



BELLINGHAM HISTORICAL COMMISSION, PUBLISHER



CRIMPVILLE COMMENTS

ESTABLISHED 1973

ISSUE #233, FALL 2024

HISTORY OF TRANSPORTATION IN BELLINGHAM (ALMOST PLANES), TRAINS & AUTOMOBILES

Mile Markers and Stagecoaches

In the 18th century, Bellingham was a town with very limited roads and transportation. Most people rarely traveled more than 5 or 10 miles from where they were born.

In the 1770s stage coaches ran between Boston and New York. Stage coaches got their name because they ran in "stages" or known as distances along the route. A stage might consist of 10 miles or so between cities and large towns. The stages were marked by various means. Some had wooden or stone posts, but most had flat carved monument-like stones, set upright along the route. Bellingham's mile marker, which states 31 miles from Boston, was on Hartford Avenue, is of this latter type.

The post offices of early times were most likely responsible for the first milestones, because postal rates were set by mileage. As the colonies developed, communication became a problem. There were no telegraphs nor trucks or trains to carry letters. People depended upon a man on a horse or a wagon to carry mail. It could take many days for a letter to go from Boston to New York and it was expensive, particularly if you wanted it there fast and had to hire a single rider to deliver it.

To expedite the process, in 1751 the Crown appointed William Hunter and Benjamin Franklin to be "Joint Deputy Postmasters and Managers of his Majesty's Provinces and Dominions on the Continent of North America." Hunter oversaw the southern colonies, Franklin the northern colonies.

Postage was charged by the mile, but there were no settled distances between one town to the next, much less between large distances. In the summer of 1753 Franklin spent weeks in New England and either invented or adapted an instrument for measuring distances. Then he drove over the Boston Post Road, where stones were marked and placed at intervals of one mile. Postal rates were set based on the known markers.

Hartford Avenue is the oldest street in town, laid out in 1670 from Medfield to Mendon, it was part of the Middle Post Road from Boston to Hartford, CT. It was incorporated as a turnpike in 1796 and people paid a toll to use it; one toll house was located near Grove Street. There were numerous taverns located on the stagecoach roads: Crooks Tavern, located on Wrentham Road, across from the South Fire Station, where the former Beverly Club was located; Tavern House Inn, 71 North Main Street for stagecoach travel between Taunton and Worcester; Smith Tavern on Hartford Avenue next to St. Brendan's Church; and Sullivan's Tavern, once located in Bellingham Center.

On November 16, 1900 the stage coach line that carried passengers and mail from Milford to Medway via Caryville was discontinued.



Horse drawn wagon that was owned by Mildred Crooks (Graves) Patrick in 2013. She inherited it from her uncle Clarence Crooks who was a State Representative from 1918 to 1920.
Photo from Issue #198 of the Crimpville Comments

HISTORY OF TRANSPORTATION IN BELLINGHAM

Roads

List of lost roads and fun facts of the quirky roads of Bellingham.

- Taunton Street connected to Depot Street in the vicinity of the pumping station.
- Saddleback Road connected with Mendon Street in the vicinity of Williams Way in 1876.
- Wales Street off Maple Street, was a seldom used way, but disappeared when Interstate 495 was built.
- Bound Road, off Wrentham Road, almost across from Locust Street, led into Rhode Island.
- Mendon Road in South Bellingham became Old Elm Street, but it ends at the railroad tracks, it does not connect to Elm Street.
- Corsi Street was a short road bearing west on Mendon Road
- Winslow Road is now known as 1 Mendon Street.
- Oak Street, diagonally met Pine Street at Maple Street.
- There is an Andrew Street and Andrews Street, a Mendon Road and Mendon Street, Central Avenue and Central Boulevard.
- Rose Avenue and Rose Avenue Extension are not connected.
- Common Street now exist in name only. The Historical Museum is the only building located on it. The rest is the municipal center parking lot!

From Issue #120 of the Crimpville Comments

Roads & Transportation

To travel from one end of town to the other, one begins at the northeast corner (Medway) and follows Hartford Avenue for three miles, then North Main Street to the Center, South Main Street to Crooks' Corner and then one mile on Pulaski Boulevard to Woonsocket, at the southeast corner.

