

Town of Burlington Image Collection--Transportation

139 *Woman at the streetcar stop at the corner of Winn St. and Sears St., ca. 1910.*

2 photographs : b&w.

Forms part of: Archives/Historical Commission Image Collection (item 139a) and Fogelberg Collection (item 139b).

Transfer; Historical Commission; 1999.06 (item 139a) and gift of John Edward Fogelberg; 2000.08 (item 139b).

No access restrictions.

Cite as: Archives/Historical Commission Image Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, May, 2000 (1200 dpi) from original (item 139a).

Note on verso reads: George from Flossie. There were two waiting rooms on the Burlington streetcar lines; the other was opposite Winn St. on Cambridge St. See Landscapes: item 518 for a ca. 1905 description of the walk from the streetcar.

Sept. 1901 the first Boston and Lowell Street Railway streetcar ran from Lowell to Woburn, with president and prominent businessman, Thomas I. Reed, among the first passengers. The route from Woburn to Burlington ran along Winn St. to Center St., up over Bennett Hill and down Bedford St. to Church Lane. The tracks continued right along Church Lane down the hill to Cambridge St., where the line continued to Billerica. Burlington residents were opposed to the route running through the center of town.

In 1906, the Boston and Northern Street Railway built tracks from Woburn to Burlington; the route went along Winn St. to Cambridge St., then followed the old line into Billerica. The company built Sears St. from Center to Winn St. and built a waiting room at the foot of Sears St. and Church Lane, near the corner of Cambridge and Winn St. (Dunham, pp. 78-79).

The Boston and Northern Street Railway was purchased by Eastern Massachusetts Street Railway Company. In 1919-1920, the BNSR increase the fares so much that Burlington residents refused to ride the railway. The company decided that they would continue to run for a short while, until other arrangements could be made. The line was discontinued in 1921, and buses replaced the street cars. For a short while the bus service was privately run by a Burlington resident, Mr. Plugis, then the line was turned over to the Lowell Bus Company and then the Eastern Massachusetts Street Railway Company. EMSRC buses ran until 1930. It appears that even when EMSRC was running the buses, the fares were too high for the tastes of Burlington residents. Feb. 27, 1927 Town Meeting directed the Selectmen to "confer with the Eastern Massachusetts Street Railway Company with regard to the outrageous fares charged within the limits of the town" (article 18, pp. 136, 144). The vote was 91-0. The Holland Brothers assumed the route in 1930 (Dunham, p. 79). For more information, see History of Burlington, 1640-1950, pp. 78-79 and "Hello! Burlington!" Woburn News July 13, 1901.

Photograph is backed with cardboard.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000) and John Edward Fogelberg, Woburn Daily Times, Burlington edition, August 28, 1984 (JEF 269) and October 27, 1992 (JEF 694).

146 Street car conductor and passenger going to Woburn, ca. 1910.

1 photograph : b&w.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, May, 2000 (1200 dpi).

For more information, see the photograph description for Transportation: item 139.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000).

147 Lowell and Boston Street Railway streetcar and conductors, ca. 1910s.

1 photograph : b&w.

Forms part of: Fogelberg Collection.

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Electronic scan. Scanned at: Burlington Archives, May, 2000 (1200 dpi).

For more information, see the photograph description for Transportation: item 139.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000).

158 Pinehurst scrapbook, 1901.

1 scrapbook and 14 blueprint images.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, May, 2000 (1200 dpi).

Burlington was a popular stopping point for trolleys running to Pinehurst, in nearby Billerica. The trolleys promoted summer country outings along Winn St. (and other new lines) north to Pinehurst, a popular resort overlooking the Shawsheen River in Billerica. Pinehurst had an amusement area with swings and picnic tables and kiosk stands for ice cream and popcorn. Pinehurst also had a theatre and a dancehall. City residents would take the trolley; the Owl car would leave Billerica just before midnight, in order to catch the last car from Woburn for Sullivan Square in Boston (John Goff's Historic Resource Survey Final Report, pp. 19, 36 and Fogelberg, p. 225).

For more information, see the photograph description for Transportation: item 139.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000).

418 [Frank Lounsbury] Barnaby's bus [transporting children to school], 1902.

1 photograph : b&w.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, August, 2000 (1200 dpi).

