

'Seventy-Five Years of Rare Mileage'

AN ALL-TIME LIST OF MASS BAY RRE SPECIAL TRAIN EXCURSIONS

Compiled by R. Richard Conard, edited and annotated by John W. Reading

This list identifies all the known railroad excursions since 1934 aboard special trains chartered by the **Massachusetts Bay Railroad Enthusiasts, Inc.** ("Mass Bay RRE") and its predecessor, the **New England Division of The Railroad Enthusiasts, Inc.** (The "National Association of Railroad Enthusiasts," an informal group gathered in 1933 that incorporated as the RRE in 1935, actually sponsored the "First Fantrip" on the **Hoosac Tunnel & Wilmington** August 26, 1934 and later trips to September 1935. The New England Division formed in mid-1935; it would incorporate separately as Mass Bay RRE in September 1972.)

The list shows trips by date. It may not be complete, as it draws only on available information that is known to be incomplete. From December 1941 to April 1947, all fantrips ended for the duration of World War II.

The list includes only trips for which Mass Bay RRE or the New England Division was a sponsor (a seller of tickets). Trips co-sponsored with other organizations are included. Trips for which a railroad exclusively sold tickets (e.g., the **Boston & Maine's** early *Snow Trains*, *Hike & Bike Trains*, *Jungle Trains*, etc.) *are not* included, regardless of how many RRE members might have ridden a train, but trips for which both the RRE and a railroad sold tickets *are* included. Many trips from the 1930s to the 1950s were actually run by the railroads, who handled most publicity and ticket sales, though RRE members also sold tickets. Railroads used the RRE mailing list for publicity, and railroad ticket agents had RRE excursion tickets for sale.

This list does not include most RRE group trips aboard regularly scheduled trains, although the RRE has conducted such trips since its earliest days in 1933. (Trip Chairman Rolie Blodgett coined the phrase "Zip Trip" about 1964, to describe these activities.) However, excursions that used regularly scheduled trains to reach the departure point of a specially chartered train (e.g., B&M trains #67 and #62 to and from the "First Fantrip") are included. Also not included are bus trips to tourist railroads or other railroad sites, unless there was a chartered train for which Mass Bay RRE sold tickets ahead of time. *[There may be exceptions to these general guidelines.]*

The passenger counts in the list are the best available number of fare-paying passengers aboard a special train. Figures may differ somewhat (up to plus/minus 10%) because of other reported figures, such as the number of tickets sold (not adjusted for "no-shows"), or the total number of riders on board (including nonpaying RRE staff, car hosts, railroad personnel, etc.)

Locations listed in a trip routing do not necessarily indicate that a train stopped there. When a trip operated on more than one railroad, the routing shows the part of a trip that each railroad actually operated.

The ticket price shown is the basic adult fare (including the Federal tax that once applied to rail tickets) for the complete trip shown in the routing. That price does not include any late-order penalties or "sidetrip" options, except when riding to a train's ultimate destination required purchasing an "option." From 1997 to 2005, Mass Bay RRE placed a discount coupon in some trip

flyers to encourage early ticket purchases, instead of charging a higher price for late purchases. In most cases, the price in this list is the price after using a coupon. However, when available trip flyers did not include a discount coupon, the ticket price in the list is the "undiscounted" price. More recently, Mass Bay RRE has offered a "member discount" on excursion ticket purchases; in that case, the price in the list is the "member discount" fare.

This list draws from dozens of different sources and reflects significant contributions from Mass Bay RRE members and others through more than two decades. Many who contributed have died, and we remember here the assistance they gave. Lewis Walter made an exhaustive search through his personal collection of past issues of *Callboy* (published continuously by the New England Division and Mass Bay RRE since February 1947) and *The Railroad Enthusiast* (published continuously by the National RRE from 1935 to 1947, then intermittently from 1963 to 1980). Former RRE National Presidents H. Arnold Wilder and Dana D. Goodwin compiled a summary of RRE trips, based on Dana's extensive photograph collection and their past involvement in planning and running those trips. Arnold made this list available, and it was of great value in identifying trips from the 1930s and 1940s. Special thanks go to Bill Schermerhorn, Don Foley, Tom Humphrey, Lawson Hill and Preston Johnson for assistance, suggestions and encouragement; Tom also made a detailed pre-publication recheck of information taken from *The Enthusiast* and *Callboy*. Gerald Cunningham, Ralph Alvarez, Bill Cleaves, Harvey Gardner, Norton ("Skip") Clark, Doug Kydd, Vic Campbell and Bill Crawford provided data. Other sources were B&M employee magazines (before their end of publication in 1960), the "Running Extra" column in *Trains* (1950-1970), and various RRE trip flyers, brochures, and issues of the *B&M Bulletin*, all in the archives of the Boston & Maine Railroad Historical Society at Lowell, Mass. These archives also include **New York, New Haven & Hartford** Passenger Traffic Department records donated by former NH employee Samuel Vaughan. In addition to information in Chapter 9 of Frank Kyper's book, *The Railroad That Came Out at Night* (Stephen Greene Press, 1977; 2nd ed., Carstens Publishing, 1990), Frank provided much information on past trips from personal recollection, including his years as the New England Division's Trip Chairman.

I am very interested in hearing from anyone who can provide additional information to make this list more complete and accurate. Please let me know of any trips that were omitted and of any data that are missing, incomplete or incorrect. Old trip flyers, photographs, personal notes and recollections are all potential sources of information. Please bring any such information to my attention so I may include it in a revised list.

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We plan to publish Rick's exhaustive list in six parts, from this month through May 2010. They will be: *The Golden Years, 1934-1941; Farewell to Steam, 1947-1960; The Rambling Railfans, 1961-1975; Amtrak Specials and 'New Miles,' 1978-1993; Twenty-First Century - Limited, 1994-2003; and 'Wherever We Can, Whenever We Can,' 2004-2010.* — JWR

Part I: The Golden Years, 1934-1941

Excerpted from "The Iron Hobby Horse," by J.C. Furnas, *The Saturday Evening Post*, vol. 210 (August 21, 1937), No. 8; included in *A Treasury of Railroad Folklore*, B. A. Botkin and Alvin F. Harlow, eds.; originally published 1953; 1989 reprint, Bonanza Books.

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FAN TRIPS

Fan trips being, by all odds, the strangest thing in the whole kingdom of railroad fandom, call for a lot of explanation. The idea is for a batch of admirers of railroading, usually connected with some rail fan organization, to charter a train collectively and have an orgy of railroading under special circumstances. A fair sample would be the annual junket of the Boston chapter of the Railroad Enthusiasts over the **Hoosac Tunnel and Wilmington Railroad**, locally known as the Hoot Toot and Whistle, which trickles up into Vermont from the northwest corner of Massachusetts. The HT&W carries passengers on only this one day a year, when its forty-four-year-old engine [*HT&W 4-6-0 21; Brooks, 1892; once of the Lake Shore & Michigan Southern*] couples on to an old day coach and two flat cars, studded with chairs and benches for open-air observation, and transports the Enthusiasts over a route famous for one of the few switchbacks in the East [*until 1937*], and often

affording fans such informal delights as derailments and cows on the track. The engine is fired by an eminent amateur fireman [*RRE founder and New England Division member George Becker*] who, in private life, runs an elevator factory in Cambridge, Massachusetts. There was a similar spirit last year about a fan expedition over the Ma and Pa Railroad – officially the **Maryland & Pennsylvania** – admirers of which swear its right of way is so crooked it makes horseshoe bends to avoid all trees over a foot thick. A recent fan trip over an old-time one-horse California railroad was so popular that the passengers were twice too many for the available cars and had to sit on the roofs, with the conductor profanely climbing up there to collect his tickets.

Other fan trips climax in visits to the main shops of some big-time railroad, where there are engines standing with steam up so the fans can climb into the cabs and blow the whistles, ask questions of company guides, and generally wallow in backstage stuff. * * *

August 26, 1934

[*The "First Fantrip," as recognized by Trains in 1991*]

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-East Portal; special coach on #67 with P-2c 4-6-2 3688 (Alco, 1916). HT&W: East Portal-Readsboro-Wilmington, VT and return. B&M: East Portal-Boston, special coach on #62 with P-2c 4-6-2 3682 (Alco, 1916)
Name: *Annual Outing* (So described by RRE founder Horace W. "Jack" Pontin in his trip report; see reprint, Dec. '08 Callboy.)
Cars: 2 **Passengers:** 40 (*list in Feb.-Mar. '09 Callboy*) **Price:**
Equipment: B&M coach 801 (cut off #67 at East Portal and taken to Wilmington); HT&W 4-6-0 21 (Brooks, 1892; ex-Lake Shore & Michigan Southern), HT&W caboose

October 7, 1934

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-East Portal on #67 and return. HT&W: East Portal-Readsboro-Wilmington, VT and return; derailment at Readsboro on return trip, caboose left behind.
Name:
Cars: 2 **Passengers:** 78 **Price:**
Equipment: B&M: Special coach on #67
HT&W: 4-6-0 21, B&M coach, HT&W caboose

November 4, 1934

Boston & Maine; Suncook Valley

Route: B&M: Boston-Manchester, NH-Hooksett. SV: Hooksett-Centre Barnstead and return. (Side trip to C.A. Bailey granite quarry in Suncook to ride quarry railroad.)
Name:
Cars: 2 **Passengers:** 43 (*Reprinted news story in Jan. '09 Callboy says there were about 75 passengers.*) **Price:**

Equipment: B&M: Regular train to Hooksett. SV: 2-6-0 1 (Baldwin, 1927), SV combine 3 (rebuilt from a B&M RPO-baggage), B&M coach set out from #3604.

March 24, 1935

Boston & Maine

Route: Boston-Nashua, NH and return.

Name:

Cars: **Passengers:** **Price:**

Equipment: Special move with newly delivered B&M 6000, the Budd-built *Flying Yankee* streamlined train.

May 26, 1935

Boston & Albany; Boston & Maine

Route: B&A: Boston-Springfield-Athol Jct.-Athol (*last excursion over B&A Athol Branch prior to closing in of the Quabbin Reservoir and flooding of Swift River Valley*). B&M: Athol-Baldwinville. B&A: Baldwinville via Ware River Branch to Springfield [*to Palmer?*]; main line to Boston.
Name:

Cars: 3 **Passengers:** 220 **Price:** \$3.50

Equipment: B&A K 4-6-2 557 (Schenectady, 19??), 4 steel coaches.

June 17, 1935

Boston & Maine; Rutland; Clarendon & Pittsford

Route: Boston-Rutland, VT and return next day

Name:

Cars: **Passengers:** 50 **Price:**

Equipment:

"FIRST FANTRIP" MEMORIES

Photographs from the Mass Bay RRE collection



B&M train #67 with P-2c 4-6-2 3688 in the lead at Greenfield, MA on August 26, 1934. The Railroad Enthusiasts' special coach was carried to East Portal on the rear of this train and returned to Boston on train #62. (Photo: Stanley M. Hauck)



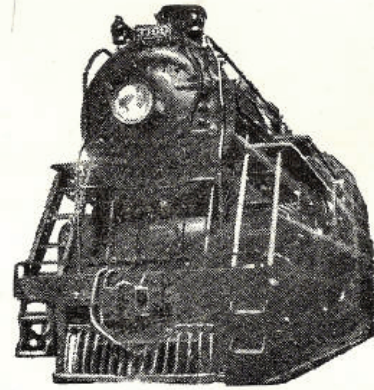
HT&W 4-6-0 21 with the Railroad Enthusiasts' special train at Readsboro, VT. (Photo: Stanley M. Hauck)



The RRE special at the Readsboro, VT depot. (Photo: Stanley M. Hauck)



The classic group phot from the 'first fantrip', taken by then-17-year-old L. Peter Cornwall, the last surviving passenger from the trip.



Here's the Next TRIP

OF THE

RAILROAD ENTHUSIASTS, Inc.

(and their Friends)

SUNDAY, JULY 21st

INSPECTION AND SIGHTSEEING TRIP
OVER THE SUNCOOK VALLEY RAILROAD

to **CENTRE BARNSTEAD, N. H.**

ROUND **\$2.25** TRIP

Here's The Schedule

Leave BOSTON	9:00 A. M. D. S. T.
Arrive CONCORD	10:48 A. M. D. S. T.
Leave CONCORD	11:00 A. M. D. S. T.

In open "air-conditioned" Coal cars with seats provided for scenic ride over Suncook Valley R. R.

Stop over at Pittsfield, N. H. for Dinner.

Half Hour at Centre Barnstead to inspect Engine Terminal, Leaving at 2:25 P. M.

Arrive Concord Engine House at 4:05 P. M. Where Stop will be made for inspection of B and M Engine Terminal and opportunity for Camera "Shots".

Returning

Leave CONCORD	5:50 P. M. D. S. T.
Arrive BOSTON	7:30 P. M. D. S. T.

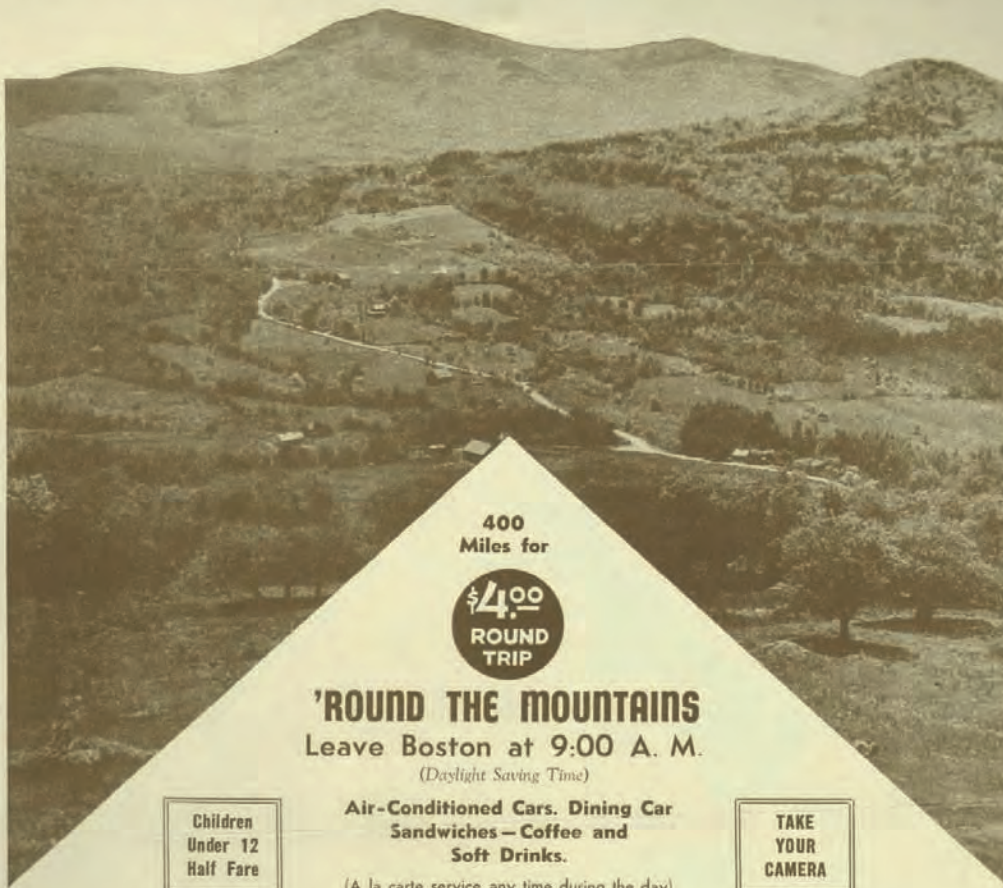
Make your Reservations NOW with George P. Becker, 96 Avon St., Cambridge, Tel. KIRkland 9229, or apply to North Station Travel Bureau or with your Local Agent.

BOSTON and MAINE RAILROAD

Trip flyer for the excursion from Boston to Concord, NH and Center Barnstead on the Boston & Maine and Suncook Valley Railroads, July 21, 1940. See page 14 for trip details. (Mass Bay RRE Collection)

**SUNDAY SEPTEMBER 18
FOR RAILROAD ENTHUSIASTS**

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400
Miles for

\$4.00
ROUND
TRIP

'ROUND THE MOUNTAINS

Leave Boston at 9:00 A. M.

(Daylight Saving Time)

Children
Under 12
Half Fare

**Air-Conditioned Cars. Dining Car
Sandwiches - Coffee and
Soft Drinks.**

**TAKE
YOUR
CAMERA**

(A la carte service any time during the day)

- Along the Merrimack River Valley through Lowell, Nashua, Manchester, Concord, Laconia, Weirs (Lake Winnepesaukee) to Plymouth and Woodsville. Forty Minutes for inspection and picture taking of B and M, Canadian Pacific and Montpelier & Wells River locomotives.
- From Woodsville the trip continues through the White Mountains - and the glorious Presidential Range past lofty Mt. Washington (altitude 6,293 feet) and over the famous Frankenstein Trestle in Crawford Notch. At Bartlett a 30 minute rest stop will be made for sightseeing and photographing of Maine Central Railroad engines.
- At Intervale, again on the B and M, you travel over the Conway Branch to Dover, N. H. thence through Lawrence to Boston, arriving North Station at 10:15 P. M. (D. S. T.)
- Colorful Fall foliage scenes should be at their best.
- It's the scenic trip of the year. Remember the best way to see the beauty of Crawford Notch is from a train high up on the side of the Ravine.

HERE'S THE SCHEDULE

(DAYLIGHT SAVING TIME)

Lv. BOSTON	9.00 A.M.	Lv. FABYAN (Maine Central)	4.30 P.M.
Lv. WINCHESTER	9.12 A.M.	Ar. BARTLETT	5.20 P.M.
Lv. LOWELL	9.33 A.M.	Lv. BARTLETT	5.50 P.M.
Ar. WOODSVILLE	1.40 P.M.	Ar. INTERVALE	6.10 P.M.
Lv. WOODSVILLE	2.20 P.M.	Lv. INTERVALE (Boston and Maine)	6.15 P.M.
Ar. FABYAN	4.00 P.M.	Ar. LAWRENCE	9.40 P.M.
Ar. BOSTON	10.15 P.M.		

Reserve your Ticket NOW at the Travel Bureau on the Concourse Floor at North Station.

Not Over 500 Tickets. Will Be Sold, So, Buy Yours Today And Make Sure You Can Go.



BOSTON and MAINE RAILROAD

8-22-38-7500

Trip flyer advertising the Railroad Enthusiasts' "Round the Mountains" excursion on the Boston & Maine and the Maine Central Railroads, September 18, 1938. See page 12 for trip details. (Collection of John Reading)

June 23, 1935

Boston & Albany

Route: Boston-Springfield-Selkirk, NY (via freight-only Selkirk Branch from Post Road and A.H. Smith Memorial Bridge [*both branch and bridge opened 1924*])-Selkirk Yard and return
Name:

Cars: **Passengers:** **Price:** \$3.50

Equipment: Diner included in train

August 25, 1935

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-East Portal and return.
HT&W: East Portal-Readsboro, VT-Wilmington and return
Name:

Cars: 4 **Passengers:** 82 **Price:**

Equipment: B&M coach 4532 on #67; HT&W 4-6-0 21, 2 flatcars with folding chairs, B&M coach 801, HT&W caboose

September 15, 1935

Boston & Albany

Route: Boston-West Springfield, MA and return, for tour of B&A West Springfield Shops
Name:

Cars: **Passengers:** 250 **Price:**

Equipment: Boston-Springfield on #51, K-14f 4-6-2 580 (Alco, 1913; rebuilt West Albany c. 1924), shop eng. U-33 0-8-0 32 (West Springfield, 19??), 3 coaches; Springfield-Boston on #58.

October 6, 1935

New Haven

Route: Boston-New Haven, CT-Cedar Hill Yard (via Dorchester, Willimantic, Hartford and Middletown) and return to Boston.
Name:

Cars: **Passengers:** **Price:**

Equipment: Newly delivered streamlined Goodyear-Zeppelin *Comet*; I-4 4-6-2 1368 (Schenectady, 1916) at Cedar Hill.

October 20, 1935

Boston & Maine; Suncook Valley

Route: B&M: Boston-Manchester, NH-Suncook
SV: Suncook-Centre Barnstead and return
Name: *Hike & Bike*

Cars: 8 **Passengers:** 370 **Price:**

Equipment: B&M: Ran as Second #3001 out of Boston: P-2a 4-6-2 3654 (Alco, 1911), 1 baggage, 1 combine, 6 coaches. SV: 2-6-0 1, 8 cars; B&M B-15c 2-6-0 1482 (Manchester, 1910) as pusher. (*RRE-organized trip; advertised by B&M*)

May 3, 1936

Boston & Albany

Route: Boston-Riverside (via Highland Branch)-Beacon Park-East Boston piers (via Grand Junction Branch) and return to South Station
Name:

Cars: 3 **Passengers:** 100 **Price:**

Equipment: D-1a 4-6-6T 402 (Alco, 1928); coaches 488, 476, 539

May 24, 1936

New Haven

Route: Boston-South Boston-Readville (via Dorchester Branch)-Readville Shops (NH passenger and freight car and locomotive shops) and return to South Station via Back Bay.
Name:

Cars: 2 **Passengers:** **Price:**

Equipment: A-1-a 4-4-0 1267 (Schenectady, 1896; rebuilt NH c.

1928), new lightweight "American Flyer" coaches 8213, 8215.

June 21, 1936

Boston & Albany; New York Central

Route: B&A: Boston-Albany, NY and return. NYC: Albany-West Albany and return for tour of West Albany Shops.
Name:

Cars: 6 **Passengers:** 163 **Price:**

Equipment: B&A J-2c 4-6-4 614 (Lima, 1930), 6 coaches; NYC U-2 0-8-0s 647 and 751 (in pull-pull setup) to shops

August 23, 1936

Boston & Albany; Central Vermont

Route: B&A: Boston-Palmer and return. CV: Palmer-New London, CT and return.
Name:

Cars: 4 **Passengers:** 100 **Price:**

Equipment: Boston-Palmer: Second #7; B&A K-14f 4-6-2 583 (Schenectady, 1913; rebuilt West Albany c. 1924), coaches 452, 499, 501, diner 109. Palmer-New London: CV I-6c 4-6-0 214 (Schenectady, 1906).

September 13, 1936

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-East Portal on #67, return on #62. HT&W: East Portal-Mountain Mills, VT and return. [*Line beyond to Wilmington washed out in March 18, 1936 flood.*]
Name:

Cars: 4 **Passengers:** 100 **Price:**

Equipment: 2 coaches on B&M #67 and #62.

HT&W 4-6-0 21, 2 flats, caboose, 1 B&M coach

April 11, 1937

Boston & Albany; New York Central

Route: B&A: Boston-Albany, NY and return. NYC: Albany-Schenectady (tour American Locomotive Co. works) and return.
Name:

Cars: 24 **Passengers:** 1321 (from NE Division) **Price:**

Equipment: Two special trains from Boston: B&A J-2c 4-6-4 611 on first section, B&A J-2c 4-6-4 613 (both Lima, 1930) on second section, each section with 12 cars. Return Albany-Boston with 613 on one section; other section used J-2a 4-6-4 609 Albany-Springfield and J-2a 4-6-4 608 (both Alco, 1928) Springfield-Boston. Two trains ran New York-Schenectady the same day with ~2300 passengers; another ran Buffalo-Schenectady. Joint trip sponsored by RRE New England Division, RRE New York Division, *Railroad Stories* magazine and New York Chapter, R&LHS.

June 6, 1937

Boston & Maine

Route: Boston-Wilmington-Lowell Jct. (via Wilmington Jct. Branch [*better known as the 'Wildcat'*])-Lowell (via Lowell Branch)-Concord, NH Shops-Billerica Shops; return to Boston via New Hampshire Division main line.
Name: *Iron Horse Gallop*

Cars: 9 **Passengers:** 400 **Price:** \$1.50

Equipment: P-4b 4-6-2 3715 (newly delivered from Lima), 8 coaches, diner.

June 27, 1937

Boston & Maine; Maine Central; Bridgton & Harrison

Route: B&M: Boston-Portland, ME via Western Route. MEC: Portland-Bridgton Jct. B&H: Bridgton Jct.-Bridgton and return.
Name:

Cars: 5 **Passengers:** 116 **Price:**

Equipment: B&M: 3 coaches on Sunday-only #1005 with MEC C-3 4-6-2 468 (Schenectady, 1917) to Portland. MEC: C 4-6-2 456 (Schenectady, 1911), Portland-Bridgton Jct. B&H: 2-4-4T 8 (Baldwin, 1924) with 5 cars. Portland-Boston return on #? used newly delivered B&M P-4b 4-6-2 3718 (Lima, 1937).

August 8, 1937

New Haven

Route: South Station, Boston-Dover St. coachyard-Southampton St. enginehouse-South Boston Freight Terminals (including Commonwealth Pier, Boston Fish Pier, U.S. Army Base warehouse and pier, Wool Terminal Bldg.)-Readville Shops and return

Name:

Cars: 2 **Passengers:** 71 **Price:**

Equipment: RRE Hartford Division group came to Boston on NH Midland Division #132 from Waterbury, CT. The Hartford group joined New England Division members for the South Boston and Readville trip with A-1-a 4-4-0 1281 (Schenectady, 1896; rebuilt by NH c. 1928), baggage car and new air-conditioned coach. [See RRE Journal, Feb. 1999, pp. 15-17]

August 29, 1937

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-North Adams via regular train. RRE Hartford Division group joined at Greenfield. RRE New York Division group joined at North Adams. Electric pulled special cars to East Portal. HT&W: Special train East Portal-Readsboro, VT and return (*line beyond had been recently abandoned*).

B&M: Electric pulled special cars to North Adams, reattached there to regular train for Greenfield and Boston.

Name:

Cars: 3 **Passengers:** 150 **Price:** \$3.90

Equipment: B&M: 3 coaches. HT&W: 4-6-0 21.

September 12, 1937

Boston & Maine; Maine Central; Bridgton & Harrison

Route: B&M: Boston-Portland, ME (*via Western Route?*). MEC: Portland-Bridgton Jct. and return. B&H: Bridgton Jct.-Bridgton and return. B&M: Portland-Boston (*via Eastern Route?*)

Name:

Cars: 5 **Passengers:** 200 **Price:**

Equipment: B&M P-2c 4-6-2 3687 (Alco, 1923), 4 coaches, 1 diner. B&H: 2 engines (7 and 8?), 4 flatcars, 1 baggage, 1 coach.

October 10, 1937

Boston & Maine; Suncook Valley

Route: B&M: Boston-Manchester, NH-Suncook and return. SV: Suncook-Centre Barnstead and return.

Name:

Cars: 5 **Passengers:** 175 **Price:**

Equipment: B&M: 4 coaches on #5 *Alouette* out of Boston. SV: 2-6-0 1, 3 open gondolas with wood chairs, SV combine 3, B&M coach.

March 20, 1938

Boston & Maine

Route: North Station (Track 3)-Signal Tower A-Charlestown enginehouse-East Somerville hump yard.

Name:

Cars: 2 **Passengers:** 81 **Price:** Free

Equipment: G-10 0-6-0 204 (Manchester, 1903), vestibule coaches 495, 496. (*Three-hour trip with description of operations by B&M officials; free to members of RRE and R&LHS*)

April 18-19 (Patriots Day holiday), 1938

Boston & Albany; Rutland; New York Central; Boston & Maine

Route: 1st day: B&A: Boston (lv. 6:35 P.M.)-Worcester-Pittsfield. 2nd day: B&A: Pittsfield-Chatham, NY (*including some early risers who had come from Boston*). RUT: Chatham-Bennington, VT-North Bennington-Hoosick Jct.-Troy (via B&M). NYC: Troy-Albany. B&A: Albany-Pittsfield-Worcester-Boston

Name: *Bennington Two-Day Excursion*

Cars: **Passengers:** 54 **Price:** \$3.65

Equipment: Rutland local freight Chatham-Bennington: G-34d 2-8-0 30 (Alco, 1913), 15 freight cars, RUT combine, caboose, B&A diner 117, coach 510. RUT-B&M *Green Mountain Flyer* North Bennington-Troy. Troy-Albany: NYC J-3 4-6-4 5450. B&A #16 to Boston. (*Note: Tickets sold by B&A RR*)

May 22, 1938

Boston & Maine

Route: Boston-Ayer-Fitchburg-Greenfield-Mechanicville, NY-Scotia-Rotterdam Jct. and return

Name: *Iron Horse Gallop*

Cars: 7 **Passengers:** 400 **Price:** \$4

Equipment: P-2c 4-6-2 3680 (Alco, 1916), 5 coaches, combine, diner

July 17, 1938

Boston & Maine; Portland Terminal

Route: B&M: Boston-Portland, ME via Western Route. PTM: industrial trackage on Commercial St. to **Grand Trunk Ry.** connection-Rigby-Portland Union Station. B&M: Return to Boston via Eastern Route.

Name:

Cars: 2 **Passengers:** 90 **Price:** \$2.75

Equipment: 2 B&M air-conditioned coaches added to Sunday-only Boston-Portland #1005. PT Alco S1 1004 [*first diesel to pull an RRE trip*] and same B&M coaches: Union Station-Commercial St. trackage-Rigby; PT K 0-6-0 833 (Schenectady, 1918), Rigby-Union Station. Return to Boston: cars added to B&M #2022 *Beach Special*.

