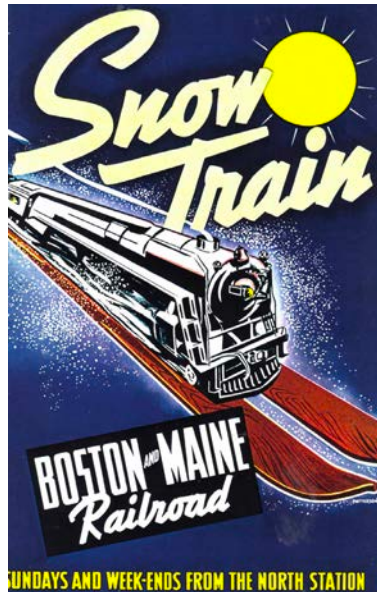




In the late 1930s, and again after the war in the late 1940s, my dad would go to the mountains of Vermont or New Hampshire via the snow train from Boston. When they got off the train, he and his friends would join other eager winter weekenders by hopping on a flatbed truck, a trolley, or a bus to be transported to a nearby ski area. Sometimes they would stay overnight at an inn, but if they went to New Hampshire, they would just make a long day of it, taking the early morning Sunday train and returning to the city at night.



Boston and Maine Railroad introduced the first snow trains in response to lobbying by the AMC. The railroad was skeptical, agreeing to the routes only as an experiment, but they were immediately popular and soon became part of a regular schedule. The Boston newspapers would publish snow condition information on Fridays, in time for travelers to decide where to head on Saturday or Sunday. The New Hampshire routes would alternate, depending on the reported snow conditions each week. By 1940, the railroad published lengthy brochures announcing the many travel options, places to stay, where to buy or rent equipment, and how to have fun on the ride. Brochures were filled with photos of happy skiers having singalongs in the luggage car and advertisements for inns, ski areas, and the latest designs in skis and boots.



In 1931 the first snow trains went to Plymouth and Lincoln. In 1932, a route to North Conway was added, and soon skiers could take a snow train to Waterbury, Vermont where they would board a trolley for Stowe. Plymouth was a major destination. Skiers would head to the local areas of Frontenac or Wendy's Hill and enjoy the rope tow rides to the top (no wind holds!). In 1938, Cannon Mountain added the exciting option of an aerial tramway. The accompanying 1940 photo shows skiers crowding on to trucks at the Plymouth train station for the last part of the trip. In 1940, winter lodging became available at the Waterville Inn, where there was skiing on the Tecumseh trail if you didn't mind climbing up. For the next season, a rope tow was constructed on Snows Mountain.

Stay tuned for more news of the snow train days!



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A SUNDAY Snow Train EVERY WEEK

to a destination selected every Thursday and announced in the Boston newspapers every Friday.

Either the Eastern Slope Region (North Conway - Intervale) or Belknap Region (Laconia) and Plymouth, N. H., will be selected each week when Snow Conditions are satisfactory. Fares and schedule will, unless otherwise announced, be as follows:

This -	GO:	SCHEDULE	RETURN:
\$2.75	<i>Head</i>	Lv. Boston	<i>Head</i>
ROUND	<i>Down</i>	Lv. Reading	<i>Up</i>
TRIP	8:00 A.M.	Ar. No. Conway	Ar. 9:25 P.M.
	8:15 A.M.	Ar. Intervale	Ar. 9:10 P.M.
	11:35 A.M.		Lv. 5:45 P.M.
	11:40 A.M.		Lv. 5:30 P.M.

OR This -

\$2.50	GO:	SCHEDULE	RETURN:
ROUND	<i>Head</i>	Lv. Boston	<i>Head</i>
TRIP	<i>Down</i>	Lv. Winchester	<i>Up</i>
	8:15 A.M.	Ar. Laconia	Ar. 8:20 P.M.
	8:30 A.M.	Ar. Plymouth	Ar. 6:00 P.M.
	10:35 A.M.		Lv. 5:30 P.M.
	11:15 A.M.		

And other destinations depending on Snow Conditions
Luncheon Service "Sports Service Car"