

WHEEL CLICKS

Pacific Railroad Society Inc.

FEBRUARY 2006

ALAMEDA CORRIDOR EAST

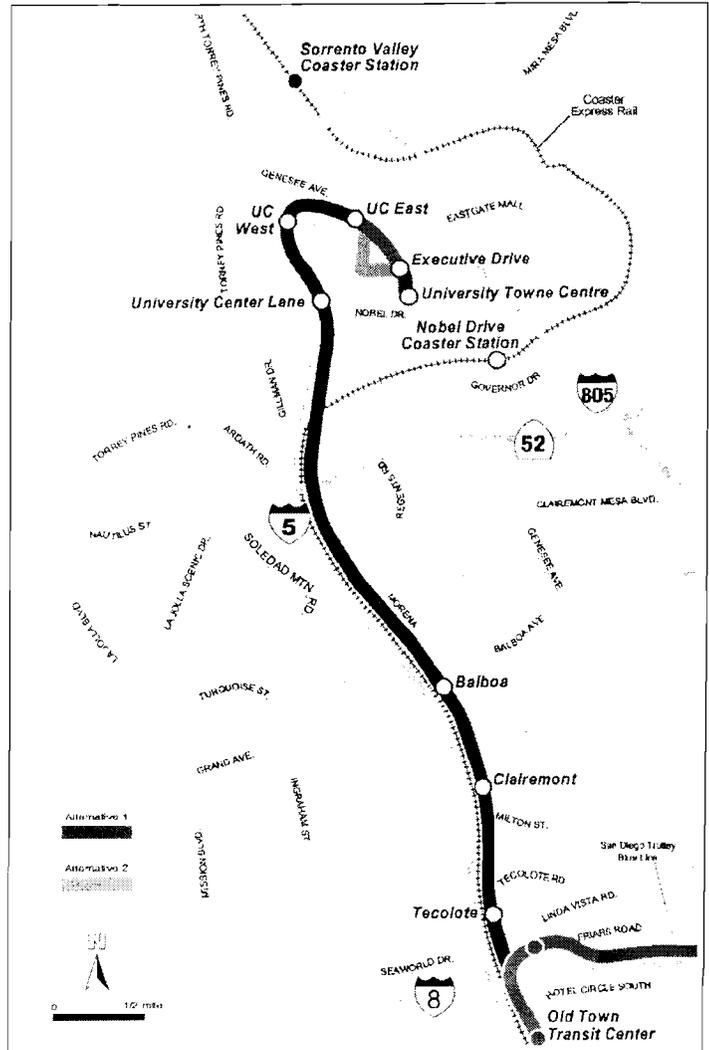
With local and federal legislators at his side, Gov. Arnold Schwarzenegger stood at the site of a railroad underpass construction project in El Monte on Dec. 30, and made a case for his proposal to raise \$222 billion in state funds for infrastructure projects. The press conference was held in El Monte because the construction site is part of the Alameda Corridor East (ACE) project, a plan to reduce the number of cars waiting for trains by building 150 railroad underpasses and overpasses in Los Angeles, Orange, San Bernardino and Riverside counties.

Schwarzenegger singled out ACE as the perfect example of the type of project state funds would support. Rep. David Dreier, R-Glendora, said projects like ACE are vital to the state's economy.

ACE is five years into a \$950 million project to divert roads over or under railroad tracks at 20 intersections in Los Angeles County. The agency has about half of the sum it needs to complete all the intersections.

Rick Richmond, executive director of the ACE Construction Authority wonders how much it will change as it goes through the state legislature. Richmond noted that Schwarzenegger's proposal calls for private business, such as rail and shipping outfits, to split costs on any improvements. And container fees at the ports would also go toward improvement projects.

[Info. from *Pasadena Star-News*]



AVONDALE YARD, LOUISIANA by BOB JOHNSON December 7, 2005

All the yard buildings at BNSF Avondale Yard except the Yard Office itself are being torn down this week. So far they have torn down the old SP Roundhouse Offices and Locker Rooms. They have torn down three small former SP Car Dept. Offices. There is only one left and that one is to come down tomorrow. I have been informed that the old SP Yardmaster's Tower will also come down by the middle of next week. So will the One-Spot Shed and the Roundhouse appliances and support equipment. Early this summer, one of the round fuel tanks that had the stenciling on the side reading "Avondale, LA, the beginning of the SP Railroad" was dismantled and the remainder will also come down in the near future. These buildings and facilities were sold to BNSF and transferred to them on January 1, 1997, as a result of the UP/SP merger that had happened a few months before that. Originally, the BNSF was to use these for their own operations, but NOPB came in and offered to do all this at their yard in the city (switch and service BNSF trains and locomotives) for them under contract, and they have done so from the beginning and it is to their benefit.