August 14, 1938

Boston & Maine; Maine Central; Bridgton & Harrison

Route: B&M: Boston-Portland, ME via Western Route. MEC: Portland-Bridgton Jct. and return. B&H: Bridgton Jct.-Bridgton and return. B&M: Return to Boston via Eastern Route.

Name: *Iron Horse Gallop*

Cars: 3 **Passengers:** 240 **Price:** \$3.64

Equipment: 3 special coaches attached to B&M #1005 Boston-Portland. MEC special Portland-Bridgton Jct. with MEC diner. B&H: 2-4-4T 8 (Baldwin, 1924), flatcars with stake sides and benches, coach, baggage. Return to Boston in special cars on B&M #2022, *Beach Special*.

September 18, 1938

Boston & Maine; Maine Central

Route: B&M: Boston-Winchester-Lowell-Concord, NH-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Fabyan-Bartlett-Intervale. B&M: Intervale-Dover-Lawrence-Boston

Name: *Round the Mountains*

Cars: 9 **Passengers:** 450 **Price:** \$4

Equipment: B&M P-3a 4-6-2 3707 (Alco, 1923), combination baggage-smoking car, air-conditioned coaches. MEC C 4-6-2 458 (Schenectady, 1912) helper, Whitefield-Sawyers River (set off there with loose driving-wheel tire).

November 11, 1938

Boston & Albany

Route: Boston-Palmer-Winchendon and return (Ware River Branch) [B&A sponsor, per trip flyer from Skip Clark].

Name:

Cars: 3 **Passengers:** 194 **Price:** \$2.50

Equipment: 2 coaches on #7 Boston-Palmer; special train Palmer-Winchendon and return with D-1a 4-6-6T 402 (Alco, 1928), also combine 773. Palmer-Boston: two coaches on #30. [See article in *New York Central System Historical Society Central Headlight*, 1st quarter 1985, and photos in Warren L. Smith's *Berkshire Days on the Boston & Albany* (Quadrant Press, 1982).]

April 19, 1939

Boston & Albany; New York Central

Route: B&A: Boston-Springfield-Albany, NY. NYC: Albany-West Albany Shops and return

Name:

Cars: 4 **Passengers:** 200 **Price:**

Equipment: On B&A #7 out of Boston: 3 coaches, diner. Ran as Second #40, Albany-Boston.

May 21, 1939

Boston & Albany

Route: Boston-Riverside (via Highland Branch)-Beacon Park (enginehouse)-Grand Junction Branch to East Boston (Cunard Line Piers)-Beacon Park-Boston

Name: *Educational Tour*

Cars: **Passengers:** **Price:** \$0.75

Equipment: D-2a 2-6-6T 308 (Schenectady, 1906; rebuilt Lima c. 1928), 3 heavy steel coaches

May 28, 1939

Boston & Maine; Maine Central

Route: B&M: Boston-Winchester-Lowell-Concord, NH-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Fabyan-Crawford Notch-Intervale. B&M: Intervale-Dover-Lawrence-Boston.

Name: *Round the Mountains*

Cars: 11 **Passengers:** 500 **Price:** \$3.98

Equipment: Combine, 4 coaches, 2 diners, 4 coaches [B&M sponsored trip]

June 17-18, 1939

Boston & Maine; Rutland; Clarendon & Pittsford

Route: B&M: Boston-Winchendon-Bellows Falls, VT on #5503, *Green Mountain Flyer*. RUT: Bellows Falls-Rutland on #165, *Green Mountain Flyer*. Overnight in Rutland at Hotel Berwick. Next day: bus to Center Rutland; C&P special Center Rutland-Florence-Proctor and return. Return Rutland-Boston via *Green Mountain Flyer*, RUT #164 and B&M #5512.

Name: *Rail Fan Excursion to Rutland, Vt.*

Cars: **Passengers:** About 50 **Price:** \$4.90

Equipment: Special coach on regular trains; 2 cars on C&P.

July 16, 1939

Boston & Maine

Route: Worcester-Gardner-East Deerfield-Springfield

Name:

Cars: **Passengers:** 52 from NE Division **Price:**

Equipment: Joined RRE New York Division at Worcester enginehouse. Special train ran Worcester-Springfield with B&M P-3a 4-6-2 3704 (Alco, 1923).

August 20, 1939

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-North Adams-East Portal and return. HT&W: East Portal-Readsboro and return.

Name:

Cars: **Passengers:** 225 **Price:**

Equipment: B&M #67 to North Adams: P-2a 3644 (Schenectady, 1911), 3 coaches, 1 diner. Met RRE New York Division group at North Adams. Special 3-car train with electrics to East Portal. HT&W: East Portal-Monroe Bridge: 2-6-0 5 (*builder?*, 1924), 4 gondolas, caboose. Monroe Bridge-Readsboro: 2-6-0 5, 3 gondolas; 4-6-0 21, 1 gondola, caboose (split train acct. 1.6% grade). B&M #68 to Boston: P-2c 4-6-2 3688 (Alco, 1916).

September 17, 1939

New Haven

Route: Boston-Walpole (via Back Bay)-Framingham-Fitchburg (tours of B&M enginehouse, Simonds Saw & Steel Co. plant [in 1939, Simonds produced the largest lumbering saws made in the U.S.]); return to Boston via same route.

Name: *The Thrill of the Month for Railroad Enthusiasts*

Cars: **Passengers:** 150 **Price:**

Equipment: I-2 4-6-2 1307 (Brooks, 1913), coaches

October 8, 1939

Boston & Maine; Maine Central

Route: B&M: Boston-Reading-Dover, NH-Intervale. MEC: Intervale-Bartlett-Crawford Notch-Whitefield. B&M: Whitefield-Woodsville-Plymouth-Concord-Boston

Name: *Round the Mountains Gallop*

Cars: 11 **Passengers:** 549 **Price:** \$3.98

Equipment: B&M P-3a 4-6-2 3701 (Alco, 1923). B&M P-2a 4-6-2 3650 (Alco, 1911), Dover-North Conway. MEC S 2-8-2 606 (Schenectady, 1915), Bartlett-Crawford Notch. B&M B-15a 2-6-0 1482 (Manchester, 1910), Woodsville-Warren. Baggage car, 8 coaches, 2 diners.

November 18, 1939

Boston & Maine

Route: Boston-Wakefield Jct.-Newburyport (via Newburyport Branch) on #1307; return via Eastern Route on #238

Name:

Cars: **Passengers:** 50 **Price:**

Equipment: 1 extra car on #1307, B-15 2-6-0 1393 (Manchester, 1904). Return on #238, B-15 2-6-0 1380 (Manchester, 1903).

January 21, 1940

Boston & Maine; Maine Central

Route: Boston-Dover, NH-Crawford Notch-Fabyan and return via same route [B&M-sponsored trip]

Name: *Snow Train*

Cars: 24 **Passengers:** **Price:**

Equipment: Two sections: a 4-6-2 and 12 coaches each section

April 19, 1940

Boston & Maine, Springfield Terminal

Route: B&M: Boston-Bellows Falls, VT-Charlestown, NH. ST: Charlestown-Springfield, VT and return. B&M: Charlestown-White River Jct.-Claremont Jct.-Concord-Boston.

Name:

Cars: **Passengers:** 80 **Price:**

Equipment: Special coach Boston-Bellows Falls on #5503, *Green Mountain Flyer*; P-2a 4-6-2 3656 (Alco, 1911). Regular trains to White River Jct., with intermediate stop at Charlestown, NH for sidetrip to Springfield, VT. White River Jct.-Claremont

Jct.: special with P-2b 4-6-2 3669 (Alco, 1913). Claremont Jct.-Concord, 2 cars (*regular train or special?*); B-15 2-6-0 1436 (Manchester, 1907). Concord-Boston: #20 *Alouette*, with run-through Canadian Pacific G-1s 4-6-2 2218 (Angus Shops, 1910).

May 26, 1940

New Haven

Route: Boston-Hartford, CT-New Haven-Cedar Hill Yard-New Haven; return to Boston via Shore Line

Name:

Cars: 2 **Passengers:** **Price:**

Equipment: 2 coaches at end of regular Boston-Hartford train #131; I-4 4-6-2 1385. *Special train?* Hartford-Cedar Hill with I-4 4-6-2 1381 (both I-4s Schenectady, 1916). Return to Boston on regular Shore Line train #? with I-5 4-6-4 1408 (Baldwin, 1937).

June 16, 1940

Union Freight

Route: Atlantic Ave.-Northern Ave. (NH connection at A Street Yard)-Atlantic Ave. (B&A connection near South Station)-Atlantic Ave. (B&M connection at Yard 2)-return to enginehouse.

Name:

Cars: 1 **Passengers:** **Price:**

Equipment: UF Climax 10 (1923), 1 flatcar with railing.

June 22-23, 1940

Boston & Maine; Central Vermont;

Barre & Chelsea; Montpelier & Wells River

Route: 1st day: B&M: Boston-White River Jct. CV: White River Jct.-Montpelier Jct. B&C: Montpelier Jct.-Montpelier. Visit Barre by auto. 2nd day: M&WR: Montpelier-Wells River. B&M: Wells River-Woodsville-Plymouth-Boston: #20 *Alouette?*

Name:

Cars: 1 **Passengers:** **Price:**

Equipment: All regular trains except on B&C.

July 21, 1940

Boston & Maine; Suncook Valley

Route: B&M: Boston-Concord, NH. SV: Concord-Pittsfield (lunch stop)-Centre Barnstead (engine terminal visit); return to Concord, visit B&M enginehouse before return to Boston.

Name:

Cars: **Passengers:** **Price:** \$2.25

Equipment: #5 *Alouette* out of Boston. (*Flyer promised "open coal cars with seats" on SV.*)

August 25, 1940

Boston & Maine; Maine Central; Bridgton & Harrison

Route: B&M: Boston-Portland (cars on *Beach Special*). MEC: special train Portland-Bridgton Jct. and return (*special continued to Bartlett to turn*). B&H: special train Bridgton Jct.-Bridgton and return. Return on B&M regular train #? Portland-Boston.

Name:

Cars: 4 **Passengers:** 340 **Price:** \$3.64

Equipment: Boston-Portland: B&M P-4a 4-6-2 3710 (Lima, 1934), 3 coaches, diner; cars went on MEC special to Bridgton Jct. Bridgton Jct.-Bridgton: 2-4-4T 8, coaches, gondola.

October 20, 1940

Boston & Albany; Boston & Maine

Route: B&A: Boston-Springfield-Pittsfield; Pittsfield-North Adams. B&M: North Adams-Boston

Name:

Cars: **Passengers:** **Price:**

Equipment: All on regular trains. NYC K-14f 4-6-2 4399 (Alco, 1913, rebuilt West Albany, 1925), Pittsfield-North Adams.

April 19 [Patriots Day holiday], 1941

Boston & Maine; Maine Central

Route: Boston-Portland, ME (*via Western Route?*)-Northern Maine Jct. (visit **Bangor & Aroostook** yard and engine facilities) and return to Boston.

Name:

Cars: **Passengers:** 42 **Price:**

Equipment: B&M-MEC: special car on Boston-Northern Maine Jct. #111 *Kennebec Limited?*; return to Boston on streamlined #? *Flying Yankee*.

June 21-22, 1941

Boston & Maine; Canadian Pacific;

St. Johnsbury & Lake Champlain; Central Vermont

Route: 1st day: B&M: Boston-Woodsville, NH. CPR: Woodsville-St. Johnsbury, VT. St.J&LC: St. Johnsbury-Swanton. Bus to St. Albans. 2nd day: CV: St. Albans-White River Jct.; B&M: White River Jct.-Boston

Name:

Cars: **Passengers:** **Price:**

Equipment: Regular trains incl. StJ&LC mixed to Swanton.

July 27, 1941

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-East Portal and return
HT&W: East Portal-Readsboro and return

Name: *Another Hoot Toot and Whistle Gallop!*

Cars: **Passengers:** 150 **Price:** \$3.90

Equipment: B&M regular train Boston-North Adams, then special train to East Portal; HT&W trip in 2 sections with 2-6-0 5 [and 4-6-0 21? *Flyer said 21 not in service ...*]; gondolas with folding wood chairs [4 cars, caboose?]. Return to Boston on B&M First #66. [*Joint trip with RRE New York Division; Hoot Toot & Whistle, Bernard R. Carman (Stephen Greene Press, 1963) says 600 passengers were aboard.*] See *Boston Herald* 8/17/41 rotogravure section.

October 5, 1941

Boston & Maine; Maine Central

Route: B&M: Boston-Dover, NH-North Conway-Intervale
MEC: Intervale-Bartlett-Whitefield

B&M: Whitefield-Woodsville-Concord-Boston

Name: *Round the Mountains*

Cars: 10 **Passengers:** 545 **Price:**

Equipment: B&M P-3a 3705 (Alco, 1923), baggage car, 7 coaches, 2 diners. MEC S 2-8-2 626 (Schenectady, 1919) helper, Bartlett-Fabyan. B&M B-15a 2-6-0 1490 (Manchester, 1910) helper, Woodsville-Concord.

In the aftermath of December 7, 1941, all railfan trips nationwide abruptly ended "for the duration." However, as early as April 1941, the Association of American Railroads had notified railfan groups that for "national security" reasons, organized visits to railroad facilities and photographing of railroad locations would no longer be permitted – perhaps one cause for the noticeably scaled-back RRE New England Division trip program during mid-1941. (Even the trip flyer announcing that July 27, 1941 excursion to the Hoosac Tunnel & Wilmington, which the B&M prepared for the RRE, reminded its riders, "No camera 'shots' please, on the Boston and Maine.") The New England Division would not run another chartered special train until April 1947. See next month's trip-list installment, "Part II: Farewell to Steam, 1947-1960," for what happened then. – Ed.

The Maine Scenic Line Invites You



All Aboard . . .

for the **GREATEST** excursion
of all times over the famous . . .

Bridgton & Harrison RAILWAY

Bridgton-on-the-lakes, Maine

Here is the *most* marvelous, the *most* unbelievable trip
through the *most* beautiful and *most* attractive
country in the STATE OF MAINE

including . . .

- the only two foot gauge road in America
- open-air excursion cars
- quaint, old-fashioned passenger coaches
- odd, photogenic Narrow Gauge locomotives
- the unspoiled Maine woods and lakes plus matchless views of distant mountains.
- a stop at Hancock Pond for lunch and swim

(Cold Drinks sold on the Train)

Sunday, August 25, 1940

ONLY \$2.20 ROUND TRIP Portland-Bridgton

.70 ROUND TRIP Bridgton-Junction

From PORTLAND \$2.20 From BRIDGTON .70

Lv. PORTLAND	12:50 P. M.	No. 1	Lv. BRIDGTON	12:00 P. M.
Ar. BRIDGTON JCT.	1:30 P. M.		Ar. BRIDGTON JCT.	1:30 P. M.
Ar. BRIDGTON	2:45 P. M.		Ar. BRIDGTON	2:45 P. M.
Lv. BRIDGTON	3:45 P. M.	No. 2	Lv. BRIDGTON	3:45 P. M.
Ar. PORTLAND	6:00 P. M.		Ar. BRIDGTON	6:00 P. M.



Bridgton & Harrison Railway
1940

*Treat yourself and friends to an incomparable,
inexpensive, novel, fascinating experience!*

TOOT! TOOT!

Signals Are GREEN

STEAM'S UP and old "No. 7"

is ready and waiting for another fast run (15 miles
per hour) on The Bridgton and Harrison Railway—the
only narrow gauge (two feet) Railroad in the Country



The Date—**SUNDAY, AUGUST 25**

The Run—**BRIDGTON JUNCTION
to BRIDGTON, MAINE
and return 32 miles**

The Price—**Round Trip from Boston**

\$3.64

Children under Twelve **\$1.82**

GOING

From BOSTON

(Daylight Saving Time)

Lv. Boston	9:00 A.M.
Lv. Portland	12:30 P.M.
Ar. Bridgton Jct.	1:30 P.M.
Ar. Bridgton	2:45 P.M.



RETURNING

From BRIDGTON

(Daylight Saving Time)

Lv. Bridgton	3:45 P.M.
Lv. Bridgton Jct.	5:00 P.M.
Ar. Portland	6:00 P.M.
Ar. Boston	8:45 P.M.

Sponsored by Railroad Enthusiasts Inc., but open to anyone, this "Iron Horse Gallop" is a series of marvelous views; lakes and ponds; the picturesque Saco River. You have your choice of riding on Observation Flat Cars (air conditioned by nature) or in Coaches. One of the original coaches the "Pondicherry" is still in service, built in 1883.

TAKE YOUR CAMERA!

You'll enjoy the novelty and 16 mile ride on the only two foot gauge Railroad in the United States still operating. Ordinarily a gas motor car is used, but on Sunday August 25 old No. 7 will again be steamed up and put in service. It's your opportunity to "play railroad" for a day, a sport which is fast becoming the newest wrinkle in vacation diversion—distinctly different. With the regular train crew keeping a friendly watch over the "operations" the B&H will be YOURS and you'll have plenty of fun. You can even sit at the throttle of mightiest mite of an engine you have ever seen and if you wish you may "cool her up" as she chugs along the banks of the Saco River and beautiful Hancock Pond.

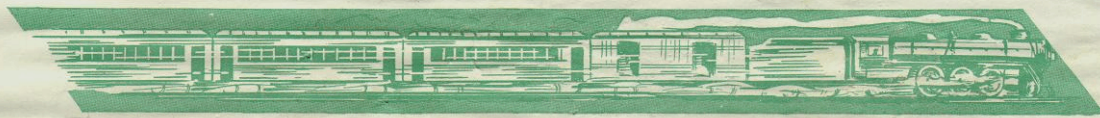
Dining Car Serving all Meals both Going and Returning.

Make reservations for Tickets in advance through George P. Becker, 96 Avon Hill Street, Cambridge, Mass. or apply North Station Travel Bureau.

BOSTON AND MAINE RAILROAD

Two flyers advertising the Railroad Enthusiasts' August 25, 1940 outing on the Boston & Maine, Maine Central and Bridgton & Harrison Railroads. See listing on page 14. (Collection of John Reading)

SUNDAY, JULY 27



Another Hoot Toot and Whistle Gallop!

Round Trip Fares From

Boston **\$3.90**
Worcester **\$3.70**
Springfield **\$2.90**

(Children under twelve - ½ fare)

JOIN THE "RAILROAD ENTHUSIASTS INC."
 (New England and New York Divisions)

on another Official "Iron Horse Gallop" over the scenic Mohawk Trail By Rail to and through the 4½ mile electrified Hoosac Tunnel—The picturesque Deerfield Valley and over the Hoosac Tunnel and Wilmington Railroad (the Hoot Toot and Whistle) to Readsboro in the Vermont hills.

—SCHEDULE— (Daylight Saving Time)

Lv. BOSTON	8:30 A.M.
Lv. WORCESTER	9:25 A.M.
Lv. SPRINGFIELD	10:21 A.M.
Ar. NO. ADAMS	12:38 P.M.
Ar. READSBORO	2:20 P.M.

—ON THE RETURN— (Daylight Saving Time)

Lv. READSBORO	2:45 P.M.
Lv. HOOSAC TUNNEL	4:24 P.M.
Ar. SPRINGFIELD	6:10 P.M.
Ar. WORCESTER	7:50 P.M.
Ar. BOSTON	8:10 P.M.

All groups will meet at North Adams Station and ride back through the Tunnel on special Boston and Maine Train to Hoosac Tunnel Station and board the H. T. & W. special at the East Portal for the ride on open flat cars fitted with comfortable chairs (or in the caboose if you wish) over the Hoosac Tunnel & Wilmington Railroad (Hoot, Toot and Whistle) for 13 mile trip to Readsboro, Vt., hauled by Engine No. 5 (ten wheeler No. 21 will not be in service).



No
camera "shots"
please, on the
Boston and
Maine



ATTENTION NEW ENGLAND FANS—

Make Reservations early. Apply GEORGE P. BECKER, Railroad Enthusiasts Inc.,
 96 Avon Hill Street, Cambridge Mass. or B and M NORTH STATION TRAVEL
 BUREAU, BOSTON, MASS.

Dining Car Service Boston to North Adams
 In Both Directions

Boston and Maine Railroad

7-15-41-3M

Flyer for the July 27, 1941 trip on the Boston & Maine and the Hoosac Tunnel & Wilmington. (Collection of John Reading)

'Seventy-Five Years of Rare Mileage'

Part II: Farewell to Steam, 1947-1960

The guns of World War II fell silent in August 1945, but more than a year passed before the RRE ran a special train again. A stressed U.S. rail network, challenged by the massive task of "bringing the boys home" during 1945-1946, at first had no engines or cars to spare for fantrips. As wartime "no-strike" pledges ended, labor disputes ravaged the U.S. economy; 350,000 coal miners led by John L. Lewis walked out April 1, 1946, depriving most steam-powered railroads of their basic fuel. On May 23, the engineers' and trainmen's unions struck as well, paralyzing national rail transportation. The Brotherhoods settled two days later, only after an angry President Truman threatened to draft strikers into the army.

Amid this turmoil, the 1946 excursion season passed with no New England Division excursions. But in March 1947, the Division's new publication, *Callboy*, announced in its second issue that an RRE special would run April 27. That first post-war trip mixed diesel, steam and electric power with "freight-only" miles. Within a decade, though, the Enthusiasts would reluctantly bid "Farewell to Steam" on mainline trips. They eventually shifted to Budd's new Rail Diesel Cars – known as *Highliners* on the B&M, *Shoreliners* on the New Haven and *Beeliners* on the B&A. The RDCs were a stainless-steel version of the gas-electric "doodlebugs" that once spluttered their way along backcountry New England branches. – JWR

April 27, 1947

Boston & Maine; York Utilities Co.; Portland Terminal

Route: Boston-Dover, NH on #1005. Special train: Dover-Rochester-Sanford & Springvale, ME (via ex-Worcester-Nashua-Portland Division) for optional **York Utilities** trolley ride. [*Farewell trip for Rochester-Deering Jct. segment of the W-N-P, about to be sold to Samuel Pinsly's Sanford & Eastern.*] Return Sanford-Deering Jct.-Portland-Rigby enginehouse-Dover; Dover-Boston on #1044.

Name:

Cars: 4 **Passengers:** 275 **Price:** \$4.20; 50¢ extra on trolley.

Equipment: Boston-Dover: E7 3815, 4 special cars. Special train: K-8c 2-8-0 2711 (Schenectady, 1916). Dover-Boston: P-4a 4-6-2 3710 (Lima, 1934).

June 29, 1947

Boston & Maine

Route: Boston-Lowell on #5 *Alouette*. Special train: Lowell-Nashua, NH-Elmwood Jct.-Hillsboro-Nashua-Middlesex Engine House-Lowell. Return Lowell-Boston on #20 *Alouette*.

Name:

Cars: 4 **Passengers:** 231 **Price:** \$3.62 (non-members \$3.87)

Equipment: On special train: B-15 2-6-0 1397 (Manchester, 1904); open-platform wood coaches 315, 316, 317, 319.

April 25, 1948

Boston & Maine

Route: Boston-Clinton-Ayer-Greenville, NH-Ayer-Hollis-Ayer-Lowell-Billerica-Bedford-Boston.

Name: *Five Star Train Ride*

Cars: 7 **Passengers:** 400 **Price:** \$3.50 (non-members \$3.75)

Equipment: B-15a 2-6-0 1496 (Manchester, 1910); open-platform wood coaches 408, 403, 409, 450, _____, 639 at end.

June 20, 1948

New Haven

Route: Boston-Needham Jct.-Medfield Jct.-Walpole-Cedar-Valley Falls-Providence-Blackstone-Worcester; return to Boston via Blackstone-Franklin-Walpole-Readville and the Dorchester Branch.

Name: *Twisting-Turning Tour*

Cars: 5 **Passengers:** 200 **Price:** \$3.85

Equipment: I-2 4-6-2 1343 (Brooks, 1913); baggage, coach 8244, 3 "American Flyer" lightweight streamlined coaches.

September 26, 1948

Boston & Maine

Route: Boston-Fitchburg-Greenfield-Mechanicville, NY (visit to B&M and **Delaware & Hudson** enginehouses) and return.

Name: *Mickeyville Special* ['Mickeyville' was current B&M slang for 'Mechanicville'; it later became 'McVillie']

Cars: 12 **Passengers:** 754 **Price:** \$5

Equipment: E7s 3803, 3818; 5 coaches, baggage, 5 coaches; extra coach added at Fitchburg. [*First all-diesel New England Division trip.*]

February 13, 1949

Boston & Maine

Route: Boston-North Conway, NH and return.

Name: *Snow Train?* [*B&M-sponsored trip*]

Cars: **Passengers:** **Price:**

Equipment:

May 1, 1949

Boston & Maine

Route: Boston-Rockport (loop track)-Salem (enginehouse)-Portsmouth-Manchester (via Portsmouth Branch)-Lawrence (via M&L Branch)-Wilmington Jct.-Boston (via Wilmington Jct. Branch [*better known as the "Wildcat"*]).

Name: *Iron Horse Gallop*

Cars: 8 **Passengers:** 495 **Price:** \$3.70

Equipment: B-15a 2-6-0 1484 (Manchester, 1910); mixture of ex-**Erie, Reading, Lackawanna** and **Pennsylvania** commuter coaches, all purchased by B&M during the war years.

June 5, 1949

New Haven

Route: Boston-Blackstone-Willimantic, CT-Cedar Hill (via Air Line)-Hartford (via Canal Line)-Willimantic-Plainfield-Providence-Boston.

Name: *The Figure Eight*

Cars: 8 **Passengers:** 416 **Price:** \$5

Equipment: I-4 4-6-2 1357 (Schenectady, 1916); 5 streamlined coaches, deluxe coach, 1 former parlor car, baggage; grill car added at New Haven (9 cars out of New Haven). J-1 2-8-2 3013 (Schenectady, 1916), Cedar Hill-Hartford.

October 2, 1949

Boston & Maine; Maine Central

Route: B&M: Boston-Dover-Intervale. MEC: Intervale-Bartlett-Crawford Notch-Whitefield. B&M: Whitefield-Woodsville-



The
RAILROAD ENTHUSIASTS, Inc.

Sponsors its latest trip over the rails

SUNDAY, APRIL 30, 1950

via the

BOSTON AND MAINE RAILROAD'S

Scenic - Historic

CLAREMONT, N. H. BRANCH

Round Trip **\$4.25** Tax
Included

(half fare for children over five and under 12/12)

SCHEDULE

(Daylight Time)

GOING

Lv. BOSTON (NO. STA.)	9:10 A.M.
" WINCHESTER	9:22 "
" LOWELL	9:45 "
" NASHUA	10:02 "
Ar. CONCORD, N. H.	10:50 "
Lv. CONCORD, N. H.	11:00 "
Ar. CLAREMONT JCT.	1:15 P.M.
Lv. CLAREMONT JCT.	1:25 "
Ar. WHITE RIVER JCT.	2:10 P.M.

RETURNING

Lv. WHITE RIVER JCT.	3:20 P.M.
Ar. CONCORD, N. H.	5:40 "
Lv. CONCORD, N. H.	6:00 "
Ar. NASHUA	6:45 "
" LOWELL	7:05 "
" WINCHESTER	7:25 "
Ar. BOSTON (NO. STA.)	7:45 P.M.

Stops will be made at Contoocook, N. H. and Chandler, N. H. to photograph covered railroad bridges. There will also be an opportunity at White River Junction to inspect and photograph Central Vermont Railway, Canadian Pacific Railway and Boston and Maine Railroad motive power.

Sandwiches and soft drinks will be sold on the train by

THE ARMSTRONG CO.

REMEMBER !!

SECURE YOUR TICKETS EARLY. TRIP IS LIMITED TO 500 PASSENGERS

Tickets will be mailed to you by using the reservation form below

To--MR. JAMES H. DUNCAN, Trip Chairman
185 North Common Street
Lynn, Mass. (Tel. LY 5-3011)

Please send _____ Tickets @ \$4.25 each (Children \$2.13)

To _____

Address _____

For which I enclose \$ _____

THE RAILROAD ENTHUSIASTS, INC.

Sponsors Its Latest Trip
Over The Rails

WITH STEAM POWER
SUNDAY, JUNE 4, 1950

Over Branch Lines And High Iron
Through Scenic Southeastern New England

ROUND TRIP FROM
BOSTON or **\$4.25**
PROVIDENCE INCL. TAX

Half Fare For Children 5 and Under 12

SCHEDULE

Daylight Saving Time

Lv. BOSTON (South Sta.) via Dorchester Branch	9:15 A.M.
NO STOP AT BACK BAY	
Lv. NORWOOD CENTRAL via Wrentham Branch	9:45 A.M.
Lv. PROVIDENCE	About 11:40 A.M.
Lv. PLAINFIELD via Norwich & Worcester R. R.	
NORWICH	
Lv. GROTON via Shore Line	
Lv. OLD SAYBROOK via Valley Line	
MIDDLETOWN	
HARTFORD	
WILLIMANTIC	
BLACKSTONE*	
NORWOOD CENTRAL*	
Arr. BOSTON (South Sta.)	About 9:00 P.M.

*Stops to leave.

Providence passengers may use next available train to Providence.

Picture Stops will be made at the Providence Engine House, the NORWICH TUNNEL and other points of interest.

AIR-CONDITIONED COACHES
BAGGAGE CAR

GRILL CAR

Breakfast - Lunch - Dinner

SANDWICHES AND SOFT DRINKS WILL ALSO BE SOLD ON THE TRAIN

IMPORTANT

Tickets must be bought in advance as trip is limited to 500 persons.

