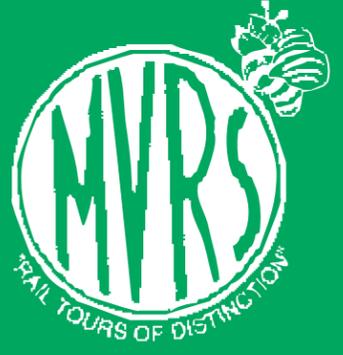


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THE WAYBILL



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



credit R. Goelet

VOL. 50 NO. 1 ISSN 0897-7577

Got a question? Call us at 617-361-4445, 24 Hours • E-Mail at contactus@mysticvalleyrs.org

MARCH - MAY 2019

www.mysticvalleyrs.org

LAST CALL

SUGAR TIME AND CT CAROUSELS

SATURDAY - MARCH 16, 2019



Details on page 5

LAST CALL

Nantucket Daffodils

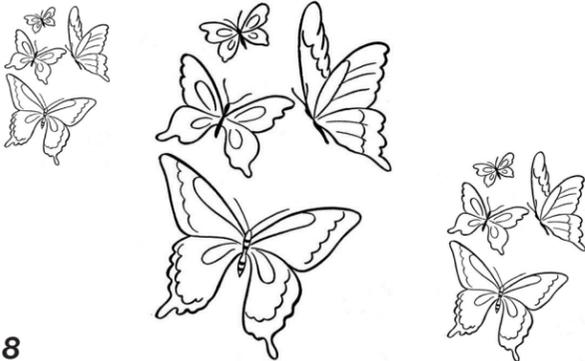
SATURDAY - APRIL 27, 2019



Details on page 5

BUTTERFLIES IN DEERFIELD

SATURDAY - MAY 25, 2019



Details on page 8

Different Faces of Lowell

SATURDAY - JUNE 22, 2019



Details on page 8

OVERNIGHT TRIP - TRAINS IN MAINE SEE PAGE 3 FOR DETAILS



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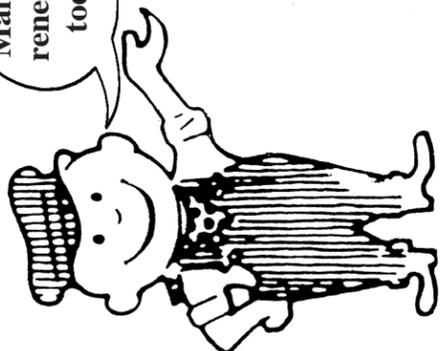
Deadline for Next Issue: May 1, 2019

Include your previous address with
all address corrections



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

Mail your
renewal in
today!



NOTICE!

See page 3 for
2019
Annual Meeting
and
Appreciation
Banquet
Saturday
May 4, 2019

**MEMBERSHIP
RENEWAL**
April 1, 2019 -
March 31, 2020



**Keep the Good
Times Rolling**

Details on Page 2



From the President - Theresa E. Rylko

As we once again experience the winter season it is time to remember the Annual Meeting on Saturday May 4th at the Mt Vernon Restaurant in Somerville. This will be your time to tell us of any concerns or ideas for the new year. Please share your stories of adventures with the MVRS and bring the

memories alive for your fellow members. Come support your team in their effort to give you interesting trips and events. As you travel along you might see an area, which others could enjoy. If you have a favorite restaurant you frequent and think it might handle a bus-load of hungry travelers, then let us

know as we are always looking for new places to dine. Feel free to send literature the Trip Team can review for future visits. If we have a trip to your area feel free to meet us and say "hi". It is always a pleasure to see a friendly face.

From the Vice President - Jeff Costello

Happy New Year! Greetings from Mystic Valley Railway Society. We've had our first snow storm and we were fortunate it did not occur the past weekend when MVRS was at the Eastern States Exposition for the Amherst Railway Society Railroad Hobby Show. Over 9 acres and 410 exhibitors keep this show going - for the fifty-second time. Mystic Valley Railway Society was represented by me, Marcia Pennington (Director) and Mary Verner (Director). Once again, the staff did an outstanding job! We provided fun and exposure for our organization with Waybills, calendars and assorted train-related articles and memorabilia. Every year we encourage members to donate items for sale at the show and we especially thank Tracy Rylko and

Nancy Roney for their train collectables. It's always enjoyable at the show to visit with MVRS members who stop by.

Recent MVRS events include nominations for the organization and photo-judging for the 2020 calendar. Mystic Valley Railway Society is still busy and welcomes new members and new ideas. Tell your friends about us and enjoy some great adventures. On a sad note this past weekend Marcia and I learned of the passing of Sylvia B. Spinney of Kingston MA, a past treasurer and director of MVRS. Sylvia was pleasantly organized and precise, knowing "where every penny went". She enjoyed being treasurer and was very grateful for expert advice and assistance from Al Avjian, a previous past treasurer. We will miss her.

From the Membership Chairman - Nancy Jeanne Martin

I hope all of you are enjoying our winter. My days of skiing and ice skating have gone by as I grow older. If you are from the warm states, I am jealous as it is so cold in Massachusetts. We will be beginning a new MVRS year pretty soon so remember to mail in your membership before the end of February. Save postage and join as a life member.

The Trip Team is planning a lot of new trips for the warm months so get that membership in so that you do not miss any of your Waybills.

Saturday March 2, 2019 will be the election of officers. Please come and vote and enjoy coffee and muffins with other members while supporting the club. Saturday May 4 will be the Annual Meeting, so mark your calendars.

From the MVRS Legal Counsel - Brad Pinta

The New Massachusetts Non-Compete Legislation

The Massachusetts legislature has recently passed a law restricting the blanket use of non-compete agreements in the work place. A so-called "non-compete" agreement is a contract which is used by an employer to prohibit its employees from working for a competitor after they leave their job. The general purpose of such an agreement is to enable an employer to protect its confidential information in the work place. These types of agreements are most frequently used in the financial services and technology sectors.

employer's clients. The agreement must also be restricted to the geographic area where the employee has worked in the last two years and must be similarly restricted to the specific types of services performed by that employee in those same past two years. More importantly, the terms and conditions of the non-compete agreement can no longer have a tenure that exceeds a single year.

Another interesting aspect of the new law is referred to as the "garden leave" clause. This means that the company must pay the employee fifty-percent of their base wages for the entire duration of the restricted time period. Unfortunately, however, this aspect of the law is particularly vague, and future litigation will ultimately serve to provide clarification on this issue. But the new law is clear that hourly employees, interns, students and teenagers under the age of eighteen, or anyone who has been laid-off without cause, cannot be subject to this new law. Finally, it should be noted that this new law does not apply to situations where companies require their employees to sign agreements prohibiting the solicitation of company clients or prohibiting divulging confidential information relating to that business.

