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THE WAYBILL

Mystic Valley Railway Society Newsletter
A Non-Profit Educational Corporation
1970-2021 51 Years of Service



credit R. Goelet



VOL. 52 NO. 3 ISSN 0897-7577 Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleyrs.org
www.mysticvalleyrs.org

September - November 2021

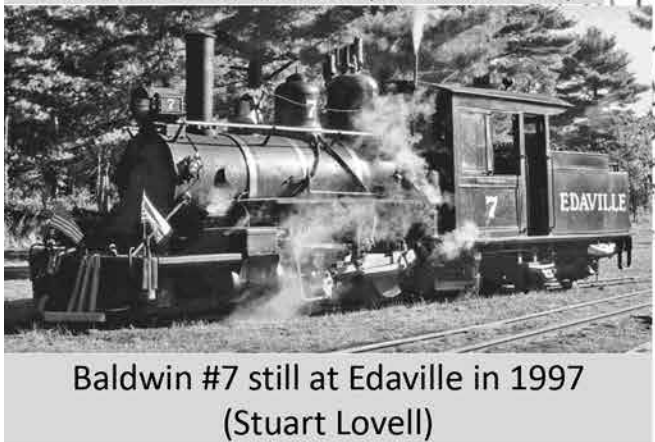
Celebrating 80 years of Edaville Railroad with photos from MVRs calendars – see page 4 ...



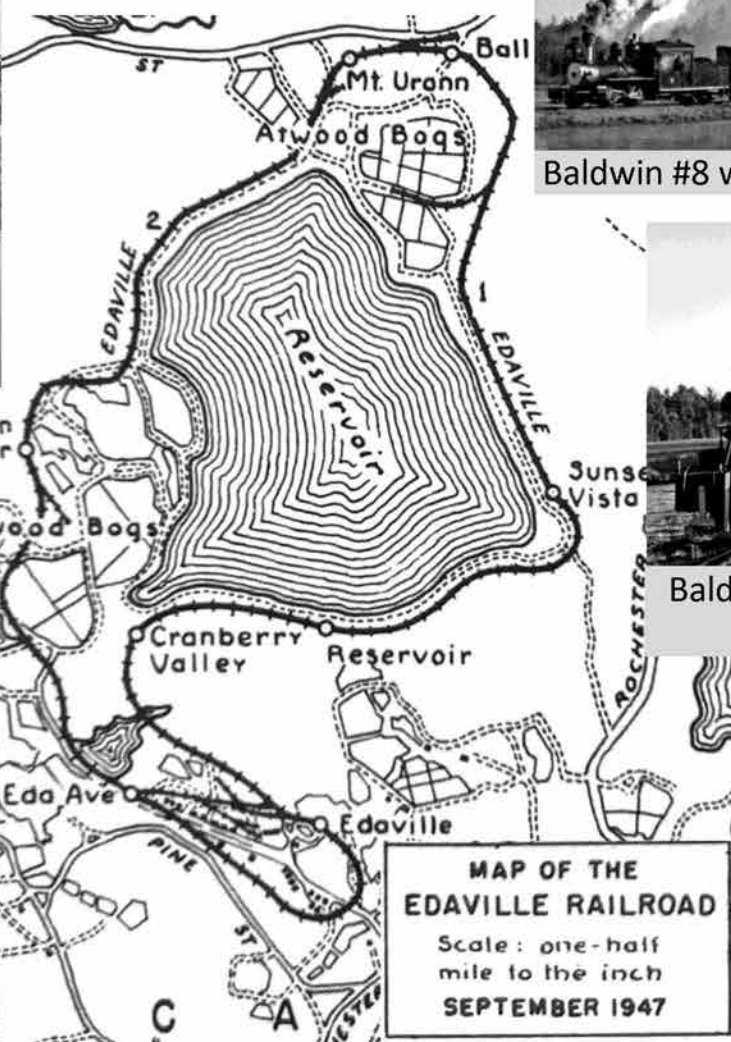
Baldwin #7 with freight,
1991 (Stuart Lovell)