Tickets will be mailed to you. Use this form for ordering.

Your **NEW HAVEN**
RAILROAD

Phd. Boston 5-50-5M.

To: MR. JAMES H. DUNCAN, Trip Chairman
185 North Common Street
Lynn, Mass. (Tel. LY 5-3011)

Please send _____ Tickets @ \$4.25 each (Children \$2.13) From Boston
 From Providence
(Make checks payable to James H. Duncan)

To _____

Address _____

For which I enclose \$ _____

Flyer for the Railroad Enthusiasts' April 30, 1950 outing over the B&M's Claremont Branch to White River Junction. See listing on page 7. (Collection of John Reading)

Flyer for the New England Division's steam-powered excursion around Southeastern New England on the New Haven Railroad on June 4, 1952. See listing on page 7. (Collection of John Reading)

LAST STEAM TRAIN

on New Haven Railroad

Sponsored By

The Railroad Enthusiasts, Inc.

SUNDAY, APRIL 27, 1952

From BOSTON to CEDAR HILL (NEW HAVEN) via former NEW ENGLAND RAILROAD LINE to WILLIMANTIC then via former BOSTON and NEW YORK-AIRLINE to CEDAR HILL.

On return trip train will run on SHORE LINE ROUTE to GROTON, thence to PLAINFIELD on the NORWICH and WORCESTER; to PROVIDENCE on the former PROVIDENCE, HARTFORD and FISHKILL; thence to BOSTON on the main line of the BOSTON and PROVIDENCE RAILROAD.

PICTURE STOPS ENROUTE



The Air Line Limited, which was the successor to the famous Ghost Train in 1895, scooping water from a track tank at Putnam to avoid a water stop. This was one of the very early installations of track tanks in the country.

FOR ONLY **\$5.00** ROUND TRIP

INCL. TAX

Children Over 5 and Under 12 HALF FARE

Limited Number of Tickets Available
Tickets **MUST** be Purchased in Advance

AIR-CONDITIONED COACHES — TWO GRILL CARS

See: **HISTORIC POINTS SUCH AS:**

SITE OF FORMER LYMAN VIADUCT
AND TAFT TUNNEL THE FIRST
RAILROAD TUNNEL IN THE UNITED STATES

SCHEDULE

(Daylight Saving Time)

LV. BOSTON (SOUTH STATION)	8:55 A. M.
SPECIAL TRAIN WILL NOT STOP AT BACK BAY	
LV. NORWOOD CENTRAL	(APPROXIMATE) 9:18 A. M.
AR. CEDAR HILL	2:40 P. M.
LV. CEDAR HILL (SS. 81)	3:20 P. M.
AR. NEW LONDON	4:20 P. M.
LV. NEW LONDON	4:45 P. M.
AR. PLAINFIELD	5:41 P. M.
LV. PLAINFIELD	5:46 P. M.
DUE PROVIDENCE	6:45 P. M.
DUE BOSTON (BACK BAY)	7:50 P. M.
DUE BOSTON (SOUTH STATION)	7:55 P. M.

FOR PROVIDENCE PASSENGERS:

SPECIAL ROUND-TRIP TICKETS WILL BE ACCEPTED ON TRAIN LEAVING PROVIDENCE AT 7:05 A. M. (DAYLIGHT SAVING TIME) ON THIS DATE ONLY DUE BOSTON (SOUTH STATION) AT 8:27 A. M.



Purchase all tickets well in advance by using the reservation below:

Flyer for the New England Division's last steam excursion on the New Haven Railroad on April 27, 1952. The train went to New London via Plainfield CT and returned via Providence. Listing on page 8. (Mass Bay RRE Collection)

The RAILROAD ENTHUSIASTS, Inc.

Sponsor a STEAM POWER Trip

SUNDAY, JUNE 8, 1952

TO THE

WATERVILLE, MAINE SHOPS OF THE MAINE CENTRAL RAILROAD

GOING VIA LEWISTON — RETURNING VIA AUGUSTA



This may be the last steam-powered rail fan trip to be run over the lines of the Boston and Maine and Maine Central Railroads. From Boston to Portland a Boston and Maine Pacific P-4 type locomotive will handle the train. A Maine Central Pacific will be on the head end between Portland and Waterville.

FOR THE PHOTOGRAPHER — An excellent chance to get pictures of Maine Central Steamers on display at Waterville.

ROUND TRIP FARE

\$5.50

(Including 15% Federal Tax)

Children five years and under twelve - Half Fare

DINING CAR SERVICE AIR-CONDITIONED COACHES

Also Sandwiches and Soft Drinks Sold on The Train

GOING <i>Read Down</i>	SCHEDULE <i>(Daylight Time)</i>	RETURNING <i>Read Up</i>
9:00 A. M. LV. BOSTON, MASS.		AR. 8:05 P. M.
9:15 A. M. LV. READING, MASS.		AR. 7:45 P. M.
9:35 A. M. LV. LAWRENCE, MASS.		AR. 7:30 P. M.
11:05 A. M. AR. PORTLAND, ME.		LV. 5:50 P. M.
1:15 P. M. AR. WATERVILLE, ME.		LV. 3:30 P. M.

Purchase tickets well in advance by using the reservation form below:

To: MR. GILBERT R. PAYSON (Mail Only, Please)
TREASURER OF TRIP COMMITTEE
73 TREMONT STREET, ROOM 1034
BOSTON 8, MASS.

Please send _____ Tickets @ \$5.50 each (Children \$2.75)

To _____

Address _____

For which I enclose \$ _____



BOSTON and MAINE RAILROAD
MAINE CENTRAL RAILROAD



The New England Division's June 8, 1952, excursion on the Boston & Maine and Maine Central Railroads went from Boston to Waterville, ME. Listing on page 8. (Collection of John Reading)

Plymouth-Laconia-Concord-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: 14 **Passengers:** 941 **Price:** \$5

Equipment: B&M E7s 3815, 3816; 12 coaches, diner, combine. MEC S 2-8-2 606 (Schenectady, 1915) added at Intervale; MEC W-1 2-8-0 524 (Schenectady, 1913) added as second helper at Bartlett. [*Last steam power on a Round the Mountains trip.*]

April 30, 1950

Boston & Maine

Route: Boston-Lowell-Concord, NH-Contoocook-Claremont Jct.-White River Jct.-Canaan-Concord-Boston.

Name:

Cars: 10 **Passengers:** 565 **Price:** \$4.25

Equipment: P-5 4-6-2 3699 (Brooks, 1924; ex-DL&W) Boston-Concord; doubleheaded B-15a 2-6-0 1466 (Schenectady, 1909) and B-15a 1482 2-6-0 (Manchester, 1910), Concord-Claremont Jct.-White River Jct.-Concord; 3699, Concord-Boston; 9 open-platform wood coaches, combine.

June 4, 1950

New Haven

Route: Boston-Readville (via Dorchester Branch)-Wrentham-Providence, RI-Moosup-Plainfield, CT-Norwich-Groton-Old Saybrook-Middletown-Hartford-Manchester-Willimantic-Putnam-Blackstone-Franklin-Readville-Boston via Back Bay.

Name:

Cars: 9 **Passengers:** 360 **Price:** \$4.25

Equipment: I-4 4-6-2 1380 (Schenectady, 1916); 7 streamlined coaches, grill car 961, baggage.

August 20, 1950

Boston & Albany

Route: Boston-Springfield and return (*intended to go to West Springfield Shops but was unable to do so*)

Name:

Cars: 2 **Passengers:** 120 **Price:** \$3

Equipment: NYC *Beeliner* RDC1s M451, M452 running singly. [*First New England Division trip to use RDCs.*]

October 8, 1950

Boston & Maine; Maine Central

Route: Two trains: 1st: B&M-MEC Boston-Plymouth-Woodsville-Whitefield-Fabyan; 2nd: B&M-MEC Boston-Dover-Intervale-Crawford Notch-Fabyan. Trains met at Fabyan and returned to Boston via route used outward by other train.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: **Passengers:** 1300 **Price:** \$5

Equipment: 1st train: B&M E8 3821; 6 cars. 2nd train: B&M E7s 3808, 3812; 14 cars; MEC helpers SW7s 331, 332 Intervale-Fabyan? [*2nd train was the last Round the Mountains special to go the "right way," upgrade through the Notch.*]

January 28, 1951

Boston & Maine; Maine Central

Route: B&M: Boston-Lowell-Concord, NH-Plymouth-Woodsville-Sugar Hill-Whitefield. MEC: Whitefield-Crawford Notch-Intervale. B&M: Intervale-North Conway-Dover-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: 14 **Passengers:** 979 **Price:** \$5

Equipment: MEC E7s 707, 711; MEC SW7s 332, 333 helpers Whitefield-Intervale; 12 coaches, diner, combine.

April 29, 1951

New Haven

Route: Boston-Canton Jct. (via Dorchester Branch)-North

Easton-Fall River-Newport, RI-Lowell (via Mansfield and Framingham); return via Walpole, Norwood, Back Bay.

Name:

Cars: 13 **Passengers:** 744 **Price:** \$3.60

Equipment: I-4 4-6-2 1357 (Schenectady, 1916); 3 coaches, grill car, 2 coaches, baggage, 2 coaches, grill car, 3 coaches (coaches were a mix of "American Flyers" and heavyweights). Used I-1 4-6-2 1004 (Schenectady, 1907) Fall River-Newport and return acct. 1357 too long to turn on Newport turntable.

June 10, 1951

Boston & Maine



Charles Palmer photo, courtesy Arthur L. Norwood

Route: Boston-Lowell Jct.-Lowell-Ayer-South Ashburnham-Keene (via Cheshire Branch)-Dole Jct. (via Ashuelot Branch)-Greenfield-Gardner-Worcester (via Peterboro Branch)-South Worcester-Clinton Jct.-Boston (via Central Mass. Branch).

Name: *Rural New England Excursion*

Cars: 11 **Passengers:** 550 **Price:** \$4.25

Equipment: B-15 2-6-0 1415 (Manchester, 1906), J-1b 4-4-2 3235 (Manchester, 1909) [*last B&M Atlantic-type in service*]; 10 coaches, diner.

September 22-23, 1951

Boston & Maine; Rutland

Route: B&M: Boston-Fitchburg-Bellows Falls. RUT: Bellows Falls-Rutland (visit Rutland shops). Return next day, same route.

Name: *Rutland Railroad Inspection Trip [B&M-sponsored]*

Cars: **Passengers:** **Price:** \$5

Equipment: Special cars/reserved seats on *Green Mountain Flyer*: B&M #5503-RUT #165 going, RUT #164-B&M #5512 returning. B&M E7 3820 to Bellows Falls; RUT RS3 202 to Rutland; *return*: RS3 202 to Bellows Falls; E7 3804 to Boston.

October 7, 1951

Boston & Maine; Maine Central

Route: B&M: Boston-Concord, NH-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale. B&M: Intervale-North Conway-Rochester-Dover-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: 13 **Passengers:** 996 **Price:** \$5

Equipment: MEC E7 711 (*more?*); 13 coaches.

February 3, 1952

Boston & Maine; Maine Central

Route: B&M: Boston-Concord, NH-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale. B&M: Intervale-North Conway-Rochester-Dover-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: 16 **Passengers:** 950 **Price:** \$5

Equipment: 2 diesels; 14 coaches, diner, baggage-smoker.

April 27, 1952 (*Last RRE steam excursion on New Haven*)

New Haven

Route: Boston-Readville (via Shore Line)-Willimantic, CT (via Air Line)-Middletown-Cedar Hill-Groton (via Shore Line)-Plainfield (via Norwich Line)-Moosup-Providence-Boston (via Shore Line).

Name: *Farewell to Steam*

Cars: 22 (in two trains) **Passengers:** 942 **Price:** \$5

Equipment: I-4 4-6-2s 1372, 1388 (both Schenectady, 1916).

Each train: 3 coaches, grill car, 3 coaches, grill car, 3 coaches.

June 8, 1952

Boston & Maine; Maine Central

Route: Boston-Waterville (visit MEC shops) via B&M Western Route and Lewiston (MEC "Back Road"), return via Augusta (MEC "Lower Road") and B&M Eastern Route from North Berwick via Portsmouth acct. freight derailment at Newfields, NH.

Name:

Cars: 12 **Passengers:** 742 **Price:** \$5.50

Equipment: B&M P-4a 4-6-2 3712 (Lima, 1934), Boston-Portland. MEC C 4-6-2 467 (Schenectady, 1917), Portland-Waterville and return. MEC E7 708, Portland-Boston. 11 coaches (including 4605), diner.

July 18-19-20, 1952

Boston & Maine; Maine Central; Bangor & Aroostook

Route: 1st day: Boston (lv. 10:30 PM on B&M-MEC #23 *Gull*)-Portland, ME-Northern Maine Jct. 2nd day: BAR #1 *Potatoland Special*, Northern Maine Jct. [*at 4:40 AM!*]-Van Buren; Van Buren-Fort Kent on BAR local freight; Fort Kent-Oakfield on #22; Oakfield-Bangor on #8 *Potatoland Special*. 3rd day: Bangor-Portland on MEC #702 *Skipper* (25 riders took a bus to Belfast, rode **Belfast & Moosehead Lake** mixed #27 Belfast-Burnham Jct., boarded MEC #702 there); Portland-Boston, B&M #1042.

Name: *Aroostook County Safari*

Cars: 1 **Passengers:** 48 **Price:** \$23.69

Equipment: 1 coach on the *Gull* to Northern Maine Jct.; E7 701 on #1 and #8, BL2 554 and 1 coach on Van Buren-Fort Kent local freight, F3 507 on #22; B&ML 70-ton diesel 51.

August 16, 1952

Boston & Maine

Route: Boston-Reading-Lawrence-Manchester, NH (via M&L Branch)-Rockingham (via Portsmouth Branch)-Wakefield Jct.-Danvers (via Newburyport Branch; engine backing up!)-Salem (via Danvers Branch)-Marblehead-Swampscott-Boston.

Name: *Rail Ramble*

Cars: 5 **Passengers:** 276 **Price:** \$3

Equipment: B-15a 2-6-0 1488 (Manchester, 1910); combine, 4 coaches. (*First Saturday trip sponsored by NE Division.*)

October 5, 1952

Boston & Maine?

Route: Boston to White Mountains (where?)

Name: *Round the Mountains?* [*B&M-sponsored trip*]

Cars: 17 **Passengers:** 1100 **Price:**

Equipment: 2 diesels; 16 coaches, diner.

October 26, 1952

New Haven

Route: Boston-Braintree-Middleboro-Buzzards Bay-Yarmouth-Provincetown and return.

Name:

Cars: 1 **Passengers:** 84 **Price:** \$5

Equipment: *Shoreliner* RDC1 23.

February 1, 1953

Boston & Maine; Maine Central

Route: Boston-Winchester-Lowell-Plymouth-Woodsville-Fabyan-Bartlett-Intervale-Dover-Lawrence-Reading-Boston.

Name: *Round the Mountains* [*B&M-sponsored trip*]

Cars: **Passengers:** 741 **Price:**

Equipment: 4 coaches, combine, coach, diner, 2 coaches, +5 coaches as needed (per Transp. Notice). (1 car for RRE.)

March 29, 1953

New Haven

Route: Boston-Quincy-Brockton-Middleboro-Tremont-Fairhaven-Tremont-Pilgrim-Cotley Jct.-New Bedford-Watuppa-New Bedford-Whittenton Jct.-Attleboro-Boston (via main line).

Name: *Farewell to Fairhaven*

Cars: 1 **Passengers:** 71 **Price:** \$4.50

Equipment: *Shoreliner* RDC1 40.

May 3, 1953

New Haven

Route: Boston-Providence-Devon, CT (via Shore Line)-Winsted (via Naugatuck Valley Line); return via Waterbury-Terryville Tunnel-Hartford-Willimantic-Boston.

Name: *Naugatuck Valley Rail Toot*

Cars: 9 **Passengers:** 316 **Price:** \$6.25

Equipment: DL109s 0722-0721; baggage, 7 coaches, grill car.

June 14, 1953

Boston & Maine

Route: Boston-South Ashburnham (via Somerville Jct. and Freight Cut-off)-Keene, NH-North Walpole-Chapins (via the "Mountain Track" [*officially, the Cold River Cut-Off*])-Claremont Jct.-White River Jct.-Canaan-Concord-Lowell-Boston.

Name: *Main Line Rail Fan Excursion*

Cars: 10 **Passengers:** 558 **Price:** \$4.75

Equipment: E7s 3807, 3818; 3 coaches, combine, coach, diner, 4 coaches.

September 4-5-6-7, 1953

Boston & Maine; Central Vermont; Grand Trunk

Route: B&M-CV: Boston-White River Junction, VT-Montreal; GT-B&M: Montreal-Island Pond, VT-Portland, ME-Boston.

Name:

Cars: **Passengers:** 52 **Price:** \$18.38

Equipment: 21 passengers rode overnight #325 *New Englander* 9/4-5; 31 took daytime #307 *Ambassador* 9/5; all returned 9/7 on GT #18 to Portland and B&M Labor Day extra Portland-Boston.

October 4, 1953

Boston & Maine; Maine Central

Route: B&M: Boston-Winchester-Lowell-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale. B&M: Intervale-Dover-Lawrence-Reading-Boston.

Name: *Round the Mountains* [*B&M-sponsored trip*]

Cars: **Passengers:** 755 **Price:** \$5.50

Equipment: B&M E8 3821; air-conditioned coaches, diner.

October 18, 1953

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Fitchburg-Greenfield-North Adams-East Portal; return to Boston. HT&W: East Portal-Readsboro and return.

Name: *Rail Fan Fall Foliage Excursion*

Cars: 16 **Passengers:** 1206 **Price:** \$5.75

Equipment: B&M-sponsored special train to North Adams;

RRE sponsored HT&W special: 44-ton diesel 15, 5 open gondolas. (346 passengers on HT&W sidetrip.)

November 1, 1953

New Haven

Route: Boston-Quincy-Brockton-Middleboro-Wareham-Buzzards Bay-Yarmouth-Provincetown and return.

Name:

Cars: 3 **Passengers:** 196 **Price:** \$5.75

Equipment: *Shoreliner* RDC1s 43, 42 (*preserved*), ...

February 7, 1954

Boston & Maine; Maine Central

Route: B&M: Boston-Concord-Plymouth-Woodsville-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale.

B&M: Intervale-Dover-Lawrence-Reading-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: **Passengers:** **Price:**

Equipment: 3 coaches, combine, coach, restaurant-lounge 71 *Hermit Thrush*, 3 coaches, +5 coaches as needed (per TN).

April 3, 1954

(Some non-RRE reports say March 28, 1954)

New Haven

Route: Stamford, CT-New Rochelle, NY-Van Nest Shops-Hell Gate Bridge-Fremont-Harlem River-Oak Point-Stamford.

Name:

Cars: 2 **Passengers:** 100 **Price:** \$2

Equipment: Boston-Stamford on #5 *Murray Hill*; return on #28 *Gilt Edge*; 2 MUs from Stamford. [*Famous for photos of railfans walking around Hell Gate Bridge at track level, taking pictures!*]

May 2, 1954

New Haven; Central Vermont

Route: NH: Boston-Norwood Central (via Dorchester Branch)-Blackstone-Willimantic, CT. CV: Willimantic-Palmer-Millers Falls-Brattleboro, VT. Return to Boston via same routes.

Name: *Tri-State Trip*

Cars: 11 **Passengers:** 460 **Price:** \$6

Equipment: NH: 2 diesels, baggage, coaches, grill car. On CV: N-5a 2-8-0 464 (Schenectady, 1923).

June 6, 1954

Boston & Maine

Route: Boston-Clematis Brook-East Switch (via Central Mass. Branch)-Clinton-Ayer-Willows-Lowell [*North Chelmsford?*]-Nashua, NH-Hillsboro-Nashua-Lowell-North Billerica-Bedford-Boston.

Name: *4 Branch Line Train Ride*

Cars: 7 **Passengers:** 403 **Price:** \$3.95

Equipment: B-15 2-6-0 1421 (Manchester, 1906) except Hillsboro Branch; S3s 1180, 1182 used on Hillsboro Branch acct. all water facilities for steam engines had been removed. 1180 cut off and ran light across South Lyndeboro trestle acct. weight limits.

June 13, 1954 (last excursion with MEC steam power)

Maine Central

Route: Portland, ME-Lewiston ("*Back Road*")-Waterville-Bangor-Waterville-Augusta ("*Lower Road*")-Brunswick-Portland.

Name: *Farewell to Steam*

Cars: 7 **Passengers:** 700 **Price:** \$7.35 (Boston); \$3 (Portland)

Equipment: C 4-6-2 470 (Schenectady, 1924) (*preserved at Waterville, ME*); streamlined combine, 4 streamlined coaches, 2 standard coaches. Boston passengers rode on group tickets on various regular B&M trains to Portland. Tickets sold by RRE both on B&M and MEC. [*See Trains, Sept. 1954, pp. 35-40.*]

September 3-4-5-6, 1954

Boston & Maine; Central Vermont; Grand Trunk

Route: B&M-CV: Boston-White River Junction, VT-Montreal; GT-B&M: Montreal-Island Pond, VT-Portland, ME-Boston.

Name:

Cars: **Passengers:** 33 **Price:** \$17.60

Equipment: 10 passengers on daytime #307 *Ambassador* 9/3; 15 more on overnight #325 *New Englander* 9/3-4; 8 traveled on their own; all returned 9/6 on GT #18 to Portland and B&M Advance #16 Portland-Boston.

October 10, 1954

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-North Adams-East Portal and return to Boston. HT&W: East Portal-Readsboro and return.

Name: *Fall Foliage Excursion*

Cars: **Passengers:** 921 **Price:** \$4.95

Equipment: HT&W 44-ton diesel 16, 15 as helper; 5 open gondolas with benches. [*B&M-sponsored trip to North Adams*]

October 31, 1954

New Haven

Route: Boston-Quincy-Braintree-Provincetown and return.

Name:

Cars: 1 **Passengers:** 86 **Price:** \$5.50

Equipment: *Shoreliner* RDC1 48.

December 11, 1954

Boston & Maine

(*Before Claremont & Concord took over Claremont Branch*)

Route: Boston-Concord, NH #5 *Alouette*; Concord-Claremont Jct., #3803; Claremont Jct.-Greenfield, #72 *Day White Mountains*; Greenfield-Boston, #58.

Name: *Final Function to Claremont Junction*

Cars: 2 **Passengers:** 90 **Price:** \$4.95

Equipment: #3803: B&M gas-electric 182 plus trailer; other trains: special coaches.

January 30, 1955

Boston & Maine; Maine Central

Route: B&M: Boston-Lowell-Concord, NH-White River Jct.-Woodsville-Littleton-Whitefield. MEC: Whitefield-Fabyan-Crawford Notch-Intervale. B&M: Intervale-North Conway-Dover-Boston

Name: *Snow Scenery Trip/Round the White Mountains*

Cars: 16 **Passengers:** 1200 **Price:** \$5.50

Equipment: 14 coaches, combine, restaurant-lounge car 71 *Hermit Thrush* [*First time a Round the Mountains trip ran via WRJ, acct. Plymouth-Woodsville had been abandoned 10/31/54.*]

March 6, 1955

Boston & Maine

Route: Boston-Lowell-Concord, NH-Tilton-Franklin Falls-Tilton-Plymouth-Lincoln and return to Boston.

Name: *P.V. [Pemigewasset Valley Branch] Pilgrimage*

Cars: 2 **Passengers:** 156 **Price:** \$6.60

Equipment: *Highliner* RDC1s 6104, 6105. Cab rides on **East Branch & Lincoln** 2-4-2T 5 (Baldwin, 1905) and 0-4-0T 3 (Porter, 1917) in Lincoln yard.

April 9, 1955

Boston & Albany

Route: Boston-Riverside (via Highland Branch)-Newton Lower Falls-Saxonville-Framingham-Beacon Park-Chelsea Creek [*was to go as far as East Boston, but Chelsea Creek drawbridge was out of service; the counterweight fell off 2/28/55!*] and return.

Name: *Boston & Albany Beeliner Branch Bounce*
Cars: 1 **Passengers:** 97 **Price:** \$3.95
Equipment: NYC *Beeliner* RDC1.

May 8, 1955

New Haven

Route: Boston-Readville (via Dorchester Branch)-Putnam, CT-Willimantic-Vernon-Rockville-East Hartford-Springfield (via Armory Branch)-Hartford (via main line)-Middletown-Willimantic-Readville-Boston via Back Bay.

Name: *Springfield 'Scursion*

Cars: 8 **Passengers:** 225 **Price:** \$4.50

Equipment: RS3s 535, 544 from Boston; RS3s 551, 553 Vernon-Springfield-Hartford; 3 coaches, grill car, coach, baggage, 2 coaches.

June 19, 1955

Boston & Maine

Route: Boston-Reading-Lawrence-Dover NH-Sanbornville-Wolfeboro (for 4-hour Lake Winnepesaukee cruise aboard MV *Mount Washington*); return to Boston via Dover, Rockingham, Portsmouth and Newburyport.

Name: *Winnepesaukee Woyage*

Cars: 10 **Passengers:** 700 **Price:** \$5.25

Equipment: B&M diesel(s?); 4 coaches, combine, 5 coaches.

October 2, 1955

Boston & Maine; Maine Central

Route: B&M: Boston-Lowell-Concord, NH-White River Jct., VT-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale. B&M: Intervale-Dover-Lawrence-Reading-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: **Passengers:** 1146 **Price:** \$5.50

Equipment: Diesels; coaches, diner.

October 9, 1955

Boston & Maine

Route: Boston-Fitchburg-North Adams and return.

Name: *Fall Excursion [B&M-sponsored trip]*

Cars: **Passengers:** 800 **Price:** \$5

Equipment: Diesels; coaches, diner.

November 1, 1955

New Haven

Route: Boston-Hyannis-Buzzards Bay-Woods Hole-Buzzards Bay-Taunton-Dighton-Taunton-Attleboro-Providence and return to Boston via Wrentham.

Name: *Cape Caper*

Cars: 3? **Passengers:** 251 **Price:**

Equipment: *Shoreliner* RDCs.

December 11, 1955

Boston & Albany

Route: Boston-Framingham-Worcester-Webster Jct.-East Webster-Webster-Webster Jct.-South Spencer-Spencer-East Brookfield-North Brookfield-Springfield-Worcester-Boston.

Name: *Springfield Special*

Cars: 1 **Passengers:** 92 **Price:** \$4.95

Equipment: NYC *Beeliner* RDC1. (*Swapped RDCs at Springfield acct. mechanical trouble.*)

January 8, 1956

New Haven

Route: Boston-South Boston-Braintree-West Quincy-Greenbush-Braintree-Plymouth-North Abington-West Hanover-South Braintree-Matfield-West Bridgewater-Matfield-Westdale-East

Bridgewater-Westdale-Middleboro-Taunton-Easton-Canton Jct.-Boston.

Name: *South Shore-Liner*

Cars: 1 **Passengers:** 82 **Price:** \$4.75

Equipment: *Shoreliner* RDC1 41.

January 29, 1956

Boston & Maine; Maine Central

Route: B&M: Boston-Lowell-Concord, NH-White River Jct.-Woodsville-Littleton-Whitefield. MEC: Whitefield-Fabyan-Crawford Notch-Intervale. B&M: Intervale-North Conway-Rochester-Dover-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: **Passengers:** **Price:**

Equipment:

March 11, 1956

Boston & Maine

Route: Boston-Winchester-Lowell-Concord, NH-Plymouth-Lincoln and return. Cab rides in **East Branch & Lincoln** yard. Side-trip to Clark's Trading Post to view two stored logging engines.

Name: *P.V. Pilgrimage*

Cars: 9 **Passengers:** 450 **Price:** \$5.25

Equipment: 7 coaches, baggage, diner.

April 22, 1956 (last RRE excursion with B&M steam power)

Boston & Maine

Route: Boston-Reading-Lawrence-Dover, NH-Portland, ME and return via Western Route.

Name: *Farewell to Steam/Steam Safari*

Cars: 11 **Passengers:** 800 **Price:** \$4.75

Equipment: P-4a 4-6-2 3713 (Lima, 1934) (*preserved at Steamtown NHS, Scranton, PA*); 10 air-conditioned coaches, combine.

May 20, 1956

New Haven

Route: Boston-East Jct.-Providence, RI (via East Providence)-South Worcester-Plainfield-Willimantic-Hartford-Old Saybrook (via Valley Branch)-Boston.

Name: *May Journey*

Cars: **Passengers:** 232 **Price:** \$5

Equipment: 2 diesels; air-conditioned coaches, grill car.

June 17, 1956

Boston & Maine

Route: Boston-Bedford-North Billerica-Lowell-Concord, NH-Weirs (for 4-hour Lake Winnepesaukee cruise aboard MV *Mount Washington*); return to Boston via Woburn Loop.

Name: *Winnepesaukee Woyage*

Cars: 8 **Passengers:** 460 **Price:** \$5.25

Equipment: 2 GP7s; 8 "American Flyer" coaches.

September 9, 1956

New Haven

Route: Boston-South Braintree-Randolph-Middleboro-Wareham-Buzzards Bay-Woods Hole-Pocasset-Buzzards Bay-Yarmouth-Harwich-Buzzards Bay-Braintree-Boston.

Name: *Cape Caper, Advance Section*

Cars: 2 **Passengers:** 140 **Price:** \$5.25

Equipment: *Shoreliner* RDCs.

