

Train Magazine Anniversary Edition

Volume 4a Edition 5 25th issue ever!

December 2000

Ways to receive Train Magazine:

If you want Train Magazine with the pictures in color you should become a member. If you become a member you will receive 8 issues of Train Magazine with the pictures in color. It is only \$10. You also will receive a list of museums with ratings of them.

You also can get Train Magazine in black and white for 8 issues for \$5.

To become a member or black and white subscriber please send a check or cash to 20 Blackhorse Dr. Acton, MA 01720. All checks should be written to 'David Emer.'

Give the amazing gift of Train Magazine as this holiday season comes chugging in!

(See Page 5 for details.)

Inside This Issue:

<i>Amtrak is doing better!</i>	2
<i>Emer Notes</i>	2
<i>MBTA fares increased</i>	2
<i>Photo Flash: My trip to Spain</i>	3
<i>Keyworth's Train Fun</i>	3
<i>A Tid-bit of History: Casey Jones</i>	4
<i>Stock Track</i>	5

America Is Catching Up With The World: Amtrak's Acela Express is Here

The long awaited beginning of Acela Express, the new 150 MPH high-speed service between Boston- New York City and Washington D.C. is finally here. On November 16 Acela Express had its ceremonial run and revenue service will start on December 11. Between November 16 and December 11 Amtrak will run trains to train crew, show travel agents what it is like and run charter trains for pro sports teams.

The beginning of Acela was a very festive occasion. There were politicians and celebrities on board the inaugural run from the nation's capital to the capital of the Bay State, Boston. This was the first time in Amtrak's 29-year history that a train went 150 MPH. It hit the record breaking 150 mark near Kingston, Rhode Island, which is South of Providence.

In December Amtrak will start out with one round trip daily, which will depart from Washington's Union Station at 5 AM get to New York at 8:03 AM and ar-

rive at South Station in Boston at 11:31 AM. It will leave Boston at 5:12 PM and arrive in Washington D.C. at 11:43 PM. The Boston to New York segment will take 3 hours and 27 minutes. This is 31 minutes faster than Acela Regional service, (Volume 5 Edition 5) which was launched on January 31. It is an hour and a 20 minutes faster than Northeast-Direct service. It may go down to the extremely impressive 3 hours and 4 minutes in 2 to 3 years. On the New York to Washington part of the run only 15 minutes will be cut off travel time from the Acela Regional service. There also will be two Acela Super Expresses which will be 5 minutes faster than the other run and will go non-stop between the two big cites. These two trains will be introduced in January.

The Acela Express trains have 6 cars and can carry 304 people. There are at seat meals and a pub café car. Each person will be able to listen to three channels of audio entertainment.

Continued on Page 4

3 Years of Train Magazine!

You may wonder why this is the anniversary issue if it is December instead of February. I found out from an old document that Train Magazine actually was started in November of 1997. You may still be scratching your head because this issue came out in December rather than November. It is in November because we wanted to have this issue come out after the beginning of Acela Express and we couldn't get it out fast enough for it to be out in November. Train Magazine is working very

well as a hobby and a company. Train Magazine which is getting some financial support is paying for postage, copying and advertising. Only research is paid for by my another source. I'm very happy that over 40 people read Train Magazine. I'm very happy that you read Train Magazine because I have so much fun writing it.

3 Years 25 Issues

Continued on page 3

Amtrak is doing better!

June and July were two great months for Amtrak and the future of rail travel in America. In July Amtrak made the most revenue from tickets all-time (see update), \$107.2 million. June brought in ticket revenue of more than \$100 million. June had the second biggest ticket revenue in Amtrak's history. Amtrak had a 10 year rider ship high of 2 million passengers in July. Long distance trains also saw a rider ship increase.

Amtrak's Northeast Corridor is helping Amtrak a lot. In July it had revenues of \$51 million. This is nearly half of the total revenue. Many of the lines in the Northeast Corridor are doing great especially Acela Regional.

Amtrak has been doing better for a number of different reasons. Airplanes being late is one of them. Last summer United cancelled many flights because of their strike and also due to weather. Continental Airlines has had to transfer some of their passengers to Amtrak in the Northeast Corridor because flight delays and cancellations had been so bad.

Amtrak's Unconditional Satisfaction (Volume 4a Edition

4) deal which gives passengers the right to an equivalent free trip if they are not happy with their travel experience has also helped Amtrak. The Unconditional Satisfaction Guarantee is the only type in the transportation business.

Amtrak rider ship has also gone up because of advertising, rising gas prices, airport delays and a booming economy. The information for this article came from www.amtrak.com, USA Today and the Associated Press

Update: Amtrak broke its single month revenue record again in August. They also broke the revenue record for the fourth consecutive year and their rider ship record for Fiscal Year 2000 that ended on September, 30, 2000. 22.5 million people rode on Amtrak last year which brought them \$1.103 billion up \$100 million from last year. The rider ship figure is an all-time record.

The information for this article came from: www.amtrak.com, USA Today and the Associated Press.

