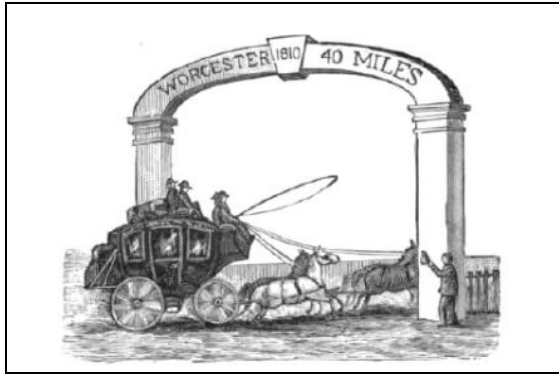


The Worcester Turnpike

Trolley Service

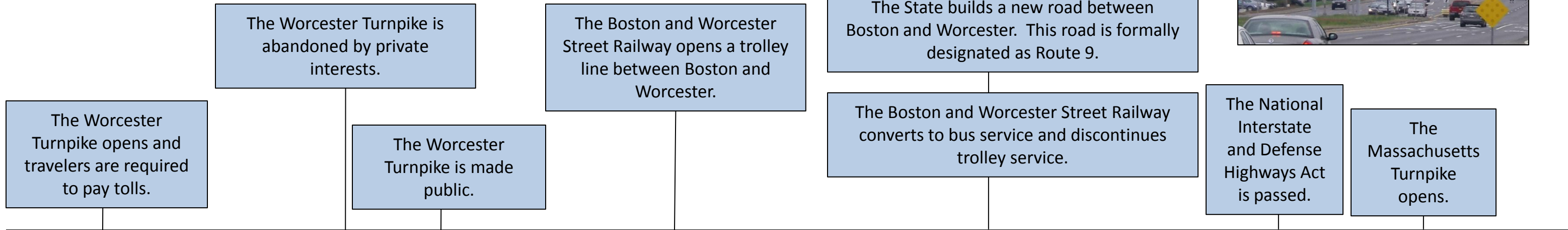
Route 9



The Turnpikes of New England, 1919.



Photo courtesy of Wellesley Historical Society.



The Worcester Turnpike opens and travelers are required to pay tolls.

The Worcester Turnpike is abandoned by private interests.

The Worcester Turnpike is made public.

The Boston and Worcester Street Railway opens a trolley line between Boston and Worcester.

The nation's first major-relief legislation, the Emergency Relief and Construction Act, is passed, providing funds for public works projects across the country.

The State builds a new road between Boston and Worcester. This road is formally designated as Route 9.

The Boston and Worcester Street Railway converts to bus service and discontinues trolley service.

The National Interstate and Defense Highways Act is passed.

The Massachusetts Turnpike opens.

1810

1835

1841

1845

1900

1903

1908

1932

1951

1956

1957

2010

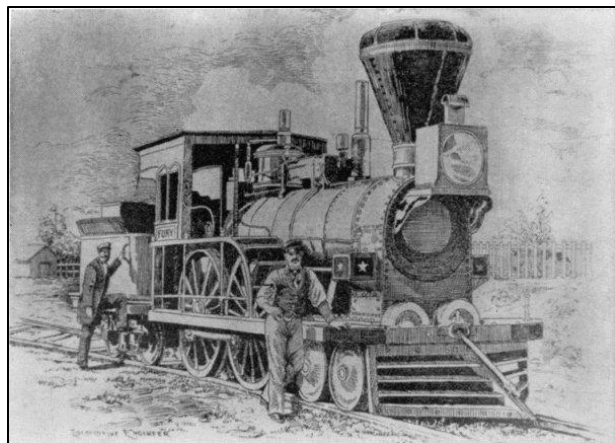
The nearby Boston and Worcester Railroad is completed. Ridership on the Worcester Turnpike continues to decline.

Worcester Turnpike is in disrepair east of Framingham and abandoned west of Framingham.

The Model T is produced by Henry Ford.

Shoppers World, one of the first modern shopping malls, is built in Framingham along Route 9.

Along Route 9, there is now more than 15 million square feet of office, retail and industrial development in Natick, Wellesley, Framingham and Southborough alone. Development along Route 9 is forecast to continue.



Smithsonian Chaney photo 6443.



Photo courtesy of the Ford Archives.



Photo courtesy of Framingham History Center.