Vulcan #3 & #4, 1991 (Stuart Lovell)



Baldwin #7 still at Edaville in 1997
(Stuart Lovell)



Baldwin #8 with freight, 1958 (Allan A. Wiswall)



Baldwin #8 with Christmas Train, 1971
(Robert Emerson)

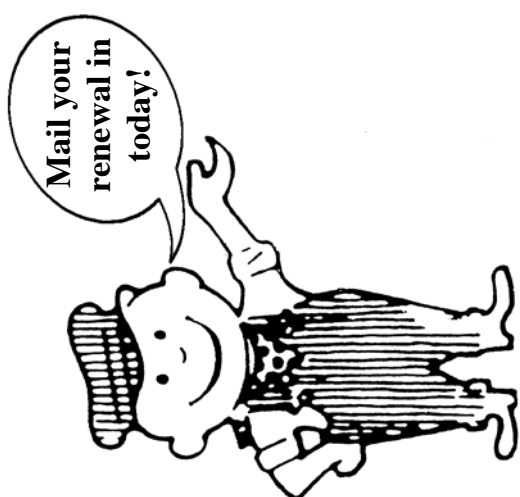


Vulcan #3 at depot, 1991
(Stuart Lovell)

Credits: Map by L.W. Moody and MVRs Calendar photos.

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Hyde Park, MA 02136-0009



Deadline for Next Issue: November 1, 2021

Include your previous address with
all address corrections

NOTICE!

Deadline
for next
issue:
Monday
November
1, 2021

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From the President - Theresa E. Rylko

As of this edition we are still waiting for the guidelines for sightseeing tours. It depends on how many passengers are allowed on the bus. How the restaurants and/or the attractions can accommodate us. And if we travel across state lines what would be the guidelines set by that state. As soon as the Governor gets it together we can start planning future events. Thank you all for support. We all want to travel but we have to do it safely.

As the weeks go by I am slowly getting caught up on the piles of memberships that are still coming in. Thank you for being patient .

Thank you all for helping keeping the MVRS on track by

From the Acting Vice President – Jeff Costello

Ahh September- cool, crisp weather colorful foliage, less lawn grass to mow. That's right I am day dreaming and looking forward to fall. As you can see Mystic Valley Railway Society presently has no trips planned, but we are still in contact with the bus companies and some of our favorite places we have traveled to in the past. Hopefully our future will once again be returning to some normal and will be traveling again. In the meantime, we would still enjoy your input about trips to plan or where you have been. Send a member-a-gram about a place you have visited that could be enjoyable for MVRS to visit. Your suggestions will help us when we return to traveling. Our granddaughters have done their share of traveling from Florida to New Hampshire and Plymouth and Cape Cod this past year. As long as there is water

spreading the word. Please consider helping out on the various committees. Trip team needs your help to keep the trips rolling. The Waybill needs to have your input to get the word out.

If you have any comments for member-o-gram (maybe a favorite picture of yourself enjoying one of the trips or a couple of sentences about a favorite trip please send it in. Keep in touch with fellow travelers. We will not publish telephone numbers or addresses in this column.

If there are any suggestions of how we might improve your enjoyment of the Waybill please let us know. This is your publication.

or a pool, they are all into it. Literally speaking they Love the water and are little mermaids. We have been with them and have enjoyed them immensely. Perhaps they will join us again on one of our MVRS trips soon. My wife and I did enjoy two events Mother's Day brunch and Father's Day lunch on the Cape Cod Central Railroad . We traveled from Hyannis to Bourne along the Cape Cod Canal. Both trips were enjoyable despite restrictions in place. The company , scenery, and especially delicious meals made the trip worthwhile. As time passes, MVRS hopes to be back on track and provide enjoyable trips again. Till then we are staying safe and strong.