The over-use of these types of agreements has spawned a tremendous amount of litigation. The new law, signed by Governor Charles Baker as a part of his larger economic development bill, now places significant restrictions on how these types of agreements can be used by employers. Under the new law, a non-compete agreement must be no broader than necessary to protect a legitimate business interest, such as protecting trade secrets, confidential information or a relationship with the

There are many nuances in this new law. For example, the employer can no longer provide a non-compete to a new employee as part of his or her orientation package on their first day of work. Instead, the non-compete must be given to the proposed employee either when the company makes a formal employment offer or ten days before they start working, whichever is earlier. In addition, the employee must be provided a right to consult with an attorney before he signs the agreement itself. And if a non-compete is proposed after an employee commences his job, the employee must be given ten days to consider it and that employee's employment position cannot be contingent on the execution of that agreement.

Please be sure to consult with legal counsel who is familiar with issues involving employment law if you have any additional questions relating to your own particular non-compete agreement.

From the Waybill Editor - Roma Hertel

It is two years since I edited my first Waybill. Taking on this role launched me on an adventurous and enjoyable journey. Everybody experiences how fast the four seasons seem to fly by, but now each coincides with a new copy deadline of the Waybill. Being editor puts me at the center of a web connecting contributors, directors and trip team on one side, via the printer, to our members on the other. I am amongst the first to learn of news and upcoming events. Sometimes that news is sad, for example the loss of our former treasurer, Sylvia Spinney.

New England Railroad Calendar competition this eagerly awaited publication would not be possible. This year slide judging was on Saturday February 2. Thirteen members, 30% more than last year, submitted photos for the 2020 edition. The February 2019 calendar photo shows the Wiscasset, Waterville & Farmington Railway, a recipient of money from the 2018 Russell Rylko Memorial Grant to help bridge Trout Brook. Once completed this project will extend the scenic line northwards.

the Maine two footers, built in 1901 as car No. 11 for the Bridgton & Saco River Railroad. As the Boothbay Railway Village wrote in their report, twenty-eight clerestory windows were rebuilt, combining new millwork with the original hardware made by Jackson & Sharp in 1901. New interior siding from southern yellow pine will replace that installed in the mid-1990s at Edaville. Six doors (three on each side) are being constructed and installed. The work will be completed this winter. Join this overnight trip and see first-hand how the MVRS supports railway-themed activities in New England.

I must express my appreciation to the various members and regular contributors who - every quarter - present fresh material to fill these pages. Similarly, unless our members enter photos into the

The early June weekend trip "Trains in Maine" visits not only the WW&F but also the Boothbay Railway Village, the other recipient of the 2018 Rylko Grant money. Here we helped fund restoring the only surviving Railroad Post Office (RPO) car of

Correction: in the Member-o-Gram column of the last Waybill, **Jeff Costello** was wrongly listed as MVRS director when he is in fact Vice President.

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

• **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 both days): **Greenberg's Train & Toy Show**, Shriners Auditorium, 99 Fordham Road, Wilmington MA 01887. Admission: adult \$10 Sat. or \$9 Sun., free 11 and under (with adult). Info: trainshow.com/wilmington03/

• **Sun. 3-24-19** (10am-3pm): **Cheshire High School Train Show**, Cheshire High School, 525 South Main Street (Rt. 10), Cheshire CT. Admission: \$7 adult; free under 10 (with adult). Info: Thomas Kotulski 203-256-7527, Thomas_J_Kotulski@sbcglobal.net

• **Sat. 4-6-19** (10am-3pm): **Great Northern New England Train Show**, Dover Lodge of Elks #184, 282 Durham Road, Dover NH. Admission: \$5 per family. Info: Ed Martin 603-362-4300, emfenter@aol.com

• **Sat. 4-6-19** (10am-3pm): **First Annual Train Show**, Southern Maine Model Railroad Club (SMMRC), Westbrook Community Center, 426 Bridge St., Westbrook ME. Admission: \$5 adult; free under 12 (with adult). Info: southernmainemrc@gmail.com, southernmainemrc.wordpress.com

• **Tue. 4-16-19** (5pm): **Railfan Film Festival**, Steaming Tender Restaurant, 28 Depot St., Palmer MA. Admission: \$29 (includes dinner). Info: 413-283-2744, www.steamingtender.com

• **Sat. 5-18-19** (9am-4pm): **Chester On Track**, Chester Railway Museum, off Rt. 20, Chester MA. Free (donations accepted). Info: www.chester-railwaystation.net/, David Pierce, 413-354-7878, dpiercelp@aol.com

• **Sat. 6-15-19** and **Sun. 6-16-19** (10am-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

• **Fri. 6-28-19** (1-4pm), **Sat. 6-29-19** (8am-6pm) and **Sun. 6-30-19** (8am-2pm): **43rd Yankee Engine-uity Show**, Central Massachusetts Steam, Gas & Machinery Association (CMSGMA), Orange Airport, 80 Airport St. Orange MA. Info: Grover Ballou Jr. 413-253-9574, www.cmsgma.com/2019-ENGINE-SHOW

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).

Got a Question:

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

NEW	RENEWAL
Regular Membership at \$10 per person	\$ _____
at \$4 per additional person to the price of the regular Membership	\$ _____
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.



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



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

Please include telephone number (with area code) _____

Email: _____

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

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



Find us on Facebook
www.facebook.com/MysticValleyRailwaySociety



Special Event



ANNUAL MEETING and APPRECIATION BANQUET

Saturday May 4, 2019

Mount Vernon Restaurant
14 Broadway
Somerville MA 02145-3398
Tel: 617-666-3830

- 10:00am Annual Meeting & Appreciation of Volunteers
- 12:00pm Buffet Lunch: complimentary for volunteers; \$25 for guests
- 1:00pm Awarding of the 2019 W. Russell Rylko Memorial Grant
- 1:15pm MVRS Through the Years – Sharing Memories with Show & Tell: bring pictures, mementoes, and stories from your favorite trips

Accessible by public transportation (Orange Line to Sullivan Square).
Driving directions will be sent with your itinerary.

ANNUAL MEETING & APPRECIATION BANQUET \$25 PER PERSON Saturday May 4, 2019



Please make all checks payable to Mystic Valley Railway Society, Inc. and mail to:
P. O. Box 365486, Hyde Park MA 02136-0009
Enclose a self-addressed stamped #10 envelope. No refunds.

