things. He personally dismantled a siding next to Gilbert & Cole and loaded the rails on a truck. He then tied to the top 10 Victorian corbels (triangular brackets) from the main train station and headed with them to the Seaside Trolley Museum in Kennebunkport, Maine. If you want to see the rails they are in the car barns with trolleys resting on them. The corbels are used to support the overhanging roof of the visitor's center.



This map shows the location of the main station on Pleasant Street and some of the surrounding businesses in 1908—70 years after trains first started arriving.

IT'S SO SHADY

When walking The Path on a hot summer day you'll appreciate how much of it is shaded by the canopy of the trees through which it passes.



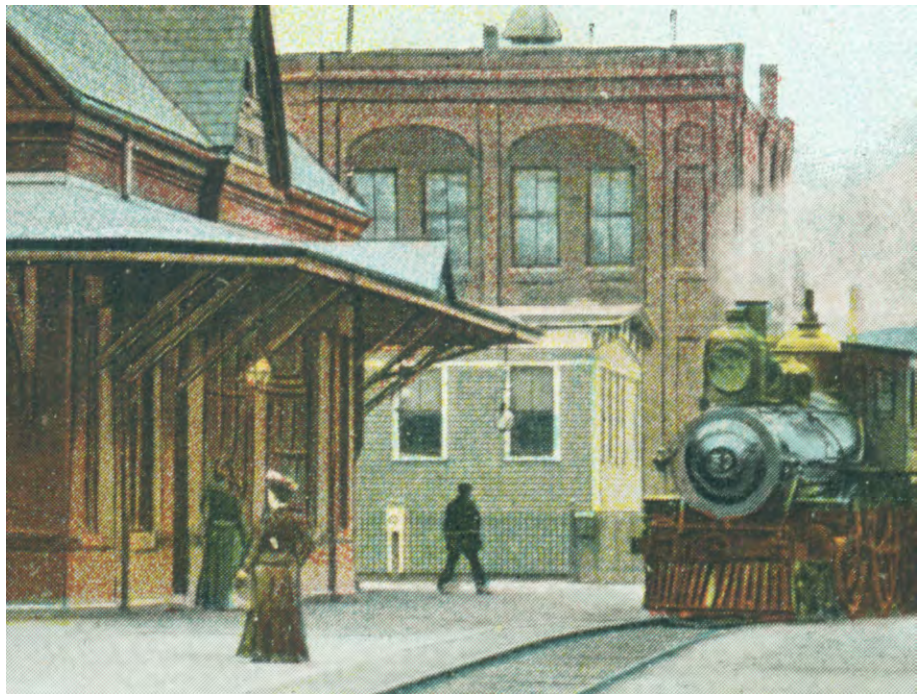
Roundhouse Road, so named in 1988, runs from the National Grand Bank to where a turntable once turned around locomotives arriving from Salem. When the railroad was active two sets of tracks ran down this road to the main station.



The main station being torn down in 1962. The National Grand Bank now stands on this spot. Courtesy of Russell F. Munroe Jr.



This carbide lamp was rescued from the train station just before it was demolished in 1962. Courtesy of Russell F. Munroe Jr.



Corbels, triangular braces, can be seen here holding up the roof of the train station. You can still see these corbels today but have to drive to Maine to do so.



The corbels from our old train station were incorporated into the Seashore Trolley Museum visitor's center. Here, six of them can be seen holding up the overhanging roof on the front of the building.



This old map shows Gilbert & Cole and the Bessom Street area near Roundhouse Road. The turntable was located on a siding about where Bessom and Anderson intersect. Look at all of the tracks and sidings on the map—seven in all. "The engine house was a short distance away from the depot and every kid wanted to ride the cow catcher on the turntable" (Lord, 165)

ROUNDHOUSE?

Was there a roundhouse? One authority on the Eastern Railroad (Bradlee) states in his book that "The turntable (in front of the engine house) was so small that every time the engine was turned around the tender had to be uncoupled from it."



Granite steps lead down from Roundhouse road, where the tracks were, to street level.

THE PATH

The name "The Path" came about years ago when I was giving slide shows on our open spaces and doing some cable TV shows with Bette Hunt showing people the beauty and life along "the old abandoned railroad bed" or "the tracks" as it was referred to at that time. I was explaining the problem with the names then in use to Bill Purdin, at the time a Selectman. For the shows with Bette and for the *Dis-covering Marble-head* book we were putting together we needed a better name. I suggested to Bill that maybe a town-wide contest would work. As happened, all through the conversation I kept referring to it as "the path." Bill listened politely and then said "what's wrong with just calling it The Path?" From that day on, that's how I've referred to it.



Along Roundhouse Road you will find retaining walls made using recycled railroad ties with the signature four-hole pattern where rails were attached with spikes.



Ties reused as retaining walls along part of the road.



One of the many old rails reused as fence posts along Roundhouse road.



The engine house with the main station in the distant background. On Wednesday, September 3, 1947 at shortly after 2PM a passing storm with heavy rain and driving winds hit the building with its huge doors wide open and exploded the building, turning it into kindling scattered about and littering the tracks. Courtesy of Russell F. Munroe Jr.



This map shows the location of the engine house used to service locomotives at the base of Anderson Street. It is about halfway between the main station and the turntable.

KEEPING THINGS WARM

Ben Ayer recalls how they kept one locomotive fired up all night by the engine house so it would be ready with a head of steam in the morning. Seasonally, they also piped hot steam from it back to passenger cars by the terminal so they'd be warm on that first trip of the day.



Today the location of the engine house is a patch of grass surrounded by some granite blocks from the foundation where Anderson Street makes a right-angle turn.



Rails being removed alongside Gilbert and Cole, which would be on the left. Courtesy of Russell F. Munroe Jr.



A high stone retaining wall from the steam train days runs along Roundhouse Road where it intersects Bessom Street.



If the emerald necklace had a main entrance it would be where The Path leaves the pavement on Bessom Street. In its current condition it is an unkempt eyesore and not at all inviting. A major clean-up, tree planting, and signage would turn it into a major town asset and increase traffic.



Here a steam locomotive passes by Gilbert & Cole while another approaches from the Village Street Bridge. The building was much taller in those days because they sold a lot of coal. You can see the water tower in the background. Courtesy of Russell F. Munroe Jr.



As you walk along the Path next to Heritage Way, you'll find a stone pillar on either side of the street. You can tell from old maps that one siding branched off after passing under the Village Street bridge and curved between these pillars to the freight area on Bessom Street. The pillars may have had something to do with that siding or the freight area.



The bridge is dated 1939 and was built during the depression as an unemployment project. The two brass plates that marked the bridge are gone—presumably stolen for their scrap value.



A short section of rail is embedded in a large concrete block alongside The Path on the left just before you reach the bridge.



The Village Street Bridge is the only bridge over the tracks. All other crossings are at grade level. Two sets of tracks passed under this bridge.



Here the railroad by Village Street has been abandoned, rails have been removed from the ties and weeds are overrunning the right of way. Courtesy of Russell F. Munroe Jr.



One of the most important artifacts of the Railroad is The Path itself. Over four miles of path interrupted by only six streets: Maverick, Pleasant, Smith, Clifton and Rockaway on the Swampscott branch and just by West Shore Drive on the Salem Branch. Here The Path is shown from the Village Street bridge looking toward the wye. Imagine standing here in the 1940s with a smoke belching steam locomotive approaching from Salem.

STONE DUST

Most of The Path is surfaced with stone dust that's easy to walk on and quick to dry. Unfortunately it's a killing field for snails, slugs and worms that travel on a layer of mucus they secrete. They get stranded in the dust and baked in the sun. Surprisingly I am not the only one who rescues them.



The walls under the bridge have been heavily graffitied and nooks and crannies are favored teenage hangouts. Here is one of the graffities, a memorial message to Ali Castner. The Town could turn this area over to artists so murals referring to the days of the steam trains and today's natural areas could be painted.



A steam train passes under the Village Street bridge on it's way to Swampscott. Notice how the bridge is marked by soot in the two places where trains pass under it. Courtesy of Russell F. Munroe Jr.



The Town owns land stretching down from the Veterans Middle School, past the Tree Department building to The Path. It would be possible to use this land to make the school, and the farmer's market, accessible to walkers on The Path.

THE WYE

Wye Pond is so named because it lies within what railroaders refer to as a “wye”—a triangular arrangement of tracks with switches at each of the three corners. The stem of our “Y” points downtown toward the main station. One fork points to Salem and the other to Boston. A third set of tracks forms a connector between the two branches.

Although the town once had a turntable it was only useful for small engines. To turn around trains of any length, using the railroad equivalent of a three-point turn the wye was built. When using the wye a train at the main station that had arrived from Boston would back up the Salem branch past the wye, switches would be thrown, and the train would then proceed along the track connecting the two branches and head onto the Swampscott branch turned around 180°.

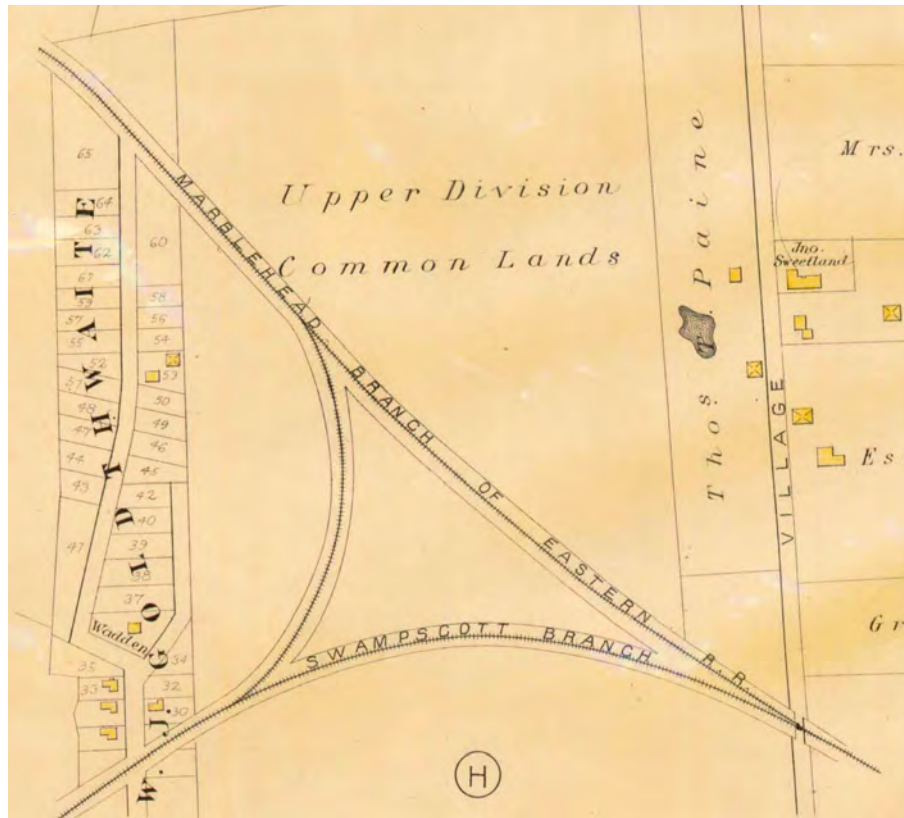


Wye Pond lies in the center of this triangle of railroad branches leading to the Main station, Salem and Swampscott.

Bud Orne once told me how he used the pond in the wye for the high school team's hockey practice. Each fall, before the pond froze, the fire department would stand by as they burned off the weeds that grew in the pond so the soon to be frozen surface would be smooth. At one point the pond had gotten so filled in a friend of Bud's who worked for the Corp of Engineers brought in a bulldozer to deepen it. Mike Lane remembers practicing on it and recalls how it had boards, benches and lights connected to the nearby Municipal Light Department transfer station. He also recalls how Park & Rec continued to maintain the rink in later years until vandalism in the 1970s forced them to quit. Another neighbor recalls how the wetlands on the other side of The Path were used for girls skating, including girl's hockey.

POETRY

Isn't it poetic
that we have two
ponds named
Wye and Ware?



Here the wye is shown on an old map of Marblehead. It was used to turn around trains but could also be used to switch a train coming from Boston to Salem and vice versa.



The pond didn't look this overgrown in Bud's early days when it was used for hockey.



Wye Pond is seen here from the overlook along the cut through trail between the two railroad branches.



Poles in the pond once supported hockey rink boards.



This tie is upright at the intersection of the Salem Branch and the cut through at Wye Pond. You can see the four hole pattern where a tie plate was attached and The Path can be seen in the background.



A train from Salem on the wye where the tracks divided to Salem and Boston. The scene is from the Village Street bridge. Notice how undeveloped the background is. Courtesy of Russell F. Munroe.



Just past the wye a semicircular granite stone wall can be seen on the left. Ben Ayer says this was once a drain and a culvert can be seen at the base of the wall.

THE SALEM BRANCH

A LONG RIBBON-LIKE MEADOW

The Path is actually a long ribbon-like meadow stretching through town, bordered in many places by wetlands or forest. It is roughly 4 miles long and 40 feet wide, covering 9.3939 acres. It only remains a meadow because of frequent mowing that keeps out the woody plants.

The Salem Branch, used from 1839 to 1962, extends from the Wye Pond area to Lafayette Street where it crosses that street and continues as a bike trail in Salem. Along its route it connects Wye Pond, Hawthorne Pond, Wyman Woods wetlands and uplands, The Pines overlooking Salem Harbor and after a short hop across Lafayette Street into the Forest River. Jack McKay recalls that when he was a kid in the 40's the embankment along the tracks where Tower school now is was lined with fox dens. Since there is only one road crossing this entire stretch it's where you are most likely to see wildlife including raccoons, snakes, coyote, fox and large female snapping turtles out laying eggs and later in the season turtle hatchlings scurrying back to a pond. In the winter it's fun to look for animal footprints in the snow. In spring and summer, its fun to identify the wildflowers that grow all along The Path.

There are two things I reflect on when I walk this branch: the Civil War and skunk cabbage.

- When the Civil War broke out and Lincoln issued a call for troops on April 15, 1861, three Marblehead Militia companies departed for the war early the next morning from a rain soaked depot. (Gamage) At the time, the way our troops would have joined the fight was by way of the train to Salem over this route and from there south. Of the 1,048 Marblehead men who saw service in the Civil War and may have taken this route, 827 were in the Army and 221 in the Navy. 110 died, 87 were seriously wounded, and many others taken prisoner and were listed as missing in action. (Purdin)

- Skunk cabbage's life span is unknown, but it is very long—some say 100 years or so. Since it lines the wetlands all along The Path through Wyman Woods, it's remotely possible we are seeing plants or offsprings of plants that were here when our 'Headers were following this route to the battlefields of the Civil War.



A skunk cabbage along the Salem branch in early spring.



