

= Lynn (MBTA station) =

Lynn (signed as Central Square - Lynn) is a passenger rail station on the MBTA Commuter Rail Newburyport / Rockport Line in downtown Lynn , Massachusetts , located 11 @. @ 5 route miles from North Station . The station consists of a single center island platform serving the two station tracks on an elevated grade that runs through the downtown area of Lynn . A large parking garage is integrated into the station structure . The present station , built in 1992 , is the latest in a series of depots built on approximately the same Central Square site since 1838 . A number of other stations have also been located on several different rail lines in Lynn .

Lynn is also a major bus transfer point serving 12 MBTA Bus routes in the North Shore region , including routes leading to Salem , Marblehead , Wonderland , and the Liberty Tree Mall as well as downtown Boston .

= = History = =

= = = Early history = = =

After the railroads from Boston to Lowell , Worcester , and Providence were chartered in 1830 and 1831 , railroads to other surrounding cities including Newburyport and Portsmouth were proposed . The Eastern Railroad was chartered on April 14 , 1836 . Work began at East Boston in late 1836 ; it reached Lynn in the spring of 1837 , but construction was slowed by the Panic of 1837 and did not reach Salem until 1838 . Service from Salem to East Boston began on August 27 , 1838 , with fares half that of competing stagecoaches .

The line through Lynn was built at surface level . A number of stations have served Lynn , including a series of stations near the current location at Central Square as well as a number of other stations around the city . The first depot at the Central Square location , built in 1838 , was a small wooden building .

On June 16 , 1846 , the stockholders authorized the sale of \$ 450 @, @ 000 of new stock to fund various branch lines plus new depots at Salem and Lynn . The 1838 @- @ built station was replaced in 1848 by a brick building with a 2 @- @ track train shed , modeled after the 1847 @- @ built station at Salem but smaller and lacking towers .

In 1845 and 1846 , a line from Malden to Salem via Saugus and Lynnfield was proposed but did not pass the legislature due to bitter objections from the Eastern . Instead , the Saugus Branch Railroad opened from Malden to Lynn Common on February 1 , 1853 . Affiliated with the Eastern 's primary rival , the Boston and Maine Railroad (B & M) , it did not initially have a connection with the Eastern . In 1855 , the Eastern acquired the majority stock of the Saugus Branch Railroad to keep it away from the B & M. The connection to the B & M at Malden was severed , and it was connected to the Eastern at South Malden (Everett) and West Lynn . Lynn became the primary turnback point for the Saugus Branch after 1855 , though a limited number of trains continued to Salem until World War I.

The first horsecars ran to Lynn in 1854 under the Lynn and Boston Street Railway . Its line ran between its namesake cities ; running through Charlestown on Chelsea Street , Chelsea and Revere on Broadway , then along the Salem Turnpike to Lynn . On July 2 , 1888 , the Lynn & Boston became the first electrified trolley line in the Boston area .

= = = Great Lynn Depot War = = =

When the Eastern Railroad prepared to build a new depot in 1865 , a great deal of controversy erupted ? an event later known as the " Great Lynn Depot War " . One faction wanted the replacement station built at the same Central Square location , while another wanted it built at Knight 's Crossing , a block southwest at Market Street . The Central Square faction was aided by a bill passed in the Massachusetts legislature on April 29 , 1865 , which disallowed a railroad from

abandoning a station that had been in service more than five years , as well as an 1868 bill that specifically directed the Eastern Railroad to build the replacement station at Central Square .

After a case which reached the Supreme Court in 1871 and a subsequent appeal to the United States Court , a decision was ultimately made to construct stations at both locations . Both the Central Square and Market Street stations were in service by mid @-@ 1872 , but it was untenable for the railroad to serve two stations just several hundred feet apart . The Market Street station was demolished in 1873 and replaced with a wooden shelter that served only a handful of trains .

The depot controversy was a setback for the Eastern Railroad in a city where residents were already dissatisfied with poor service . In 1872 , the Boston , Revere Beach & Lynn Railroad was charted as a direct competitor to the Eastern ; service began from Market Street in 1875 and lasted until 1940 . Service to East Boston had been replaced with direct service to Boston via the Grand Junction Railroad in 1854 , but Lynn - East Boston service was run from 1872 to 1880 to compete with the BRB & L. In 1880 the service was cut to a Revere - East Boston shuttle which lasted until 1905 .