Your Name _____

Address _____

City/Town _____ State _____ Zip _____

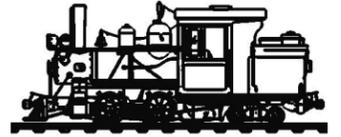
Please include your telephone number (with area code) _____

TRAINS IN MAINE Saturday June 1 – Sunday June 2, 2019

Come Downeast, first stop Alna ME. Spend the afternoon at the Wiscasset, Waterville & Farmington narrow gauge railway and learn how a 2018 Rylko Grant helped fund the Trout Brook Bridge Project. Lunch is included, along with an engine shop tour and train ride. Our hotel will be the lovely Boothbay Harbor Inn, with a buffet dinner and the opportunity to explore the town on foot. Check out Sunday after breakfast then it's a short drive to Boothbay Railway Village where their Railway Post Office Car project was partially funded by a 2018 Rylko Grant. Here you'll take another shop tour and train ride, plus get the chance to view traditional buildings, historic farm equipment, classic cars and a model railroad exhibit. Lunch is not included but you can get a meal at the rest stop on the way back home.

FEATURES:

- Round trip comfortable motor coach
- One-night hotel stay
- Three meals included
- Wiscasset, Waterville & Farmington Railway Museum
- Boothbay Railway Village



Write or call for full itinerary

FARE (non-refundable payment due at booking):
\$300 pp double occupancy
\$75 single supplement



TIMETABLE

<p>7:00am, Sat 6/1 7:30am 8:00am</p>	<p>Braintree T (Exit 17, Rte 3) Riverside T (Exit 22, 95/128) Wellington T (Rte 16 – Medford)</p>	<p>8:00pm, Sun 6/2 7:30pm 7:00pm</p>
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All times are approximate and subject to change

TRAINS IN MAINE

Saturday June 1 – Sunday June 2, 2019



FARE (non-refundable payment due at booking):
\$300 pp double occupancy
\$75 single supplement

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.

International News – November 2018 to January 2019

by James Scannell

TfL marks the 150th anniversary of the traffic light.

On December 10th Transport for London (TfL) marked the 150th anniversary of the world's first traffic light highlighting the huge improvements that effective signaling has brought for the millions of people using the roads each day and announcing the next generation of traffic light improvements.

The world's first traffic light was installed outside the Westminster Houses of Parliament, in 1868 to counteract the high numbers of people being killed on the roads. Despite there being no automobiles at that time, more than 1,000 people were killed on London's roads every year.

Towering six meters (20 feet) above the carriageway, the first traffic light resembled a railway signal with waving arms to indicate stop. It included the familiar red and green lights, but not amber, was powered by gas and required police constables to change the light manually using switches. The huge signal was removed after a month, when a policeman was seriously injured in a gas explosion and traffic lights did not return to London until 1926. Since then they have become an absolutely vital part of the transport network, with TfL responsible for 6000 traffic signals in London, which are optimized to help traffic flow as smoothly and safely as possible, whilst balancing the needs of all road users. The extensive SCOOT-controlled system uses sensors to detect traffic and adjust the signal timings to manage queues, tackle congestion and give buses priority if they are running late.

Automatic braking system for London's trams to be installed in 2019

London's tram (streetcar) network will be the first in Britain to have an automatic braking sys-

tem after Transport for London (TfL) awarded the contract to build and install the new safety system by the end of 2019 to Engineering Support Group Limited (ESG). The system will automatically apply the brakes and bring a moving tram to a controlled stop if exceeding the speed limit at designated locations. Work began on the feasibility of introducing this new safety measure, which has not been introduced on any British trams before, shortly after the tragic overturning at Sandilands in Croydon, in November 2016. It is expected to be fully operational by the end of 2019, including a period of training and familiarization with tram drivers, and will operate alongside the driver protection device that has been in operation since September 2017, alerting to any signs of driver distraction and fatigue.

Automatic braking is one of the recommendations set out by the Rail Accidents Investigation Branch (RAIB) following the tragic Sandilands tram overturning. It will initially be configured to priority high-risk locations as suggested by the RAIB but will have the flexibility to be introduced elsewhere on the tram network.

The RAIB listed 15 recommendations aimed at the tram industry in Britain following the overturning. Work has progressed on all the recommendations specific to TfL with some of the most vital already completed. These include a permanent speed reduction across the tram network, speed monitoring and signage at significant bends, an enhanced customer complaints process and the installation of a driver protection device that alerts to driver distraction or fatigue.

A new emergency lighting system, which will operate independently of the tram's battery in the event of an emergency, has also been procured and will be installed over the summer

of 2019, addressing recommendation number seven. Extensive testing with safety experts has also progressed and a new higher specification film that is 75% thicker (going from 100microns to 175microns) will be fitted to all doors and windows to improve containment, as per recommendation number six, by spring 2019.

Boost for Manchester U.K. Metrolink Tram Users

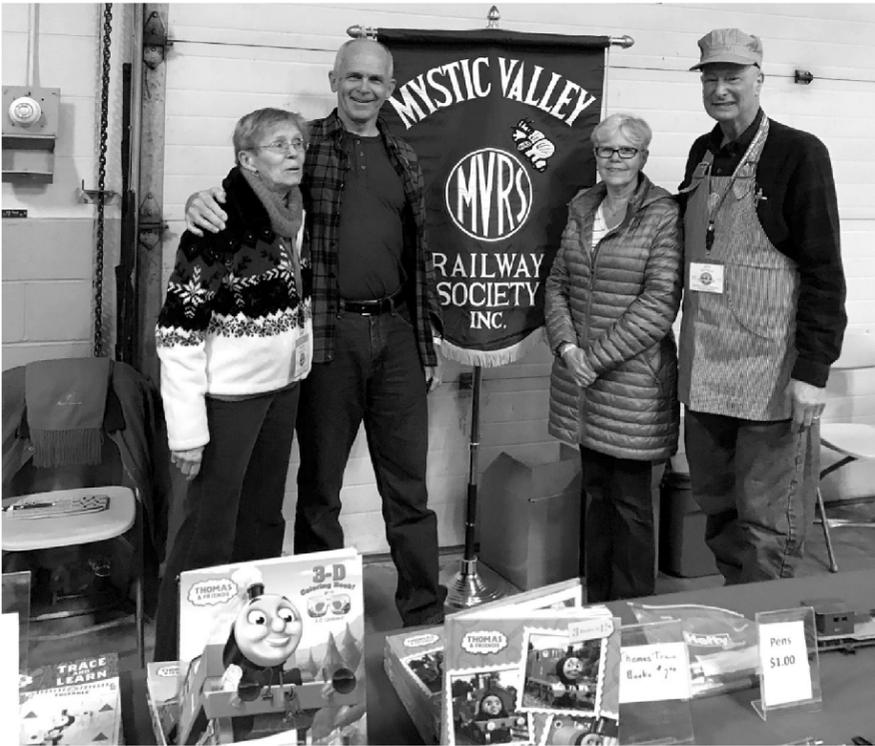
Tameside tram travelers received a welcome boost with the number of services on the Ashton line doubled from Monday January 28th 2019 when trams will run every six minutes on the line instead of the previous 12 minutes, doubling capacity. The move halved the average waiting time to just three minutes, making Metrolink a more attractive transport option and enables more people to access leisure, educational, cultural and employment opportunities. Boosting the number of services to meet demand supports the aims of Greater Manchester Mayor Andy Burnham's 'Congestion Deal'. Launched last year, the deal includes a series of measures to offer people more choice in their transport options and incentivize them to change their travel behavior.