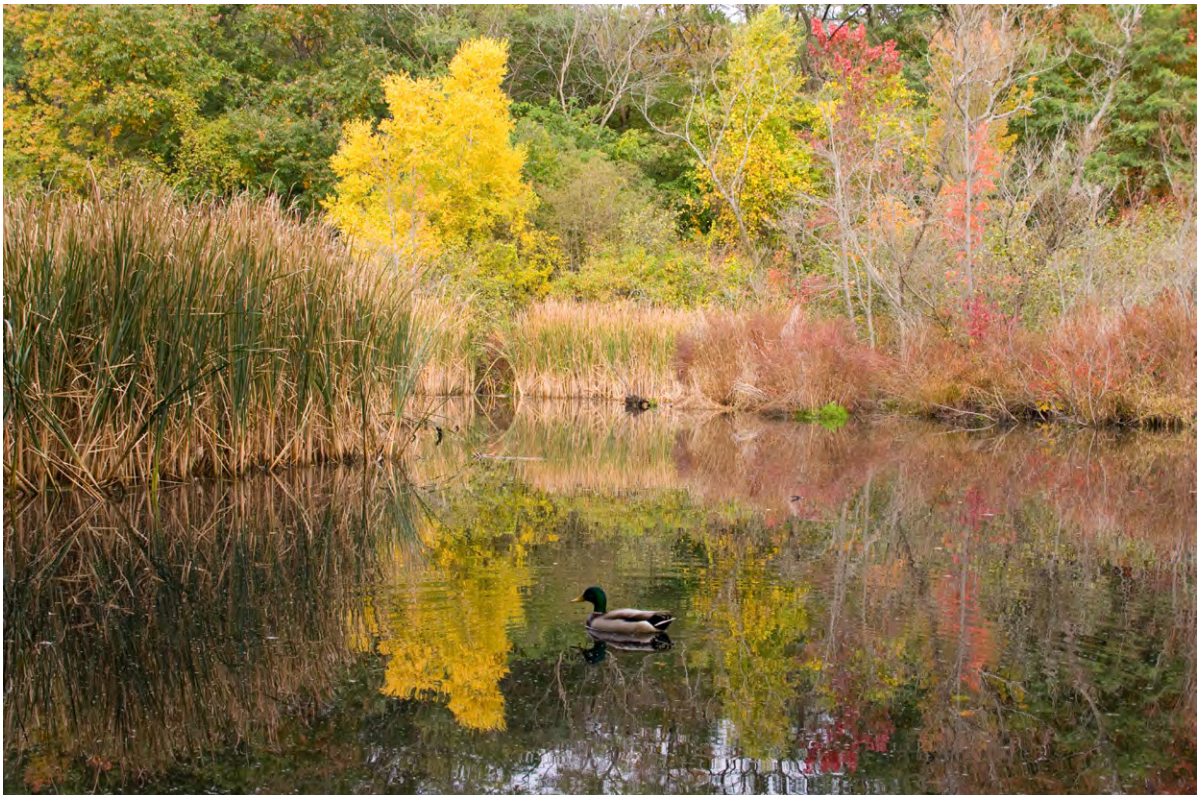


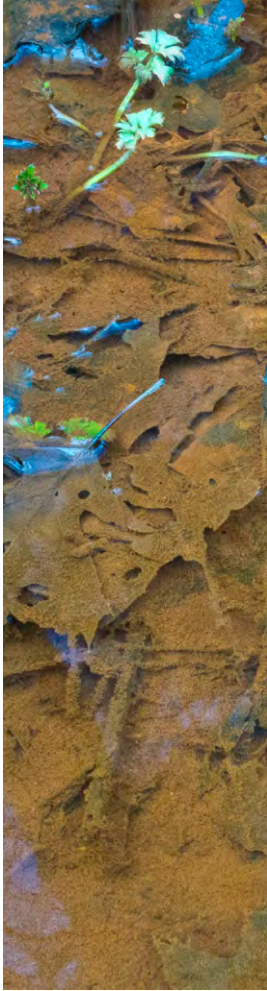
Hawthorn Pond is one of the jewels in the emerald necklace.

Stands for spare rails stand hidden in the undergrowth by Hawthorn Pond.



The Salem branch intertwines with one of the few remaining free flowing streams in Marblehead. Here it flows from Wye Pond, under The Path through an elaborate granite culvert sturdy enough to support a passing train and into Hawthorn Pond. (The track ran on top of this culvert and was moved beside it when a sewer line was installed.) The stream exits the pond farther on and passes under The Path into a Pond behind Tower School, then back under The Path again in two places to flow into a wetland that drains under West Shore Drive into Salem harbor.





As you walk The Path along Wye Pond and again through the Wyman Woods wetlands you may see rust-colored deposits in the still water. These deposits are formed by iron bacteria that bloom when oxygen, water and iron combine. They are not a sign of pollution, but the result of a naturally occurring process.

Hawthorn Pond as seen from the entrance off The Path.

Much of the Hawthorn Pond area was given to the Town by Martha and Russell Knight. At the time there were no trails so Martha cut them herself and when she got too old to keep them open, she'd send her gardener down to do the job. She also donated to the first Marblehead Nature Fest which was held to raise funds to restore the Camp Shore Lea cabin. If you check her out under her maiden name Martha Tibbetts on IMDb (www.imdb.com/name/nm0862551/), you'll see that as an actress she appeared in 14 films alongside many of our leading actors such as Bette Davis and James Cagney. Take the time to walk her trails around the pond and over the boardwalk put in by kids from Tower School. The boardwalk takes you across the outflow from the pond that crosses under The Path closer to Tower School.



A post at the edge of Hawthorn Pond appears to be an old tie buried in the ground.



This newly born garter snake was found on The Path in Wyman Woods.



This is how The Path used to look before it was dramatically widened.



A steam train from Salem crosses West Shore Drive. Tower School would be on the left and here its parking lot has been plowed. Courtesy of Russell F. Munroe Jr.



Wyman Woods is one of the jewels in the emerald necklace.



As soon as you cross West Shore Drive you enter the wetlands area of Wyman Woods.



Just before you reach the bridge in Wyman Woods, look to your left and you will see a hole in a tree about 20 feet up that is periodically used by raccoons like the one shown here.



All poles along The Path are numbered which is a great thing when you want to tell someone where you saw an owl or deer.



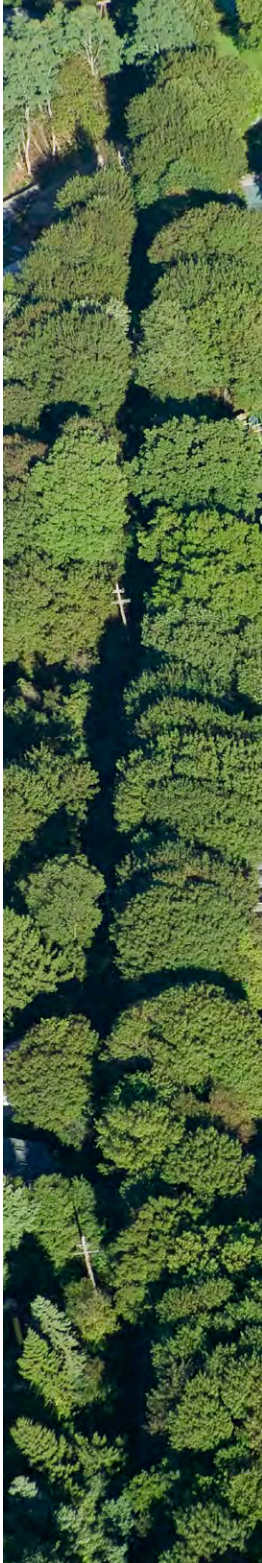
In the Wyman Woods wetlands the water flows under a bridge on The Path on its way out to Salem Harbor. The old timber bridge was covered by steel plates a number of years ago so utility trucks could safely pass over the stream. If there is any place in Marblehead fit for a picturesque arched stone bridge, this is it.



NEED A RIDE?

There is a model T Ford resting somewhere in the Wyman Woods wetlands off West Shore Drive. Bill Kiernan told Bette Hunt that he'd driven it into the bog and watched it sink!!

Ben Ayer recalls how this pole (#17) was installed. First, the entire length of a 35 foot long telephone pole was driven, narrow end down, into the soft peat. Another pole was then mounted on top of it with old railroad ties used to support the joint. The amazing part is that the peat is at least 35 feet deep in this wetlands.



A round concrete battery box probably had a metal top at one time and held batteries for the Railroad's signaling system.

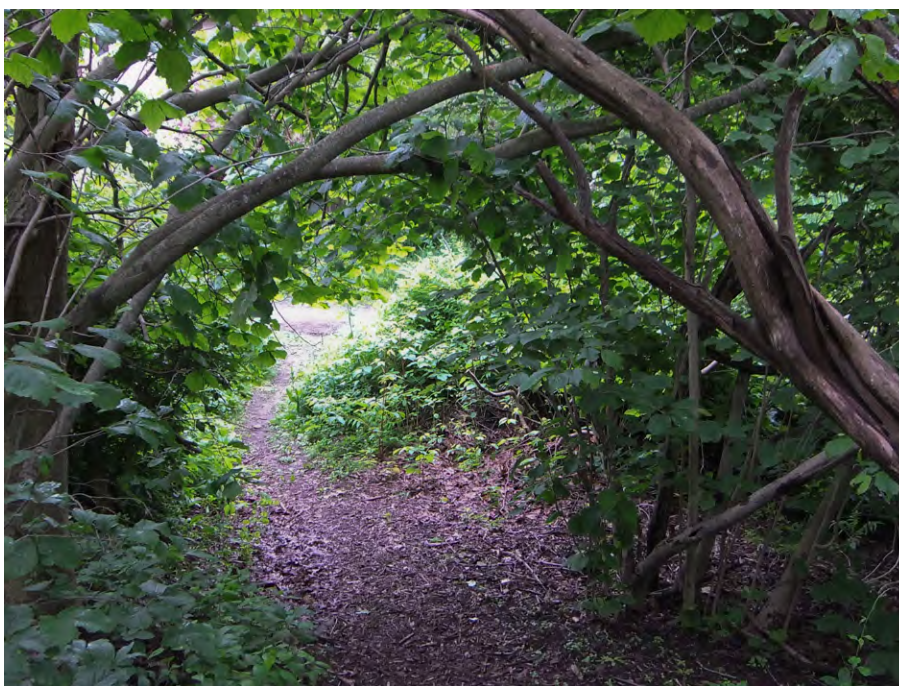
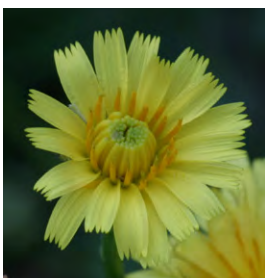
During the summer much of the path is covered by a canopy and very cool. Courtesy of Rick Ashley.

OOPS

Ben Ayer recalls working on the power lines near The Pines, blocking the railroad bed when a car pulled up. The driver rolled down the window and asked how he could get to Gloucester. Ben still has no idea what led him onto the railroad bed, that still had ties, but he had to back up all the way to West Shore Drive to get off it.



A concrete whistle post along The Path in Wyman Woods. Whistle posts were traditionally placed about one-quarter mile in advance of a road crossing—in this case West Shore Drive. When the engineer saw the post he blew the whistle to alert people on the crossing ahead that a train was coming.



The Wyman Woods uplands has two entrances off The Path. The first goes uphill under an arch of Witch Hazel which is the last plant to bloom in Marblehead—blooming in November and its flowers sometimes lasting into December. Ironically, two of the three earliest blooming flowers—Coltsfoot (left, top) and Hepatica (left bottom), bloom within a few feet of the entrance. (Skunk cabbage is the earliest blooming plant.)



Witch hazel blossoms in November.



"Dead Man's curve is just about as picturesque a spot as can be found on the iron pike. The roadbed, which was blasted through solid ledge to permit the "laying of the rails" taking a hairpin curve which would be impossible to navigate at high speed. Dead man's curve is in a way a misnomer, for according to the history of the road, no one has ever been injured along the pike. Early tradition, when the railroad flourished on the branch, fixed the appellation on the curve. Leaving Salem in the good old days when Marblehead was dry and the Witch City soaking wet, local celebrators were rated in accordance with the way in which they stood the journey, according to tradition, with Dead Man's curve the final test. Many celebrators, it is claimed, were reported missing after Dead Man's curve was passed. Salem Evening News September 14 1937.



The Pines is actually a part of Wyman Woods on Salem Harbor, separated from the uplands by The Path.



Dead man's curve seen looking back from the Salem side. You can see where they blasted through the ledge to keep the rail bed level.



These railroad ties were probably piled here when the rails were removed.



The Pines has a nice view of the harbor and the shallow water on an evening high tide is a great place to watch horseshoe crabs mating in late May.



As soon as you see Salem Harbor on your right, you have entered "The Pines."

SHORE LEA

The Shore Lea cabin was moved from Salem Harbor to where it now stands on the far side of Wyman Woods, by Barbara and Jim Skinner, one the head of Marblehead Girl Scouts and the other Chair of the Board of Selectman. The cabin was eventually sold to the Town for \$1 and gradually fell into disrepair, being vandalized and set on fire at one point. Fraffie Welch, then on the Park & Rec Commission asked me if it could be saved. One thing led to another and a full restoration was accomplished by three people. Marida Osborn got the ball rolling and almost finished the restoration before burning out asking so many for free services. Peggy Curtin then stepped in and completed the job. The third key player was David Rogers who brought on board the vocational school that did all of the carpentry. These are the three people without whom the restoration would never have come to be.



Girl scouts line up while crossing the tracks to the Shore Lea cabin when it was located near where Lead Mills is now. The girls were probably coming from the beach on Salem Harbor. Since there is a steep embankment on the harbor side of The Path, this crossing was probably close to Wyman Woods where The Pines is located. Photo courtesy of Cindy Macomber.



A head of a railroad spike driven into the top of a post along The Path in Lead Mills.



Lead mills has had all of its contamination removed and is now in play. This is currently one of the most vulnerable sections of The Path. Developers will most likely want any housing units they build to have a harbor view. However, walkers and other users of The Path should have precedence and a high wall of shrubbery should visually and acoustically separate The Path from any development so the mood of The Path as a refuge isn't broken.



At Lead Mills there are two bridges, the first is over a cut through the train's raised embankment to the harbor—what Ben Ayer calls a dry bridge. Since this was an industrial area this cut through was probably used to get goods or material through to boats or barges at high tide. The line of timbers in the foreground may well have been part of the original bridge that was updated in the 1990s.



Before Lead Mills was processed to remove lead contamination, the beach was littered with fragments of ceramic pots used to process lead.



Here the dry bridge is in the foreground and the bridge over the Forest River in the background.



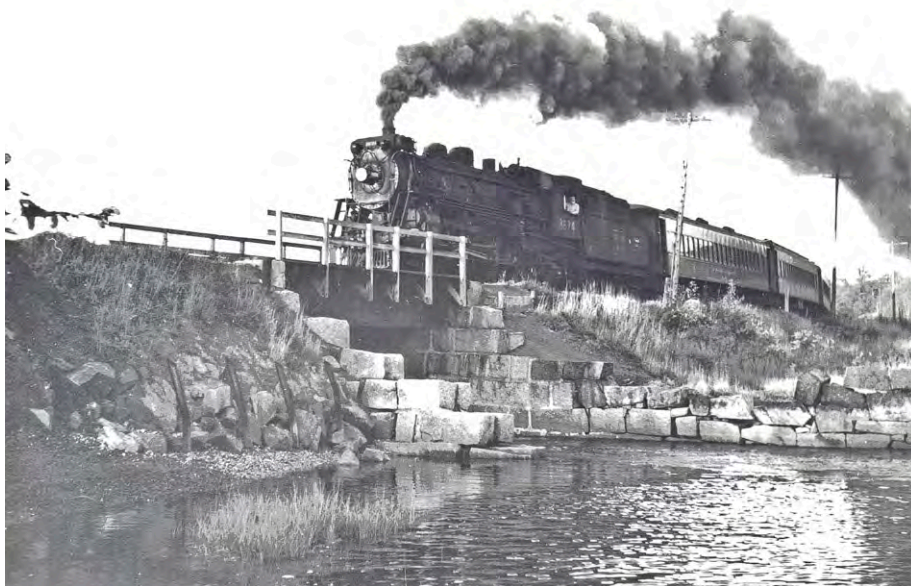
Here is the old bridge over the Forest River before it was replaced in the 1990s. In this picture the bridge flooring was gone and just the large I beams remained. It was, and continues to be, a popular swimming place for kids.



The original bridge over the Forest River at Lead Mills is long gone but a pedestrian bridge now crosses the Forest River using the original foundation. The two pedestrian bridges in this area were built because a new power line from Salem had to be buried. To "bury" the cable in these two open areas the bridges were built with the power cable running underneath them.



Rails have been used to hold riprap in place below the bridge.



A steam train passing over the Forest River in 1956. Notice how the rails shown in the photo above also appear in this much earlier photo. Years after passenger service had ended on the Salem to Marblehead branch, freight service continued on the line. In the 1950's, trains were moved from Marblehead to Salem to store them for the night at Salem's engine facility to prevent disturbing neighbors. This photo shows such a move back to Salem in 1956—the last year of steam operation on the Boston and Maine Railroad. Photo courtesy of Russell F. Munroe Jr.



In the triangle formed by The Path, the Forest River and Lafayette street there are six or more concrete columns. At one time these supported a small building used as a diner and then an outboard motor business.



This photo shows the Forest River Station where The Path meets Lafayette Street next to Lead Mills. This was the only stop between the main stations in Marblehead and Salem. Photo courtesy of Russell F. Munroe Jr.



This map from 1881 shows the location of the very small Forest River Station (STA) and its relation to the industrial buildings at Lead Mills. The station was a small wood frame hut with a wood platform. Notice how the Lead Mills buildings all hug the Salem line.

