

Please Share With A Friend

THE WAYBILL

Mystic Valley Railway Society Newsletter
A Non-Profit Educational Corporation
1970-2017 • Over 47 Years of Service



credit R. Goelet

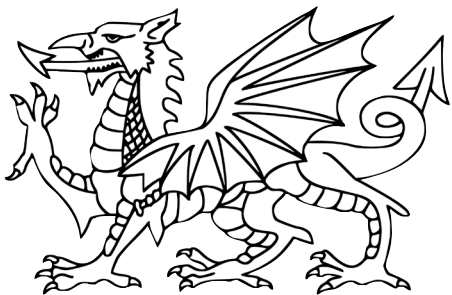


VOL. 49 NO. 4 ISSN 0897-7577 Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleyrs.org DECEMBER 2018 - FEBRUARY 2019
www.mysticvalleyrs.org

LAST CALL

Salem Cross Inn Christmas Memories

SATURDAY - DECEMBER 1, 2018



Details on page 5

LAST CALL

Festival of Trees

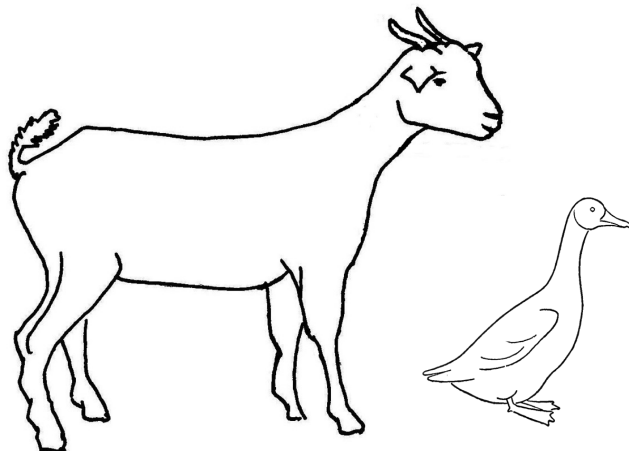
SATURDAY - DECEMBER 8, 2018



Details on page 5

Boar's Head Festival

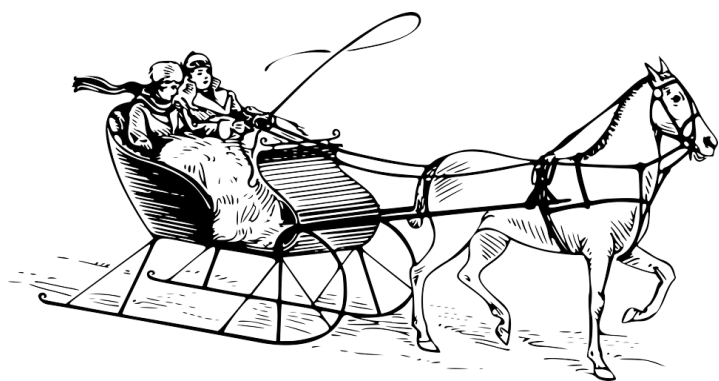
SUNDAY - JANUARY 13, 2019



Details on page 5

Sleighride

SUNDAY - JANUARY 20, 2019



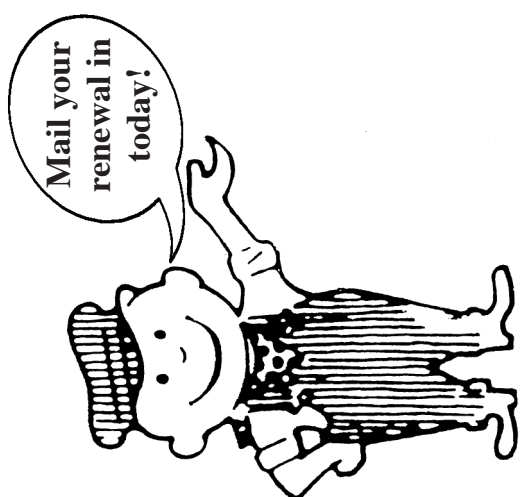
Details on page 5

SEE PAGE 3 FOR MEMBER PARTICIPATION MEETINGS



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Hyde Park, MA 02136-0009



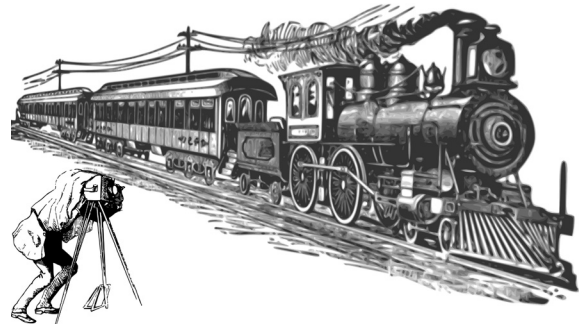
Deadline for Next Issue: February 1, 2019

Include your previous address with
all address corrections



NOTICE!

Train Photographer



See page 3 for
2020 calendar contest rules
and entry coupon!



From the President - Theresa E. Rylko

As we head into the holiday season, I want to say thank you to all for helping keep the MVRS on track. If you would like to share interesting stories or pictures of yourself from recent trips, please send them in care of Member-o-Gram. Remember on Feb

From the Vice President - Jeff Costello

It's here again! That time of year when we slow down to enjoy the fall foliage and prepare for the holiday season. Mystic Valley members did just that at The White Mountain Resort with plenty of colors – reds, yellows, and oranges set among pine greens and mountains. Of course, we had a scrumptious meal at the hotel.

If you would like to participate in upcoming holiday events, Salem Cross Inn Christmas and Festival of Trees, please join us and tell your friends.

From the Membership Chairman – Nancy Jeanne Martin

Since I last wrote to you I have sent out many membership cards. As ever, Tracey sends them to me with the membership card and letter and your self-addressed stamped envelope to mail back to you. If you think it takes too long, remember we are all volunteers and I have a life beyond MVRS. I

From the MVRS Legal Counsel – Brad Pinta

As always, we can expect to have snow this winter. It's important to be aware of the recent changes in Massachusetts law regarding your responsibility for your obligation for the removal of snow and ice to help protect yourself from possible fines and/or lawsuits.

Whether you own a single-family house, multi-family, apartment building, store or commercial property, you have the legal responsibility during the winter months of making the pathways in and out of your home or building safe for visitors and other persons lawfully on the property. This includes clearing driveways, walkways and stairs that any such people would use to enter and/or exit the property. Massachusetts law had always made a distinction between “natural” and “unnatural” accumulations of snow and ice in slip-and-fall personal injury cases. However, that distinction was abolished by the Massachusetts Supreme Judicial Court in 2010

From the Waybill Editor – Roma Hertel

It is with great sadness that we report the death of Sally Avjian. On page 4 you'll find an In Memoriam notice, but this column is compiled from the words of those that knew and worked with her. What is outstanding is just how involved she was in so many MVRS activities.

Tracey Rylko remembers that Sally initially traveled as a passenger on day and overnight trips with the group before becoming a director in 1988. She was Recording Secretary 1989-2015. On stepping down from that position, she edited the Waybill until Spring 2016 and continued to lead the Trip Team up until August this year.

Nancy Roney replaced Sally as MVRS Recording Secretary three years ago and tells us she was a very patient mentor, sharing her library of forms and best practices learned over nearly 30 years. Sally would still respond to email questions just a few weeks before her passing. Always generous with her time, she was an unflagging supporter of the MVRS and its members. She always thought of members' enjoyment and comfort when planning a trip or working as a tour leader. No detail was too small, so the members would get the best trip experience possible.

2nd is our Nominating Meeting. This is your chance to nominate your favorite members to run for director or officer in the upcoming year. This is also the occasion when submissions for the 2020 calendar will be judged, so sit back and make new friends and

A MVRS trip could be a Christmas gift for the person who has everything. We would be delighted to see more of you. The Trip Team is doing an excellent job of planning these trips and would appreciate your input about an adventure that others could enjoy.

