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THE WAYBILL



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

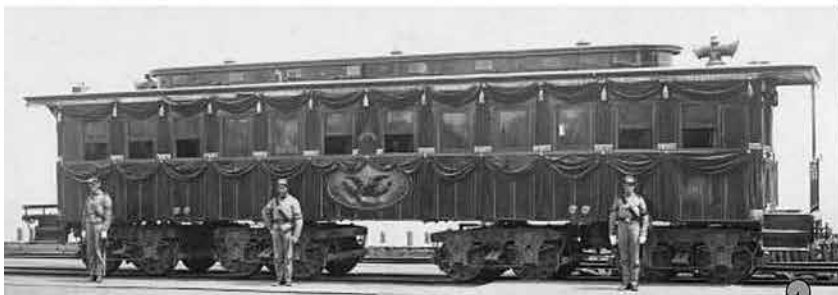


credit R. Goelet

VOL. 52 NO. 1 ISSN 0897-7577 Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleyps.org
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March - May 2021

Presidential Trains – see page 4 ...



1865 Lincoln's Presidential Railcar and funeral train car



1903 Teddy Roosevelt



1943 FDR on U.S. Car No. 1



2009 Inaugural Train with Barack Obama & Joe Biden



1984 Ronald Reagan in U.S. Car No. 1 "Ferdinand Magellan"



1976 Jimmy Carter at Penn Station, New York City

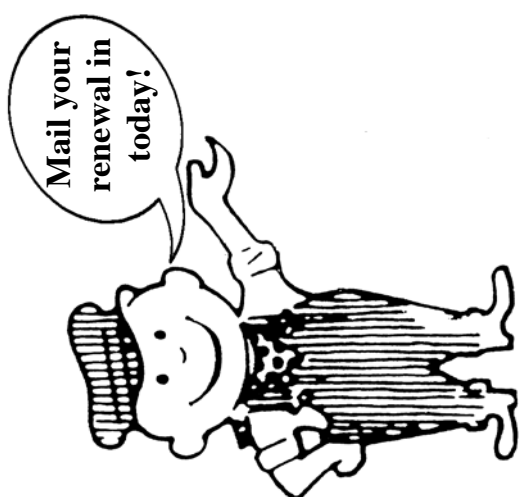


1948 Harry Truman on U.S Car No. 1

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Deadline for Next Issue: May 1, 2021

Include your previous address with all address corrections

NOTICE!

Deadline
for next
issue:
Saturday
May 1, 2021

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From the President - Theresa E. Rylko

At this time I wish to thank all of you for being patient, as Covid restrictions affect all of us. We have to wait to plan the trips and the meetings, until the restrictions are lifted. We also have to work with the bus companies, the restaurants and the places we want to visit to

From the Acting Vice President - Jeff Costello

Hello 2021 ? or ! After the tumultuous year 2020, I'm not sure how to start my editorial. We at Mystic Valley Railroad Society like everyone else have experienced many changes during the past year. Trips were cancelled, with meetings conducted by teleconference or with social distancing and mask wearing. Despite that we are like a train still chugging along. I've returned to being acting vice-president and am looking forward to resuming normal society activities. We will have a 2022 calendar and the Waybill for all to enjoy or even contribute news or articles to. Tracey Rylko is the editor for the time being. If anyone has experience there is an opportunity as editor awaiting you. As usual, we

see what their rules and restrictions of operations are. We will always welcome ideas. If you have any interesting stories or pictures from past trips share them with your fellow MVRS friends by submitting them to Member-o-Gram.

would appreciate stories, articles from members for the Waybill. During this indoor time, my wife Marcia retrieved photographs of past Mystic Valley Railway Society trips, from long trips to Yellowstone National Park, Savannah GA and New Orleans to short trips to the 9-11 Memorial, Maine and the lobster feasts to Newport Playhouse. If she can still dream it, I am sure Mystic Valley Railway Society can still take the "Bee Line to Adventure". Of course now that our granddaughters are young ladies, all of 6 years old, we would enjoy taking them on short excursions around New England. I most certainly would enjoy trips again and reuniting with our members.