Neighborhoods were named based on what was located on the roads in those areas. Partridge town was on Farm Street where Route 495 crosses. Crimpville was on High Street, above where it meets North Main Street (the name coming from the process of shaping boots, which was an industry in Bellingham to the Civil War).

Four Corners are formed by the crossing of Maple and Mechanic Streets. Rand's crossing was located near the old town dump where the railroad crossed Center Street by Railroad and Park Streets.

In the early 1900s there were two lines of electric cars, the longer one from Caryville to Woonsocket, and the other from Franklin to Milford. Both met at Four Corners every hour. The town was also crossed by three steam railroads, one from Boston, through Medway Village to Woonsocket with local stations in Caryville, North Bellingham and Bellingham Junction (Depot Street); a small track from Franklin to Milford and the third from Boston to Willimantic, CT running through South Bellingham.

At that time Hoag Lake (now known as Silver Lake) competed with Lake Nipmuc in Mendon, but Hoag Lake's advantage was the trolley line that brought passengers from Woonsocket, Providence, Franklin, Milford and Attleboro. For a 5 cent fare passengers traveled to the depot on Cross Street to go to Hoag Lake.



Trolley through Caryville
<https://openarchives.umb.edu/digital/collection/p15774coll6/>

Adapted from Town of Bellingham 1719-1969, p 19 and Hey Days at Hoag Lake by Susan D. Parenteau

HISTORY OF TRANSPORTATION IN BELLINGHAM

Railroads in Bellingham

The Norfolk County Railroad was the first railroad in Bellingham. It ran from Boston, through Dedham, Walpole, Franklin, and Bellingham ending up in Blackstone. On May 18, 1849 the first train was greeted with joy along the route. In Blackstone, the celebrants were greeted by Welcome Farnum, Esq. who provided a dinner at the Blackstone House.

The owners of the land on which the tracks were built had a 99-year lease agreement with the railroad company. When the Norfolk County Railroad went bankrupt a new corporation was formed in 1875 and became the larger New York and New England Railroad (NYNERR)

NYNERR ran trains from Boston via Hartford to Washington and Philadelphia. These trains went through South Bellingham. In 1884 the new company launched a new fast train, the New England Limited to run between New York and Boston.

The New England Limited left Boston and New York simultaneously at 3 pm, stopping only at four towns in Connecticut. It took 6 hours to travel between the two cities.

The tracks that went through South Bellingham were part of the Midland Division of the railroad. When the Midland Division tracks reached Franklin, the line divided. The divide can still be seen on Union Street in Franklin where one fork goes to the left (to South Bellingham) and the other to the right (to Bellingham Junction - Depot Street).

The third railroad that ran through a part of Bellingham was the Needham to Woonsocket line, known as the Air Line.

Bellingham Railroad Stations

Caryville Station - On the Air Line of the Needham to Woonsocket Railroad, the station was in the E.B. Stowe Store and Post office on the north side of Pearl Street on the south side of the railroad tracks.

North Bellingham Station—On the Air Line of the Needham to Woonsocket Railroad, the station was located on Maple Street north of the road and on the south side of the tracks.

Bellingham Junction Station—The upper line went from the separation in Franklin to Bellingham Junction on Depot Street then onto Milford. Bellingham Junction was also where the Woonsocket Line crossed the Midland Division. The station was located in the southwest corner of the Junction. Even today, occasional freight trains can still be seen in the area.

South Bellingham - The lower line of the Midland ran through South Bellingham where it crossed Center Street. It is not known exactly where the station was situated. The place where the railroad crossed the road can still be seen. It is now part of the SNETT trail. Orville Rhodes was the last Station Master and the crossing was known as Rand's Crossing.

The trains did not make scheduled stops at most of these stations. The train stopped when signaled by the Station Master who would hold up a red lantern to signal stop, or a white or flame colored lantern (or a red or white flag) to signal no stop was necessary. The stops were to let passengers get on or off the train or to deliver mail.



