

# Train Magazine

Volume 5 Edition 4, 19th issue ever

November 1999

## Membership count

- Membership is going way up to an amazing 15 members! Become a member and get colored pages on two pages of the Mag. Get an exclusive museum list with ratings and reviews of them. Get all this for only \$10 for 8 issues.

## Inside this issue:

Train keyboard drawing by Ian Keyworth	2
A train trip from Worcester to New York City by Toni Hormigo	2
Name this country contest	2
The big, big, big steam engine	3
Photo Flash: Big Boy	3
Emer Notes: A stop in West Acton	3
Letters to the editor	5

## Is the MBTA spending too much?

Hasty Evans who was the director of planning for the MBTA (Massachusetts Bay Transportation Authority) resigned. She says it is because the MBTA is spending money when they don't really need to. She says that there are many projects where there is too much spending money carelessly. Her boss, Robert Prince Jr. agreed that on the South Boston Piers Transitway they are spending too much as she said. He did say though that some of what she said is incorrect. He said her calculations for the cost of projects had to be looked over. .

The other thing that is fishy is that some people above her from the MBTA thought she wasn't really that good at her job. So Robert Prince Jr. was going to move

her to another position.

What is your opinion?

Do you think Hasty Evans was telling the truth or was she just saying that to make a stink because she was being moved to a different position. What is your opinion about Hasty Evans? Write your opinion in a small paragraph and send your answer to our E-mail (preferably) or our snail mail address both posted on page 4.

The information for this article came from the Boston Globe from August 24 1999.

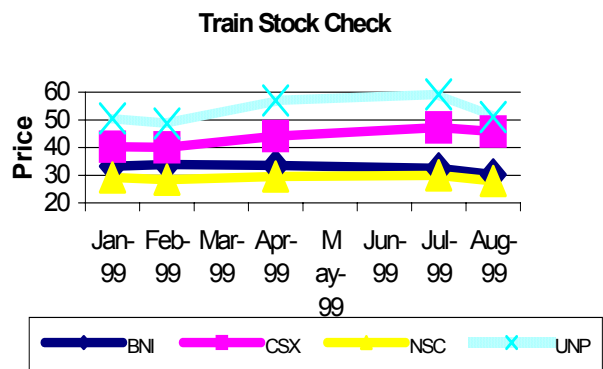
## Stock Check

This is a graph showing how the train stocks have been doing for the past several months.

Note: BNI is Burlington Northern and Santa Fe

NSC is Norfolk & Southern

UNP is Union Pacific.





# The big, big, big Steam Engine

**T**he Big Boy is a steam engine that is almost like two engines. It has what is called a 4-8-8-4 wheel alignment, which means that it has two wheels on each side in the front; this is for the 4. Then next the middle that is more toward the front has 4 wheels on each side. Then on the middle side toward the back there are also 4 wheels on each side. Finally in the back there are 2 wheels on each side. In other words it is huge! Last year we went to the National Railroad Museum in Green Bay Wisconsin and

we saw a Big Boy, which is there. We went in the cab and it was huge. They needed so much coal that they couldn't have a fireman. So it was all done automatically.

The Big Boy was a Union Pacific engine. It was used for freight. The Big Boy could go 70 MPH. The only big problem with the Big Boy was that it cost too much money to run it. Still, what an engine!

Some of the information for this article came from a book Tina Morgan loaned me called Steam Locomotives.

## Photo Flash: Big Boy

This is a photo of Big Boy when we were at the National Railroad Museum in Green Bay Wisconsin



This is a photo of me and Big Boy. As you can see I'm much taller than Big Boy.

## Emer Notes: The Return of a Stop in West Acton

Acton wants to have a stop in West Acton on the MBTA (Massachusetts Bay Transportation Authority) South Acton/Fitchburg line that comes from North Station in Boston. They are also having trouble with parking at South Acton Station. I think if they have the stop in West Acton there will be less parking problems in South Acton. The MBTA whines in my opinion that this is going to cause problems with the schedule.

So then why should Concord have two stops, one in West Concord and another that is just called Concord. I don't think that they should get rid of stations, they should just have more. They could even have more trains.

The Information for this article came from the Beacon, which is a newspaper for Acton and Boxborough.

