

Railroad workers with their hand powered work car in Enfield. Two men would pull up and push down alternately on the two handles in the middle of the car. The mechanism would power the car forward while they inspected the rails and ties for any problems with the track. (Photo courtesy SRVHS)



All the houses that were taken down to make way from the construction of the Quabbin Reservoir were photographed and documented. The Rabbit happen to be steaming by as the photographer snapped the camera shutter while taking a picture of this North Dana house on January 16, 1929. The train can be seen on the extreme left hand side of the photo heading south with steam pouring out of the smokestack. (DCR photo)



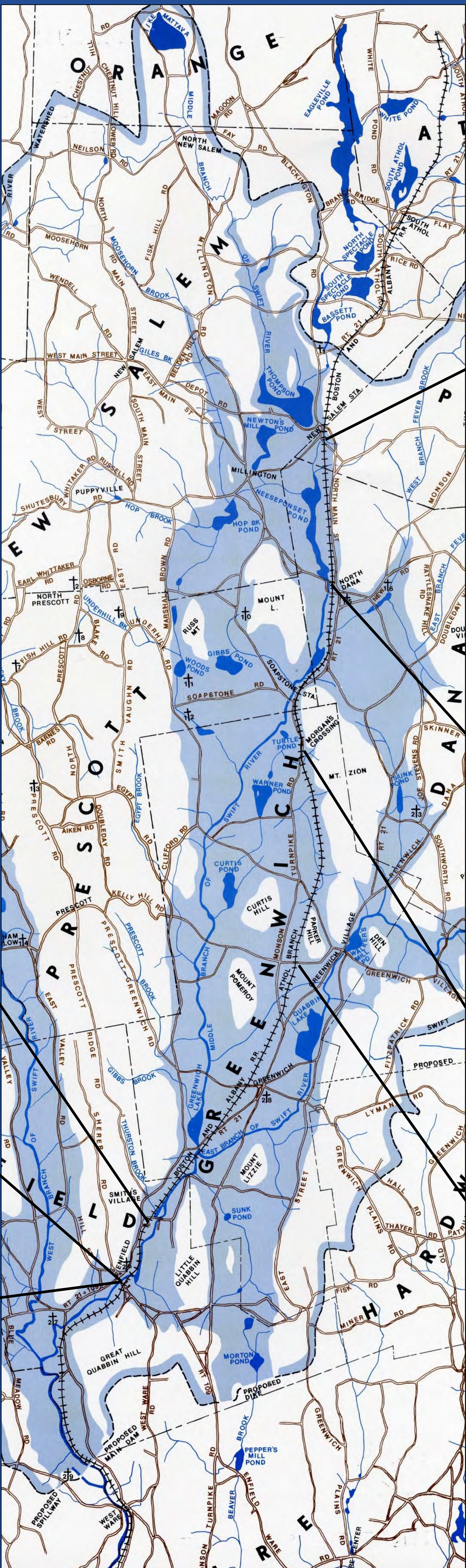
Smiths Village was a small section of Enfield located one mile north of that town's center, along the eastern side of the Prescott Peninsula.



A rare photograph of the water tower in Enfield. The trains would stop to refill water supplies which were used to produce steam. The water was pumped up into the tower by windmill visible over it. (DCR photo)



Albert Keroack was the last station agent in Enfield. You can just make out the word ENFIELD on the end of the station above the two larger windows. The freight house is just to the right of the station with a freight carriage parked in front of it. (Photo courtesy SRVHS)



The map above shows the route of the Rabbit () as it wound its way through the Swift River Valley.



