

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. Goellet



VOL. 49 NO. 2 ISSN 0897-7577 Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleys.org JUNE - AUGUST 2018
www.mysticvalleys.org

SUMMAH IN MAINE

SATURDAY - JUNE 2, 2018



Details on page 5

Sailing on Lake Sunapee

SUNDAY - JULY 8, 2018



Details on page 5

CABBAGE ISLAND

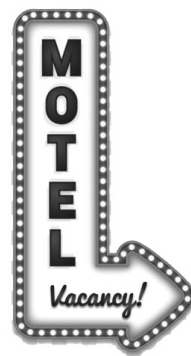
SATURDAY - JULY 21, 2018



Details on page 5

Lobsterfest with "No Tell Motel"

SUNDAY - AUGUST 5, 2018



Details on page 5

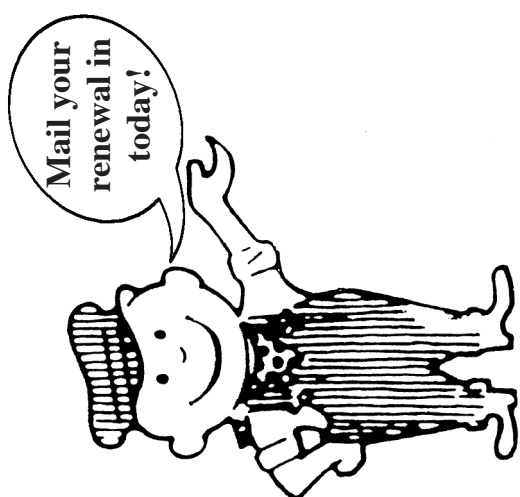


SHELBURNE MUSEUM WEEKEND FRIDAY 6/22/18 - SATURDAY 6/24/18



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Mystic Valley Railway Society, Inc.
P. O. Box 365486
Hyde Park, MA 02136-0009



Deadline for Next Issue: August 1, 2018

Include your previous address with
all address corrections



NOTICE!

**VOLUNTEERS
NEEDED**

**MEMBERSHIP
RENEWAL**
April 1, 2018 -
March 31, 2019



**Keep the Good
Times Rolling**

Details on Page 2



From the President - Theresa E. Rylko

Happy New Year as we start our 47th year. There have been a lot of changes, but one thing stays steady. That is your love for traveling with the club. Thank you for your help in passing the Waybills out in your area. Please let us know if you have a place that you would like the club to

visit. If you have a note you wish to put under Member-o-Gram please send it in, marked Attention: Member-o-Gram, and I will forward to the Waybill editor to include in an upcoming edition. Remember this is your Waybill and the best way to communicate with other members. Thank you

for your comments concerning your membership. Our membership year runs from April 1 to March 31. We use the first year of the membership for coding the Waybill, so this year will be coded M18.

road Hobby Show in West Springfield, the trade show coordinators are seeking train-related items to sell for fundraising. If you are spring-cleaning or downsizing and can bear to part with anything, contact MVRS and we will make arrangements to obtain those treasures. At this year's Amherst Show I delighted future train enthusiasts with starter train sets at low cost. Biggest smiles on the faces of two young boys and their Dads. We can continue to do our best for our members and most certainly appreciate your input for future adventures. Come on board!

From the Vice President - Jeff Costello

You know April showers bring May flowers and a fresh crop of interesting, fun trips from Mystic Valley Railway Society. The trip team has worked diligently to organize new trips as well as old friends. For the summer and early fall they have planned a mix of favorites such as Cabbage Island with new offerings like Newport RI to view carriage horses and "green animals". If you know of any interesting places and favorite restaurants that the members of MVRS would enjoy then the trip team would appreciate your input. We have a June weekend trip to the Shelburne Museum in Shelburne VT, our 2016 Russell Rylko Memo-

rial Grant recipient. They used the money to help fund refurbishment of the Grand Isle, a private passenger car, and re-ballasting the trackage it rests on. We are traveling there to view it and many other interesting exhibits. And again, the Mystic Valley Railway Society Grant Committee, consisting of Joe McDonough and I plus our newest member Dirk Hertel, have reviewed grant requests ahead of announcing the winners at the MVRS Annual Meeting and Appreciation Banquet held on Saturday May 5, 2018.

As ever, in preparation for our annual appearance at the 2019 Amherst Railway Society's Rail-

ble, and postage with no need to renew each year.

We are encouraging people to sign up for the trip to Vermont in June. The Shelburne Museum is a great is a place and I am looking forward to visiting it again. I also have three teddy bears from the Teddy Bear Factory. Maybe they need some new clothes!