Encouraging more people to take up tram travel will also contribute towards the aims of the region's Clean Air Plan which is currently under development and will set out how harmful levels of roadside air pollution across the city-region can be tackled.



MEMBER-O-GRAM

On Sat 1/26 director **Mary Verner** snapped longtime MVRS members **Carol and Skip Stundis**, now living in Ft Lauderdale FL, as they stopped by the MVRS booth at the Amherst Railway Society Railroad Hobby Show and visited with director **Marcia Pennington** and Vice President **Jeff Costello**.



Members **Mary and Geoff Wright** in Australia have recently been reading about frozen trolley cars in Ottawa in 1942 and say they'd prefer snow any day rather than the 44.4°C (111.9°F) recently measured this record-breaking Antipodean summer.

2018 and 2019 Rylko Grant Updates

2018 Grant Co-Recipients Status

- Wiscasset, Waterville & Farmington Railway Museum Bridge Project complete, funds 100 % disbursed
- Boothbay Railway Village Railway Post Office Car project ongoing, 75 % funds disbursed

2019 Rylko Grant Status

Updated information was posted on the Society web site during December and early January with a March 10, 2109 deadline for submission by prospective candidates for the 2019 Rylko Memorial Grant. As in the past, submissions will be reviewed by the Grant Committee and one or more recipients will be selected. The award will be presented at the Mystic Valley Railway Society 2019 Annual Meeting being held Saturday May 4, 2019.

Additional information and forms can be found at www.mysticvalleyrs.org

In Memory of Sylvia Spinney – Jeff Costello, MVRS Vice President



I've been with Mystic Valley Railway Society for 20 years now and I've met many people from bus drivers, passengers, board members, and many other people along our journeys. One of the finest of these was Sylvia Spinney. Sylvia was a director and one of the best treasurers we have ever had of our organization. As our treasurer, she was astute, precise, and well organized. If there ever was a question about our finances, she had the answers. She knew the books and would not back down over frivolous spending. She attributed her skill and knowledge to her mentor Al Avjian,

Treasurer Emeritus, for his expert advice. She enjoyed having him as a teacher and friend. Thus, I am saddened at the news of her death on Friday January 25, 2019. My wife Marcia Pennington found a special friend after Sylvia's retirement from MVRS. She found Sylvia to be compassionate, caring and a wonderful lunch-time companion enjoying her reminiscences of children and grandchildren. Ever as they grew older her grandchildren were always in her mind and heart. Even though later Sylvia did not have an appetite, she always had a big enough lunch to share with her grandson John. She was also very proud of granddaughter Sarah, a very fine artist. Sylvia was a great friend and will be sadly missed.

TRIP IDEAS!

idea

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!

Riding the Rails

By Robert A. LaMay



P42 number 104 with Train 470 at Meriden CT



Train 4462 stops at Berlin CT



Valley Railroad Photo Freight at Chester CT



Night Time at Willimantic CT



Night Work at Willimantic CT



Train 6401 approaches at Windsor Locks CT

DEADLINE FOR NEXT ISSUE
Wednesday May 1, 2019

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 frameable calendar prints of N.E. Railroading (our choice) \$3.00

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

_____ 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

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, I95/Rte 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.

LAST CALL

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.

SUGAR TIME AND CT CAROUSELS

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

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@mysticvalleys.org.

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!**



The Quincy & Boston Street Railway Company

By Dirk Hertel

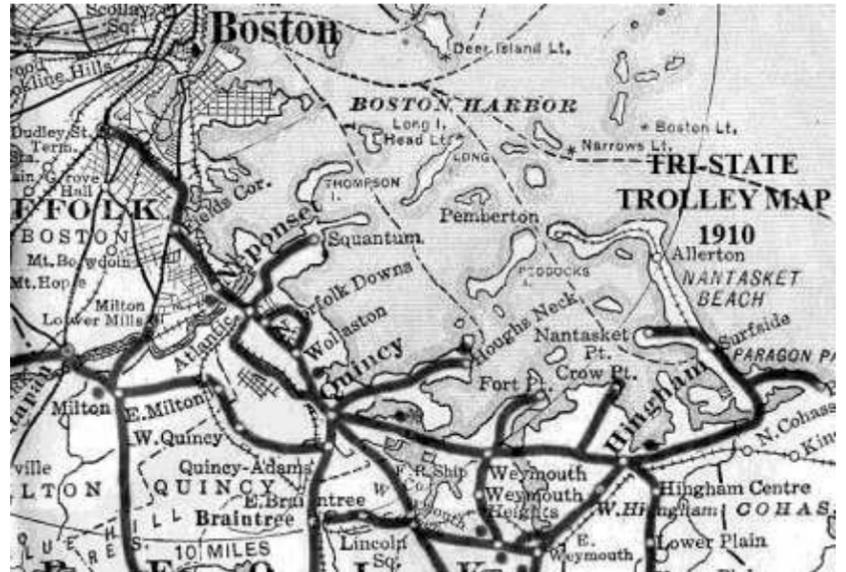
Recently, when staying in western Massachusetts, our B&B hosts gave us a copy of The Quincy Patriot, dated December 7, 1895. On the right column of page seven, I discovered the timetable of “The Quincy & Boston ELECTRIC STREET RAILWAY, on or after Wednesday, Oct. 16, 1895.” Electric streetcars run from Quincy CITY HALL to Braintree, Neponset (via Wollaston), East Weymouth (via Quincy Point and North Weymouth), and East Milton. The services departed from Quincy Center on a regular half-hourly schedule from 6:00 AM into the hour before midnight, promising “at Quincy Centre close connection is made with electric Cars on all the routes.” I use MBTA buses 220, 221, or 222 on my daily commute from Quincy Center subway station home to Quincy Point, so I was intrigued that once upon a time this journey could have been made on electric streetcars, on a convenient regular schedule with close connections. Trying to learn more about the Quincy & Boston Street Railway Company, I found information at the Quincy Historical Society and the Thomas Crane Public Library. The

