



Train Magazine is America's Answer To Planes

# Train Magazine

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## Interviews: Speaking With Amtrak's Employees

By **DAVID EMER**  
Staff Writer

As the final hours of my train trip on an August 2002 Amtrak Southwest Chief (Chicago-Los Angeles) came to an end I got the opportunity to sit down and talk to two Amtrak train attendants and briefly to the Product Line Supervisor. Glenn San Luis, a train attendant with two years experience took the job because he wanted an adventure. He said his time in the banking industry "was okay but wasn't for me." He didn't like the nine to five job. So instead of working eight hours a day, he now will commonly put in 18-hour days. He explained that the long hours are a result of Amtrak's policy, agreed upon by the union, that employees have to work for a certain distance that the train travels, as opposed to a set number of hours. During these hours, he is responsible for the safety and comfort of the passengers. San Luis told me, despite the long hours, he likes the job because he gets to meet new people and enjoys riding the trains. He has developed an appreciation for the rails, even though he was not a rail fan before taking the job. In fact, he had never ridden a train. He now speaks with excitement about the history and nostalgia of the trains. "Riding trains is part of America. It's right up there with baseball and grandma's apple pie," he said. However, even with his optimism, San Luis



**William P. League**  
*Product Line Supervisor*



**Darrell Felker**, *Train Attendant*  
has serious concerns about how Amtrak has changed just in his few years with the company. When he began with the railroad, he served as a train attendant on the Coast Starlight (Los Angeles-Seattle). At the time, there were five train attendants for

five coach cars, and then he saw the number diminish to one attendant for every two coach cars. Today, there is one attendant for every four coach cars. San Luis emphatically said to me that this is a safety hazard and makes it overwhelming for the attendants. He asked, "If something happened in both cars, which would I attend to?" In addition to safety, he explained that it is hard to be personable and make sure people have an enjoyable ride when there are so many people to attend to. The understaffing is not only occurring on the Coast Starlight. On the August 11 Southwest Chief run he was responsible for 286 people in four coaches, and 147 of them were Boy Scouts. When asked about the change of Amtrak presidents from George Warrington to David Gunn, he told me that he didn't think Warrington was so hot, but likes what Gunn is doing. He told me that Gunn is going in the right direction by getting rid of managers. He also added that a lot of what he hears is through rumor.

After speaking to San Luis I was able to quickly speak to the Product Line Supervisor, William P. League, who has been with Amtrak for 30 years and three months and is going to retire this October. The Product Line Supervisor had been called the Chief of Onboard Services and is responsible for all of the service people  
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Amtrak and MBTA 5  
*Amtrak is going to end its MBTA commuter rail operation contract.*



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*This issue's photo flash features Eric Freibrun's incredible photos of Union Pacific's 4-6-6-4 Challenger steam engine.*

# New Trains And New Technology For The MTA

By **DAVID EMER**  
Staff Writer

The New York subway train during rush hour can be more crammed than five people trying to fit into a telephone booth. Over seven million riders, an amount more than 14 times the population of Wyoming, swipe their Metrocards and walk through the turnstiles to take the MTA trains, subways and buses each day. Many of them ride in rusty subway cars that are fifty or sixty years old on the lettered subway lines. But that will change, thanks to a nearly \$1 billion contract with Alstom of France to build 660 subway cars, which should begin to arrive by 2006. Alstom is famous for building the TGV trains of France and also built the Acela Express with Bombardier. Kawasaki Rail Car Inc., which has won past contracts, will help build an unspecified

number of cars. The funding comes from the Federal Transit Administration. The contract also contains two options to build another 1,040 cars to be fully delivered by 2009 under a consortium of Alstom and Kawasaki and is considered the largest in New York City Transit's history. Even though Alstom came in with the lowest bid, the building job was given to both companies seemingly because of political reasons, according to the *New York Times*. By distributing the work between the two companies, the cars will be built throughout New York State. Alstom will build sections of the cars in Brazil and then ship them to its plant in Hornell, N.Y., south of Rochester, for assembly. Kawasaki has a plant in Yonkers, N.Y.