From the Membership Chairman – Nancy Jeanne Martin

Greetings to all members. It was pretty chilly on the April 14 Springtime in Vermont trip, but now it is getting warmer. I took Amtrak to PA to visit with my son and it is little warmer here. I have been busy sending out membership letters and cards after Tracey Rylko put the information on the computer. For the year beginning on April

1, 2018 we have 323 life members. At the Saturday May 5 Annual Meeting I reported that so far this year we have 245 regular members and an additional 184 family members. Last year's total membership was 322 life members, plus 802 regular and 745 family members. Remember, signing up as a life member saves you time, trou-

From the MVRS Legal Counsel – Brad Pinta

What is the Massachusetts Homestead Law? This is a statute (G.L. c. 188) that became effective on March 16, 2011 and is designed by means of a simple step to protect up to \$500,000.00 of the equity in your house, condominium, or mobile home from certain creditors. If you have refinanced your mortgage since then, if you and your spouse are legally disabled or over the age of 62, if your home is owned by a Trust, or if you have never filed a Declaration of Homestead with the Registry of Deeds in your county, you should

consider doing so and secure the protection the law provides for your hard-earned home equity. Detailed information about the Homestead Law, including how to file a Declaration and the form(s) that you will need to do so, can be easily found at the website for the Massachusetts Secretary of State's Office at www.sec.state.ma.us.

Please also remember to review both your homeowner's and motor vehicle insurance policies each year to ensure that you have adequate coverage for any liability claims that could arise

against you or your family members from activities at your home or from driving a motor vehicle. If you have a swimming pool, often have guests visiting at your home, or frequently drive with passengers in your vehicle(s), then you should also consider purchasing an umbrella policy to increase the liability limits on your home and motor vehicle insurance. It's much better to be prepared.

were announced. It currently uses 80% of the former line. People who bought property beside the route were always warned the line could be re-opened so they could not bring legal action for compensation if it did. One Dublin property owner who brought an action against the Luas for noise had his case rejected by the courts.

Government policy in both Ireland and the UK is to try and encourage people to use public transportation but getting people to give up their automobiles is an uphill struggle. Remarkably, both the British and Irish governments separately have decided to try and eliminate gasoline-powered automobiles by 2045 in favor of electric cars.

Closer to home, my wish list includes a rail link between South and North Stations, a subway link from the Red Line to the Blue Line, and the Green Line extension into Somerville. And more Letters to the Editor, please!

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@mysticvalleyrs.org. Publication deadline: see page 4.

• **Sat. 6-16-18 and Sun. 6-17-18** (10am-4pm, gates close at 3pm): **Pioneer Valley Live Steamers, Fathers' Day Weekend Public Meet**, 108 Hillside Road, Southwick MA. Parking donation: \$5 per person or \$15 maximum. Train rides are free. Info: www.pvls.org

• **Sat. 7-14-18** (10am-4pm): **Lionel Operating Train Society, Model Train Show**, Manchester Downtown Hotel Expo Center, 700 Elm Street, Manchester NH. \$5 adult; free under 16 (with adult) and active military, firefighters, police. Parking \$6 (discounted). Info: 513-598-8240, www.lots-trains.org

• **Sat. 9-8-18 and Sun. 9-9-18: 26th Annual Glory Days Festival**, Historic White River Junction VT. Info: vtglorydaysfestival.com

• **Sun. 9-23-18** (10.00am-3.30pm): **Old Colony Model Railroad Club**, 18th Annual Model Train Show, Taunton Holiday Inn, Myles Standish Blvd, Route 495 (Exit 9), Taunton MA. \$5 adult; free under 12 (with adult) and scouts in uniform. Info: 508-285-3963.

• **Sat. 9-29-18** (10am-5pm) and **Sun. 9-30-18** (10am-4pm): **Pepperell Siding Model Railroad Club**, Model Train Show, Varnum Brook Elementary School, 10 Hollis St, Pepperell MA. Admission: \$5 adult; \$4 senior, \$2 ages 6-12; \$12 family (2 adults and children). Info: www.psmrc.org

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

From the Waybill Editor – Roma Hertel

We've had a Letter to the Editor! Member Oliver Lafitte from Paris, France wrote:

"I read in the 'Roundhouse' that Penn Station was the largest station in the western hemisphere with 430 000 passengers a day. It is extremely large, but it seems that Gare du Nord in Paris handles more passengers: the figures for each weekday in 2015 (from Wikipedia) seem to be 550 000."

Further proof of readership came when contributor Dirk Hertel suffered the chagrin of being told that his Frank Sprague column was wrong to mention "regenerative braking". Neither he nor the editor had spotted Word's incorrect auto-correction from the intended "regenerative braking", but both were mighty pleased to learn the column had been read.

Then I had an interesting exchange with columnist James Scannell about differing attitudes to public transportation. He had written "Lines from Ireland" as a break from preparing

a talk for Dublin's annual Local History Group Day on the Harcourt Street, Dublin to Bray, Co. Wicklow railroad line which closed on December 31, 1958. (James was in Bray station with his dad when the last train arrived and still has the engineer's autograph.) He mentioned that now most of the track bed is in use by the Luas Green Line.

I was curious to know how the reopening of long-disused tracks was viewed, since here stations and rail tracks are sometimes considered in an unfriendly light and meet opposition. Abutters feel as if they are being robbed of something not technically theirs. However, James related that although the rails and ties were removed, the undeveloped track bed remained the property of CIE with little building allowed on it. Within a decade that part of south Dublin became high developed with housing and industrial parks. From 1970 there were regular calls to reopen the line and in 1995 plans for the Luas

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

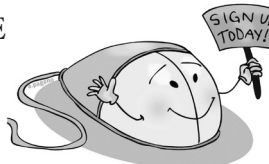
1. **Regular Membership** (one person) \$10
2. **Family Membership**
Price of regular membership for one member plus \$4 per additional person living in the same house with regular member. All are full members with only one copy of every mailing mailed to the family address.
3. **Life Membership** (one 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).