Quincy & Boston ELECTRIC STREET RAILWAY.
 [Subject to change without notice.]
 On and after Wednesday, Oct. 16, 1895, cars will make trips on week days as follows:
Quincy and Braintree.
 Leave CITY HALL on the hour and half hour.
 Leave BRAINTREE 15 minutes before and 15 minutes past the hour.
Quincy and East Weymouth.
 Leave CITY HALL (10 minutes later from Quincy Point and 22 minutes later from North Weymouth)—6.00, (6.15 to North Weymouth depot) 6.30, 7.00, 7.30, 8.00, 8.31, 9.00, 9.30, 10.00, 10.33, 11.00, 11.30 A. M.; 12.00, 12.30, 1.00, 1.35, 2.00, 2.30, 3.00, 3.40, 4.00, 4.30, 4.55, 5.33, 6.00, 6.30, 7.00, 7.30, 8.00, 8.30, 9.00, 9.40, 10.40 P. M.; Wed. and Sat. 11.38 to Thomas Corner only.
 Leave EAST WEYMOUTH (20 minutes later from North Weymouth and 30 minutes later from Quincy Point) (6.25 and 6.40 from North Weymouth depot) 6.45, 7.10, 7.45, 8.15, 8.40, 9.15, 9.45, 10.10, 10.45, 11.15, 11.45 A. M.; 12.15, 12.45, 1.15, 1.45, 2.15, 2.45, 3.15, 3.45, 4.15, 4.45, 5.15, 5.45, 6.15, 6.45, 7.15, 7.45, 8.15, 8.40, 9.15, 9.45, 10.25, 11.25 P. M. Wed. and Sat. 12.00 from Thomas Corner.

former furnished Ruth Wainwright’s article “Quincy Street Railways 1861-1945” in Quincy History No. 36, Winter 1996-7, the latter a copy of the company’s own 1896 advertising booklet “The Quincy & Boston Street Railway Illustrated.” In 1861, the Quincy Street Railway was chartered and began operating horse-drawn “hay-burners” on a route from near the Adams Birthplaces (now part of the National Park) to Fields Corner in Dorchester. Running on rails eased the workload for horses and driver, the former did not have to pull so hard, the latter did not need to steer (less important as good draft horses know the way anyhow). In 1873, the Quincy Point Railway, flush with \$30,000 of start capital, connected Quincy Center along Washington Street to Quincy Point. In 1890, the Manet Street Railway connected Quincy Square to Houghs Neck peninsula, with a car barn near the Quincy Yacht Club.

The electrification of these routes arrived in 1888, made possible by Frank Julius Sprague’s inventions of the electric trolley wheel pickup, motorized trucks, and steady motor control (see page 6 of The WAYBILL, March - May 2018). Well-capitalized electric street railway companies started buying up horse railways. The Quincy & Boston Street Railway Company, incorporated in 1888, absorbed Quincy’s lines then expanded them into a network. Like the roots of a fast growing tree, electric streetcar lines sprouted through some four hundred Quincy streets then connected to the networks of the neighboring towns Hingham, Weymouth, Braintree, and Milton. Connections to the passenger trains of the Old Colony Railroad could be made at Quincy Center and Atlantic Stations (today North Quincy). After crossing the Neponset River on the new bridge built in 1891, streetcars run on elevated tracks from Quincy to Dudley Street Terminus, a stop on the Everett-Forest Hills Elevated Railway (today’s Orange Line) through downtown Boston.

brought. A great source of revenue for the Quincy & Boston were weekend pleasure trips, taking city dwellers to beaches, summer camps and seaside resorts of Squantum, Wollaston Beach and Houghs Neck in Quincy, Fort Point and Crow Point in Hingham, Nantasket Beach in Hull, and Black Rock Beach in Cohasset. New connectivity in turn increased land values and stimulated new housing developments. Real estate adverts included streetcar schedules, promising extra services to meet increased demand. The Quincy Mansion School of Wollaston advertised its “nearness to Boston,” facilitated by “many trains, and the time to Boston is 15 minutes. Electric cars to and from Boston pass the school grounds, and cover the distance over a charming route in about an hour.”



In 1900, the Quincy & Boston Street Railway Company sold out to the Brockton Street Railway (later Old Colony Street Railway) which operated a network of interurban electric passenger lines with fast connections (at advertised speeds of 65mph) all the way south to New Bedford, Fall River, Providence and Newport, Rhode Island. The lines in and out of Quincy are shown as thick lines on the Old Colony Street Railway’s 1910 TRI-STATE TROLLEY MAP. In 1911, Old Colony sold out to the Boston & Northern Street Railway Company. This new entity combined the electric street railway and interurban lines of Boston’s North and South Shores, and later became the Bay State Street Railway Company. The years between 1910 and 1920 marked peak electric streetcar connectivity, offering the network’s widest reach, greatest density, with most frequent and regular service. In 1928, the streetcar ride into Boston became shorter, terminating at Fields Corner, a stop on the new Harvard-Mattapan subway (today’s Ashmont branch of the Red Line). The first decline in patronage came in the 1920s from private automobile use, leading to the closure of the Squantum line. The depression stemmed further decline until World War II brought a rebound: gasoline was rationed, and the shipyards in Quincy and Hingham, both served by streetcars, employed more workers than ever to meet wartime demand.

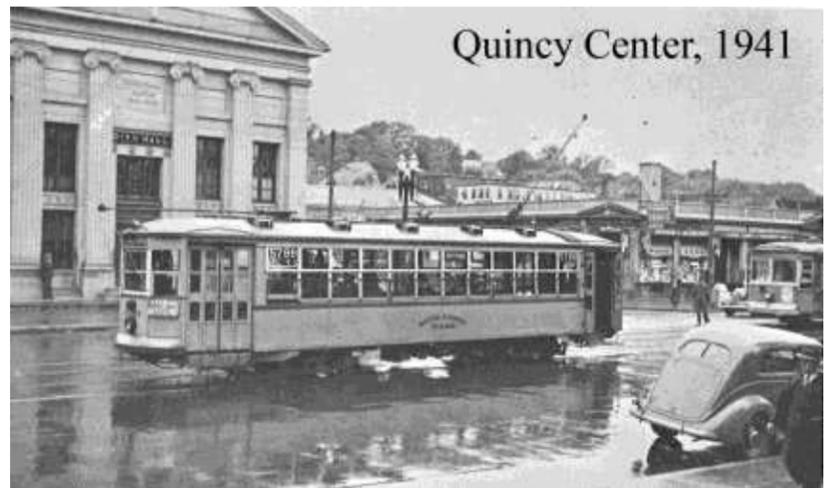
BURNHAM & DUGGAN
 RY. APPL. CO.,
 70 KILBY STREET,
 BOSTON, MASS.
 MANUFACTURERS AND DEALERS IN
 Adjustable and Flexible Trolley Wire Brackets,
 Insulators, Rail Chairs, Transfer Tables, Railway Supplies.
 Send for Circulars and Particulars.