September 16, 1956

New Haven

Route: Boston-South Braintree-Randolph-Middleboro-Wareham-Buzzards Bay-Woods Hole-Pocasset-Buzzards Bay-

Yarmouth-Harwich-Buzzards Bay-Braintree-Boston.

Name: *Cape Caper, Regular Section*

Cars: 2 **Passengers:** 135 **Price:** \$5.25

Equipment: *Shoreliner* RDCs.

October 7, 1956

Boston & Maine; Maine Central

Route: B&M: Boston-Lowell-Concord, NH-White River Jct.-Woodsville-Whitefield. MEC: Whitefield-Crawford Notch-Bartlett-Intervale. B&M: Intervale-Dover-Lawrence-Reading-Boston.

Name: *Round the Mountains [B&M-sponsored trip]*

Cars: **Passengers:** **Price:** \$5.75

Equipment: Diesels; air-conditioned coaches, diner.

October 14, 1956

Boston & Maine

Route: Boston-Fitchburg-Greenfield-North Adams and return

Name: *[Last B&M-sponsored trip]*

Cars: **Passengers:** **Price:** \$5.20

Equipment: Diesels; air-conditioned coaches, diner.

November 18, 1956

Boston & Albany

Route: Boston-Palmer-Winchendon and return

Name: *Winchendon Limited*

Cars: **Passengers:** **Price:** \$5

Equipment: NYC *Beeliner* RDC(s?)

December 19, 1956

New Haven; Edaville

Route: Special train Boston-Plymouth and return. Bus to and from Edaville.

Name: *Edaville Express*

Cars: **Passengers:** **Price:** \$3.75

Equipment: *Shoreliner* RDCs.

June 9, 1957

New Haven

Route: Boston-Provincetown and return.

Name:

Cars: 1 **Passengers:** **Price:** \$6.75

Equipment: *Shoreliner* RDC.

July 27, 1957

Boston & Maine

Route: Boston-White River Jct., VT and return for dedication of **Boston & Maine** A-39f 4-4-0 494 (*Manchester, 1892; 1911 #: 904*), donated by the National RRE to the Town of Hartford.

Name:

Cars: 1 **Passengers:** 73 **Price:**

Equipment: *Highliner* RDC1 6126 (*last-minute special*).

April 27, 1958

Boston & Albany

Route: Boston-Natick-Saxonville-Framingham-Milford Riverside; return via Highland Branch (*to be abandoned 5/31/58*).

Name: *Milford Migration* [See Vic Campbell's photos, Page 14.]

Cars: 2 **Passengers:** 159 **Price:** \$3.25

Equipment: NYC *Beeliner* RDC1s M452, M461.

June 8, 1958

Boston & Maine

Route: Boston-Bedford-Concord, MA (via Bedford and Reformatory Branches)-North Billerica-North Chelmsford-Ayer-Worcester-Gardner-South Ashburnham-Winchendon-Peterboro, NH-Fitchburg-Boston. [*Track out of service Heywood-Winchen-*

don, northbound trip had to run via South Ashburnham.]

Name:

Cars: 3 **Passengers:** 200+ **Price:** \$6.60

Equipment: *Highliner* RDC1s 6152, ____, 6105.

September 14, 1958

New Haven; Edaville

Route: Special train Boston-Plymouth. Bus to Edaville and return. Special train to Boston.

Name: *Edaville Express*

Cars: 2 **Passengers:** 131 **Price:** \$4.75

Equipment: *Shoreliner* RDCs.

October 3, 1959

Boston & Albany

Route: Boston-Beacon Park-East Boston (*via trackage rights on B&M from Chelsea via Revere*)-Beacon Park-Natick-Saxonville-Framingham-Riverside (*via remaining local "third track"*); some passengers transferred at Riverside to ride MTA PCCs over new Highland Branch to Park St.; train continued to South Station.

Name: *East Boston Excursion*

Cars: 1 **Passengers:** **Price:** \$5.25

Equipment: NYC *Beeliner* RDC M458.

October 2, 1960

Boston & Maine

Route: Boston-Hudson (*via Central Mass. Branch*)-Marlboro-Berlin and return to Boston.

Name: *Hudson Highliner*

Cars: 1 **Passengers:** 80 **Price:** \$4.40

Equipment: *Highliner* RDC1 6104.

The end of steam, and the increasingly uncooperative attitude of local railroad managements, nearly halted New England Division fantrips in the late 1950s. Not only were the railroads unwilling to run railfan specials, they wanted to get out of a money-losing passenger business and no longer cared to sponsor their own excursions, such as B&M's famous *Snow Trains*. Within the Division, some RRE members even opposed running trips because more "public" riders and fewer Enthusiasts were buying tickets! But new Trip Chairmen Frank Kyper (1961-1964) and Roland P. "Rolie" Blodgett (1964-1970) kept scheduling specials at freshly bankrupt New Haven and struggling Boston & Maine. (New York Central was harder to deal with, more so after NYC merged the Boston & Albany in 1961 and closed B&A's South Station corporate offices.) The two-way operating flexibility of Budd RDCs made more trips possible, both over heavy main lines and along fragile branches. By 1969, Frank Kyper had rightfully nicknamed the New England Division "The Rambling Railfans." But after Rolie Blodgett's March 5, 1970 death in a car crash, complexities of dealing with Amtrak and the MBTA made special trains harder to arrange. Finally, a 1974 liability-insurance "crisis" led to a complete, but temporary, halt for RRE specials. See next month's "Part III: The Rambling Railfans, 1961-1975," for more. – Ed.

NAUGATUCK VALLEY ★ "RAIL TOOT" ★

Sponsored By

THE RAILROAD ENTHUSIASTS, INC.

SUNDAY MAY 3, 1953

From BOSTON to PROVIDENCE; to DEVON via Scenic SHORE LINE ROUTE; then via former NAUGATUCK RAILROAD to WINSTED, CONNECTICUT.

TRAIN will RETURN to WATERBURY then will run on the former NEW ENGLAND RAILROAD via HARTFORD and WILLIMANTIC to BOSTON. Enroute from WATERBURY to HARTFORD you will pass through The TERRYVILLE TUNNEL. This Tunnel was built in 1910; is Rock Bored, Concrete Lined, has Double Track and is 3580 Feet Long.

PICTURE STOPS ENROUTE



ROUND TRIP FARE \$6.25

Children Over 5 and Under 12 HALF FARE

ROUND TRIP FARES WILL APPLY FROM PROVIDENCE AND CANTON JCT. RETURN TICKETS WILL BE HONORED ON CONNECTING TRAINS TO THOSE STATIONS.

AIR-CONDITIONED COACHES — TWO GRILL CARS

*Limited Number of Tickets Available
Tickets MUST be Purchased in Advance*

SEE POINTS OF INTEREST SUCH AS:

- PROVIDENCE — State Capitol Building-Right Hand Side of Train
- NEW LONDON — Submarine Base and Coast Guard Academy-North of Thames River Bridge-Right Side of Train. Also Across the River (Left Side of Train) as you go by the New London Station the Plant of the Electric Boat Company where the First Atomic Powered Submarine is under Construction.
- NEW HAVEN — On the Right Side of Train shortly after you emerge from The East Haven Tunnel-The Cedar Hill Yard of The New Haven Railroad.
- HARTFORD — State Capitol Building-Right Hand Side of Train as you approach The Hartford Station.

SCHEDULE

(Daylight Saving Time)

LV. BOSTON (SOUTH STATION)	8:55 A.M.
TRAIN WILL NOT STOP AT BACK BAY	
LV. CANTON JUNCTION	9:15 A.M.
LV. PROVIDENCE	9:50 A.M.
DUE WINSTED	1:55 P.M.
LV. WINSTED	2:40 P.M.
DUE NORWOOD CENTRAL	7:07 P.M.
DUE BOSTON (BACK BAY)	7:25 P.M.
DUE BOSTON (SOUTH STATION)	7:30 P.M.

Purchase Tickets Well In Advance by using the Ticket Order Blank

To: MR. GILBERT R. PAYSON
73 Tremont St., Rm. 1034
Boston 8, Mass.

Please send _____ Tickets at \$6.25 each (Children \$3.15)
Make checks payable to Gilbert E. Payson

To _____
Address _____

for which I inclose \$ _____
(MAIL ONLY — PLEASE DO NOT CALL FOR TICKETS OR PHONE)



★ TRI-STATE TRIP ★

MASSACHUSETTS - CONNECTICUT - VERMONT

Sponsored By

THE RAILROAD ENTHUSIASTS, INC.

NEW ENGLAND DIVISION

SUNDAY, MAY 2, 1954

From BOSTON to WILLIMANTIC via NEW HAVEN'S MIDLAND DIVISION; then CENTRAL VERMONT'S AMHERST SUB-DIVISION to BRATTLEBORO. RETURN the same route.

PICTURE STOPS ENROUTE



ROUND TRIP FARE \$6.00

Children Over 5 and Under 12 HALF FARE

ROUND TRIP TICKETS WILL BE HONORED FROM BOSTON, NORWOOD CENTRAL AND BLACKSTONE.

AIR-CONDITIONED COACHES — GRILL CAR

*Limited Number of Tickets Available
Tickets MUST be Purchased in Advance*

STEAM POWER FOR ROUND TRIP WILLIMANTIC TO BRATTLEBORO ON CENTRAL VERMONT RAILROAD. ONE OF THE FEW ROADS IN NEW ENGLAND USING STEAM POWER.

The Trip will take you through the Scenic Pioneer and Connecticut Valleys, crossing the Connecticut River at Northfield, Mass.

SCHEDULE

(Daylight Saving Time)

READ DOWN		READ UP
9:00 A.M. Lv. BOSTON (South Station)		Due 8:55 P.M.
See Note	BACK BAY	8:50 P.M.
9:30 A.M. Lv. NORWOOD CENTRAL		8:30 P.M.
9:55 A.M. Lv. BLACKSTONE		Due 7:57 P.M.
11:10 A.M. Due WILLIMANTIC (Bridge St.)		Lv. 6:50 P.M.
11:30 A.M. Lv. WILLIMANTIC (Bridge St.)		Due 6:40 P.M.
2:30 P.M. Due BRATTLEBORO		Lv. 3:40 P.M.

NOTE: On going trip train goes via the Dorchester Branch and will not stop at Back Bay.

LIMITED NUMBER OF TICKETS AVAILABLE

The "Naugatuck Valley Rail Toot" was one of eight excursions offered by the New England Division that year. Listing on page 8. (Collection of John Reading)

The "Tri-State Trip" on May 2, 1954 made a loop through Connecticut, Massachusetts and Vermont, and featured steam power on the leg from Willimantic to Brattleboro. Listing on page 9. (Collection of John Reading)

THE RAILROAD ENTHUSIASTS, INC.
and
THE NEW HAVEN RAILROAD

— announce —

**SPRINGFIELD
'SCURSION!**

Plan now . . . Order Tickets NOW for this Spring Travel Treat for you and your whole family! You'll have fun!

Here's your "Springfield 'Scursion" Route: — From Boston via (freight only) Dorchester Branch to Readville — via Putnam and Willimantic to Vernon, Conn. — to Rockville and return — to East Hartford — via (freight only) Armory Branch to Springfield — Main Line to Hartford — (freight only) Connecticut River Valley Route to Middletown — (freight only) Air Line to Willimantic — return to Readville and Main Line to South Station.

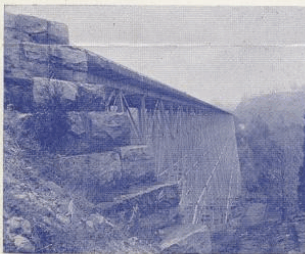
Be aboard the "SPRINGFIELD 'SCURSION"

**SUNDAY
MAY 8
1955**

ROUND
TRIP

\$4⁵⁰

Tax included
CHILDREN
5 and under 12
HALF FARE



TWO 20 MINUTE
PICTURE STOPS
at
BOLTON NOTCH
LYMAN VIADUCT

"LYMAN VIADUCT — 1911 —
Before being filled in."

- AIR CONDITIONED COACHES
- GRILL CAR for Luncheon & Dinner
- SANDWICH and SOFT DRINK SERVICE throughout the Train

**SCHEDULE
DAYLIGHT SAVING TIME**

Lv. BOSTON (South Station) . . . 8:20 AM	Lv. EAST HARTFORD 12:16 PM
Train will NOT stop at Back Bay	Lv. SPRINGFIELD 2:10 PM
Lv. NORWOOD CENTRAL 8:41 AM	Lv. MIDDLETOWN 3:57 PM
Ar. BOLTON 10:40 AM	Ar. NORWOOD CENTRAL 7:02 PM
Lv. BOLTON 11:00 AM	Ar. BOSTON (Back Bay) 7:20 PM
Lv. VERNON 11:10 AM	Ar. BOSTON (South Station) . . 7:25 PM
Lv. ROCKVILLE 11:34 AM	

— See Spring Scenery in All its Splendor! —

PURCHASE TICKETS WELL IN ADVANCE

— CUT OUT AND MAIL —

TO: HOWARD F. GREENE, Trip Chairman
44 School St.
Boston 8, Mass.

Enclosed find remittance payable to HOWARD F. GREENE for \$_____ for which please send _____ Adult Tickets at \$4.50 each
_____ Half Fare Tickets at \$2.25 each

TO: NAME _____ (Please Print)
ADDRESS _____
CITY _____ ZONE _____ STATE _____

P.T.D. Boston B.P. 4-55-5M

The May 8, 1955 "Springfield 'Scursion" on the New Haven Railroad carried 225 passengers on a rather indirect journey to Springfield, MA. Listing on page 10. (Mass Bay RRE Collection)

LAKE WINNIPESAUKEE

RETURN VIA
PORTSMOUTH, N. H. and the B. & M. R.R.
Eastern Route

\$5²⁵

(Tax Included)

Children over 5 and under 12 — \$2.65

Plan now to take the entire family on this wonderful "voyage"

- Ride in air-conditioned comfort over the freight-only line, Sanbornville to Wolfeboro.
- Relax on New Hampshire's Inland Sea, so beautiful that it was named "The Smile of the Great Spirit" by the Indians.
- Sail for four hours aboard the big, luxurious M. V. "Mt. Washington" amid the many islands and bays, of this inland paradise lake.
- See foothills of the White Mountains which surround Lake Winnepesaukee.
- Air conditioned coaches.
- Sandwiches and soft drink service on train.
- Sandwiches, coffee, etc. available on boat.

TRAIN SCHEDULE

Daylight Saving Time

Lv. BOSTON, North Station	8:55 A.M.
Lv. READING	9:10 A.M.
Lv. LAWRENCE	9:25 A.M.
DUR WOLFEBORO	11:30 A.M.
Lv. WOLFEBORO	3:50 P.M.
Lv. PORTSMOUTH	5:45 P.M.
Ar. BOSTON, North Station	7:00 P.M.

See New Hampshire's Scenery in its JUNE splendor.
The BIGGEST SIGHTSEEING TRAVEL BARGAIN
OF THE YEAR!

Purchase tickets well in advance — Capacity Limited.

— CUT OUT AND MAIL —

To: HOWARD F. GREENE, TRIP CHAIRMAN
44 School Street
Boston 8, Mass.

Enclosed find self-addressed stamped envelope and remittance payable to HOWARD F. GREENE for \$_____ for which please send _____ Adult Tickets at \$5.25 each
_____ Half Fare Tickets at \$2.65 each

To: NAME _____ (Please Print)
ADDRESS _____
CITY _____ ZONE _____ STATE _____

The "Winnepesaukee Voyage" on June 19, 1955 included a four-hour cruise on Lake Winnepesaukee aboard MV Mount Washington. Listing on page 10. (Mass Bay RRE Collection)

'Seventy-Five Years of Rare Mileage'

Part III: The Rambling Railfans, 1961-1975

The RRE New England Division trip program revived in the early 1960s, under active Trip Chairmen Frank Kyper (1961-1964) and Roland P. "Rolie" Blodgett (1964-1970). Bankrupt **New Haven** and struggling **Boston & Maine** were willing to run specials, though **New York Central**

(and 1968 successor **Penn Central**, which swallowed New Haven in 1969) remained harder to deal with. The two-way flexibility of Budd RDCs made trips easier to arrange during the 1960s. By 1970, Frank Kyper could rightfully nickname the Division, "The Rambling Railfans." – JWR

May 21, 1961

Claremont & Concord

Route: Contoocook, NH-West Hopkinton-Contoocook-Bradford-Lake Sunapee-Newport-Claremont Jct.-Contoocook.

Name: *Covered Bridges Express*

Cars: 6 **Passengers:** 309 **Price:** \$7

Equipment: C&C (ex-Sanford & Eastern) 70-ton diesel 20?, 6 open gondolas (one carrying a "lunch-wagon" motor truck!).
[Last C&C fantrip east of Newport, NH; track abandoned 1962.]

October 14, 1961

New Haven

Route: Boston-Needham Jct.-Cook St.-West Medway-Medfield Jct.-Framingham-Fitchburg-Mansfield-Walpole-Boston (via Dorchester Branch).

Name: *Fitchburg Fall Foliage Flyer*

Cars: 4 **Passengers:** 233 **Price:** \$7

Equipment: RDC1s 43, 26, 41, RDC2 121.

May 5, 1962

New York Central (*NYC merged Boston & Albany in 1961*)

Route: Boston-Palmer-Winchendon and return.

Name: *Ware River Rocket*

Cars: 3 **Passengers:** 240 **Price:** \$7.70

Equipment: RDC1s. [Last RRE Ware River Branch trip South Barre-Winchendon (abandoned 1968).]

October 7, 1962

Boston & Maine

Route: Boston-Salem-Newburyport-Portsmouth, NH for harbor cruise (washed out) and return.

Name: *Eastern Explorer*

Cars: 1 **Passengers:** 87 **Price:** \$4.50

Equipment: Extra RDC on #205 to Portsmouth, return on #232. [RRE group trips on regular trains now known as "Zip Trips."]

May 4, 1963

New Haven

Route: Boston-Back Bay-Readville-Blackstone-Woonsocket, RI-Providence-Plainfield, CT-Putnam-Webster-Southbridge-South Worcester-Blackstone-Readville-Back Bay-Boston.

Name: *Providence-Southbridge Special/Triangle Tour*

Cars: 7 **Passengers:** 444 **Price:** \$7.80

Equipment: GP9 1209, coaches 8346, 8324, 8310, baggage 5407, coaches 8313, 8323, 8368.

February 29, 1964

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway-Intervale and return.

Name: *Snow Train Jaunt*

Cars: 6 **Passengers:** 323 **Price:** \$9.50

Equipment: RDCs.

May 2, 1964

New York Central

Route: Boston-Worcester-Selkirk Yard, NY (via Selkirk Branch and Alfred H. Smith Bridge across the Hudson River) and return.

Name: *Berkshire-Selkirk Spring Ramble*

Cars: **Passengers:** **Price:** \$9

Equipment: Back-to-back NYC Es [lead unit westbound still in original 'lightning-stripe' paint scheme], coaches, baggage.

July 12, 1964

New Haven

Route: Boston-Mystic, CT (via Shore Line) and return.

Name: *Zip Trip*

Cars: **Passengers:** ~100 **Price:** \$10 (incl. dinner, Seaport adm.)

Equipment: Lv. Boston 8 AM on #171 *Colonial*, return 6:45 PM on #172 *Senator*. RRE members rode in two rear cars of #171.

August 15, 1964

Boston & Maine

Route: Boston-Concord, NH-Lincoln and return.

Name: *Lincoln Bicentennial Special*

Cars: 4? **Passengers:** 300 **Price:** \$11

Equipment: RDCs. **East Branch & Lincoln** 2-4-2T 5 (Baldwin, 1905) fired up to meet special train.

October 4, 1964

(An unusual Sunday trip; by now, most specials ran Saturdays)

Boston & Maine; Hoosac Tunnel & Wilmington

Route: B&M: Boston-Greenfield-North Adams-East Portal and return. HT&W: East Portal-Readsboro and return.

Name: *Hoot, Toot & Whistle Junket*

Cars: **Passengers:** "about 400" **Price:** \$13

Equipment: RDCs; HT&W diesel, gondolas with church pews for seats! [Last RRE trip on the HT&W]

December 12, 1964

New Haven; Edaville

Route: Boston-Back Bay-Stoughton. Bus to Edaville. Return from Stoughton via Back Bay.

Name:

Cars: 1 **Passengers:** 87 **Price:** \$7.50

Equipment: RDC1 42 *Firestone* [preserved at Fall River, MA].

February 27, 1965

Boston & Maine

Route: Boston-Wilmington-Wilmington Jct.-Lawrence-Dover, NH-Mt. Whittier (West Ossipee) and return. [Intended to go to Intervale; only reached Mt. Whittier acct. derailment of Jordan spreader-snowplow on iced-up grade crossing at Mt. Whittier.]

Name: *Snow Train Special*

Cars: 4 **Passengers:** **Price:** \$10

Equipment: RDCs. (A 5th car added at the last minute?)

May 1, 1965 (This and 5/2/65 trip organized by RRE New York Division for "Midyear Meeting" of the National RRE; New England Division only sold tickets.)

Green Mountain

Route: Rutland, VT-Bellows Falls and return.
Name: *Green Mountain Flyer*
Cars: 6 **Passengers:** "about 320" **Price:** \$8.50
Equipment: GMRC 2-6-0 89 (Canadian Locomotive Co., 1910) [ex-CN/*Grand Trunk*; preserved at *Strasburg*], *Monadnock, Steamtown & Northern* [ex-B&M] open-platform wood combine; 5 MS&N [ex-B&M] open-platform wood coaches.

May 2, 1965

Vermont Railway

Route: Rutland, VT-Burlington (VTR yard) and return.
Name: *Green Mountain Flyer*
Cars: 7 **Passengers:** **Price:** \$8.50
Equipment: GMRC 2-6-0 89; B&O heavyweight coach, MS&N open-platform wood combine; 5 MS&N wood coaches.

May 15, 1965

New Haven

Route: Boston-Back Bay-Needham Jct.-Medfield Jct.-Framingham-Clinton-Fitchburg-Marlboro Jct.-Marlboro-Framingham Center-Lowell (Tower)-Framingham-Walpole-Norwood Central-Boston (via Dorchester Branch).
Name: *Branch Hopping Trip/Apple Blossom Special*
Cars: 3 **Passengers:** 225 **Price:** \$9.50
Equipment: RDC1 44, RDC2 120, RDC1 40.

July 17, 1965

New Haven

Route: Boston-Readville (via Dorchester Branch)-Franklin-Blackstone-Putnam,CT-Plainfield-Willimantic-Manchester-Hartford-Terryville-Waterbury-Torrington-Waterbury-Devon (via Naugatuck Line)-New Haven-Route 128-Back Bay-Boston.
Name: *Torrington Trek*
Cars: 2 **Passengers:** "about 100" **Price:** \$12
Equipment: RDC2 121, RDC1 37.

October 2, 1965

Boston & Maine; Maine Central

Route: B&M: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-Intervale. MEC: Intervale-Crawford Notch-Fabyan and return; B&M: Intervale-Boston via same route.
Name: *Crawford Notch Special*
Cars: 4?? **Passengers:** **Price:** \$14
Equipment: RDCs.

March 5, 1966

Boston & Maine

Route: Boston-Lowell-Ayer-Charlemont-North Adams.
* **TRAIN CANCELLED - BUS SUBSTITUTED**
ACCT. LACK OF TICKET SALES *
Name: *Choo-Choo to Charlemont*
Cars: **Passengers:** 30 **Price:** \$12.50
Equipment: Bus.

May 14, 1966

New Haven

Route: Boston-Back Bay-Norwood Central-Blackstone-Putnam, CT-Plainfield-Willimantic-Manchester-Hartford. Return via Valley line to Middletown-Air Line to Cedar Hill Yard-New Haven-Providence-Route 128-Back Bay-Boston.
Name: *Spring Foliage Jamboree*

Cars: 4 **Passengers:** 144 **Price:** \$12
Equipment: RS3 526, streamlined coaches 8285, 8321, baggage 5605, coach 8507 (freshly repainted!).

July 23, 1966

Mount Washington Cog Railway

Route: Base Station-Summit, plus 'freight-only' track to shops.
Name:
Cars: 1 **Passengers:** 51 **Price:** \$13 (incl. bus from Boston)
Equipment: Special train

October 22, 1966

New Haven

Route: Boston-Back Bay-Canton Jct.-Stoughton-Canton Jct.-Attleboro-East Jct.-Rumford-Bristol, RI-East Providence-Providence (via tunnel)-Moosup, CT-Plainfield-Norwich-Groton-Providence-Blackstone-Franklin-Readville-Back Bay-Boston.
Name: *Tri-State Fall Foliage Trip*
Cars: 3 **Passengers:** 162 **Price:** \$11
Equipment: RDC1 25, RDC2 120, RDC1 44.

February 25, 1967

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Dover, NH-North Conway-part way to Intervale (*plow stalled ahead*) and return.
Name: *Snow Train*
Cars: 4 **Passengers:** 296 **Price:** \$10
Equipment: RDCs: 6112, 2 others, 6210.

May 6-7, 1967

New Haven

Route: 1st day: Boston-Back Bay-Providence, RI-New Haven, CT-Devon-Shelton-Danbury-Campbell Hall, NY (via Poughkeepsie Bridge) and return to Danbury. 2nd day: Danbury-Pittsfield-Danbury-South Norwalk-New Haven-Boston.
Name: *Spring Foliage Rail Romp*
Cars: 1 **Passengers:** 62 **Price:** \$37 (incl. motel in Danbury).
Equipment: RDC1 36.

May 27, 1967

Boston & Maine

Route: Boston-Reading-Lawrence-Manchester, NH (via M&L Branch)-Portsmouth (via Portsmouth Branch)-Salisbury-Amesbury (via Amesbury Branch)-Rockingham-Lawrence-Boston.
Name: *Crazy Quilt Rail Ramble*
Cars: 4 **Passengers:** 209 **Price:** \$10
Equipment: RDCs 6102, 6904, 6303, 6135.

August 19, 1967

New Haven

Route: Boston-Back Bay-Sharon-Attleboro-Cotley Jct.-Wareham-Hyannis-Yarmouth-South Dennis-Falmouth and return. [*Didn't reach South Dennis; automobile parked on track!*]
Name: *Hyannis Hop*
Cars: 3 **Passengers:** 155 **Price:** \$12
Equipment: RDC1 32, RDC2 120, RDC1 36.

October 7, 1967

New Haven

Route: Boston-Back Bay-Canton Jct.-Easton-Attleboro-Whitenton Jct.-Taunton-Myricks-Fall River-Newport, RI-Myricks-New Bedford-Nash Road-Watuppa-Taunton-Attleboro-Back Bay-Boston.
Name: *Newport Special*
Cars: 2 **Passengers:** 133 **Price:** \$12
Equipment: RDC3 127, RDC1 47

December 9, 1967

New Haven; Edaville

Route: Boston-Back Bay-Route 128-Attleboro-Taunton (photo stop)-Wareham; buses to Edaville; return to Boston.

Name:

Cars: 1 **Passengers:** 72 **Price:** \$10

Equipment: RDC1 33.

February 24, 1968

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway-*Intervale?* and return.

Name: *Snow Train*

Cars: 4? **Passengers:** 308 **Price:** \$11

Equipment: RDCs.

April 13, 1968

New Haven; Narragansett Pier

Route: NH: Boston-Kingston, RI on #19 *Mayflower*; NP Kingston-Peace Dale RT?; NH: Kingston-Boston on #172 *Senator*?

Name: *Zip Trip*

Cars: **Passengers:** **Price:** \$7

Equipment: Mixed train (?) on NPRR.

May 4, 1968

Boston & Maine

Route: Boston-Nashua, NH-Manchester-Goffstown-Manchester-Nashua-Hillsboro-Nashua-Boston.

Name: *Goffstown Go-Go/Hillsboro Ho-Ho*

Cars: 5 **Passengers:** 300 **Price:** \$9

Equipment: RDCs: 6127, 4 others.

May 25-26, 1968

New Haven

Route: 1st day: Boston-New Haven, CT-Hartford-Springfield (via Armory Branch)-Berlin, CT (via main line)-Waterbury-Derby-Shelton-Danbury. 2nd day: Danbury-Maybrook (via Poughkeepsie Bridge)-Danbury-New Haven-Boston.

* **CANCELLED - LACK OF TICKET SALES ***

Name: *Spring Foliage Rail Romp*

Cars: **Passengers:** **Price:** \$39

Equipment:

July 27, 1968 (sponsored by Downeast RR Club)

Bangor & Aroostook

Route: Northern Maine Jct., ME-Brownville Jct. and return.

Name: *Downeast Doubleheader*

Cars: **Passengers:** **Price:** \$7

Equipment:

July 28, 1968 (sponsored by Downeast RR Club)

Belfast & Moosehead Lake

Route: Belfast, ME-Burnham Jct. and return.

Name: *Downeast Doubleheader*

Cars: **Passengers:** **Price:** \$4

Equipment:

October 5, 1968

Boston & Maine

Route: Boston-Wilmington-Lowell-Concord, NH-Lebanon-White River Jct., VT-Greenfield-Boston.

Name: *The Big Triangle/Tri-State Foliage Trip*

Cars: 6 **Passengers:** 370 **Price:** \$15

Equipment: RDCs.

November 17, 1968

Penn Central (*NYC+PRR had merged 2/1/1968*)

Route: Boston-Chatham, NY and return.