Putting aside the political controversies, transit officials hailed the deal with excitement. "These are truly the next generation of subway cars," said Lawrence G. Reuter. This new contract is considered the second generation of new subway cars. The first 'generation' of new cars, replacing the cars on the numbered lines, were bought five years ago and began to appear in the system by 2000.

The air-conditioned cars will offer passengers a much smoother ride. They will also have electronic maps showing the next stop and final destination. The cars will be virtually identical to the cars that are currently beginning to arrive on the L line, which runs between 8<sup>th</sup> avenue in Manhattan and Rockaway Parkway in Brooklyn.

## New Technology

New York subways will soon have advanced technology to save energy. Currently, during peak demand, the subways and commuter trains use up 600 watts of power. The subway's chief electricians are now devising ways to 'recycle' some of the power. The standard way of giving a subway power is by using a third rail. However, the third rail is not efficient because when a train stops it loses its power. The electricians have devised a way to use the subway train's motor as a generator to pump energy back into the third rail for other trains to use. The problem is that the metal will quickly absorb the energy, making it

useless. The electricians are now using batteries, each the size of a Volkswagen Bug, to hold up to a million watts of power until another train comes. The batteries are not chemical like the ones found in a pocket radio or watch but instead use a flywheel. A flywheel is a rotating magnetic mass that spins at a rate as high as 36,000 revolutions per minute. The revolutions convert the stored electrical energy from a stopped train into mechanical energy to start up another train. If the flywheels were used across the entire system the electric bills for the New York City subway would be \$20 million lower.

## MTA Facts

The MTA (Metropolitan Transportation Authority) operates the railways, subways, and buses spanning out from New York City through Long Island, southeastern New York State, and Connecticut.

Its operating budget for 2002 was 7,638,628 and on average the MTA carries 2.3 billion people annually.

The MTA is a public-benefit corporation chartered by New York State in 1965.

Source: MTA

## Berkshire Scenic Gets Funding

On June 21, 2002, Acting Massachusetts Governor Jane Swift gave a \$3.6 million grant to the Berkshire Scenic Railroad to run trains over an 11-mile line between Lenox and Stockbridge. The service should begin next May. Jane Swift said, "The new Berkshire Scenic will give tourists a great sense of local history in an enjoyable setting." Jack Fitzpatrick, an influential businessman and a former state senator helped renew interest in the rail line by funding the renovation of the Stockbridge station through his foundation. His renovation project gave the state the

incentive to resolve its long dispute with the owner of the tracks, the Housatonic Railroad over funding for upgrading the tracks and liability. The Massachusetts legislature enacted liability limits and the \$3.6 million grant will fund the necessary improvement, which will also benefit the Housatonic Railroad by making the track safer.

The expanded service is expected to spur interest back into the tourist attraction. The railroad used to attract large numbers when it ran a train on the same right-of-way that was discontinued in 1989.

In 1997, I made a trip out to Western Massachusetts to see the rail line. That day, only a small number of people came. The museum, which was converted from a 1902 station, featured 3 model train set-ups and area railroading exhibits. There also was a 15-minute narrated train ride called the, "Lenox Local," using a vintage diesel engine and 1920s coaches.

Sources: Eastern Railroad News, Office of Jane Swift, Massachusetts Railroad Association.

-David Emer

## Train Travel Is Still A Vacation Bargain

Inez Ross

Renewed threats to cut back on Amtrak funding are prompting travelers to write to their Congressmen.

In the aftermath of September's disaster and the subsequent security problems with air transportation, many travelers are looking at rail-travel as a better way to go.

Though, the Amtrak routes don't reach all major cities, there are Amtrak busses making connections between major lines.

Also, it's a slower way to go and delays are caused when freight trains are given precedence. But, if you're not in a hurry, and believe half the fun is in getting there, the train is a great way to travel.

