

1: BOSTON & ALBANY RAILROAD

The Boston and Albany Railroad (reporting mark B&A) was a railroad connecting Boston, Massachusetts to Albany, New York, later becoming part of the New York Central Railroad system, Conrail, and CSX Transportation.

Emily Moser 14 Comments As we complete our journey along the abandoned Upper Harlem Division, it is worth taking a moment to look at the timetables printed for the line. The tall size seen in a later timetable was standard for many years, and it featured the additional trains offered beyond Chatham to Pittsfield and North Adams. Moving on, we continue our tour north of Hillsdale, heading towards Craryville. For much of its route, the Harlem Division follows New York State Route 22 northward, but after arriving at Hillsdale the route turns in a westward direction to follow Route 28. When the Harlem Railroad was established through Columbia County, the station here went by the name of Bains, for hotel owner Peter Bain. When the land was purchased by Peter Crary, the station became known by a new name – Craryville. Gail Borden, who constructed his first successful milk factory along the Harlem in Wassaic, also had a processing plant here in Craryville. This was one of many plants located along the line, and used it for freight. The old station house still exists, but is privately owned. Harlem Division engineer Vic Westman was quite the talented artist, creating many drawings and even paintings of the rails he worked, sometimes just from memory. For many years he even had a small studio on the sixth floor of Grand Central Terminal in which to work during his long swing time. The name Martindale derives from John Martin, on whose land the original Martindale station was built upon. It was never an extremely prominent station, and by it was just a mere flag stop on the line. Martindale met its end years before the rest of the line, and was eliminated in 1962. The station building itself was dismantled by a railroad employee in that year. Martindale Today South of where Martindale station was lies an overpass where the railroad traversed over Route 28. In fact, little even bears the name Martindale besides the Martindale Chief diner, located next to the Taconic. About 10 miles from Grand Central is the station of Philmont. Philmont was historically one of the larger communities that that the Harlem ran through, and was rich with industry. Several mills were located in the town, and they of course used the railroad for freight. Postcard of Philmont at left from the collection of Steve Swirsky. The Empire House, the aforementioned railroad hotel, lacks the porches it had in historical images and may be a bit beat up, but it is one reference to the railroad that ran through town. It is a nice vestige of the railroad in Ghent, and most certainly an old one. Just under 10 miles from Grand Central lies the second to last station on the Harlem – Ghent. The station itself was shared with a short branch of the Boston and Albany. The railroad crossed over New York State Route 66 just south of the station. Ghent Today Splitting off from Route 66 at the center of Ghent is Railroad Avenue, which still exists today, although with no railroad to be seen. Appearing in many historical photos of the station is the Bartlett House, which was a railroad hotel, and still stands today. The New York and Harlem Railroad always seemed to be a modest affair. Some railroads chose grandiose names for themselves, dreaming of the locations that they would one day reach and often fell short of – the New York, Boston and Montreal Railway comes to mind, but when it was chartered in 1826, the Harlem only planned to be a link from the core of New York City to Harlem just a bit further north. The original plan was to connect with the New York and Albany Railroad at Harlem – except that railroad was never completed. In their absence, the Harlem was granted the right by the state legislature to build into Westchester in 1832, and all the way to Albany in 1841. Despite that right, the Harlem gradually extended north, and instead chose Chatham to be its terminus. A fence has been put up to separate the former Union Station from the remaining tracks, which somewhat mars the attractive vista of yesteryear. The mile marker for mile 10 – the end of the Harlem – has been saved and transplanted to a garden in front of the Chatham firehouse. But two towns along the route provide an interesting look back and allow us to compare today and yesterday. Both Philmont and Ghent had railroad hotels that were established close to the tracks. Because of that proximity to the rails, the buildings appear in many old photos – which makes a comparison especially moving. The two hotels may have come to town because of the trains, but they managed to outlive the demise of the Harlem itself. After the hotel was long gone, the building was converted to serve as a textile manufacturing facility. They added a 30 foot by 70 foot