From the MVRS Legal Counsel – By Attorney Sarah Westra, In Association with Pinta Law Group, LLC

Do You Need An Order Of Protection From The Massachusetts Court System?

Protection orders in Massachusetts are commonly referred to as “restraining orders” and that is their practical effect – they most often restrain one person from coming near the protected person or doing or saying something directed at the protected person. However, what people do not often understand is there are two types of “protection orders:” (1) Chapter 209A or Abuse Prevention Orders, and (2) Chapter 258E or Harassment Prevention Orders. Despite their similar, practical effect – prohibiting one person from doing/saying something to another – the requirements to obtain either order are quite different and essentially depends upon the relationship between the parties and the standard a plaintiff has to meet in order to obtain either order.

First, an *Abuse Prevention Order* requires that the parties be either in a dating relationship; reside in the same household; or, are related by blood or marriage. A *Harassment Prevention Order* (HPO) has no such requirement. The relationships between parties seeking an HPO are often neighbors or past friends.

Secondly, in order to obtain an *Abuse Prevention Order*, you must establish “abuse” as defined by law. The law defines “abuse” as: (1) Actual physical harm; (2) Attempted or threatened physical harm; (3) Substantial fear of imminent serious bodily harm or; (4) Forced sexual contact. By definition, this means, that you do not need to have actually been physically abused in order to request an *Abuse Prevention Order* against a former partner or relative. But rather, you can show that you are in fear of imminent serious bodily harm.

In the case of a *Harassment Prevention Order*, most commonly, the plaintiff must establish three instances of “harassment” as defined by law. The law defines harassment as: willful and malicious conduct, directed at a particular person, with the intent to cause fear, intimidation, abuse, or damage to property. Alternatively, a plaintiff can show that the person forced or threatened to force sexual contact or committed one of the following crimes against you: indecent assault and battery, rape, statutory rape, criminal stalking, criminal harassment, enticement of a child or drugging for sexual intercourse.

These orders of protection are often initially issued on an *ex-parte* basis – meaning only the person seeking the order is present. There will then be a second hearing, one were both parties have the opportunity to be present and present their case for why the order either should or should not be extended. The court can extend the initial order for up to one year. After that one-year date, the plaintiff must return to court and request that the order be extended and detail the basis for that request.

Orders of protection are civil in nature; however, a violation of an order is a criminal offense and one that the Courts take very seriously. As a criminal defense attorney, with over a decade of experience, representing both plaintiffs and defendants on both side of these issues, it is my hope that this article clarified some of the common misconceptions surrounding protective orders in Massachusetts and detail what exactly is required if you feel you are in need of such an order.

– Contributed by Attorney Sarah Westra, In Association with Pinta Law Group, LLC

Riding the Rails

By Robert A. LaMay



BNSF in Maine



Frozen in time at Essex CT



Acela at Four Mile River - East Lyme, CT.



Crossing Chester Creek - Chester, CT



Old time meet - Essex, CT



Silhouette - East Lyme, CT

MEMBERSHIP APPLICATION

For Our 2021-2022 Membership year
The Mystic Valley year runs from April 1 - March 31

Here's what's included:

- Our quarterly paper, *The Waybill*, filled with pictures and schedules of RR events.
- Exclusive members-only tours to unique activities and locations.
- Color Railroad calendar with 12 frameable prints (while supplies last).
- Annual Calendar Color Slide Contest for members.
- Railroad Socials.
- Membership card, The Mystic Valley Pass.
- Railroad films and guest speakers available upon request.

Membership Fees & Classes

1. **Regular Membership** (one person) \$10
2. **Family Membership**
Price of regular membership for one member plus \$4 per additional person living in the same house with regular member. All are full members with only one copy of every mailing mailed to the family address.
3. **Life Membership** (one person, U.S.A. only) \$125
4. For membership outside the U.S.A., please double the above fees (remit in U.S. currency only).

Calendars will be mailed to all current members as stated above and not necessarily presented at time of joining (while supplies last).