Caryville/Pearl Street Station

HISTORY OF TRANSPORTATION IN BELLINGHAM

The Norfolk County & Norfolk Railroad becomes the New York, New Haven & Hartford Railroad Line

In the Spring of 2011, Diana C. Crooks, sister of Bellingham Historical Commission Chair, Marcia Crooks wrote about the times when “The Railroad Ran Through Here” and how it affected the Crooks family farm. Here’s a summary of her article followed by an update on the current use of the rail line.

The Norfolk County and Norfolk Railroad became the New York, New Haven and Hartford Railroad Line. When it was built in 1849 the rail line divided the family property on Lake Street. Many types of trains passed through, passenger trains, and freight trains that were pulled by one or more engines. Some were pulled with steam engines with coal cars behind them. Later the cars were pulled by diesel engines. There were one unit passenger cars known as “budd cars” which were run by diesel fuel. In the last years, there were a few Amtrak trains traveling by.

Originally there were two tracks on the railroad bed, and on the side were the poles and wires for the telegraph lines. The railroad bridge which crossed over Lake Street had large stones for its base that were quarried from the Crooks property.

Time of day was marked by the time the trains steamed through. The 5:20 pm train was their source of news. The conductor would throw the Boston newspapers off of the train onto the railroad bank, where it was picked up by the Crooks family, or often their dog. Over time the family became familiar with the engineers, and they would blow the whistle as they went by. Mr. Robinson and Mr. Sweet often visited to talk to Marcia’s father and uncle, who enjoyed hearing their train stories.

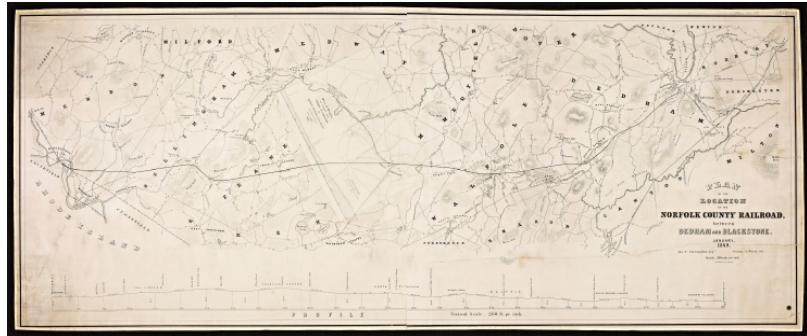
Barrier fences were not well maintained and one of the Crooks cows was killed on the tracks by a train. As the trains were run by burning wood or coal, there were times when fires started along the rail bed and the family would rush to put out the fire.

The train was local transportation for some people. Mr. Fred Rhodes often got on the switching engine at his house on Park Street and rode the engine to the Crooks house. Family members who ran the farm would find “hobos” who had gotten off the train and spent the night sleeping in the barn, needing a place to keep warm.

The rails were inspected by a yellow-self propelled cart operated by Ray Allard, the inspector. There are two culverts under the railbed that have a small stream that runs through it. Men crawled through those tiny spaces to do necessary repairs on the stones that formed the railbed.

In the summer of 1955 Hurricane Diane washed away the railbed and the rails hung, suspended in the air. Diana reports that she and her sister ran back to the house to tell their father who called the Franklin Station to stop the train that was just ready to leave. The culvert was rebuilt. In 1951, General Douglas McArthur, who had been recalled from Korea by President Truman, rode in a train past the farm. The cars were decorated in red, white and blue bunting and many people watched and waved as the train went by.

When the trains stopped running, ownership by the state meant the end of the railroad for that area. The tracks and ties were removed. The telegraph lines were taken down, and in later years the railroad bridge was dismantled. By 2015 the railbed became a Rail Trail, a common reuse of old railbeds as hiking trails, known locally as the SNETT (Southern New England Trunk Trail). The trail passes through the towns of Douglas, Uxbridge, Millville, Blackstone, Bellingham, and Franklin and is one of the longest trails in southern Massachusetts



Map of Norfolk Rail Line

<http://hdl.handle.net/2452/70895>

HISTORY OF TRANSPORTATION IN BELLINGHAM

Automobiles

One of the first documented photographs of an automobile in operation with a tie to Bellingham happened in 1904 when Mrs. L.H. Goddard of Blackstone (a direct descendant of Edward Rawson of Bellingham's Rawson's Farm) rode in a gasoline powered "open" car. The car was owned by Mr. Fred Fenton, a well-known Woonsocket businessman.