section to the building, which included a kitchen. Though the main structure of the building is similar to the above historical view, the original porches are gone from the building. The addition made by the American Legion is also apparent to the left of the building. The building itself gives us a point in which to gather our bearings, and highlights the absence of the railroad, and the old rail depot. The hotel hosted teachers, traveling salesmen, and plenty of other rail passengers – it was even captured by the lens of famed photographer Walker Evans. Besides the hotel, the building contained a dining room and a ballroom, occasionally the site for brawling politicians. Though part of the building is blocked by the train in our historical photo, the Bartlett House looks very much as it did when first built – in the front porch was redone based upon historical photos. Many of the physical stations may be gone, but there is surprisingly quite a bit that can be found that reminds us that there was a real railroad that once ran through here. In fact, much of the former route can be seen visually from satellite maps – there is an obvious swath of barren land that marked where the rails once were. That, of course, may one day fade. But if the Harlem Valley Rail Trail Association has their way, the entire route of the former Upper Harlem Division will at least be preserved as a trail, which I suppose is better than being forgotten entirely.

2: Boston and Albany Railroad Map Collection

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The film was processed in Kodak HC, dilution B 1 part developer to 32 parts water at 70 degrees F, for 6 minutes using three agitation inversions every seconds. Mass-Central works north of Gilbertville on July 10, This set up procedure takes just a few seconds, and I can switch back to color quickly and easily whenever I choose. Working with the Rolleiflex is more cumbersome; the camera is klutzy to load, it only makes 12 frames per roll of film, and the film takes about an hour to process in the darkroom dry to dry. Then I need to cut and sleeve the negatives and then scan them for presentation here. Yet, I still do this. I have five reasons: I have the cameras, the film, the darkroom and the skills to get great results. I process my film using a two bath fixer, permawash and rinse for 15 minutes in clean running water. They are stored in archival sleeves. Barring the unforeseen, the negatives I processed should still be in good condition for viewing in 50 to years, maybe longer. This last point is not true with digital photos. I make three backup copies of every digital image and store them in separate locations, but digital remains an ephemeral media. Hard drives, DVDs and all other existing means of commercially-available digital storage will, in time, go bad. Hard drives can fail, suddenly, completely and without warning. The information will be lost. The photos will vanish. Mass-Central at South Barre, Massachusetts. A cropped section of the above photo, enlarged to show detail. One of the flaws with WordPress web media is that images are automatically compressed which lowers the quality for ease of display.

3: Boston and Albany Railroad | Revolv

The Boston and Albany Railroad was a railroad connecting Boston, Massachusetts to Albany, New York, later becoming part of the New York Central Railroad System. Passenger service is still operated on the line by Amtrak (as part of their Lake Shore Limited), and the MBTA Commuter Rail system uses the section east of Worcester as their Framingham/Worcester Line.

I would strongly support splitting the article. Very difficult to read article and quite confusing at times. I notice the image page specifies that the image is being used under fair use but there is no explanation or rationale as to why its use in this Wikipedia article constitutes fair use. In addition to the boilerplate fair use template, you must also write out on the image description page a specific explanation or rationale for why using this image in each article is consistent with fair use. Please go to the image description page and edit it to include a fair use rationale. Using one of the templates at Wikipedia: Fair use rationale guideline is an easy way to insure that your image is in compliance with Wikipedia policy, but remember that you must complete the template. Do not simply insert a blank template on an image page. If there is other fair use media, consider checking that you have specified the fair use rationale on the other images used on this page. Note that any fair use images lacking such an explanation can be deleted one week after being tagged, as described on criteria for speedy deletion. If you have any questions please ask them at the Media copyright questions page. In particular, for each page the image is used on, it must have an explanation linking to that page which explains why it needs to be used on that page. That this article is linked to from the image description page. This is an automated notice by FairuseBot. For assistance on the image use policy, see Wikipedia: If so perhaps this calls for a redirect. But I came here for one fact, and, typical of my luck, it is the very one missing. Yet it is pivotal: All we get is this ellipsis: And check for other instances for missing dates. I am working on a rewrite that addresses this and some other issues raised below. Risk Engineer talk When the line opened it was the first trunk line built in the US that was meant to be operated with locomotives all the way. On one hand, the Western probably had enough in its four decades of existence to merit a separate article. I will rework the material into the current article and see what everyone thinks Please take a moment to review my edit. If you have any questions, or need the bot to ignore the links, or the page altogether, please visit this simple FaQ for additional information. I made the following changes: As of February, "External links modified" talk page sections are no longer generated or monitored by InternetArchiveBot. No special action is required regarding these talk page notices, other than regular verification using the archive tool instructions below. Editors have permission to delete the "External links modified" sections if they want, but see the RfC before doing mass systematic removals. If you have discovered URLs which were erroneously considered dead by the bot, you can report them with this tool. If you found an error with any archives or the URLs themselves, you can fix them with this tool.