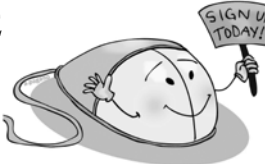
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New England
By Train!

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c/o Membership Committee
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☐ Check here if this is an address change



For Our 2021-2022
Membership year



Got a Question:

call us at 617-361-4445 (24 hours) or online at:
www.mysticvalleys.org

NEW RENEWAL
Regular Membership \$
at \$10 per person
at \$4 per additional person \$
to the price of the regular Membership
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at \$125 per person (U.S.A. only)

Tax deductible donations to a 501(c)(3) organization are gratefully accepted.
TOTAL AMOUNT ENCLOSED \$

If you join more than once in the membership year, it will be considered a donation. Please send a SASE, a #10 business size envelope. Cards will be mailed to you in 5-6 weeks. There will be a \$20 service charge for returned checks.

Name: _____
Address: _____
City/Town: _____ State: _____ Zip: _____
Please include telephone number (with area code) _____
Email: _____
Family members (no separate mailings). Please list full names: _____

OFFICIAL ENTRY FORM



MYSTIC VALLEY RAILWAY SOCIETY, INC. 2023 CALENDAR PHOTO CONTEST

Deadline: entry must be postmarked by Saturday December 18, 2021

Name: _____

Address: _____

City/Town: _____ State: _____ Zip: _____

Phone _____ Membership # _____

Signature _____

Date _____

Description(s) must be supplied for each entry.

NO MORE THAN 10 entries may be submitted per person.

- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____
- _____

Electronic form available at <http://www.mysticvalleys.org/calcontest.html>
See CONTEST RULES right

Mail entry to:
MVRS Calendar Contest, P.O. Box 365486
Hyde Park MA 02136-0009

Steam - Diesel - Electric - Modern - Vintage Photo Contest for the 2023 New England Railroading Calendar



44th Edition - Cash Prizes!

Deadline for photo submission is Saturday December 18, 2021
Contest to be held on Saturday February 5, 2022

CONTEST RULES:

- Participant must be a member in good standing.
- Each photo must be taken within the six states of New England: CT, MA, ME, NH, RI, VT.
- Maximum 10 photos per participant.
- Photos printed in past MVRS calendars must not be resubmitted.
- All photos MUST be in landscape (horizontal) orientation.
- Written consent must be included from that person if any face is recognizable in the photo.
- Submit photos as 35mm slides or digital images.
- Not acceptable: copies of 35mm slides, prints on paper, or digital reproductions of either 35mm slides or prints.
- Digital cameras shall have at least 6 megapixels (3000 x 2000) and should be set to the highest resolution and lowest compression (highest quality).
- Digital photos should be submitted unaltered (as downloaded from the camera) in JPEG, TIFF, or RAW formats (if supported by the camera) on a recordable compact disc (CD-R, DVD-R) or USB flash drive.
- Entries must be accompanied by a signed MVRS entry form, see OFFICIAL ENTRY FORM printed below (photocopy acceptable) or downloaded from <http://www.mysticvalleys.org/calcontest.html>
- Supply a caption for each photo. If possible, submit captions electronically (Word, PDF, or any other text file format).
- Number digital photo files (1-10) so that photos and captions can be matched.
- Entries must be postmarked by the Tuesday December 15, 2020 deadline.
- A prize of \$150 will be awarded for the front or back cover; \$100 for each calendar month.
- The final selection of photos for the Calendar is at the sole discretion of the Board of Directors. The decisions of the Board shall be final and non-appealable. The Board will be under no obligation to provide any reasons for its decisions.
- Winning entries become the property of the MVRS, Inc.
- Non-winning entries will only be returned if a self-addressed stamped envelope or packing materials with correct postage were supplied at the time of submission.
- The MVRS is not responsible for any loss of or damage to items sent through the mail.