"THE RABBIT" rolling through the Swift River Valley on one of its many trips during 66 years of rail service. (photo courtesy of Stanley Wonssek)



The New Salem train station was located at milepost 39.52 in the town of Millington, three miles to the east of New Salem Center. The fare from New Salem to Springfield was \$1.19. Today, when the water level is low, it is possible to see the foundation of this building along the shore of Quabbin about 1 mile south from Gate 35. (DCR photo)



North Dana was one of the larger stations in the valley, located midway between the New Salem and Greenwich stations. Valley residents looking to send express mail or ship freight more quickly, had to use to the North Dana station. (DCR photo)



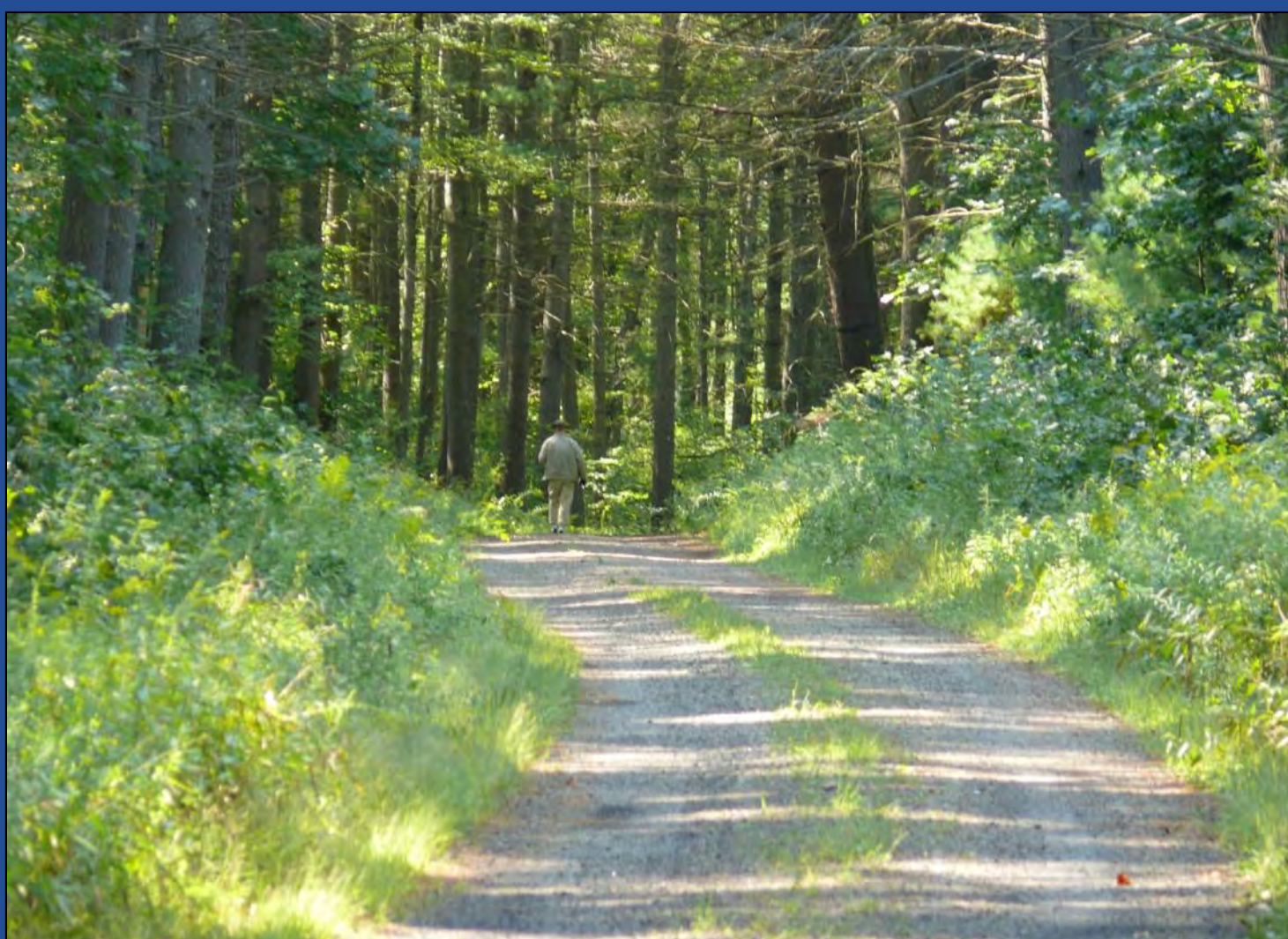
The Greenwich Railroad station was located about three quarters of a mile west of the center of Greenwich Village, midway up the valley at milepost 31.87. A side track allowed the railroad to leave rail cars to be loaded or unloaded without interfering with through traffic. The fare from Springfield to Greenwich was 96 cents. (DCR photo)