In his book *Seaboard Towns; Or, From Boston To Portland*, Joseph H. Bragdon describes leaving the Forest River station for downtown Marblehead in 1857. "On our left we have a good view of a portion of Salem harbor, which makes in here to the mouth of Forest river, and of Salem neck and Winter Island. This manufactory on our right is the Forest River Lead Works, and the dwellings near by, the residences of those connected with it. In this vicinity are some of the best farms in the State, among which is the celebrated "Pickman farm," the most valuable in Essex county, and probably the best stocked and highest cultivated. It is owned by Doct. G. B. Loring, of Salem, who is most ardently devoted to agriculture. Directly after leaving this station we approach the "boulder region" and soon the Rocky Hills of Marblehead appear in sight. Our approach to the town is one of interest. On either side the great irregularity of the surface, and the still greater diversity of taste displayed in the selection of building lots, attract the attention of the stranger. Riding through a portion of the territory, by gardens and houses, we arrive at the station in Marblehead."

Crossing Lafayette Street takes you to the Salem portion of the trail which is paved and much better marked than Marblehead's section. The restored and paved path extends to Gardner Mattress on Canal Street and has signage and cross walks at every street crossing as well as sign boards and benches.



The Lead Mills buildings as you proceeded down Lafayette toward Salem. The Forest River station is at the far end of the row of buildings shown here. The Lead Mills burned down on February 22, 1968. Photo courtesy of Russell F. Munroe Jr.



Salem has unique gates at every road crossing along their section of The Path.



The main entrance to Salem's section of the rail trail on Lafayette Street. It has signage, a solar trash receptacle, a bench and a sign board for maps and notices.



Click the logo to see what the Vikings are up to.



Click the logo to visit the Salem Sound Web page.



The path passes by Salem State University's athletic fields and new academic buildings. There is also a salt water marsh with signage.



A large stand of milkweed between the ball field and marsh is home to many monarchs in July and August as they mate and lay eggs. The milkweed is their host plant—the only plant on which they lay eggs.



A large baseball diamond on the left looks as manicured as Fenway but it's artificial turf. The baseball field is a great place to watch the Salem State Vikings play a full spring schedule during March and April.



Walker-friendly additions to the Salem Bike Path.



The Salem State Vikings baseball diamond from the air. Pickman Park can be seen in the background. The infield and outfield are both made from synthetic turf and cap a landfill. You will see four foot high standpipes around the property where the landfill is monitored. Courtesy of Rick Ashley.



The salt water marsh has a sign board that explains what you are seeing.



Ten or so bird houses on the marsh provide habitat for birds.



The path borders the new Salem State University business school building.



A few concrete sign posts let you know The Path was once a railroad right of way.



Chain link fencing with barbed wire on top runs along some of the path, another reminder that it was once a railroad bed and a dangerous place to be.



What better way to start a day than a walk to the Salem Diner, a piece of Americana from the steam train days. It opens at 6AM most days and 7AM on Sundays and is open through lunch.

The Salem Diner is one of two operating and rare Sterling Diners left in the country. The other one being the Modern Diner in Pawtucket RI. It is a 1941 Sterling Streamliner #4106. It opened in 1941 to a large crowd partly due to the diner, but also to the modernistic design. It has a bullet-nosed end, which was created at a time in American history to optimistically point to the future. It was built by J.B. Judkins Company of Merrimac MA. They only build 19 Streamliners between 1939 and 1941. (Source: Diners of New England, Randy Garbin)

TRADITION

The Salem Diner is not only on the National Register of Historic places, at one time it had Pesky's Corner, a table in back with a RESERVED sign and a copy of the Boston Herald waiting for the former Red Sox player and coach Johnny Pesky.

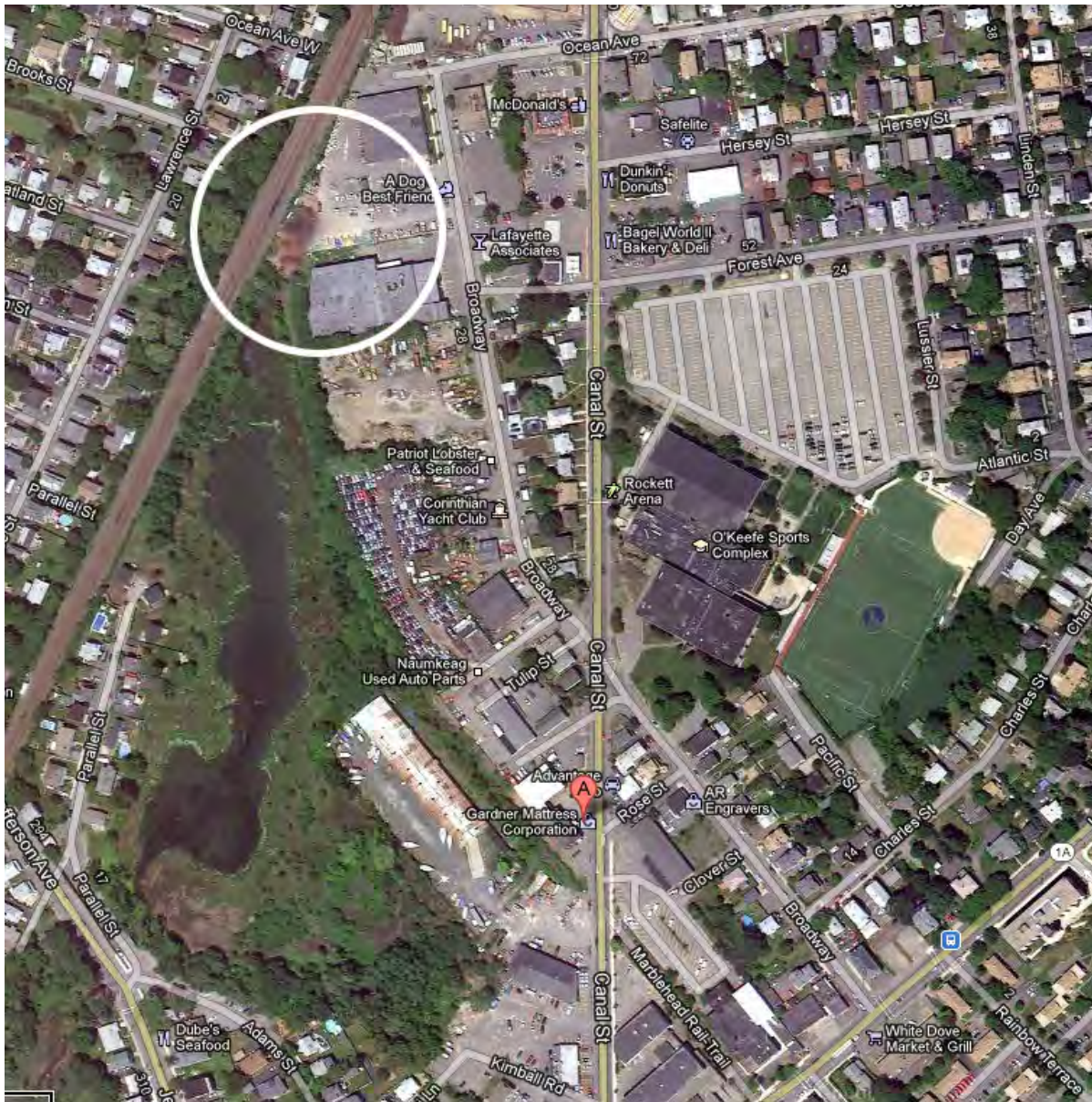


The path ends next to Gardner Mattress on Canal Street.

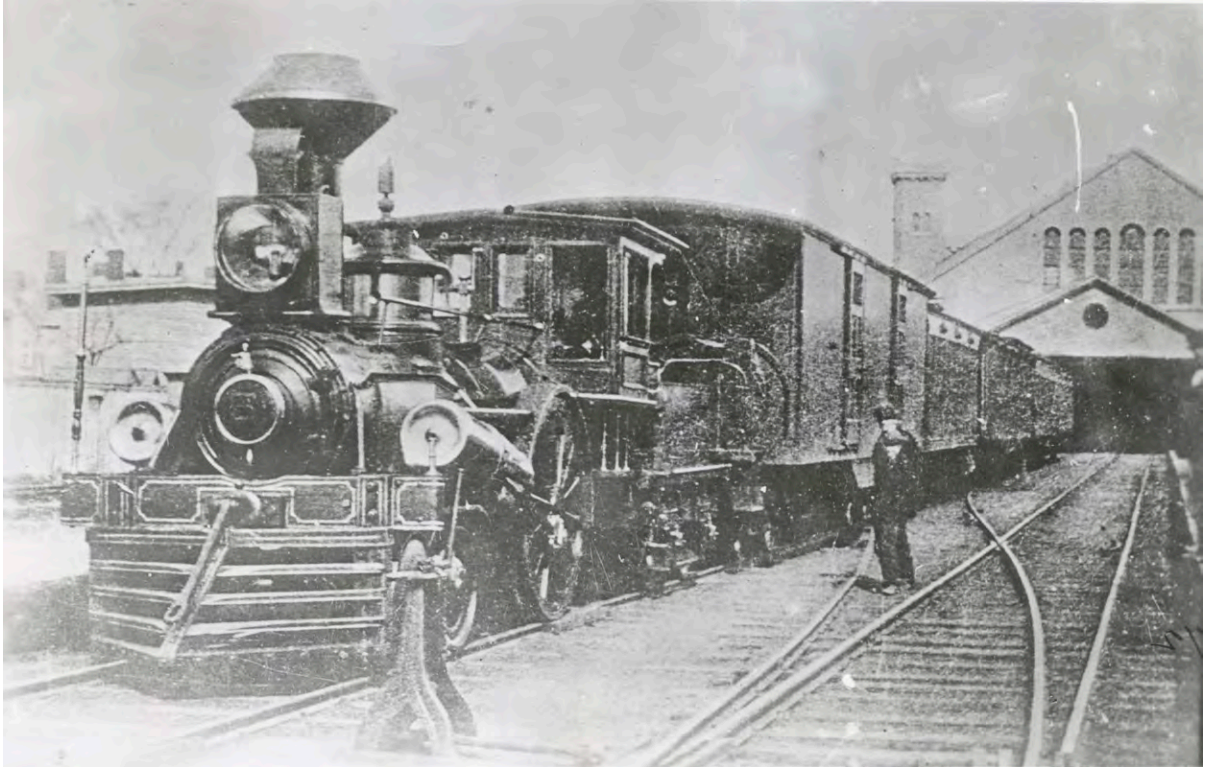


The path past Gardner mattress has not been restored and is overgrown with phragmites and other invasive plants.

The City of Salem is currently planning a 1.5 mile extension of the bike path through the City Right-of-Way from Canal Street, near Gardner Mattress all the way to Mill Street abutting Downtown Salem via portions of active and unused MBTA rights-of-way. Once completed, the Salem Bike Path will link downtown Salem with downtown Marblehead with an entirely off-road shared use path!



Past Canal Street the old railroad bed is fenced off and overgrown. If you were able to walk it, you would be paralleling Broadway until the point where the old tracks from Marblehead would have merged into the main line tracks heading into Salem—circled in white. It was at this intersection that the fatal 1848 Castle Hill train wreck killed 6 Marbleheaders.



This photo shows the locomotive "Marblehead" after it had been in service for some time and upgraded with a cab and tender. The Salem Depot can be seen in the background with one of its distinctive towers.



The original Salem station was located in Riley Plaza at the intersection of Washington and Derby Streets.

CLOSING THE LOOP

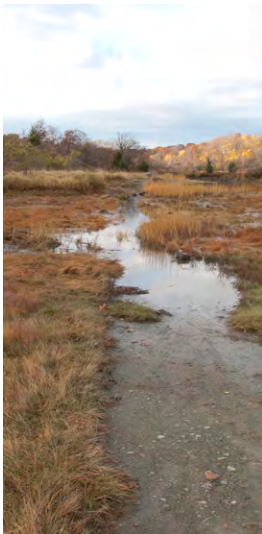


Forest River is one of the jewels in the emerald necklace.

The Path doesn't form a complete loop, so you have to walk streets and pass through the Forest River Conservation area to pick up the Swampscott section of The Path where it enters Marblehead at Seaview Avenue.



As you cross the bridge over the Forest River, look at the granite wall to your left. If the water is over the circled notch the main path through the Forest River Conservation area may be flooded. There are exceptions as when the tide is just coming in or when there are low high tides. If the path is flooded you can close the loop by walking through the cemetery farther up Lafayette Street.



The flooded path in the Forest River.



As you walk up Lafayette Street you will see a sign for the Forest River at the entrance to Author's Grove. A plaque, stone bench and trees were placed here to remember Beth Houghton, one of the six authors of the "Discovering Marblehead" book that was given to the Marblehead Conservancy to use as a fund raiser for their efforts to expand and maintain our open spaces.



The Forest River is a great place to look for hawks, ospreys and even the occasional eagle.



One low point in the Forest River Conservation area floods at high tide, blocking the path. Just a few steps away from this point are some flat stepping stones that could be used to provide at least a few hours a day of extra access.



In the spring the Forest River is alive with Dyer's greenweed. All parts of the plant, but especially the flowering tops, yield a yellow dye.



One of the few man made things you will see in the Forest River is a pair of old gates from the dam on Lafayette Street, washed here in a storm.

Follow Lafayette Street up the hill past the first two buildings (condos) on the right. Then, follow the path through Author's Grove and down the hill into the Forest River area.

Follow the path around a tidal pond on your right and then past a glacially polished boulder on your left.

Follow The Path through some apple trees (that blossom in May) at the edge of the marsh and you will soon see a distinctive trail heading up the hill on your left. If you take it, it brings you out at the intersection of Old Salem Road and Longview Drive.

(Going to the right instead of up hill will bring you out by the Y on Legg's Hill Road.)

Follow streets to where the Swampscott section of The Path starts on Seaview Drive.



Lynn Woods has a giant boulder with two halves of different rock types joined together—hence the name Union Rock. The Forest River has our own miniature version of this rock.



A tamarack tree blossoms in the spring with the most beautiful flowers that then become pine cones.

THE SWAMPSCOTT BRANCH

The Swampscott branch (1873–1961) extends from the Wye Pond area all the way to the current Swampscott train station and can be walked all the way to that station although the bridges have been removed and abutments have encroached. The power company, National Grid, which now owns the Swampscott section of the old railroad bed, has also posted it in places with *No Trespassing* signs. Along the Marblehead section The Path connects Ware Pond, the High School, the Post Office and Wye Pond.



If you head toward Swampscott where The Path crosses Seaview Avenue you'll soon pass by the location of the old Beach Bluff depot.



A wall made from granite blocks is one of the few remaining signs of the Beach Bluff depot.



If you could walk the railroad bed all the way to the Swampscott station you'd end up at this historic old depot.



One of the most attractive flowers anywhere is the bloodroot that grows in one small threatened spot near Ware Pond. It is one of the first flowers to push its way through the leaf litter and blossom in the spring and is so fragile it only lasts a few days.

STATIONS

On the Swampscott Branch, a train would leave the main depot on Pleasant Street. In two minutes it would arrive at the Devereux station, in three minutes it would be at Clifton, three minutes more to Beach Bluff and two more to the Phillips Beach station. The train would then go through a wooded area to the Swampscott station on the main line.



These three stands at the end of Briar Lane once held spare rails in case any needed to be replaced.



Ware Pond is one of the jewels in the emerald necklace.



At the end of Briar Lane you pass Ware Pond on your left with granite steps leading down into the woods. If you follow streets and paths counter-clockwise around the pond you will discover two more points with great vistas of the pond and interesting plants such as swamp milkweed and Bartered bride, a white variety of Joe Pye weed.



Swamp milkweed (top) and bartered bride (bottom).



