

Train Magazine

Volume 6 Edition 1 The 21st issue ever!

June 2000

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Inside this issue:

<i>Emer Notes double: Why Amtrak should not have freight. Also the bonus article.</i>	2
<i>Keyboard Drawing</i>	2
<i>The Web-Site</i>	2
<i>A Tidbit of History: Amtrak</i>	3
<i>Mystery Railroad</i>	3
<i>Stock Check</i>	3
<i>Stockebrand Interview</i>	4

Front Cover Photo Flash: My trip to Rhode Island by Northeast Direct

Over December vacation we (the Emer family) went to Rhode Island by Northeast Direct. It was a lot of fun. We went to Providence and Newport.

On our way back we went to the oldest train station between Boston and New York, Kingston, RI.



This is the front of the station.

There is not enough room in the magazine to show you; but a really nice way to take pictures of trains is, as the train is coming closer to the platform you keep on taking

pictures; so that it looks like the train is coming closer. If you lay them out. If you want to see an example of this go to Train Magazine's homepage (see page 5 for URL). This method was taught by Linsey O'Brien.



This is a picture of the train coming in to Kingston station. Note: there are wires on top of it even though the train is diesel. These wires are being used for Acela Regional.

No mergers for more than a year

The U.S. Surface Transportation Board is not allowing any rail mergers for a little over a year. This is so that the Board can come up with new rules about rail mergers. They are doing this because of unsuccessful rail mergers such as the CSX and Norfolk and Southern take-over of Conrail. This will put a huge merger on hold between Burlington, Northern and Santa Fe and

Canadian National. If the merger would have gone through that would have made the biggest rail line in North America. By making this delay they hope that railroads will not lose more business to other forms of transportation.

The information from this article came from an article in the Chicago Tribune on 3/27/00 given to me by Jerome Emer (General Manager) and Jean Emer.

Emer Notes double: Why Amtrak should not have freight. Also the bonus article.

I heard on the radio that Amtrak was considering having freight trains. If Amtrak had freight then it would have an unfair advantage over the other freight lines because the other rail lines don't receive government support. It has been proven that freight lines can still succeed on their own because Conrail was created in 1976 because freight lines were going bankrupt. The government needed to butt in to keep freight rail in America. Conrail eventually became independent and didn't need government support. So they were able to survive on their own. Even after an unsuccessful merger where CSX took over about half of Conrail, CSX made a net profit of 2 million dollars, which is good considering they had an unsuccessful merger.

Therefore, if Amtrak wants to have freight then Uncle Sam should not have any thing to do with it be-

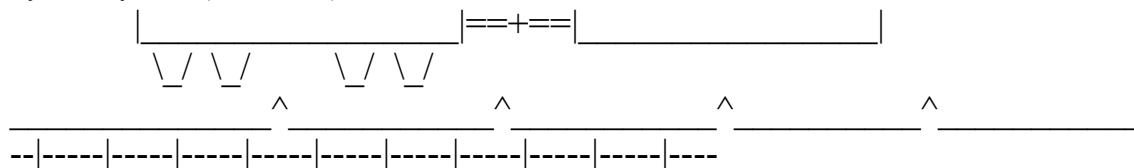
cause it would be unfair to other rail lines.

Wait For Acela Express

Currently, Massachusetts is spending a lot of money to try and build a new run-way at Logan and have flights from Boston to New York at other airports such as, Worcester Airport and Hanscom. This is wrong because according to WLVI 56 Boston, Amtrak is doing much better because of Acela Regional. So maybe, the government should wait for Acela Express to come out before it spends so much money on all of these projects.

Train Keyboard drawings

By Ian Keyworth (The Gamer)



A Maglev train

The Web-Site

Train Magazine trades in #2 pencils for the most advanced highway in the world. The information highway of course. I have set up a site for Train Magazine. On the site I give tidbits from the current issue. I have reports and essays about Train Magazine on the web. I tell about current events about Train Magazine. For people who are browsing the web I tell what Train Magazine is. Also, if you go to our family home-page I have the first article I ever wrote about

trains. It is on Amtrak's Auto Train. Also, I want people to join onto the Train Magazine staff. I'm mainly looking for people who will write articles.

Check Out:

www.emer.org/emmer/TrainMag

A Tidbit of History: Amtrak

This will be an article like Emer Notes and Photo Flash that will be in every magazine. This article will be about American Rail History. This first tidbit will be on Amtrak. It is very modern but it's beginnings have already happened and so I guess it's history.

Amtrak was created on May 1st 1971, almost 30 years ago. It was created because many passenger rail lines were going out of business. It was created by the government because this method of transportation was falling apart. To this day Amtrak is being supported by tax payer money. Amtrak receives 1 billion dollars from the government. This may sound like a lot but the Big Dig has cost overruns of 5 billiondollars That is only for one city. As the years go on I hope Amtrak will be able to survive as a company on its own. Although,I think it does deserve money from the government. Amtrak serves every

state except Alaska, Maine, New Hampshire, Oklahoma, Hawaii and North Dakota. Maine and New Hampshire will soon be served because Amtrak is working on line between Boston and Brunswick Maine. They will stop in New Hampshire. Also, Alaska is served by the Alaska Railroad which does get financial aid. Hawaii doesn't need a railroad because it's so small.

