“A Quarry Railroad”
(from Barre, Vermont, to the quarries)

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A Quarry Railroad.

No one thinks of visiting Barre without making a trip over its unique railroad, which is unquestionably the most important enterprise of the kind in the world dependent exclusively upon granite quarrying. The road was chartered in 1888 and work commenced immediately from Barre to the granite quarries and at the present time has 20 miles of track, including switch backs and 1 1/2 miles of track additional in course of construction to East Barre. The road is standard gauge, is thoroughly ballasted, and laid with steel rails and automatic safety switches, tamarack and hemlock ties.

The maximum grade is 264 feet per mile, with switch backs 300 feet. The highest elevation reached above Barre is 1,020 feet in a distance of four miles.

The spur switches of the road run directly under the derricks of thirty or more quarries, so arranged that the same derricks used in lifting the granite from its natural bed place it on the cars, thereby saving the trouble and expense of transferring and re-handling. The rolling stock is all new and built especially for this country. Platform cars 20 and 28 feet long, 50,000 lbs. capacity, with double hand brakes and also Westinghouse air brakes. Three Baldwin locomotives, one 37-ton, 4 driving wheels; one 48-ton, 6 drivers, with one t-rail truck, and one 50-ton, 6 drivers, no trucks, furnish the motive power. The latter engine will draw ten empty cars up the 264-foot grade at a speed of 6 miles an hour. The road connects at Barre with the Central Vermont and the Wells River R. R., affording excellent shipping facilities to all parts of the country. Prior to 1888 the output of the comparatively few quarries then operated was brought down Millstone hill by oxen; or in the case of some of the massive blocks for Leland Stanford's mausoleum were rolled down the hill for quite a distance.

But the growth of the business demanded better facilities, and the merchants of Barre, granite manufacturers and quarry owners, with some outside capitalists, chartered the road in 1888, and soon after had it in operation. We are indebted to General Superintendent Stanyan for a most delightful trip over this highly interesting railroad. A special train conveyed the superintendent and his guest over the road and into the spur switches of the principal quarries. Our illustration will give the reader a better idea of its peculiar construction; how it starts at the city of Barre and for some two miles pursues a somewhat straight course, to the first switch back, then making a detour around the hill forms almost a complete circle from the inside of which extend the spur switches that lead to the different quarries.

Although short in number of miles operated the road is one of great importance, and considering the length of time in operation has been of inestimable value in promoting Barre's interests. Millstone Hill, from which all the granite is quarried, takes its name from the fact that the first use put to the stone was in making millstones. A story that has frequently been told, showing the wonderful increase in the value of the granite quarried here, is to the effect that a quarry which a few years ago changed hands for a wagon load of wood cannot be bought to-day for $25,000. Of course considerable money has been expended on this quarry; still the story goes to show how extraordinarily rapid has been the advance in value of these quarries.

The highest point reached by the road is at the quarry of the Wetmore & Morse Granite Co., which is near the summit of the hill and about 1,000 feet above Barre. This is the largest quarry on the hill and has been in operation 14 years. There are 6 acres of granite uncovered; some of the sheets will average from 60 to 70 feet long; 1,000 tons of granite have been drawn from the quarries in a day and several millions of paving block are shipped each season in addition to the regular monumental and building granite shipments.

There are 30 quarries now on the hill, 30 of which are reached by spur-switches from the main line of the road. These switches are put in by the railroad after the quarry owners have graded the road-bed. The large number of quarrymen employed on the hill, many of
SCENE AT THE WETMORE & MORSE QUARRIES.

whom reside in the vicinity, has caused quite a village to spring up, known as Granite City, which in time is destined to become a thriving suburb of Barre; values have increased not only at the quarries but in Barre, and the Barre R. R. comes in for its share of credit for having brought about this great improvement. From a village of 2,000 people 10 years ago Barre has taken second place among the cities of Vermont, and a very few years will see her at the front. The number of men employed at Barre in the granite industry has been roughly estimated at 5,000, probably 20 per cent of this number find employment at the quarries.

General Superintendent Stanny has carried many distinguished visitors over his road, who have come during the summer in cars of all descriptions, from the ordinary excursion coach to the magnificently appointed private car, with the purpose of not only enjoying the delightful scenery, an extended view of which the road commands in all directions, but also for the interesting and instructive knowledge gained of the methods of quarrying and handling

the huge blocks of granite, this summer traffic will increase, as the granite quarries develop and the fame of Barre's great industry becomes better known.

One of our illustrations shows the engine "Mountain King" descending from the Wetmore & Morse quarries with the largest shaft ever shipped from Barre. In the foreground is seen one of the switch-backs; this view also gives a dim outline of Barre in the distance.

Another of our illustrations, while not strictly pertaining to the railroad, is not without special interest in this connection. We refer to the new steel derrick of C. E. Tayntor & Co. This is a departure which marks the introduction of the most modern appliances for handling granite. The steel mast is 99 feet high with a boom radius of 71 feet. The derrick weighs 50,000 lbs. and in operating it over one mile of iron guys and steel ropes are used with a 4-ton hoisting engine. A shaft of granite weighing 37½ tons was lifted at the rate of nearly 4 feet in 18 seconds.

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REGULAR EDITION.

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PHOTOGRAVURE EDITION.

The Dr. Damrosch and Palmer monuments, Woodlawn Cemetery, New York.
The Massey Vault, Greenwood Cemetery, Brooklyn, N. Y.
The J. R. Locke (Petroleum V. Nasby) monument, Woodlawn cemetery, Toledo, O.

Marble cross in Greenwood, Brooklyn, erected by Dr. T. L. Cayler.

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— J. E. Sifford, Frederick, Md.