ENTRY FORM IS AVAILABLE ON OUR WEBSITE:

www.mysticvalleys.org click on CALENDAR PHOTO CONTEST
Paper form - see OFFICIAL ENTRY FORM below

Lines from Ireland

Over the May Bank holiday weekend of Saturday May 1st to Monday May 3rd, train services on Dublin's southside between Dun Laoghaire, 5 miles south of Dublin and Greystones, Co. Wicklow, 17 miles south of Dublin, were suspended for facilitate essential engineering works at several places between these locations with Greystones being a bus transfer point for passengers travelling on the InterCity [long distance] service between Dublin and Rosslare Europort.

On May 14th Iarnród Éireann and XPO Logistics, a leading global provider of transport and logistics solutions, announced the commencement of a new twice-weekly rail freight service in each direction between Ballina, Co Mayo and Waterford Port. The new rail service, which commences at the end of June, will offer Irish industry a greener and more efficient mode of transporting freight between the West and Southeast of the country. It will see the potential for over 5,000 truck movements a year to switch from road to rail, with a resulting reduction in road congestion, and 75% reduction in emissions per unit. The new service comes as Iarnród Éireann is finalizing a new national rail freight strategy to identify growth and investment opportunities to significantly grow rail freight operations. The new rail freight service between Ballina and Waterford is in addition to existing rail freight operations, which include container traffic from Ballina to Dublin Port, Pulpwood from Ballina and Westport to Waterford Port, and zinc ore from Tara Mines in Navan to Dublin Port

Work on the new National Train Control Centre at Hueston Station, Dublin, is continuing with the building superstructure now complete to the fourth floor.

The Commission for Railway Regulation (CRR) published its 11th annual Safety Performance Report which relates to 2019. Overall rail safety was rated 'broadly positive' against increasing passenger numbers that year. There were no passenger fatalities during that year though heavy and light rail accounted for seven accidents involving fatalities, two fewer than the previous year. In heavy rail operations the number of SPADs (signals passed at danger) decreased from 13 to 12 along with a continued reduction in train collisions but LUAS suffered a increase in road traffic accidents involving collisions with road vehicles and pedestrian contact. The full report can be read at www.crr.ie.

Translink, which provides public transport in Northern Ireland, is 25 years old this year and is

promising to provide more environmentally-friendly buses and trains in the next quarter of a century. The company was formed in April 1996 by bringing together Ulsterbus, Citybus [Belfast] and Northern Ireland Railways. The Translink Timeline is: 1996 - Formation of Translink; 1997- Belfast-Dublin Enterprise train service launched; 1999 - Timetables go digital; 2000 - Central Station in Belfast upgraded; 2001 - Opening of new Bangor bus & rail centre; 2005 - Metro replaces Citybus in Belfast; 2009 - New Newry train station opens; 2010 - Translink goes on social media; 2018 - Glider rapid transit service begins; 2019 - Refurbishment of Portrush station for The Open; 2020 - First hydrogen-powered buses enter service. One of the most recent developments by Translink has been the introduction of the Glider rapid transit bus service linking east and west Belfast. Plans for the Glider service to be extended to the north and south of the city are being developed but the routes have not been agreed, and funding has yet to be finalized.

From July 19th capacity on public transport in the Republic of Ireland was increase from 50% of normal capacity to 75% under new measures announced by the HYPERLINK "<https://www.gov.ie/en/campaigns/c36c85-covid-19-coronavirus/>" to "Government website" to "top" Irish Government as part of the recovery phase of the response to the C-19 pandemic and the re-opening society. This meant that more seats and standing room were available for on-board customers. Iarnród Éireann reminded customers that it will be mandatory for all intending passengers to pre-book Intercity travel in advance, for travel on all dates until further notice.