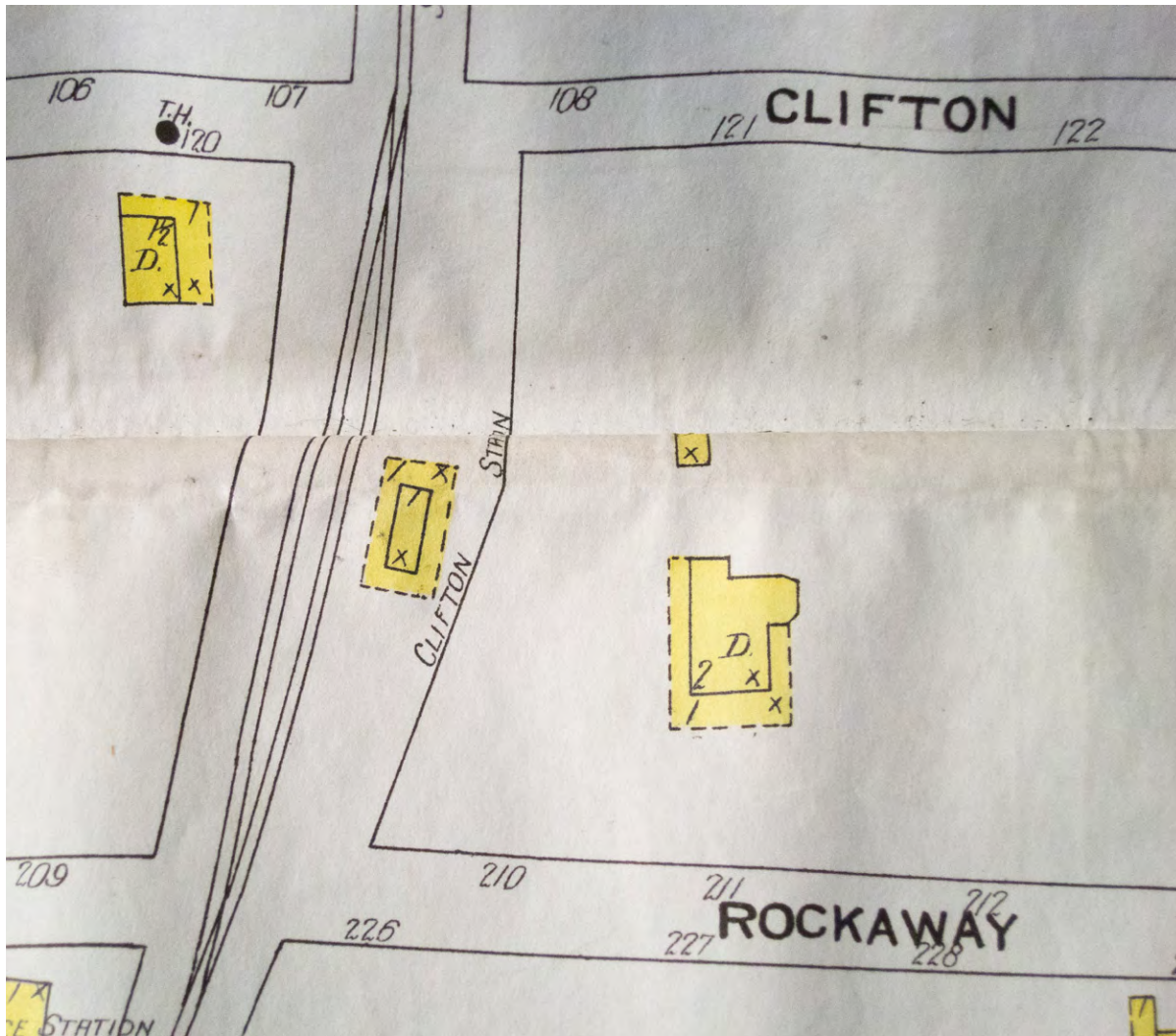
A boardwalk below The Path, built by the Marblehead Conservancy, leads you to a viewpoint overlooking Ware Pond.



Remnants of the Clifton Station can still be seen. They include granite curbing that edged the platform and some asphalt paving. Fred Sullivan recalls his days as a boy growing up in the area when he'd ride in the engine downtown and back.



An old photo of the Clifton Station that opened in 1873. Courtesy of Russell F. Munroe Jr.



This map shows where the station was located. As you walk The Path toward downtown the two houses currently on your right facing Clifton and Rockaway weren't there. Notice how there was a siding at the station.

TRADEGY

Roz Kipp recalls how in the 1940s a boy of about 4 from Marion Road, by the name of Steven Cogan, was killed on Rockaway Avenue. Apparently he slipped out of his mom's (Ester's) hand while crossing the street and ran in front of the oncoming train.



A more recent photo after Buddliners had replaced steam locomotives. The car in the right foreground is a 1959 Chevy. Courtesy of Russell F. Munroe Jr.



Behind Temple Emanu-El is the only section of The Path given over to a private group who uses it once a week or so as an exit driveway from their parking lot. It would be nice to have The Path restored along this section since it's the only place you have to walk on pavement other than at street crossings.



As soon as you pass the Temple, look along the right side of the Path for old ties scattered about or used for retaining walls.



Behind the JCC there is a granite-faced cut through that used to allow people and cows to pass under the tracks. Ben Ayer who maintained The Path for 30 years remembers walking through the opening. With all of the changes in the land including a new sewer system, the pass through is now a small culvert passing under the embankment surrounded by granite blocks removed from the old cut through.



EARLY PHOTOSHOPING

The train photo has been doctored (in pre-PhotoShop days) to remove the background and add the smoke. Because the background is missing it's not possible to tell in which direction the train is headed.

Where the High School now stands, there used to be part of the large Sorosis farm owned and operated by the A.D. Little shoe company in Lynn. This photo's caption, from one of their pamphlets, reads "A special train of eleven cars carries the Sorosis family on its annual outing."



The Sorosis Farm was no small thing. Here is the Hen House that once stood close to where the High School building now is.



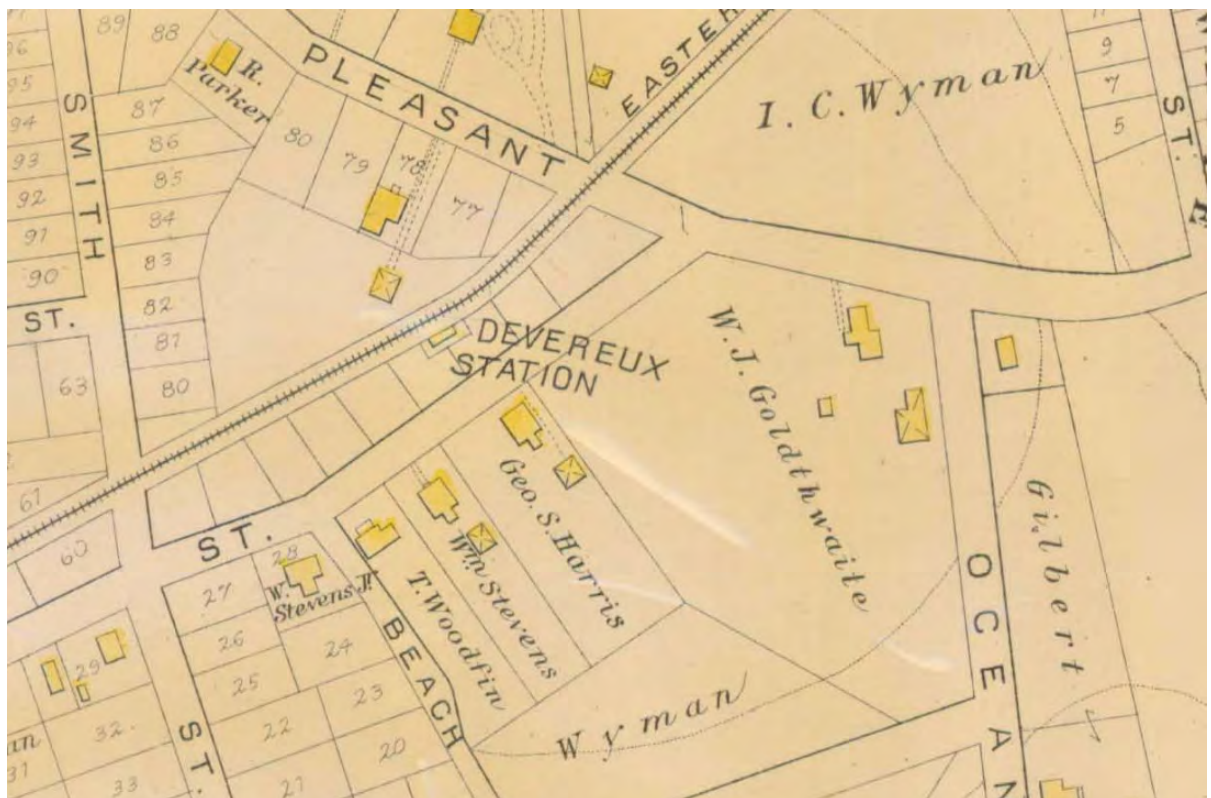
Here Bette Hunt and Bill Kiernan, who worked on the farm as a young boy, are captured talking about the old Sorosis Farm. Others in the picture are Dan Levine, Leigh Webster and Pat Franklin.



This spike was driven into a rock face not far from the Post Office. There is another spike at the top of the outcrop.



A stone wall near the Post Office at one time separated Sorosis Farm from the tracks. This would be a great section of stone wall to restore because it's short and in a prominent location with heavy path traffic passing by.



The Devereux depot was located on Devereux Street a few lots in from Pleasant.



No traces of the Devereux station (1874–1959) remain but this is what it once looked like from Devereux Street. As you walk The Path approaching Pleasant Street it once stood on the empty lot on your right one house in from Pleasant. Courtesy of Russell F. Munroe Jr.



If you walk around to the Devereux Street side of where the station was you'll see a large empty lot and a tie embedded in the earth next to a tree that may have been used to hold the tree in place when it was a sapling.



Devereux Depot on the last day of train service. Russell Munroe's 1954 Chevy is partially hidden by the station and phone booth. This station was home to the Guttin' Club so named "because none of its members were familiar with badminton." Courtesy of Russell F. Munroe Jr.



A steam train stops at Devereux station in 1956 before it crosses Pleasant Street on its way to the main station. Courtesy of Russell F. Munroe Jr.



Today the site of the Devereux Depot is hidden behind a wooden fence.



A rock cut between Pleasant Street and Smith Street. All along The Path you will find cuts such as this as well as raised portions—all needed to keep the rail bed itself as level as possible.



Just after you cross Pleasant, you'll see this disintegrating six foot high concrete pole on the right. It has an angled steel bracket on top. Ben Ayer recalls it holding a yellow sign with two dots. More recently it held an abutters bird feeder.



Curbing along The Path between Pleasant and Maverick Streets was put in for erosion control.



A tree on the left just after you cross Maverick is periodically home to screech owls.



On the left the part of the wye that connects the Swampscott and Salem branches veers off from the main line.



The cut through between the two branches of the railroad has two overlooks onto Wye Pond but The Path through this area is often wet, muddy and overgrown. It is not maintained by the Town because no utilities follow this route.



A train from downtown on the wye and headed to Swampscott with the water tower in the background. It's pulling four passenger cars. Courtesy of Russell F. Monroe Jr.



The Municipal Light Department transfer station now occupies the point where the wye pointed downtown toward the main station. It would be great is the chain link fence could be softened somehow, perhaps with vines or other climbing plants.



The wye cut through is loaded with touch-me-nots and their "exploding" seed pods. Go ahead, squeeze them slightly!

THINGS TO LOOK FOR ALONG THE WAY



This two foot long section of rail was found partially buried in the debris alongside The Path at Wye Pond.



The short section of rail above has an electrical connector used to connect rails to the telegraph or signaling system. Using the rails as electrical conductors eliminated the need to run separate lines.

As you walk along The Path you will occasionally find artifacts of the train including spikes and clinkers.



Spikes occasionally appear on the surface of The Path due to frost heaving. Here are a few I have picked up over the years.



A clinker from a steam engine contains material that melted but didn't burn in the engine's coal bed. Since these blocked the



This shovel was found in the undergrowth at Wye Pond near where one of the switches would have been. It's short enough and old enough, and in an interesting enough location, to be a coal shovel from a steam engine, but who knows?

firebed and reduced the engine's output the fireman used a steel rod to break them up and shake the engine's grates to get the broken pieces to drop into the ash pan. During this process some fell by track side where they can still be found decades later. A clinker is about as close as you can get to an old steam locomotive. This one was found where The Path crosses Rockaway Avenue.



Rails were reused as fencing at Gatchell Playground and in other locations around town.



Rusty fencing appears hidden in the undergrowth in many places along The Path. This type, using a "L" shaped post and brace can be found behind the JCC and also deep in Wyman Woods so may have been used by the Railroad company to keep animals and



Date nails were used to indicate when ties were put in place. These were photographed along The Path and the top one indicates the tie was laid in 1924 and the bottom one indicates 1947.

people off the tracks.



Rails reused by the Municipal Light Department to keep spare poles from rolling away.

Rails were connected to ties with tie plates containing four holes and four spikes per plate.



This tie plate is on a tie along The Path and is held in place with only one spike. When a rail was laid down the center of the plate, spikes were driven through each of the holes that indicated where spikes should be driven. The tie plate then kept the spikes in place and prevented them from spreading.



One of the things to look for are the ne'er-do-well's doggie bags. They pick up after their dog, put the waste in a plastic bag and leave it by The Path or toss it into the bushes. If the waste had been left alone it would have disappeared in a week or so but in the plastic bag it lies there for months—a gift from the giver. One New York Times reader decorated a bush behind Tower School with 20 or so of the paper's blue bags.



Yellow poles along The Path are survey markers. They don't indicate the actual boundary, for that you need a key from the Town Engineer.



Pussywillow flowers are one of the many signs of spring.



Garter and ribbon snakes come out for mating on the first warm day of spring. You might know they are there more from their rustling of the leaves than from seeing them. They appear in some number in the rocks behind the high school near the gate in the fence, and farther down The Path toward the Post Office where the huge boulder is, They also appear near the poison sumac tree in the Wyman Woods wetlands.



It's not smart to walk in the wilds of New England without being able to recognize poison ivy.



The only poison sumac I'm aware of in Town grows alongside The Path in the Wyman Woods wetlands. It turns scarlet in the fall to remind you of what you will look like if you tangle with this plant.



Turtles can often be seen crawling along The Path. In the spring, a few weeks before school lets out, females leave the ponds looking for nesting sites where they can lay their eggs. The common snapping turtles are quite dramatic in size. In the early fall, small hatchlings can be found as they make their way back to the pond. Neither adults not hatchlings should be disturbed. They have been doing this since the age of the dinosaurs.



The leash law applies to The Path just like it does elsewhere but many people ignore it and let their dogs off leash. Despite what the sign says the leash law is rarely, if ever, enforced.



In a few places the abutters have run their fences across the street and that blocks access from their neighborhood to the Path. It may be perfectly legal, but perhaps an easement might be explored.



Abutters have this strange idea that yard waste is OK to dump on public property. There are a number of offenders, the worst being a few of the houses along Richard Road, some on Gerald Road behind the high school and a few on Fox Run Lane above Wye Pond. It amazes me that these people don't think others notice and talk about them.



There are many kinds of old wire fencing partially hidden along The Path.



This sign has been on a pole for years but even nearby houses dump regularly on The Path without any fear of consequences. Littering is also a problem that reaches its peak by the convenience store on Smith Street and diminishes in both directions although there is another cluster under the Village Street bridge.



A Medieval Venetian Canal syndrome leads people to think that anything they toss over their fence is gone. Unfortunately its just transferred to public property where we have to live with it.



While walking The Path you can find all kinds of things. Steve Webster carries some home and uses them for sculptures. It's a great way to recycle things.

MAKING TRACKS

Some of the animal tracks you are likely to see on The Path over time include:

- Deer
- Coyote
- Fox
- Squirrel
- Raccoon
- Possum
- Ducks
- Mice
- Rabbit
- Skunk
- Muskrat



As you walk The Path after a rain or light snow you'll find it covered in tracks—many of them made by animals. If you get out early you'll see some like the raccoon tracks (top) and duck tracks (bottom).



Animals, like us, are creatures of habit and tend to cross The Path in the same place on their daily routes—especially in the wetlands of Wyman Woods. Over time they wear down the vegetation, leaving a visible path. You can identify these because they come out of the wetlands on one side of the Path and continue back into the wetlands on the other side. In light snow or mud you may also see tracks, helping you identify the animal.



Here tracks of all kinds have been "fossilized" in the soft stone dust by freezing cold winter weather. They show just how much traffic uses The Path.



How many fences can you find that exceed the town limit of 6 feet—the fence on the right.



Graffiti is everywhere along The Path and you can tell from the styles that it's only a few kids involved.



Look for black squirrels in the area around the Forest River. They seem to have moved into the area.



You'll find these manhole covers along The Path marked with S, D and MLD.



Trout Lilly's can be found along The Path near the JCC. They only open up like this in bright sun.



Alder catkins in the Wyman Woods announce the arrival of spring.



Strawberries, raspberries, blue berries and other berries along The Path let you live off the land.



Rosa Rugosa grows along The Path through Lead Mills.



Crews from the Municipal Light Department are occasionally seen working along The Path.



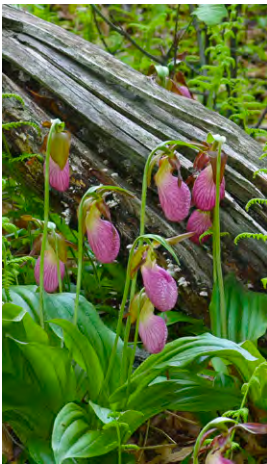
You used to find leadplant along The Path through Lead Mills. If it doesn't grow back you can still see it on the path leading from Author's Grove down into the Forest River.