The Grant Committee will soon be sending out applications for the 2019 Russell Rylko Memorial Grant to railway societies, museums and other organizations within the six New England states.

have enjoyed the trips I have gone on, but will take a break during the winter as I do not want to be out too late at night or in the snow. We are going again to the Boar's Head Festival in January. If you have never been it is well worth the trip. I will be on the Sugar Time & CT Carousels in March.

in the case of Papadopoulos v. Target, when it was decided that regardless of how or why the snow or ice at issue in any particular case had accumulated, the party legally responsible for its removal must act **reasonably under the circumstances** to maintain the premises in a safe condition for visitors and any other persons lawfully on the property. This is the same legal standard of care applied to all premises' liability cases, whether or not snow and ice is involved.

The snow and ice removal reasonably expected of a property owner will depend on the number of people anticipated to be at the property, the magnitude of the risk reasonably presented by the snow and ice, as well as the burden and expense of its removal. So, while an owner of a single-family home, apartment building owner and the owner of a store or commercial building each owe lawful visitors to their property a duty of reasonable care, what

Jeff Costello and Marcia Pennington remember Sally as the epitome of a tour leader – friendly, knowledgeable and precise, a sharp figure in her red jacket, a red hat and even, when necessary, a red umbrella.

Regular columnist James Scannell was sorry to hear that she had passed away and hopes she may rest in peace. Others expressed how she and her smile will be missed, and that all we can do without her is to carry on.

Former Director Fannie Chung, who served on the board for many years with Sally, was deeply saddened to learn the news. Sally is survived by her husband Albert, himself MVRS Treasurer Emeritus. Together she and Al served as MVRS officers and members for many years. Sally planned many of the popular Mystic Valley trips our members have enjoyed, also leading her share of trips. She will be missed but also remembered for her devotion and work to our Society.

I took over as Waybill editor from Sally in Spring 2016 when her health problems suddenly became apparent. Her handover was impeccable, guiding me through the process of communicating with columnists and the printer. All this resulted in an amazing-

memories. It is with sadness that we say goodbye to Sally Avjian, past MVRS secretary. We worked together for the last 30 years and I will miss her greatly.

In January 2019 Mystic Valley Railway Society will be at the Amherst Railway Society Railroad Hobby Show in Springfield, promoting our organization and having fun with trains. For railroad buffs young and old, it is a huge display of train-related items. If during your fall cleaning you come across train-related items that you can part with, the trade-show coordinators would appreciate the donation. Let us know!

I look forward to seeing all of you at the Nominating and Photo Judging Meeting and also the Annual Meeting. These meetings both take place at the Mt. Vernon Restaurant in Somerville. It is easily accessible by the Orange Line and there is also free parking. Check the Waybill for the dates and times.

constitutes reasonable snow and ice removal could vary among them in any particular case.

Although the rules for clearing public sidewalks can vary by city/town, most do require that the party responsible for snow and ice removal at the property also clear the sidewalks abutting the property. City/town rules or regulations dictate how quickly the snow and ice must be removed from a property. It is generally expected that snow which falls during daylight hours should be cleared by that evening. When it snows at night, the snow should be cleared the next morning. Some cities/towns require snow to be removed within a certain number of hours, ranging from 3 to 10 hours. You can check with your own city/town but, as a general rule, snow and ice should be removed as soon as reasonably possible under the circumstances. If you are unable to perform this task yourself, consider hiring a person or company to do the snow and ice removal. Enjoy a safe winter!

ly smooth transition. She was always matter-of-fact about what was going to be possible or not possible, planning for the difficult times ahead.

This is my favorite picture of Sally, taken on an MVRS trip, as she was apparently being levitated during a magic show! I salute Sally for being a role model in her behavior and how she handled what was happening to her. And I thank those who agreed to share their memories of this remarkable lady.



TRAIN SHOWS & EXCURSIONS

By popular demand! To publicize an event please mail details to Mystic Valley Railway Society – Attn: Train Show Column, P.O. Box 365486, Hyde Park MA 02136 or else email contactus@mysticvalleyns.org. Publication deadline: see page 4.

• **Sat. 12-1-18** (10am-3pm): **Winooski Train Show** sponsored by the Champlain Valley Chapter of the **National Railway Historical Society**, Winooski Educational Center, 80 Normand St, Winooski VT (exit 16 off I-89). \$5 adult, 1\$ between 12 and 6, free under 6 (with adult). Info: <https://sites.google.com/view/winooskitrainshow/home>

• **Sun. 12-16-18** (9am-1pm): **NETCA Division Train Show**, Hudson-Concord Elks Lodge, 99 Park St., Hudson, MA (exit 25A off I-495). \$5 adult, children free (with adult). Info: <http://netca.org>

• **Fri. 1-11-19** (6-9pm): **Family Open House & Scout Night**, South Shore Model Railway Club & Museum, 52 Bare Cove Park (Bldg. 51), off Fort Hill Street, Hingham MA. Admission: \$2 adult; free 4 and under (with adult). Info: www.ssmrc.org

• **Sat. 1-26-19** (9am-5pm) and **Sun. 1-27-19** (10am-5pm): **Amherst Railway Society Railroad Hobby Show**, Eastern States Exposition Fairgrounds, 1305 Memorial Avenue, West Springfield MA. \$15 adult per day, free 15 and under (with adult). Info: <http://www.railroadhobbyshow.com/attendingtheshow.php>

• **Sun. 2-10-19** (9am-2pm): **Classic Shows, LLC – Train and Toy Show**, Zandri's Stillwood Inn, 1074 South Colony Rd, Wallingford CT. \$6 adult; free under 15 (with adult). Info: 203-926-1327, www.ClassicShowsLLC.com

• **Sat. 2-16-19** and **Sun. 2-17-19** (10am-4pm): **Greenberg's Train & Toy Show**, Swansea Mall, 262 Swansea Mall Drive, Swansea, MA. Adult \$10 Sat. or \$9 Sun., free 11 and under (with adult). Info: <http://trainshow.com/swansea/>

• **Sat. 3-9-19** (9am-4pm) and **Sun. 3-10-19** (10am-4pm): **Model Railroad Show & Open House**, South Shore Model Railway Club & Museum, 52 Bare Cove Park (Bldg. 51), off Fort Hill Street, Hingham MA. Admission (2 days): \$5 adult, \$3 children 12 to 5, free 4 and under (with adult), \$3 senior (65+). Info: www.ssmrc.org

• **Sat. 3-23-19** and **Sun. 3-24-19** (10am-4pm): **Greenberg's Train & Toy Show**, Shriners Auditorium, 99 Fordham Road, Wilmington MA. Adult \$10 Sat. or \$9 Sun., free 11 and under (with adult). Info: <http://trainshow.com/wilmington03/>

Reminder:
these listings are provided as a courtesy.
Please check all details before attending.