From Lamy, New Mexico, the Southwest Chief's Santa Fe stop, it's an overnight ride to Los Angeles or to Chicago, and getting an economy bedroom will double the price of your ticket, but when you consider that the price of taking the sleeper includes all meals, the relaxed ride with views from the observation car become part of the vacation experience and worth the price.

On my recent trip to California, I found evidence of cut-backs in service when I discovered that Lamy no longer takes checked baggage. I had to put my big ski bag on the sleeper car, and take it in to the station at Albuquerque in order to check it through to San Jose.

The Chief schedules a long stop at Albuquerque for washing the train and taking on supplies, so everything worked out O.K.

There was no standing in line for any kind of inspection.

Meals and entertainment are top notch. If you board in the afternoon, a steward comes through the train taking reservations for your preferred dining hour.

White tablecloth, fresh flowers, choice of at least four entrees, and pleasant table mates make dinner an enjoyable interlude.

I am usually seated at a table with three strangers and have met interesting travel companions from celebrities to local travelers.

On my last trip I acquired a new e-mail pen pal in London after meeting her in the Los Angeles station and sharing meals with her on the way to New Mexico.

Between Albuquerque and Gallup, an Indian guide gives an illustrated talk on Pueblo culture and points out important sites.

After dinner first-run movies are shown in the lounge car. Special rates are listed for seniors and for group travel. Church groups from Los Alamos combine charitable work in Los Angeles with visits to Disney Land.

I have taken Astronomy groups to planetariums in Chicago and Hutchinson, Kansas.

Because the Amtrak line follows the Mountain Route of the Santa Fe Trail, our group of trail hikers plans to take the train to our next hiking stop in Kansas.

By using the little Santa Fe Southern tourist train to connect from Santa Fe to Lamy, you can have a two-hour ride to Albuquerque on the Southwest Chief and return by bus to Santa Fe the same evening.

Write to your Congressmen to push for Amtrak extension as the safe, economical, and eco-sensible American transportation, and make your next trip a vacation by rail.

*This article originally appeared in the Los Alamos Monitor and has been re-printed in Train Magazine with her permission. Inez Ross of Los Alamos, New Mexico has written five novels and is a freelance writer. She writes travel articles for the Los Alamos Monitor.*

## Speaking With Amtrak Employees

*Continued from cover page*

on board the train. He or she stays on the train for the entire trip, like the train attendants, but unlike the conductors, which change at different stops along the route. He spoke to me about Amtrak's importance to our nation. He said when Mt. St. Helens erupted Amtrak got the soot-covered people out of there. He also added, on September 11, "Amtrak was a life saver and some politicians were smart enough to point it out." Speaking about the safety of rail travel he said, "In 30 years we haven't had over a thousand fatalities and the airlines had it right there with 9/11 with those people in the buildings."

I also was able to sit down in an empty compartment and talk with Darrell Felker, who was my train attendant. Felker, who has three years of experience with Amtrak, told me how hard it is to be a train attendant and how passengers can help make their train experience better for everyone. He said, "It is a high-stress job with a lot of demands." He added that there are hectic and crazy situations like the toilets breaking down. The toilets stopped working less than half way through the route on my trip. Along with the many responsibilities attendants have, he also said that passengers should realize that many train attendants are away from their families for three to ten days at a time. His longest time away from home was nine days. He said passengers should be patient and nice to the attendants and do things like wave if they see their former attendant on a platform. He said a lot of attendants put everything in their job but admitted that some are lazy. He said that passengers should write Amtrak when an attendant is doing a good job. He also mentioned some tips for passengers to prepare for train travel. He said that if you don't have a sleeper, bring blankets and pillows because it can get cold. Commenting on how Amtrak trains can be late, he said that people should realize that train travel is a leisurely way to travel but then pointed out that all modes of transportation have delays. He told me, "People misunderstand the train community." Felker said people should realize that you can see sites that you can't see anywhere else than on a train. He continued, you can enjoy the people and that train travel is a "magical experience." Like San Luis, Felker enjoys his job and especially likes listening to the stories from the people he encounters. He said there is security on trains. Felker added, "You never know whom you are sitting next to," and passengers should keep their personal belongings on them. For medical emergencies he told me that the train can get in touch with an ambulance. In addition, he offered his views on Amtrak politics. When asked about the possible Amtrak shutdown in early July, he told me that while the Amtrak name may change, Amtrak will not shut down. He said the funds must be appropriated fairly to keep all passenger trains running because people enjoy them and they are important to the economy. Felker continued, "On September 11 Amtrak was the only form of transportation to New York City." He also said Amtrak plays a significant role in the shipping market by shipping products as important as medical supplies. He added Amtrak is easygoing for family travel. Felker encourages people to log on to [www.amtrak.com](http://www.amtrak.com) and see what the sleeping compartments look like, check arrival and departure times, and play games online.

