

Last Trip Made on Trolley

Line to Chelmsford Centre

7/12 '35. (Friday) Lowell Courier-Citizen.

Buses to Start Service Today Over Line in Use More Than 40 Years--Former Days Recalled

The transition from cars to buses has been so gradual that the complete change will cause but little comment.

For the present the time schedule for the buses will be the same as that of the electric cars, but Manager Joseph F. O'Donoghue stated that he expected by Aug. 7 to have all buses and no electric cars and at that time it was probable that the schedule would be changed.

The accompanying picture was taken Sunday, Feb. 3, 1935, near the Adams library and shows the big E-40 snow plow forcing its way through the snow piled on the right of way as a result of the 18-inch storm of Jan. 23. It was its last appearance in Chelmsford and the motorman, George Niles of 14 Harvard street, Lowell, required much patience and a lot of time before it was possible to reach the end of the line.



A COOLING SCENE FOR MID-JULY.

Depicted above is the last snowplow to run on the Chelmsford Centre trolley line, which was closed last night. The picture was taken Feb. 3, 1935, and shows one of the big E-40 plows trying to force its way through snow piled on the right of way as a result of the 18-inch storm which fell in late January.

When Mark Keefe, an operator for many years for the Eastern Massachusetts Street Railway, shifted the trolley on the electric car at the end of the Chelmsford Centre line at 11:55 o'clock last night, took his position as motorman, threw the switch and started back for Lowell, he was making history. It was the last passage of a car over the line established more than 40 years ago, for beginning this morning, buses will take their place. William Conroy will have the honor of driving the first bus in instituting the service, on the early trip this morning.

While many will regret the passing of the electric cars, the change will not be so radical as when they took the place of the old "scoot" trains on the N. Y., N. H. & H. railroad in providing transportation to the city.

When the electric car tracks were laid to the present terminus, the line was ready for business except for the "frogs" used for crossing the N. Y., N. H. & H tracks on the Lowell road. Cars were then run to that point and patrons cheerfully walked between there and the village for several weeks, paid 10 cents fare to the Lowell line and 10

cents more to get into the city. Later a five cent fare was established (when light opera was being presented at the summer theatre at Lakeview — Raymond Hitchcock, Jennie Corea, Bertoto, et als of pleasant memory) and by leaving the Centre between the hours of 5 and 7 o'clock in the evening, one had the privilege of a transfer, thereby riding all the way to Lakeview for a nickel.

At first the road was known as the Lowell and Suburban, then the Boston and Northern, later the Bay State, and finally the Eastern Massachusetts.

Film and Picture of E-40 Snow Plow of Eastern
Massachusetts Street Railway, clearing track at
Chelmsford Centre Feb. 3, 1935, following bliz-
zard of Jan. 23. Last appearance in Chelmsford.
Motorman George Niles of 14 Harvard Street, Lowell.
Electric car service abandoned July 11, 1935.
Last car at 11.55 p.m. Mark Keefe, motorman.