MEMBERSHIP APPLICATION

The Mystic Valley year runs from April 1 - March 31

Here's what's included:

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

Membership Fees & Classes

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

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

PLEASE INCLUDE A SELF-ADDRESSED STAMPED ENVELOPE

Mail to:
MYSTIC VALLEY RAILWAY SOCIETY, INC.
c/o Membership Committee
P.O. Box 365486, Hyde Park, MA 02136-0009
☐ Check here if this is an address change

Name: _____
Address: _____
City/Town: _____ State: _____ Zip: _____

Please include telephone number (with area code) _____

Email: _____

Family members (no separate mailings). Please list full names: _____



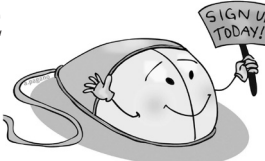
Got a Question:

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

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

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

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



Board of Directors 2018 - 2019

President - Theresa E. Rylko (Tracey)
Vice President - Jeffrey Costello (Jeff)
Treasurer - Judy Berson-Hoyt
Recording Secretary - Nancy Roney

Directors:

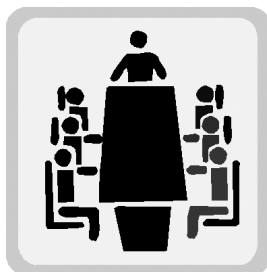
Lillian Garvey, Eleanor Manning (Ellie),
William Manning (Billy), Nancy Jeanne
Martin, Joseph McDonough (Joe),
Marcia Pennington, Mary Verner

Positions They Fill

Boutique -
Marcia Pennington & Jeff Costello
Communications/Radios/Defibrillators -
Jeff Costello
Mailing Chair - Billy Manning
Membership Chair -
Nancy Jeanne Martin
Photography/Calendar - Dirk Hertel
Social Event Chair - Ellie Manning
Trade Show Coordinators -
Joe McDonough & Jeff Costello
Treasurer, Emeritus - Albert W. Avjian
Trip Team - Judy Berson-Hoyt,
Ellie Manning, Tracey Rylko
Web Master/Computer - Dan Ouellette
Waybill Mailing Coordinator -
Tracey Rylko
Waybill Editor/Button Maker -
Roma Hertel

Special Events

NOMINATING/ PHOTO JUDGING CONTEST



Saturday February 2, 2019

MOUNT VERNON RESTAURANT
14 Broadway, Somerville MA 02145

10am Nominating Meeting (members only)
12pm Buffet Lunch \$25 per person
1pm Photo Judging for 2020 Calendar
with Dirk Hertel

Travel directions will be included on your itinerary.
Public transportation: Sullivan Square stop on the Orange Line.
Coupon below:



MVRS Buffet Luncheon - \$25 per person
Saturday February 2, 2019



Please make all checks payable to Mystic Valley Railway Society, Inc.
Mail to MVRS, P.O. Box 365486, Hyde Park, MA 02136-0009
Enclose a self-addressed, stamped envelope. Thank you! Sorry – NO REFUNDS

Your Name _____

Address _____

City/Town _____ State _____ Zip _____

Phone number (with area code) _____

MEMBERS ONLY – MEMBERS ONLY



VOTE – VOTE – VOTE



in the

MVRS – ELECTION OF OFFICERS: 2019-2020
SATURDAY MARCH 2, 2019

Come and join us at the **Mt. Vernon Restaurant**, 14 Broadway, Somerville MA 02145 to support your choices for the MVRS Board of Directors. Your participation helps ensure the society's future growth. **Voting** will take place from **10am – 12pm** on Saturday March 2, 2019 and is for Members Only – please bring and show your membership card.

Coffee and muffins will be available, along with MVRS Waybill.

ABSENTEE BALLOT:

If you are unable to attend, please request an Absentee Ballot. Send your name, address, telephone number and membership number no later than Monday February 11, 2019 to Nancy Roney, Recording Secretary, MVRS, P.O. Box 365486, Hyde Park MA 02136-0009.

Directions to the Mount Vernon,
14 Broadway Somerville MA 02145:

- Public transportation: **Orange Line to Sullivan Square stop.**
- Driving (parking in rear of restaurant and on both sides of the street):
- **From the South** take I-93N to exit 28 toward MA99 Sullivan Sq. Somerville. Turn left at Cambridge St/MA38N. Take right at Myrtle St. Take 1st left onto Pearl St. Take 1st right onto Franklin St. Turn right onto Broadway.
- **From the North** take I-93S to Exit 28 Sullivan Sq/Charlestown. Go straight then take exit toward Mystic Ave/Broadway. Turn slight right toward Alfred A Lombardi Way. Take 1st left onto Broadway.

Steam - Diesel - Electric - Modern - Vintage Photo Contest for the 2020 New England Railroading Calendar



41st Edition - Cash Prizes!

Deadline for photo submission is Saturday December 15, 2018
Contest to be held on Saturday February 2, 2019

CONTEST RULES:

- 1 Participant must be a member in good standing.
- 2 Each photo must be taken within the six states of New England: CT, MA, ME, NH, RI, VT.
- 3 Maximum 10 photos per participant.
- 4 Photos printed in past MVRS calendars must not be resubmitted.
- 5 All photos **MUST** be in landscape (horizontal) orientation.
- 6 Written consent must be included from that person if any face is recognizable in the photo.
- 7 Submit photos as 35mm slides or digital images.
- 8 Not acceptable: copies of 35mm slides, prints on paper, or digital reproductions of either 35mm slides or prints.
- 9 Digital cameras shall have at least 6 megapixels (3000 x 2000) and should be set to the highest resolution and lowest compression (highest quality).
- 10 Digital photos should be submitted unaltered (as downloaded from the camera) in JPEG, TIFF, or RAW formats (if supported by the camera) on a recordable compact disc (CD-R, DVD-R) or USB flash drive.
- 11 A signed MVRS entry form must be accompanied entries. Entry forms will be printed in the December 2018-February 2019 Waybill (photocopy acceptable) or else can be downloaded from <http://www.mysticvalleyrs.org>
- 12 Supply a caption for each photo. If possible, submit captions electronically (Word, PDF, or any other text file format).
- 13 Number digital photo files (1-10) so that photos and captions can be matched.
- 14 Entries must be postmarked by the December 15, 2018 deadline.
- 15 A prize of \$150 will be awarded for each front and back cover; \$100 for each calendar month.
- 16 The final selection of photos for the Calendar is at the sole discretion of the Board of Directors. The decisions of the Board shall be final and non-appealable. The Board will be under no obligation to provide any reasons for its decisions.
- 17 Winning entries become the property of the MVRS, Inc.
- 18 Non-winning entries will only be returned if a self-addressed stamped envelope or packing materials with correct postage was supplied at the time of submission.
- 19 The MVRS is not responsible for any loss or damage to items sent through the mail.

ENTRY FORM IS AVAILABLE ON OUR WEBSITE:

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

OFFICIAL ENTRY FORM



MYSTIC VALLEY RAILWAY SOCIETY, INC.
2020 CALENDAR PHOTO CONTEST

Name: _____

Address: _____

City/Town: _____ State: _____ Zip: _____

Phone _____ Membership # _____

Signature _____

Date _____

Description(s) must be supplied for each entry.

NO MORE THAN 10 entries may be submitted per person.

- 1 _____
- 2 _____
- 3 _____
- 4 _____
- 5 _____
- 6 _____
- 7 _____
- 8 _____
- 9 _____
- 10 _____

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

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



MEMBER-O-GRAM



Here is director **Jeff Costello**, photographed on the Sat 9/15 Heart of the Berkshires trip at the Red Lion Inn along with Norman the house cat. A more laidback cat would be hard to find. He stayed over an hour on the piano and let everyone from the lobby pat and fuss over him.

In Memoriam

Sally Avjian of North Reading MA died Saturday September 8, 2018 at the age of 78. She is survived by loving husband Albert. As well as being involved with the MVRs, Sally was a frequent community volunteer, attended Aldersgate United Methodist Church, was active in The Holt Association of America, and crafted beautifully decorated cards, envelopes and letters which enabled her to keep in touch with friends, relatives and her 65 pen-pals.

2018 Rylko Memorial Grant Update

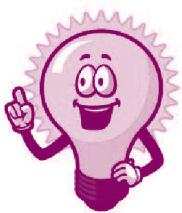
In the last Waybill, it was announced that the 2018 Rylko Memorial Grant had been awarded to the Wiscasset, Waterville & Farmington Railway (WW & F) Museum and the Boothbay Railway Village, both in Maine, as co-recipients. As the Society has now been advised that the WW & F has satisfactorily completed their bridge project, they have been provided with the final disbursement of their 2018 grant funds. It is expected that the Society will soon receive the required progress report from the Boothbay Railway Village on the ongoing restoration of their two-foot gauge mail car after which their second disbursement of 2018 grant funds will be made. The Grant Committee is expecting to announce the submission requirements, dates etc. for the 2019 grant applications sometime in December 2018.

DEADLINE FOR NEXT ISSUE
Friday February 1, 2019

idea

TRIP IDEAS!