Discover
New England
By Train!

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



Got a Question:

call us at 617-361-4445 (24 hours) or online at: www.mysticvalleyrs.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
William Manning
Nancy Jeanne Martin
Joseph McDonough
Marcia Pennington
Mary Verner

Positions They Fill

Roma Hertel - Waybill Editor,
Button Maker
Dirk Hertel - Photography/Calendar
Billy Manning - Mailing Chairperson
Nancy Jeanne Martin -
Membership Chairman
Sally Avjian & Ellie Manning-
Trip Team (Planning Trips and Social
Event Co-Chairs)
Dan Ouellette - Web Master/Computer
Joe McDonough & Jeff Costello –
Trade Show Coordinators
Jeff Costello –
Communications Radios/Defibrillators
Marcia Pennington & Jeff Costello
– Boutique
Tracey Rylko –
Waybill Mailing Coordinator
Albert W. Avjian - Treasurer, Emeritus
Sally M. Avjian - Recording Secretary,
Emeritus



Tracks We Have Crossed

A Restaurant Island, Cabbage Island ME

by Gerard Sevigny

On Saturday July 27th, 2013 I took another bus tour. This time, it was to go to a clambake on Cabbage Island in Boothbay Harbor, Maine. Our bus departed at eight o'clock. We stopped for breakfast at a restaurant in Kennebunk, Maine.

We arrived in Boothbay Harbor which is a very beautiful place. I saw many sail boats and other boats in the harbor. This was my first time visiting here.

We boarded a boat, the Bennie Alice, to take us for a tour of the harbor and then on to Cabbage Island. Many lighthouses were pointed out on the tour. I wanted to take pictures, but I had left my camera behind. I met another person on the boat named Claire, who offered to take some photos and email them to me. She had visited here two times before. She was friendly and a very nice person and also quite helpful. We had some refreshments on the boat. Our bus driver came on the trip also and brought his camera to take pictures. He said that he has visited here three times before.

I was a little nervous on the boat because it was a bit windy and the waves seemed high, which made the boat a little rocky.

We arrived on the five-and-a-half-acre island south of Wall Point in Linekin Bay. We walked through a path in the woods and then came to an area that had four small buildings that was the restaurant. I spent quite a bit of time walking around the island. There were lots of picnic tables in the wooded areas.

The clambake with lobster is the big attraction on the island tour. Everything is

cooked in seaweed, steamed from top-to-bottom, covered with tarpaulins and rocks. The meal includes a steaming cup of traditional New England fish chowder, two bright lobsters, steamed clams wrapped in foil, and corn on the cob, onion, potatoes and a hard-boiled egg. I do not like lobster so chose chicken.

For dessert they served warm Maine blueberry cake. I ate it fast to enjoy it while it was still warm.

An elderly lady walked around the picnic tables. She introduced herself as Bennie Alice. Bennie Moore (mother to Wayne, Bob, Betty and Ginny) manages the gift shop and greets guests daily. She lives in a cottage on the island. She told me she would be 93 in October. She was friendly and looked very healthy. Spouses, siblings, children, nieces and nephews all contribute to the family-run business. I stopped into the gift shop and bought some postcards.

The boat took us back to Boothbay Harbor. We walked around downtown for a while and had a chance to visit many of the shops. We got back on the bus to head home at 5:00pm. We arrived at Wellington station at almost 9:00pm.

I enjoyed the trip very much. The weather was perfect. It was sunny and cool outside. Many people had wanted to spend the weekend there, but we couldn't because it was a planned tour. Several days later I received the pictures in an email from Claire. I enjoyed looking through them all. It was a great trip and I hope to visit again.

International News

by James Scannell

Half of all Tube and rail pay-as-you-go journeys across London UK using contactless payments

Nearly half of all London's Tube and rail pay-as-you-go journeys are now regularly made using contactless payment cards or mobile devices, according to Transport for London (TfL).

The convenient payment method, which was launched on buses in London in December 2012 and across Tube and rail services in September 2014, is now being used to make around 17 million journeys a week across London. Since launched, more than 1.7 billion journeys have been made across the capital, showing how Londoners and visitors have taken to using contactless payments as part of their daily life. On buses and trams, the use of contactless is also increasing rapidly, with around 45% of all pay-as-you-go journeys now being made using contactless.

While half of all pay-as-you-go journeys across London are now made using contactless payments, a number of stations, including Blackfriars, Shoreditch High Street, Canary Wharf, and Clapham Common, are consistently seeing more than 60% of all pay-as-you-go journeys made using contactless. Close to half-a-million contactless pay-as-you-go journeys are made from Oxford Circus every week - the equivalent of 50 cards touching in every minute.

Contactless journeys made using mobile devices continue to increase, with around one in eight contactless journeys in London now being made using a mobile phone or smart device.

On the London bus network, the most popular bus route for using contactless is the route 521 from Waterloo station to London Bridge station via Holborn, which regularly sees more than 60% of all pay-as-you-go journeys being made using contactless.