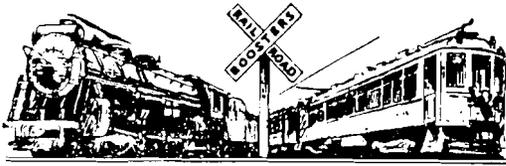
The hoped for traffic at Avondale proper has never materialized for BNSF, but they left these buildings in just in case. Now as a result of Hurricane Katrina, a new plan has been formulated

for this area of BNSF's yard. They will use this area for a new trans-load center that will be used in the rebuilding of New Orleans, and in addition, trainloads of supplies will be brought here for building of 20,000 new homes in Avondale. It is still too bad that BNSF could not have used any of these buildings as SP had just remodeled all of them right before the merger with UP was announced in 1995.

Get your pictures now, you won't recognize this area very soon! Just think, I get to sit in my little Tower at the east end of this yard and watch all this destruction as it takes place!

December 14, 2005

When I returned to work today, I observed that the old SP Avondale Yardmaster's Tower has been taken down. Jack Smith, BNSF engineer at Avondale, reported that they took it [continued at AVONDALE on Page 3]



WHEEL CLICKS
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EDITOR DICK FINLEY
 TECHNICAL EDITOR CHARLES VARNES
 MAILER FRED KNOX
 EXCURSION DIRECTOR BARBARA SIBERT

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PACIFIC RAILROAD MUSEUM is operated by Pacific Railroad Society at 210 W. Bonita Ave., San Dimas, CA 91773. Telephone (909) 394-0616. Museum e-mail: PRSTrainman@aol.com Open Saturdays. 10 a.m.-4 p.m.; Wednesdays 1-5 p.m.

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PRS NEWS — ARRIVALS AND DEPARTURES

- Feb. 3 Board Meeting, 7:30 p.m. in Valencia Room at
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Feb. 4, 11, Pacific Railroad Museum work party, 10 a.m. to 4
 18, 25 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting on February 25.
- Feb. 4, 11, Rolling Stock repair day, 8:30 a.m. to ?, Noakes &
 18, 25 Herbert Sts., Commerce. Regular day: 4, 18;
 Sats. Extra work day: 11, 25. Committee meeting: 18.
 For more info., phone Will at 714-637-4676.
- Feb. 6 Exc. #521 "The Sierras in Winter" Leave LAUS
 Mon. at 10:15 a.m. on *Coast Starlight* to Emeryville.
- Feb. 10 Membership Meeting, 7:30 p.m. in Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Feb. 10 Exc. #521 Return on *San Joaquin* #714 from Emer-
 Fri. yville and Amtrak bus from Bakersfield to LAUS.
- Feb. 22 *Wheel Clicks* mailing party, 10:30 a.m. at 1240
 Wed. Dominion Ave., Pasadena. Ballots for Fiscal Year
 2006 will be mailed.
- Mar. 3 Board Meeting, 7:30 p.m. in Valencia Room at
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Mar. 4, 11, Pacific Railroad Museum work party, 10 a.m. to 4
 18, 25 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting on March 25.

- Mar. 4, 11, Rolling Stock repair day, 8:30 a.m. to ?, Noakes &
 18, 25 Herbert Sts., Commerce. Regular day: 4, 18,
 Sats. Extra Work day: 11, 25. Committee meeting: 18.
- Mar. 10 Membership Meeting, 7:30 p.m. in Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Mar. 17 Slide Night at Saunders Yard, 7:00 p.m. Everyone
 Fri. welcome. Bring refreshments and slides.

MEETING PROGRAMS

by **RUSS DAVIES**

February 10: **A week in the life of Cajon Pass.** In **October 1998, Roger Fogt** spent the better part of a week shooting video footage of the Cajon action, and we'll see it this evening. We'll see trains on **Sullivan's Curve**, and the late, lamented **Desert Wind**. If we're lucky we'll hear "**train talk**" coming from the trains we're watching, recorded at the same time on Roger's scanner (**please keep the cross talk to a minimum, just this one time!**). **Be there, bring slide briefs, and chatter all you wish!**

March 10: Come and see **Bob Davis' "Something for Everyone Slide Show!"** We'll see **two-foot gauge in Maine** and other railroading wonders beyond description, including **traction in Southern California and elsewhere.** **Don't miss this one, and bring slide briefs!**

MEMBERSHIP

by **BILL FARMER**

Seniority numbers 572-574 were assigned to late renewals. At the Board Meeting on January 6, 2006, the following former members were voted into PRS: Lewis J. Soibelman, #575, and Vincent J. Cammarano, Jr., #576. A gift membership was given by PRS to the Holiday Banquet Speaker, Chris Guenzler, #577.