Have you visited somewhere around New England that you think the Mystic Valley Railway Society's members and friends would enjoy as much as you did?



PLEASE LET US KNOW!

Our Trip Team is always looking for new ideas, places to eat, things to see and do, train rides, museums, boat rides, etc.

With your help we can offer trips at a reasonable cost, that otherwise might have been overlooked.

Please contact us by e-mail at
contactus@mysticvalleyr.org
or via regular mail at

MVRs, P. O. Box 365486, Hyde Park, MA 02136-0009.

Please provide your phone number or e-mail address, so that we may contact you, should we need more information.

THE MVRs TRIP TEAM IS HERE FOR YOU! BE THERE FOR THEM!

Riding the Rails

By Robert A. LaMay



Vermont crosses Connecticut River



3-way meet at Brook



Passing the old casket hardware factory



Midday break



Meet at Guilford CT



Night shift throws sparks

Railroad Boutique



A selection of gifts and unique items with a RAILROAD FLAIR
All prices US\$, including shipping & tax

_____ 2019 N.E. Railroading Calendar, 40th edition: 14 full color views \$8.00

CATCH ALL THE TRAINS YOU EVER MISSED

_____ Vintage New England Railroading Calendars \$4.00 each OR 3 for \$10.00

Available: 86____, 87____, 94____, 00____, 13____, 14____, 15____, 16____, 17____, 18____

_____ 12 full-color frame-able calendar prints of N.E. Railroading (our choice) \$3.00

_____ **EXCLUSIVE** Mystic Valley Railway Society 2" diameter sew-on cloth patch: \$1.50

_____ Metal pin with clasp: dual flashing red LEDs with RED Locomotive\$3.50

_____ Flashing RR-crossing LED pin\$3.00

_____ Gold-colored 1" train locomotive pin\$5.00

Small train books for children from Dover Publications

Choose from 2 sets, each with 3 different titles:3 books for\$6.00

_____ Set 1: Famous Train Stickers, Little Train Stickers & Trains Activity Book

_____ Set 2: Little Train Sticker Activity Book, Train Stickers & Train Station Activity Book

All orders require payment by money order, cashier's check, or personal check
Quantities limited

Name _____ Ship to: _____

Address _____

City/Town _____ State _____ Zip _____

Telephone _____ Total amount enclosed: \$ _____

Please allow 2-4 weeks delivery. Make checks payable to Mystic Valley Railway Society
Send orders to: M.V.R.S. – MAIL ORDER, P.O. BOX 365486, Hyde Park MA 02136-0009
(\$20 service charge applies to checks returned by the bank)



WEEKEND DAY TRIPS

LAST CALL

Salem Cross Inn Christmas Memories

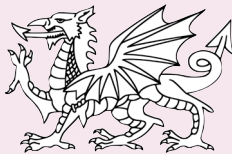
Saturday, December 1, 2018 Fare: \$110 PP

Partake in an authentic New England experience at an historic restaurant (1705) listed in the National Register of Historic Places. We will enjoy a play based on Dylan Thomas' "A Child's Christmas in Wales". Listen to performers dressed in 18th century costumes sing over 20 carols. Better yet, sing along and rekindle memories of Christmases past while making memories of the Christmas present. Dine on a traditional New England turkey dinner. Don't forget to wear your Christmas attire.

Deadline for reservations is Tuesday November 20, 2018

FEATURES:

Round trip comfortable motor coach
Traditional New England Turkey Dinner
Christmas Memories Play



TIMETABLE

10:00am Wellington T (Rte. 16 – Medford) 7:30pm
10:30am Braintree T (Exit 17, Rte 3) 7:00pm
11:00am Riverside T (Exit 22, Rte 95/128) 6:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.



Salem Cross Inn Christmas Memories

Saturday, December 1, 2018 Fare: \$110 PP



PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

Please make all checks payable to: Mystic Valley Railway Society, Inc. and mail to:
MVR, P.O. BOX 365486, Hyde Park, MA 02136-0009. Thank you.
Information for handicapped Accessibility will be provided upon request. Your tickets and itineraries will be mailed about 5 days prior to departure.
Note: A service charge of \$20 will be assessed for returned checks.

LAST CALL

Festival of Trees

Saturday – December 8, 2018 Fare: \$92 PP

Follow the Boston Post Road to the Wayside Country Store. They have many delights including candy in Christmas gift packages and even an old-fashioned pickle barrel. A delicious lunch awaits us at The Chateau Restaurant in Andover MA. The day is topped off with a visit to The Festival of Trees in Methuen MA, now in its 25th silver anniversary year. There are hundreds of trees to view and, if you buy their raffle tickets, you could get lucky and win one.

FEATURES:

Round trip comfortable motor coach
Wayside General Store, Sudbury MA
The Chateau Restaurant, Andover MA
Festival of Trees, Methuen MA



TIMETABLE

8:30am Wellington T (Rte 16 – Medford) 5:30pm
9:00am Braintree T (Exit 17, Rte 3) 5:00pm
9:30am Riverside T (Exit 22, Rte 95/128) 4:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.



Festival of Trees

Saturday – December 8, 2018 Fare: \$92 PP

MEAL CHOICES:

- ☐ Chicken Parmigiana with Penne
☐ Haddock St. Germaine (cream & swiss cheese)
☐ Broiled Sirloin Tips & Chicken

PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

Please make all checks payable to: Mystic Valley Railway Society, Inc. and mail to:
MVR, P.O. BOX 365486, Hyde Park, MA 02136-0009. Thank you.
Information for handicapped Accessibility will be provided upon request. Your tickets and itineraries will be mailed about 5 days prior to departure.
Note: A service charge of \$20 will be assessed for returned checks.

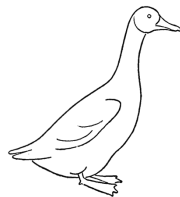
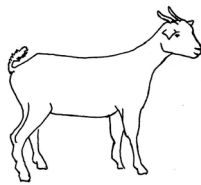
BOAR'S HEAD FESTIVAL

Sunday – January 13, 2019 Fare: \$99 PP

HAPPY NEW YEAR! Join us for a delicious lunch at Olive Garden before attending the famous Boar's Head Festival in Springfield MA. This spectacular Christian event originated in medieval England in 1314. Be amazed by a unique musical procession complemented by a large cast of costumed thespians and live animals, all in a church setting. After the performance, enjoy punch and cookies plus view the animals in the back of the church.

FEATURES:

Round trip comfortable motor coach
Olive Garden lunch
Boar's Head Festival



TIMETABLE

8:30am Wellington T (Rte 16 – Medford) 9:30pm
9:00am Braintree T (Exit 17, Rte 3) 9:00pm
9:30am Riverside T (Exit 22 off I95/Rte 128) 8:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.



BOAR'S HEAD FESTIVAL

Sunday – January 13, 2019 Fare: \$99 PP

MEAL CHOICES:

- ☐ Tortellini
☐ Chicken Parmigiana
☐ Chicken Alfredo
☐ Shrimp Alfredo

PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

Please make all checks payable to: Mystic Valley Railway Society, Inc. and mail to:
MVR, P.O. BOX 365486, Hyde Park, MA 02136-0009. Thank you.
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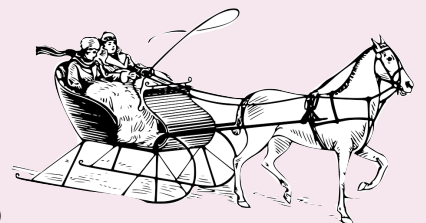
SLEIGHRIDE

Sunday – January 20, 2019 Fare: \$95 PP

Spend one day of this long winter weekend with us. Enjoy the Monadnock region of New Hampshire. We will dine at Papagallos Restaurant on the Keene/Swanzy border. Then it's a short drive to our friends at Silver Ranch Stables. Their lovely horses will be waiting to show us around the area.