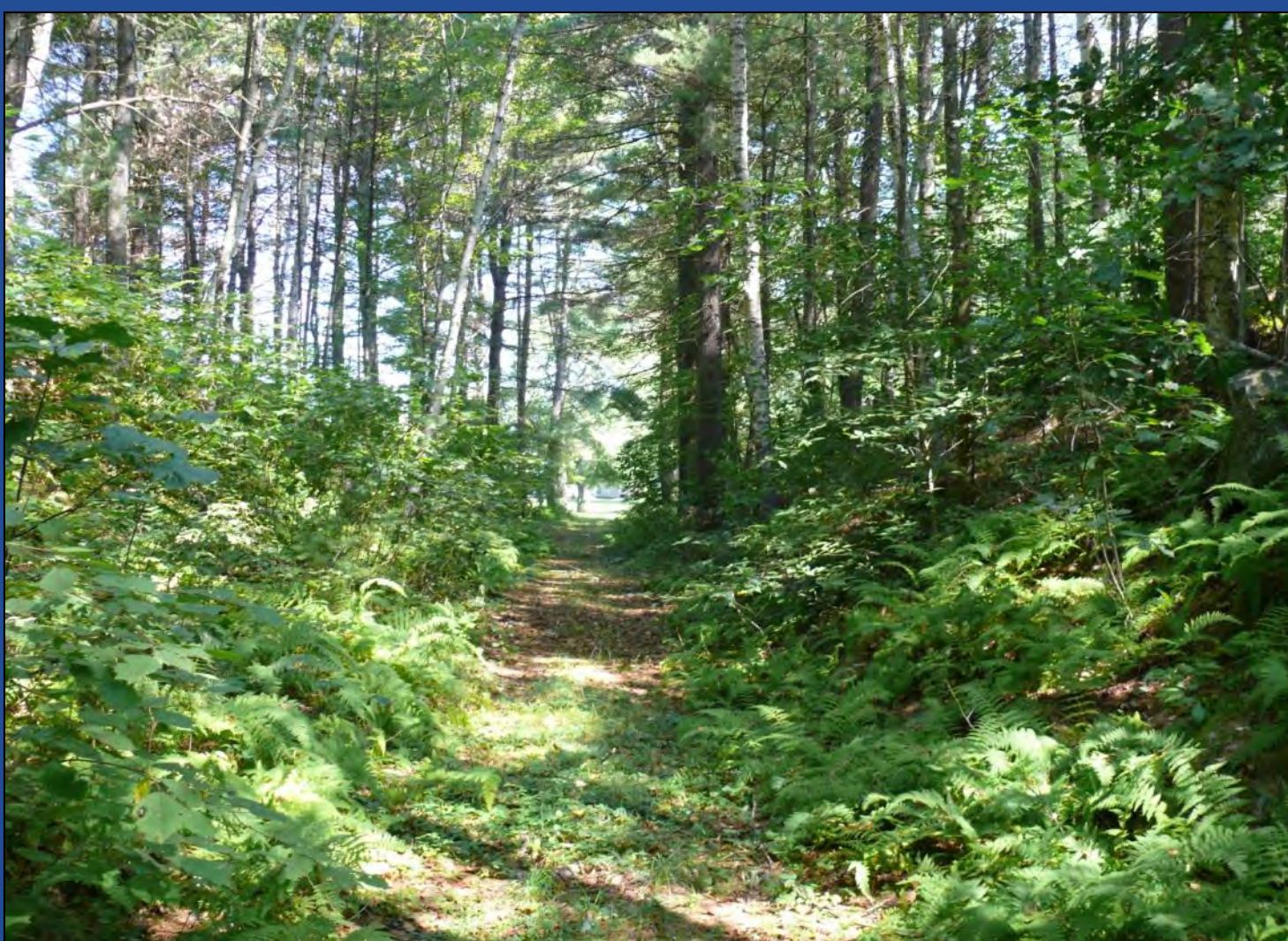
Morgan's Crossing was a small flag stop just east of Mt. Zion approximately one mile south of the North Dana railroad station. It was a small covered shelter that was built as a convenience for the local people. After burning down in a fire ignited by sparks from a passing engine in 1917, it was rebuilt by the railroad soon thereafter. (DCR photo)