Emer Notes: Better North Station-South Station Connection Is Necessary

It is very hard to go from North Station to South Station in Boston by public transportation. Since the Acton line runs to North Station I need to go on 2 subways lines to get from North Station to South Station. It will become even more important to have a good North-South Station connection when the Amtrak Boston to Portland, Maine service starts. It is supposed to start some service in January and have the whole thing running by April of next year. The service will run out of North Station. If they don't make a good connection it would be hard to go between Portland and New York because all other Amtrak trains

run out of South Station.

The latest idea to remedy this is to build a monorail. The MBTA (Massachusetts Bay Transportation Authority) will study the idea. I think that a monorail would be good for people who needed to take the train from Portland to Boston and then on to a different Amtrak location. The monorail also could be good for people who want to go from the commuter rail to an Amtrak connection. It would be a pain to lug all your bags on and off the monorail and carry them around North and South Station. Therefore, a rail connection is needed.

Some of the information for this article came from Trains Magazine's website.

MBTA Fares Increased

The MBTA's (Massachusetts Bay Transportation Authority) board of directors in an unanimous vote decided to raise its fares for subways, buses and commuter rail. The subway fare went up from 85 cents to one dollar. The commuter rail fare is varied compared to how long you go on it. It will go up from between 85 cents to \$4.75 to \$1 to \$5.75. The MBTA is raising their fares so that the MBTA won't cost as much for tax payers.

Many people are not very happy about this decision

to raise fares because they think that transportation is their right and it is too expensive. Boston has one of the cheapest transit systems in the country. Other people think that more people will go by car instead of going on the MBTA. This would hurt the environment. The T has said they will make their station more accessible for people with disabilities and install smart cards so that people receive something for their extra money. This is all part of a \$2.9 billion plan.

The information for this article came from The Boston Globe and WCVB.

Photo Flash: My trip to Spain-Part I

I went to Barcelona, Spain last summer. I saw many trains there. I did so many things related to trains that I can't fit the Photo Flash in one issue. These pictures were taken by David and Joel Emer.



This is a roundhouse at the Museu de Ferrocarril in Vilanova, Spain. It has a turntable and the sheds have many diesel and steam engines.



This steam engine is the oldest steam engine restored in the museum. It was built in 1887.



This is a cable car going up Mountserrat in Spain.

Keyworth's Train Fun

By Ian Keyworth
Try this problem:

A young man works at a train shop. Every inch of track is \$1.50 and a train set costs \$20. One day two men come in and buy 13 inches of track, a lady comes in and buys a set, a group of boys come in and buy two sets and at the end of the day two masked men come in the store a rob the young man of 59% of the money he had earned that day. How much money did he earn for the store?

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3 Years of Train Magazine

Continued from front page

I only do write Train Magazine for the fun of learning about trains which fascinates me a ton. If I ever could write Train Magazine for a living it would be a dream come true.

I could never have written Train Magazine without help. Many people have helped me in so many ways. A lot of people see articles about trains and send them to me. This gives me information for tons of new articles. Some of the people who have helped me this way the most are, Robin Emer, Judy Hall, Jerome Emer and

Jill Cherner. My friend, Ian Keyworth adds something more than news to Train Magazine. He adds games, contests and drawings. His contributions are great. Toni Juan has also written articles for Train Magazine including his trip from Worcester to New York. Joel Emer has provided technical support. He helps with the new web site and Microsoft Publisher. Robin edits Train Magazine. Thank you so much to everyone. Without you there wouldn't be 21 members and 47 subscribers this issue. These numbers are unbelievable.

A Tid-Bit of History: Casey Jones

Part II: The Situation Leading to the Fatal Crash

Continued from last issue

On April, 30, 1900 Casey Jones was assigned to take train no. 1, the New Orleans Special, from Memphis to Canton. Casey Jones had actually already worked 11 hours but the engineer that was supposed to run the New Orleans Special had called in sick. Casey wanted to get into Canton on time. This was not a very easy task because 6 trains were between Durant and Canton. There was 36 miles of track between these two cities and it only was a single track. The trains heading south were: Freight 83, passenger 25 and Casey's passenger 1. There also were three trains headed north: Freight 72, Passenger 2 and 2 sections of passenger 26. Casey's train had priority over everything else on the line, meaning that everyone else had to get out of his way except for passenger 2. Casey said, there was a mess at Vaughn, Mississippi. Four trains were already in Vaughn as Casey was coming in. Making the situation even worse, there were no signals in Vaughn. No. 83 came into Vaughn first and it went into a siding to let Casey's train go through. Next train no. 72 arrived and there wasn't enough room for it to go into another siding so it had to "saw" south and then back north with No. 83. After that they had to do the reverse of what they had done to let passenger 2 get through. Then, the freights had to "saw" south to let two sections of passenger 26 go through. The move worked and this allowed the two sections of passenger 26 to go on to a siding. Then the two trains had just to "saw" south to let Casey's train get through. Unfortunately, the air hose on train no. 72 broke causing the emergency brakes to go on. This made it impossible for no. 72 to move with Casey's train just minutes away. Casey probably saw train no. 72 when he was going an estimated 70 mph. Casey couldn't stop and crashed into No. 83 at 35 mph. Maybe if there hadn't been a blind curve before Vaughn Casey could have lived. Nevertheless, Casey Jones got killed and his fireman Sim Webb and two other passengers were injured. Casey had told Sim Webb to jump off.