FEATURES:

Round trip comfortable motor coach
Brunch at Pappagallos
Sleighride (or hayride, according to the weather)



TIMETABLE

8:00am Braintree T (Exit 17, Rte 3) 7:30pm
8:30am Riverside T (Exit 22, 95/128) 7:00pm
9:00am Wellington T (Rte 16 – Medford) 6:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.



SLEIGHRIDE

Sunday – January 20, 2019 Fare: \$95 PP

PLEASE PRINT ALL INFORMATION

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Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

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Lines from Ireland

August to October 2018 By James Scannell

The Iarnród Éireann/Irish Rail fleet consists of DART, InterCityRailcar, Commuter and diesel locomotives amounting to nearly 900 rail vehicles. The majority of the fleet is used to operate passenger services with additional stock assigned to provide freight services. Maintenance and cleaning are provided 24/7 to rolling stock at a number of depots throughout the Republic of Ireland. The Chief Mechanical Engineer's Department handles other fleet projects such as specifying and ordering new rolling stock and modifying, improving and overhauling the existing fleet when required. The 071 Class diesel locomotives entered service back in the late 1970s after being ordered from General Motors in the U.S. They were used for all passenger services for twenty plus years until phased out during the 1990's. Twenty-one locomotives in total were ordered with three being used by Northern Ireland Railways and eighteen used by Iarnród Éireann for passenger services. These locomotives weighed 99 tons, had a maximum speed of 90 mph, and were delivered in the black and orange 'Supertrain' livery which replaced the previous black and tan color scheme. As these locomotives began to be phased out from operating passenger services, they were moved onto freight and permanent way trains. For the last twenty years these locomotives have operated the Tara Mines, timber and other freight and permanent way services and are still in service. In 2013 a refurbishment programme was started whereby all eighteen locomotives this class received an overhaul, corrosion repairs, new panels, refurbished bogies, new cabs and a new slate grey livery. In April this year 071 class locomotive No. 075 was brought into Inchicore Depot, Dublin to be overhauled. The work involved the complete stripping down of the locomotive structure to bring it back to its former glory. The refurbishment work was carried out by a team of dedicated and professional staff in Inchicore, managed by Derek Murphy and the train presentation remote team. The loco was showing her age when it arrived into the Depot and it took a couple of months before the refurbishment works was completed in August.

A major project to replace Iarnród Éireann's life-expired 19th-century Pearse Station roof in Dublin commenced over the last weekend of October which was a bank holiday. The roof structure, which dates from the 1880s, is in poor condition, and protective mesh netting has been in place in the station below roof level in recent years to protect customers and rail services due to the corrosion which has occurred. Its replacement has been identified by Iarnród Éireann as a crucial safety project. Although the roof is not a protected structure, Iarnród Éireann has specified that the external appearance and character of the structure should be maintained. The project will cost US\$19M million, is funded by the National Transport Authority, and will take place over a period of 23 months. While most of the work will not affect rail services and is planned to take place in the daytime to reduce impact on the surrounding areas, Iarnród Éireann does expect that the station will need to be closed for up to 13 weekends over the 23-month period for round-the-clock works, involving crane operation to install sections of the new structure. Dates of works will be confirmed, with the next weekend station closure taking place in late January 2019. Train services through the station will be suspended during these weekends, meaning train services would not operate between Dublin Connolly and Grand Canal Dock. Community Liaison arrangements are in place to engage and consult with residents, businesses and public representatives throughout the project.

The works will involve the replacement of all primary trusses with new steel trusses or similar, and the existing roofing materials with new materials chosen to maintain the external appearance and character of the structure. Significant work will also be necessary to separate the ongoing works from both the operations of the station and from the surrounding high-density area which includes residential, commercial, educational and amenity areas. A crash deck will be installed over the main station for the duration of the works. Physical works will take place between October 2018 and July 2020.

Iarnród Éireann has advised customers that, following a determination by the National Transport Authority (NTA), revised fares will apply on some services from December 1st, 2018. For December Taxsaver renewals, revised fares will apply from November 1st; Dublin ShortHop Zone (SHZ) Monthly and Annual fares will reduce by 5.8%; fare for multi-operator monthly and annual tickets for bus in Dublin, rail in the SHZ and Luas will reduce by 6% while other multi-operator fares will not change; Schoolchild Leap will remain at US 90 cents and schoolchild cash at US\$1.40; no increase in SHZ family fares; no increase in the most common monthly and annual Intercity season fares, with other monthlies and annuals increasing by a maximum of 1.7%. Most Intercity express single fares are down by 5% for the second year in a row making these fares cheaper than they were in 2012.

International News – August to October 2018 Statement on London, U.K. Crossrail Project

At the end of October London's Transport Commissioner, Mike Brown, said: "The confirmation of an interim financing package between the Government and the Mayor of London will enable Crossrail Ltd. to continue its construction work and vital testing at pace to open the Elizabeth line to passengers as quickly as possible. The funding will go towards Crossrail Ltd. completing the final fit out of the tunnels, work on stations and the extensive safety and reliability testing needed for the new systems. We have commissioned independent reviews into Crossrail Ltd's governance and financing to ensure its projections are robust. These reviews are being carried out by auditors KPMG and once this work is finalised a full financing agreement will be developed by the Government and Mayor of London. Once opened the Elizabeth line will transform travel across London, boosting the economy by billions of pounds Sterling and supporting thousands of new jobs and homes in London and the South East."

London's Victoria Tube station becomes 75th station to be made step-free.

Transport for London (TfL) announced on October 22nd that Victoria tube station is now step-free, improving access to the transport network for millions of people. Seven new passenger elevators have been installed at the underground station, making journeys step-free between the street and Victoria line trains and the District and Circle line platforms. Customers from the mainline station can now also travel step-free from trains to the tube station and interchange more easily between the three tube lines. This station is the fourth-busiest on the London Underground, serving more than 79 million customers each year. The new elevators will help ensure the station is accessible to all customers, including disabled or older customers, parents or carers with strollers, and people with heavy luggage. The new lifts are part of an upgrade project that has almost doubled the size of the station, with the very final work on the Tube station to be completed later this year.

TravelSafe Partnership launches day of action to tackle antisocial behaviour.

October 16th was the latest TravelSafe day of action in Manchester, U.K., which saw two of the city centre's biggest transport hubs and surrounding areas targeted as part of an ongoing and proactive approach to community reassurance and engagement. Shudehill Interchange, Victoria station and the surrounding community were prioritized following an increase in incidents in the area – including thefts targeting local bus services – and resulted in two people being arrested. The partnership uses the latest data to inform priorities and recent figures showed that 60% of recent assaults had taken place at Shudehill Interchange on a Friday. Officers and staff maintained a highly-visible presence at stops, stations and on services in and out of the city, speaking to passengers and members of the public about the partnership, while also deterring crime and anti-social behavior.

Transport for Greater Manchester, U.K., scoops two transport 'Oscars'.

In October Transport for Great Manchester was named U.K. City-Region Authority of the Year and won a joint award with Manchester City Council for cycling infrastructure innovation. The awards were presented at the prestigious National Transport Awards ceremony on October 11th. Judges were impressed with TfGM work during 2017 which started with the opening of Metrolink's Second City Crossing. This major project added 1.3km of track through Manchester city centre and was followed by the laying of the first piece of track on the Trafford Park line, the completion of the US\$150M Bus Priority package and the opening of a new transport interchange in Bolton. The Wilmslow Road and Oxford Road Cycleway – one of the most innovative UK cycling schemes outside London – was deemed the best entry in the Excellence in Cycling and Walking category. The project, a joint scheme involving Manchester City Council, impressed the judges by trebling the number of cyclists using the route compared to pre-construction.

Up, up and away - an aerial tramway in New York City

By Dirk Hertel

On a hot July weekend in Manhattan, we looked for somewhere with a breath of fresh air that was not far away and easy to reach. My finger stopped on the map at the Upper East Side where it said there is an aerial tramway to Roosevelt Island in the East River. I expect this means of transport in the Swiss Alps not New York City. We just had to check it out. After emerging from the subway at Lexington Avenue/59th Street and walking two blocks east to the intersection of 59th Street and 2nd Avenue, ahead of us stretched the ramps onto the huge Queensboro Bridge. To our left was Tramway Plaza, a small park dominated by a tall steel-and glass tower from which a large cabin emerged, suspended from two parallel steel cables on which it swiftly moved upwards past a succession of tall steel towers paralleling the northern side of the bridge.