From the MVRS Legal Counsel - Contributed by Kimberly Calvi, Paralegal to Attorney Bradley C. Pinta of Pinta Law Group, LLC. The Legal Particulars That Every Website Needs and the Benefit to Consumers

With so many website building applications available, it's never been easier for business owners, service providers, or merchants to publicize and advertise their enterprise. The most popular of these offer a complete package of web hosting, search engine optimization (SEO) tools, compatibility with other online tools and apps, mobile editing, and analytics.

These additional tools make it easier for a website owner to mind their business, literally, and use these tools to learn more about the demographics of who is visiting their website, who their customer base is, and where they are coming from, so as to market themselves better and appear on the first page of a Google search engine results page (SERP), if not at the top of the page. All of this is the Internet-savvy and predominant marketing means of gaining a strong presence in this digital age to market one's business effectively.

However, one imperative aspect that any reputable business with a website gives attention to, is the legal language necessary on a website. Usually found in the footer, which is the bottom banner of a website site and typically contains all of the same information on every page, such content always includes the copyright dates and the 'All Rights Reserved' statement, at a minimum. The copyright dates always include the first year that the website was launched, and the second year is always the most recent when there has been an edit, a change, or an addition to the website. These two dates are separated by an en dash, without any spaces. An example would be if someone left the company, whose photo, name, title, and professional biography appeared on the 'Our Team' page. Other examples include a blog posting, additional customer testimonial comments, new products or services on offer, or even a change of physical address.

Also important, if the website is for a service, such as legal counsel, where a website visitor fills out and submits a form with their personal information and their issue, there is usually a disclaimer stating that the website is offering the published information only and this should not be construed as providing any kind of legal advice or that an attorney-client relationship has been established. Some other businesses where this language and principle applies include insurance companies, wealth management advisory firms, or medical care offices and facilities, where potential clients are looking for a quote, requesting an appointment with

an advisor, or asking for medical advice from a specialist, respectively. Websites selling merchandise have their own specific, legal language requirements. This centers on matters such as the return policy and warranties, gift card purchases and monetary reloads, rewards or points, member discounts, and price reductions and sales.

Business to Business (B2B) services company websites often have a page dedicated to press releases or other marketing collateral, on behalf of their own clients and there is legal language associated with that proprietary relationship, as well. This is especially true if the B2B client is publicly traded; investor relations contact information must always be included on the front page of any posted publication.

The above information is specific to non-government entities. But, what about local, state, or federal government websites? Pains are taken to make sure that all required legal language is clear, written for a general audience, and contact information is readily available. These websites often have protocols in place for those who are visually or hearing impaired.

Ultimately, with data breaches on the rise, the single most important piece of information required of all websites collecting personal information from its website visitors is a privacy policy. This is an international mandate. Privacy policies are featured on many websites where a third party service is used to enhance the performance of the website if it uses a payment processing tool, for example.

These websites must be clear about what type of information is collected by the website or the app, the purpose of collecting the data, how the data is stored, its security and access, details regarding data transfer, any affiliated websites, and use of cookies. When collecting personal data (full name, address, phone number, birthdate, Social Security number, credit card account numbers, bank account numbers, and email address or any combination thereof), there also has to be language stating that this information will not be shared with an outside party without prior customer permission.

Consumers do not generally pay attention to these legal requirements when visiting a website. However, it should be reassuring that responsible private business owners of every sort, as well as publicly traded companies and government entities follow these legally prescribed considerations. - Contributed by Kimberly Calvi, Paralegal to Attorney Bradley C. Pinta, of Pinta Law Group, LLC.