4: boston and albanÿ " I Ride The Harlem Line"

"The sleeping cars in service on the Boston & Albany Railroad are of the latest and best designs." This is an example of the lunch basket you could order on the Boston and Albany. The train crew would take everyone's orders and telegraph them ahead, for pickup at the next station stop.

A westbound freight train leaves Springfield, Massachusetts on August 22, 1832. Construction began in 1831, and the Eastern Division to the Connecticut River in Springfield opened on October 1, 1832. On October 4, the first train ran along the full route. Construction began in December and the line opened from Greenbush east of Albany to Chatham on December 21, 1832, and to the Massachusetts state line on September 12, 1833. It was leased to the Western Railroad for 50 years from November 11, 1833. This railroad replaced the Hudson and Berkshire Railroad east of Chatham, which was abandoned around 1830. Two mergers, on September 4, 1834, and December 28, 1834, brought the three companies together, along with the Hudson and Boston Railroad a branch to Hudson, New York " see below into one company, known as the Boston and Albany Railroad. By as many as 35 trains traveled the Circuit daily, providing superior commuter service. In 1835, the new South Station union station opened in Boston, a few blocks northeast of the old terminal. By the early part of the 20th century, commuter rail service was provided east of Worcester, with intercity rail continuing on west. Service beyond Framingham was discontinued October 27, 1962, as the state did not subsidize it. Conrail took over Penn Central on April 1, 1976. On September 26, 1976, some rush hour trains started to serve Worcester on Conrail trackage which became CSX trackage on June 1, 1982, extending to other times beginning on December 14, 1982. Branches Cover of pocket timetable, Grand Junction The Grand Junction Railroad was chartered in 1832 as a reincorporation of the Chelsea Branch Railroad, meant to connect the lines north and west of Boston. The Eastern Railroad leased the line from 1832 to 1833, using part of it as their new main line. It opened in 1833 in Newton Lower Falls. The short 1. At some point it was realigned to split at Riverside. Saxonville The Saxonville Branch opened in 1833, running 3. Framingham The Framingham Branch opened in 1833, running 2. The Agricultural Branch Railroad was incorporated in 1833 and opened in 1834, continuing the branch to Northborough, and to Pratts Junction in 1835. This company also used the Framingham Branch as part of its main line. Milford In 1833, the The first section, from Palmer to Gilbertville, opened in 1833, and the rest in 1834. The majority of the line was closed in the 1960s due to the formation of the Quabbin Reservoir. Construction began in 1833 and was completed in 1834. The company was leased to the Berkshire Railroad, along with the connecting West Stockbridge Railroad, in 1834, but was bought by the Western Railroad in 1835. Current Accessibility All stations from Yawkey east and West Natick west are handicapped accessible; the ones in between are not. See also MBTA accessibility.

5: Boston & Albany Hobbies

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6: Boston and Albany Railroad Company and South Station

Boston & Albany R. R. - Boston Yard and Construction of South Station, Boston, Mass. are two distinct collections of cyanotype photographs recording the railroad infrastructure in Boston in the 1830s.

7: Boston and Albany Railroad - Wikipedia

Halfway Point Between Boston, MA and Albany, NY. If you want to meet halfway between Boston, MA and Albany, NY or just make a stop in the middle of your trip, the exact coordinates of the halfway point of this route are and , or 42° 9' " N, 72° 31' " W.

8: Talk:Boston and Albany Railroad - Wikipedia

The Boston & Albany Railroad was the result of the consolidation of the Boston & Worcester Railroad and the Western Railroad. In the New York Central Railroad leased the Boston & Albany, renumbered the locomotives and displayed New York Central Lines on the tenders with the initials B&A at the tender top.

9: Category:Boston and Albany Railroad - Wikimedia Commons

The Boston and Albany Railroad was formed between and from the merger of three existing lines, the Boston and Worcester (chartered), the Western (), and the Castleton and West Stockbridge ().

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