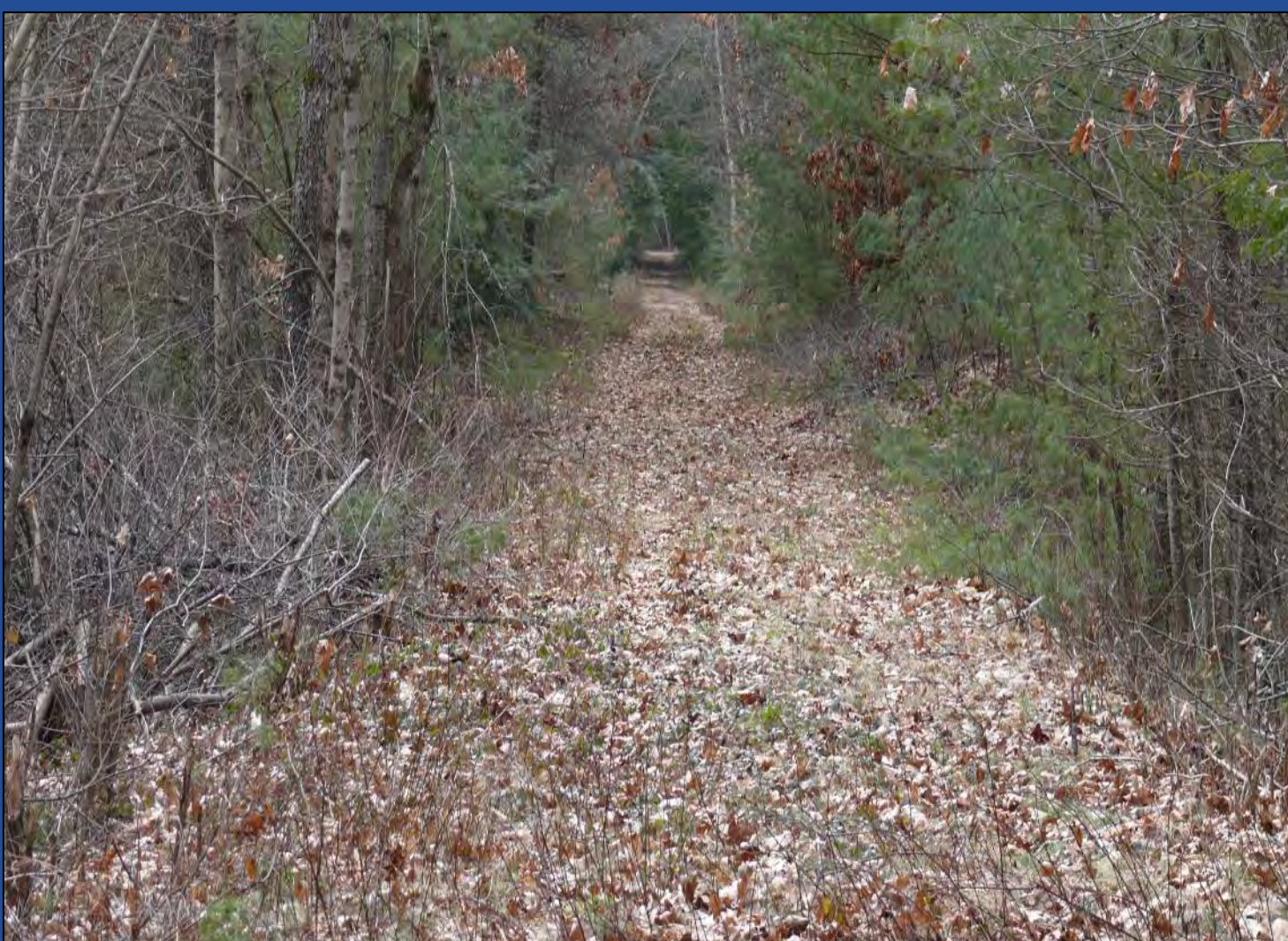
On June 1, 1935 the last train ran over the t. This photo was taken below Enfield on June 24, 1935 three weeks after the final run. All the steel rails and ties were taken up by this crew as they dismantled the railroad line, racks through the Swift River Valley, bringing an end to 66 years of railroad service from Springfield to AtholNotice the tracks are gone behind the train, one more sign to local residents that the giant reservoir was imminent. (DCR photo)



The Gate 35 road is one of the most popular hiking trails in the Quabbin Reservation. It is also the old railroad bed of the Rabbit in the New Salem section of Quabbin. The tracks ran parallel to Route 21 into South Athol and then into Athol. Portions of the rail bed are still visible alongside South Athol Road north into Athol.