From approximately the 1850s to the 1930s , Lynn was the terminus for some short turn Boston commuter trains . From 1881 to 1892 , some of these trains ran via the Chelsea Beach Branch during the summer .

= = = Track elevation = = =

The 1872 Central Square station burned in 1889 and was replaced with a temporary station until a new depot with a 75 @-@ foot clock tower was built in 1895 on the north side of the tracks off Union Street . This station had two side platforms to serve the line 's two tracks . As early as 1901 , the city began planning to eliminate the numerous grade crossings in downtown Lynn . With 150 trains per day on the main line and 40 on the Saugus Branch , some streets were blocked for as long as half of daylight hours . After legal issues , construction of an elevated viaduct began in September 1909 . However , the New Haven Railroad briefly gained control of the Boston and Maine at this time , and intended to fully four @-@ track the line through Lynn in conjunction with plans including a possible railroad tunnel under the harbor . The municipality initially intended to force the railroad to depress the four @-@ track line below grade , but later reached an agreement with the railroad to modify the two @-@ track viaduct for four tracks .

The New Haven 's plan to four @-@ track the line as far as the branch line splits in Salem and Beverly was stymied by the costs to modify the grade crossings in Chelsea and the single @-@ track tunnel at Salem . The only quadruple track to become operational was at Lynn station itself , with two island platforms to serve trains on all tracks . The depot was modified " not for the better " in conjunction with the elevation project . Many of the four @-@ track bridge spans in Lynn , never used operationally , are still extant .

= = = B & M and MBTA eras = = =

Streetcars service to Lynn continued under the Lynn & Boston until 1901 when it became part of the Boston & Northern Street Railway . By the early 20th century , a number of lines crisscrossed Lynn , with a number of them serving the station . The Bay State Street Railway took over operations in 1911 and joined the Eastern Massachusetts Street Railway in 1919 . Trolley service in Lynn lasted until 1938 .

The Boston and Maine Railroad built a new , more modern station in 1952 but reused the 1914 @-@ built platforms . This single @-@ story building , located on the south side of the tracks at Mt . Vernon and Exchange streets , was in the same flat @-@ roofed brick style as Winchester Center and Wedgemere built five years later . The building was the first on the Boston & Maine system to have radiant heat , and also included a restaurant and newsstand . The 1895 @-@ built station was demolished to make room for a parking lot . Saugus Branch service ended in May 1958 , leaving through service on the Eastern Route as the only trains serving Lynn . Around this time , the third and fourth tracks through the station were removed due to reduced traffic , leaving the station with

effectively two side platforms serving two tracks .

By the late 1980s , the nearly 40 year old station and the older platforms were crumbling . Since the Newburyport / Rockport line was no longer a freight clearance route past the General Electric plant in West Lynn , a full length high level platform was built to replace the 1952 platforms . The wide platform occupies the width of one former island platform plus one track slot , with the line 's two current tracks on each side . The 800 foot long platform is located west of the older low platforms , which are still extant on the viaduct . A 930 space parking garage with a drop off lane was built off Market Street ; buses continued to use the former busway on Mount Vernon Street at Central Square . Entrances to the platform are available from the garage and from Central Square . The new facility opened on January 21 , 1992 .

In 2003 , the MBTA spent slightly less than \$ 100 ,000 to rehabilitate the deteriorated garage and to convert the drop off lane into a full busway with shelters , benches , and signage . The busway opened on September 9 , 2003 and 21 MBTA Bus routes were rerouted from Central Square . In late 2005 , the MBTA spent \$ 168 ,000 for repairs to the garage roof , which frequently leaked during rain . The 1992 station was built with new concrete ties supporting the tracks connecting to the station , which proved less durable than expected . In September 2008 , the MBTA board authorized a \$ 1 million tie replacement and slope stabilization project at the station .

An elevator is available to access the elevated platform from the ground level of the parking garage . This is one of a small number of elevators on the MBTA Commuter Rail system , and along with the pair at Framingham is one of the few on the system maintained by the MBTA rather than Amtrak , Massport , or local Regional Transportation Agencies . As of 2015 , the Lynn garage has the lowest utilization rate of MBTA garages , partially due to safety concerns and partially because it was built to support future Blue Line demand . In 2011 , 20 security cameras were added to the station as a reaction to several assaults in the garage .