News from Britain

Intercity 125: Workers say farewell to British Rail icon

On May 17th East Midlands Railway became the latest British railroad operator to retire its fleet of high speed trains, better known to millions as the InterCity 125. Some workers at the company's Neville Hill depot in Leeds spent most of their careers repairing, improving and tending to the engines, helping them to become a workhorse of the British network since they entered service in 1976. High speed trains (HST) were the future of British Rail in the 1970s, with advertisements promising unheard of speeds and shorter journey times. Better known as the Inter-

City 125, the diesel locomotive was only intended as a stopgap before electrification, but has linked Britain's cities for more than four decades. In the last 10 years, most rail companies have replaced them with newer models, and East Midlands Railway (EMR) is the latest to follow suit.

Better rail services promised in huge shake-up

On May 20th British Transport Secretary Grant Shapps promised rail passengers a better and more efficient service under the biggest shake-up in decades which will see a new state-owned body, Great British Railways (GBR), set timetables and prices, sell tickets in England and manage rail infrastructure replacing what he called an 'overcomplicated and fragmented' system. GBR will replace the current track operator, Network Rail, in 2023 with the government stating that the new system will look more like Transport for London, with multiple operators under one brand. The systems will differ slightly in Scotland and Wales, where transport is devolved, but GBR will still operate in these nations. The British government believes that a more unified rail system will lead to more 'high-quality, consistent services' from 2023 onwards, and better connections. There will also be changes to make travel smoother, including simplifying ticket purchasing which critics have complained is confusing. There will be a 'significant rollout' of more pay as you go, contactless and digital ticketing on smartphones; a single, more straightforward compensation system. From June flexible season tickets became available for some people who commute two or three times a week, offering savings on certain routes for people who do not travel to work every day, reflecting the expected changes to commuting patterns after the C-19 pandemic. These flexible tickets went on sale on June 21st for use seven days later and will allow passengers to travel on any eight days in a 28-day period.

Heritage railways 'wouldn't be the same' without coal

Paul Lewin, manager of two heritage railway lines in Wales, the Ffestiniog and Welsh Highland heritage railways in Gwynedd, has said that steam engines should be exempt from any future ban on burning coal as this would mean 'bye bye steam railways'. He added that there are no alternate fuels available that make sense for use on heritage railways as it's the steam engines that draw people to

them and is seeking 'water-tight' exemptions written into the legislation. Conservative peer, Baroness Bloomfield of Hinton Waldrist, said heritage vehicles were not within the scope of the legislation.

Crossrail: Report finds not enough money to finish project

The cost of completing Crossrail, known as the Elizabeth Line, the route, running from Reading to Essex through central London will exceed available funding according to the British government spending watchdog, the National Audit Office (NAO), which estimates the cost of the new rail link will be between £30m and £218m above the current funding. The government increased the project's HYPERLINK "<https://www.bbc.co.uk/news/uk-england-london-55920537>" budget to £18.8bn in December 2020. The report found 'significant issues' could affect the cost and schedule of the project which was due initially to open in December 2018 but has suffered from delays, budget complexities and issues with its construction work and signalling systems over the decade. The route from Paddington to Abbey Wood had an original budget of £14.8bn in 2010. Management of the scheme was transferred from Crossrail Ltd to TfL (Transport for London), in October 2020. TfL said there had been "many challenges", but that the line would be opened 'as soon as possible'.

World's fastest diesel locomotive will run again at Ruddington

In its glory days diesel locomotive 43159 achieved a world record speed of 148mph, which has never been beaten since being set in 1987. Many of the same type of locomotive - known as a Class 43 power car - are at risk of being scrapped. However after sitting in storage for two years 43159 has gone to Nottingham, where it will transport passengers on a heritage railway, the Great Central Railway in Ruddington. It arrived there at on July 17th and will receive an overhaul and be repainted to return it to service where it will be partnered with another Class 43 power car, numbered 43044 as this type of locomotive runs in pairs, one at each end of the train.

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(\$20 service charge applies to checks returned by the bank)

Calling all Members!

ARE YOU LOOKING FOR ACTIVITY??