London's airports where pay-as-you-go is accepted continue to see a growing proportion of contactless journeys made from both UK and overseas customers. More than 35% of pay-as-you-go journeys from Heathrow airport, more than 40% of pay-as-you-go journeys from London City Airport and more than 55% of pay-as-you-go journeys from Gatwick airport towards London are now made using contactless.

TfL's contactless ticketing system automatically calculates the best value fare based on the customer's specific journey history and then charges them at the end of the day, ensuring customers always pay the best fare in the easiest and most convenient way. This means that customers could save money compared to buying a one-day Travelcard, helping them to travel around London more affordably. Customers using contactless also benefit from weekly capping, which will be expanded to Oyster card users later this year, as well as the Hopper fare, which allows bus and tram customers to make unlimited journeys within an hour for the price of one.

The success of contactless in London is now leading to more world cities introducing the technology as a convenient method of paying for travel. In 2016 TfL signed a deal worth up to £15m with Cubic Transportation Systems, allowing them to adapt the capital's contactless ticketing system worldwide. Since then, New York, Sydney, Miami, and Boston have all announced that they plan to introduce contactless payments in the coming years. (*Editor's note: also see The Roundhouse, page 7.*) From May this year, pay-as-you-go will also be extended to cover TfL Rail services between Heathrow airport and Paddington station, and will also cover the entire Elizabeth line when it launches in December.

Manchester UK Deputy Mayor and Travelsafe Partnership reassure public on safety of transport network

As part of the TravelSafe Partnership (TSP), Transport for Greater Manchester is working with the Mayor for Policing and Crime, Bev Hughes, and Greater Manchester Police (GMP) to reassure the public on the safety of the city-region's travel network, following a number of serious crimes and incidents of antisocial behavior in areas along the route of the Rochdale via Oldham Metrolink line.

GMP is providing extra patrols in areas where the incidents have occurred, and at the same time, the TSP continues to bolster its team including Police Community Support Officers (PCSOs), TravelSafe Officers, Inspectors and Sergeants.

In addition, the security of the transport network has been boosted through the expansion to 24/7 operation of its control centre based at TfGM HQ at 2 Piccadilly Place, Manchester, which has access to CCTV footage from across the Greater Manchester road network, park-and-ride sites, bus stations and Metrolink stops. The 24-hour control centre operation will also support greater reliability on the transport network as one of the key measures from the Greater Manchester Mayor's Congestion Deal.

SHELBURNE VT WEEKEND

Friday June 22 – Sunday June 24, 2018

Travel to the Green Mountain state. After lunch on your own, we'll tour the Teddy Bear Factory to see the bears being individually crafted and visit the Bear Hospital. Two nights at Quality Inn, Shelburne VT. Group dinner.

After Saturday breakfast spend the day at Shelburne Museum. See special exhibitions, historic collections, circus displays and the steamboat Ticonderoga. Shuttles run between the 39 buildings. The ongoing restoration of the 1899 private rail car Grand Isle has been partially funded by the MVRS Rylko Memorial Grant. Lunch on your own at the café. Group dinner.

Leaving Shelburne after Sunday breakfast, we'll head to Quechee Village where many shops sell antiques, jewelry, and Vermont-made products including Cabot Cheese. Lunch on your own. As we return to Massachusetts with fond memories of Vermont, there'll be an additional supper stop.

FEATURES:

Comfortable Motor Coach
Teddy Bear Factory Tour
Full day at Shelburne Museum, Shelburne VT
Quechee Village, Quechee VT
Included: two breakfasts and two dinners
On your own: three lunches, one supper



Write or call for full itinerary

Fares:

\$475 per person double occupancy

\$565 per person single occupancy

Non-refundable deposit of \$100 per person to hold your reservation.

TIMETABLE

8:00am	Braintree T (Exit 17, Rte 3)	6:00pm
8:30am	Riverside T (Exit 22, Rte 95/128)	5:30pm
9:00am	Wellington T (Rte 16 – Medford)	5:00pm

All times are approximate and subject to change



SHELBURNE VT WEEKEND

Friday June 22 – Sunday June 24, 2018

Fares:

\$475 per person double occupancy

\$565 per person single occupancy

Non-refundable deposit of \$100 per person to hold your reservation.



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.

A Little Bit of Oz

by Geoff Wright

G'Day. Here's a bit about myself. I started on the railroad as a cleaner then after a few months moved on to trainee. Passing exams allowed me to become a driver (*Editor's note: driver = engineer*). There were three different types of roster working. My first was a freight training roster, with the driver beside you in the cab as your regular mate: mine was giving me up to six hours a day with rules and regulations for approximately five years. Next came B roster where I spent eight-to-nine months on passenger trains, a collar-and-tie job. Then I was taken off and went into class again to learn the brakes, engine defects, rules and regulations, plus roads and signals. On April 14, 1976 I became a general class driver and after a few months stepped onto general class passenger trains.

From the steam days to the 1990s the railways were the backbone of Victoria. There were hundreds of locomotive drivers, shunters, and guards, with depot maintenance for over four hundred locos. All have been scrapped. When I joined in April 1971, Victoria had still several mainlines plus quite a few branch lines and fifty locomotive depots. I did a lot of relieving in Victoria as a driver and enjoyed it. By 2010, as I retired, I found the railways to be at rock bottom. There were just a few small depots remaining such as my old depot at Portland with ten drivers.