Note: "Sawing" is a maneuver to get trains through when there isn't enough room on the siding.

The information for this article came from Trains Magazine.

Acela Express Is Here! (Continued)

Continued from page one

Acela Express will cost \$120 between Boston and New York up from \$57 on Acela Regional and \$143 on the New York to Washington run compared to \$122 on the slower trains. These prices are for business class. Business class is the lowest class.

By the Summer of 2001 there will be 19 Acela Express round-trips from New York to Washington and 10 round-trips between Boston and New York.

This is hopefully only the beginning of high-speed rail in America because we are the most prosperous country in the world and we should not pass up on what is working so well in Europe and Asia. There is currently legislation in congress to allow Amtrak to sell \$10 billion dollars in bonds for high-speed rail. America needs to invest in high-speed rail. Some of the train lines in Europe are making significant profits and have been cruising at 180 MPH for decades. If we don't invest in Amtrak we have no right to complain about it. This 10 billion dollar plan, known as the High Speed Rail Investment Act is only half the amount of money that is projected to be paid on the Woodrow Wilson Bridge in Washington D.C. Amtrak is successful in areas where there are fast trains. Amtrak takes 70% of the air/rail market between Washington D.C. and New York. Amtrak keeps 121 full planes grounded between Washington and New York. It took longer than it takes to go in a car to get from New York to Boston on Amtrak before January 31, 2000. Obviously Amtrak would only take 30% of the air/rail market. In the rest of the country except the Northeast Amtrak trains roll at only 89 MPH.

"People are sick and tired of sitting in traffic and in the airports. Businesses are losing millions of dollars. People are losing precious time with their loved ones. High-speed rail is the answer to air rage and road rage."

US Senator Frank Lautenberg, a New Jersey Democrat. He is the writer of the High Speed Rail Investment and has a really informative web-site about high-speed rail initiatives at <http://lautenberg.senate.gov/highspeed/>

The information for this article came from Trains Magazine's website, Reuters, Reuter Securities and Amtrak.com.

Results of the What do You Think

The Question was:

Do you like Amtrak's old logo or new logo better?

If you don't remember what they look like go to <http://www.trainmagazine.com/trainmag/whatdoyouthinkv4ae4.htm> to see the logos.

The Old Logo got 2 votes and the new logo got 0 votes

Comment from Judy Hall:

I think I like the old Amtrak logo better. The new one doesn't convey anything to me, and it kind of looks like bent railroad tracks, something I don't want to encounter while I'm riding on a train! I have to admit, though, that the old one looks like a highway, which is a strange symbol for an alternative to driving a car, isn't it?

TRAIN MAGAZINE IS AMERICA'S ANSWER TO PLANES SINCE NOVEMBER OF 1997

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Train Magazine

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www.Trainmagazine.com*

Notes From The Editor & Stock Track

- Acela Express is the biggest thing that has happened in Train Magazine history. I have wanted to write that article for a year.
- If you received Train Magazine since Volume 6 Edition 1 then you may still receive Train Magazine in black and white for free. We encourage you to change from a black and white subscriber to a member.
- Give the gift of Train Magazine as this holiday season comes chugging in. Please send (our address is above) in a note with the name of the person who you are giving the gift to. Please make that person a member, which will give them 8 issues of our amazing magazines as well as an exclusive museum list with ratings and descriptions of them. You can make your friend or family a member for only \$10.
- All articles are written by David Emer if not otherwise noted.
- Did you know that on November 26, 1910 Penn Station in New York was opened.
- Make sure you visit the new online home of Train Magazine. It is at www.trainmagazine.com. Check out news about rail lines on this site.

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22-Jan-99	33.25	40.25	29.19	50.56	38.31
19-Feb-99	33.87	40.06	28.37	48.69	37.75
19-Apr-99	33.50	44.12	29.56	57.00	41.05
01-Jul-99	32.43	47.25	30.00	59.19	42.22
29-Aug-99	30.25	45.75	27.87	51.06	38.73
24-Nov-99	28.94	37.12	21.94	48.69	34.17
28-Dec-99	24.00	32.12	20.62	43.19	29.98
18-Feb-00	22.56	21.81	14.81	37.75	24.23
20-Apr-00	24.00	20.63	17.13	41.31	25.77
06-Jun-00	24.94	22.00	17.88	42.44	26.82
03-Jul-00	24.44	22.31	15.63	38.25	25.16
31-Aug-00	22.38	23.75	16.06	39.75	25.49
01-Dec-00	25.25	25.50	14.31	46.00	27.77

BNI= Burlington Northern and Santa Fe
CSX= CSX
NSC= Norfolk and Southern
UNP= Union Pacific

TMTA= Train Magazine Transportation Average. It is an average of the stock prices. Unfortunately, it has gone steadily down in the two years of Stock Track. Train Magazine has changed this article into Stock Track instead of Stock Check because it has a better train ring to it. Check out Weekly Stock Track on www.trainmagazine.com.