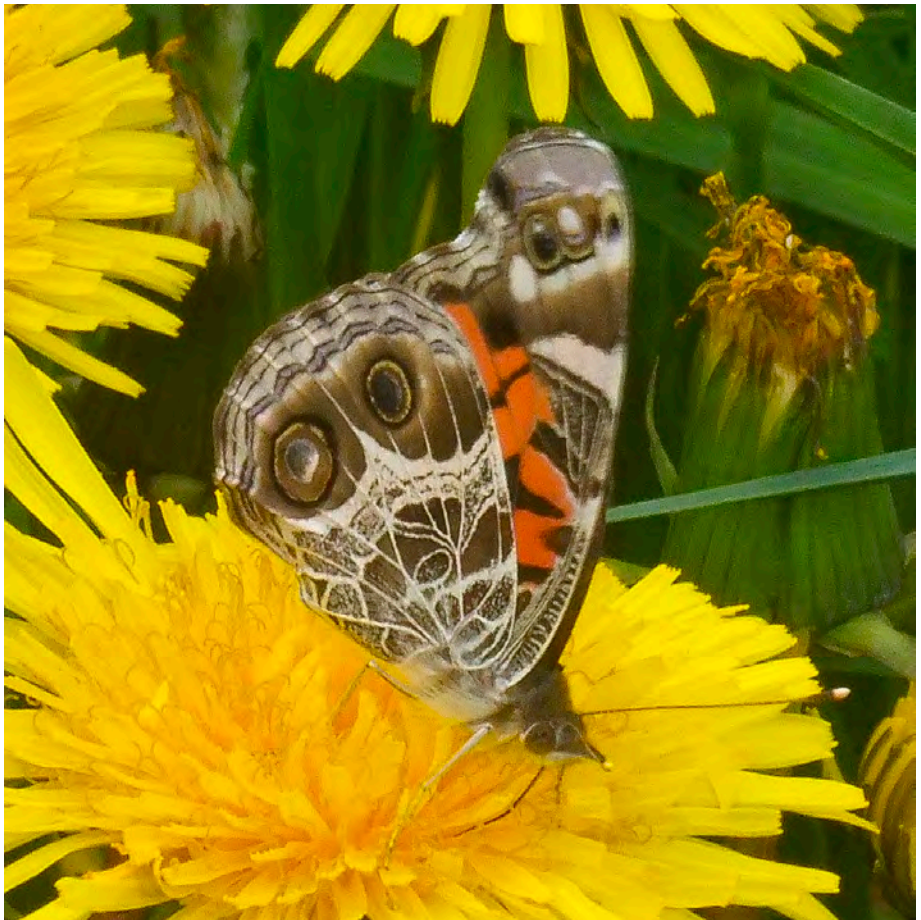
A baby rabbit freezes in the grass along the edge of The Path hoping it won't be seen.



Here a small mouse crosses The Path, lucky that there are no owls or hawks around.



Lady slippers (top) and columbine (bottom) aren't right on The Path but can be found in the spring in Wyman Woods if you look hard enough.



When the flowers along The Path are in bloom it is a great place to look for butterflies including Admirals (shown here), monarchs and swallowtails.



*Buttonbush (above) is one of the most interesting flowers you will find along The Path through the Wyman Woods wetland. One of its rivals in a beauty contest may be groundnut or *Apios americana* (below).*

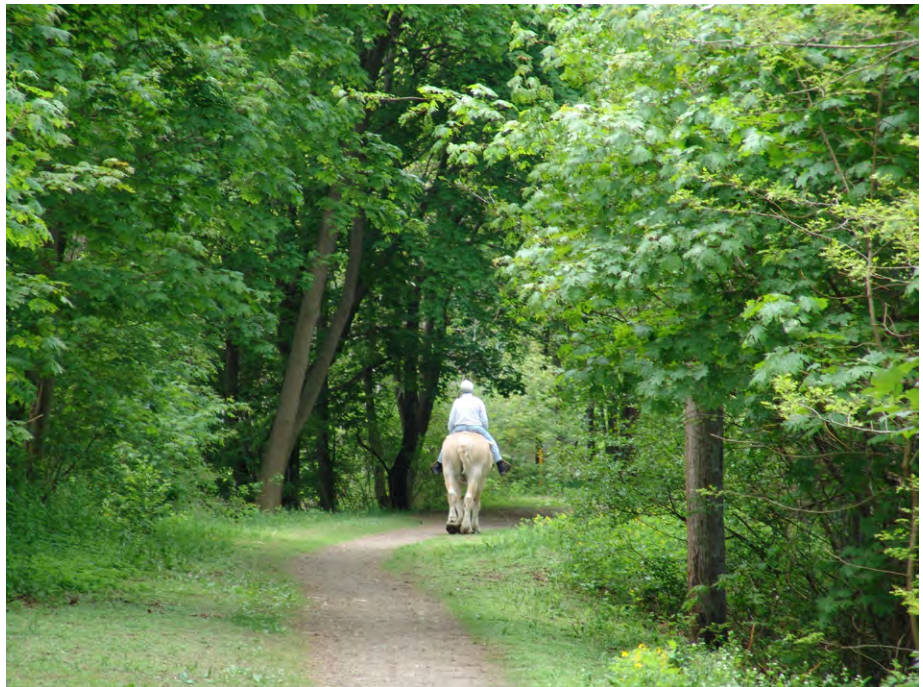


Jack-in-the-pulpit can be found in many of our open spaces.





One thing you'll see on The Path is the flail mower used to keep the verges of The Path mowed and free of woody plants that would overwhelm it.



I haven't seen her in a long time but Rose Collins used to ride her horse on The Path almost daily. Both she and the horse are missed.

Part 2

The History of the Railroad in Marblehead

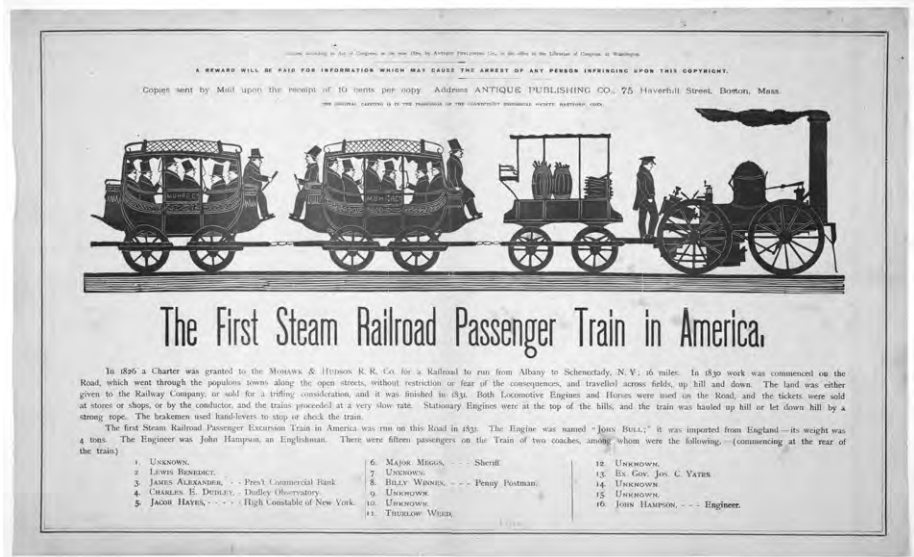
The material in this section has been adapted with minor changes and updates from
“The Eastern Railroad” by Francis B. C. Bradley, published in 1917.

THE HISTORY OF THE RAILROAD IN MARBLEHEAD

CREDIT

This section owes much to Francis Boardman Crowinshield Bradlee's *History of the Eastern Railroad* from which most of the information has been drawn. Complete copies of this work are available free on Google Books using the link given in the bibliography.

It is amazing how quickly the railroad came to Marblehead after it was first introduced. The first locomotive built in the United States, the Tom Thumb, was designed and built in 1830 by Peter Cooper at his iron works at Canton, near Baltimore. It drew an open car on the Baltimore and Ohio Railroad, filled with the directors of that road—led by Charles Carroll, a signer of the Declaration of Independence—from Baltimore to Ellicott's Mills, at the rate of eighteen miles an hour. The first train of passenger cars to leave Boston drew out on the morning of April 7, 1834, for Davis' Tavern in Newton. Marblehead's railroad opened only 5 years later in 1839.



Before the days of the railroad Salem had what was for that time good stage service to Boston. Regular coaches of the Salem and Boston Stage Company left Salem at 7, 8, 9, 10 A. M. and 3 P. M., and left Boston at 9 A. M. and 3, 4, 5, 6 P. M. From Marblehead a stage was driven to Boston daily and to Salem twice a day.

At first the stage companies did not anticipate any very serious results from the new competition. A prominent stage proprietor in Providence, R. I., said, shortly before the opening of the railroad: "Let the train run off the track when going thirty miles an hour and kill two or three hundred people a few times and people will be ready to stick to the stages."

The first train had no way to get to Boston so it stopped in East Boston. The first East Boston terminus was a one-story wooden shed from which led runways to the ferryboat that conveyed the traveler across the harbor to a like structure on the Boston side at Lewis wharf. The Marblehead depot mentioned in the time table was not in Marblehead at all, but stood on the main road about where the present Swampscott cemetery now is. This building was afterwards moved back from the track and is still standing and in use as a dwelling house. A stage conveyed travelers to the town proper nearly five miles away.

The original locomotive engineers were L. D. Johnson, H. H. Thomas and A. Sawyer. Albert Knight was the first station agent in Salem, and was followed

The distance from the entrance upon the Neck to Devereux station on the Swampscott branch railway is about three-quarters of a mile. Barges connect with all the trains during the summer months. Many of the residents prefer, however, to reach the camps by crossing the harbor in boats (and there are regular ferrymen), which takes about ten minutes, and thence walking through the town about one-half mile to the Marblehead depot. Frequent trains run to Boston over the Swampscott branch by way of Lynn and over the Marblehead branch via Salem. The running time between Marblehead and Boston is about fifty-five minutes by either route. (From *The north shore of Massachusetts bay: An Illustrated Guide and History*, by Benjamin D. Hill, 1880).

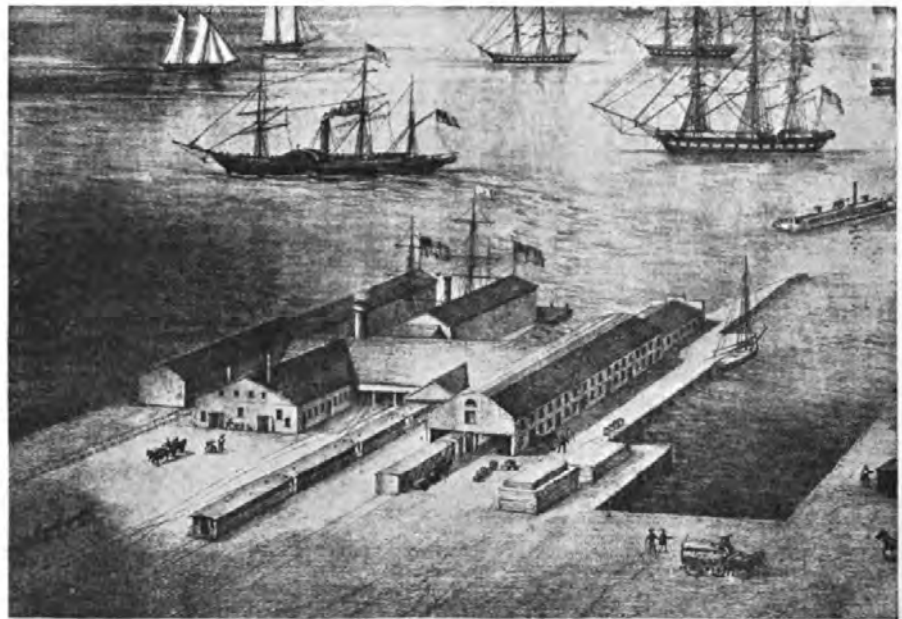
by Joseph Glover, who was the first engineer on the Marblehead branch. He filled the position for years, and was succeeded by John Coombs. The venerable David Merritt, who died in 1916, for years conducted a Salem and Boston express line and was seventeen years old when the Eastern Railroad was opened. He described the first passenger cars as having "much the outward appearance of our early horse cars," and as carrying twenty-four passengers each. From another source it is learned that the wheels projected into the interior of each car. These cars, according to the records of the company, cost 11000 apiece and were built by Charles Davenport, the pioneer railroad car builder of New England, who had a factory at Cambridgeport. In 1834 he contracted with the Boston and Worcester Railroad to build cars which were to have four wheels and to seat twenty-four persons each. They were the first cars made with a passageway running from one end to the other between the seats. Before that time the cars had been built in three compartments, so that half the passengers rode backward. The success of the Davenport cars was so pronounced that the Eastern Railroad ordered their cars from him in 1837, with certain additions and improvements. The cars were to be built with platforms and doors at each end and with the same passageways through the middle. They also had a Davenport "drawbar" and "bumper", patented in 1835, and were the first to have a ladies' room and toilet room. The seats also were equipped with wide turnover backs that could be flipped to change which direction the seat was facing.

The time occupied in passing from the Salem depot to the Boston side, including the ferriage, is generally from 35 to 40 minutes. A train went up Friday in 32 minutes, and this will probably be the average when the filling up of the road is completed.

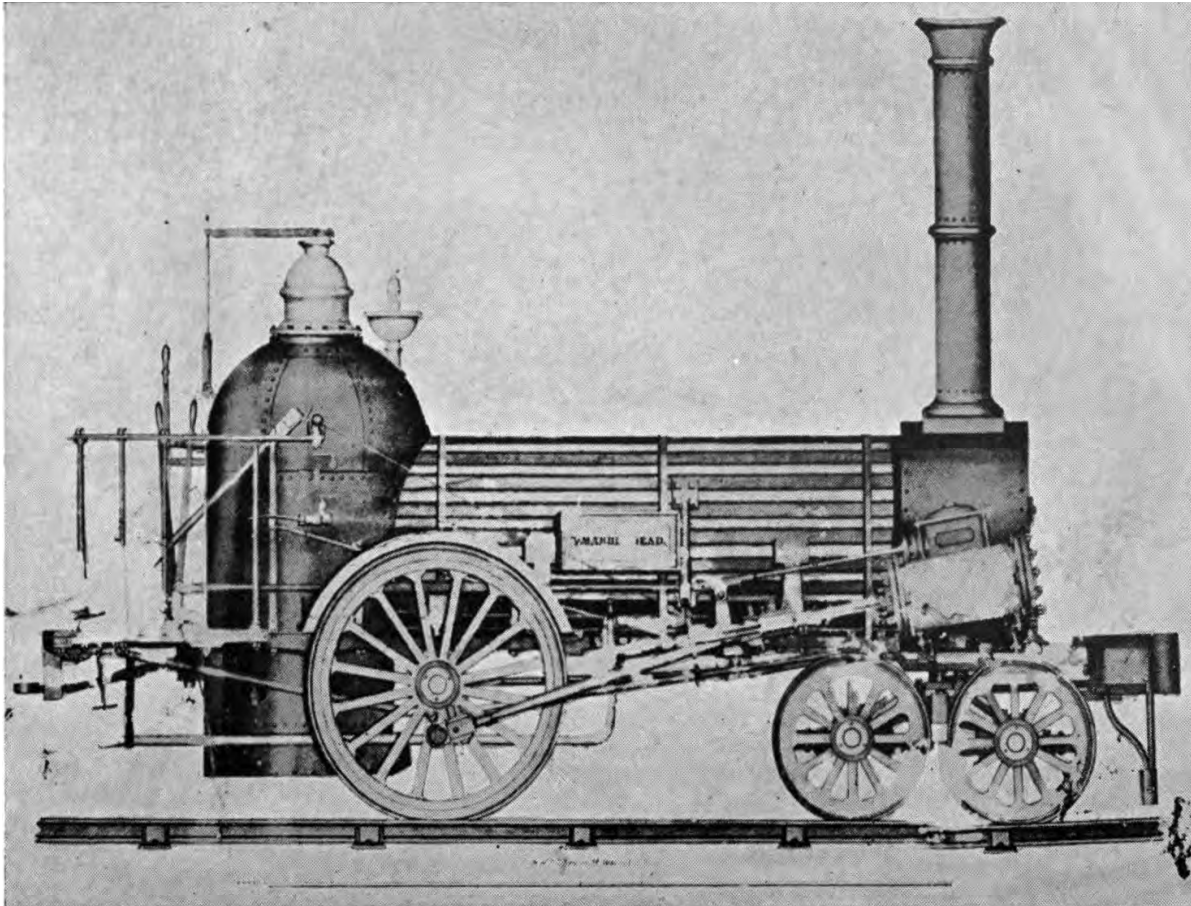
Very soon after the opening of the road to Salem, Marblehead, which was then a more important place commercially than it is to-day, determined to have a branch railroad to connect that town and Salem. Accordingly enough shares of Eastern Railroad stock were subscribed in Marblehead to entirely pay the cost of the branch (\$40,000), and as the main line could be utilized as far as Castle Hill in Salem, the new tracks only extended a little over three miles. In order to build at as little cost as possible, wooden rails capped with iron straps were originally laid down. During the construction of the main line these wooden rails had been used to run gravel trains on, and it was thought they would be heavy enough for a branch road. They were not serviceable, however, and in 1843 had to be replaced by new "chair" rails. The Marblehead branch was opened December 10, 1839, with five trains each way daily. The running time was fifteen minutes, and it remained that for over forty years. The fare to Salem was 12½ cents; to Boston, 62½ cents. Benjamin Thompson, who had formerly driven the Marblehead and Salem stages, was the first conductor (he was afterwards for many years the station-master at Marblehead), and Joseph E. Glover was the first engineer. The locomotive "Marblehead" was built for this branch line in 1839 by William Norris at Philadelphia. The picture shows it to have been a most curious looking engine and much smaller than the first used on the road. Its total weight was only 18,000 pounds, and the diameter of the single driver was but four and one-half feet. For a short time the Marblehead train ran through to Ipswich, but this was soon discontinued.