A company, National Rail, took over the administration but, in my opinion, got it all wrong. It should have been hook-and-haul. However, they carried on and that is why the depots and locomotives have all gone. This was done not only to Victoria but also New South Wales, Queensland and Western Australia.

MEMBER-O-GRAM

MVRS director **Joe McDonough** and his wife **Carol** recently returned from a three-month trip planned to escape the New England winter. It began with a month's stay in Santa Cruz on the island of Tenerife in the Canary Islands off the coast of Africa, followed by a month in Morocco and culminating in a month in Torrox, Spain on the Costa del Sol. A wonderful time was had by not only them but also the family members and friends who visited.

They found monthly rentals online and, free of the constraints of a hotel, lived, drove, shopped and ate out as locals. Even if you do not speak the local language they highly recommend such a trip: just be willing to smile, learn a few local phrases, and cope with whatever arises. Previous trips to Alicante and Palma Mallorca, Spain, Sicily and Portugal only had minimal difficulties.

Waybill contributor **Bob LaMay** has some busy days ahead. He is covering some of the testing on the new CT Rail commuter rail that starts

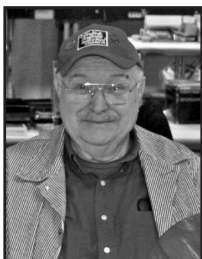


service 6/18/18. (*Editor's note: see Riding the Rails, page 6*)

On the Saturday April 28 Daffodil Days MVRS director **Elle Manning**, pictured here with director husband **Billy**, wore a perfect outfit for a sunny day.

MVRS director **Judy Berson-Hoyt** is missing Buddy, her faithful canine friend who recently died.

In Memoriam



JIM VENEAU of Quincy MA died Sunday April 1, 2018 at the age of 81. He is survived by his wife Barbara. For many years both were MVRS directors, Trip Team members, and tour leaders. Jim was an avid reader, and animal lover who enjoyed interacting with children especially during the Christmas season.

2018 W. Russell Rylko Memorial Grant Update

By the time you read this, the co-recipients of the 2018 Rylko Grant will have been awarded their disbursements at the Mystic Valley Railway Society Annual Meeting held Saturday May 5, 2018 at the Mt. Vernon Restaurant in Somerville MA. The award of \$6,100.00 was presented to the Wiscasset, Waterville & Farmington Railway Museum for the procurement of materials to assist in the bridging of the Trout Brook in their track extension of $\frac{3}{4}$ miles to their existing right of way. The award of \$3,900.00 was presented to the Boothbay Railway Village to assist in their ongoing project in the renovation of Bridgton & Saco River Railroad Coach # 11, the last surviving Baggage/Railway Post Office (RPO) car from the iconic two-foot gauge railroads of Maine. The successful completion of each project should greatly enhance the ability and enjoyment of the general public when viewing and learning the history of Maine Two-Foot Gauge Railroads.

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@mysticvalleyrs.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!



Find us on Facebook

www.facebook.com/MysticValleyRailwaySociety



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.

Calling all Members!

ARE YOU LOOKING FOR ACTIVITY??



NEW FRIENDS
TRAVEL OPPORTUNITIES
REWARDING EXPERIENCES
WAYS TO HELP OTHER MEMBERS
or SHARE A CAREER SKILL??



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

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

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



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.

DEADLINE FOR NEXT ISSUE
August 1, 2018



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June - August 2018 • The WAYBILL

5

WEEKEND DAY TRIPS

SUMMAH IN MAINE

Saturday – June 2, 2018 Fare: \$95 PP

Dine by the sea at Cook's Lobster & Ale House on Bailey Island ME. We will travel over the unique 1927 Cribstone Bridge that was rebuilt in 2009-11 so it could withstand another 85 years of ceaseless motion. Afterwards we will visit the Lands' End gift shop with its three floors of Maine enticements for your browsing pleasure. Our next stop will be the Peary-MacMillan Arctic Museum at Bowdoin College in Brunswick ME.

FEATURES:

Round trip comfortable motor coach
Cook's Lobster & Ale House
Lands' End Gift Shop
Peary-MacMillan Arctic Museum at Bowdoin College



TIMETABLE

7:30am Braintree T (Exit 17 - Rte 3) 7:30pm
8:00am Riverside T (Exit 22 - Rte 128/95) 7:00pm
8:30am Wellington T (Medford - Rte 16) 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.

SUMMAH IN MAINE

Saturday - June 2, 2018 Fare: \$95 PP

MEAL CHOICES:

- ☐ Broiled Scallops
☐ Cheddar Ale Meatloaf
☐ Chicken Cordon Blue

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.

Sailing on Lake Sunapee

Sunday – July 8, 2018 Fare: \$86 PP

Take a 1½ hour cruise on the waters of Lake Sunapee while enjoying a delicious buffet aboard a replica steamship. The dining decks are enclosed while the top deck features an open-air walkway. On the way home, we will stop at the Wild Goose Country Store. Here you will step back in time in a historic building specializing in nostalgic gifts and penny candy.