1904 Automobile Ride
Issue #83 Crimpville Comments

Old Cars Remembered

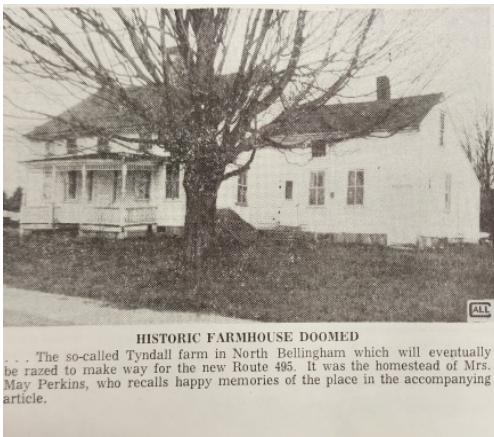
Florence McCracken, former Chair of the Bellingham Historical Commission, wrote in the mid-1990s about her memory of her father's automobiles, starting with a Model T Ford. She described it as a boxy looking car that sat high off the ground. The windshield was split and could be opened. It was started by cranking the motor, the gas was controlled on the steering wheel, and there was no heater or air conditioner. During the cold months, alcohol was added to the radiator to keep the water from freezing.

Tires weren't as durable back then, so it was common to see folks stopped on the side of the road to repair or change a flat tire. In the spring, when the ground thawed, many folks out for a Sunday drive spent most of the time trying to get the car out of the mud. During the winter chains were used on tires to keep the car from sliding or getting stuck. When the snow melted, it formed deep ruts, so one only drove when absolutely necessary.

Later on, her father had an Oakland touring car. It had snap in isinglass windows (a clear window material that was used in early automobiles, such as the Ford Model T) and was drafty. When warm weather arrived, the windows were removed. The windows that were removed in the summer, couldn't be located in the winter and after a few very cold rides, the car was traded in for something more practical. She stated that the joy of riding in a rumble seat was one of life's pleasures, and that cars had coated canvas roofs (that often leaked) right up into the mid-1930s. All cars had running board used as a step to enter the car and it wasn't unusual to see young men riding on them.

She remarked on the dramatic increase in the price of cars over the years. Her uncle bought a brand new Plymouth in the late 1930s for \$700 (that's \$13,000 in today's dollars). By 1949, the Oldsmobile they purchased cost \$2000, that is \$26,000 in today's dollars). At the time of publication she noted that a new car cost \$15-20,000 (approximately \$36,000 in today's dollars), more than she paid for her house in 1957 (that's nearly \$200,000 in today's dollars). Now, in 2024 the average car costs \$40-50,000 and the average cost of a home in Massachusetts is over \$600,000.

Adapted from Issue #131 Crimpville Comments



When 495 Came to Bellingham

In 1965 residents who were property owners in the path of the site of Route 495 were given notice that their land would be taken by the Massachusetts Department of Public Works under eminent domain law. One property that was taken was owned by an 82 year old Bellingham woman, and her story was documented in a November 17, 1965 newspaper article, summarized below.

Mrs. Jennie Tynsall, brought up 10 children in this colonial farm house on Maple Street. The homestead was bordered by huge maple shade trees. The article states that "Progress means sacrifice on somebody's part and the loss of Quaw Hill Farm will not mean anything to the motorists speeding along the highway a few years from now." But this mother, grandmother and great grandmother had to make a new life for herself at age 82.

From October, 1973 Issue, Crimpville Comments

HISTORY OF TRANSPORTATION IN BELLINGHAM

Buses

Yes at one time Bellingham did have bus service!