“The Quincy & Boston Street Railway Illustrated” is a rich source of information about who built the electric streetcar network. Boston firms, for example Burnham & Duggan of 70 Kilby St., Louis Pfingst of 31 State St., or The Bash Combination Headlight Co. of 54 Kilby St., advertised supplies for tracks, “trolley wires”, car building, and fare collection. The Massachusetts Car Company of Ashburnham, MA (see page 6 of The WAYBILL, June – August 2018) offered open-sided streetcars, popular with excursions to the beach.



Photos show suburban dirt roads with embedded tracks, but many city streets were improved from dirt to stone pavement, using Quincy granite, when the streetcar tracks were laid. Work was contracted to firms such as H. Gore & Co. of 54 Kilby St, Boston, “Pavers and Street Railway Contractors.”

The Quincy & Boston connected workers to Quincy’s largest employer, the Fore River Shipyard. Boston-bound commuters had two choices: alighting at Atlantic Station for an Old Colony Railroad train, or continuing to Dudley Street. Quincy businesses greatly benefited from the increased number of shoppers the streetcar



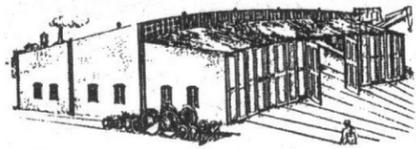
The postwar boom in private automobile use, combined with the building of the interstate highway system, brought a precipitous fall in streetcar ridership. Economy dictated the responses: cutting lines and services, converting to buses. Each made public transport less convenient, less frequent, less connected, less capacious, less useful and thus only hastened its decline, leaving mainly riders who had few other options. Streetcars and their tracks were regarded as a mere obstacle to car traffic. Services to Houghs Neck ended in 1946. On May 1, 1948 streetcar service to Fields Corner was converted to buses, marking the end of Quincy’s streetcar era. The low point came in 1959 when the Old Colony Railroad abandoned passenger train service into Boston, forcing about 7,000 daily commuters to choose between driving on the new Southeast Expressway or cramming into buses to Fields Corner. In 1960, the railway trestle over the Neponset River burned. Growing traffic congestion on the Expressway soon reached crisis stage, demanding a return of rapid rail transit. It took almost another decade until the Red Line subway extension reached Quincy. Looking back to the times when electric streetcars provided frequent and fast connections to the places of work, shopping and recreation seem nostalgic, eliciting remarks that those trolleys would be way too small, slow and inconvenient. However, where electric streetcars have endured, for example in European cities, convenient, fast, capacious, fully accessible streetcars have long since replaced the trolleys of yore.



Find us on Facebook
www.facebook.com/MysticValleyRailwaySociety



The Roundhouse



Railpace reports that Pan Am Railways has sold its two heritage-painted GP9 locomotives: engine number 77 in Boston and Maine heritage paint and Engine number 52 in Maine Central heritage paint. Both went to the Heber Valley Railroad in Utah. They will be missed by New England Rail photographers.

From Pan Am's web site: "Bridge #83.10 over the Millers River in Athol MA, built in 1916, was the last remaining bridge on the Pan Am Southern mainline where a 286K normal rating could not be achieved at any speed. Pan Am's Design & Construction Department designed a replacement structure for this 2-span bridge, Casco Bay Steel fabricated the new steel bridge, and CPM Constructors installed the new bridge. Pan Am's mainline track was thrown over to the unused second span of the bridge to enable the new bridge installation to occur over the course of 4 weeks, and then thrown back onto the new bridge to complete the project. With this bridge replacement, 286K railcars can now traverse the entire PAS mainline from Mechanicville (and Rotterdam Junction) to Ayer." 286K refers to a loaded car weight of 286,000 pounds or 143 tons.

From an Amtrak Press Release: "Amtrak will acquire new mainline passenger diesel locomotives from Siemens Mobility to replace its aging National Network locomotive fleet. These initial 75 locomotives will be used principally for Amtrak's long-distance train service, with options to purchase more, for use on some State Supported routes and for future growth.

The new locomotives will offer the latest safety systems including Crash Energy Management and Positive Train Control. Capable of speeds up to 125 MPH, the locomotives will have 4,400 horsepower capable 16-cylinder Cummins QSK95 diesel engines with modern control systems and Alternating Current (AC) propulsion. The diesel engine will come equipped with the latest Tier 4 emissions technology, reducing nitrogen oxide by over 89 percent and particulate matter by 95 percent, and provide an average of 10 percent savings in diesel fuel consumption.

Delivery of the new locomotives is scheduled for summer 2021, with passenger service beginning in fall 2021. They will be built at Siemens Mobility's rail manufacturing plant in Sacramento, California. The new locomotives will primarily replace the aging Amtrak P40 and P42 locomotives, some of which have been in service for more than 25 years."

From the National Transportation Safety Board:

On October 4, 2018, at 7:38 p.m. mountain daylight time, an eastbound Union Pacific (UP) freight train MGRCY04 (striking

train) collided with the rear of a stationary UP freight train MPCNP03 (stationary train) in Granite Canyon, Wyoming. Prior to the accident, the crew of the striking UP freight train reported problems with the train's air-brake system and radioed the UP Harriman Dispatch Center to advise them they had accelerated to 50 mph and were unable to stop. At the time of the accident, the striking train was traveling on a descending grade leading up to the point of collision. In the accident, the engineer and conductor of the striking train were killed, and 3 locomotives and 57 cars of the striking train derailed while 9 cars of the stationary train derailed. No hazardous materials were released. The crew of the stationary train had deboarded and cleared the area after receiving instructions from the dispatcher about the impending danger and were unharmed. The accident occurred near milepost (MP) 527 on the Laramie Subdivision, about 18 miles west of Cheyenne, Wyoming."

"There were two main tracks oriented in a geographical east and west direction. Both tracks had wayside signals to enable trains to operate in both directions on each track. **Positive train control was active at the time of the accident.** The north track was main track 1 and the south track was main track 2. The striking train was eastbound on main track 1 at the time of the accident"

Some of the more enthusiastic Positive Train Control (PTC) advocates had been saying PTC would end all train collisions. It appears that PTC is not a cure all technology.

Railpace reports that the historic former New Haven Railroad station in Westerly RI re-opened on 8/17/2018. The station is now owned by the RI Department of Transportation which made arrangements with Artists' Cooperative Gallery of Westerly to open the station Wednesday through Sunday for passengers of regional trains. This means passengers get access to an indoor waiting room and restrooms. There is still no ticket agent. The station was opened in 1913 and closed in 2016. Westerly has a Spanish Colonial Revival station with a handsome terra cotta roof and still has the New Haven's NYNH&H logo on the exterior.