Name: *Chatham Choo-Choo* [a "Zip Trip"]

Cars: 2 **Passengers:** **Price:** \$15

Equipment: PC #s 405-404 Boston-Albany (*probably an E8 or RS3; one coach for regular passengers, another for RRE?*).

December 14, 1968

New Haven; Edaville

Route: Boston-Back Bay-Route 128-Attleboro-Wareham; bus to Edaville; return to Boston.

Name:

Cars: 1 **Passengers:** 63 **Price:** \$11

Equipment: RDC1 36.

February 22, 1969

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway and return.

Name: *Snow Train*

Cars: **Passengers:** **Price:** \$11

Equipment: RDCs.

April 12, 1969

Penn Central (*New Haven merged into PC 1/1/69*);
Narragansett Pier

Route: PC: Boston-Kingston, RI, #173 *Senator*. NP: Kingston-Peace Dale (2 RT, plus 1 RT *Peace Dale-Rodman Crossing*) and return. PC: Kingston-Boston, #172 *Senator*.

Name: *Goodbye to Tony* [Who was Tony? - Ed.]

Cars: 1 **Passengers:** 57 **Price:** \$7

Equipment: 2 cars on #173 to Kingston; met NYRRE group; NPRR: diesel and coach (ran as mixed train on return).

April 27, 1969

Boston & Maine

Route: Boston-West Lynn (via Saugus Branch)-Newburyport-Salem-Danvers-Topsfield-West Peabody-South Middleton-Wakefield Jct.-Wilmington Jct.-Lowell Jct.-Lowell-Montvale-Stoneham-Boston.

Name: *Backwoods Trek/North Shore Rail Ramble*

Cars: 4 **Passengers:** 300 **Price:** \$8

Equipment: RDCs: 6127 led out of Boston, 6303 was food service car, 6136 may have been in middle. 6115 was on the rear from Boston. A fifth RDC (on weekend layover at Ipswich) added Ipswich-Newburyport-Ipswich to move it out of the way; it carried no passengers.

May 31, 1969

Penn Central

Route: Boston-Attleboro-Middleboro-Braintree-Plymouth-Braintree-Nantasket Jct. [*just short of Rt. 3A crossing at lumberyard*]-Braintree and return via Attleboro.

Name:

Cars: 1 **Passengers:** **Price:** \$13

Equipment: RDC.

September 13, 1969

Penn Central

Route: Boston-Providence, RI-Groton, CT-Putnam [*backed west along Air Line to just short of Quinebaug River bridge that had washed out in August 1955 flood*]-Worcester-Providence-Boston. **Name:** *Nutmeg State Jaunt*

Cars: 2 **Passengers:** **Price:** \$10

Equipment: Ex-NY CP, Ex-Eng and Division special train on PC.]
Locs: NY CP, Ex-Eng and Division special train on PC.]

October 18, 1969

Boston & Maine

Route: Boston-Fitchburg-North Adams-Mechanicville Rotterdam, NY and return.

Name: *Rotterdam Roustabout/Berkshire Foliage Flyer*

Cars: 8 **Passengers:** 608 **Price:** \$16

Equipment: RDCs 6155, 6907, 6903, 6123, 6301, 6927, 6924, 6153 [*Noted Jim Shaughnessy photo on Hudson River bridge*]

February 21, 1970

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway and return.

Name: *Snow Train* (advertised as a Conway Branch "*Last Run*")

Cars: 6 **Passengers:** 389 **Price:** \$12

Equipment: RDCs 6155, 6907, 6903, 6123, 6301, 6927, 6924

March 21, 1970

Penn Central

Route: Boston-Albany, NY and return

CANCELLED ACCT. ROLIE BLODGETT'S DEATH

Name: "404-405"

Cars: **Passengers:** **Price:**

Equipment: Proposed special on approximate time of discontinued Boston-Albany locals #s 405-404. PC delayed providing price/schedule, so publicity was delayed; late price increase by PC plus Rolie Blodgett's death 3/5/1970 led to cancellation.

June 20, 1970

Mount Washington Cog Railway

Route: Base Station-Summit, plus "freight-only" track to shops.

Name:

Cars: 1 **Passengers:** **Price:** \$15 (incl. bus from Boston)

Equipment: Special train.

October 17, 1970

Boston & Maine; Green Mountain; Steamtown

Route: B&M: Boston-Greenfield-Bellows Falls, VT. GMRC/Steamtown: Bellows Falls-Riverside-Chester-Ludlow and return.

B&M: Bellows Falls-Keene, NH-South Ashburnham-Boston via out-of-service Cheshire Branch acct. freight derailment at Putney, VT. [*Returned to North Station at 1:30 AM!*]

Name: *Green Mountain Flyer*

Cars: 6 **Passengers:** 400 **Price:** \$15.50

Equipment: B&M RDCs: 6105, others [*Doug Kydd believes 6105 led both ways, was repositioned at Riverside acct. equipped with Fitchburg Division cab signals.*] GMRC: Ex-**Canadian**

Pacific G5 4-6-2 1246 (MLW, 1946) [*preserved at Naugatuck RR, Thomaston, CT*] and ex-**Rutland** RS1 405 to Chester; 405 Chester-Ludlow. Special combined with 6-car Steamtown excursion train south of Chester, both ways.

February 20, 1971

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway and return.

Name: *Snow Train/Memorial to Rolie Blodgett* (also described as a "*Second Annual Last Run*")

Cars: 9 **Passengers:** **Price:** \$13.50

Equipment: RDCs 6148, 6136, 6131, 6927, 6304, 6913, 6114, 6139, 6208.

May 2, 1971

Boston & Maine

Route: Boston-Lowell-Ayer-Hollis, NH (*incl. a few hundred*

yards of Milford Branch at Pepperell, rest abandoned 1942!-Ayer-Greenville, NH-Ayer; return to Boston via Freight Cut-off.

Name: *Zigggg Zagggg Excursionnnn*

Cars: 5 **Passengers:** **Price:** \$10

Equipment: RDCs 6100, 3 others, 6132

June 12, 1971

Claremont & Concord

Route: Claremont Jct., NH-Newport, also ex-Claremont

Electric Railway track to West Claremont.

Name: *Covered Bridges Ramble*

Cars: 2 **Passengers:** "Just under 100" **Price:** \$5

Equipment: C&C 44-ton diesel; gondolas with folding chairs.

August 7, 1971

Claremont & Concord

Route: Claremont Jct., NH-Newport, also ex-Claremont

Electric Railway track to West Claremont.

Name: *Covered Bridges Ramble, Second Section*

Cars: 2 **Passengers:** **Price:** \$5

Equipment: C&C 44-ton diesel; gondolas with folding chairs.

September 11, 1971

Penn Central

Route: Boston-Mansfield-Framingham-Lowell-Framingham-Fitchburg-Walpole-Boston.

Name: *Pussy-Cat Prowl*

Cars: **Passengers:** **Price:** \$9

Equipment: Trip cancelled acct. PC concern if Amtrak had exclusive right to run psgr. specials on PC; GMRC trip ran instead.

September 11, 1971

Green Mountain

Route: Riverside, Vt.-Rutland and return.

Name: *Green Mountain Mixed*

Cars: **Passengers:** **Price:** \$8

Equipment: Ex-**Rutland** wood combine at end of freight train.

October 16, 1971

Boston & Maine

Route: Boston-Concord, NH-Plymouth-Lincoln and return.

Name: *Lincoln Lightningbolt*

Cars: 8 **Passengers:** 508 **Price:** \$16

Equipment: RDCs (6212 at end); may have been 9 cars. Bus connection to **White Mountain Central** at Clark's Trading Post; group rode behind ex-International Shoe Co. Heisler 4 (1929).

February 26, 1972

Boston & Maine

Route: Boston-Winchester-Wilmington Jct.-Lawrence-Dover, NH-North Conway and return.

Name: *Snow Train ('Third Annual Last Run')*

Cars: 8 **Passengers:** 580 **Price:** \$13

Equipment: GP18 1751, GP9 1730 (added due to snowstorm), RDCs (6154 at end) [*Last RRE trip over entire Conway Branch.*]

May 21, 1972

Boston & Maine

Route: Boston-Ayer-Greenville, NH.

*** CANCELLED ACCT. POOR TRACK CONDITIONS ***

Name: *Greenville Centennial Cannonball*

Cars: **Passengers:** **Price:** \$13

Equipment:

June 24, 1972

Montpelier & Barre

Route: Montpelier, VT-Montpelier Jct.-Barre-Graniteville (to

top of hill at Rock of Ages quarry) and return.

Name: *Short-Line Extravaganza*

Cars: **Passengers:** **Price:** \$7

Equipment: Ex-B&M 1100-series Alco S4?? (S1?), open excursion cars (in the rain!)

October 14, 1972

(First special train sponsored by Massachusetts Bay Railroad Enthusiasts, Inc., successor to RRE New England Division)

Boston & Maine; Central Vermont

Route: B&M: Boston-Fitchburg-Millers Falls and return. CV: Millers Falls-Palmer-East New London, CT (*trip terminated in CV yard; did not go to Union Station*) and return.

Name: *New London Fall Foliage Flyer*

Cars: 8 **Passengers:** 500 **Price:** \$16.50

Equipment: B&M RDCs 6212, 6105, 6124, 6103, 6301, 6112, 6101, 6155. (*Delayed southbound by fire under 6105 at West Willington, CT.*)

February 24, 1973

Boston & Maine

Route: Boston-Greenfield-Charlemont-Hoosick Jct., NY-Wal-loomsac and return. [*Unable to reach intended destination of North Bennington, VT acct. frost-heaved timbers blocked a grade crossing.*]

Name: *Snow Train*

Cars: 8 **Passengers:** **Price:** \$15

Equipment: RDCs 6155, 6923(?), 6303?, others, 6101 at end.

May 5, 1973

Boston & Maine; Portland Terminal

Route: Boston-Waltham-Ayer-Worcester-Ayer-Lowell-Lowell Jct.-Portland; return to Boston via Reading.

Name: *State of Maine Express*

Cars: 6 **Passengers:** "Over 400" **Price:** \$16.50

Equipment: RDCs 6155, 6149, 6113, 6303, 6128, 6105.

June 24, 1973

Boston & Maine; Providence & Worcester

(First fantrip on the "new" P&W)

Route: B&M: Boston-Lowell-Ayer-Worcester. P&W: Worcester-Boston Switch, RI-Valley Falls-East Providence (via East Providence Branch). Return to Boston via same route.

Name: *Seekonk River Seagull Flyer*

Cars: 4 **Passengers:** **Price:** \$12

Equipment: RDCs 6120, 6924, 6204, 6129.

September 8, 1973

Central Vermont

Route: White River Jct., VT-Essex Jct.-Burlington-Essex Jct.-St. Albans-White River Jct.

Name: *Central Vermont Northern Division Rail Ramble*

Cars: **Passengers:** **Price:** \$19

Equipment: CV GP9 4928, **Canadian National** coaches

October 13, 1973

Boston & Maine

Route: Boston-West Cambridge-Bedford-Watertown-Clematis Brook-Hudson-Berlin-Boston (via Freight Cut-off).

Name: *B&M Branch Lines Runabout*

Cars: 4 **Passengers:** **Price:** \$11

Equipment: RDCs 6146, 6201, 6138, 6155.

April 28, 1974

MBTA

Route: **Orange Line:** Sullivan Square-Forest Hills (*before*

closing of Charlestown elevated track); **Green Line:** Lines to Boston College, Cleveland Circle, Riverside, Arborway and Lechmere (including loops).

Name: *Circle T Rail Ramble, Part I*

Cars: **Passengers:** **Price:** \$8.50

Equipment: Special trains.

November 10, 1974

MBTA

Route: **Red Line:** Harvard-Quincy Center-Ashmont; **Blue Line:** Bowdoin-Orient Heights (shop tour)-Wonderland and return.

Name: *Circle T Rail Ramble, Part 2*

Cars: **Passengers:** **Price:** \$5

Equipment: Special trains: "Silverbirds" (01500-01600 series) on Red Line; 0500s [Pullman-Standard, 1924] on Blue Line)

February 8, 1975 (*sponsored by RRE Lakes Region Division for "Railroad Days"*)

Wolfeboro

Route: Wolfeboro, NH-Sanbornville and return.

Name: *"Ride in the Galloping Goose!"*

Cars: **Passengers:** **Price:** \$14 (incl. bus from Boston)

Equipment: Either gas car (ex-Lancaster, Oxford & Southern) or 2-6-2 250 (Baldwin, 1926) [*orig. Bonhomie & Hattiesburg Southern; later Wanamaker, Kempton & Southern; now displayed at Edaville*] and coaches.

June 8, 1975

Claremont & Concord

Route: Claremont Jct., NH-Newport and return

Name: *Farewell to Newport*

Cars: 5 **Passengers:** **Price:** \$9

Equipment: C&C 44-ton diesel 31, 5 open gondolas with folding chairs, C&C 44-ton diesel 18. [*Last RRE trip east of Claremont before abandonment Claremont-Newport.*]

"The Rambling Railfans" found their frolics along New England lines dead-ending in 1974. In 1970, the law creating Amtrak gave that carrier an exclusive, but unclear, right to run special passenger trains on private railroads – a confusion that canceled a September 1971 RRE trip. (*Amtrak, at first, was also unwilling or unable to run its own specials.*) In 1973, bankrupt B&M offered to sell its RDC fleet to the MBTA, which told B&M not to run weekend trips for fear the decrepit Budds would not be back in time for Monday's commuter rush. Next, an "insurance crisis" struck; liability coverage was unavailable for months. Frank Kyper resigned as Trip Chairman in 1973; his successors at newly incorporated 'Mass Bay RRE' could not solve these issues.

In 1976, Bill Crawford, a Philadelphian who had moved to Boston in 1969, became Mass Bay RRE President. Wearing a 'second hat' as Trip Chairman, as had Rolie Blodgett, Bill convinced Amtrak to run a June 24, 1978 Boston-Springfield-White River Junction *Shorealer*, with eight Amfleet cars and 450 happy riders. For what followed in Bill's 17 years as President, see next month's "Part IV: Amtrak Specials and 'New Miles', 1978-1993." – Ed.

'Seventy-Five Years of Rare Mileage'

Part IV: Amtrak Specials and 'New Miles,' 1978-1993

In his 1977 book, *The Railroad That Came Out at Night*, former Mass Bay RRE Trip Chairman Frank Kyper sadly mourned the passing of "The Rambling Railfans." Frank wrote that the active RRE trip program of the 1960s "had literally died without a whimper" in the 1970s, and glumly predicted it would not revive without as-yet-undiscovered leadership. But even before Frank's grim forecast hit the bookstore shelves, Mass Bay RRE had found that leader, whose dedicated efforts led to a second "Golden Era" of RRE special trains crisscrossing New England.

Bill Crawford, a Philadelphia native and a materials engineer at General Electric's River Works in Lynn, became Mass Bay RRE President in 1977. Wearing a 'second hat' as Trip Chairman, as Rolie Blodgett did before him, Bill finally convinced a reluctant **Amtrak** to operate a June 24, 1978 Boston-Springfield-White River Junction *Shorealer*, with eight Amfleet cars carrying 450 pleased riders.

The *Shorealer*, Mass Bay RRE's first mainline special since 1973, began a quarter-century program of combining major excursions on Amtrak routes, increasingly marketed to non-railfans, with small "rare-mileage" runs for railfans over lines with no passenger trains. The **MBTA**, with a fleet of new locomotives and cars at hand, cooperated by willingly chartering equipment for RRE specials operated

by Amtrak and **Guilford Transportation**, which during its first five years actively supported passenger excursions.

"New-mileage" specials of the 1980s included trips in Guilford's ex-**Boston & Maine** and **Maine Central** territory, as well as on short lines such as **Vermont Railway** (formed from the abandoned **Rutland**) and **Housatonic**. Some "big trips" set ridership records: a February 1984 run to Brattleboro, VT via New London, CT carried 1159 passengers, the largest single trip Mass Bay RRE or the old New England Division ever ran with its own resources. (There had been larger trips in the 1930s and 1950s, but back then, the railroads provided significant financial and marketing support to the RRE.) On August 26, 1984 Mass Bay RRE marked the 50th anniversary of the "First Fantrip" (August 26, 1934) with a *Half-Century Limited* from Boston through Hoosac Tunnel to North Adams and Adams.

A unique "Tri-Convention" in mid-July 1986, combining activities by the National RRE, the National Railway Historical Society and the National Model Railroad Association, gave Mass Bay RRE a very visible showcase to display trip-organizing skill. Even a second insurance "crisis" that spring, and a strike by Guilford workers that led to the cancellation of two Convention steam trips, did not halt the trip program Mass Bay provided convention-goers. – JWR

April 1, 1978

MBTA; Boston & Maine

Route: Boston-Portland and return

* **CANCELLED ACCT. MBTA EQUIPMENT SHORTAGE AFTER THE BLIZZARD OF FEBRUARY 6-7, 1978** *

Name:

Cars: **Passengers:** **Price:** \$29.95

Equipment: Requested use of ex-**Delaware & Hudson** (*née-AT&SF*) Alco PAs on lease to the MBTA.

June 24, 1978

Amtrak; Conrail (*successor to Penn Central, 4/1/76*); **Boston & Maine; Steamtown**

Route: Boston-Springfield-Bellows Falls, VT (optional Steamtown sidetrip)-White River Jct. and return.

Name: *Shorealer* [*First Amtrak special run by Mass Bay RRE*]

Cars: 8 **Passengers:** 450 **Price:** \$29.95 (+\$4 to WRJ)

Equipment: Amtrak: F40s, 7 Amcoaches, 1 Amcafe.

October 14, 1978

Amtrak; Conrail

Route: Boston-Chatham, NY and return.

Name: *Berkshire Express*

Cars: 12 **Passengers:** 700 **Price:** \$29.95

Equipment: 2 Amtrak F40s (one, 284?); 10 Amcoaches, 2 Amcafes.

April 21, 1979

Amtrak; Conrail; Valley

Route: Boston-Springfield-Hartford, CT-Shore Line Jct. (*via 5-mi. freight-only connection through Cedar Hill Yard*)-Old Say-

brook (*optional Valley RR sidetrip*)-Providence, RI-Boston.

Name: *Constitution Flyer*

Cars: 8 **Passengers:** **Price:** \$29.95

Equipment: Amtrak F40s 208, 200; Amfleet coaches. **Valley RR:** ex-**Aberdeen & Rockfish** 2-8-2 40 (Alco, 1920), combine, 3 coaches, open gondola.

June 3, 1979

Jointly sponsored with Boston Chapter NRHS

Lamoille Valley

Route: Swanton, VT-St. Johnsbury (*one way*).

Name: *Covered Bridge Safari*

Cars: 3 **Passengers:** **Price:** \$30

Equipment: RS3 7801; **Conway Scenic** (ex-CNJ) coaches 1133, 1140, 1058.

October 13, 1979

Amtrak; Conrail; Boston & Maine; Steamtown

Route: Boston-Worcester-Springfield-Greenfield-Bellows Falls, VT (optional Steamtown sidetrip)-White River Jct. and return.

Name: *Green Mountain Flyer*

Cars: 10 **Passengers:** "650-plus" **Price:** \$39.95

Equipment: Amtrak F40s 2??, 296; 8 Amcoaches, 2 Amcafes.

May 17, 1980

Conrail; MBTA

Route: South Braintree-Middleboro-Buzzards Bay-Falmouth-Buzzards Bay-Hyannis-Taunton-Attleboro-Readville-South Station (*via Dorchester Branch*). [*The Shore Line from Readville to Back Bay was closed from November 1979 to October 1987 for the Southwest Corridor construction.*]

Name: *Seabreeze Limited*

Cars: 8 **Passengers:** **Price:** \$32

Equipment: All-MBTA: F40 1010, 7 Pullman coaches, control car 1311. [*Mass Bay RRE operated this trip at the request of the Mass. Executive Office of Transportation & Construction.*]

June 12, 1980

Jointly sponsored with Boston Chapter NRHS

Massachusetts Central

Route: Ware-South Barre-Ware-Palmer-Forest Lake Jct. (*about 1/4 mile (?) of ex-B&M Central Mass. Branch toward Bondsville*)-Forest Lake Jct.-Ware. [*Same trip repeated in PM.*]

Name: *Ware River Special*

Cars: 1 **Passengers:** **Price:** \$25

Equipment: MACR NW5 2100, Steam Associates Inc. (ex-NYC) coach 214.

October 4, 1980

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Chatham, NY-Albany/Rensselaer, NY (shop tour) and return.

Name: *Berkshire Express*

Cars: 13 **Passengers:** About 750 **Price:** \$34.95 (+\$5 to Albany)

Equipment: Amfleet

May 2, 1981

Amtrak; Conrail; Valley

Route: Boston-Springfield-Hartford, CT-Shore Line Jct. (*via 5-mi. freight-only connection through Cedar Hill Yard*)-Old Saybrook (*optional Valley RR sidetrip*)-Providence, RI-Boston.

Name: *Constitution Flyer/"Southern New England Great Circle Trip"*

Cars: **Passengers:** **Price:** \$34.95

Equipment: Amfleet.

July 25, 1981

MBTA; Boston & Maine; Conrail

Route: Gardner-Ayer-Worcester Science Center and return; also, Boston-Worcester Science Center.

* **CANCELLED ACCT. LACK OF TICKET SALES ***

Name:

Cars: **Passengers:** **Price:** \$19.95

Equipment: Both trains would have used MBTA equipment. Mass Bay RRE organized them at the request of Science Center.

October 3, 1981

Boston & Maine; MBTA

Route: Boston-North Adams-Mechanicville, NY and return.

Name: *Greylock Limited*

Cars: ?? **Passengers:** 521 **Price:** \$34.95

Equipment: All-MBTA: F40 1010?, Pullman coaches; F40 10??. [*Passenger count does not include 591 "shorts" who rode North Adams-East Portal and return; fare \$5.*]

April 3, 1982

Boston & Maine; MBTA

Route: Boston-Waltham-Ayer-Worcester-Lowell-Lowell Jct.-Dover, NH-Portland, ME-Lowell Jct.-Boston (*via "Wildcat"*).

Name: *State of Maine Express*

Cars: 12 **Passengers:** 800 **Price:** \$34.95

Equipment: All-MBTA: F40 1006, Pullman coaches, F40 1012.

May 15-16, 1982

Boston & Maine; MBTA

Route: 1st day: Boston-Fitchburg-Greenfield-White River Jct., VT-Wells River-Littleton, NH. 2nd day: Littleton-Waumbek Jct.-

Berlin, then return to Boston by same route (did not go to Groveton as announced). [*Did not reach Berlin on first day as planned acct. freight derailment; first day's run cut short at Littleton.*]

Name: *Day White Mountains*

Cars: 4 **Passengers:** 160 **Price:** \$140 (incl. motel)

Equipment: All-MBTA: F40 1007, Pullman coaches incl. 302, F40 1008.

June 12, 1982

Boston & Maine; MBTA

Route: Boston-North Adams-Rotterdam Jct., NY and return.

Name: *Minute Man*

Cars: **Passengers:** **Price:** \$41.95

Equipment: MBTA F40s [1010? 1002?], Pullman coaches.

August 28-29, 1982

New York, Susquehanna & Western

Route: 1st day: Binghamton, NY-Utica. 2nd day: Utica-Richfield Springs and return to Utica.

Name: *Lackawanna Limited*

Cars: 4 **Passengers:** **Price:** 1st day: 2nd day:

Equipment: NYS&W 2000, 2002; **Cooperstown & Charlotte Valley** combine *Goodyear Lake*; C&CV coach *Canandarago Lake*, second coach, private business car *Lehigh Valley 353*.

October 2, 1982

Boston & Maine; MBTA

Route: Boston-Greenfield (*via East Deerfield Loop: East Deerfield-Deerfield Jct.*)-Bellows Falls, VT (*optional Steamtown sidetrip*)-White River Jct. and return.

Name: *Catamount Limited*

Cars: 10 **Passengers:** 725 **Price:** \$34.95

Equipment: MBTA: Pullman coaches. [*Passenger count does not include Bellows Falls-WRJ "shorts."*]

February 26, 1983

Boston & Maine; MBTA

Route: Boston-Wilmington-Dover, NH (*via "Wildcat"*)-Rochester-Gonic-Farmington-Sanbornville and return (*did not run to Ossipee as planned acct. slow track speed and lack of time*).

Name: *Alpine Express/Mountaineer*

Cars: 10 **Passengers:** 650 **Price:** \$34.95

Equipment: All MBTA: F40 1011, 10 "electric Budds" [*de-engined B&M RDCs rebuilt for head-end power by Morrison-Knudson at Boise, ID – thus also, "Boise Budds"*], F40 10??.

April 23, 1983

Boston & Maine; MBTA

Route: Boston-Nashua, NH-Bennington and return.

Name: *Crotched Mountain Limited*

Cars: 5 **Passengers:** "Nearly 300" **Price:** \$34.95

Equipment: All-MBTA: F40 1002, electric Budds 450, 406, 428, 414, 1404, F40 1006

August 6, 1983

Providence & Worcester

Route: Worcester-Gardner-East Providence, RI-Valley Falls-Boston Switch-Woonsocket-Slatersville Branch-Worcester.

Name: *Mill Valley Express*

Cars: 8? **Passengers:** **Price:** \$39

Equipment: P&W excursion consist, believed to be: power car, coach-lounge 4587, coach 4594, coach 4584, diner-lounge 8340, coach 4583, coach 4592, parlor-observation *New Englander* (ex-BN-NP Montana Club).

August 7, 1983

Providence & Worcester

Route: Worcester-Plainfield, CT-Willimantic-Plainfield-Groton-Worcester.

Name: *Mill Valley Express*

Cars: 8? **Passengers:** **Price:** \$39

Equipment: P&W excursion consist, as above.

September 10-11, 1983

Boston & Maine; Maine Central; MBTA

Route: 1st day: Boston-Portland-Waterville-Bangor, ME via Lewiston (*the "Back Road"*). 2nd day: Bangor-Waterville-Portland-Boston via Augusta (*the "Lower Road"*).

Name: *Flying Yankee*

Cars: 6 **Passengers:** "Over 250" **Price:** \$169 (incl. motel)

Equipment: All MBTA: F40 1007, 6 electric Budds, F40 1010.

October 1, 1983

Boston & Maine; Steamtown; MBTA

Route: B&M: Boston-Bellows Falls, VT-White River Jct. and return; **Steamtown** sidetrip: Bellows Falls-Chester and return.

Name: *Catamount Limited/Farewell to Steamtown*

Cars: 10 **Passengers:** "About 580" **Price:** \$39

Equipment: All-MBTA: F40 1006, 10 electric Budds, F40 10??

February 25, 1984

Amtrak; Conrail; Central Vermont

Route: Boston-New London, CT-Palmer-Brattleboro, VT-Palmer-Boston.

Name: *New England States Limited*

Cars: 16 **Passengers:** 1159

Price: \$39

Equipment: Amtrak F40s incl. 209, Amfleet coaches. (*Ran in two sections to New London; first section wyeed at Groton; sections combined at CV East New London yard to one train.*) (*Largest ridership on a single trip that was sponsored exclusively by the New England Division or Mass Bay RRE, 1934-2010*)

April 28, 1984

Maine Central

Route: Portland, ME-Rumford and return.

Name: *Rumford Rocket*

Cars: 3 **Passengers:** **Price:**

Equipment: GTI inspection train: MEC GP38 251, MEC GP7 573 [*now preserved at Conway Scenic RR*], coach 390, lounge 43 *Champlain*, coach 391.

August 25, 1984

Jointly sponsored with Boston Street Railway Association

MBTA

Route: Entire Green Line: Watertown Carhouse-Lechmere loop-Boston College-Chestnut Hill Ave. "freight line" to Cleveland Circle-Kenmore loop-Riverside-Government Center loop-Arborway-Park Street loop-Watertown

Name:

Cars: 3 **Passengers:** **Price:**

Equipment: Boston Elevated Type 5 5734 (Brill, 1924); MTA PCC 3295 (Pullman-Standard, 1951); MBTA LRV 3402 (Boeing, 1976). (*5734 and 3295 preserved; 3402 scrapped 1991.*)

August 26, 1984

Boston & Maine; MBTA

Route: Sullivan Square (Boston) [*temporary station after North Station trestle fire January 20*]-Greenfield-North Adams-Adams and return. [*Did not reach Pittsfield acct. poor track conditions on ex-Conrail North Adams Branch.*] Dedication of commemorative plaque [*stolen May 2004*] on face of East Portal, Hoosac Tunnel, recalling the "First Fantrip" of August 26, 1934.

[*Six riders from the "First Fantrip" were aboard.*]

Name: *Half-Century Limited*

Cars: 10 **Passengers:** 550 **Price:** \$39

Equipment: All-MBTA: F40 10??, electric Budds 403, 409, 411, 425, 402, 1405, 1404, 1400, two more, F40 1002.

September 29, 1984

Battenkill

Route: Greenwich, NY-Thomson-Greenwich Jct.-Eagle Bridge-Salem-Greenwich.

Name: *Batten Kill Limited/William White Limited*

Cars: 3 **Passengers:** 75 **Price:** \$30

Equipment: BKRR RS3 605, Mohawk & Hudson Chapter NRHS (ex-NYC) coach 2933, RRPX coaches 8302, 8306.

October 13, 1984

Boston & Maine; Conrail; MBTA

Route: Sullivan Square (Boston)-Reading-Lawrence-Rockingham, NH-Portsmouth and return; also part of CR Grand Junction Branch (B&M Tower H, Somerville to CR CP 3, Beacon Park) en route to South Station and return to Sullivan Square.