FEATURES:

Round-trip comfortable motor coach
MV Kearsarge Restaurant Ship
Wild Goose Country Store



TIMETABLE

8:00am Braintree T (exit 17 Rte. 3) 6:00pm
8:30am Riverside T (Exit 22, Rte 95/128) 5:30pm
9:00am Wellington T (Rte 16 – Medford) 5:00pm



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CABBAGE ISLAND

Saturday - July 21, 2018 Fare: \$115 PP

We will travel to Boothbay Harbor, Maine and board the Bennie Alice on Pier 6. After a scenic tour of Boothbay Harbor, we shall land on the 5½ acre Cabbage Island in Linekin Bay. There a feast of succulent Maine lobsters and clams awaits, complete with all the traditional fixin's, prepared by your hosts the Moore family.

FEATURES:

Round-trip comfortable motor coach
Cabbage Island Lobster Clambake



TIMETABLE

7:00am Braintree T (Exit 17, Rte 3) 10:00pm
7:30am Riverside T (Exit 22, Rte 95/128) 9:30pm
8:00am Wellington T (Rte 16, Medford) 9:00pm



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.

CABBAGE ISLAND

Saturday – July 21, 2018 Fare: \$115 PP

MENU CHOICES:

- ☐ Two 1½lb lobsters
☐ ½ BBQ Chicken

PLEASE PRINT ALL INFORMATION

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

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Lobsterfest with “No Tell Motel”

Sunday – August 5, 2018 Fare: \$108 PP

The Newport Playhouse offers a buffet with chicken and many other items including a red ticket for a lobster selection. Then walk the few steps into the air-conditioned theatre and check into the “No Tell Motel” where Brandon and Sarah's plans for a fun afternoon go awry due to some unplanned bumps in the road. After the play, return to the dining room for a cabaret of music, comedy skits and more laughter.

FEATURES:

Comfortable round-trip motor coach
Lobsterfest Buffet
Newport Playhouse & cabaret shows
Dress code: no t-shirts, baseball caps or cut-off jeans
Deadline for reservations: Saturday July 14, 2018



TIMETABLE

8:30am Wellington T (Rte 16, Medford) 6:30pm
9:00am Riverside T (Exit 22, Rte 95/128) 6:00pm
9:30am Braintree T (Exit 17, Rte 3) 5:30pm



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.

Lobsterfest with “No Tell Motel”

Sunday – August 5, 2018 Fare: \$108 PP



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The Ashburnham Railroad – 2.7 miles to the world

By Dirk Hertel

Sometimes we spend a weekend in Ashburnham, nestled in the hills of central Massachusetts beyond Fitchburg. There are rail trails and a Depot Street, but no depot. Did trains ever run here? I found the answer in the book “Ashburnham, Massachusetts 1885 - 1965”, written by Raymond and Barbara Holden to commemorate the 200th anniversary of the town’s incorporation. It starts with a delightful bird’s-eye view, drawn in 1886 by Lucien R. Burleigh, where a short passenger train steams at great speed – judging from the horizontal trail of smoke – towards the “R. R. Depot” at Central Street, marked as No. 15.

The train consists of a classic 4-4-0 iron horse with cowcatcher, ornately painted tender, combine and passenger coach, and the depot has sidings leading to a turntable, woodshed for fuel, a two-stall engine house, and the large Boston Chair Manufactory identified by No. 9. Chair-making, using New England hardwoods, was once a significant industry here; nearby Gardner still calls itself Chair Capital of the World, and according to the Holdens, Ashburnham was a major player between 1885 and 1900. The Boston Chair Company ranked amongst the top three chair manufacturers, employing more than 200 workers. However, periods of economic downturn called for diversification and by 1892 the wooden bodies of electric street cars replaced chairs as the main output. In 1894 the company was sold, and workers laid off. Electric car production then continued on a much smaller scale under the Massachusetts Car Company, and trolleys were shipped from Ashburnham as far as Texas. Financial problems continued, and in 1898 the last electric streetcars left the dying giant.



Bird’s-eye view of Ashburnham MA with the railroad depot (15) and the Boston Chair Company (9), by L. R. Burleigh, 1886.

Industry can only flourish when connected to a transport network, and Ashburnham was no exception. The Fitchburg Railroad, built from Boston via Concord, finally reached Fitchburg in 1845 but continued westward expansion hit difficult hilly terrain. When the line reached the tiny hamlet of South Ashburnham, it could go no further but had to turn and head towards Gardner. In 1875 that switchback was replaced by a horseshoe curve. In the early 1870s a group of Ashburnham citizens had organized the Ashburnham Railroad to build a 2.7-mile short line from the South Ashburnham switchback to Ashburnham Center. Capital of \$100,000 was raised from stock, individual subscription, and a local tax surcharge. The line was completed in January 1874, and the depot built the following year. Unfortunately, after three years of operation it became clear that, as the Holdens put it, “however sharp the management’s pencils might be, the books of a \$100,000 corporation operating 2.7 miles of track serving a population of less than 2,000, could not be made to show a profit.” In 1877 the Ashburnham Railroad defaulted on a financial claim of a private citizen, with the result that Mrs. George Winchester found herself owning and running the railroad while the stockholders were left holding an empty bag. She rose to the challenge with great resourcefulness, keeping the trains running until 1885 when she managed to sell out to the Fitchburg Railroad. This gave the troubled line a new lease of life, because in the high-revenue golden age of North American Railroad that followed no board of directors could be bothered whether a tiny branch line such as the Ashburnham was making money. In 1900 the Fitchburg Railroad was gobbled up by the Boston & Maine, and the happy days of running trains on the “toy line” continued. However, after World War 1, when inflation put a squeeze on the Boston & Maine, their accountants found that passenger traffic between the two parts of Ashburnham did not pay its way. According to the Holdens “the time had not yet come when railroads could show complete disregard of the convenience of the public,” and in 1922 the little steam train was replaced by a single-unit self-propelled car. However, after struggling through one year of service that broke down irrevocably, and the steam train was back again. The Fitchburg press remarked that “the railroad was forced back to steam due to heavy passenger traffic.” This high-handed initiative did not sit well with the Boston & Main who responded by closing down passenger service on September 28, 1923. Some freight traffic continued until 1936 when a great flood washed out stretches of track which were never rebuilt. Today 1.3 miles of the old Ashburnham line is a rail trail, and the South Ashburnham horseshoe, hidden in dense woodland, is part of the Guilford line.