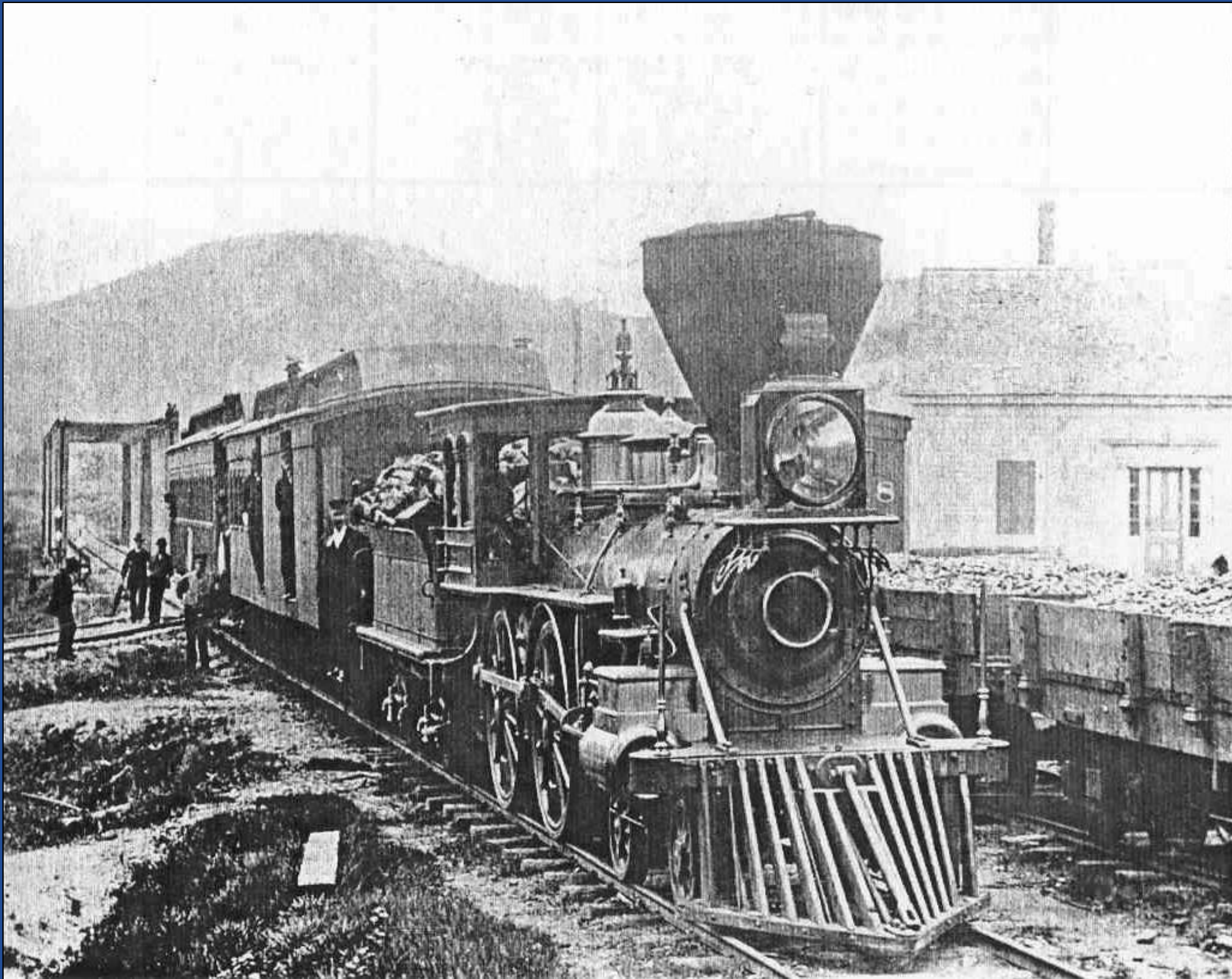
This photo was taken in August of 2012 while standing in the middle of the former Rabbit rail bed in South Athol. A rock out cropping can be seen on both sides of the former rail bed where the path was cut through a small hill. In the distance is the back yard of a private house built right on the former rail bed.