PIX11 News reports that an Amtrak train headed to New York suffered a separation of the engine from the train 10 minutes out of Albany. This happened on the day before Thanksgiving and left a train full of passengers without heat for 40 minutes. Railfan internet chatter added a few more details. The train was the southbound Adirondack. The details of the separation were reported differently by different media. **The Catskill, NY Daily Mail** quotes an Amtrak report that says the separation occurred between the first and second passenger cars of the six-car train and the train's automatic brakes stopped both sections of the train. The **Albany Times Union** gives a different report. It says the separated cars were the two cars added to the end of the train at Albany and that a college football player aboard the sep-

arated cars used the emergency brake to stop those cars. There will be no National Transportation Safety Board investigation because there were no injuries.

MBTA/Keolis train number 404 from Fitchburg to Boston was involved in an upright derailment with the loss of one wheel shortly after leaving Waverly Station on 11/27/18. Commuters had to wait in the cold for 90 minutes for another train to take them to Boston. This is the former Boston and Maine Fitchburg Division Main Line.

Connecticut Department of Transportation has been selling some of its fleet of EMD FL9 locomotives. Some of the new owners include Berkshire Scenic, Housatonic, Cape Cod RR (2 engines), and Boston Surface Railroad. These locomotives are over a half century old. They are dual-mode engines that were custom built for the New Haven Railroad. They are diesels that can also operate as electric locomotives. The New Haven used them to haul Boston to New York trains which could operate into Grand Central Station using third rail power. This eliminated the need to change engines at New Haven. It is doubtful that any of the new owners will find a use for their dual mode capability. But they are first generation engines that feature EMD's classic bulldog nose and they will probably be popular with rail photographers. [Railpace]

Twice in the past we have reported that Kennebunk, Maine was getting a Downeaster stop. Our previous items were based on press releases from the Northern New England Rail Passenger Authority. Now Railpace is reporting that the Kennebunk Board of Selectmen voted to kill the new station project.

Pan Am Railways has asked the Federal Railroad Administration for permission to discontinue signals on the former B&M New Hampshire Division main line between North Chelmsford MA and Manchester NH. It was interesting to see the exact legal status of this line in the filing. Here is a quote from the Federal Register: "The applicant's corporate name is Springfield Terminal Railway Company (ST). The applicant is the operator of the line as lessor from Boston and Maine Corporation (BM), owner. Both the applicant and BM are wholly owned subsidiaries of PAR." Pan Am does not make much use of the Boston and Maine and Springfield Terminal names anymore but apparently both names still have a legal existence.

Amtrak ended checked baggage service on the Boston section of the Lake Shore Limited on January 7, 2019. [Amtrak Northeast on Yahoo Groups]

We have previously reported that GE Transportation was going to end locomotive production at its plant in Erie PA. Now Go-Erie.com reports that plant may be building locomotives for at least a little while in 2019. However, the sale of GE Transportation to Wabtec is likely to close in the first quarter of 2019. After that sale things could change. For now, the plant has plenty of orders for

new locomotives and rebuilding older locomotives.

Wicked Local Swampscott reports that the MBTA got no bids when they offered space in Swampscott Depot for rent to a business that would operate a concession stand there. This station was built in 1868 by the Eastern RR (a B&M predecessor). It was designed by George W. Cram. It no longer has its clock tower. Most depots in the commuter zone are on the inbound track. Swampscott has the disadvantage of being on the outbound track. Nonetheless it is a charming little 19th century depot.

We thank Billy Leazar and AmtrakNorthEast@YahooGroups.com for this summation of the MBTA's Green Line construction project: "John Dalton, program manager for the Green Line Extension, outlined some of those lessons on 1/9/2019 on the final day of the National Railroad Construction and Maintenance Association Conference, while also providing a brief overview of the larger spending plan.

The Green Line project will extend the existing light rail line, which includes the nation's oldest subway line, dating to 1897, north and west from its current terminus at Lechmere (in Cambridge) into Somerville and Medford MA, on two branch lines. The project is unusual in that both branches will be built adjacent to existing MBTA Commuter Rail lines, which sit below street level in open cuts.

The project has had a bumpy history. Planning began in 2012, but was halted in 2015 because of an inability to bring the program in within its budget. It was revived in 2016 with several aspects of the project scaled back, such as simplified stations, a smaller vehicle maintenance facility, an increase in upgrading rather than replacing bridges, and a reduction in some trench work.

Dalton said that, in addition to reducing the budget, the revived program introduced a greater degree of cost certainty by introducing an "affordability limit." Companies interested in bidding on the project were told the project had a \$1.319 billion cap; anyone with a bid above that number was eliminated.

Companies willing to make a bid under that number were also given the opportunity to add in six features that had been eliminated, if they could do so within that constraint; the winning bid was judged on both the dollar figure and the number of added features.

Ultimately, the design-and-build contract went to a consortium, GLX Construction, headed by Fluor, Middlesex Corp., Herzog, and Balfour Beatty, which came in with a bid of \$1.082 billion that included all six optional features.

So, we achieved what we wanted to," Dalton said. "We maximized scope without putting the whole project at risk. We made it an option within the bidding process, in the competitive environment of the bidding process, so it wasn't a change order after the fact."

Lines from Ireland

Iarnród Éireann/Irish Rail marked the International Day of Persons with Disabilities on December 3rd by lighting up Dublin Connolly and Hueston stations in purple which is the color of disability. As part of the company's ongoing commitment to persons with disabilities, a new rail transport accessibility pilot project is currently being created to improve the rail experience of those with mobility and sensory impairment. It is funded by the National Transport Authority and is a follow-on from the successful DART Accessibility program.

On December 9th a new Iarnród Éireann train schedule came into operation which added more than 280 services each week compared to the previous schedule. Under the new schedule there are up to 44 new train services each day on mainly the Maynooth, Drogheda, and Phoenix Park Tunnel Commuter Routes as well as an extra daily Monday to Friday each way service between Dublin and Sligo. Additionally, over 60 new weekend services are now operating on Saturdays and Sundays with commuter frequency on the Maynooth and Drogheda lines being boosted. The key elements of the new schedules are more off-peak, peak and weekend services between Maynooth/Drogheda and Dublin Connolly, including

extended morning and evening operating hours between Maynooth and Dublin Connolly on Sundays; expansion of Phoenix Park Tunnel services from the current peak-only services to include Monday to Friday off-peak services between Hazelhatch and Grand Canal Dock, Dublin; time alterations on the Rosslare Europort/Dublin Connolly services; more even intervals on Saturday DART services; a number of morning Northern Commuter services now call at Portmarnock, Clongriffin, and Howth Junction while one evening Northern Commuter service now calls at Clongriffin and Portmarnock to balance capacity; and an additional 6.52am Dublin Connolly to Malahide DART service to provide connection to northbound Northern Commuter service for DART customers at intermediate stations.