The Johnson Bus Lines opened service in Milford in the spring of 1928 from Milford to Woonsocket, Bellingham, Franklin and Wrentham. Service started to Worcester in September of 1928. Direct bus service between Milford and Park Square in Boston began in 1931. In 1941, Johnson Bus Lines bought out the Milford, Framingham and Uxbridge Bus Line. On July 3, 1928 the Milford, Framingham and Uxbridge Bus line initiated runs between Milford and Framingham.

For many years the Johnson Bus Line served Bellingham. The bus stopped at the "Green Store" on the corner of Hartford Avenue and Route 140 to take people into Milford. The bus to Woonsocket also stopped there. North Bellingham's bus stop was on the corner of Hartford Avenue and Beech Street. Everyone walked to bus stops!

Florence McCracken, former Chair of the Historical Commissions, reminisced in the Winter 2001 issue of the Crimpville Comments, about walking to the green store and paying 10 cents for a ride to Milford and another 10 cents for a movie at the State or Ideal Theater.

In 1960 on Saturdays and Sundays during the daylight hours there was a bus leaving from Boston to Bellingham every hour, stopping at Wethersfield, as part of the promotion to sell homes in the suburbs. The Johnson Bus Lines had been a long time tradition in Bellingham going back to 1924 when the company began transporting Bellingham students to school.

From Issue #122, #145, #155 of the Crimpville Comments

Airport?

This issue's subheading is (Almost Planes), Trains and Automobiles. Why you ask? The Fall of 2007 issue of the Crimpville Comments has a 1970 photo of the "Bellingham Airport Commission," members Edward Sawyer, Chairman, Joseph Chamberlain and Herve Pelland. There is no additional information about the photo. Research in the Town Annual Reports shows that in 1968 the Commission was organized to obtain approval of an airport facility in the Town of Bellingham. Approved by the Massachusetts Aeronautical Commission and the Federal Aviation Administration, the Commission visited other local airports, and reported on the projected growth of the aviation industry. There is no location noted in the report other than to say it would be adjacent to 495. The two subsequent annual reports have warrants presented at town meeting to approve funding preliminary plans for the airport. At both town meetings the article was passed over and there was no mention of an airport in any future Annual Town Reports.



Issue #178 Crimpville Comments, Town of Bellingham 1968 Annual Report

HISTORY OF TRANSPORTATION IN BELLINGHAM

Our aim in upcoming issues of the Crimpville Comments is to concentrate on a topic and to try to find interesting, informative, engaging content to share with our readers. By no means do we think the content presented on any topic is comprehensive, but our hope is to attempt to organize Bellingham History into a more cohesive, easy to understand format, that will engage and encourage our readers to learn more.

On that note, we are most excited to announce that the Crimpville Comments is in the process of being digitized, and all issues, back to 1970 will be available online in early 2025.

Below is a listing of other Crimpville Comments articles about various topics covered in this issue. We hope that this will be a jumping off point for learning more!

Other Crimpville Comments articles about Stage Coach and Horse & Buggy Times

Issue #/ Date	Topic	Details
182	A Ghostly Event	Hit and run carriage ride
198	Crooks Family Buggy	More on the Crooks Family Buggy
147 & 216	Thayer Sleigh	Thayer Family Sleigh Rides
167	Water Trough	History of the Water Trough (now working and located on the Town Common)
114	Grocery Delivery	By Pung (Horse drawn carriage) in Bellingham
212	Mule Team	Borax 20 Mule Team
227	Lions Club Sleigh Ride	History of the Lions Club Santa Sleigh Ride
154	Mile Marker	History of the Bellingham Mile Marker
146	Mile Marker	About Mile Markers



Thayer Family Sleigh Rides

Left to right: Howard Thayer, Lorraine Thayer, Fred Hunter, Donald Thayer, Alberta Wilcox, Jeanne Thayer and Lester Wilcox