Riding the Rails

By Robert A. LaMay



New Haven Local departs Boston MA (9/12/1931)



New Haven Wolverine departs Boston MA (10/18/1931)



New Haven Yankee Clipper inbound at Forest Hills MA (8/21/1934)



New Haven I5 at Union Station New Haven CT (No Date)



New Haven I5 at South Station in Boston MA (No Date)



Two Trains with New Haven DL109 wait for departure at Springfield MA (No Date)

MEMBERSHIP APPLICATION

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



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- Exclusive members-only tours to unique activities and locations.
- Color Railroad calendar with 12 frameable prints (while supplies last).
- Annual Calendar Color Slide Contest for members.
- Railroad Socials.
- Membership card, The Mystic Valley Pass.
- Railroad films and guest speakers available upon request.

Membership Fees & Classes

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

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

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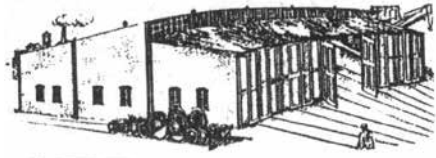
TOTAL AMOUNT ENCLOSED \$ _____

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.

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Email: _____
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The Roundhouse



The big news in New England railroading is that CSX has acquired Pan Am Railways. Here is the announcement from the CSX WEB SITE.

JACKSONVILLE, Fla. - November 30, 2020 - CSX Corp. (NASDAQ: CSX) today announced that it has signed a definitive agreement to acquire New England's Pan Am Railways, Inc. ("Pan Am"), whose rail carrier subsidiaries comprise North America's largest regional railroad.

Headquartered in North Billerica, Massachusetts, Pan Am owns and operates a highly integrated, nearly 1,200-mile rail network and has a partial interest in the more than 600-mile Pan Am Southern system. Pan Am's network across New England has access to multiple ports and large-scale commodity producers. The transaction will expand CSX's reach in Connecticut, New York and Massachusetts while adding Vermont, New Hampshire and Maine to its existing 23-state network.

The transaction will provide significant benefits to shippers and local communities as CSX integrates Pan Am into its best-in-class network. CSX made nearly \$1.5 billion in infrastructure capital expenditures in its network in 2019, supporting economic growth and ensuring the safety and efficiency of the supply chain.

James M. Foote, president and chief executive officer of CSX said: "In Pan Am, CSX gains a strong regional rail network in one of the most densely populated markets in the U.S.,

creating new efficiencies and market opportunities for customers as we continue to grow. We intend to bring CSX's customer-centric focus and industry-leading operating model to shippers and industries served by Pan Am. We look forward to integrating Pan Am into CSX, with substantial benefits to the rail-served industries of the Northeast, and to working in partnership with connecting railroads to provide exceptional supply chain solutions to New England and beyond."

David A. Fink, president of Pan Am Railways said: "Pan Am is pleased to reach this agreement with CSX, a North American leader in rail-based freight transportation. This is great news for New England shippers and the national freight network overall."

Terms of the transaction were not disclosed. The transaction is subject to regulatory review and approval by the Surface Transportation Board.

Goldman Sachs & Co. LLC is acting as financial advisor and Davis Polk & Wardwell LLP is acting as legal advisor to CSX in connection with the transaction.

Note that the press release does not mention that the other owner of Pan Southern is CSX's arch rival Norfolk Southern.

The famous "Fiscal Cliff" legislation contains a Commuter Mass Transit benefit. This will allow public transportation riders to pay their transportation costs to work with as much as \$240 of pretax dollars each month. (Newsday)

Iowa Pacific has obtained a controlling interest in Cape Rail Inc. and the Cape Cod Central Railroad.

The former Boston and Albany RR Grand Junction Branch is now owned by the MBTA.

The T bought this branch to shuttle engines and cars back and forth between South Side and North Side of its commuter rail operations. A bridge inspection determined that the Grand Junction's Charles River bridge is no longer safe. This has created some opportunities for rail photographers to get pictures of MBTA and Amtrak engines and cars on Pan Am's Ayer to Worcester line. (NERAIL and Railpace)

The historic 1888 station in Stoughton, MA is up for sale by Transit Realty Associates. The station building has not been open to passengers in recent years. (Railpace)

There has been another guilty plea in the Long Island Railroad disability fraud case. The case involves retirees filing false disability claims with the Railroad Retirement Board (Newsday via NERAIL).