This photo taken from RT 122 in New Salem in December 2012, looks south along the old rail bed. The old railroad line is bisected by RT 122 just east of North and South Spectacle ponds in New Salem. You can see South Speck from the railroad bed as it runs south towards The Quabbin.

Photographs for this project are courtesy of Swift River Historical Society, DCR and the DCR Archives. Some information for this project came from J.R. Greene's "Quabbin's Railroad : The Rabbit", Volumes one and two. These two volumes are for sale at The Quabbin Visitor Center. Information also came from Donald Howe's "Quabbin, The Lost Valley" which is out of print. See the desk for info on reprints.

HOW THE RAILROAD SERVED THE SWIFT RIVER VALLEY



This is believed to be a picture of the first train as it passed through Enfield on the newly constructed Springfield, Athol, and Northeastern Railroad. The conductor is A.G. Bennett, who can be seen just behind the wood tender on the train . (SRVHS photo)



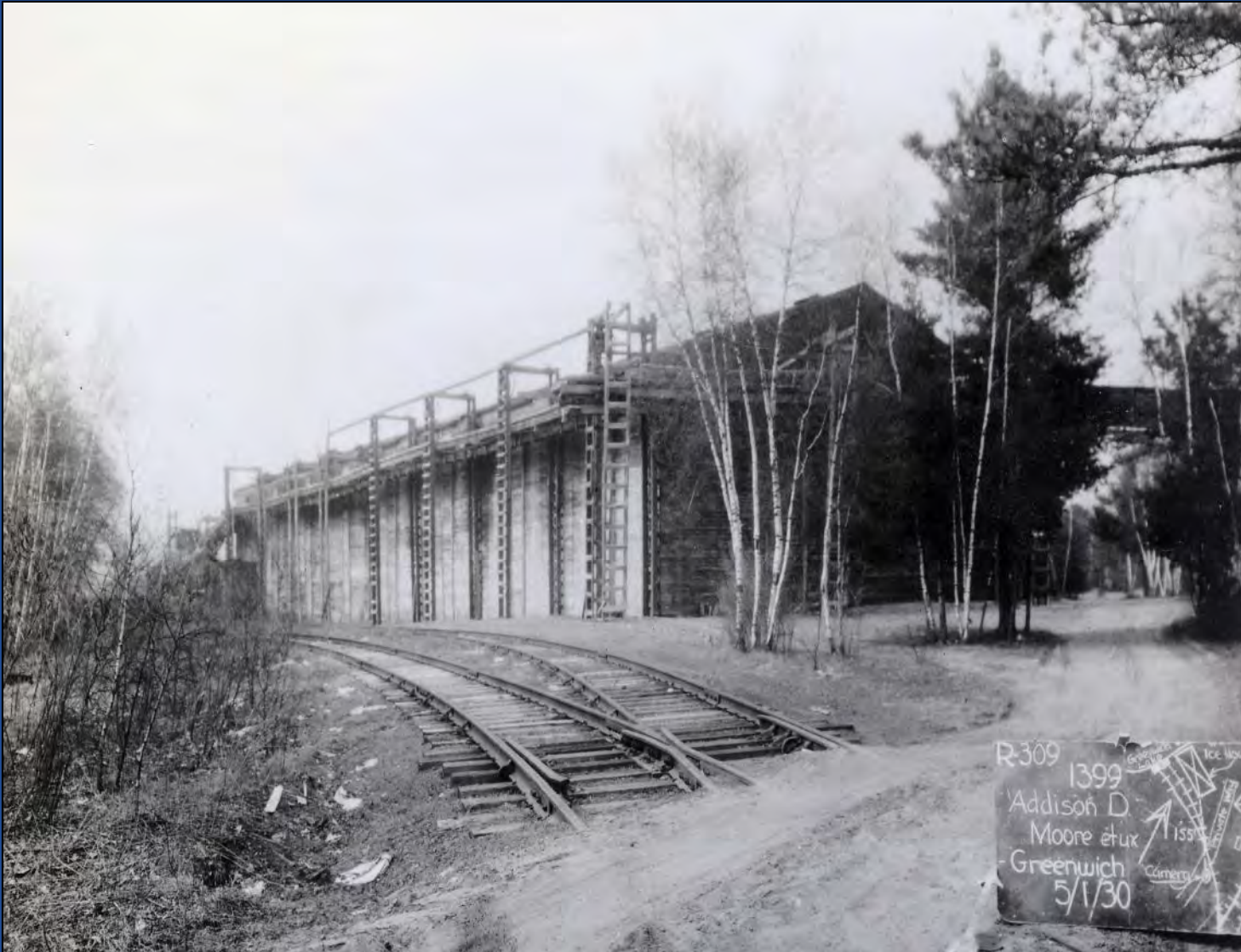
This is one of the railroad crews that kept the railroad running in all seasons. The crew included a stationmaster, laborers and freight house crew. These men kept the tracks clear and in repair, did maintenance around the railroad yard and were in charge of snow removal in the winter months. (SRVHS photo)