Map showing the location of the Eastern Railroad Depot, East Boston, 1852.

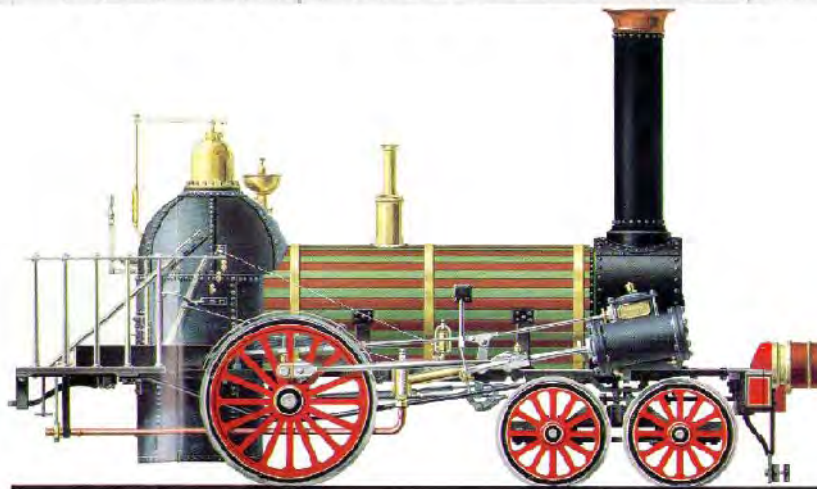


This railroad station in East Boston was built in 1842, replacing the second station which was destroyed by fire. Portion of a lithographic view of Boston in 1848, after a drawing by E. Whitefield.

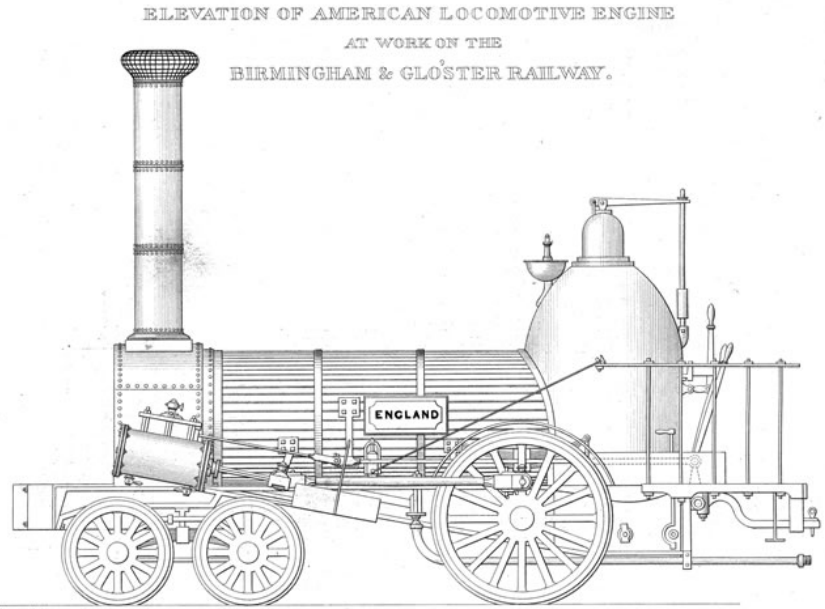


Locomotive "Marblehead", NO 5. Built in Philadelphia in 1838 by William Norris. From an imperfect but supposedly unique lithograph by J. T. Bowen Philadelphia now owned by Francis B. C. Bradlee of Marblehead. One book (Harlow) referred to the Marblehead as "... a funny little tea kettle of an engine with one car that made three trips daily."

NORRIS' LOCOMOTIVE WORKS.
BUSH HILL, PHILADELPHIA, Pennsylvania.



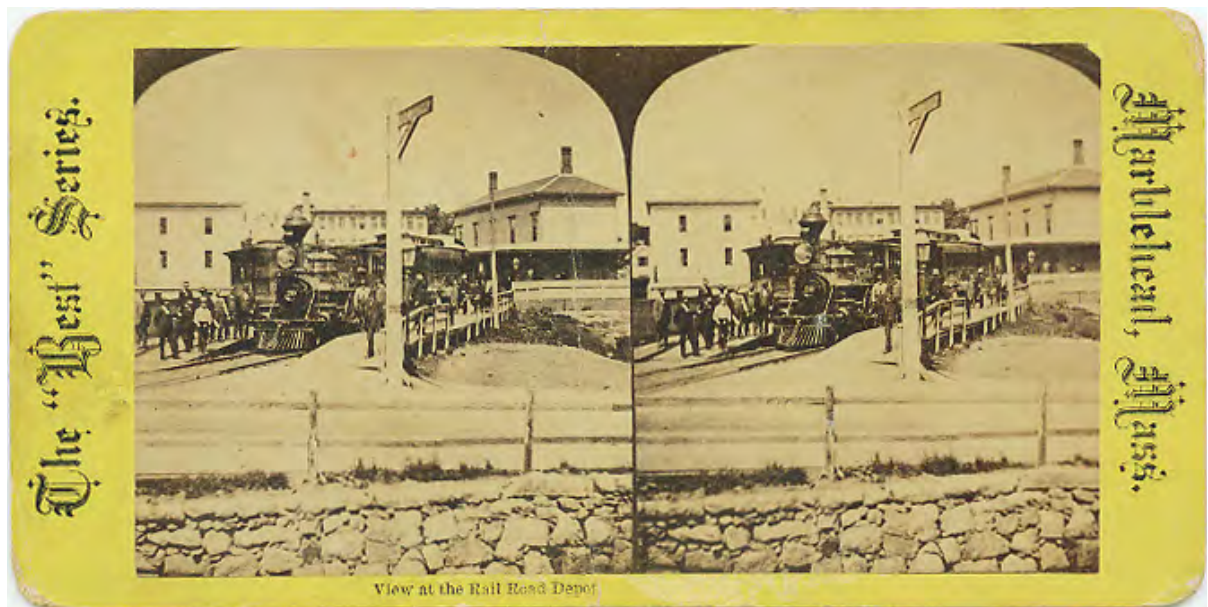
Early locomotives like the "Marblehead" were very colorful.



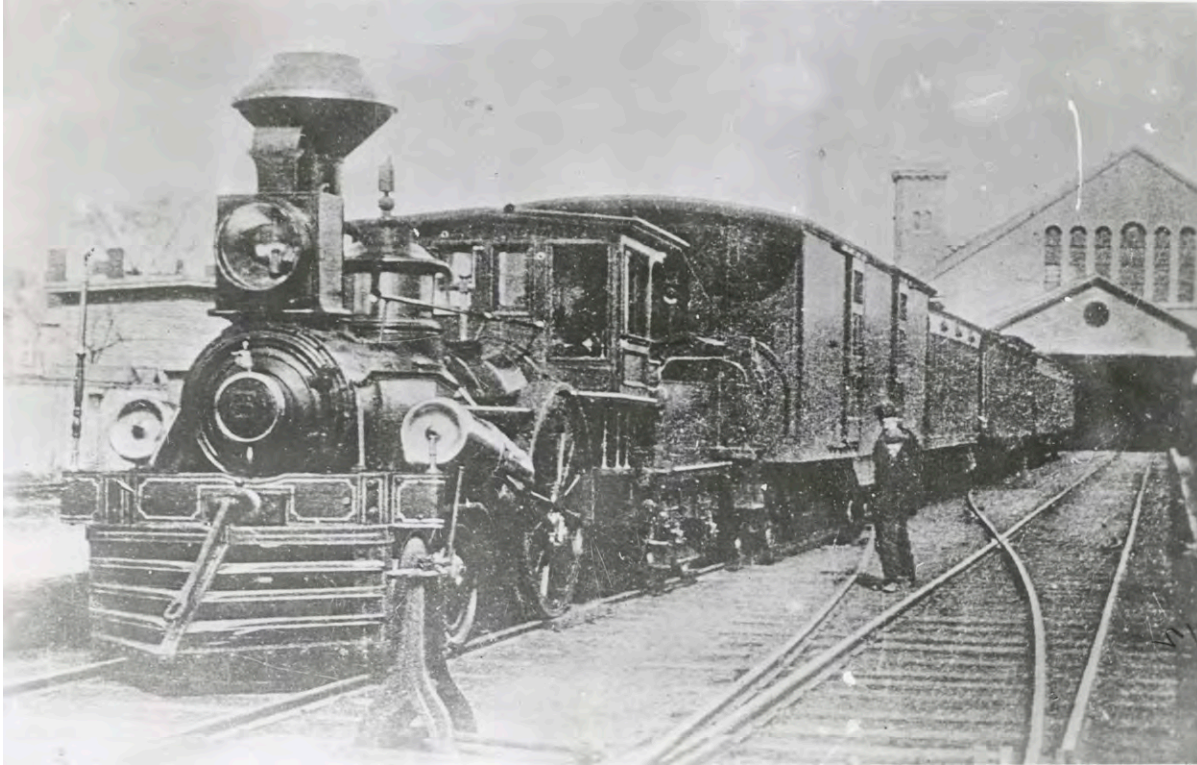
G.B.W. Jackson del.

Illustration by G. B. W. Jackson Del. http://en.wikipedia.org/wiki/File:England_locomotive.jpg

Other engines by the same company, including the first—The George Washington and the England—are almost identical to the “Marblehead.” They are technically classified a 4-2-0 locomotives having four leading wheels on two axles, two powered and coupled driving wheels on one axle, and no trailing wheels. This type of locomotive, often called a Jervis type, was common on American railroads from the 1830s through the 1850s.



A stereo card shows a train in front of the old station on Pleasant Street. This station was built in 1873 and burned down in 1877. The engine is the Eastern Railroad's 5 (2nd) a 4-2-0 named “Marblehead.”



STATION MASTERS

William E. Conly, a long-time selectman, has two ancestors who served as station masters. The first was his great grandfather John Calvin Adams and the second his grandfather Arthur S Adams. The grandfather was also a state senator and obtained state funding for the causeway and frequently had his good friend Calvin Coolidge visit his home in Marblehead.

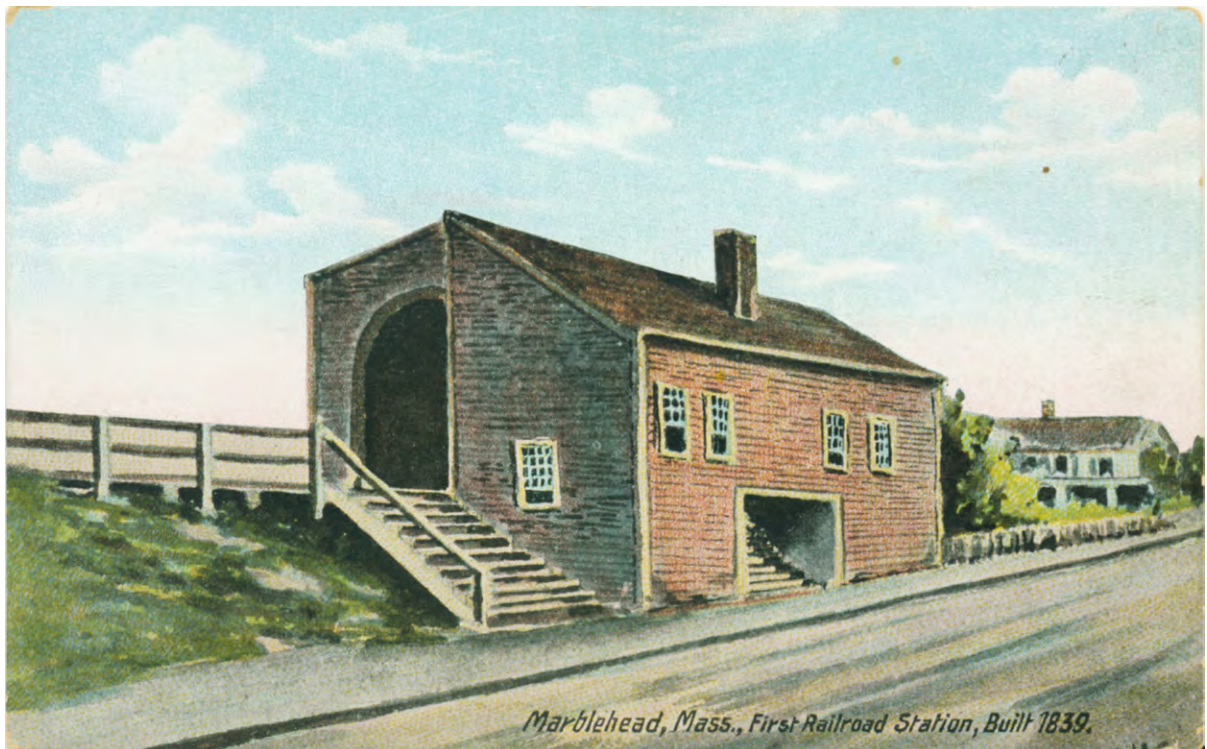
This photo shows the original locomotive "Marblehead" in front of the Salem station after it had been in service for some time and upgraded with a cab and tender. This locomotive was scrapped by the Eastern Railroad and never made it to the Boston and Maine takeover.

The first station in Marblehead stood very nearly where the present one does, but it was a much smaller building, with a flight of stairs running up on the inside. There were the usual swinging doors to close in the cars at night. The engine and freight house were a little way up the track. The turntable in front of the former was so small that every time the engine was turned around the tender had to be uncoupled from it. Probably a unique fact about the Marblehead branch is that in the first seventy-seven years of its existence it has had but four conductors, and two of these were father and son. Benjamin Thompson from 1839 to 1848 ; John Harris from 1848 to 1881; Thomas T. Lyon from 1881 to 1895 ; and John C. Harris from 1895 to date (1917). The following story related to the author by John C. Harris, is interesting as showing the crude way in which the early trains were sometimes run. On one occasion the train crew being short-handed, his father, then conductor, went to the Marblehead post-office for the mail and placed it on the train, sold the tickets in the depot, then got on the engine and coupled it to the car (there was only one in those days), being careful to tie down the pin so it would not joggle out. He then collected the tickets from the passengers before starting, and getting on the locomotive ran the train to Salem. Surely a case of "all in one" and "one in all"!