Name: *Seacoast Special*

/Strawberry Banke Limited

Cars: 11 **Passengers:** 475

Price: \$29.95

Equipment: All-MBTA: F10 1153, electric Budds 312, 339, 308, 307, 1308, 1307, 1313, 332, 337, 341, 342, F10 1112.

February 23, 1985

Conrail; Amtrak

Route: Boston-Pittsfield-Post

Road, NY-Selkirk-Rotterdam Jct.-South Amsterdam (via Selkirk Branch and ex-West Shore); ran engines around, return via Carman Branch and ex-NYC main line to Albany/Rensselaer;

Amtrak 'Post Road Connector' to ex-B&A main at Post Road..

Name: *New England States Limited*

Cars: 16 **Passengers:** 930 **Price:** \$42.95

Equipment: F40s 340, 321; 4 Amcoaches, Amcafe, 6 Amcoaches, Amcafe, 4 Amcoaches.

May 11, 1985

Bay Colony/Cape Cod & Hyannis

Route: Buzzards Bay-South Middleboro-Otis Air Force Base-Falmouth-South Dennis-Hyannis and return to Buzzards Bay.

Name: *Cranberry Country Special*

Cars: 6 **Passengers:** 325 **Price:** \$25

Equipment: BCLR S4 1052, CC&H coach 155, Ontario Midland coach 5294, CC&H combine 157, 2 ex-PRR/Adirondack Ry.coaches, CC&H coach 152, S4 1063.

July 27, 1985 (Morning)

Maine Central

Route: Bangor, ME-Mattawamkeag and return.

Name: *State of Maine Branches*

Cars: 4 **Passengers:** 180 **Price:** \$39.95

THE 'LENNY BOOKS'

Riders on Mass Bay RRE's June 24, 1978 *Shorealer*, and later special trains, often received lengthy "trip brochures" prepared by J. Leonard Bachelder, Mass Bay RRE Secretary and Historian. These volumes combined a thoroughly researched history of the railroad(s) the trip used or crossed with a detailed "route guide" describing the exact route a special would take. The "Lenny Books," as they became known, grew to as much as 60 pages of text and graphics by the late 1990s. The *Callboy* staff also prepared edited, fully illustrated versions for distribution on the twice-yearly Amtrak specials. More recently, Mass Bay RRE has prepared shorter "route guides" for passengers, containing more illustrations but less historical information. – JWR

Equipment: MEC U18Bs 408, 406; coaches 391, 392, lounge 43 *Champlain*, coach 390.

July 27, 1985 (Afternoon)

Maine Central

Route: Bangor, ME-Bucksport and return.

Name: *State of Maine Branches*

Cars: 4 **Passengers:** "About 170" **Price:** \$34.95

Equipment: MEC U18Bs 406, 408; coach 390, lounge 43 *Champlain*, coaches 391, 392.

July 28, 1985 (Morning)

Bangor & Aroostook

Route: Northern Maine Jct., ME.-Searsport and return.

Name: *State of Maine Branches*

Cars: 4 **Passengers:** 190 **Price:** \$37.95

Equipment: BAR F3 42, GTI coaches 391, 392, lounge 43 *Champlain*, coach 390.

July 28, 1985 (Afternoon)

Bangor & Aroostook

Route: Northern Maine Jct., ME-Brownville Jct. and return.

Name: *State of Maine Branches*

Cars: 4 **Passengers:** "About 140" **Price:** \$37.95

Equipment: Same as morning trip.

September 7, 1985

Cape Cod & Hyannis

Route: Boston-Braintree-Buzzards Bay-Hyannis-Provincetown-Boston (*one group traveled each way*).

Name: *Tri-Modal Triangle Tour*

Cars: **Passengers:** **Price:**

Equipment: Braintree-Hyannis: CC&H regular train. Hyannis-Provincetown: **Provincetown-Boston Airways DC-3**. Provincetown-Boston: **Bay State-Spray & Provincetown Steamship Company MV Provincetown II**.

September 21, 1985

Maine Central

Route: Waterville, ME-Dover-Foxcroft and return.

Name: *Foxcroft Foliage Flyer*

Cars: 4 **Passengers:** 123 **Price:** \$64.95

Equipment: GTI inspection train: MEC GP7 573, GP9w 470 (*later sold to Québec Central*); coach 392, lounge 43 *Champlain*, coaches 391, 390

September 22, 1985

Maine Central

Route: Waterville, ME-North Anson and return.

Name: *Kennebec Valley Limited*

Cars: 4 **Passengers:** 104 **Price:** \$64.95

Equipment: Same as Sept. 21 trip.

October 5, 1985

Boston & Maine; Vermont Historical RR

Route: Boston-Greenfield-Brattleboro, VT-Bellows Falls (*side-trip Bellows Falls-Chester and return on Vermont Historical RR [short-lived excursion-operating successor to Steamtown]*)-White River Jct. and return.

Name: *Vermont Foliage Flyer*

Cars: 12 **Passengers:** 651 **Price:** \$44 (+\$4 to WRJ)

Equipment: All-MBTA: F40 10??, Pullman coaches 318, 332, 339, 1305, 1309, 336, 1314, 303, 317, 316, 320, 341, F40 1017.

November 9, 1985

Berkshire Scenic; Housatonic

Route: Lee-Canaan, CT-West Cornwall-Cornwall Bridge-Canaan-Pfizer limestone quarry, East Canaan (*via ex-Central New England*)-Lee-Pittsfield-Lee.

Name: *Housatonic Valley Special*

Cars: 4 **Passengers:** 200 **Price:** \$30

Equipment: **Berkshire Scenic** ex-CR SW8 8619, GE 80-ton 19, ex-DL&W/EL/NJT MU trailers 3210, 4353, 3241, 3229. Combined at Canaan with **HRRC** excursion train: GE 80-ton diesel 500, **ConnDoT** (ex-RDG) coaches 2014, 2012, 2001, 1547.

February 22, 1986

Boston & Maine; MBTA

Route: Boston-Fitchburg-Greenfield-North Adams-East Portal-North Adams-Greenfield-Boston (*through Tunnel four times*).

Name: *Berkshire Flyer*

Cars: 12 **Passengers:** 753 **Price:** \$39

Equipment: All-MBTA: F40 1016, Pullman coaches 336, 344, 327, 1307, 1306, 304, 315, 317, 318, 1310, 301, 303, F40 1017. [*Psgr. count excludes 213 "shorts" who rode North Adams-East Portal-North Adams.*]

May 3, 1986

Pioneer Valley

Route: Holyoke (Dwight St.)-Horn Track (*industrial track along Connecticut River*)-Westfield-East Silver St. (Westfield)-Easthampton (Ferry St.)-Westfield and return to Holyoke.

Name: *Sam Pinsly Special*

Cars: 3 **Passengers:** 144 **Price:** \$30

Equipment: CF7 2597, ex-DL&W/EL/NJT MU trailers 3204, 3224 (from state-owned **Holyoke Heritage Park RR**), business/observation car *Sam Pinsly*.

July 22, 1986 (RRE/NRHS/NMRA Tri-Convention)

Cape Cod & Hyannis

Route: South Braintree-Middleboro-Buzzards Bay-Hyannis and return (*extra coaches on regular CC&H excursion train*)

Name: *Minuteman '86 Trip 1*

Cars: 8 **Passengers:** 289 **Price:** \$30

Equipment: CC&H GP9 1201, ex-**Atlantic Coast Line** lounge-observation 257, ex-**Pere Marquette** lounge 113 *Eagle Canon*, CC&H coach 158(?), tavern car *Jeremiah F. Cahir*, coaches 152, 153, 4055, 5425. Pulled deadhead equipment Hyannis-Buzzards Bay; coaches 157, 156, parlor *Nobska, Presidential*, GP9 121.

Also *Tri-Modal Tour* option: Boston-Braintree-Buzzards Bay-Hyannis-Provincetown-Boston (*one group traveled each way*): South Braintree-Hyannis: CC&H regular train as above; Hyannis-Provincetown: **PBA DC-3**. Provincetown-Boston: **Bay State-Spray & Provincetown MV Provincetown II**.

July 23, 1986 (RRE/NRHS/NMRA Tri-Convention)

Providence & Worcester

Route: Gardner?-Worcester-Providence-Groton, CT-Worcester.

Name: *Minuteman '86 Trip 2*

Cars: 7 **Passengers:** 216 **Price:** \$60

Equipment: GP38-2 2009, power car, coach-lounge 4587, coach 4594, coach 4584, diner-lounge 8340, coach 4583, coach 4592, parlor-observation *New Englander*.

July 24, 1986 (RRE/NRHS/NMRA Tri-Convention)

Amtrak; Valley

Route: AMTK: Boston-Providence-Old Saybrook and return;

VALE: Old Saybrook-Chester and return

Name: *Minuteman '86 Trip 3*

Cars: 5 **Passengers:** 165 **Price:**

Equipment: Added to #161: Amcoaches 21156, 21041, 21164,

Amcafe 20046, private car 800281 *The Survivor* (Dante Stephenson). **Valley:** 2-8-0 97 (Alco, 1926), coaches 1101, 1102 (1093 inside), 502, gondola 728. Added to #174 with F40 210.

July 25, 1986 (RRE/NRHS/NMRA Tri-Convention)

Bay Colony

Route: South Braintree (Pearl St.)-North Abington-West Hanover-North Abington-Cordage and return (*AM and PM trips*)

Name: *Minuteman '86 Trip 4*

Cars: 4 **Passengers:** 155 AM, 109 PM **Price:** \$20

Equipment: BCLR S2 1052, ex-VIA coaches 5223, 5294, ex-PRR/Adirondack Ry. coaches 71, 78.

July 26, 1986 (RRE/NRHS/NMRA Tri-Convention)

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Pittsfield-Chatham, NY-Post Road-Selkirk Yard (into diesel terminal) and return.

Name: *Minuteman '86 Trip 5*

Cars: 11 **Passengers:** 405 **Price:** \$60

Equipment: MBTA F10 1151, Amtrak F40 201, Amcoaches 21215, 21054, Amcafe 20025, Amcoaches 21087, 21246, 21177, Amcafe 20046, Amcoaches 21234, 21164; 6 DBR-buffet-lounge 800073 *Dover Harbor* (Washington Chapter NRHS); *The Survivor*. [Substituted for trip with ex-Nickel Plate Road S-2 2-8-4 765 (Lima, 1944) on *Guilford*, Boston-Mechanicville.]

July 27, 1986 (RRE/NRHS/NMRA Tri-Convention)

Amtrak; Conrail; Central Vermont

Route: Boston-Framingham-Walpole-Mansfield-Providence-New London-Palmer-Boston.

* **CANCELLED ACCT. LACK OF TICKET SALES ***

Name: *Minuteman '86 Trip 6*

Cars: **Passengers:** **Price:** \$65

Equipment: Amtrak F40s, Amfleet. [Would have substituted for trip with ex-NKP 2-8-4 765 on *Guilford*, Boston-Portland, ME.]

November 1, 1986

Winnepesaukee; New England Southern

Route: Meredith, NH-Plymouth-Concord-Meredith.

Name: *Pemigewasset Valley Special*

Cars: 4 **Passengers:** 197 **Price:** \$28

Equipment: Ex-MEC RS3 557, ex-DL&W MU trailer (with long benches), 2 ex-CNJ coaches (one, 1301?), coach SA-1.

December 27, 1986

Boston & Maine

Route: All commuter routes out of North Station.

Name: *Farewell to the B&M Zip Trip*

Cars: **Passengers:** Varied by route **Price:** Varied by route

Equipment: B&M commuter trains (*last weekend of B&M operation before Amtrak took over Boston-area commuter service*).

February 21, 1987

Amtrak; Conrail; Central Vermont

Route: Boston-Palmer-Brattleboro, VT-White River Jct. and return.

Name: *New England States Limited*

Cars: 12 **Passengers:** 701 **Price:** \$55.95 (+ \$5 to WRJ)

Equipment: F40s 216, 219; Amcoaches 21025, 21210, 21029, Amcafe 20029, Amcoaches 21195, 21251, 21090, 21055, Amcafe 20044, Amcoaches 21058, 21034, 21237.

June 6, 1987

Lamoille Valley; Twin State

Route: St. Johnsbury, VT (High St.)-Whitefield, NH-St.

Johnsbury-Morrisville-Cambridge Jct.-Morrisville.

Name: *Caledonian/Cescawalam/Lamoille Limited/Sunset*

Limited

Cars: 3 **Passengers:** 155 **Price:** \$49 [+ \$5 bus return to St. J.]

Equipment: LVRC RS3 7803; coaches 1001, 1002, 1003.

September 12, 1987

Cape Cod & Hyannis

Route: Boston-Braintree-Buzzards Bay-Hyannis-Provincetown-Boston (*one group traveled each way*).

Name: *Tri-Modal Triangle Tour*

Cars: **Passengers:** 60 **Price:**

Equipment: Braintree-Hyannis: CC&H regular train. Hyannis-Provincetown: PBA DC-3. Provincetown-Boston: **Bay State-Spray & Provincetown MV Provincetown II.**

October 3, 1987

Providence & Worcester

Route: South Worcester (P&W yard)-Gardner-Norwich, CT-Plainfield-Versailles-Plainfield-South Worcester.

Name: *Rose City Special*

Cars: 6 **Passengers:** 192 **Price:** \$39.50

Equipment: M420R 2003 (Montreal Locomotive Works), power car, coaches 4592, 4584, diner-lounge 8340, coach 4587, parlor-observation *New Englander*, GP38-2 2009.

February 20, 1988

Amtrak; Conrail

Route: Boston-Back Bay (*via South Boston loop track and new wye track to Cove Interlocking*)-Worcester-Springfield-Pittsfield-Albany/Rensselaer, NY (Rohr Turbo shop tour) and return.

Name: *New England States Limited*

Cars: 13 **Passengers:** 657 **Price:** \$54.95 (+\$5 for shop tour)

Equipment: F40s 226, 225; Amcoaches 21268, 21180, 21100, Amcafe 20035, Amcoaches 21008, 21024, 21041, 21012, Amcafe 20042, Amcoaches 21213, 21099, 21062; business car 800045 *Caritas* (High Iron Travel Corp.). Transfer at Albany to Rohr Turbo for shop tour: cars 156, 173, 180, 182, 172, 153.

June 11, 1988

Vermont Railway

Route: Rutland, VT-Whitehall, NY-Rutland-North Bennington-Rutland

Name: *Green Mountain Flyer*

Cars: 6 **Passengers:** 240 **Price:** \$49

Equipment: GP38-2 201, 2 GMRC coaches, GMRC combine, GMRC coach, VTR snack-bar coach 101, private car *MacIntyre*.

June 12, 1988

Vermont Railway

Route: Rutland, VT-Burlington and return to Rutland.

Name: *Green Mountain Flyer*

Cars: 6 **Passengers:** 196 **Price:** \$44

Equipment: Same as June 11 trip.

September 10, 1988

Cape Cod & Hyannis

Route: Boston-Braintree-Buzzards Bay-Hyannis-Edgartown-Boston (*one group traveled each way*).

Name: *Tri-Modal Triangle Tour*

Cars: **Passengers:** 60 **Price:**

Equipment: Braintree-Hyannis: CC&H regular train; Hyannis-Martha's Vineyard Airport: **Bar Harbor Express** Embraer turboprop (with sightseeing tour from Hyannis). Bus shuttle to Vineyard Haven. Vineyard Haven-Boston: **Bay State-Spray & Provincetown Vineyard Spray** high-speed catamaran.

October 1, 1988

Amtrak; Central Vermont; Conrail

Route: AMTK: Boston-New London, CT via Shore Line (*wyed*)

at Groton and backed to CV connection west of New London).
CV: New London-Brattleboro, VT-Palmer. CR: Palmer-Boston.
Name: *New England States Limited*
Cars: 11 **Passengers:** 593 **Price:** \$53
Equipment: F40s 258, 326; Amcoaches 21070, 44279, Amcafe 20053, Amcoaches 21214, 21251, 21078, Amcafe 20048, Amcoaches 21025, 21097, 21133; *Caritas*.

February 25, 1989

Amtrak; Conrail; Central Vermont

Route: Boston-Worcester-Palmer-Bellows Falls, VT-White River Jct. and return. [From Brattleboro to Windsor, used 48.8 miles of ex-B&M track transferred to Amtrak by 1988 ICC order, then sold to and rebuilt by CV.]
Name: *New England States Limited*
Cars: 13 **Passengers:** 800 **Price:** \$54
Equipment: F40s 405, 409; 10 Amcoaches, 2 Amcafes, *Caritas*.

June 3, 1989

Vermont Railway

Route: Rutland, VT-Hoosick Jct., NY-North Bennington-Bennington-Rutland.
Name:
Cars: 6 **Passengers:** 220 **Price:** \$49
Equipment: GP38-2 202, private car *MacIntyre*, GMRC coach 1306, combine 280, coach 1313, coach 1305, snack-bar coach 101 *Vermont* [coaches ex-CNJ/Steamtown, lettered "Rutland"]

June 4, 1989

Green Mountain

Route: Bellows Falls, VT-Rutland and return, plus RT to Cold River (on remnant of B&M Cheshire Branch) and return.
Name:
Cars: 1 NB, 5 SB **Passengers:** 118 **Price:** \$39 NB; \$25 SB
Equipment: Bellows Falls-Rutland: GP9 1850, ex-Rutland wood coach 551; Rutland-Bellows Falls: GP9 1850, GMRC coaches 1305, 1313, combine 280, coaches 1306, 551.

October 21, 1989

Hobo/Winnepesaukee

Route: Laconia, NH-Ashland-Plymouth-Lincoln-Laconia.
Name: *Pemigewasset Valley Special*
Cars: **Passengers:** **Price:** \$30
Equipment: Winnepesaukee RR coaches.

October 22, 1989

Massachusetts Central

Route: Palmer-Ware-ex-B&M Central Mass. Branch spur track-Ware-South Barre-Palmer [AM trip; no PM trip]
Name: *Ware River Valley Special*
Cars: 2 **Passengers:** ??? **Price:** \$25
Equipment: Chop-nose GP7 2069, ex-Rock Island/NJT coach 338, ex-Texas & Pacific/NJT coach 345, CF7 2443.

March 3, 1990

Amtrak; Conrail; Central Vermont

Route: Boston-Palmer-Bellows Falls, VT-White River Jct. and return.
Name: *New England States Limited*
Cars: 15 **Passengers:** 980 **Price:** \$55 (+\$5 to WRJ)
Equipment: 2 F40s; 12 Amcoaches, 2 Amcafes; *Caritas*.

June 30, 1990

Claremont & Concord

Route: Claremont, NH (Pleasant St.)-remaining Claremont Electric Railway track to Claremont Paper Mills-Claremont Jct.-

Claremont. [Trips at 11 AM, 12:30 PM, 2 PM]

Name:
Cars: 1 **Passengers:** 40-45 on 11 AM trip, fewer on others
Price: \$7
Equipment: CCRR 44-ton diesel (ex-B&M) 119, gondola.

August 18, 1990

Bay Colony

Route: South Weymouth-South Braintree (AM trip only)-South Weymouth-Cordage [North Plymouth] and return (AM and PM trips) [Left from South Weymouth instead of Braintree acct. problems with Conrail.]
Name:
Cars: 2 **Passengers:** "About 135" **Price:** \$30
Equipment: BCLR GP9 1751, ex-CN coach 5294, ex-B&M RDC1 6122.

August 19, 1990

Bay Colony

Route: West Concord-North Acton RT [9 AM, 11 AM, 1 PM]
Name:
Cars: 1 **Passengers:** "About 105" (all 3 trips) **Price:** \$19
Equipment: BCLR 44-ton 411, SCL gondola 132526.

October 13, 1990

Amtrak; Conrail

Route: Boston-Worcester-Albany/Rensselaer, NY and return.
Name: *Berkshire Express*
Cars: 13 **Passengers:** 840 **Price:** \$50
Equipment: Amtrak F40 211, MBTA F40 1007; Amcoaches 21044, 21285, 44028, Amcafe 20053, Amcoaches 21058, 21163, 21022, 21001, Amcafe 20050, Amcoaches 21131, 21268, 44264; *Caritas*.

November 17, 1990

Amtrak; Conrail; MBTA

Route: Boston-Readville (via reopened [1987] Shore Line)-Mansfield-Framingham-Leominster-Walpole-Franklin-Milford-Walpole-Boston.
Name: *Nashoba Valley Limited*
Cars: 6 **Passengers:** 378 **Price:** \$39
Equipment: All-MBTA: F40PH-2 1005, MBB coaches 502, 1503, 1500, 506, 1533, 1528.

March 2, 1991

Amtrak; Conrail; Central Vermont

Route: Boston-Worcester-Palmer-Bellows Falls, VT-White River Jct. and return.
Name: *New England States Limited*
Cars: 11 **Passengers:** "Nearly 600" **Price:** \$55 (+\$7 for WRJ)
Equipment: 2 F40s; 8 Amcoaches, 2 Amcafes; *Caritas*.

May 4, 1991

New Hampshire Northcoast

Route: Rochester, NH-Ossipee Pit and return [Single AM trip to gravel pit; two short PM trips Rochester-Burleyville and return.]
Name: *Northcoast Limited*
Cars: 4 **Passengers:** 1st trip 237; 2nd 253, 3rd 254 **Price:** \$29
Equipment: GP9R 1756 [ex-Conrail], unnumbered coach with bench seats [3236 on truck], Winnepesaukee RR coach 3248 *Meredith Bay*, coach 1301, stainless steel coach 3090.

August 24, 1991

Bay Colony

Route: Davis Rd.-MP 6.1-Davis Rd.-Mid-City Scrap-Davis Rd. [trips announced for 9:30 AM and 11 AM; only one ran?]
Name:

Cars: 2 **Passengers:** **Price:** \$15
Equipment: BCLR (ex-Dansville & Mount Morris) 44-ton diesel 410, 2 gondolas.

August 24, 1991

Bay Colony

Route: Weir Jct. (Taunton)-Dean St. [3 PM, 4:30 PM]

Name:

Cars: 2 **Passengers:** **Price:** \$15

Equipment: 25-ton diesel 151, BCLR gondolas 96039? and ?

August 25, 1991

Bay Colony

Route: Medfield Jct.-Millis and return [9 AM].

Name:

Cars: 2 **Passengers:** **Price:** \$15

Equipment: RS2 1064, BCLR gondolas 96052, 96053.

August 25, 1991

Bay Colony

Route: Medfield Jct.-Newton Upper Falls (Cook St.) and return [10:45 AM]. [Ran Medfield Jct.-Dover RT in PM; fare \$10.]

Name:

Cars: 2 **Passengers:** 140 **Price:** \$29

Equipment: Same as 9 AM trip.

[Last Mass Bay RRE open-gondola trip]

February 22, 1992

Amtrak; Conrail; Central Vermont

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *New England States Limited*

Cars: 15 **Passengers:** 980 **Price:** \$45 (+\$5 to Bellows Falls)

Equipment: MBTA (ex-BN) GP9 1921 "Billy 'Zeke' Marsden" [in B&M maroon-and-gold paint scheme] and Amtrak F40 311; Amcoaches 21047, 21046, 21074, 21250, Amcafe 20007, Amcoaches 21224, 21219, 21118, 21151, Amcafe 43033, Amcoaches 44243, 21062, 21137, 21228; *Caritas*.

July 11, 1992

Vermont Railway; Central Vermont

Route: Rutland, VT-Burlington-Essex Jct. and return.

Name: *Champlain Valley Flyer*

Cars: 4 **Passengers:** 205 **Price:** \$49

Equipment: VTR GP38-2 202 *George D. Aiken* (Rutland-Burlington), GMRC coach 1305, GMRC combine 280, GMRC coach 1306, snack-bar coach 101 *Vermont*. On CV: GP38 5810 Burlington-Essex Jct. and return.

September 26, 1992

Belfast & Moosehead Lake

Route: Belfast, ME-Burnham Jct. and return.

Name: *Bull Moose Special*

Cars: 5 **Passengers:** 150 **Price:** \$33

Equipment: 70-ton diesel 54, ex-Southern Ry. coach, open car (with canopy) modified from BAR bulkhead flat, ex-Southern Ry. coach, 2 cabooses (one privately owned).

February 20, 1993

Amtrak; Conrail; Central Vermont

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Green Mountain Flyer*

Cars: 15 **Passengers:** 950 **Price:** \$45 (+\$5 to Bellows Falls)

Equipment: Amtrak F40s 205, 364, MBTA MBB coaches 507, 515, 522, 1503, Amcafe 20038, Amcoaches 21225, 21099,

21055, 21013, Amcafe 20044, Amcoaches 44199, 21129, 21078, 21081, business car 800197 *Prairie Rose* (Dirk Lenthe) [an ex-MILW 'Tip Top Tap' lounge off the Olympian Hiawatha; rebuilt as MILW business car Montana; later renamed to Montana].

September 11, 1993

Vermont Railway

Route: Rutland, VT-North Bennington and return.

Name: *Green Mountain Flyer*

Cars: 4 **Passengers:** 166 **Price:** \$49

Equipment: VTR GP38-2 202, combine 280, coach 1306, coach 1313, snack-bar coach 101 *Vermont*.

September 12, 1993

Vermont Railway; Clarendon & Pittsford

Route: Rutland, VT-Whitehall, NY and return.

Name: *Green Mountain Flyer*

Cars: 4 **Passengers:** 144 **Price:** \$33

Equipment: C&P GP38-2 203 *Harold T. Filskov*, GMRC RS1 405, combine 280, coach 1306, coach 1313, snack-bar coach 101 *Vermont*.

September 12, 1993

Green Mountain

Route: Rutland, VT-Bellows Falls (*one-way*).

Name: *Green Mountain Flyer*

Cars: 3 **Passengers:** 85 **Price:** \$29

Equipment: RS1 405, coach 1313, coach 1306, combine 280.

November 20-21, 1993

New England Southern

Route: Eastside (East Concord), NH-Tilton (jct. with ex-B&M Franklin & Tilton Branch) and return.

Name: *Granite State Local*

Cars: 2 **Passengers:** 11/20: 105; 11/21: ??? **Price:** \$12

Equipment: GP18 503 (ex-Rock Island 1341), 2 Southwind Rail Travel coaches: *Southwind* (nee-L&N 3262, ex-Amtrak 6058), and *Chickadee* (nee-B&M 4806, ex-Wabash 1423, ex-N&W 1830, ex-RR Passenger Cars (RRPX) 6601). (*Same consist both days.*)

After 17 years of managing an intensive trip program within an expanding club, Bill Crawford stepped down as President in 1993 but stayed on as Trip Chairman – a post he still holds. For the next 10 years, Bill and his successor, Don Foley, faced major challenges to special-train operations. In 1995, a new FRA rule created a category of bad-condition "excepted track" legally closed to passenger trains. (The rule replaced more subjective judgments of railroad supervisors, who sometimes let Mass Bay RRE run specials cautiously on rarely used, undermaintained branches.) Next came the MBTA's refusal to charter engines and cars for "off-line" use, including fantrips. The tragedies of September 11, 2001 made railroads doubly cautious about inviting railfans on their property, and led to chaos in the liability-insurance markets. Then in 2003, Amtrak stopped storing layover Amfleet cars in Boston on weekends. (This equipment supplied coaches and café cars to our excursions for many years, without the need for costly deadhead moves.) Finally, Mass Bay RRE had to deal with the increasingly complex "back-office" work of trip sponsorship. Look for what took place as we entered a new century in "Part V: *Twenty-First Century — Limited, 1994-2003,*" next month. – Ed.

'Seventy-Five Years of Rare Mileage'

Part V: Twenty-First Century – Limited, 1994-2003

Bill Crawford's resignation as President in 1993 did not change Mass Bay RRE's emphasis on operating special trains – though outside factors made it harder and harder to "keep them running" into the 21st century. In 1995, new Federal Railroad Administration rules on "track standards" created a new class of bad-condition "excepted track," legally barred to all passenger trains. (The detailed FRA rule replaced subjective judgments by railroad supervisors, who had sometimes permitted Mass Bay RRE to cautiously run specials over little-used and undermaintained branches.) Next came the MBTA's refusal to charter engines and cars for "off-line" use, including fantrips. The tragic events of September 11, 2001 made the railroads extremely wary about inviting railfans onto

their property, and created chaos in the liability-insurance markets on which Mass Bay RRE and the railroads depended. Then, in 2003, Amtrak stopped storing layover Amfleet cars in Boston on weekends. (This layover equipment had supplied coaches and café cars to our *Snow Express* and *Foliage Flyer* excursions for many years, with no costly deadhead moves.) Without ready access to locally based MBTA or Amtrak cars, Mass Bay RRE's twice-yearly "big trips" to Albany and Vermont would end in 2003-2004. Finally, the club had to deal with ever-more-complex "back-office" details of special train sponsorship: advance publicity, computer ticketing, electronic brochure production, even accepting credit cards – all needing to be done with scarce volunteer labor! – JWR

January 2, 1994

Old Colony & Newport (on state-owned ex-NH/PC track)

Route: Melville, RI-Sakonnet River Bridge (Tiverton Draw)-Newport-Melville.

Name: *Winter Photographers Special*

Cars: 2 **Passengers:** 40 **Price:** \$15

Equipment: OC&N center-cab GE 45-ton siderod diesel 84, open-platform wood coach 53 *Nelson Blount* (ex-B&M/Steamtown), open-platform wood parlor car 74 *Ruth Blount* (ex-Intercolonial parlor car, built 1884) with observation seats at one end.