*It was my great pleasure to interview these three men. Many thanks go out to them.*

# Union Pacific's "Challenger" 4-6-6-4

**Photos by Eric Freibrun**

Photos Copyright 2002, All Rights Reserved, by Eric Freibrun (eric@freibrun.com). Photos taken in June, 2002.



The above pictured, "Union Pacific Challenger" is the largest steam locomotive in operation. Not surprisingly, Eric Freibrun, who took these shots, describes the power and noise of the engine as incredible. This particular model, No. 3985, was one of the 105 "Challengers" made for UP and was built in 1943 by the American Locomotive Company. The, "Challenger," at a top speed of 70 MPH was primarily used for hauling fast freight but was also used for passenger operations.

Its wheel alignment is a 4-6-6-4, meaning there are a combined 4 wheels in front, 12 wheels in the middle and 4 wheels behind on both sides. The front wheels are "pilot" wheels, which help steer the locomotive around curves. The middle ones are "driving" wheels and the back wheels are, "trailing wheels." The back wheels support the back of the engine and large firebox. Each set of middle wheels has its own steam cylinders. Therefore, in effect one boiler supplies the power for two engines. During its days of regular operation, the engine was powered by coal. It needed a tender with a 32-ton capacity. Its regular operation days ended in 1957, and it sat in a Cheyenne, Wyoming roundhouse. It was later restored by a group of Union Pacific employees, who volunteered their time to work on it and eventually return it to operation in 1981. In 1990, they modified the engine so that it would use oil, as opposed to coal.

Eric Freibrun's quest to get these pictures was not a simple one. He knew that there was an excursion trip for the train and it was going between Chicago and Milwaukee. However, he was unaware of the exact time that it would pass through his area in the Northern suburbs of Chicago. He found out what track it was running on and he estimated the time to wait for it. When he arrived, he found a bunch of rail buffs, along with a man who had driven all the way to the spot from Ohio and was following the train along its run. He managed to get two sets of shots. The ground shots are from Highland Park, IL and the overhead ones are from Northbrook, IL. Freibrun's life-long excitement for trains comes from his father telling him about the massive steam locomotive he grew up around in New York. *Text by David Emer*

# Amtrak Won't Vie For Lucrative MBTA Deal

By **DAVID EMER**  
Staff Writer

On my way home, I approached an MBTA commuter rail crossing and the gates began to go down. For normal people this can be a nuisance but for railfans like myself it is the highlight of the day. As I heard the train coming, I looked toward my left and as the train whizzed by I noticed that an Amtrak PD40 engine was pulling the train instead of the MBTA's recognizable purple engines. Amtrak, which operates the trains for the MBTA will use their engines if there is a shortage of MBTA engines. However, in less than a year, I or no one else will see Amtrak's red, white and blue mixed with the MBTA's purple. In late July, Amtrak President and CEO David Gunn wrote to MBTA General Manager Michael H. Mulhern that Amtrak won't compete for the right to operate, maintain and staff the MBTA trains and maintain the track. Gunn elaborated that the railroad couldn't vie for the contract because of ten objectional provisions in the new contract. In the new contract, Amtrak would be required to pay penalties for late trains, would have to pay for all damage to equipment and also be liable for passenger injury. Gunn said that the provisions would put Amtrak in "real danger" of violating laws that forbid Amtrak from subsidizing commuter rail. Gunn, in a letter to employees, wrote that Amtrak, in its current financial predicament, couldn't take on the risk of accepting the liability requirements.