The Massachusetts Bay Transportation Authority is threatening to cancel a \$190 million contract with Hyundai Rotem for new commuter cars. The new cars due in 2012 are off schedule and the one train set that has arrived for testing is having problems. Senior Hyundai Rotem officials have recently visited Boston in an attempt to address the problems (Trains Newswire)

The Northern New England Passenger Rail Authority has said that ridership on the Downeaster's new service to Brunswick, Maine is exceeding expectations. However not everyone is happy. Some neighbors are complaining to their elected officials about the noise of the idling train which sits in Brunswick for five and a half hours per day. (Bangor Daily News).

MBCR is pilot testing a "Conductor Companion" program, which initially will provide 24 conductors with specialized mobile devices (modified iPhones) that are programmed with

MBCR's "Conductor Companion" application. Half the conductors will cover the North Side and half on the South Side. These devices will allow conductors to know the location of all other MBCR trains, so conductors can keep passengers informed about delays. (Railway Age).

Bartonsville Covered Bridge in Vermont has been rebuilt and is now open. The original bridge was washed away by Hurricane Irene. Bartonsville Covered Bridge is a road bridge adjacent to the Green Mountain RR and has long been a favorite prop for rail photographers. (NERAIL)

CSX has announced completion of the work needed to run double stack container trains from the New York state line to Worcester, Mass. This has been a joint project with the Commonwealth of Massachusetts. (Progressive Railroading)

From the Boston and Maine Railroad Historical Society Newsletter dated NOV / DEC 2020: Severe wind swept across much of New England on the weekend of October 9 - 11. The former B&M roundhouse in East Deerfield Yard suffered significant damage to the roof structure and beams. There has been a tough 2 years for old B&M buildings. Losses include Plymouth, NH freighthouse, Gonic, NH freighthouse, South Bennington, NH station, Mt. Whittier, NH freighthouse, and a good bit of what remains of the Concord, NH shops.

Let's end this column with a little vocabulary lesson. - **portmanteau**: - Most of us know that the word **AMTRAK** is a blend of American and track. Perhaps you did not know that such a word blend is called a **portmanteau**.

Lines from Ireland

November 2020 to January 2021 By James Scannell

November 2020 began with a continuation of the Level 5 Lockdown restrictions, the highest level of restrictions, on business and individuals, in accordance with the Irish Government 'Living with Covid-19' strategy to try and halt the rising number of Covid-19 cases which had been introduced at one minute past midnight on Thursday October 22nd. As a consequence passenger carrying capacity on trains and buses was immediately reduced to 25% of stated capacity with the wearing of face coverings on public transport and in shops made mandatory coupled with the requirement to maintain Social Distancing at all times. It was announced by Iarnród Éireann that as a public health measure to improve air flow and circulation on trains, some carriage windows on long distance and commuter trains and DART services would be fixed permanently open for the winter months. Bus operators also adopted a similar open window policy with windows clearly marked 'do not close'.

With reduced seating capacity in Inter-City [long distance] trains, advance booking on-line was introduced by Iarnród Éireann for seating on these trains operating between from December 18th to January 6th, including those joining trains at intermediate stations on main line routes, to ensure that trains only carried their permitted number of passengers, and was then re-introduced on January 6th and currently remains in force. DART and Northern Commuter services remain exempt from this requirement.

Original Irish government plans to ease restrictions on December 18th until January 6th 2021 commenced on schedule with public transport vehicle carrying capacity raised to 50% for their period but a dramatic rise in the number of C-19 cases in the days leading up to Christmas Day saw Level 5 restrictions re-introduced on December 26th and will to remain in place until March 5th 2021 and may be extended or reduced depending on the numbers of C-19 cases being recorded on a daily basis. Public transport has now reverted back to 25% of passenger carrying capacity.