== Future ==

Lynn is intended to be the terminus of a future extension of the MBTA Blue Line , which would bring the line 4.5 additional miles from Wonderland in Revere to Lynn . This extension has been proposed in various forms for over 80 years . The 1926 Report on Improved Transportation Facilities and 1945 ? 47 Coolidge Commission Report recommended that the East Boston Tunnel line , which had been converted to rapid transit from streetcars in 1924 , be extended to Lynn via the Boston , Revere Beach & Lynn right of way . Ever since the 1954 Revere extension was cut short to Wonderland , a further extension to Lynn has been planned . Following on the 1926 and 1945 ? 47 studies , the 1966 Program for Mass Transportation recommended that the Blue Line be extended to Lynn , while the 1969 Recommended Highway and Transit Plan proposed that the extension run as far as Salem . An extension was not present in the 1972 Final Report of the Boston Transportation Planning Review , but the 1974 Transportation Plan revived the project with possible termini of Lynn , Salem , or even Route 128 in Peabody . The 1978 Program for Mass Transportation report and 1983 Transportation Plan both continued support for an extension to Lynn . Despite the continued recommendations , however , other projects like extensions of the Red and Orange lines were given funding instead of the Blue Line .

Despite numerous studies on the project and previous bond bills , there is currently no identified funding source ; due to the MBTA 's constrained finances , construction is not likely to begin soon . The 1992 built Lynn parking garage , designed for the capacity needed for the Blue Line extension , does not fill fully from commuter rail ridership .

== Other Lynn stations ==

Lynn has also been home to eight other stations on different sites - none of which lasted into the MBTA era - plus a ninth that opened in 1965 . Besides its downtown stops , the Eastern Railroad also served East Lynn from 1880 until Marblehead Branch service ended in June 1959 . Stairways from the Chatham Street to the station site still exist , although no station building remains . The

1896 depot was disassembled in 1912 in preparation for the downtown grade separation . It was moved to Durham , New Hampshire , where it now serves as the University of New Hampshire Dairy Bar and a station stop on Amtrak 's Downeaster service . A West Lynn station was located at Commercial Street at the junction with the Saugus Branch Railroad , and Green Street was briefly located just east of Central Square . Neither the West Lynn nor Green Street buildings survive .

The Boston , Revere Beach & Lynn also served its own Lynn depot (a block away from the Eastern Railroad station) at Market Street near Broad Street , as well its own West Lynn station adjacent to the Eastern Railroad station just east of Commercial Street . Neither station is still extant .

Service on the Saugus Branch Railroad began from Boston to Lynn (via Malden) in 1853 , serving Central Square and West Lynn plus three new stations in northwest Lynn . These included Lynn Common station at Western Avenue , Raddin 's Station at Summer Street and Raddin Grove Avenue , and East Saugus at Lincoln Avenue on the Saugus / Lynn border . Passenger service on the branch ended in May 1958 ; the branch is now abandoned and being turned into a rail trail . None of the station buildings survive , though the surviving Cliftondale station in Saugus was identical to the East Saugus station .

River Works station is located in West Lynn on the Newburyport / Rockport Line . Opened on September 9 , 1965 as G.E. Works , it is for the sole use of GE Aviation employees . Swampscott , located just outside Lynn in Swampscott , Massachusetts , also serves passengers from East Lynn .

= = Bus connections = =

Lynn serves as a major hub and transfer point for MBTA Bus routes serving the North Shore area . All routes pull into the station busway off Route 1A , though some can be caught at Central Square via the station 's Exchange Street / Central Square entrance as well .

426 Central Square , Lynn - Haymarket Station via Cliftondale

426W Central Square , Lynn - Wonderland Station via Cliftondale Square (weekend version of 426)

429 Northgate Shopping Center - Central Square , Lynn via Linden Square & Square One Mall

431 Neptune Towers - Central Square , Lynn via Summer Street

435 Liberty Tree Mall - Central Square , Lynn via Peabody Square

436 Liberty Tree Mall - Central Square , Lynn via Goodwins Circle

439 Bass Point , Nahant - Wonderland via Central Square , Lynn

441 Marblehead - Wonderland via Central Square , Lynn , Paradise Road & Lynnway

442 Marblehead - Wonderland via Central Square , Lynn , Humphrey Street & Lynnway

455 Salem Depot - Wonderland via Central Square , Lynn

456 Salem Depot - Central Square , Lynn via Highland Avenue

459 Salem Depot - Downtown Crossing via Logan Airport & Central Square , Lynn