Adam Wiebe's tramway in Danzig, 1644 (Wikipedia)

An aerial tramway is suspended from cables whereas a funicular railway (that I wrote about in the last Waybill) runs on tracks. Aerial tramways originated from quarrying and mining; the first-known operational aerial tram – a line of buckets suspended from a moving rope pulled by horses – was installed in 1644 by Dutchman Adam Wiebe to move building materials across a river to fortify the Polish city of Danzig. Aerial tramways for moving people only were developed after the invention of steel cables and with rising tourism. They became especially popular in the Swiss and German Alps being easier to install and less costly to operate than funicular or cog railways. More recently, aerial tramways have been used for public transportation in cities where traffic congestion hopelessly stalls buses and lack of open space and mountainous geography makes surface or underground railways too expensive. The most successful example is Mi Teleférico, a system of 11 aerial tramway lines in the Bolivian capital La Paz.

Back in New York, we were pleasantly surprised that the turnstiles accepted our MetroCards and even offered a free transfer from the subway. The aerial tramway runs in each direction every seven and half minutes from 6:00am to 2:00am (3:30am on weekends), and more often during rush hours. I took in some technical details during the short wait. Two cabins run back and forth on two parallel pairs of fixed track cables. Each hangs from an A-frame superstructure with 16 wheels (8 on each cable) and is pulled between the two termini by an endless-loop haulage cable. Setting off towards Roosevelt Island across the East River is no less exciting than riding an aerial tramway in the Alps because of the tiny city blocks, cars, boats and people down below. New York City suddenly becomes a model railroad layout! The sheer scale of the mechanical structures is impressive: first we climbed up across two steel towers to reach 250ft above the East River, then crossed to a third tower and dove down to the Island terminus. That amazing journey takes only about 3 minutes, covering 3,100 ft at about 16 mph. The electric haulage machinery is located on Roosevelt Island, where we learned that the cabins are not connected but operate independently.

Outside, in a small park surrounding a historic, beaux-arts style trolley kiosk interpretive signs provided historical background. The kiosk had been relocated from an electric trolley line that had connected Queens and the Upper Eastside when the bridge opened in 1909. That trolley stopped high above the Island on the bridge, and passengers took a nine-story elevator to and from ground level. The trolley ceased operation in 1957 and the elevator was dismantled in 1970. The seventies saw new housing developments on Roosevelt Island and some commuter service was needed until a new subway would reach it. Three options were studied: a ferry, a new elevator connecting to buses, and an aerial tramway. The latter won out and was built by Swiss company Von Roll in 1975-76. Although only intended as a temporary solution, it became so popular amongst commuters that operation continued even after the subway link opened in 1989. Following several breakdowns, it was completely rebuilt in 2010 by Italian-French aerial lift manufacturer Leitner-Poma.



View from the aerial tramway
over Queensboro bridge



Terminus on Roosevelt Island.

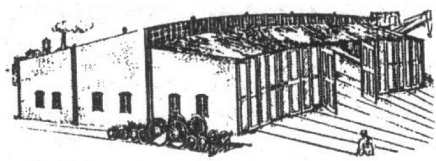
During our return journey we watched an engineer who, to visually inspect the track cables, had climbed through a roof hatch into the superstructure of our cabin. This was a live illustration that safety and reliability matter in the design and running of this tramway: it can operate in winds up to 50 mph, has backup generators, and each car is operated independently. During Hurricanes Sandy and Irene, it stayed in service longer than any other New York City public transportation. Roosevelt Island with its parks and sweeping views of Manhattan is certainly worth a visit and, rather than creeping along by subway or bus, it is definitely special to swoop in by aerial tramway.



Find us on
Facebook
www.facebook.com/MysticValleyRailwaySociety



The Roundhouse



The Albany Times Union reports that all Amtrak trains which had been using Grand Central Station during the summer construction period are back to Penn Station in the first week of September. Amtrak spent an estimated \$45 million to \$50 million on infrastructure improvements over the summer that included track work in Penn Station as well as rehabilitation of the tracks on the Empire Connection, the line used by upstate trains to reach Penn. The Spuyten Duyvil Bridge along the Empire Connection route was removed from its piers and placed on a barge, where workers upgraded the mechanical and electrical systems. It was then lowered back in place. [Railpace Magazine October 2018 issue, back cover, has a picture of this bridge being put back in place].

The Boston Globe reports that the MBTA wants to replace the North Station draw bridges by 2026. Preliminary planning work is beginning now. North Station has two 80-year old drawbridges, each has two tracks. The B&M once had four double track drawbridges here. The MBTA plan is to increase the current four tracks across the Charles River to six tracks.

Many rail travelers get frustrated with Amtrak's poor on-time performance record. Many wish for a law that gives passenger trains priority over freight trains. The following lengthy quote from the railroad trade publication Railway Age explains why this is not so simple: "Welcome to an interminable legal donnybrook—a hereditary emolument for involved attorneys—featuring Amtrak and freight railroads over whose privately-owned track Amtrak trains operate with diminutive hint of scheduled precision.

"The current fisticuffs began in 2008 upon enactment of the Passenger Rail Investment and Improvement Act (PRIIA), whose Sections 207 and 213 aimed to improve an abysmal 42% on-time performance (OTP) for long-distance passenger trains.

"Ten years later, Amtrak's on time performance remains dreadful, in spite of the PRIIA. Roots of this raw saga extend to 1970, when Amtrak was created to relieve privately-owned railroads of an unfunded mandate to operate intercity passenger trains whose current-dollar \$6 billion annual loss was an intolerable burden on stockholders and freight shippers. The congressionally-brokered deal gave Amtrak access to the freight rail network at a regulated fee that the freights bemoan as woefully inadequate.

"In 1973, with tribalism affecting Amtrak OTP, Congress ordered that freight railroads provide undefined priority handling of passenger trains—a mandate freights allege inconveniences time-sensitive freight fully paying its way. In 2008, with Amtrak's on-time performance perennially appalling amidst accusations of discriminatory dispatching, Congress pounced.

"PRIIA Section 207 empowered Amtrak and the Federal Railroad Administration (FRA) jointly to establish minimum metrics and standards (M&S) to assess the on-time performance of intercity passenger trains hosted by freight railroads. Section 213 allows the Surface Transportation Board (STB) to investigate poor Amtrak on-time performance and prescribe damages for delays attributable to host railroads.

"When Amtrak and the FRA finalized metrics and standards in 2010, freight railroads went to court, asserting that the transfer of regulatory power by Congress to a private entity—Amtrak, which competes with freight railroads for scarce track space—violated the Constitution's "non-delegation" doctrine and its Due Process Clause.

"Following lower court schisms, the Supreme Court answered the delegation of powers question by ruling that Amtrak, although created by Congress as a "for-profit corporation" (even though it has never turned a profit) is, for purposes of the PRIIA, an arm of the federal government.

"On remand, a circuit court of appeals was left to decide the Due Process Clause issue—whether Amtrak's self-interest in the outcome could be kept "in check" by a disinterested FRA. The court answered in the negative, because there is an "intractable

disagreement" between Amtrak and the FRA in writing metrics and standards the PRIIA problematically provides for binding arbitration by a Surface Transportation Board (STB) appointed arbitrator.

"As binding arbitration would be a "final agency action" by an individual neither appointed by the President of the United States nor whose decisions are reviewable by Presidentially-nominated members of the STB, the court saw a violation of the Constitution's Appointments Clause.

"Although railroads argue there "is nothing in the [PRIIA] grant of regulatory power to Amtrak that can be salvaged," the appellate court, in a split decision, disagreed—ruling that the severing from the statute of the binding arbitration provision cures all remaining constitutional problems, as no metrics and standards will go into effect without approval of a disinterested (in the outcome) FRA.