The Rabbit is seen making its run north towards the Swift River valley in the winter. This photograph was taken in Bondsville MA. which is about ten miles south of Enfield. While the date of this photo is unknown, it probably was taken in the early 1930's close to the demise of the valley. (SRVHS photo)



The ice business was very lucrative around the turn of the century in Greenwich. Huge icehouses were located on the shore of Greenwich Lake. In winter, ice was cut into blocks from these lakes and ponds and stored in huge wooden sheds. The blocks were packed away in sawdust in these icehouses to insulate them from the hot weather. When they



were needed, they were loaded into freight cars and delivered as far away as New York City. In 1906 there were 5,000 tons of ice harvested from Greenwich Lake in just ten days by a special Boston and Albany Railroad crew. The ice was used in the Springfield station ice house. (DCR photos)



There were numerous sawmills in the Swift River valley. The photograph above shows a load of rough cut lumber boards being unloaded or loaded by hand on a flatbed rail car. The wood was probably going to be used for making wooden shipping boxes. (Photo courtesy SRVHS)



In the above photo we see the crew that worked in North Dana at the Swift River Box Shop. That factory was located next to the railroad tracks, as evidenced by the loaded railroad car of wood to the right of the building. (Photo courtesy SRVHS)



The railroad was used in the construction of Winsor Dam after the line was removed from commercial service. The tracks ran right through the location of where the dam was to be built. Above you can see the tracks going through the construction site of Winsor Dam. (SRVHS photo)



The photo above is a DCR archival photo taken during the building of the Winsor Dam. Descriptive information about the photograph, its subject, date, location, photographer's name and contract number were added to the bottom of the photo at time of developing. Part of the work train is seen in the right hand corner of the photo. A worker is standing on the top of the car used for hauling gravel and cement to the work site at Winsor Dam. (DCR photo)



Domestic turkeys are being loaded onto a railroad car headed to market. The woman in front of the car with a long pole is guiding the turkeys up the ramp and into the rail car. (Photo courtesy SRVHS)



This shop in Enfield, owned by Cyrus F. Woods, manufactured wooden boxes. Notice the pile of wood delivered and stacked up at the far end of the building. The box car parked on a side rail next to the building made it easier to load the completed boxes into the railroad car. Finished products would then be shipped out with other goods manufactured in the valley. (SRVHS photo)



This is the freight house at the Enfield railroad station. Enfield was the largest village on the line between Bondsville and Athol. There were also some large coal sheds located at this stop, in addition to the water tower visible on the other poster. (DCR photo)



Quabbin Reservoir
Department of Conservation and Recreation
Division of Water Supply Protection
Office of Watershed Management
485 Ware Road
Belchertown, MA 01007
413-323-7221
www.mass.gov/dcr/watershed