March 1899, town meeting allocated \$400 so "that the scholars be transported from the outside of the town to the school in the center." Service started during the fall of 1899. Frank Lounsbury Barnaby (b. ca. 1865) carried the greater number of students and Charles Foster carried the remainder. During the early 20th century, Joseph Howe took over the transportation duties, using a vehicle that is commemorated as the barge, a four-wheeled, glassed-in vehicle drawn by two horses. JH lived on Cambridge St., at the corner of the Burlington Mall Rd.

Frank Lounsbury Barnaby was born ca. 1865 in Nova Scotia, the son of Jesse Barnaby and Martha Turner Barnaby. FLB married Mary C. Jennings, the daughter of William Jennings and Susan Howard Jennings in Burlington on November 29, 1888; MCJ was born in Peabody, Mass. By the 1900 census, the couple rented a house next door to the family of David E. Barnum (b. 1864). The Barnum house (176 Mill St.) stood on the site of the old Simonds' mill on Wood Hill Rd. (now known as Mill St.) and was the location of the 1930s Works Progress Administration (WPA) so-called water hole; the water was used for the Burlington call fire department. The property belonged to the Simonds' family from the late 18th century-ca. 1840; Miller family, 1840-1873; and ca. 1880s-1950 to the Barnum family. The Barnum house was transferred to Stanley P. Henry in 1950. For more information on the Barnum family, see Fogelberg's August 11, 1987 article.

By 1900, the Barnaby's had five children: Howard Barnaby (b. 1889); Jesse F. Barnaby (b. 1891); Arthur J. Barnaby (b. 1893); Martha T. Barnaby (b. 1894); and Hamlet L. Barnaby (b. 1899) (Fogelberg, p. 249 and Fogelberg, Woburn Daily Times Chronicle, February 11, 1986, Woburn Daily Times Chronicle article, August 11, 1987, 1900 federal census records and 1960 street list).

This appears to be an earlier image of the vehicle identified as the barge in Buildings and businesses: item 7

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000) and John Edward Fogelberg, Woburn Daily Times, Burlington edition, February 11, 1986 (JEF 344).

428 Chief Malcolm MacEachern showing off the new Police Dept. cruiser in front of the second town hall, 1946.

1 photograph : b&w.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, August, 2000 (1200 dpi) from a copy photograph. It appears that the copy photograph was made from a newspaper clipping.

The 1946 Police Dept. annual report notes that the 1946 Ford cruising car was received August 19, 1946 from Clark and Cook (West Medford, Mass.) "fully equipped and lettered." For more information on the second town hall, see Buildings: item 17.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000) and John Edward Fogelberg, Woburn Daily Times, Burlington edition, November 26, 1985 (JEF 333).

451 Burlington Fire Department truck, ca. 1930s.

1 photograph : b&w.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, September, 2000 (1200 dpi) from a copy photograph.

Note on verso: the engine with the pump behind the driver's seat.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000) and John Edward Fogelberg, Woburn Daily Times, Burlington edition, January 18, 1983 (JEF 187).

474 *George F. Shaw and the rural free mail delivery cart (attrib.), 1907.*

1 negative : b&w ; 120 mm.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Silas Cutler was appointed postmaster in 1832; prior to that mail was routed through the Woburn post office. The post office was located at the Cutler general store until it was relocated to the town hall in 1879, where it remained until 1898. Cutler resigned from his post in 1881 and was followed by George F. Shaw (d. 1911); GFS was the town's first rural free delivery postman. Rural free delivery was not authorized until 1896 and the Burlington post office was abolished in 1898. By 1900, Burlington became one of the first routes out of Woburn, Mass. Following GFS' death, Arthur Nichols (1883-1953) became the local carrier. AN retired in 1943 and was followed by Bernard Ferrin and Albert Walsh in 1948. The town did not regain a post office until 1955, when Ted Murray built a building for the U.S. Postal Service to lease. This building later became Givens Flower Shop. The current post office occupies the location of Ralph Nazzaro's house; this was once the location of the Chapman's house and was the location of the Rogan barn, prior to the destruction of the barn's destruction by fire.

Published in: Burlington Town Archives. Guide to Image Collections (Burlington, Mass.: Burlington Town Archives, 2000).

515 *Burlington Dept. fire truck, ca. 1970s.*

1 photograph : b&w.

Forms part of: Fogelberg Collection.

Gift of John Edward Fogelberg; 2000.08.

No access restrictions.

Cite as: Fogelberg Collection (item xxx), Burlington Town Archives, Burlington, Massachusetts.

Electronic scan. Scanned at: Burlington Archives, November, 2000 (1200 dpi).

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