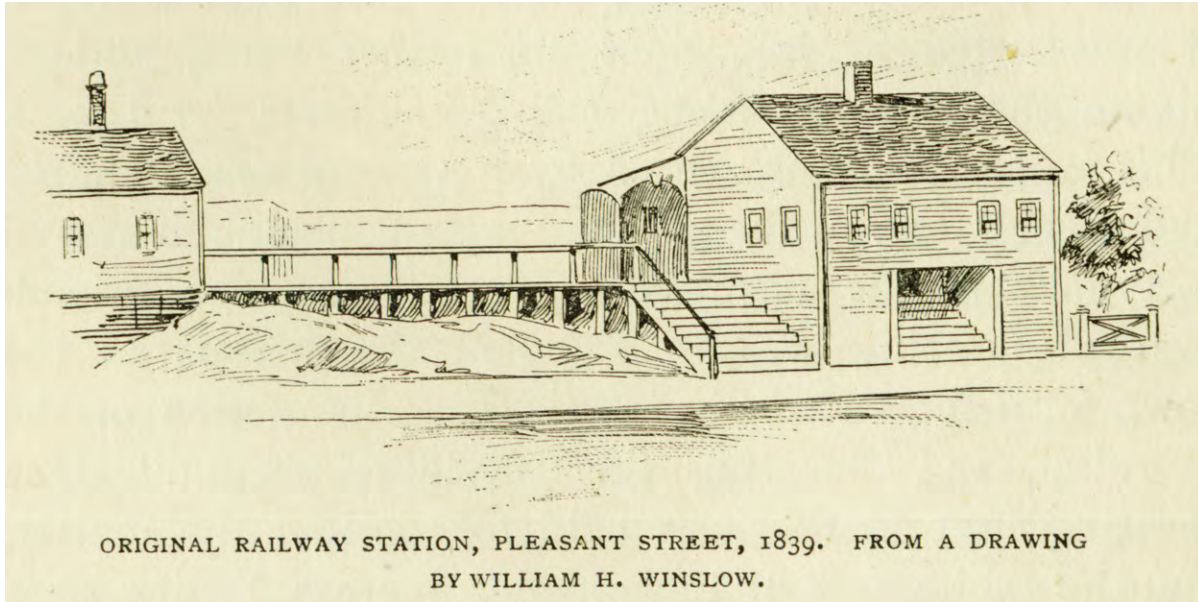
One source mentions about the first Marblehead station that "The Marblehead depot mentioned in the time table was not in Marblehead at all, but stood on the main road about where the present Swampscott cemetery now is. This building was afterwards moved back from the track and is still standing and in use as a dwelling house. A stage conveyed travelers to the town proper nearly five miles away."



In the old days, everything was recycled, even old train depots. This is the original, 1838 era Marblehead Station in Swampscott which was moved and converted into a home instead of being demolished when the first station was built in Marblehead, eliminating a long carriage ride from downtown to the train.



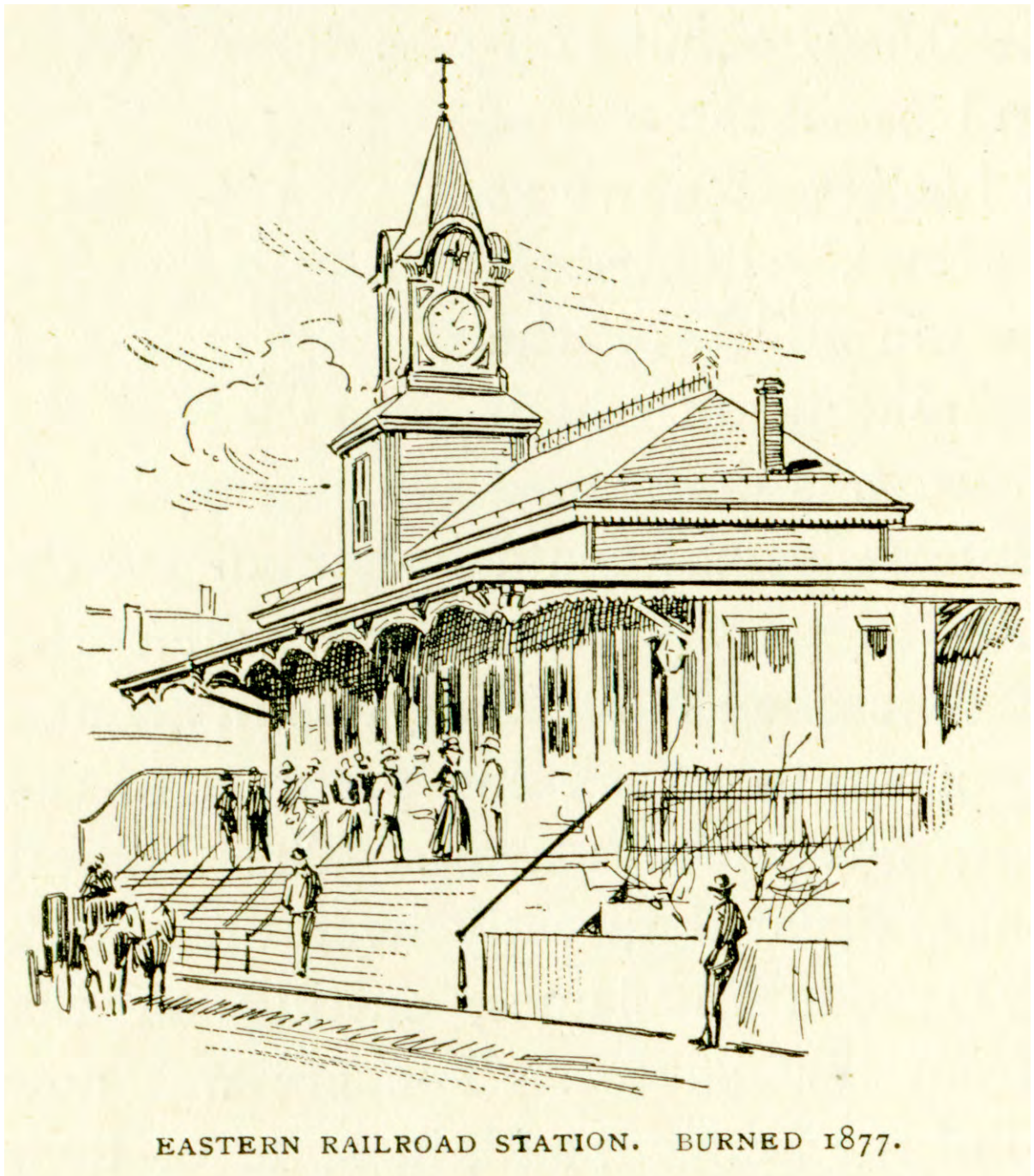
First railroad station at marblehead (1839-1873) on Pleasant Street—currently the site of the National Grand Bank. From a pencil sketch made about 1900 by T. Pitman and now in the possession of the Marblehead Historical Society.



The first station by William H. Winslow from Samuel Roads History and Traditions of Marblehead.



The second main station (1873-1877). Courtesy of Russell F. Munroe, Jr.



A line drawing made from the previous photograph showing the second train station—our most ornate. Unfortunately it burned down just five years after it was built.

The steamer "Escort" makes regular trips from the Neck to Marblehead, connecting with all trains of the Eastern Railroad. There are two branches of this railroad running into Marblehead, one being known as the "Swampscott Branch," which has its terminus at Lynn, and the other as the "Marblehead Branch," which terminates at Salem. (From Roads, A Guide to Marblehead)



The third main station (1878-1888). Courtesy of Russell F. Munroe, Jr.



The last of the four main stations (1890-1962). The waiting rooms, as first built, had no doors between them, but in 1917 the officials put up a partition separating the men's room from the women's. The radiator in the men's room was disconnected in the

PHILIP P. EUSTIS,

HACK & BARGE LINE.

Barges leave Marblehead for Lynn on Sunday at 8.30 A. M., and 4.15 P. M.

Leave Lynn for Marblehead at 9.40 A. M., and 5.40 P. M.

Carriages at the depot on the arrival of trains.

STEAMER ESCORT

Will ply between Marblehead and Marblehead Neck connecting with all trains.

The Steamer can be hired for Moonlight Excursions at reasonable rates. For full particulars apply to

Capt. E. A. Pitman, Jr.

WILLIAM F. SINCLAIR,

Hack and Barge Line.

Carriages always to be found at the depot in Marblehead.

Visitors will be taken to the Neck and all points of historical interest at short notice.

Orders by telephone or telegraph promptly attended to.

fall, with the result that the only heat was in the woman's room, which consequently had to be used by both men and women. The patrons of the road did not take kindly to this arrangement, but as the country was at war they did not try to change the conditions. (Salem Evening News, April 20, 1934)

The year 1848 marks the first serious accident on the Eastern Railroad. The presidential campaign of 1848 had nearly drawn to its close when, on Thursday evening, November 2nd, two large political gatherings were held, one at Salem and the other at Lynn. Daniel Webster was advertised to address the Whigs at Lynn, and Caleb Cushing the Democrats at Salem. Special trains were run to Salem from all the towns in the vicinity, including Marblehead. At that time, and until much later, the Marblehead branch train leaving Salem used the down track from Boston until it reached the junction at Castle Hill, nearly a mile from Salem. On this day the extra train for Marblehead left Salem just before midnight with over two hundred passengers on board. As it reached the junction at Castle Hill an extra train from Lynn, drawn by the locomotive "Huntress," No. 10, was seen approaching. The man in charge of the ball signals at this point became confused (there were those who said he was "under the influence") and hoisted the lights which gave the Lynn train the track. The result was a frightful collision. The Marblehead train was just entering the branch track and its locomotive, tender and forward cars were utterly demolished, six persons (Lord and Gamage, 165, say they were Marbleheaders) were killed and sixty-four on both trains were injured. The locomotive "Marblehead" was so badly damaged that it was broken up, and the locomotive "Sagamore" was rebuilt and renamed "Marblehead" to take its place. Engineer Glover jumped and was only slightly injured. Conductor Harris was standing on the platform and was thrown out at the side of the track, but not hurt. The coroner's jury at Marblehead, after an inquiry into the affair, severely censured the Eastern Railroad Company for carelessness in the management of its trains.

Another account (Felt) states that "In 1848 a train containing Marblehead passengers was nearly destroyed at Castle Hill within the limits of Salem, killing six passengers, and wounding forty more. In this case the railroad Company could only offer that a man was ordered to be at the spot in case the trains met at the switch, and stop one of them; but it was proven that the man was to perform this duty at midnight, and to encounter all the contingencies of a walk of a mile alone. He failed to stop the train, and the Company was held to have made insufficient provision, and paid heavy damages to the sufferers."

Finally Samuel Roads describes the crash "The presidential campaign of 1848 had nearly drawn to its close, when on Thursday evening, November 2, two large political gatherings were held at Salem. The Hon. Daniel Webster was advertised to address the Whigs, and Gen. Caleb Cushing the Democrats. Special trains were run to Salem from all the towns in the vicinity, and more than two hundred citizens of Marblehead availed themselves of the opportunity to listen to the eloquence of the great orators. At twelve o'clock that night, as the Marblehead train was returning from Salem, a collision took place with the down train from Lynn. The engine, tender, and forward car of the Marblehead train were utterly demolished. Six of the occupants of the car were killed, and five were seriously wounded. The killed were, Henry G. Trefry, Samuel Manning, John Stevens, Nathaniel Roundy, John Cross, and

One of the great Marblehead legends comes from the Town Meeting where they voted on the article to extend the train to Swampscott to support summer visitors and travel to Boston. One man supposedly stood up and said in opposition "I promise you that if you pass this article there will come a day when you'll walk downtown and meet someone you don't know." Insular huh?

John Cloon Russell. Mr. Benjamin F. Brown was maimed for life, having both legs broken. Messrs. Francis Curtis, Edmund Glover, Thomas Clothey, and Asa Hooper, were seriously wounded ; and several others, including the engineer, were slightly injured."

Marblehead Town Meeting voted funds to open a branch from Marblehead to Swampscott so areas in Devereux and Clifton would be better served, especially for summer folks who built tent and cottage encampments in these neighborhoods, just as they did on the Neck. However, the Eastern Rail Road Company took on the task themselves "The Swampscott branch from Marblehead to Swampscott, on the main line, a distance of about five miles, was opened for travel October 20, 1873. This made available for seashore residences large tracts of land that had hitherto been difficult of access. The stations were Devereux (not built until the road had been running a year), Clifton, Beach Bluff and Phillips Beach. All the depot buildings were paid for by subscriptions from the land owners along the line. "

Before the Eastern Railroad built the branch to Swampscott, Town Meeting approved a bond issue to have the Town build it. The originally planned route for this unbuilt version was described as follows: "The said company may locate, construct and use a railroad commencing at a point in the town of Marblehead on Washington Street near the termination of Middle Street, or on Darling Street, thence running by the northerly side of Roundey's Hill, thence running in a curve to the west and entering the valley lying midway between the shore line of the sea and the highway leading from Marblehead to Lynn, thence following the line of said valley to a point in the land of Horace Ware, thence curving so as to cross said highway from Marblehead to Lynn at a point near the boundary line between Salem and Marblehead, thence crossing the road that runs by land of John Phillips, at a point south of the house of said Phillips, thence following the general line of the valley and striking the track of the Eastern Railroad Company, at a point in Stetson's Farm, easterly of the Swampscott station on said Eastern Railroad."

On June 30, 1871 a succession of serious accidents affected very much the road's future history. The locomotive "Ossipee," No. 8, drawing the 1.45 P. M. train from Marblehead for Salem, left the track about a mile east of Forest River station and plunged down into the deep swamp by the side of the road. The baggage car (No. 8, built especially for the Marblehead branch, with seats for smokers along its sides) followed the locomotive, but on the other side, and after turning an almost complete somersault, also found a resting place in the swamp. Baggage-master Thomas T. Lyon escaped practically unhurt, but a boy named Bartlett who was in the car with him was instantly killed. Luckily the two passenger cars remained on the track.

THE END

According to members of the Boston & Maine Railroad Historical Society (<http://www.bmrrhs.org>) the engines Pacific 3662 and 3654 made the last steam runs on the Marblehead Branch on Monday morning, July 23, 1956. This is believed to have been the last revenue use of steam power on the Boston & Maine. The steam engines were replaced for a few years with self-propelled diesel railcars that didn't require a locomotive. Finally, on Friday June 12, 1959 at 7PM, the last train left Marblehead and the Swampscott branch was abandoned as was the Salem branch in 1962. In that same year the main

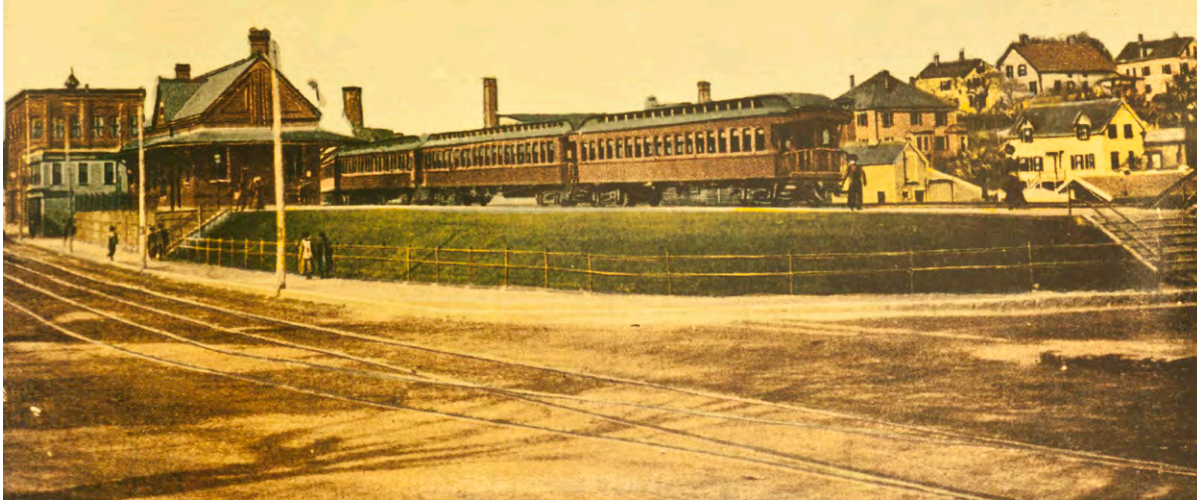
station was torn down to build the current National Grand Bank.



This is the last train to leave Marblehead carrying passengers. Russell F. Munroe Jr. took the picture, then rode the last train as far as Swampscott where his dad picked him up for the ride home.



The last train from a different angle.



The main station was beautifully landscaped in 1910 looking almost like a model train set.

A NEW BEGINNING

When the trains stopped running on Marblehead's tracks the rail bed was sold for \$1.00 to our Municipal Light Department and Water & Sewer Department. They have used the property to run utilities throughout town but have also used stone dust to create The Path on top of the old railroad bed. They have also replaced the two bridges along Lead Mills with pedestrian bridges. They also mow the entire length of The Path two or three times a year to keep down woody plants. No matter when they mow it they get complaints that they have damaged The Path.



An old sign heralds the conversion of the railroad right of way to a path—The Path.