**TRAIN MAGAZINE COMPANY SINCE FEBRUARY  
1998**

Train Magazine Place  
20 Blackhorse Dr.  
Acton MA 01720

Phone: (978) 263-3920  
Email: Train\_Magazine@Hotmail.com



**Train Magazine**

*America's Answer to Planes*

## Letters to the editor

Dear Editor:

Your grandfather showed me the latest issue of the Train Magazine.

However, how have you determined your volume and edition numbers???

Could you please explain your numbering system for volume and edition??

Normally, the volume reflects the number of years of total publication. Didn't you begin in Feb, 1998??

Did you know that Jesse Ventura wants to start a metro in the Minneapolis-St Paul area??

Take care!!

NJK

Editor's note: I used to determine it by season but I had a gap last fall and it got messed up. Yes I began in February 1998.

Editor's Note:

As Train Magazine is rolling down the line to it's 20th issue I would like to thank the volunteer staff of Train Magazine who I couldn't have written one issue without.

Robin Emer (Information Specialist)

Joel Emer (Chief Photographer)

Toni Juan Hormigo (International Contributor and expert user)

Ian Keyworth (The Gamer)

Judy Hall (She has helped me so much I can't think up a name)

I would also like to thank:

My teachers from McCarthy-Towne!

All the Members!

Everybody who has given me information to write about!

Everybody who has written a letter to the editor!

Also everybody who reads Train Magazine!

I think this covers everybody so I would like to say:

**Thank You!!!!!!!!!!!!!!!!!!!!**

8:17 Take my Porsche (or better my rusty 1985 Toyota Corolla) and drive to the train station in downtown Worcester.

8:33 The train station is horrible, old, uncomfortable, no platform at all, ... this city has a big problem. I park my car and buy the ticket. No problem at all, the price is  $\$35 + \$46 = \$81$  roundtrip, the ticket for Labor Day is more expensive because it is a holiday. The car parking is free even though I don't feel very comfortable leaving it there for three days, looks like its going to be stolen ...

9:00 The train is here, on time. About 20 people get on the train (and 3 or four get off). The first impression is not very good. The train is not very clean, some seats are broken, ... I have no problem to find a seat next to the window (where I like to be). Nobody sits next to me. I'll have the two seats for me all the time. The seats are comfortable, there is lots of space for my legs. Clearly, it is much better than the bus (last time I went to N.Y. I took the bus).

9:30 The train is going very, very, very, slow. Fortunately, I have plenty of things to read. Right now I'm reading "The Soul of a New Machine" and I don't care about what time is it and what is our speed. 9:45 I'm tired of sitting, it is time to walk around, stretch a little bit and visit the cafeteria. Its not that bad, small but comfortable, nice tables to read, plenty of natural light. Food is terrible (hot dogs, Doritos, pizza) and they have no expresso!!!!. I decide to give a try to the American coffee. The truth? it is terrible, just dirty water that makes me pee a lot ;-)

10:15 We just get into Springfield. We stop here for 15 minutes (why?), at least we can get out of the train and walk around.

11:15 Hartford.

12:10 New Haven. We stop for 10 minutes, they have to switch from a diesel engine to an electric engine.

12:55 Bridgeport.

13:40 New Rochelle. We have problems with the track, after waiting for 10 minutes we go 1 mile backwards so that we can switch to a different track. In total we have lost 15 minutes.

14:15 I can see Manhattan, well not all of it but most of the skyscrapers. I like the skyline of this city. When we cross the bridge I can see thousands of cars in line trying to get into N.Y. It is a nice traffic jam. I can envision the bus from Worcester queuing there forever.

14:29 Penn Station, N.Y. here I am. We are almost 30 minutes late but the trip was nice and comfortable. Coming by bus or by car would have been a big mistake. The station is huge but in 3 minutes I manage to find my brother there. He is easy to identify, he has longer hair than I do... The way back to Worcester on Monday the 6th was much better. The train was at Penn Station at 3:55, on time, and I just got off the train at Worcester at 8:30, perfect on time. It was just 4:30 instead of the 5:30 from Worcester to N.Y. and ... my car was still there ;-).

To summarize: Trains seem to work pretty well here, they are not too expensive (round trip to N.Y. by bus from Worcester is \$57) and pretty comfortable. If they could be a little bit more clean and they had expresso in the cafeteria it would be perfect.