NEW FRIENDS

TRAVEL OPPORTUNITIES

REWARDING EXPERIENCES

WAYS TO HELP OTHER MEMBERS

or

SHARE A CAREER SKILL??

ALL ABOARD

with the Mystic Valley Volunteers – the activities are as varied as their locations. Auto transportation is essential for some events, but many are located on the MBTA routes and may gather at special locations or at members’ homes. Is distance an impediment? **NO WAY**, for we have dedicated members in many states and foreign countries who complete their activity by letter or E-Mail. Remember: volunteering allows you to share your talents and interests with those who would benefit most.

TO JOIN THE FUN

Please request a volunteer form by submitting your request & membership number to: **M.V.R.S. P. O. Box 365486, Hyde Park, MA 02136-0009** or visit our Website **www.mysticvalleys.org**.

WHAT HAPPENS NEXT?

Your request is presented at our regular meeting so that you will be contacted by the appropriate chairperson. From there it is up to you how involved you wish to be, for the level of activity and variety of trips offered by the Society are solely determined by the level of participation supplied by our volunteer members. **WELCOME ABOARD!**

Edaville is eighty

By Dirk Hertel

On July 19, 2021 The Patriot Ledger (“the South Shore’s Newspaper since 1837”) greeted readers with the headline “Back on track? Idle Edaville derails summer plans for many.” Photos of an empty park were captioned “Despite state restrictions on theme parks being lifted, Edaville Family Theme Park in Carver MA remains closed” and “has no immediate plans to open this summer.” Edaville is one of the last small family-owned theme parks that once dotted New England. Others like Paragon Park in Hull are long gone. I visited Edaville in late December 2010 to tour the Festival of Lights by train and discovered it was now diesel-hauled instead of powered by steam, and no longer went around the reservoir.

How did it all begin? The Great Depression and World War 2 saw the closure of most 2-foot gauge railways in Maine. They had been built in the late 1800s as an inexpensive means to connect remote settlements and industries to the outside world. Closure meant that tracks were lifted and rolling stock abandoned, burned, or sold for scrap. Some people stepped in to save relics of the Maine two-footers to fulfill their dream of having their own backyard railway. One was Ellis D. Atwood. He was able to do more than just collect old equipment as he had the means to recreate and operate a railway like those being lost. His 1,800 acre cranberry farm in South Carver MA had the necessary space and also yielded sufficient disposable income.

Like most successful collectors, Mr. Atwood started before there was widespread interest. Although it was 80 years ago, in October 1941, when he purchased engine #7, built by Baldwin in 1913, along with most of the cars and rails from the defunct Bridgton & Saco River (B.&S.R.) Railroad, the move to South Carver was delayed by four years because of WW2. He invited Linwood M. Moody, historian and future author of the 1959 book “The Maine Two-Footers” to help plan his railroad. In 1946, track laying began for his future working railroad. They started on a loop around the 300-acre reservoir with spurs to various cranberry bogs and a sand pit. Main station and service facilities were off Pine St, location of today’s theme park. The name of the railroad was Edaville, derived from E. D. Atwood’s initials. The completion of the 5 ½ mile loop was celebrated with a Golden Spike ceremony on April 7, 1947. The railroad transported workers to the bogs, boxes of harvested cranberries from the bogs to the screen house (now the museum), and sand from the pit for winter bog maintenance. Mr. Atwood also let visitors ride in his B.&S.R. passenger cars. Initially, rides were free with 15 cents for a souvenir ticket. To keep rising demand in check, riders were then charged 25 cents. But this did not deter anyone, and Atwood soon found himself with a full-blown tourist business.

The first full year of operation was celebrated by a Christmas light display, which included a miniature village called Peacedale populated by Santa Clauses, reindeer and other seasonal characters. It was an instant hit. The total passenger count for 1947 was 78,000. This success called for more engines and rolling stock, so Mr. Atwood negotiated with other collectors who had snapped up choice items but were not able to set up and run a railroad. They must have been glad when Mr. Atwood arrived with cash in hand to relieve them of the white elephants blocking their backyards, barns and garages.