THE TRAIN IN THE CIVIL WAR

The news of the fall of Fort Sumpter aroused the entire North to action. The great civil war which had so long been threatened could no longer be averted, and in every town and hamlet, from the Atlantic to the Pacific, the people rose as one man to defend the integrity of the Union.



“On the 15th of April, President Lincoln issued his first proclamation calling for seventy-five thousand militia for a three months' service. The news was received in Marblehead late in the afternoon of that day, and the three militia companies were at once notified by their respective commanders to be in readiness to take the early morning train for Boston. These companies were: The Marblehead Sutton Light Infantry, Company C, Eighth Regiment, commanded by Capt. Knott V. Martin; the Lafayette Guards, Company B, Eighth Regiment, commanded by Capt. Richard Phillips; and the Glover Light Guards, Company H, Eighth Regiment, commanded by Capt. Francis Boardman.

The morning of Tuesday, the 16th of April, broke cold and stormy. Notwithstanding the rain and sleet which rendered the cold weather uncomfortable in the extreme, the streets of Marblehead were filled with an excited throng of people. Wives and mothers and fathers and children were represented there in the dense crowd, all anxious to speak a farewell word to the soldiers on their departure. The first companies to leave town were those commanded by Captains Martin and Boardman, which marched to the depot and took the half-past seven o'clock train for Boston. Captain Phillips' company took the train which left Marblehead about an hour and a half later.

As the trains slowly left the depot, the cheers of the assembled multitude were reechoed by the soldiers in the cars. "God bless you!" "Good-by! re-sounded on all sides; and it was not until the last car had disappeared in the distance, that the great crowd began to disperse.

Of the arrival of the Marblehead companies in Boston, in response to the President's call for troops, there is little need for us to write. The testimony of such eminent witnesses as Adjutant-general Schouler, and General E. W. Hinks, cannot be disputed, and we quote it verbatim.

"There has been some controversy in military circles," wrote General Schouler, "as to which company can claim the honor of first reaching Boston. I can answer, that the first were the three companies of the Eighth Regiment belonging to Marblehead, commanded by Captains Martin, Phillips, and Boardman. I had been at the State House all night; and, early in the morning, rode to the arsenal at Cambridge, to ascertain whether the orders from headquarters, to send in arms, ammunition, overcoats, and equipments, had been properly attended to. Messengers had also been stationed at the different depots, with orders for the companies, on their arrival, to proceed at once to Faneuil Hall, as a northeasterly storm of sleet and rain had set in during the night, and had not abated in the morning. On my return from Cambridge, I stopped at the Eastern Railroad depot. A large crowd of men and women, notwithstanding the storm, had gathered there, expecting the arrival of troops. Shortly after eight o'clock, the train arrived with the Marblehead companies. They were received with deafening shouts from the excited throng. The companies immediately formed in line, and marched by the flank directly to Faneuil Hall, the fifes and drums playing "Yankee Doodle," the people following and shouting like madmen, and the rain and sleet falling piteously if to abate the ardor of the popular welcome. And thus it was the Marblehead men entered Faneuil Hall on the morning of the 16th of April.

The testimony of General Hinks, who at the breaking out of the war was Lieutenant-colonel of the Eighth Regiment, is interesting as an important historical statement, and is as follows:

"On Monday, April 15, 1861, at quarter-past two o'clock, in reply to an offer of my services made in the morning of that day, I received from Governor Andrew a verbal command to summon the companies of the Eighth Regiment, by his authority, to rendezvous at Faneuil Hall at the earliest possible hour. Leaving Boston on the half-past two o'clock train, I proceeded to Lynn, and personally notified the commanding officers of the two companies in that city, and from thence telegraphed to Captain Bartlett, at Newburyport, and Captain Centre, of Gloucester, and then drove to Beverly, and summoned the company there; and from thence hastened to Marblehead, where I personally notified the commanding officers of the three Marblehead companies. I found Captain Martin in his slaughter-house, with the carcass of a hog, just killed, and in readiness for the "scald." On communicating to the captain my orders, I advised him to immediately cause the bells of the town to be rung, and to get all the recruits he could. Taking his coat from a peg, he seemed for a moment to hesitate about leaving his business unfinished, and then turned to me, and with words of emphatic indifference in regard to it, put the garment on, with his arms yet stained with blood and his shirt-sleeves but half rolled down, and with me left the premises to rally his company.

"On Tuesday, April 16, I was directed to remain on duty at Faneuil Hall, and during the forenoon the following named companies arrived there and reported for duty, to wit.

"1. Companies C, Eighth Regiment, forty muskets, Capt. Knott V. Martin, and H, Eighth Regiment, Capt. Francis Boardman, both of Marblehead, which

place they left at half-past seven o'clock A. M., and arrived in Boston at about nine o'clock.

"2. Company D, Fourth Regiment, thirty-two muskets, Sergt. H. F. Wales, of Randolph, left home about nine o'clock, and arrived at about ten A. M.

"3. Company B, Eighth Regiment, forty muskets, Capt. Richard Phillips, of Marblehead, left home at nine o'clock, and arrived in Faneuil Hall about eleven A. M. . . . "

"The above is substantially a true record, as will appear by reference to the files of the 'Journal' of that date, and is prompted only by a desire to do justice to Captain Martin and the patriotic men of Marblehead, who, on the outbreak of the Rebellion, were the first to leave home, the first to arrive in Boston, and subsequently, under my command, the first to leave the yard of the Naval Academy at Annapolis, 'to repair and relay the track in the march through Maryland to relieve the beleaguered capitol of the Nation.'"

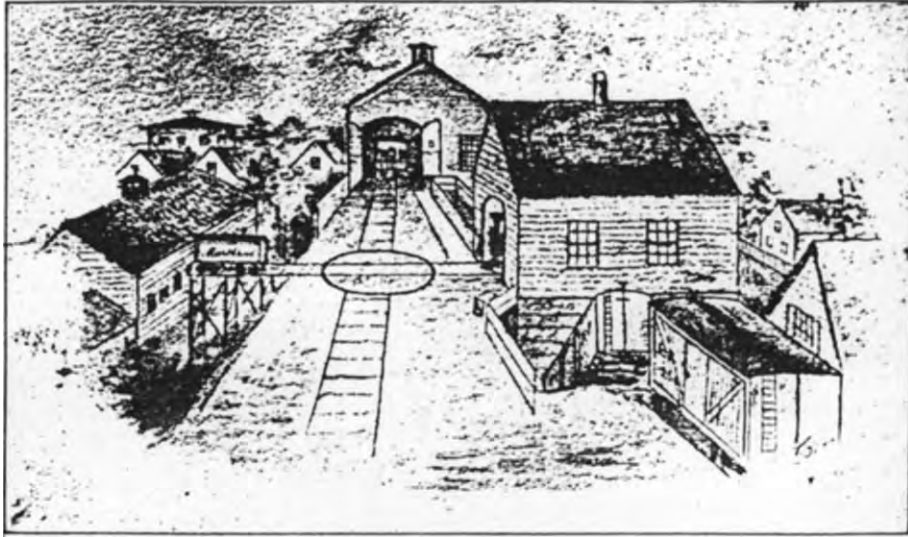
On the morning after the departure of the companies, thirty more men left Marblehead to join them. The greatest enthusiasm prevailed throughout the town, and men everywhere were ready and anxious to enlist. Of the patriotic spirit of the people, no better evidence can be given than that contained in the reply of Governor Andrew to a gentleman who asked him if any more men would be needed. For heaven's sake," replied the governor, "don't send any more men from Marblehead, for it is imposing on your goodness to take so many as have already come! "

From Roads *History and Traditions of Marblehead*, 1880 page 285

MARBLEHEAD RAILROAD TIME LINE

This time line is adapted from one edited and compiled by Bill Purdin at <http://www.legendinc.com/Pages/MarbleheadNet/MM/Articles/Time-line.html>.

- 1839—First railroad station built in Marblehead on Pleasant Street and the Eastern Railroad initiates service to Salem. This was the first of four Marblehead train stations.



This old illustration from an unknown source shows a small turntable in front of the first station. This location differs from the location of the turntable shown on maps in the early 1900s elsewhere in this book.

- 1848—First train wreck happened at the junction of the Marblehead Branch and Salem. Apparently switch was set wrong causing a northbound train to hit a southbound train head-on. Six people were killed and injured.
- 1873—On Monday October 19, 1873 the railroad branch from Swampscott opens with depots at Devereux, Clifton, Beach Bluff in Marblehead and Phillips Beach in Swampscott. The event was celebrated in an appropriate manner. Five hundred citizens were conveyed over the route in the first train and on its return a grand dinner was served at Allerton hall. The Marblehead band was in attendance and speeches were made by prominent citizens and invited guests.
- 1873—The second railroad station built on Pleasant Street. This one was bigger and much fancier with Gingerbread decorations enhancing the overhanging roof of the elevated wood framed depot, with a Victorian clock tower. Less than five years later it was destroyed in the first great fire (1877).
- 1874—Devereux Train Station built. It stayed in service for 85 years until 1959, when it was razed.
- 1878—The third train station is built on Pleasant Street. This station like its ornate predecessor was destroyed in fires to come in 1888.

- 1884—The Eastern Railroad was leased by the B&M.
- 1890—The fourth and last railroad station on Pleasant Street is built using brick with a slate roof in compliance with the Board of Selectmen's order that all construction in the downtown area be of masonry.
- 1884—the Eastern was leased by the Boston and Maine, and ceased to exist as an independent company.
- 1950—Train derailment on Swampscott branch.
- 1956—February 28 1956 at 8:20 AM a 4-car train rear ended a stopped 6 car conventional coach train just north of Swampscott station during a blinding snowstorm, killing 13.
- 1956— The Pacifics 3662 and 3654 made the last steam runs on the Marblehead Branch on Monday morning, July 23, 1956. This is now believed to have been the last revenue use of steam power on the Boston & Maine.
- 1957—The Boston and Maine railroad provides six trains each way on working days, and commuting time to Boston is about 35 minutes. There are three railroad stations within town limits. The changeover to modern air conditioned Buddliners is about half completed. Buddliners were self-propelled diesel railcars that didn't require a locomotive. "Marblehead Forever" 1649—1957, League of Woman Voters.
- 1959—On June 12, 1959 at 7 PM the last train pulled away from the station amid a banging of torpedos and blowing whistles. Passenger train service ends but freight continues.
- 1961—Swampscott branch abandoned.
- 1962—Salem branch abandoned.
- 1962—Main station torn down to build National Grand Bank.
- 1970s—The MBTA acquired the Eastern Railroad tracks along with the rest of the B&M, and ran commuter rail service to Swampscott and Salem but not to Marblehead.

ADDING JEWELS TO THE NECKLACE

This section was written by Freda Hoyt McGuire and Phoebe Hoyt Gemmell remembering the important role played by their mom, Marie Hoyt.

The Path may be the necklace, but for the jewels that hang from it we have the Conservation Commission to thank. Marblehead's Conservation Commission was started in 1961 by a Town Meeting vote. Soon after, Selectman transferred Town land, known as Wyman Woods, to their jurisdiction. The Commission's major focus during its early years was in acquiring land for conservation usage. Reginald Hartley, who served on the commission for 17 years, was one of the people who was quite instrumental in obtaining these parcels of land. Other Commission members at the time were George Page, James Storrow, Randolph Goodwin, and Margaret Stone. These members worked tirelessly in obtaining our five unique conservation areas including, in order of their acquisition, Wyman Woods, Steer Swamp, Ware Pond, Hawthorn Pond, and Forest River. These were acquired through Town purchases, eminent domain, or through generous private donations. By the early 1970s, the goal of acquiring new parcels of land was essentially complete.

The Commission's next major focus was on the preservation and improvement of the acquired areas. Also, the commission wanted to educate Marbleheaders on these precious natural areas that surrounded them. When one thinks of this stage of conservation awareness in Marblehead, prominent in one's mind would be Marie Hoyt. She was a pioneer environmentalist who honored and respected the land and its natural wonders. Throughout her life, she studied all different species of plants and animals, and loved to share her knowledge with others.

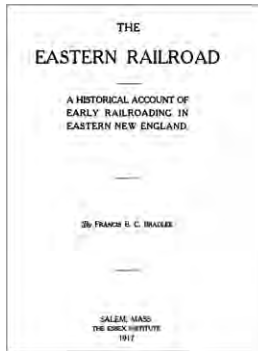


Marie Hoyt helping clean Redd's Pond.

Marie served on the Commission from 1975 through 1982. Some of her fellow members, also known for their dedication to conservation were Fred Sullivan, Elise Tuve, Tom Storer, Jeanne Yeaple, Rose Collins and Bill Purdin. Together they tried to spark Marbleheader's interest in exploring these open spaces. At least once a month, and often more times, Marie would urge folks to join her in walks around various conservation areas. She would call these walks perambulations. Many townspeople remember their splendid and informative walks with Marie. In 1977, on one of these late summer perambulations of Steer Swamp, she initiated a vegetable swap among the attending walkers. It was highly successful and truly was the precursor to today's farmers markets. Marie realized the need for community gardens so townspeople without a lot of land would have some place to grow their produce. In June of 1978, Marie started the Community Gardens that is still used On Evans Road. In the late 1990s Denny Curtin began referring to the old railroad bed as the "Emerald Necklace" because it connected so many of our conservation areas. Like in so many other areas, Marie had anticipated him, and had referred to this unique path in the very same terms. Marie was truly an inspiration to those who knew her and one of Marblehead's rare treasures. Her foresight and enthusiasm continue to guide those active in conservation work today.

During the development boom of the 1980s and 1990s, the role of the Conservation Commission changed dramatically. The commission has become increasingly involved in trying to enforce laws such as the Wetlands Protection Act. The Commission has become mired down in legal issues between homeowners, developers and feuding neighbors. With so much emphasis on monitoring building issues, the Commission is not left with much time or resources to maintain their open spaces. Happily the Marblehead Conservancy, Eagle Scouts, and other volunteers have stepped in to fill much of the void.

BIBLIOGRAPHY AND LINKS



- Boston & Maine Railroad Historical Society (<http://www.bmrrhs.org>)
- Bradlee, Francis Boardman Crowninshield. *Eastern railroad*. Melrose, Mass.: Panorama Publications, 1972. Print. (<http://books.google.com/ebooks/reader?id=X3wpAAAAAYAAJ&printsec=frontcover&output=reader&pg=GBS.PA28>)
- Bragdon, Joseph H. *Seaboard Towns; Or, Traveller's Guide Book from Boston to Portland*: Moulton & Clark, 1857. Print. (<http://ia700401.us.archive.org/20/items/seaboardtownsortoobrag/seaboardtownsortoobrag.pdf>)
- *Errata and Addenda* for The Central Mass that describes the last two steam locomotives to arrive in Marblehead. http://www.trainweb.org/bmrrhs/Errata/cm_errata.html
- Essex National Heritage Commission (<http://www.essexheritage.org/>)
- Felt, Charles Wilson. *The Eastern railroad of Massachusetts its blunders, mismanagement & corruption*. Liverpool (Lancashire: J. Green, 1873. Print.
- Harlow, Alvin F. *Steelways of New England*, New York: Creative Age Press, 1946. Print.
- *History Timeline Edited and Compiled by Bill Purdin* <http://www.legend-inc.com/Pages/MarbleheadNet/MM/Articles/Timeline.html>
- Lord, Priscilla Sawyer, and Virginia Clegg Gamage. *Marblehead; the Spirit of '76 lives here*. [1st ed. Philadelphia: Chilton Book Co., 1971, 1972. Print.
- *Marblehead Emerald Necklace Facebook page* (<http://www.facebook.com/pages/Emerald-Necklace/168816666567379>)
- Roads, Samuel. *The history and traditions of Marblehead*. Boston: Houghton, Osgood, 1880. Print.
- Salem Deeds *Atlas of Marblehead 1881*. http://www.salemdeeds.com/atlasses_results.asp?atlastype=Atlases&atlas=MARBLEHEAD%201881&pageprefix=&atlastown=MARBLEHEAD
- Salem Deeds *Atlas of the Town of Marblehead, 1912* http://www.salemdeeds.com/atlasses_results.asp?atlastype=Atlases&atlas=MARBLEHEAD%201912&pageprefix=&atlastown=MARBLEHEAD
- "Salem Train Wreck, 1848." *Boston Travel and Tourism Guide, Enjoy your Vacation in Historic Boston MA*. N.p., n.d. Web. 13 Feb. 2012. <<http://www.celebrateboston.com/disasters/salem-train-wreck-1848.htm>>.
- *Steam train sounds* on YouTube linked to from page 10 (<http://www.youtube.com/watch?v=wqO2HC1QYuc&feature=related>)