On December 13th Dublin Bus launched its third 24-hour service, Route 39A, from Belfield on the southside to Onagri on the northside. During the day the existing frequency of buses on this route was increased while at night a 30-minute interval service operates from 11.30 p.m. to 5.30 a.m. after which the normal daytime schedule resumes. Following the introduction of this service, the existing 39N Nitelink service was withdrawn and other Nitelink services altered to include communities previously served by the 39N but not the 39A

Also in December a Green Party TD [Irish equivalent of Member of Congress] advanced an alternative plan to DART + proposals for peak hour diesel hauled trains coming from south of Greystones, 17 miles from Dublin and the southern terminus of the DART, to no longer travel all the way into Dublin but terminate there with passengers having to transfer to the existing DART service, currently two trains per hour from/to Dublin. The alternative plan calls on the National Transport Authority to trial battery trains on the Wicklow to Dublin route. Trains coming from Wicklow and further south would use battery power to Greystones where they could then connect to the existing overhead wire and continue to Dublin, avoiding the need for passengers to change at Greystones and eliminating the need to electrify the line between Greystones and Wicklow.

The National Transport Authority has also indicated that it would like to see the introduction of a 20-minute interval service between Bray and Greystones but this will require substantial civil engineering works at both locations before this can take place.

Plans to extend the LUAS Green Line from the current Bride's Glen terminus, 5 miles southwards to Bray may be carried out in tandem with the Metro South project which is under consideration by the National Transport Authority.

In January Metro South West, a group supported by 37 residents' [home owners] associations representing some 50,000 people in the south west of Dublin called on Minister for Transport Eamon Ryan, TD, to review the terms of reference for a proposed feasibility study into a Metro system for south west Dublin and want a Metro to be considered for this area which lies between the existing Green and Red LUAS lines as currently this area has no mainline rail, DART, Quality Bus Corridors or LUAS line to reduce road traffic levels and to meet public transport needs to serve an area that is mainly residential.

The current National Transport Strategy is due to be reviewed later this year and a study investigating the feasibility of a Metro to south-west Dublin is to be conducted as part of this review. However the Metro South West group believe that the feasibility study as currently drafted will not deliver a realistic evaluation of a Metro system for south west Dublin and would like to see the locations listed in the feasibility study as the start and terminus for the proposed Metro system revised and other locations chosen to reflect the needs of the area.

News from Britain

Steam railways will run out of coal

The Heritage Railway Association (HRA) says English coal supplies will run out in early 2021, with Welsh supplies lasting until 2022 after planning permission was refused for an opencast coal mine near Newcastle. Steam locomotives rely on bituminous lump coal to burn, which is relatively smokeless and comparatively clean but the planned opencast mine at Dewley Hill, near Newcastle, which would have produced this coal, was rejected for environmental reasons. The only remaining mine producing lump coal in the United Kingdom is Ffos-Y-Fran near Merthyr Tydfil, in Wales which is due to close in 2022. It is estimated the heritage railway industry in Britain used 26,000 tonnes of coal per year pre-Covid, accounting for 0.02% of the UK's carbon emissions. Once existing stocks run out the industry will be reliant on foreign imports as demand from the steam industry would not be enough to sustain a domestic coal mine, according to the HRA.

Liverpool City Region mayor wants inquiry into Merseyrail services suspension

Merseyrail stopped services on Friday morning January 8th over 2021 fears icy weather could lead to power blockages to engines but Lord Mayor Steve Rotherham said that this action was unacceptable and asked for an inquiry to learn lessons following a meeting with the operator and Network Rail. In their defense Network Rail said the risk of trains being stranded was very high and that this tough decision had been taken with Merseyrail, to suspend services in the Liverpool area so track de-icing could take place. Empty test trains sent out lost power on icy rails but after tracks were de-iced, services were able to resume.