Other Crimpville Comments articles about Automobiles

Issue #/ Date	Topic	Details
Dec 1981	Electric Cars	Pics of Electric Cars of 1899
May 1973	Electric Car Accident	1903
Jun 1983	First Streetlights	Caryville and North Bellingham
#122	Sunday Drive	1920 First Touring Cars
Sep 1973	Truck Accident	October 1935 Truck Accident
#210	Learning to Drive	Story of learning to drive
#125, #159	Golden Triangle	IDC Advertisement of Bellingham as the "Golden Triangle" between, Boston, Worcester and Providence
#131	495 Opens	Announcement of the opening of 495
Oct 1977	Moxie Horsemobile	Moxie Horsemobile stops at Four Corners

HISTORY OF TRANSPORTATION IN BELLINGHAM

Other Crimpville Comments articles about Roads

Issue #/ Date	Topic	Details
184	Road Report	1909 Report on road conditions from the Superintendent of Streets
187	Road Report	1910 Report on road conditions from the Superintendent of Streets
195	Road Report	1912 Report on road conditions from the Superintendent of Streets
186	Road Report	1941 Report on road conditions from the Superintendent of Streets
159	N Main Street Bridge	1922 Bridge repair cost estimate
147	Country Paths	About Country Paths

Other Crimpville Comments articles about Trains & Trolley Cars

Issue #/ Date	Topic	Details
Dec 1973, #111	New Haven Railroad	History of the New Haven Railroad, Hazel Burr Fosberg's memory of the trains
#90	Bellingham Navy Yard	The Bellingham Navy Yard Hoax
#210, Mar 1974	Ghost Train	The Ghost Train in Bellingham, Center Street Crossing
Apr 1974	Railroad Fatalities	Stories of railroad fatalities
#110	Trunkline Railroad	Bellingham Junction to Woonsocket - many parts not built
Jan 1974	South Station	Support Beam from South Station owned by the Bellingham Historical Commission
Nov 1975	First Trolley	September 6, 1900 first trolley in Bellingham
Nov 1975	Milford, Attleboro & Woonsocket Street Railway	1900 Ad for travel to Hoag Lake
Nov 1975	Milford & Uxbridge Street Railway	Stopped in Caryville, in 1901 extended to Mendon
#137, #156	Killed by Train	Dr. William Clark killed by train
Jan 1979	Pearl Street Station	1903 Station Agent Elijah B. Stowe
#136	Southern New England Railroad	1910 History of the Southern New England Railroad
Dec 1977	Milford & Uxbridge Street Railway	1913 Photo of Conductors at Four Corners
#118	Trolley Freights	1915 End of trolley freight business, overtaken by trucks
#94	Four Corners	Photo of Four Corners and bridge
Jun 1983	4th of July Shenanigans	Firecrackers on the trolley lines
Mar 1977	Milford, Attleboro & Woonsocket Street Railway	Photo of the crew at Hoag Lake
Jun 1978	Midland Depot	early 1900s Postcard and description including the Thayer Store
#115	Bellingham Junction Rock	Proposed to be registered as an historic site
#179	North Bellingham Depot	Station Agent Marion Law
#136	Trolley Service Ends	1924 There won't be a next time for trolley service
#147	Maple Street Trolley	1897 About trolley cars
#182	Four Corners	1900 History of trolleys at the 140/Maple Street intersection
#211, #222	Trolley Cars	1900 History of Trolley Cars in Bellingham
#132	Public Transportation	1941 ended trolley/train service



**Milford, Attleboro & Woonsocket Street Railway
Motormen, Conductors, 1913**

Albert Spencer (in white straw hat), Frank Desmond (in background on trolley car), Arthur Keefe, Thomas Collins, Gordon Ross (standing behind), Henry Simmler, Charles Aldrich, John Haley (with a cap in back), Henry Dufresne, William Naughton, James Kennelly, John Walen, William Bowen, Charles Lackey and William Jordan.

Photo taken at Four Corners (intersection of Maple and Mechanic Streets) courtesy of Mary Clare Bowen, Mendon

HISTORICAL COMMISSION PRESENTS BOSTON POST CANE TO BELLINGHAM'S ELDEST CITIZEN, GEORGE WHITING

On Friday, November 22, 2024 the Bellingham Historical Commission members Jeff Prescott, Bernadette Rivard and Rick Marcoux presented George Whiting with a replica of Bellingham's Boston Post Cane.