"In a dissent, Judge David S. Tatel said there remains a Due Process Clause violation as Amtrak is "an economically self-interested actor," and the FRA is not a disinterested party.

"Railroads likely will mount another appeal, convinced that if the PRIIA sections stand, Amtrak, with assent from a politicized FRA, will have unconstitutional power to commandeer the assets of privately-owned freight railroads.

"Of note, the Senate voted 99-0 in July to instruct Amtrak's inspector general to update on-time performance.

"Also, a federal court struck down an attempt by the STB to promulgate its own version of M&S, ruling the STB acted beyond its statutory authority"

I realize that the above quote makes for heavy reading, but think it is helpful for rail passengers to have some knowledge of the legal complexities involved in this issue. A quick summary of the Railway Age article is that this issue has been a bonanza for lawyers and a nightmare for rail travelers.

TRAINS Magazine also devoted some space to on-time performance. See page 24 of the October 2018 issue. TRAINS mentions track construction, passing sidings that are too short, limited crossovers, and freight crew shortages as contributing factors to the problem. TRAINS mentions the Crescent, Empire Builder, Illini, and Saluki as trains affected by this problem. TRAINS also said that Illinois Senator Dick Durbin is taking an active interest in this issue.

In the November 2018 issue of TRAINS, columnist Fred W. Fraley offered a dissenting view. He brings up the fifth amendment of the US Constitution. This amendment is famous for protecting criminal defendants from answering incriminating questions from police and prosecutors. It also contains the "Takings Clause" which prohibits the government from taking private property without just compensation. (Here is quote from the fifth amendment "nor be deprived of life, liberty, or property, without due process of law; nor shall private property be taken for public use, without just compensation"). He talks about a recent trip on Amtrak's Empire Builder which was running 8 hours late. The problem was not long waits in sidings for freights going in the opposite direction. It was mostly yellow signals caused by slower moving freights in the same direction. He argues that Amtrak trains eat track capacity on busy single-track lines as if they were two or three freights. He speculates that freight railroads could win a lawsuit based on the fifth amendment and demand much higher fees for use of their tracks than Amtrak is now paying them. Mr. Fraley is a professional railroader and a railfan and a regular train rider.

Those of us who collect old employee timetables and railroad rule books know that there was a time in railroad history when passenger trains made profits and employee timetables and rule books defined passenger trains as first-class trains and commanded other trains of inferior classes to stay out of their way. This benefitted even the money-losing commuter trains and branch line local passenger trains.

The MBTA has announced plans to re-route Pan Am freight trains from the Lowell Line [former B&M New Hampshire Division] to the Haverhill Line [former B&M Portland Division Western Route Main Line]. This detour will run from September to end of 2018. The reason is the construction of the new Green Line extension. Freight movements will be mostly at night. This affects the gravel train to Boston Sand and Gravel as well as local freights to North Shore destinations. [Mass-

DOT memo posted to Facebook by Mark Jackson]

Here is a summary of another fascinating article from Railway Age. William C. Vanuono, Editor-in-Chief wrote on 9/18/18 that Union Pacific has announced a new operating plan called "Unified Plan 2020". It is based on Precision Scheduled Railroading principles that were implemented at IC, CN, CP, and CSX by the late E. Hunter Harrison who died while CEO of CSX. UP will begin with their Texas to Wisconsin corridor. UP Chairman, President and CEO Lance Fritz said the railroad, the largest in North America, is "not currently meeting customer expectations. Unified Plan 2020 is our path forward to secure our place as the industry leader in safety, service and financial performance."

UP's version of PSR involves:

- "Shifting the focus of operations from moving trains to moving cars.
- "Minimizing car dwell, car classification events and locomotive power requirements.
- "Utilizing general-purpose trains by blending existing train services.
- "Balancing train movements to improve the utilization of crews and rail assets."

The last paragraph of the Railway Age Article goes on to speculate about possible mergers:

"There has been some speculation that UP 2020 is being implemented in preparation for a UP-CSX merger, which in turn could prompt a final round of Class I consolidation. Should that occur, two giant east-west transcontinental systems will probably emerge, with the likely combinations of UP-CSX-Canadian Pacific and BNSF-Norfolk Southern-CN. Whether Kansas City Southern is absorbed by one of these mega-railroads remains to be seen. If anything, KCS de México would most likely remain independent."

TRAGEDY ON METRO NORTH – Two brothers from New Hampshire who were Red Sox fans climbed on the roof of an electric commuter car, possibly to display a Red Sox banner. The conductor was able to save one of them but the other died after coming into contact with the catenary. There were doctors and nurses on the train who made valiant efforts to save the victim with CPR but were unable to do so. The tragedy happened at Mamaroneck NY. The train was full of baseball fans returning from a Red Sox vs. Yankees game. [Rockland/Westchester Journal News].

The dome car on Amtrak train 690, the Downeaster struck a tree limb on Saturday, September 22. This resulted in broken glass on the outer pane of one window. The car has double pane windows, the inner pane was not broken. [Facebook Downeaster Group].

The MBTA has begun design work to make the Natick Commuter Rail Station fully handicapped accessible [Railpace].

TRAINS Magazine November 2018 issue has a major article on the 40th anniversary of VIA RAIL CANADA. There is a sad map on pages 28 and 29 showing all the lines that have been lost in red and remaining lines in blue. The Quebec City to Windsor corridor is OK but much service outside this corridor has been lost and most of what remains is three days per week. Time flies, it is hard to believe that 40 years have gone by since CN and CP ran their last passenger trains. VIA has even less clout with freight railroads than Amtrak.

That same issue of TRAINS also includes a 10-page article on the freight railroads of New England by Brian Solomon. There is a detailed map on page 49.

Amtrak's Inspector General, Tom Howard sent a report entitled Top Management and Performance Challenges—Fiscal Years 2019 and 2020 to Amtrak CEO, Richard Anderson. The report is 44 pages long and is available on line. Here are a few of the more interesting paragraphs:

"The company's workforce includes about 16,800 union (agreement) employees and 2,700 management employees. In Fiscal Year 2017, these employees' salaries, wages, and benefits totaled about \$2.1 billion. And since FY 2012, these costs have consistently accounted for about 50 percent of the company's overall expenses. The company also employs at least 3,100 contractors who help meet its workload demands."

"The company has also focused more on taking care of customers, as evidenced by its decision to fund initiatives that address customers' needs. Notable initiatives include refreshing passenger car interiors, providing customers with cleaner bathrooms, and de-

veloping additional training for all customer-facing employees. In addition, the company is pursuing a once-in-a-generation upgrade to its diesel locomotives and passenger rolling stock, as well as major redevelopment initiatives at some of its largest stations."

"Completing the installation of PTC [Positive Train Control]. The company identified PTC as its key safety system for preventing train collisions, and was one of the first railroads in the United States to have a functional PTC system on segments of track it owns, including about 510 miles in the northeast and about 230 miles in Michigan.⁵ The company plans to complete PTC implementation on tracks it owns in three other areas by the end of 2018, as required by federal law—on the Hudson line in New York (about 95 miles), on the Springfield line in Connecticut (about 60 miles), and at the Chicago Passenger terminal (about 2 miles)."

From the Amtrak Northeast Group on Yahoo we have a few quotes from Amtrak CEO Richard Anderson at a town-hall style meeting for Amtrak employees:

"We are receiving the largest grant in the history of Amtrak – more than we requested and more than what is in the FAST Act (\$1.7B). We also have an additional \$600 million in funds available through the grant process for the Northeast Corridor. This funding gives us the capability to execute on all the pillars of our strategy in a way we've never had before. Let's deploy this capital wisely and only consistent with our statutory mandate."