London's Crossrail 2 funding stopped

The British government has announced it has stopped developing Crossrail 2, a Stg £41B rail line which was scheduled to open in the 2030s and run under London from the north-east to the south-west connecting Berkshire to Essex via central London. In November 2020 the British Treasury confirmed that as part of its Spending Review it had agreed with Transport for London (TfL) not to fund the project. However, the London mayor's office said it planned to safeguard the route in case work could begin in the future. The Treasury said ending the project would free up investment to raise the performance of public transport networks in other cities 'towards London's gold standard'. At the start of

November, TfL agreed to end consultancy work on Crossrail 2 as soon as possible, as a condition of the government's second Stg £1.8B bailout. TfL maintains the project is still relevant and aligned to the Department for Transport's decarbonisation plan. Crossrail - to be known as the Elizabeth Line - was initially due to open in December 2018 but has faced numerous delays.

East West and Northumberland rail lines get Stg £794m boost

Two railroad lines, closed to passengers since the 1960s, are to get almost Stg £800M funding from the British government - East West Rail, which will eventually connect Oxford and Cambridge, will receive Stg £760M to open new parts of the line while the Northumberland Line, which still carries freight, will receive Stg £34M for initial work aimed at reintroducing passenger services. Diesel engines will initially run on the lines, but it intended that more environmentally friendly trains, for example powered by hydrogen or new battery technology, would replace them in the future. The line connecting Oxford and Cambridge will serve new housing developments. The East West Rail investment will rebuild a train line between Bicester and Bletchley which was closed in 1968. The project is being delivered by a publicly-owned body called the East West Company. The first phase of East West Rail, which was completed in 2016, connected Oxford and Bicester but at the moment, rail passengers from Oxford to Bletchley have to take a detour via Coventry. The aim is to get trains running between Oxford and Bletchley by 2025, with new stations at Winslow and Bletchley. The Department for Transport said the works will create 1,500 jobs, and have a wider economic benefit for the area. The eventual aim of the project, which the government expects to be completed by the end of the decade, is to connect Oxford and Cambridge by rail via Bedford, taking in Milton Keynes and Aylesbury on branches.

The Northumberland Line was closed to passengers in 1964 as part of a rationalisation of the railway network known as the Beeching cuts. The new Stg £34M investment, which aims to reopen the line between Newcastle-upon-Tyne and Ashington, will include funds for preparatory works and land acquisition. There are plans for new stations at Ashington, Bedlington, Blyth, Bebside, Newsham, Seaton Delaval, and Northumberland Park, in North Tyneside, as well as upgrades to the track and changes to level crossings where new bridges or underpasses are needed.



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Presidential Trains

By Dirk Hertel

Sixth president John Quincy Adams was the first known to have ridden a train, though it was in 1830 after his presidency (1825-29). His successor Andrew Jackson (1829-37) presided during the pioneer age of North American railroads. On August 25, 1835 he adjourned a cabinet meeting so they all could go watch the first arrivals at the new station at the foot of Capitol Hill with locomotives named Jefferson, Washington, and Madison.

Though 9th president William Henry Harrison made extensive use of the B&O Railroad during his election campaign, 1841 inaugural trip, and one-month term in office this did not set a precedent. Pre-Civil War, only the 11th, 15th and 16th presidents, James K. Polk (1845-49), James Buchanan (1857-61) and Abraham Lincoln (1861-65) traveled to their inauguration by train. The opening of the New York & Erie RR in May 1851, supplanting the Erie Canal, was celebrated by 13th president Millard Fillmore and his cabinet making the 427-mile trip in an open car.

By Lincoln's 1861 inauguration, Southern threats of secession were deepening. Great caution was exercised to protect Lincoln's one-car special train and evade the possibility of mined track or weakened bridges with a circuitous route from Springfield IL to Washington DC. The first president to appreciate the strategic importance of railroads, Lincoln used them as a tool during the Civil War then to unite the country afterwards. The 1862 Pacific Railroad Act laid the groundwork for the Transcontinental Railroad with Lincoln establishing Omaha NE as the eastern terminus. He wanted the 'broad' 5ft gauge already in use in California but the 'standard' 4ft 8½in gauge won out after intense lobbying by railroad companies. The Orange & Alexandria and Manassas Gap Railroads built the first dedicated presidential train car, which Lincoln never used while alive. Instead, it bore his body in the funeral train to Springfield IL.