Boston Post Canes were created by the *Boston Post* newspaper in 1909 as publicity for the newspaper. They were intended as a tribute to honored and useful lives, to thrift, temperance and right living; and above all to the super vigor of New England personhood. The canes were presented to 700 New England Towns with the request that they be presented to the eldest (male) citizen of each community. The resident was the "Keeper of the Cane" until his death and then it would be passed on to the next oldest resident. In 1930, women became eligible to receive the cane. Bellingham continued this tradition for many years, in fact the tradition outlasted the newspaper.

The original cane, which is on display at the Ernest A. Taft Bellingham Historical Museum was produced by the J.F. Bradley Company of New York. It is made of ebony wood from Congo in Africa. The cap on the cane was soldered to the cane after being shaped from sheets of gold.

According to an article in the Winter 2018 issue of the Crimpville Comments, the Historical Commission's newsletter, the cane was lost for many years and the tradition passed away. The cane was presented to Proctor Prosperity Cook when he was 93 years of age. Mr. Cook died in a car accident on December 3, 1940. He had the cane with him at the time of the accident, and it was never returned to the Town. His great-grandson, Carleton Gaskill, Jr. located the cane 35 years later and presented it to the Bellingham Historical Commission.

Due to its historical significance, the Historical Commission no longer presents the original cane, but does honor that person and the tradition, by presenting a replica, which looks very, very much like the original!

Some have labeled the cane a newspaper stunt, others call it a tradition. We recently were able to locate a list of past recipients of the cane. We believe this list is in the order that the cane was awarded. Alanson Bates, John H. Eaton, Patrick T. Allen, Edwin Migneault, William Byron, George C. McMaster, Joseph Hoar, Alonzo Whitney, Marion H. Williams, Philomena Guillet, Eugene Rhodes, Melissa Holbrook, Proctor P. Cook... lost for 35 years... Glendolene Lee, Mary Zajak, Charlotte Olleberger, Cecile Dalpe, Mary "May" Vater, Mabel Massart, Mary Leveille, Jotiben Patel, Mary Markey (2019-2020), and Rolande Dubois (2020-2024).

The prior recipient, Rolande Dubois was awarded the cane in September of 2022, in her 100th year. Rolande passed away on October 21, 2024. We offer her family our deepest condolences.

George Whiting was born in Bellingham in 1924 and is noted for often stating, "I sleep in the bedroom I was born in." Our spring issue of the Crimpville Comments covered his 100th birthday celebration, and we are thrilled that George, a life-long Bellingham resident is our current recipient of this honor.



WORLD WAR I HONOR ROLL

In 1919, when Bellingham was in the throes of preparing to honor returning WWI veterans to their hometown, a WWI Honor Roll was designed and built. It was unveiled on September 27, 1919 at Welcome Home Day on the Town Common. (The Common was then located next to Town Hall, where the Town Administration building is now standing.) The Honor Roll listed seventy-five names of men from Bellingham who served in the military during WWI.

The Honor Roll hung on a wall in Bellingham's Town Hall for many years. It was taken down and moved but no one was sure when this took place or where it had been taken. No records could be found of what had happened.

During renovations to the hall at the Veterans of Foreign Wars (VFW), Post #7272, the Honor Roll turned up. Then president of the post, Ray Fenoff, contacted the Historical Commission and brought it to the Historical Museum. It was prominently displayed for some time along with a collection of other military memorabilia. It was later moved and again nearly forgotten until renovations at the Historical Museum took place during the 2020 pandemic.

Please note on the Honor Roll itself that there is an "A" next to forty of the names. The forty men so indicated left the shores of the U.S. and crossed the Atlantic during WWI to serve our country.

This Historical Commission thought it was important that this Honor Roll have a prominent space to be displayed in town but space at the Historical Museum is limited. In cooperation with the staff at the Bellingham Memorial School, it was arranged for it to be displayed prominently in the entrance to the Bellingham Memorial School.