Ashburnham Depot with engine shed in 1930 (Boston & Maine R.R Historical Society).

Ashburnham has survived the loss of its rail link to the outside world. When we first visited in 1998 we took a taxi from Fitchburg commuter rail station. Little did we know that 100 years earlier we could have continued to our destination by train.



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Riding the Rails

By Robert A. LaMay



CT Rail test train at Windsor CT



CT Rail Test Train at night in Meriden CT



CT Rail Test Train with ex-MBTA MBB Cab Car



MBTA train at Ayer MA



Shore Line East Train at New Haven CT

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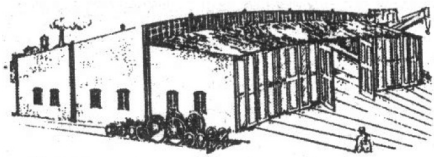
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(\$20 service charge applies to checks returned by the bank)



The Roundhouse



The exterior staircases at Anderson/Woburn [on the Lowell Commuter Rail] will be replaced one at a time beginning Monday, February 26, 2018. Work is expected to take approximately 12 weeks. [MBTA Web site]

The MBTA's new fare payment system will make paying for transit easier and more convenient. With Automated Fare Collection 2, you'll be able to tap and board at any door with a fare card, smartphone, or contactless credit card. Reload using cash or credit card at vending machines at all stations and some bus stops or go online to manage your account 24 hours a day. This will include commuter rail, transit, buses and ferries. The target dates are late 2019 for a pilot project and May 2020 for full implementation. Part of the plan involves eliminating cash fares on board trains. [MBTA Web site] (Editor's note: also see International News, page 3.)

Amtrak has issued a report card for on-time performance by its major freight railroad partners in 2017. Canadian Pacific got the only "A", BNSF "B+", Union Pacific "B-", CSX "C", while Norfolk Southern and Canadian National each got "F". Smaller railroads like Pan Am and New England Central were not

rated. One reason why NS got "F" is the fact that 67% of passengers on the Crescent arrived late. An example of why CN got "F" is that 90% of the trips on Illini/Saluki service between Chicago and Carbon-dale were delayed by CN freights.

Amtrak on April 10 confirmed that trains from the Albany Region would be re-routed to Grand Central Terminal in Manhattan while a bridge, tracks and a tunnel into Penn Station are repaired this summer.

The re-routing will begin May 26 and is scheduled to last until September 4. The national passenger railroad said it would spend up to an estimated \$45 to \$50 million on the repairs, which include the Spuyten Duyvil railroad bridge that was damaged by Superstorm Sandy.

Empire Service trains, plus the Ethan Allen Express serving Rutland, the Adirondack serving Montreal, and the Maple Leaf serving Toronto, all will be re-routed to Grand Central.

The Lake Shore Limited will only operate between Boston and Chicago, meaning that New York City and Hudson Valley travelers will have to get onto that train in Albany-Rensselaer and use Empire Service trains to make a connection. [Albany Times Union]

Amtrak expects to open a new station in Schenectady, NY this October.

The State of Connecticut has launched a new web site www.hartfordline.com to keep residents

informed about the new commuter rail service between Springfield MA and New Haven CT. When we checked this site on 4/12/18 it said service starts in May 2018 without giving an exact date. By 4/24/18 it said service will start on June 16, 2018. There has been some railfan chatter on the internet about a deal between Massachusetts and Connecticut to have some of the Connecticut trains operate as far north as Greenfield. There is no mention of any new service north of Springfield on the official web site.

Amtrak has announced its new National Spring Sale campaign, encouraging travelers to take a trip to their favorite destination prior to the summer rush. The sale runs exclusively on Amtrak.com. On many routes 25% discounts are available if you book 14 days in advance. Some Acela trains are included in the discount program. [Amtrak Web Site]

VIA RAIL CANADA has an interesting website but, in some ways, it is misleading. For example, the map shows service to Gaspé, Quebec. However, if you click on Gaspé you get a notice that service has been suspended since August 22, 2013. On the brighter side there are some very well-done adventure travel blogs.