Next issue's tidbit of history will be onCasey Jones. The idea for Tidbit of History was proposed by David Rachlin.

A Railroad on Nantucket

When I was searching on Street Atlas (A computer program with all the streets and railroads on it) I found a railroad on Nantucket. I clicked on it to see what it's name was. It said it was Gardner St. I don't know what this means so I want to know if you know anything about a railroad in Nantucket. I also don't know if it is abandoned or is still operating.

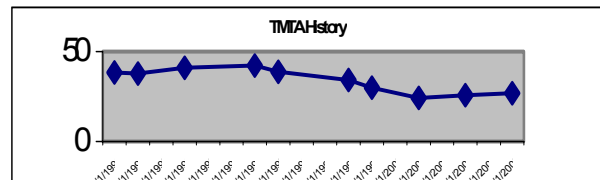
*"The
Mystery
Railroad of
Nantucket
Island"*



Stock Check

	BNI	CSX	NSC	UNP	TMTA	20-Apr-00	24	20.63	17.13	41.31	25.77
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	33.5	44.12	29.56	57	41.05	06-Jun-00	24.94	22	17.88	42.44	26.82
1-Jul-99	32.43	47.25	30	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	32.12	20.62	43.19	29.98						
18-Feb-00	22.56	21.81	14.81	37.75	24.23						

The TMTA is all four of these stocks averaged together



Interview with Mr. Tom Stockebrand on Mag-Lev trains Positives and Negatives of Mag-Lev trains is this issue's topic

MagLev trains are trains that are run by magnets so that they don't need to have wheels that make contact with the track. So there are some advantages to this and some negatives but if technology permits this could be the answer to all the high speed transportation problems in the United States.

Firstly, these are some of the positives of MagLevs. Since Maglevs don't make any contact with the ground they don't create any wear and tear on the track. This is great because there won't be nearly as much maintenance. So there won't be any time where the lines will be shut down for maintenance on the tracks. And in the words of Mr. Stockebrand, "trains beat the heck out of the rails." This is especially true with high-speed trains because they bang the rails.

One thing that is really good for the customers is that it runs very smoothly unlike the other trains that are always banging around. MagLev trains are very smooth because they don't make contact with anything.

Unfortunately, there are bad things about the trains. MagLev trains are very expensive so it isn't worth it to have the trains unless they go 500 MPH. If they go under 500 MPH it makes more sense to use steel rails and wheels. Right now the fastest a MagLev train has gone is 343 MPH in Kafo Japan on April, 14 1999. Therefore, they need to make the trains go faster. Otherwise it only makes sense to use regular trains or airplanes. As a hypothesis Mr. Stockebrand thinks people would not pay double or triple to use MagLev trains over airplanes or regular trains. Unfortunately, if we had MagLevs today people would need to pay 18 or 20 times the amount to use MagLev trains over airplanes or regular trains. That is totally impractical. So because of this there are no commercial MagLev trains today.

So on top of the expenses of just having the MagLev trains you need to build tunnels if you want to go really fast. This is because you don't want air resistance to slow you down. Now you have more expenses for tunnels.

In Switzerland they are building tunnels because the land isn't flat enough to run regular trains at very high speeds. This is because when you want to travel fast the turns must be gentle and the mountain valleys in Switzerland are not very straight! These tunnels will get rid of 90% of the air and this will help the trains go faster. So because Switzerland already might have the tunnels it will be less expensive to put in MagLev trains. In conclusion, this means that MagLev trains will probably be in Switzerland first.

Also because the Northeast of the U.S. is very hilly they might have Maglev's in the Northeast first. They might build a tunnel under Long Island sound for a MagLev train from Boston to New York. As you could imagine this would cost a fortune.

So the main answer would be that if MagLevs did not cost so much then they would probably be used today. But since they are so expensive they probably won't be around for another 50 years. If somebody discovers a way to have Maglev's less expensive then they would be here much sooner.

To be continued

Thanks so much to Mr. Stockebrand

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Since February 1998

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Train Magazine

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The Killer Math Problems

By Ian Keyworth (The Gamer) and David Emer (Editor and Writer)

If it takes an old train half an hour to get from Boston to Acton at 26 miles per hour how long would a train that goes 70 miles per hour take to get from Boston to Acton? (You have a 5 minute lee-way)

If you think you got this problem correct than send your answers by our E-mail or snail mail above by June 1st. We will pick out names in a hat of all the people who have the correct answer. If you win than you will receive a bag of M-M's.

To the Point!

Train Magazine is very happy to announce that it has bought out To the Point an E-mail newsletter. The news is on a national and an international level. There also are editorials. To subscribe all you need to do is send an E-mail to Train_Magazine@hotmail.com. Leave your E-mail address and write, "I want to receive To the Point."

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The news is "to the point!"

In other words, it doesn't take you all day to read it. It is easy to read but it is still very interesting.

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