Politicians then realized the ease of campaigning cross-country by train, repeating the same short speech to assembled crowds from their observation platform during short 'whistle-stops'. Railroad barons would lend their opulent executive coaches, the equivalent to today's private jets, in support of a presidential candidate. Trains became commonplace in campaigns and inaugurations.

Frugal Calvin Coolidge (1923-29) refused a special train from Rutland VT to his inauguration. Instead, his private car was coupled to a train in regular service.

On campaign and in office, Franklin Delano Roosevelt (1933-45) relied extensively on a private rail car for support and privacy to cope with his disability. On December 18, 1942, the Pullman Company presented him with the first purpose-built presidential railcar, U.S. Car No. 1, the former Pullman Company observation car Ferdinand Magellan, in which he covered 50,000 miles. It was used between Washington DC and Hyde Park NY, for going to two Quebec Conferences, on whistle-stop tours for his 1944 reelection campaign, and finally to his funeral in Hyde Park.

Harry Truman (1945-53) continued using U.S. Car No. 1, especially on his 1948 reelection campaign. He traveled 31,700 miles and made 356 whistle-stop speeches, crowned by his victory address on November 3, 1948 as he triumphantly held up a copy of the Chicago Daily Tribune with the wrong headline "Dewey defeats Truman". However, his demand for speeds up to 80mph was a nightmare for the firemen and engineers who preferred FDR's sedate 30mph.

Dwight D. Eisenhower (1953-61), father of the Interstate Highway System, grew even more impatient with rail travel and switched to Air Force 1 when it became available. Not only faster, air travel was deemed safer in light of Cold War threats. However, in 1969 his final journey was on a funeral train to his hometown Abilene KS. Eisenhower's presidency marked when railroads changed from being essential for presidential mobility to becoming nostalgic props for whistle-stop campaigns in battleground states. In 1976 Gerald Ford and Jimmy Carter each campaigned aboard Amtrak, the incumbent in Michigan and Illinois, the challenger between New York City and Pittsburgh PA. U.S. Car No. 1 ran just once more, during Ronald Reagan's 1984 reelection campaign on a whistle-stop tour through Ohio, before being designated a National Historic Landmark at the Gold Coast Railroad Museum FL in 1985.

For George H. Bush's 1992 reelection campaign, CSX and UP assembled a 2-locomotive, 19-car train with the 1924-built CSX office car "Baltimore". Bush Senior's last journey was his 2005 funeral train to College Station TX and this locomotive, UP SD70 No. 4141, in the colors of Air Force 1, is on permanent display at his Presidential Library.

Bill Clinton rode the "Spirit of the 21st Century" from Huntington WV to the 1996 Democratic Convention in Chicago IL. In 2000 George W. Bush campaigned in California along the route of Amtrak's Coast Starlight and Pacific Surfliner.

Three days before his first inauguration, Barack Obama reenacted part of Lincoln's first inaugural journey with a 7-hour whistle-stop tour on January 17, 2009 from Philadelphia PA to Washington DC onboard the private railcar Georgia 300, built in 1939.

President Joe Biden is renowned for traveling by train while a senator. From 1972 he commuted over 2 million miles on 16,000 Amtrak trips between Delaware and Washington. His first presidential bid, in 1988, was announced from a train. In 2020 he made a whistle-stop tour from Cleveland OH to Johnstown PA aboard "The Build Back Better Express". Time will tell the future of presidential railcars, but Biden is expected to remain a staunch advocate for Amtrak to "ensure that Americans will have trains to ride".

(Sources: H. W. Bowman "Pioneer Railroads"; nps.gov; Amtrak; The Baltimore Sun, January 18, 2009; Washington Post, October 20, 2020)

Calling all Members!

ARE YOU LOOKING FOR ACTIVITY??



NEW FRIENDS

TRAVEL OPPORTUNITIES

REWARDING EXPERIENCES

WAYS TO HELP OTHER MEMBERS

or

SHARE A CAREER SKILL??

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

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

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