February 26, 1994

Amtrak; Conrail; Central Vermont; MBTA

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Green Mountain Flyer*

Cars: 12 **Passengers:** "Approximately 800" **Price:** \$49

Equipment: Amtrak F40s 216 and ???; MBTA MBB coaches 1500, 511, 509, 1528, 500, 1510, 1521, 1526, 1520, 1515, 526, 1502. [*First Amtrak trip that was entirely non-smoking.*]

April 16, 1994

St. Lawrence & Atlantic

(ex-Grand Trunk/Canadian National)

Route: Bethel, ME-Island Pond, VT-Norton (Canadian border) and return. [*Rainy-day trip!*]

Name: *Androscoggin Valley Limited*

Cars: 9 **Passengers:** 294 **Price:** \$49

Equipment: SLR GP9s 1762, 1760; *Sunday River Ski Express* cars ESRX 9105 (baggage), SRTX 300 (kitchen car), 200 *Yankee Ingenuity*, 500 *Presidential*, 800 *Maine Enterprise*, 600 *Mahoo-suc*, 700 *Mollyocket*, 400 *Dream-Maker*, 100 *Good Cheer*.

[*The Ski Express was a short-lived effort by the Sunday River ski area at Bethel to offer skiers weekend transportation from Portland. It ran for only three winter seasons (1993-1996) with this equipment, then one more year with a consist leased from Belfast & Moosehead Lake.*]

May 7, 1994

St. Lawrence & Atlantic

Route: Bethel, ME-Island Pond, VT-Norton (Canadian border) and return. [*Sunny-day trip!*]

Name: *Androscoggin Valley Limited*

Cars: 9 **Passengers:** 270 **Price:** \$49

Equipment: SLR GP9s 1762, 1764; rest same as April 16 trip.

October 1, 1994

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY.

Name: *Albany Day Express*

Cars: 14 **Passengers:** 940 **Price:** \$52

Equipment: F40s 295, 266; Amcoaches 21443, 21123, 21000, 21069, Amcafe 20046, Amcoaches 21268, 21226, 21179, MBTA MBB coach 1532, Amcafe 20222, MBTA MBB coaches 1501, 503, 1500, 1514. [*This and all later trips were non-smoking.*]

February 25, 1995

Amtrak; Conrail; New England Central (bought CV 2/4/95)

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Day Express*

Cars: 15 **Passengers:** 848 **Price:** \$49

Equipment: Amtrak F40s 345, 266; MBTA MBB coaches 529, 1518, 1520, Amcafe 20050, Amcoaches 21229, 21082, 21261, 21086, 21181, 21006, Amcafe 20049, MBTA MBB coaches 1528, 1504, 509; *Caritas*.

April 1, 1995

Old Colony & Newport

Route: Newport, RI-Tiverton Draw and return [*trip may have started at another location?*]

Name: *Photographers Special*

Cars: 2 **Passengers:** **Price:** \$15

Equipment: GE 45-ton siderod diesel 45, wood coach 53, parlor car 74. (*For consist details, see trip on 1/2/94.*)

April 22, 1995

St. Lawrence & Atlantic

Route: Bethel, ME-Island Pond, VT (*planned to go to Norton, but slow-running freights delayed special*).

Name: *Androscoggin Valley Limited*

Cars: 9 **Passengers:** 205 **Price:** \$50

Equipment: SLR GP9s 1762, 1764; rest same as 4/16/94 trip.

April 23, 1995

St. Lawrence & Atlantic

Route: Bethel, ME-Island Pond, VT.

Name: *Androscoggin Valley Limited*

Cars: 9 **Passengers:** "About 100" **Price:** \$46

Equipment: Same as 4/22/95 trip.

October 14, 1995

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY and return.

Name: *Albany Day Express*

Cars: 12 **Passengers:** 902 **Price:** \$55

Equipment: 2 F40s, 6 Amfleet coaches, 2 Amcafes, 6 MBTA MBB coaches; Amcafe on each end of Amfleet consist.

February 24, 1996

Amtrak; Conrail; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Day Express*

Cars: 11 **Passengers:** 567 **Price:** \$50

Equipment: F40s 413, 258; MBTA MBB coach 1515, Amcoach 21164, Amcafe 20050, Amcoaches 44004, 21166, 21246, 21239, Amcafe 20023, Amcoach 21092, MBTA MBB coach 500; *Caritas*.

March 16, 1996

Old Colony & Newport

Route: Newport, RI-Kaisers-Tiverton Draw and return.

Name: *Rhode Ireland Limited* [for St. Patrick's Day]

Cars: 2 **Passengers:** **Price:** \$15

Equipment: GE 45-ton 84, coach 53, parlor car 74. (*For consist details, see 1/2/94 trip.*)

April 13, 1996

St. Lawrence & Atlantic

Route: Bethel, ME-Island Pond, VT-Norton (Canadian border) and return

Name: *Springtime Excursion*

Cars: 9? **Passengers:** 200 **Price:** \$55

Equipment: SLR GP9 1768?, GATX (leased) 3717, *Sunday River Ski Express* cars. [*See 4/16/94 trip for consist details.*]

April 14, 1996

St. Lawrence & Atlantic

Route: Bethel, ME-Island Pond, VT-Norton (Canadian border) and return.

Name: *Springtime Excursion*

Cars: 9? **Passengers:** ??? **Price:** \$55

Equipment: Same as 4/13/96 trip.

May 18, 1996

**Vermont Railway; Clarendon & Pittsford;
New England Central**

Route: Rutland, VT-Center Rutland-Florence-Florence Jct.-OMYA clay-slurry plant-Florence-Middlebury-Vergennes-Burlington-Essex Jct.-Burlington-Middlebury-Rutland.

Name: *Champlain Valley Flyer*

Cars: **Passengers:** 200 **Price:** \$59

Equipment: VTR GP38-2 202, *Sunday River Ski Express* cars. [*See 4/16/94 trip for consist details; the Sunday River cars had been moved to Vermont, where they ran briefly as the Sugarbush Vermont Express.*]

June 29, 1996

Conway Scenic (state-owned ex-MEC track beyond Intervale)

Route: North Conway, NH-Intervale-Crawford Notch Station and return.

Name: *Mountain Division Photographers Special/The Mountaineer*

Cars: **Passengers:** 200 **Price:** \$39

Equipment: CSRX (ex-CN) FP9As 6505/6516, CSRX consist.

October 5, 1996

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY and return,

Name: *Albany Day Express*

Cars: 15 **Passengers:** 869 **Price:** \$55

Equipment: F40s 259 (?), 271; MBTA MBB coaches 522, 1523, 523, Amcafe 20021, Amcoaches 21125, 44184, 21012, 21085, 21169, 21246, Amcafe 20030, MBTA MBB coaches 519, 520, 1525; business car 800384 *New York Central 3* (VarChandra Ltd.).

February 22, 1997

Amtrak; Conrail; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Day Express/Snow Train*

Cars: 15 **Passengers:** 899 **Price:** \$54

Equipment: Amtrak F40s 365, 411; Amcoaches 21620, 21630, 44650, Amcafe 43033, Amcoaches 21196, 21655, 21247, 21014, 21250, 21079, Amcafe 20035, Amcoaches 21030, 21043, 21262; *Caritas*. [*Passenger count excludes about 100 "shorts" carried Brattleboro-Bellows Falls and return.*]

March 15, 1997

Old Colony & Newport

Route: Melville, RI-Tiverton Draw-Kaisers-Newport-Melville.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** 27 **Price:** \$15

Equipment: GE 45-ton siderod diesel 84, wood coach 53, parlor car 74. (*For consist details, see trip on 1/2/94.*)

April 12 and April 13, 1997

St. Lawrence & Atlantic

Route: Portland, ME (Presumpscot St., East Deering)-Back Cove Draw-Lewiston Jct.-MP 3.7 on Lewiston Branch (*end of operable track*)-Lewiston Jct.-Berlin, NH-ex-Berlin Mills Ry. (0.8 mile)-Mechanic Falls-Marcal Spur-East Deering.

Name: *Androscoggin Valley Limited*

Cars: **Passengers:** 250 (4/12); ??? (4/13) **Price:** \$35

Equipment: SLR GP40 3000, GP9 62; loaned **Belfast & Moosehead Lake** consist: open "transition-coupler" flatcar, Swedish passenger cars, second transition-coupler flatcar.

April 26, 1997

Naugatuck (on state-owned ex-NH/PC/CR track)

Route: Waterville Yard, CT-Highland Jct. (*north of Waterbury*)-Waterville-Thomaston-Torrington and return.

Name: *Naugatuck Railroad Photographers Special*

Cars: 4 **Passengers:** 257 **Price:** \$40

Equipment: NAUG (ex-NH) RS3 529, ex-CN coaches 5046, 6608, TVBX 4980, TVBX 4990 [*TVBX: Tom V. Brown, former owner; cars now owned by RR Museum of New England*]

June 28, 1997

Conway Scenic

Route: North Conway, NH-Intervale-Bartlett-Fabyan-Twin Mountain and return.

Name: *Crawford Notch Photo Special*

Cars: 4 **Passengers:** 264 **Price:** \$42

Equipment: CSRX FP9As 6505/6516, ex-CN/VIA coaches: 3234 *Carroll P. Reed* (first class, air-conditioned, \$15 extra fare), 6745 *Mount Willard*, 6743 *Mount Willey*, 6739 *Mount Bemis*.

October 4, 1997

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY

and return.

Name: *Berkshires Foliage Flyer*

Cars: 14 **Passengers:** 889 **Price:** \$55

Equipment: Amtrak F40s 258, 280; MBTA Bombardier coaches 613, 649, 637, Amcafe 48913, Amcoaches 21037, 21680, 21226, 21127, 21001, 44677, Amcafe 20007, MBTA MBB coaches 1501, 1500, 1528.

October 18, 1997 (repeated October 19, 1997)

Northern Vermont

(Ex-B&M/Canadian Pacific; sold to Iron Road Railways, 1996)

Route: St. Johnsbury, VT-Wells River-St. Johnsbury-Newport-Beebe Subdivision to end of track ~1½ m. north of Newport-Newport-North Troy (Canadian border)-Newport-St. Johnsbury.

Name: *The Alouette/Northeast Kingdom Rail Excursion*

Cars: 6 **Passengers:** 140 10/18; ??? 10/19 **Price:** \$58

Equipment: NVT GP35R 513, BAR parlor car 103 (ex-CN coach), BAR coach 106, baggage car, coach 5739, ex-CN 'E'-series 4-8-4 sleeper (*four bedrooms, eight roomettes, four sections*) 1133 *Emperor*, BAR red-white-blue boxcar 90503, Quebec Southern (from IRR lines in Quebec) GP35R 504.

February 21, 1998

Amtrak; Conrail; New England Central; Green Mountain

Route: AMTK: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls; GMRC: Bellows Falls-Chester and return.

Name: *Vermont Snow Express*

Cars: 11 **Passengers:** 626 **Price:** \$60 (+ \$12 for GMRC trip)

Equipment: Amtrak F40s 244, 247; MBTA MBB coach 1513, Amcoach 44650, Amcafe 20030, Amcoaches 21060, 21195, 44145, 21030, Amcafe 20049, Amcoach 21693, MBTA MBB coach 1512; *Caritas*. GMRC special: RS1 405, 4 cars incl. VTR snack-bar coach-lounge 101 *Vermont*.

March 14, 1998

MBTA; Old Colony & Newport

Route: Boston-Middleboro on MBTA #1001. Bus to Newport, RI. OC&N special Newport-Tiverton Draw and return. Bus return to Middleboro. Boston return on MBTA #1010 or #1012.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** 120 **Price:** \$65

Equipment: GE 45-ton siderod diesel 84, wood coach 53, parlor car 74. (*For consist details, see trip on 1/2/94.*) Power changed to OC&N 1943 at Melville.

May 2, 1998

Hobo; Winnepesaukee

Route: Bus: Tilton, NH-Lincoln. Train: Lincoln-Plymouth-Laconia-Tilton.

Name: *White Mountains Laker*

Cars: **Passengers:** **Price:** \$57

Equipment:

June 6, 1998

Providence & Worcester

Route: Worcester-Gardner-Worcester-Plainfield, CT-Versailles-Plainfield-Groton-Worcester.

Name: *Mill Cities Limited*

Cars: 5 **Passengers:** 200 **Price:** \$49

Equipment: GP38 2010, lounge/snack bar 8340 *Connecticut*, coach 4587 *Massachusetts*, coach 7627 *Rhode Island*, coach 7626 *New York*, coach 7625 (*unnamed*), power car 668 (ex-Amtrak E8B), GP38 2011.

June 27, 1998

Conway Scenic

Route: North Conway, NH-Intervale-Bartlett-Fabyan-Twin

Mountain [?] and return

Name: *The Mountaineer*

Cars: **Passengers:** **Price:** \$42

Equipment: CSRX FP9As 6505/6516, ex-CN/VIA coaches including 3234 *Carroll P. Reed*. [*'Beecher Falls Mixed' trip planned for 6/28 did not run acct. lack of ticket sales.*]

August 8 and 9, 1998

Vermont Rail System

Route: Burlington, VT-Rutland and return.

Name: *Green Mountain Steam Special*

Cars: 4 **Passengers:** 8/8: 107; 8/9: 79 **Price:** \$59

Equipment: New York, Susquehanna & Western (ex-Valley RR) SY 2-8-2 142 (Tangshen Locomotive Works [China], 1989); NYS&W coaches 530, 531, 533, 532.

August 29, 1998

Vermont Rail System

Route: Rutland, VT-Bellows Falls and return.

Name: *Green Mountain Steam Specials*

Cars: 6 **Passengers:** **Price:** \$59

Equipment: NYS&W 2-8-2 142, GMRC coach 1313, Lamoille Valley coach 1001, GMRC combine 280, NYS&W coaches 532, 530, GMRC coach 1319.

August 30, 1998

Vermont Rail System

Route: Rutland, VT-Whitehall, NY-Rutland; Rutland-Ludlow-Rutland.

Name: *Green Mountain Steam Specials*

Cars: 6 **Passengers:** **Price:** \$59

Equipment: Same as trip on 8/29/98.

(*All Green Mountain Steam Specials were sponsored by GMRC and staffed by Mass Bay RRE; Mass Bay RRE also sold tickets.*)

October 3, 1998

Amtrak; Conrail

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY and return

Name: *Berkshires Foliage Flyer*

Cars: 10 **Passengers:** 630 **Price:** \$65

Equipment: F40s 278, 300; MBTA MBB coach 1513, Amcoach 21645, Amcafe 20044, Amcoaches 21009, 21615, 21273, 21661, Amcafe 20030, Amcoach 21228, MBTA MBB coach 1523.

October 24, 1998

Northern Vermont; Quebec Southern [Iron Road Railways]

Route: Newport, VT-Farnham, QC-Bedford and Ste. Hyacinthe (Branch to St.-Jean and return.

* **TRIP CANCELLED ACCT. INSURANCE PROBLEMS ***

Name: *Eastern Townships Rail Excursion*

Cars: **Passengers:** **Price:** \$65

Equipment: IRR business train (*see 10/18/97 trip for details*).

February 27, 1999

Amtrak; Conrail; New England Central; Green Mountain

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls. GMRC: Bellows Falls-Chester-and return.

Name: *Vermont Snow Express*

Cars: 12 **Passengers:** 630 **Price:** \$65 (+ \$12 for GMRC trip)

Equipment: Amtrak F40s 323, 394; Amcoaches 44605, 21123, 21608, Amcafe 20053, Amcoaches 21618, 21645, 21657, Amcafe 43043, Amcoaches 21195, 21663, MBTA MBB coach 503 (with reversible seats); *Caritas*. GMRC special: RS1 405, coaches 1312, 1317, 1319, 1323, coach-lounge 100 *Vermont*.

June 26, 1999

Conway Scenic

Route: Conway, NH-North Conway-Intervale-Sawyer River-Bartlett (*ham-and-bean lunch stop*)-Intervale-Redstone-Intervale-North Conway-Conway.

Name: *White Mountain Mixed*

Cars: 2 **Passengers:** 80 **Price:** \$45

Equipment: Ex-B&M F7A 4266, ex-PTM S4 1055, coaches 6745, 3262. At North Conway, added ex-B&O hopper 829839 and ex-GATX tank car 86254. **CSRX** 44-ton diesel 15 added Bartlett-Intervale behind 4266; 15 took train Mountain Jct.-Redstone-North Conway. **CSRX** (ex-CN) FP9As 6505/6516 used from North Conway to Conway.

September 19, 1999

Providence & Worcester

Route: Middletown, CT-Cromwell-Middletown-Laurel-Middletown-Portland (across Connecticut River swing bridge)-Middletown-East Wallingford-Middletown.

Name: *Air Line Limited*

Cars: 5 **Passengers:** 200 **Price:** \$49

Equipment: U18B 1801; lounge 8340, coach/lounge 4587, coaches 7627, 7626, 7625, power car 668, GP38-2 2009.

October 2, 1999

Amtrak; CSX (successor to Conrail on ex-B&A, 6/1/99)

Route: Boston-Worcester-Springfield-Albany/Rensselaer, NY and return.

Name: *Berkshires Foliage Flyer*

Cars: 11 **Passengers:** 625 **Price:** \$69

Equipment: Amtrak F40s 411, 278; MBTA MBB coach 508, Amcoach 21640, Amcafe 20030, Amcoaches 44234, 21182, 44028, 21006, Amcafe 20021, Amcoaches 21656, 21616; *Caritas*.

February 26, 2000

Amtrak; CSX; New England Central, Green Mountain

Route: AMTK: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls. GMRC: Bellows Falls-Chester and return.

Name: *Vermont Snow Express*

Cars: 11 **Passengers:** 580 **Price:** \$65 (+\$12 GMRC trip)

Equipment: Amtrak F40s 414, 207; MBTA MBB coaches 531, 525, Amcafe 20011, Amcoaches 21257, 21104, 21006, 21648, Amcafe 20037, Amcoaches 44020, 21635; *Caritas*. GMRC special: RS1 405; coaches 1312, 1317, 1319, 1323 *Vermont*.

August 19, 2000

MBTA

Route: North Station, Boston-Boston Engine Terminal, East Somerville and return

Name: *New BET Express*

Cars: 6 **Passengers:** 55 **Price:** Free to members

Equipment: Amtrak F40 300, MBTA coaches 389, 1626, 506, 388, 1643 (deadhead move, all passengers rode in car 1626).

Free tour of new MBTA Boston Engine Terminal hosted by Carl Senfleben, Chief Train Dispatcher, and Mark Christensen, MBTA Commuter Rail Chief Mechanical Officer.

September 30, 2000

Amtrak; CSX; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-White River Jct. and return.

Name: *Vermont Foliage Flyer*

Cars: 11 **Passengers:** 595 **Price:** \$80

Equipment: Amtrak F40s 394, 278; MBTA MBB coaches 1509, 1533 [*last MBTA equipment used on a Mass Bay RRE special to*

date], Amcafe 20053, Amcoaches 21189, 21176, 21193, 21241, Amcafe 20046, Amcoach 21056, 21212; *Caritas*.

January 6, 2001

Edaville

Route: One trip around the 5½-mile loop, with 14 photo runbys.

Name: *Winter Photo Special*

Cars: 3 **Passengers:** 44 **Price:** \$25

Equipment: EDA 0-6-0 21 *Anne Elizabeth* (Hudswell-Clark [England], 1938), ex-Fiji Islands sugar plantation engine purchased from a California owner; coaches 26, 25, 21.

February 24, 2001

Amtrak; CSX; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Snow Express*

Cars: 10 **Passengers:** 496 **Price:** \$75 (+\$8 to Bellows Falls)

Equipment: F40 227, P42B 71; Amcoaches 82502, 21265, Amcafe 43002, Amcoaches 21031, 21164, 44602, 21681, Amcafe 20047, Amcoaches 21053, 21069.

[Sidetrip options included visit to Flying Yankee restoration at Claremont Concord RR shop in Claremont, NH]

March 17, 2001

MBTA; Old Colony & Newport

Route: Boston-Middleboro: MBTA #1001. Bus to Newport, RI. OC&N special Newport-Tiverton Draw and return. Bus returns to Middleboro. Return to Boston on MBTA #1010 or #1012.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** 115 **Price:** \$31 (+\$26 from Boston)

Equipment: Privately owned GE 65-ton diesel 1943, wood coach 53, parlor car 74; Porter-Davenport 50-ton PRSX [**Pratt Railway Services**] diesel 7349 and ex-B&M caboose Anthony Road-Kaisers; 7349 to Newport.

August 18, 2001

Amtrak

Route: South Station-Southampton St. *Acela* High Speed Rail Maintenance Facility and return. *After tour: Acela Express #2273* Boston-Providence, RI; return on #2254. 38 passengers rode to Providence on personal tickets (2-for-1 \$24 wkend. promo fare).

Name: *Acela Shop Tour*

Cars: 8 **Passengers:** 50 **Price:** Free to members

Equipment: Deadhead equipment from #2290: *Acela* power car 2028, cars 3211, 3522, 3524, 3314, 3545, 3411, power car 2007. Return from shop and trip to Providence: power car 2017, cars 3210, 3532, 3531, 3316, 3530, 3414, power car 2036.

[A "Second Section" tour was canceled after the tragic events of 9/11.]

October 13, 2001

Amtrak; CSX

Route: Boston-Worcester-Springfield-Pittsfield-Albany/Rensselaer, NY and return.

Name: *Berkshires Foliage Flyer*

Cars: 12 **Passengers:** 600 **Price:** \$70

Equipment: P40Bs 810, 805; Amcoaches 42041, 44249, business-class Amcoach 81508, 'Bistro' food service car 85501 (no psgr. seats; tables and stools), Amcoaches 82067, 21285, 82059, 82055, Amcafe 20129, Amcoaches 82519, 21239; *Caritas*.

January 5, 2002

Edaville

Route: One trip around the 5½-mile loop with 14 photo stops.

Name: *Winter Photo Special*

Cars: 5 **Passengers:** 38 **Price:** \$25

Equipment: EDA 0-6-0T 21 *Anne Elizabeth*, combine 14,

coaches 21, 25, 26, caboose 554.

February 23, 2002

Amtrak; CSX; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Snow Express*

Cars: 12 **Passengers:** 568 **Price:** \$75 (+\$10 to Bellows Falls, \$20 for *Flying Yankee* shop tour)

Equipment: F40s 265, 280; Amcoaches 82036, 82023, Amcafe 20139, Amcoaches 82044, 82054, 82035, 82007, 21663, Amcafe 20036, Amcoaches 44671, 21687; *Caritas*.

March 16, 2002

MBTA; Old Colony & Newport

Route: Boston-Middleboro on MBTA #1001. Bus Middleboro-Newport, RI. OC&N special Newport-Tiverton Draw and return. Bus return to Middleboro. Return to Boston on MBTA #1012.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** 70 **Price:** \$75 (including MBTA fares, box lunch, and dinner at White's Restaurant, Westport)

Equipment: PRSX Porter-Davenport 7349, coach 53, parlor car 74; OC&N 4764 pulled southbound, Anthony Road-Kaisers.

October 5, 2002

Amtrak; CSX

Route: Boston-Wellesley-West Natick-Worcester-Springfield-Pittsfield-Albany, NY and return.

Name: *Berkshires Foliage Flyer [last one to date]*

Cars: 11 **Passengers:** 525 **Price:** \$74

Equipment: P40Bs 831, 830; Amcoaches 81501, 21025, Amcafe 48123, Amcoach 44215, 82026, 82073, 21140 [roof leak], 21066, 82050, Amcafe 20035, Amcoach 81505.

December 28, 2002

Maine Narrow Gauge [on ex-GT track]

Route: Fore St. to Back Cove Draw and back, with photo stops.

Name: *Winter Photo Special*

Cars: **Passengers:** 75 **Price:** \$

Equipment: MNG (ex-Monson) 0-4-4T 4 (Vulcan, 1918), with coaches and ex-Sandy River & Rangeley Lakes caboose 554.

February 23, 2003

Amtrak; CSX; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return

Name: *Vermont Snow Express*

Cars: 11 **Passengers:** 563 **Price:** \$75 (+\$12 to Bellows Falls; +\$22 for *Flying Yankee* shop tour to Claremont, NH)

Equipment: P42 102, P40B 817; Amcoaches 21205, 82011, 21182, Amcafe 43043, Amcoaches 21189, 21094, 21680, 21238, Amcafe 20030, Amcoach 81506; business car 800516 *Pointe St. Charles* (Fox River Rail Corp.)

March 14, 2003

MBTA; Old Colony & Newport

Route: Boston-Middleboro on MBTA #1001. Bus to Newport, RI. OC&N special Newport-Tiverton Draw and return. Bus return to Middleboro. Boston return on MBTA #1012.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** 60 **Price:** \$75 (incl. MBTA fares, box lunch, dinner at White's Restaurant, Westport); \$30 train only

Equipment: 45-ton GE diesel 4764, wood coach 53, parlor car 74; PRSX 7349 pulled train south Tiverton Draw-Newport (?).

May 10, 2003

Wilton Scenic (on ex-B&M track of Milford-Bennington RR)
Route: Wilton, NH-Greenfield and return.

*** POSTPONED TO 7/12/03 ACCT. BAD TRACK ***

Name: *First Fantrip on Wilton Scenic Railroad*

Cars: 2 **Passengers:** **Price:** \$20

Equipment: Ex-BC Rail RDC3 BC-30 and RDC1 BC-15.

May 18, 2003

Naugatuck

Route: Thomaston, CT-Torrington-Waterbury Station-Thomaston

Name: *Naugatuck Special/Tour of the Line*

Cars: 3 **Passengers:** 110 **Price:** \$49

Equipment: NAUG (ex-NH) RS3 529, ex-CN coach 5046 (green), ex-CN coach 4990 (faded CN silver/black), ex-Baltimore & Ohio 1897 wood/steel business car 907 *Sherry Lynette Brannon* (owned by Mass Bay RRE member Louis Edmonds).

July 12, 2003

Wilton Scenic

Route: Wilton, NH-Greenfield (just west of Russell station site) and return [went to end of tie replacement/brush clearing at auto junkyard west of Russell]

Name: *Wilton Scenic Railroad Photographers' Special*

Cars: 2 **Passengers:** 135 (AM: 101; PM: 34) **Price:** \$20

Equipment: Ex-BC Rail RDC3 BC-30 and RDC1 BC-15.

[*Wilton Scenic* closed suddenly in 2006, after its founder died; RDCs sold to Newport Dinner Train.]

October 9-13, 2003

First multi-day Mass Bay RRE rail tour since 1983

Québec Central

Route: 10/9: Bus Boston-North Woodstock (visit Clark's Trading Post for special ride on **White Mountain Central** ex-MEC Reo railbus)-Sherbrooke, QC. 10/10: Sherbrooke-Vallée Jct.

10/11: Vallée Jct.-St. Georges [didn't reach Lac Frontière as intended, acct. bad track]-Vallée Jct. 10/12: Vallée Jct.-Scotts Jct.-Ste. Anselme-Scotts Jct.-Joffre Yard-Breakeyville. 10/13: Bus return, Ste. Marie-Boston, with photo stops at Thetford Mines, East Angus, Sherbrooke, St. Johnsbury, VT (also lunch stop) and Clark's Trading Post.

Name: *Québec Central Tour of the Line*

Cars: **Passengers:** 30 **Price:** \$875 (including passage on special trains, charter-bus travel, all lodging, most meals)

Equipment: Sherbrooke-Vallée Jct.-St. Georges: **Le Train du Haut-St.-Francois** (ex-Canadian Pacific/VIA/Quebec North Shore & Labrador) rebuilt RDC2 6125. Vallée Jct.-St.

Anselme-Breakeyville: **Trains-Touristiques-Chaudière-Appalaches** (ex-CPR/AMT) FP9 1301, ex-Long Island coaches 2722, 2841, 2709, exx-SP&S, ex-LIRR FA 616 power car. (See Dec. '03 Callboy, pp. 13-22.)

[*Truck-line owner Jean-Marc Giguère reopened the Québec Central in 2001, but gave up on it (and its losses) by 2007.*]

November 1, 2003

Washington County [ex-B&M; Vermont Rail System]

Route: White River Jct., VT-Wells River and return.

[*Northbound special derailed at Sawyer Mountain, north of Fairlee; passengers bussed back to White River Jct.*]

Name: *The Dartmouth*

Cars: 5 **Passengers:** 270 **Price:** \$39

Equipment: VTR GP38-2 202, GMRC GP40 302; GMRC cab-coach 1317, table coach 1301, table coach 1312, coach 1319, observation 1323.

November 2, 2003

Washington County [ex-B&M; Vermont Rail System]

Route: White River Jct., VT - Wells River and return

*** CANCELLED ACCT. 11/1 DERAILMENT ***

Name: *The Dartmouth Second Section*

Cars: 5 **Passengers:** 156 tickets had been sold **Price:** \$39

Equipment: Would have used same consist as 11/1/03 trip.

November 22, 2003

Amtrak

Route: South Station-Southampton St. *Acela* High Speed Rail

Maintenance Facility tour and return.

Name: *Acela Shop Tour, Second Section* [Postponed from Sept. 2001]

Cars: **Passengers:** **Price:** Free to members

Equipment: Deadhead equipment from #66 to shop (via “wet loop” wash/turn track to Southampton St.); deadhead equipment for #135 to South Station. Also visited CETC office on 6th floor of South Station.