Amtrak's commuter rail contract currently brings in \$180 million yearly in revenue, making it by far the most lucrative contract of 8 similar deals. Amtrak spokeswoman Cecilia Cummings said, "If they decide to modify [the contract] and re-release it, we would love to respond." However, a re-release of the contract seems unlikely because Mulhern said he has no intention of changing it. In fact, Guilford Transportation, Massachusetts Bay Commuter Railroad, and Massachusetts Bay Transportation Services have all bid on the five-year contract worth \$150 million annually. Assuming there is no new contract, Amtrak will turn over 1,600 union

employees and the tracks to one of the three bidders by June 30, 2003.

Amtrak's 15-year tenure as operator of the MBTA has not always been pleasant and the departure of Amtrak from



**MBTA train being pulled by an Amtrak engine in Roxbury, MA-** Photo by Jason R. DeCesare, courtesy [www.nycsubway.org](http://www.nycsubway.org)



**Two MBTA trains sit at North Station in Boston**  
Photo by David Emer

the Massachusetts commuter rail scene is welcome by some. Charles Chieppo of the conservative Pioneer Institute said, "This is a beautiful day for Massachusetts taxpayers. We are free of an albatross that has cost us hundreds of millions of dollars more than we should pay for commuter rail service." The most recent controversy occurred on July 30 when James Allen, 61, died several hours after suffering a heart attack aboard a Framingham-Boston train. The train continued to make regular stops before arriving at Back Bay station where a medical team had been sent. CSX, the owner of the track, said without making two regular station stops the train could have made it to Back Bay in 10 minutes, instead

of 17. The train's crew, which consisted of Amtrak employees, never asked for clearance to bypass the two stations. Amtrak's stormy history also includes a 1990 high-speed accident in Boston's Back Bay Station that injured 500; allegations in 1991 of accounting irregularities; a 1993 federal audit showing that 40% of the MBTA's commuter rail equipment wasn't functioning properly. There also have been many threatened strikes. Amtrak's operations began with trouble in 1987 when the Boston and Maine Railroad dropped passenger service. The dispatchers who operated the freight trains refused to allow the commuter trains to pass over lines wreaking havoc for North Shore commuters. A Superior Court judge eventually ordered the dispatchers to give the trains clearance. Now, 15 years later, the transition period from Amtrak to another carrier is a cause of concern for General Manager Mulhern. One area of dispute is the Attleboro line to the Rhode Island state line that Amtrak operates high-speed trains on and hopes to retain control of MBTA operation. However, Spokeswoman Cummings said that Amtrak has no intention of thwarting attempts for a smooth transition.

Cummings also said that Amtrak isn't interested in leaving the commuter rail operating business that generates \$274 million (FY 2000 figure) over 8 commuter rail lines across the country. However, Amtrak's popularity among commuter rail agencies is reaching a nadir because of the national railroad's threat to shut down all operations including commuter rail. MARC, Virginia Railway Express and Metrolink are considering ending Amtrak's role as their service provider. MARC serves Baltimore City, six Maryland counties and parts of northeastern West Virginia and Washington D.C. Virginia Railway Express serves Northern Virginia suburbs to Alexandria, Crystal City and Washington D.C. Metrolink provides commuter rail service in Southern California based out of Los Angeles. The imminent loss of the MBTA contract may signal the end in Amtrak's role in getting people to work.

# Pink Slips Not An Uncommon Sight At Amtrak

By **DAVID EMER**  
Staff Writer

"I believe that with hard work and your help we will succeed," Amtrak President David Gunn said in a memo to all Amtrak employees. Part of the plan to succeed, means letting some employees go. With pressure from Congress to stop losing money, Amtrak President David Gunn has begun laying off Amtrak employees. He has fired 88 reservations agents, plans to lay off MBTA workers and may have let go some employees in the police force.