Source: Crimpville Comments, Issue 117, 1992, Ernest Taft, Editor

Research: Marjorie Turner Hollman, former member and Bellingham Historical Commission Volunteer



Celebrating the New Home of the Bellingham WWI Honor Roll, Bellingham Memorial School

From left to right: Jennifer Russo and Bernadette Rivard, Bellingham Historical Commission; David Cutler, Bellingham Memorial School Principal; Rick Marcoux, Chair Bellingham Historical Commission; and Jim Hastings, Chair of the Bellingham Veterans and Memorial Day Committee.

IN MEMORIUM

Below is a list of Bellingham residents who passed away in 2023. Our deepest sympathy to their loved ones. The names in bold are community members who were employed or elected or appointed officials of the town, with their affiliations.

2023

Abram, Michael Daniel
 Affinito, William
 Allen, Josephine H.
 Alves, Leticia Nunes
 Ames, Edna
 Ames, Frances
 Armstrong, Ethelyn Mae
 Auciello, Domenico Michael
 Barnett, Judith
 Barry, Maryellen
 Beaudoin, Vincent
 Beauregard, Shirley Ann
 Bernier, Phyllis N. (Norcross)
 Bevilacqua, Michael Thomas
 Bogan, Joseph Leo
 Bogan, June F.
 Borden, Robert L.
 Boulettenhouse, William Kenneth
 Boulos, Magda Boulos Abelnour
 Brouillard, Jean C.
 Brown, Nancy E.
 Bryan, Adele C.
 Bucalis, Kevin
 Buck III, Adrian A.
 Burch, Isabel C.



Daniels, Gail E.
 Danielson, Jean
 Delvecchio, Barbara A.
 DeMatteo, David Barr
 Desmarais, Leonard O.
 Dion, Evelyn A.
 Dionne, Alyre
 Donnelly, Thomas G.
 Dutrumble, Beverly A. (Jolly)
 Ehlman, Charles Jr.
 Eldredge, Mandy J.
 Eldredge, Margaret Ann
 Evans, Kenneth C.

Campos, Neuza Maria Miranda
 Charland, Rosemarie
 Chilson, Louise Norma
 Consentino, Kathleen M.
 Costello, Lillian Anna
 Cousens, Joan Lena
 Crosby, Joyce S.
Cummings, Gary R.
Auxiliary Police



Daniels, Gail E.
 Danielson, Jean
 Delvecchio, Barbara A.
 DeMatteo, David Barr
 Desmarais, Leonard O.
 Dion, Evelyn A.
 Dionne, Alyre
 Donnelly, Thomas G.
 Dutrumble, Beverly A. (Jolly)
 Ehlman, Charles Jr.
 Eldredge, Mandy J.
 Eldredge, Margaret Ann
 Evans, Kenneth C.

Farris, Mary
 Feller, Dorothy I. (Letourneau)
 Feller, George K
 Florence, Belanger
 Ford, John R.
 Forestal, Louise C. (Anger)
 Fowler, Virginia A.
 Frain, Mary C.
 Garcia, Gerald
 Geib, Sr., Robert P.
Gerrior, Glenn E.
Planning Board

Gibson, Sharon
 Giles, Carol
 Glassey, Thomas R.
 Gracia, Romiti
 Grant, Janet
 Greenwood, Harry A.
 Gulliksen, John Eric
 Hakins, Lois Francies
 Hamilton, Jean J.
 Hayes, John Joseph
 Heavy, Pauline A.
 Herman, Robert Martin
 Hodge, Judith M.
 Hoyle, Sandra
 Hunt, Christopher

Ingargiola, Joseph
 Jason, Patricia J.
 Johnson, Arthur Miller
 Jones, Walter T.
 King, David Allen
 Lacroix, George R.
 Lambert, Florence G.
 Lancia, Joanne L. (Wrenn)
 Lane, Thomas M.
 Lariviere, John P.
 Ledoux, Helen S. (Wesolowski)
 Letourneau, Eleanor J.
 Locklin, Mary Jane
 Marolda, Lorraine
 Marsh, Jr., William Sanford
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