In this way, B.&S.R. RR’s engine #8, built by Baldwin in 1924, and more cars were acquired. From the former Sandy River & Rangeley Lake RR came the elegant parlor car “Rangeley”, several passenger cars, cabooses, two 1925 railbuses and a Model-T track inspection car. In 1946, Moody discovered engines #3 and #4, built by the Vulcan Ironworks in 1912 and 1918 for the Monson RR, at a junkyard in Rochester NY. As most of the equipment had been neglected since the declining years of the Maine two-footers, painstaking work was required to bring it back to working condition. The cars needed not only body and paintwork but also new axle bushings and brakes. Engines needed boiler inspections, testing, and repair to be carried out by a New York Central RR boilermaker. Adding more engines and cars required new sheds to house and maintain them. The throngs of visitors were served by a new frame building that housed the ticket office, lunch counter, gift shoppe and a cranberry products dispensary. But acquiring used cars was not enough. New excursion cars were built from scratch to accommodate the ever-increasing crowds. Edaville was marked as an attraction on new highway maps.

In November 1950 disaster struck. Mr. Atwood was injured in an explosion when working on a boiler that heated the screenhouse. He died a few days later without regaining consciousness. Initially, his wife Elthea and her nephew continued the operation.

In 1955 F. Nelson Blount, the founder of Steamtown USA, took over the management of Edaville RR. In 1957 he and Fred Richardson bought the railroad but the Atwood Estate retained ownership of the land on which it operated. After Blount’s death in 1967, Richardson remained at the helm until 1970 when Edaville employee George E. Bartholomew bought the operation and ran it successfully for over two decades, committed to keep the Edaville RR a genuine continuation of the heritage of Maine’s two-footers. At Edaville’s 50th anniversary as a working railroad in 1991, celebrated with a cranberry festival, all four steam locomotives transplanted from Maine were still in operation.

But developments of the late 1980s were forcing changes. After Elthea Atwood’s death the Atwood estate evicted the Edaville RR from its land. In 1992 Bartholomew had to cease railroad operations and sell most of the rolling stock. He sought a buyer who would keep Atwood’s collection intact, and found Phineas T. Sprague who intended to preserve it in the newly founded Maine Narrow Gauge Railroad Museum. On September 19, 1993 most of Edaville’s two-footer equipment was trucked to Portland, with the exception of engine #7 which remained on loan at Edaville until 1999. On this occasion Sprague remarked that “the Edaville collection, which came from the five major railroads in Maine, is the two-foot narrow gauge collection on this continent ... this is a significant part of history that needs to be saved and come home.”

Although this marked the end of the old Edaville, it was reinvented as a theme park. After 1993, newly acquired diesel power instead of the equipment that was now back in Maine. Temporary leases of the land were negotiated but no permanent settlement could be reached. In 2005 the large loop around the reservoir was pulled up to make room for housing subdivisions, leaving the railroad with the current 2-mile loop. Today at Edaville, railroading revolves around Thomas the Tank Engine.

The Maine Narrow Gauge Railroad Museum marked the beginning of some of Maine’s two-foot railroads being recreated as museums. The most prominent example today is the Wiscasset, Waterville and Farmington RR. These museums work closely together, often exchanging equipment for special events. But without Mr. Atwood and his Edaville RR, it is unlikely that the rebuilt Maine two-footers would have had original equipment as their foundation. This is Edaville’s lasting legacy: it provided a bridge over the decades between closure of the Maine two-footers and their rebirth as railway museums.

Sources: Linwood W. Moody, *The Maine Two-Footers* (Howell-North Press 1959), Reinhard’s *Edaville Website* (<https://web.archive.org/web/20080128025754/http://members.cox.net/edaville-rr/>), *The Edaville Collection - Massachusetts’s Maine Attraction & Edaville revisited* (Mark 1 Video 2005).