The *Dartmouth* derailment – the first such mishap known to have occurred on a New England Division or Mass Bay RRE fantrip since that errant Hoosac Tunnel & Wilmington caboose bit the cinders in October 1934 – highlighted a turn-of-the-century transition in our special-train program. With access to MBTA and Amtrak equipment cut off, limiting most mainline trips, Mass Bay RRE began seeking out the tourist railroads and short lines that had proliferated in New England. On their tracks, we organized “out-of-the-ordinary” trips: *Photo Specials*, *Tour of the Line* end-to-end runs, and more – often on short notice, as trip opportunities developed unpredictably. This writer once summed up the situation as running fantrips “wherever we can, whenever we can” – a view Trip Chairman Bill Crawford had personally put forth for many years. We liked the phrase so much, we used it to head Part VI of this list, appearing next month, describing how Mass Bay RRE completed ‘75 Years of Rare Mileage’ from 2004 to 2010. – Ed.



Former National RRE President Art Norwood sent us these photos of RRE New England Division trips from the “Farewell to Steam” era (see *Jan. Callboy*), all taken by the late Charles Palmer. *Left:* B&M J-1 4-4-2 3235 and B-15 2-6-0 1415 at East Northfield, MA, after a run down the Ashuelot Branch from Keene, NH, 6/10/51. Below, top row: (*left*) B&M E7s 3815 and 3816 at North Station before a *Round the Mountains* trip, 10/2/49; (*right*) MEC S 2-8-2 606 helper ahead of 3815 at Intervale. Bottom row: (*left*) New Haven J-1 2-8-2 3013 coming off the wye at Plainville, CT, 6/5/49; (*right*) NH I-4 4-6-2 1357, here at Putnam, brought that special from Boston, but NH had to use 3013 Cedar Hill-Hartford because of tight clearances at New Haven along the “Canal Line.”



Those were indeed the days! – Ed.

'Seventy-Five Years of Rare Mileage'

Part VI: 'Wherever We Can, Whenever We Can,' 2004-2010

2004 brought an unfortunate end to the "big mainline trips" Mass Bay RRE organized for more than a quarter-century, since we ran our first Amtrak excursion, the 1978 Boston-White River Junction *Shorealer*. With access to MBTA and Amtrak equipment cut off, our trip program refocused on the tourist railroads and short lines that had proliferated in New England since the 1960s. Along their tracks, we ran out-of-the-ordinary trips: *Photo Specials*, 'Tour of the Line' end-to-end runs, and more – in an era of unpredictable scheduling, when trip opportunities (such as

2009's *Griffins Local* out of Hartford) might develop on short notice. This writer once summed up the situation to Trip Chairman Bill Crawford as running trips "wherever we can, whenever we can" – a view Bill had personally put forth himself for many years. We liked the phrase so much, we used it to conclude this series of '75 Years of Rare Mileage.' (The term "rare mileage" would have puzzled the RRE's 1934 founders, who considered rail lines without passenger trains, like the tiny **Hoosac Tunnel & Wilmington**, as "freight-only," but not "rare.") – JWR

February 21, 2004

Amtrak; CSX; New England Central

Route: Boston-Worcester-Palmer-Brattleboro, VT-Bellows Falls and return.

Name: *Vermont Snow Express*

Cars: 7 **Passengers:** 333 **Price:** \$79 (+\$15 for Bellows Falls continuation)

Equipment [deadheaded from Philadelphia]: **Amtrak** P42s 103, 104; Amcoaches 82007, 21658, 21252, 44019, 82068, 21216, Amcafe with Bistro interior 85502.

[Last Amtrak mainline RRE special train to date.]

March 13, 2004

MBTA; Old Colony & Newport

Route: Boston-Middleboro on MBTA #1001. Bus Middleboro-Newport, RI..OC&N special Newport-Tiverton Draw and return. Bus return to Middleboro. Boston return on MBTA #1012.

Name: *Rhode Ireland Limited*

Cars: 2 **Passengers:** ?? **Price:** \$75 (including MBTA fares, box lunch, and dinner at White's Restaurant, Westport) \$30 OC&N train only.

Equipment: **Equipment:** Side-rod diesel 84, coach 53 *Ruth Blount*, parlor car 74 *Nelson Blount*.



The Whitehall Flyer heading for Bellows Falls on May 30, 2004 (Dave Brown)

May 29-30, 2004

Vermont Rail System

Route: 1st day: Bellows Falls, VT-Rutland-Whitehall, NY-Rutland. 2nd day: Rutland-Bellows Falls (one-way)

Name: *Whitehall Flyer*

Cars: 3 **Passengers:** 118 **Price:** \$129 (incl. motel in Rutland)

Equipment: GMRC RS3 405; GMRC coaches 1313, 1317, 1319

June 19, 2004

Valley

Route: Essex, CT-Old Saybrook-Essex-Chester-Goodspeeds yard in Haddam and return to Essex.

Name: *Steam-Powered Tour of the Line*

Cars: 6 **Passengers:** 149 **Price:** \$39

Equipment: VRR 2-8-0 97 (Alco, 1926), open-window coaches, open car, parlor car *Great Republic*.

September 11, 2004

Belfast & Moosehead Lake

Route: Belfast, ME-Unity-Burnham Jct. and return

Name: *Bull Moose Special*

Cars: 4 **Passengers:** 120 **Price:** \$59

Equipment: BML 70-ton 54, Belfast-Unity and return. **Swedish State Railways** 1913 4-6-0, Unity-Burnham Jct and return.

Consist: open excursion car, Swedish-built coach, café car & parlor car

(Last RRE trip into downtown Belfast – abandoned 2005.)

October 10, 2004

Jointly sponsored with High Iron Travel Corp.

Housatonic

Route: Danbury, CT-Canaan-Pittsfield and return.

Name: *Pittsfield Express*

* CANCELLED ACCT. INSURANCE PROBLEMS *

Cars: **Passengers:** **Price:** \$79

Equipment: Would have used chartered **Metro-North** consist and *Caritas*.

October 11, 2004

Jointly sponsored with High Iron Travel Corp.

Housatonic

Route: Danbury, CT-Hawleyville-Derby Jct. and return.

Name: *Derby Local*

* CANCELLED ACCT. INSURANCE PROBLEMS *

Cars: **Passengers:** **Price:** \$45

Equipment: Would have used **Metro-North** consist & *Caritas*.

January 2, 2005

Edaville

Route: One trip around the 5½-mile loop with photo runbys.

Name: *Last Run Over Mt. Urann*

Cars: **Passengers:** 110 **Price:** \$27

Equipment: Two trains: EDA 0-6-0T 21 *Anne Elizabeth* (Hudson-Clark, 1938) and coach 21; Whitcomb diesel 5 and excursion cars 112, 113, 114, 106, 105, 107, 108, caboose & generator. Track cut back to 1½-mile loop by summer 2005 (and

reported out of service by 2010 acct. lack of maintenance).
(May have been last RRE trip ever to Edaville.)



**Edaville 21, Anne Elizabeth, makes the first runby of the
Last Run over Mt. Urann special** (Dave Brown)

May 21, 2005

MBTA

Route: MBTA #1301 North Station-Lowell-charter bus to Haverhill-#1208 to North Station (lunch break)-#1109 to Rockport-charter bus to Newburyport-#1168 to Beverly-charter bus (*delayed*) to North Leominster (*instead of Fitchburg*)-#1412 to North Station

Name: *North Side Explorer*

Cars: Passengers: 37 **Price:** \$49 Boston; \$45 Lowell (incl. MBTA group fare on all trains and connecting bus)

Equipment: Normal MBTA commuter consists



The Dartmouth makes a southbound runby on the way back to White River Junction from Wells River (Dave Brown)

June 11, 2005

Washington County [Vermont Rail System]

Route: White River Junction, VT-Wells River and return.

Name: *The Dartmouth II*

Cars: 6 Passengers: 380 **Price:** \$45

Equipment: WCTY GP38 202, cab-control coach 1317, coach 1319, table car 1301, coaches 1305, 1313, 1306

(*First passenger train open to the public for travel from White River Junction to Wells River since our Day White Mountains Express to Berlin, NH in May 1982*)

October 1, 2005

Providence & Worcester

Route: Worcester-Gardner (*to P&W limit, not to station*)-Worcester-Red Top, CT-Worcester-Cumberland, RI (*did not go as far as Boston Switch acct. crew short of on-duty time*)-Worcester.

Name: *Tripod Tour*

Cars: 7 Passengers: 311 **Price:** \$59

Equipment: B40-8 4004; observation-lounge *New Englander*, parlor car 4587 *Massachusetts*, diner/lunch counter 8340 *Connecticut*, coach 7627 *Rhode Island*, coach 7626 *New York*, coach 7625 (*unnamed*), power car 668 (ex-Amtrak E8B), GP38-2 2009

March 11, 2006

MBTA; Old Colony & Newport

Route: Boston-Middleboro on MBTA #1001. Bus Middleboro-Newport, RI. OC&N special Newport-Tiverton Draw and return. Bus return to Middleboro. Boston return on MBTA #1012.

Name: *Rhode Ireland Limited*

Cars: 2 Passengers: ?? **Price:** \$79 (including MBTA fares, box lunch, and dinner at White's Restaurant, Westport) \$30 OC&N train only.

Equipment: Side-rod diesel 84, coach 53 *Ruth Blount*, parlor car 74 *Nelson Blount*.

May 20, 2006

**Plymouth & Lincoln (Hobo and Winnepesaukee RRs);
New England Southern**

Route: Bus: Concord, NH-Lincoln. Train: Lincoln-Tilton-end of serviceable track, Canterbury. (*Intended to run to Concord, but heavy rain washed out NEGS track south of Canterbury.*)

Name: *Lakes Region Limited*

Cars: 6 Passengers: 313 **Price:** \$79

Equipment: Engs: Depowered RDCs: ex-B&M 6105 *Winona*, 6921 *Winnisquam*, ex-RDG 9151, 9154, table car 9159 *Ice Cream Parlor*, ex-BAR 103 *Determination* parlor car. *NEGS* GP39-2 2370 (*from Tilton*); *P&L S1 1008*; *P&L S1 958?*

July 10, 2006

Conway Scenic

Route: North Conway, NH-Conway-Mountain Jct.-Redstone-Mountain Jct.-Crawford Notch-Fabyan (*ran engines around and shoved west*)-Hazens-Crawford Notch-North Conway (*mostly in the rain!*)

Name: *Tour of the Line*

Cars: 5 Passengers: 127 **Price:** \$75

Equipment: Ex-B&M F7A 4266, CSRX FP9A 6516; first-class coach 3234 *Carroll P. Reed*, Vista-Dome coach 1329 *Dorthea Mae*, coaches 6743, 6749, open car 1308; ex-L&N U23B 2820 (North Conway to Conway and Redstone; cut off at Mountain Jct. westbound).

September 16, 2006

**Plymouth & Lincoln (Winnepesaukee RR);
New England Southern**

Route: Meredith, NH-Tilton-Concord and return

Name: *Lakes Region Redux*

Cars: 3 Passengers: 73 **Price:** \$69

Equipment: P&L S1 1008; parlor car 103 *Determination* (ex-BAR 100), depowered ex-B&M RDCs 6921 *Winnisquam* and 6105 *Winona*, P&L S1 958; *NEGS* GP39-2 2370 from Tilton.

October 22, 2006

Cape Cod Central

Route: Hyannis-West Barnstable-Buzzards Bay and return

Name: *Cape Cod Central Photo Special*

Cars: 2 Passengers: 80 **Price:** \$49

Equipment: RS3M 1201; coaches 101 *Barnstable*, 102 *Sandwich*, 103 *Bourne*.



Our 2006 Cape Cod Central Photo Special (Dave Brown)

May 20, 2007

Vermont Railway

Route: Burlington, VT-Middlebury-Procter-Rutland and return

Name: *Otter Valley Limited*

Cars: 5 **Passengers:** 162 **Price:** \$59

Equipment: GMRC GP40 302 *Robert W. Adams*; snack-bar coach 1323, table car 1301, coaches 1319, 1317, business car 4 *MacIntyre*.

July 14, 2007

Conway Scenic

Route: North Conway, NH-Bartlett (photo stop)-Notchland (photo stop)-Willey Brook Bridge (photo stop)-Crawford Notch (water stop)-Fabyan and return. (*First trip to Fabyan for 7470.*)

Name: *Steam Through the Notch*

Cars: 4 **Passengers:** 181 **Price:** \$99

Equipment: 0-6-0 7470 (Pointe St. Charles, 1921); first-class coach 3234 *Carroll P. Reed*; dome coach 1329 *Dorthea Mae*; coach 6739 *Mt. Bemis*, open car 1308 *Silver Cascade*; ex-L&N U23B 2820 added Crawford Notch-Fabyan-Bartlett for "protection power" and extra braking effort.

(*'Sunday Supplement' RRE group trip on 7/15 made a Mount Washington Cog Railway Marshfield-Summit round trip ahead of Engine 6, Kancamagus (ex-Great Gulf) (Manchester, 1874), took a MWCR shop tour (inspecting the first Cog Railway diesel, under construction), then rode Clark's Trading Post regular train ahead of White Mountain Central Climax 6 (1920), ex-Beebe River RR.*)

October 13, 2007

Providence & Worcester; Amtrak

Route: Worcester-Providence, RI-Cranston-Fields Point-Davisville-Davisville Yard-Groton, CT-Worcester.

Name: *Fall Circle Tour*

Cars: 7 **Passengers:** 311 **Price:** \$69

Equipment: B39-8 3904, observation-lounge 90 *New Englander*, coach-parlor 4587 *Massachusetts*, lunch-counter-diner 8340 *Connecticut*, coaches 7627 *Rhode Island*, 7626 *New York*, 7625, power car 688, B40-8 4003. (*See 10/1/05 trip for consist details.*)

January 5, 2008

Conway Scenic

Route: North Conway, NH-Sawyers River and return.

Name: *Steam in the Snow Photo Special*

Cars: 4 **Passengers:** 134 **Price:** \$49

Equipment: 0-6-0 7470, coach 6739 *Mount Bemis*, first-class coach 3234 *Carroll P. Reed*, Vista-Dome 1329 *Dorthea Mae*, parlor-observation *Gertrude Emma*, GP7 573 (to Sawyers River).

May 17, 2008

Housatonic

Route: Lenox-Pittsfield-Lenox-Sheffield-Canaan, CT-Lenox.

Name: *Berkshire Flyer*

Cars: 7 **Passengers:** 448 **Price:** \$65

Equipment: BSRM SW8 8619, HRRC RS3m 9935 (on loan to BSRM); ex-Erie Lackawanna MU trailer cars 328, 310, 453, 3204, 4301, 329, 341. (*MA-owned 3204 and 4301 just acquired by BSRM from defunct Holyoke Heritage Park tourist RR; both still lettered for HHP.*)

June 21, 2008

Amtrak

Route: Boston South Station-Penn Station, NY-Albany/Rensselaer (brief shop tour)-South Station.

Name: *The All-Day Am-Circle* [a "Zip Trip"]

Cars: **Passengers:** 12 **Price:** ~\$100

Equipment: Amtrak #195 BOS-NYP, #233 NYP-ALB, #448 ALB-BOS. [*Longest one-day "Zip Trip" ever: 575 miles!*]

July 26, 2008

Maine Eastern

Route: Brunswick, ME-Rockland and return.

Name: *Rail-Road-Air Tour*

Cars: 4 **Passengers:** 56 **Price:** \$84 (incl. bus connection)

Equipment: Bus, Boston-Brunswick and return; **Maine Eastern** excursion train, Brunswick-Rockland and return with FL9 489, coaches *Magnolia*, *Ash*, *Elm*; ex-PRR parlor-observation *Alexander Hamilton*.

October 18, 2008

Providence & Worcester; Amtrak

Route: Worcester-Groton, CT-Providence, RI-Worcester.

Name: *Fall Circle Tour*

Cars: 7 **Passengers:** 278 **Price:** \$69

Equipment: B40-8 4002, GP38-2 2008, B39-8 3909; power car 668, coaches 7625, 7626 *New York*, 7627 *Rhode Island*, lunch-counter-diner 8340 *Connecticut*, coach-parlor 4587 *Massachusetts*, observation-lounge 90 *New Englander*.

January 3, 2009

Conway Scenic

Route: North Conway, NH-Notchland and return.

Name: *Steam in the Snow Photo Special*

Cars: 5 **Passengers:** 228 **Price:** \$49

Equipment: 0-6-0 7470; coaches 6745 *Mount Willard* and 6739 *Mount Bemis*, Vista-Dome 1329 *Dorthea Mae*, first-class coach 3234 *Carroll P. Reed*, parlor-observation *Gertrude Emma*, GP7 573 (to Notchland).

April 5, 2009

Washington County (Vermont Rail System)

Route: Montpelier, VT-Barre City & return (*AM and PM trips*)

Name: *Granite City Extra*

Cars: 2 **Passengers:** AM: 82 PM: 80 **Price:** \$29

Equipment: GMRC GP9R 804, GMRC table car 1312, GMRC coach/observation 1323.

May 2, 2009

**Plymouth & Lincoln (Winnepesaukee RR);
New England Southern**

Route: Meredith, NH-Tilton-Concord and return
Name: *The Capital Limited*
Cars: 3 **Passengers:** 143 **Price:** \$49
Equipment: P&L S1 1008; parlor *Determination* (ex-BAR 103), depowered ex-B&M RDCs 6921 *Winnisquam* and 6105 *Winona*, P&L S1 958; NEGS GP39-2 2370 from Tilton.

May 16, 2009

Housatonic

Route: Canaan, CT-Danbury and return
Name: *Housatonic Flyer*
Cars: 6 **Passengers:** 263 **Price:** \$69
Equipment: HRRC RS3m 9935 (on loan to **Berkshire Scenic Railway Museum**), BSRM (ex-Conrail) SW9 9128; ex-Erie **Lackawanna** MU trailer cars 328, 453, 310, 3204, 4301, 329.

July 18, 2009

Central New England

Route: Hartford, CT-Griffins and return (*AM and PM trips*)
Name: *The Griffins Local*
Cars: 2 **Passengers:** AM: 98; PM: 87 **Price:** \$39
Equipment: CNZR GP20 3006; leased **Morristown & Erie** table car *Birken* and coach *Pine*.

October 17, 2009

Providence & Worcester; Amtrak

Route: Worcester-Providence, RI-Groton, CT-Worcester
Name: *Fall Circle Tour*
Cars: 7 **Passengers:** 237 **Price:** \$69
Equipment: B39-8 3906; GP38-2 2006, power car 668, coaches 7625, 7626 *New York*, 7627 *Rhode Island*, lunch-counter-diner 8340 *Connecticut*, coach-parlor 4587 *Massachusetts*, observation-lounge 90 *New Englander*.

January 2, 2010

Conway Scenic

Route: North Conway, NH-Notchland and return.
Name: *Steam in the Snow Photo Special*
Cars: 6 **Passengers:** ~280 **Price:** \$49
Equipment: 0-6-0 7470; coaches 6745 *Mount Willard*, 6743 *Mount Willey*, 6739 *Mount Bemis*, Vista-Dome 1329 *Dorthea Mae*, first-class coach 3234 *Carroll P. Reed*, parlor-observation *Gertrude Emma*, GP7 573 (to Notchland).



Mass Coastal 2008 poses at Hyannis, 5/15/10 (Vic Campbell)

May 15, 2010

Cape Cod Central (Mass Coastal RR)

Route: Buzzards Bay, MA-Middleboro-North Falmouth-Canal

Junction-Hyannis-West Barnstable (stop at railroad museum)-
Buzzards Bay.
Name: *Day Cape Codder*
Cars: 7 **Passengers:** 257 **Price:** \$59
Equipment: MC GP9 2008; kitchen/generator car 250, table cars 203 *Race Point* and 201 *Sandy Neck*; coach 101 *Barnstable*, snack-bar-coach 102 *Sandwich*, coach 103 *Bourne*, parlor/lounge car 200 *Cape Codder*, MC GP9 2009 (added at SEMASS incinerator on northward trip).

May 16, 2010

Old Colony & Newport

Route: The Hummocks-Newport (*one-way trip preceded by bus connection from Newport*)
Name: *OC&N Mileage Special*
Cars: 2 **Passengers:** 44 **Price:** \$20
Equipment: Side-rod diesel 84, coach 53 *Ruth Blount*, parlor car 74 *Nelson Blount*. Side-rod diesel 4764 followed behind train after hauling consist to east end of line.

May 30, 2010

Naugatuck

Route: Thomaston-Jericho Bridge, CT and return; visit to new "Volunteer Shop" south of Thomaston.
Name: *Steam on the Naugy Photo Special*
Cars: 3 **Passengers:** 80 **Price:** \$30
Equipment: "Flagg Coal 75" 0-4-0T (Vulcan, 1930); ex-**Canadian National** commuter coaches 4980, 4992, 5046.

June 19, 2010

Valley

Route: Essex, CT-Old Saybrook-Essex-Chester-Goodspeeds yard in Haddam and return to Essex.
Name: *Steam-Powered Tour of the Line*
Cars: 6 **Passengers:** 93 **Price:** \$39
Equipment: VRR 2-8-2 40 (Alco-Brooks, 1926), open car, parlor car *Great Republic*, 4 heavyweight steel coaches.

As *Callboy* concludes this series, we pause to look ahead at Mass Bay RRE's trip program. In spring 2010, our club successfully carried on its 75-year tradition of operating special trains, with a *Day Cape Codder* on the **Cape Cod Central**, trips the entire length of the **Old Colony & Newport** and the **Valley**, and a photogenic steam-powered special and shop tour at the **Naugatuck**.

How much longer will we continue? That's hard to tell. **Amtrak** has reopened a door to privately sponsored specials, though on a limited basis and at a high cost. The "unfunded mandate" to apply Positive Train Control to rail lines with passenger trains may make future trips off main lines uncertain. Usable passenger cars are harder and harder to find and keep in service. And as with many other railroad-hobby organizations, Mass Bay RRE's volunteer base, while still robust, is aging.

But looking back across those 75 years gives us hope that our trips will continue. Our members and friends still want to ride on trains! Despite a world war, a tragic death, and multiple insurance "crises," Mass Bay RRE has always found ways – and enough talented volunteers – to "keep the wheels rolling." We're betting that no matter what obstacles arise in the coming decades, our successors will maintain that tradition as well.

— JWR

2010-2011 Supplement to 'All-Time' Mass Bay RRE Trip List

January 2, 2010

Conway Scenic

Route: North Conway, NH-Notchland and return
Name: *Steam in the Snow Photo Special*
Cars: 6 **Passengers:** ~280 **Price:** \$49
Equipment: CSRX (ex-CN/GT) 0-6-0 7470 (Pointe St. Charles, 1921); coaches 6745 *Mount Willard*, 6743 *Mount Willey*, 6739 *Mount Bemis*, Vista-Dome 1329 *Dorthea Mae*, first-class coach 3234 *Carroll P. Reed*, parlor-observation *Gertrude Emma*, GP7 573 (to Notchland).

May 15, 2010

Cape Cod Central (Mass Coastal RR)

Route: Buzzards Bay, MA-Middleboro-North Falmouth-Canal Junction-Hyannis-West Barnstable (stop at depot-museum)-Buzzards Bay
Name: *Day Cape Codder*
Cars: 7 **Passengers:** 257 **Price:** \$59
Equipment: MC GP9RM 2008; kitchen/generator car 250, table cars 203 *Race Point*, 201 *Sandy Neck*; coach 101 *Barnstable*, snack-bar-coach 102 *Sandwich*, coach 103 *Bourne*, parlor/lounge 200 *Cape Codder*, MC GP9 2009 (added at SEMASS yard on northward trip).

May 16, 2010

Old Colony & Newport

Route: The Hummocks-Newport (one-way trip preceded by bus connection from Newport)
Name: *OC&N Mileage Special*
Cars: 2 **Passengers:** 44 **Price:** \$20
Equipment: Side-rod diesel 84, coach 53 *Ruth Blount*, parlor car 74 *Nelson Blount*. Side-rod diesel 4764 hauled consist to north end of line.

May 30, 2010

Naugatuck

Route: Thomaston-Jericho Bridge, CT and return; tour of NAUG's new "Volunteer Shop" south of Thomaston.
Name: *'Steam on the Naugy' Photo Special*
Cars: 3 **Passengers:** 80 **Price:** \$30
Equipment: "Flag Coal 75" 0-4-0T (Vulcan, 1930); NAUG ex-Canadian National coaches 4980, 4992, 5046.

June 19, 2010

Valley

Route: Essex, CT-Old Saybrook-Essex-Chester-Goodspeeds Yard in Haddam and return to Essex.
Name: *Steam-Powered Tour of the Line*
Cars: 6 **Passengers:** 93 **Price:** \$39
Equipment: 2-8-2 40 (Alco-Brooks, 1920); open car, parlor car *Great Republic*, 4 heavyweight steel coaches.

September 11, 2010

Belfast & Moosehead Lake

Route: Brooks-end of track in Belfast-Burnham Jct. and return
Name: *Tour of the Line*
Cars: 4 **Passengers:** 68 **Price:** \$59
Equipment: BML 70-ton diesel 53; ex-Erie Lackawanna MU trailer 3248, ex-Maine Coast/Santa Fe lightweight stainless-steel coach ???, homebuilt open car 25, BML caboose 31.

October 16, 2010

Providence & Worcester; Amtrak

Route: Worcester-Providence, RI-Groton, CT-Worcester
Name: *Fall Circle Tour*
Cars: 7 **Passengers:** 177 **Price:** \$69
Equipment: B39-8E 3907, GP38-2 2009; power car 668, coaches 7625, 7626 *New York*, 7627 *Rhode Island*, diner 8340 *Connecticut*, parlor 4567 *Massachusetts*, observation-lounge 90 *New Englander*. (See 10/1/05 trip for consist history.)

January 2, 2011

Conway Scenic

Route: North Conway, NH-Notchland and return.
Name: *Steam in the Snow Photo Special*
Cars: 6 **Passengers:** 290 **Price:** \$54
Equipment: Same as 1/2/2010.

April 9, 2011

Old Colony & Newport

Route: Newport-former Tiverton Draw and return
Name: *Old Colony & Newport Special*
Cars: 2 **Passengers:** 83 **Price:** \$25 (train ride only)
Equipment: Side-rod diesel 4764 (north), side-rod diesel 84 (south), coach 53 *Ruth Blount*, parlor car 74 *Nelson Blount*.

May 14, 2011

Cape Cod Central (Mass Coastal RR)

Route: West Barnstable, MA-Buzzards Bay-Middleboro-Hyannis-West Barnstable (stop at depot-museum)-Hyannis-West Barnstable-Buzzards Bay-Middleboro
Name: *Day Cape Codder II*
Cars: 6 **Passengers:** 247 **Price:** \$59
Equipment: MC GP9u 2007 (replaced by MC GP9RM 2008 at SEMASS yard in Rochester), snack-bar-coach 102 *Sandwich*, table cars 202 *Great Island*, 203 *Race Point*, 201 *Sandy Neck*, rebuilt lounge 200 *Cape Codder*, kitchen/generator car 250, CCC GP9 1501.

June 18, 2011

Berkshire Scenic; Housatonic

Route: Lenox-Pittsfield-Great Barrington, MA and return
Name: *Berkshire County Rambler*
Cars: 5 **Passengers:** 200 **Price:** \$49
Equipment: HRRC GP35 3601; BSRM (ex-Erie Lackawanna) MU trailers 329, 341, 3204, 310, 323; BSRM (ex-CR/PC/NYC) SW8 8619

July 30, 2011

Mount Washington Cog Railway

Route: Marshfield-Base Station (shop tour)-Summit and return.
Name: *Sunset Steam Special*
Cars: 1 **Passengers:** 70 **Price:** \$49
Equipment: 0-2-2-0 (geared) 9 *Waumbek* (Manchester, 1908); coach 6

July 31, 2011

Conway Scenic

Route: North Conway, NH-Frankensteen Trestle (photo stop)-Willey Brook Bridge (photo stop)-Crawford Notch (water stop)-Fabyan-Hazens (photo stop) and return. (First trip to Hazens for 7470.)
Name: *North Country Steam*
Cars: 5 **Passengers:** 250 **Price:** \$99
Equipment: 0-6-0 7470; first-class coach 3234 *Carroll P. Reed*, dome coach 1329 *Dorthea Mae*, coaches 6739 *Mount Bemis* and 6745 *Mount Willard*, open car 1308 *Silver Cascade*. CSRX ex-MEC GP35 252 added Crawford Notch-Fabyan for dynamic braking. 252 also pulled entire special back "by the tail" from Hazens to North Conway.

August 21, 2011

Amtrak

Route: Boston-Portland, ME and return.
Name: *Summer Downeaster Adventure*
Cars: **Passengers:** 63 **Price:** \$45 (train ride only)
Equipment: Amtrak #691 to Portland and #698 from Portland. Sidetrip options: boat-trip visit to Tugboat Muster; visit to **Maine Narrow Gauge Museum**; Portland "trolley" [bus] sightseeing tour.

October 15, 2011

Providence & Worcester; Amtrak

Route: Worcester-Providence, RI-Groton, CT-Worcester
Name: *Fall Circle Tour*
Cars: 7 **Passengers:** 210 **Price:** \$69
Equipment: GP38-2 2008, GP38-2 2006; consist same as 10/16/2010.

Please send any corrections for this Trip List Supplement to the Callboy at Box 4245, Andover, MA 01810-0814