"We are going to the Board in April with a five-year capital plan to double our equipment capacity on the Northeast Corridor. All total, it will be somewhere between \$400M to \$500M. We need to buy a new undercutter, a new track laying machine and a new set of high-speed surfacing machines. We're going to be hiring more Maintenance of Way employees and buying more equipment so we can double the output of our undercutter and our track laying machine up and down the corridor. This is hard, difficult work that our people do well. It's imperative that we increase our investment here."

"These are two big programs for us. We want to get an RFP [Request For Proposals] completed and contracts awarded this year. There is no reason why we can't. In large measure, our Amfleet cars and P42 locomotives can be replaced by more modern, lightweight, environmentally-sensitive, ADA-compliant equipment that will give us a completely different product. If we want to appeal to a millennial generation in high-density urban markets, we need the same kind of modern, unit trains we see operating in Europe and Asia. Making these investments now will benefit the next generation of Amtrak."

From the Amtrak Web Site: "The Massachusetts Department of Transportation has announced it has committed approximately \$700,000 to help Amtrak make safety improvements at the public railroad crossing at Birnie Road in Longmeadow. This funding is expected to cover approximately 90% of the cost of the improvements. Amtrak, which owns the railroad line and is carrying out the project, will fund the remaining costs." There have been five deaths at this crossing since 1975. Work is scheduled to start in 2019.

From the Wabtec Web Site. – "Wabtec and GE Transportation will be combined in a transaction in which GE will (i) sell a portion of the assets of GE Transportation to Wabtec; (ii) complete the spin-off or split-off of a portion of GE Transportation to GE shareholders; and (iii) immediately thereafter merge GE Transportation with a wholly owned subsidiary of Wabtec. Upon closing, Wabtec shareholders will own approximately 49.9%, and it is planned that GE shareholders will own approximately 40.2%, and GE will own 9.9% of the merged company on a fully diluted basis. GE has the right to increase the portion of the merged company owned by GE shareholders (subject to a corresponding reduction in GE's ownership)." Wabtec was formerly known as Westinghouse Air Brake. It is a very well-known name in the railroad supply business with a history dating back to the nineteenth century. This combination is expected to become final in the first quarter of 2019. This means that GE and GM, the two companies that dominated locomotive manufacturing since the dawn of the diesel age, are out of the locomotive business.

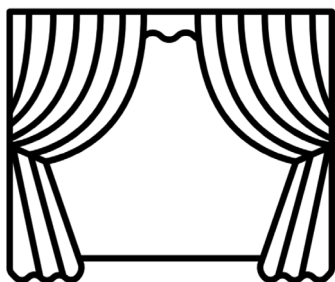
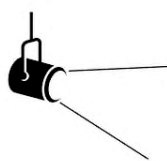


WEEKEND DAY TRIPS

LONE STAR LOVE POTION

Sunday – February 24, 2019 Fare: \$102 PP

A winter's day? Don't stay home. Join us in Newport RI for a bountiful buffet lunch, followed by a play with plenty of laughs and, to end it all, a cabaret show!! DO NOT BE SNOWBOUND!!!!



FEATURES:

Round trip comfortable motor coach
Buffet lunch at the Newport Playhouse
Play and cabaret show

TIMETABLE

8:00am	Wellington T (Rte 16 – Medford)	7:30pm
8:30am	Riverside T (Exit 22, 95/128)	7:00pm
9:00am	Braintree T (Exit 17, Rte 3)	6:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.

LONE STAR LOVE POTION

Sunday – February 24, 2019 Fare: \$102 PP



PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

Please make all checks payable to: Mystic Valley Railway Society, Inc. and mail to: MVRs, P.O. BOX 365486, Hyde Park, MA 02136-0009. Thank you.
Information for handicapped Accessibility will be provided upon request. Your tickets and itineraries will be mailed about 5 days prior to departure.
Note: A service charge of \$20 will be assessed for returned checks.

SUGAR TIME AND CT CAROUSELS

Saturday – March 16, 2019 Fare: \$97 PP

Travel the roads south to visit the fascinating horses and more in the New England Carousel Museum, Bristol CT. On-site is also the Museum of Fire History, where you'll see the tools of the trade and learn about life-saving techniques. Lunch will be at the Adams Mill Restaurant, located in a renovated 130-year old paper mill. And what spring trip would be complete without learning how maple sugar is made?



FEATURES:

Buffet lunch, Adams Mill Restaurant, Manchester CT
New England Carousel Museum
Museum of Fire History
Lamothe's Sugar House, Burlington CT

TIMETABLE

8:00am	Wellington T (Rte 16 – Medford)	7:30pm
8:30am	Braintree T (Exit 17, Rte 3)	7:00pm
9:00am	Riverside T (Exit 22, 195/Rte 128)	6:30pm



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Nantucket Daffodils

Saturday – April 27, 2019 Fare: \$98 PP

Come visit one of America's famous little islands. Help us to celebrate spring and the yellow daffodils, as we travel by coach and ferry to Nantucket. We should arrive just in time for the noon parades through the town: antique cars adorned in daffodils and then some amazing pets. Be sure to enjoy this grand event. Explore the town and surrounding area at your leisure and discover your own place for lunch.

FEATURES:

Comfortable motor coach
Round-trip Hyannis Steamship Authority ferry
Nantucket Daffodil Days
Over 5 hours on the island



TIMETABLE

6:30am	Wellington T (Rte 16 – Medford)	10:00pm
7:00am	Braintree T (Exit 17 Rte 3)	9:30pm



All times are approximate and subject to change

Reserve in advance – capacity limited. Please read carefully and complete all details when requesting passage. Please include FULL NAMES OF ALL IN YOUR PARTY when completing this form. Tours run rain or shine. Timetable is subject to change. NO REFUNDS.

Nantucket Daffodils

Saturday – April 27, 2019 Fare: \$98 PP



PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
Address _____ Boarding Station _____
City/Town _____ State _____ Zip _____
Email _____
Emergency Contact Name & Phone # _____

Please make all checks payable to: Mystic Valley Railway Society, Inc. and mail to: MVRs, P.O. BOX 365486, Hyde Park, MA 02136-0009. Thank you.
Information for handicapped Accessibility will be provided upon request. Your tickets and itineraries will be mailed about 5 days prior to departure.
Note: A service charge of \$20 will be assessed for returned checks.

Booking Conditions



"We expect people to act respectful in a cordial manner. We also expect our passengers to follow instruction from supervised personnel on all transportation vehicles, i.e., trains, buses, boats, etc. It is important instructions be followed to maintain safety of all participants.

If any passenger is disruptive or refuses to follow direction they are subject to be prohibited from taking part in future trips. To be clear we consider non-compliance with safety directive to be a serious matter as well as use of foul language and disruptive conduct. Any of these behaviors will be grounds for prohibition of participation in future trips and events."

Handicapped Information

The Mystic Valley Railway Society, Inc., endeavors to provide its passengers with information regarding the accessibility of and facilities available for the benefit of our handicapped ridership. In doing so, we make inquiries of the facilities visited and equipment used on each of our trips. Accordingly, since we merely convey this information, we cannot be held responsible for its accuracy.

If you are not self-sufficient and have special needs, you must travel with a companion who can provide assistance to you. By making a reservation for a trip, you are certifying that you do not have any mental, physical or other medical/disability condition that could compromise your safety or that of other trip participants. If you are uncertain about the demands or difficulties of a particular trip or event, please call us for details.

RESERVATIONS

Please send a separate check and SASE for each trip. This way, if a trip did have to cancel, your check could be returned immediately. You will now find a separate coupon for each trip. If you want to come as a group, please list your group together in one reservation and sent to one address.



HEAR YE! HEAR YE!

The Call Goes Out To All Groups! 10 For 10



Group Sales Policy: 10 or more tickets purchased in ADVANCE by the SAME PERSON will be entitled to a 10% DISCOUNT subject to availability.

BLOCK SPACE may be arranged on any non-restricted event with Ticket Coordinator or Tour Director (when assigned) at least 50 days prior to departure. For further information, please contact the Mystic Valley Railway Society, 617-361-4445 or e-mail at contactus@mysticvalleyrs.org.