

# Train Magazine

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## Amtrak Trains in New England

### Special points of interest:

- "If you have lost your train of thought then become a member of Train Magazine and it will get you back on track or become a member so you won't lose your train of thought."  
Quote by Mariann Eden

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### Trains in Maine

Amtrak is going to have trains go from Boston's North Station to Portland Maine and then on to Brunswick Maine. In total it is a 78-mile trip. The tracks are owned by Guilford Transportation. Amtrak and Guilford are working out all the details, like Amtrak wants 115-pound rail and Guilford wants it to be 130-pound rail. The trains will go 79 MPH, which isn't unbelievably fast.

### What will the cost be though?

The cost will be from \$50 million to \$60 million. I think that every state should get Amtrak because every state is paying for it from taxes. Your taxes go to it, whether you live in a state with Amtrak service or not. Soon Maine will have the rail choice for the first time in 30 years.

### Vermont might switch hubs

Vermont would like to have their trains run out of Boston opposed to New York and Washington D.C. This will probably be good for Amtrak because then Boston will start the lines for Rhode Island, Maine and Vermont. This is just a far-fetched project though.

The information for the articles about Vermont and Maine came from Rail News.

## Become a Member of Train Magazine

Are you tired of having your pictures for Train Magazine in black and white? Well the boredom is over if you become a member of Train Magazine. This entitles you to get two pages in color. Also you will help Train Magazine's costs go down. All you need to do is mail me \$10 to Train Magazine Place 20 Blackhorse Dr. Acton MA 01720.

As an added bonus you can get a list of train museums I've been to and ratings of them.

There are currently 6 members as of 6/17/99. Thank you for your support.

# Metro the Subway for Washington D.C.

Metro is the subway system for Washington D.C. but it also goes in Maryland and Virginia. One way it is different from the MBTA is that sometimes more than one line is on the same track.

When my Mom and I went to Washington D.C. we went on Metro. The Metro has 5 lines that are the Red, Orange, Blue, Yellow and Green. You purchase Metro Cards instead of tokens. You can purchase multiple fares per card.

This is a picture of me riding on Metro after a long day of sightseeing.



The photograph was taken by Robin Emer (Information Specialist)

## Emer Notes: Comparison of MBTA and Metro

I don't mean to be a traitor to the MBTA subway system but I think it could do a few things that Metro subway system is doing now. The first one is we should have an easy to get fare card because tokens are hard to keep for a long time. Also tokens are slow to put in the turnstiles but you can just swipe your card through.

The second problem with the MBTA subway system is that it does-

n't go out of the city far enough. I don't mean it should go to Acton but it could go to Lexington or maybe Lincoln. This would make it possible that people can go on the train without working out your life with a commuter rail schedule.

*"MBTA subway system is neat but it could do some things like Metro"*

These are just ideas from Train Magazine. Some ideas for this article came from Robin Emer (Information Specialist).



### System Map for Metro

What do you think?

Do you like Commuter Rails or Subways? Subways are a little uncomfortable but they have more stops than trains so that you can get to your destination easier. Send your answer and a reason to our E-mail (preferably) or Snail Mail on page 4.

# The Union Pacific Railroad

Union Pacific is a rail line that goes from the Mid-West to the Pacific Coast. It is almost 150 years old, which is very good for back then because a lot of lines have merged recently. It also is the biggest rail line in the country. Union Pacific is a freight line that takes autos, trailers, containers, chemicals, coal, grain, lumber and a lot of consumer goods.

Union Pacific was one of the lines that met in the Trans-Continental railroad. They started in Omaha Nebraska in 1862. They didn't get that far because they were interrupted by the Civil War until 1865. It was not easy because the tracks were heavy and the terrain was tough.

Central Pacific was also working from the West and they met in Utah Territory. When they met in 1869

they put down a golden spike at Promontory Point, Utah Territory. After the Trans-Continental Railroad was completed 10,000 people were working for Union Pacific. Some of them quit but a lot of them stayed to continue with Union Pacific. Today a lot of people still work for Union Pacific and hopefully they will stay around for another 150 years.

The information for this article came from

[www.unionpacific.com/overview/history.htm](http://www.unionpacific.com/overview/history.htm).

## What do you think answers.

What do you think Answers

The question was: Was what Casey Jones did just his job or was he a hero?

Casey Jones was just doing his job. It was more important for 500 people in the train to live than for Casey Jones to live.  
Robert Fox

If he had lived and the others had died, Casey would have felt very bad about it for the rest of his life.

Rebecca Stamm

Simon Fox agreed.

It was just Casey Jones job with the vote at 3 to nothing.

Thank You for responding!

## Games and Fun Stuff

Train Trivia

Are there Amtrak trains in western Massachusetts?

Five Questions

What year did Union Pacific and Central Pacific meet in the Trans-Continental Railroad?

What Territory did they meet in?

What states do Metro go in?

How much is the Portland line going to cost?

Where is the line going to go to after Portland?

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web soon!*

## Letters to the Editor

Dear Editor,  
I don't know whether the legend about Casey Jones is true or not, but I think there is an important concept in the story. There are, in fact, true stories about men and women who have taken grave risks to save the lives of others. I recall the account of a soldier in World War II who gave his life to save the lives of men in his platoon. A junior college on the southside of Chicago was named in his honor. Sometimes to lesser degree, there are many other instances of such deeds.

Jean Emer

Dear David,  
We read your article on Casey Jones. We had a lot of questions, like why exactly was the freight train in the way? Was it going along the same track as Casey Jones' train, or was it crossing in front of Ca-

sey Jones' train? And why couldn't Casey jump out of the train at the last minute?

Rebecca Stamm and Simon and Robert Fox

Editor's Note  
Rebecca, Simon and Robert,

The rule was that the freight trains had to go on a side track but during the crash there were two freight trains so they blocked the main track. I don't know why there was a schedule problem though. So I think it was on the same track. He had to pull the emergency break so maybe it was that he had to stay on to keep pulling it but I'm not sure.