On 3/28/18 Amtrak CEO Richard Anderson sent a memo to all employees saying that Amtrak will

no longer operate charter services or special trains. There is a possibility of a few limited exceptions. This forced the American Association of Private Railroad Car Owners to cancel their special train from New Orleans LA to Duluth MN for their annual convention. [AAPRCO web site]

New York's Metropolitan Transportation Authority (MTA) has appointed Catherine Rinaldi president of MTA Metro-North Railroad. Rinaldi is the first woman to serve as Metro-North's president. [NARP]

Amtrak announced suddenly that it will be replacing traditional hot meal-diner car service for sleeping car customers on the Capitol Limited and Lake Shore Limited starting June 1. Rail Passengers Association is against this move, which will degrade the passenger experience and, we believe, has the potential to harm ridership.

Amtrak said in a press release that it will change its menu June 1 and offer the following cold food:

- Lunch & Dinner: Chilled beef tenderloin, Vegan wrap, Chicken Caesar salad, or Turkey club sandwich.

- Breakfast: Assorted breakfast breads with butter, cream cheese and strawberry jam; Greek yogurt and sliced seasonal fresh fruit plate. [NARP]

Lines from Ireland

In February Dublin City Council came in for criticism for causing traffic gridlock at College Green, a major city traffic intersection, and at the north and south sides of O'Connell Bridge spanning the River Liffey which flows through the middle of Dublin, due to programming problems with traffic lights which at times left Luas Cross City line streetcars stuck on yellow box junctions (Editor's note: drivers may only enter a yellow box junction if their exit is clear; it is not permitted to stop in the yellow box.) blocking traffic flows. Some extra-long streetcars brought into service with this route had to be withdrawn due to electrical problems and it is expected that these will return to service in the near future. To avoid delays to services in the College Green area due to a combination of the Luas and automobiles, Dublin Bus has re-routed many of its services around this area in order to maintain schedules.

At the end of February, Met Eireann, the national weather service for the Republic of Ireland, advised the government of a major weather event expected to pass over the country on March 1st and 2nd bringing with it large snow falls due to two weather systems colliding with each other over Britain and Ireland. Known popularly in the media as 'The Beast from the East', the Irish government's National Emergency

Co-ordinating Committee was convened and on Tuesday February 27th issued a status 'Red' weather warning advising everyone to be indoors by 4 p.m. on Thursday March 1st and to remain indoors for at least 24-hours until the weather front had passed over Ireland. The public was warned that all forms public transport would cease at 2 p.m. that day and not resume until it was safe to do so. Overnight snow falls on Wednesday February 28th created difficulties for road transport operators with a status 'Orange' weather warning for that day being elevated to 'Red' later in the afternoon as the storm approached. On Thursday March 1st all public transport operations nationally ceased at 2 p.m. as people retreated indoors in accordance with government instructions to do so while the Irish television networks devoted extensive coverage to the landfall of the storm in Co. Kerry and its progression diagonally across Ireland over the next 24 hours. While some parts of Ireland experienced heavy snowfalls, bus and rail operations were able to resume operations the following day once it was safe to do so though Luas operations in the Dublin area remained suspended for the day until a full safety check of the system was carried out with full rail, bus and Luas services resuming on Saturday March 3rd.

The National Transport Author-

ity (NTA) and Transport Infrastructure Ireland (TII) have announced details of the Emerging Preferred Route for MetroLink, the metro service that will run from Estuary, north of Swords, Co. Dublin, to Sandyford, Co. Dublin, on the southside, serving Dublin Airport and Dublin City Centre.

The Transport Strategy for the Greater Dublin Area (2016-2035) envisaged a rail link from the south city centre to Swords on the northside and the upgrading of the existing Luas Green Line to metro standard, which would link up to the metro services running north to the airport and beyond, to provide Dublin with "a high capacity, high-frequency cross-city rail corridor".

Under the National Development Plan 2018-2027, Metro North and Metro South will now proceed as a single project known as MetroLink. Consultation on the project commenced in March with a series of information events for communities along the route in areas such as Swords, Ballymun, Glasnevin, Dublin City, Ranelagh, and Leopardstown.

According to National Transport Authority CEO Anne Graham, "There are very significant benefits associated with MetroLink, particularly in terms of the integrated transport system that it will bring about for Dublin. For example, thanks to MetroLink, there will finally be a

rail link to Dublin Airport, and with easy interchange with other modes including bus, Dart and commuter rail, MetroLink will make it easier than ever to move into and around the capital. There will be 25 stations in total, 15 of them brand new, so it will also make sustainable transport a viable option for more and more people in areas like Swords and Ballymun. We have modeled future passenger numbers and predict that capacity for 15,000 passengers per direction per hour during the busiest peak times will be required along this corridor. We don't believe that a bus system or a standard Luas line would be able to accommodate that number of passengers and that is why MetroLink makes so much sense. MetroLink will have the capacity for 30 trains per hour in each direction, so there is no doubt that it will greatly enhance the public transport offering in Dublin. In addition, we envisage the creation of about 4,000 jobs during construction, which is very significant for the economy in the region."

The anticipated timeline is: 2018 Consultation on Emerging Preferred Route; 2019 Application for a Railway Order; 2020 Granting of Railway Order; 2021 Construction commences; 2027 MetroLink commences operations.

By James Scannell

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