Sixty-four of the 900 reservations agents at Amtrak's Riverside, California West Coast reservation center were fired on July 22. Another twenty-four were let go across the nation. Amtrak cited higher ticket sales through their web site, automated telephone and electronic kiosks booking systems at the stations. Ross Capon, the president of the National Association of Railroad Passengers, suggests that the layoffs were also due to the publicity around Amtrak's imminent shut down. He said, "The headlines in June of a potential shutdown of Amtrak were not exactly helpful for Amtrak's ridership. If you were planning a trip you might choose another way to go." Don Phillips, the transportation reporter for the Washington Post, disagreed saying that no one actually thought Amtrak was going to shut down and

ticket sales didn't decline. William C. Vantuono, The editor of Railway Age, a railway industry magazine, agreed with Amtrak saying that the layoffs were needed for efficiencies.

The MBTA (Massachusetts Bay Transportation Authority) announced that Amtrak plans to layoff 150 employees working on the commuter rail system sending worry throughout the state that service may be affected. Amtrak said that people would be let go but didn't state a number. Under a \$200-million-a-year contract Amtrak operates the MBTA commuter rail and is responsible for maintaining, staffing and running the trains along with maintaining the tracks. The MBTA responded to the plan with mixed feelings. MBTA spokesman, Michael H. Mulhern, said, "On the one hand (Amtrak President Gunn) is trying to make Amtrak efficient, and we support that, but we're concerned about any impacts these cutbacks could have on our service." Quick to jump out in support of Amtrak's decision was Charles Chieppo, a frequent Amtrak critic who is the director of the Pioneer Institute's Center for Restructuring government. He noted the T (nickname for MBTA), "has more fat in it than bone and could safely be cut back." He added that Amtrak's contract with the Boston's commuter network has more employees per locomotive and coach than its eight similar

contract throughout the nation. However, labor activists were quick to denounce the layoff as hurtful to MBTA service. Charles Money Penny, President of the Commuter Rail Worker United, a coalition of unions, said, "It's our hope that some irresponsible person stole some Amtrak stationery and sent out this directive," he said. "I don't think there's fat to trim and the MBTA people would seem to agree. It's an irresponsible action."

Citing security concerns, Amtrak didn't say whether there had been job cuts in its police force at Penn Station. However, the New York Post reported that Amtrak police staffing levels are as low as three police officers at a time. From sources inside Amtrak's police department the newspaper said that 9 police officers are needed to patrol Penn Station, far and away Amtrak's busiest station in terms of passengers getting on and off trains. On July 28, National Guard troops began patrolling the station with six members on patrol per shift.

The Bush administration said that without major reforms they would not support Amtrak receiving more than \$521 million for the next fiscal year. The passenger railroad has requested \$1.2 billion. Gunn has yet to announce a total number of layoffs but he certainly wants to show that he is listening to the Bush administration.

## Five Years of Train Magazine

Five years ago I had a dream- A dream to learn more about the trains that I have a passion for and to share the knowledge I glean with others. This magazine has made that possible and I couldn't have done it without all the help and support of others. I would like to thank the many writers who contributed work to Train Magazine over the years, the people who have e-mailed me to tell me as soon as the railroad stories break, the advertisers who have helped to keep subscription rates low and most importantly all the readers

who make the magazine possible.

My favorite event in these five years was covering the beginning of the Acela Express service. Granted, it isn't as fast as its European counterparts, but it still is impressive. I also have enjoyed meeting many people involved in different facets of the railroad world and to share that common feeling with everyone else who can't look away as the roar of the train is heard in the distance.

This particular year has been an exciting one for Train Magazine. The

highlight was last issue's exclusive interview with former Presidential nominee and current Amtrak Board Vice-Chairman Michael Dukakis, who took the time to explain his views to me. We also took on this new format, which we will keep for next year.