The Irish Government has announced that it plans to pioneer the use of hybrid technology on the Iarnród Éireann train fleet. This will be supported by up to US\$17M under the Climate Action Fund, a move welcomed by the company. The company has partnered with Rolls Royce which will design, supply, install and commission an initial nine Hybrid PowerPacks for Intercity Railcars trains which are the backbone of the nation-wide Intercity (long distance) rail service.

November 2018 to January 2019 By James Scannell

If the trials are successful, Iarnród Éireann plans to convert its entire fleet of Intercity Railcar fleet of 234 carriages, which operate on all Intercity routes, to the hybrid technology. Simulations have shown that the Hybrid PowerPack, depending on route and schedule, produce fuel and emission savings of up to 33%.

The Hybrid PowerPack is an eco-friendly drive system combining the advantages of diesel and battery-powered rail traction by incorporating a diesel engine plus an electric motor or generator, and an Energy Pack battery system which stores the energy recovered during braking. This enables significant decreases in fuel consumption and CO2 emissions – in the case of Iarnród Éireann a reduction in fuel consumption of up to 33% is predicted.

Iarnród Éireann's fleet strategy already envisages a future which moves away from diesel power for new trains so there will be further environmental and cost benefits from the conversion of the existing fleet. Under the National Development Plan the rail fleet is to be increased by 300 vehicles with electric and hybrid options being ordered. This will also facilitate the DART Expansion programme which will see the electrification of

routes from Dublin to Drogheda, Maynooth/M3 Parkway and Hazelhatch over the lifetime of the National Development Plan.

In January 2019 it was announced that during 2018 269M passenger journeys were provided by Dublin Bus, Bus Éireann, Iarnród Éireann, Luas, and Go-Ahead Ireland, which has taken over some routes in the Greater Dublin Area formerly operated by Dublin Bus. According to preliminary full year figures for each of the State-supported public transport operators, this represents an increase of 19M passenger journeys compared to 2017. Bus Éireann, who provides long-distance bus services, had the largest increase of any of the operators, providing 35.1M passenger journeys compared to 31.1M in 2017, an increase of 12.9%. Dublin Bus provided the largest number of passenger journeys at 143M, an increase of 7M on 2017. Iarnród Éireann saw an increase of between 4% and 5% on DART and commuter services. Luas numbers increased by 11% to 42M while new public service bus operator Go-Ahead Ireland provided 1.3M passenger journeys on its routes in the Greater Dublin Area.



WEEKEND DAY TRIPS

BUTTERFLIES IN DEERFIELD

Saturday – May 25, 2019 Fare: \$99 PP

Enjoy springtime as we traverse the roads to Deerfield MA. After a luncheon buffet at the Deerfield Inn watch a video on life at Old Deerfield Village, and browse the gift shop. Then visit Magic Wings where you can stroll among thousands of domestic and exotic butterflies in their indoor conservatory.

FEATURES:

- Round trip comfortable motor coach
- Luncheon buffet at the Deerfield Inn
- Old Deerfield Village
- Magic Wings Butterfly Conservatory and Garden



TIMETABLE

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

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.

Different Faces of Lowell

Saturday – June 22, 2019 Fare: \$100 PP

In the cradle of the American Industrial Revolution, visit the birthplace one of Lowell MA's most well-known sons. Artist James McNeill Whistler, of "Whistler's Mother" fame, lived here until his father took a job in Russia designing and building railroads. After a delicious buffet at Cobblestones Restaurant travel to Lowell National Historical Park. Take a 90-minute guided canal boat tour and learn how waterways helped form this industrial powerhouse. Time permitting, tour the Visitor's Center museum and gift shop.

FEATURES:

- Round Trip Comfortable Motor Coach
- Whistler House Museum of Art
- Cobblestones Restaurant
- Lowell National Park Canal Tour



TIMETABLE

9:00am	Braintree T (Exit 17, Rte 3)	7:00pm
9:30am	Riverside T (Exit 22, Rte 95/128)	6:30pm
10:00am	Wellington T (Rte 16 – Medford)	6:00pm

All times are approximate and subject to change
An alternative to the canal tour may be substituted if the weather is inclement.



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.

BUTTERFLIES IN DEERFIELD

Saturday – May 25, 2019 Fare: \$99 PP



PLEASE PRINT ALL INFORMATION

Name(s): _____ Phone# _____
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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.

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 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.

Mt. Washington Cog Railway 150th Anniversary Season

Sunday – July 14, 2019 Fare: \$160 PP

It is 150 years since the Cog Railway first reached the summit of Mt. Washington. Enjoy the atmosphere of the iconic Mt. Washington Hotel during lunch and take in the lovely view of the Presidential Range from the porch. After lunch, experience a three-hour diesel-hauled round-trip train ride on New England's highest peak. With an hour at the summit, there'll be time to visit the weather observatory, then back at base camp browse the museum gift shop.

FEATURES:

- Round Trip Comfortable Motor Coach
- Lunch at Mt. Washington Hotel restaurant
- Round Trip on Mt. Washington Cog Railway
- Summit Weather Observatory
- Cog Railway Museum and Gift Shop



TIMETABLE

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

Mt. Washington Cog Railway 150th Anniversary Season

Sunday – July 14, 2019 Fare: \$160 PP

MEAL CHOICES:

- Roasted Chicken Breast w/ Lemon-Cranberry Chutney
- Atlantic Salmon, basil pesto
- Vegetable strudel, toasted tomato coulis

PLEASE PRINT ALL INFORMATION

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

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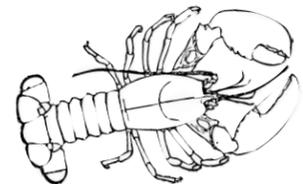
BAILEY'S ISLAND

Saturday – July 20, 2019 Fare: \$95 PP

Travel to Bailey's Island over the world's only granite cribstone bridge, a Historic Civil Engineering Landmark, built in 1927 then rebuilt in 2009-11. Linger over a traditional Maine clam bake while enjoying views of the ocean and rocky coast. Spend the afternoon at the Land's End gift shop before heading home.

FEATURES:

- Round trip comfortable motor coach
- Traditional Maine clam bake
- Land's End gift shop



TIMETABLE

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

BAILEY'S ISLAND

Saturday – July 20, 2019 Fare: \$95 PP

MEAL CHOICES:

- Lobster
- Half-chicken

PLEASE PRINT ALL INFORMATION

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

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