*-David Emer, Train Magazine Founder*

*Editor's Note: Information for Amtrak articles for this issue came from The Boston Globe, Trains Magazine and the Riverside Press- Enterprise.*

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# East African Railway Journey

By **CHRIS KEYWORTH**  
Correspondent

Half way up the platform was a long notice board containing diagrams of all the coaches on the train (and they were called coaches, like they are in Britain). Peering at my ticket, I found the number of the coach where a compartment was reserved for me. Reserving a compartment, I'd been told, was the best way to travel on the 300-mile train journey from Mombasa to Nairobi. It was affordable, and allowed the best opportunity to sleep free of snores from a bunk above or below. So I had indulged in this luxury, seeing it as an experience to be savored, rather than a method of reaching my destination.

Expecting to find a compartment number matching my ticket on the notice board, I was surprised to find instead that my name was clearly written on the diagram in the space for the reserved compartment. The personal touch, I thought approvingly. The long train was to be pulled by two steam engines, one reason being that the train climbs a vertical mile on its way westward from the Kenyan coast to the capital of Kenya. I climbed aboard, being greeted by friendly train staff as I located my appointed space. Several items in the well-furnished,

but slightly faded compartment bore the amusing monogram EAR, which with brief deduction revealed itself as the acronym for East African Railways. The British colonizers had established the railway system with the whole region, rather than mere countries, in mind, and it would no doubt have bankrupted EAR to replace the ubiquitous monograms with ones reflecting a Kenyan railway.

At 4.45 pm we slowly pulled out of the station. Soon I was being questioned about my preference for tea or coffee, but neither showed up. The first hour was spent uneventfully gazing at the scenery consisting mostly of scrub brush and light vegetation. Hunger, thirst and curiosity about my fellow passengers eventually drove me to the dining coach, where good service and good company made the evening pass quickly. As we were very close to the equator, it was not long before the sun dived headlong below the horizon, leaving us with nothing but darkness outside.

I awoke to the sound of my compartment door opening, and was relieved to hear a cheery "good morning sir," as a waiter's hand curled around the door depositing a silver tray on the floor.

The tray contained a silver teapot, silver milk pot, silver sugar bowl, and cup, saucer and spoon. Ah, what luxury! At least the mystery of the previous night's questioning had been solved.

Before I could pick up the tray, movement outside the window caught my attention – wildebeest! Not just one – scores of them. I consumed my tea with my face glued to the window. We were travelling across a vast scrubland, with no roads or signs of civilization in sight. The train was moving slowly enough that a wildebeest (or gnu if you prefer) could have kept up if it was so inclined. But they were more intent on grazing on what limited grasses existed. With my viewing post relocated to the dining coach, the activity outside continued to impress, while inside a good breakfast was on hand along with advice on Kenyan wildlife-viewing. For other species, such as gazelles, giraffe and buzzards, occasionally appeared and prompted interest and questions.

Eventually, towards noon, the train dragged itself into Nairobi station, and my EAR journey had come to an end but left a wonderful first impression of Kenya. I sometimes wonder if this train still runs now, 25 years after my trip.

## Stock Track

	BNSF	CSX	NSC	UNP	TMTA
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
19-Jan-01	28.81	27.69	16.13	51.94	31.14
30-Mar-01	30.00	33.29	16.05	56.15	33.87
25-May-01	30.98	37.10	22.11	56.48	36.67
27-Jul-01	27.51	39.78	20.65	55.20	35.79
28-Sep-01	25.11	29.25	15.14	45.60	28.78
24-Nov-01	29.00	36.89	19.24	54.43	34.89
15-Apr-02	28.75	36.41	23.12	57.20	36.37
10-Jul-02	29.45	34.20	22.52	60.95	36.78
27-Nov-02	25.40	28.00	19.86	58.16	32.86

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This is Theresa McCracken's fourth contribution to Train Magazine. Her cartoons have appeared in the Saturday Evening Post and many small trade journals.