SYNOPSIS OF BOARD MINUTES—December 2, 2005

- CALL TO ORDER**—The Board of Directors of PRS was called to order at 7:50 p.m. in the Pacific Railroad Museum.
- ROLL CALL**—Present: President Will Walters, Secretary Bill Smith, Directors David Abbott, Stan Ames, Dick Finley, and Lindsay Smith. Absent: Vice-President Rob Markowitz, Treasurer Marti Ann Draper, and Director Owen Danaher (all excused). Also present: Vic Carlucci, Barbara Sibert, Adam Twiss, Charles Varnes, and Leroy West.
- EXCURSIONS**—Barbara Sibert (Special Events) reported that the Holiday Banquet is sold out. The raffle is doing well with \$1200 collected so far. There are 30 PRS bookings for the Reno Snow Train.
- PUBLICATIONS**—Dick Finley gave a copy of the EIR for the Expo Rail project to the Pacific Railroad Museum.
- MUSEUM**—Lindsay Smith reported that he now has a key to the Alhambra storage facility. 54 slide trays have been classified, and the Noon and Johnson book collections have been integrated into the Museum holdings.
- ROLLING STOCK**—Will Walters reported that wreck damage on *National Forum* has been repaired, along with its battery boxes. "Thomas, the Tank Engine" event at OERM was a success, with *Shasta Springs* racking up 18 round trips. Ralph Noon of OERM fixed the car's air-conditioning system. The car will run in upcoming "Santa" specials. New glass is in for the locomotive at Saunders Yard. The Illinois Central diner project is "in train."

We now have all three cars from Golden Gate Railway Museum. Last month the Rolling Stock Committee was authorized to submit a bid of up to \$8,000 for the three cars, but the transaction was not completed. All actions necessary regarding acquisition of the three cars was authorized by the board. NEW BUSINESS—A flyer for a website (haijonrails.com), featuring photos by our late Founding Member Al Haij, was given to the Pacific Railroad Museum.

NOMINATING COMMITTEE—Pursuant to the Bylaws, David Abbott and Marti Ann Draper, Board Members; and Vic Carlucci, Barbara Sibert, and Charles Varnes, Members-at-Large, were appointed to constitute the Nominating Committee for Fiscal Year 2006.

ADJOURNMENT—The meeting was adjourned at 9:10 p.m.

EXCURSION INFORMATION by BARBARA SIBERT

Look for flyers to San Diego and San Luis Obispo with the *National Forum* in the March issue of *Wheel Clicks*.

On the PRS 70th Anniversary flyer for April 8 and 9, 2006, the following was not included. Please mail reservations to Barbara Sibert, 777 E. Valley Blvd. #70, Alhambra, CA 910801. For questions, phone me at 626-570-8651. Make checks payable to Pacific Railroad Society.

2005 HOLIDAY BANQUET by JIM NOWELL

It was a sellout with 66 in attendance at The Old Spaghetti Factory next to the Fullerton Railroad Station. Our building for the evening was the old Union Pacific Depot with Mission Revival architecture. With completion in 1923 the design had an octagonal dome topped by a small round cupola, parapeted gable ends, arched arcade, and mission tile roof.

PRS President, Will Walters, asked the members to support their society and maximize their enjoyment through participation. Barbara Sibert and Dave Abbott gave out some nice door prizes. Emcee Jim Nowell honored the *Wheel Clicks* team (Dick Finley, Charles Varnes, and Fred Knox), who produce our society's newsletter by having them stand for acknowledgement. Other absent and present contributors were mentioned: Brian Black, Mike Gondron, Tom Nelson, Ken Ruben, and Lindsay Smith.

A toast was made in remembrance of Ralph Melching – founding member and Pacific Railroad Museum curator.

Our guest speaker, Chris Guenzler, was humorous and animated when he talked about his passenger train adventures – over 900,000 miles of riding the rails so far. He said that in approximately 18 months he'll be over a million miles.

Afterwards some of those in attendance stayed to see the Santa Claus Christmas Train come into the Fullerton Depot.

HOLIDAY RAFFLE by BARBARA SIBERT

The Pacific Railroad Society recent Raffle proved to be a great success. The drawing was held at the Holiday Banquet on December 4, 2005 — and the lucky winner was Raymond York of Camarillo. Raymond is PRS Member number 65. His father was a Pacific Electric Motorman and his grandfather was a Brakeman on the Grand Trunk Railroad. He was very pleased to receive the glassware and has since donated several video tapes to the Pacific Railroad Museum in San Dimas.

PACIFIC RAILROAD MUSEUM by LINDSAY SMITH

We are still shipping 70th Anniversary pins. We shipped over 80 last month and sold more in the Company Store. The pins are still available at \$5.00 each. The shipping and tax is included. Lindsay is the shipping clerk.

We have continued working on the collection. Our friends continue to donate photography, books, documents and artifacts. Richard Weigle, the magazine collection manager, has contributed a number of Amtrak timetables. He and Vic Carlucci were adding them to the timetable collection. We have access tables that will be available in the Company Store. Jim Baker and Roger Fogt are working on the archives. Leroy West is a docent or tour conductor. Tim Muck is active as the building curator. We are working with the city staff on the roofing project. Mel Goyen maintains the tape and sound library. Joe Moir has been ordering the image files. Recently, he purchased some current books with PRS funds at the Original Whistle Stop. We have also received many books and documents from the Whistle Stop to add to our collection.

Owen Danaher runs the Company Store. When we have more than two good copies of books we start what librarians call "de-accession." We make these items available in the Company Store first. Members have a half price privilege at the store. We have VHS tapes, CDs and DVDs and other matter available in addition to the tapes and timetables. We are still offering Santa Fe logo baseball caps for \$15.00. We will have some flyers in future issues.

We are praying for the recovery of Pete Balch, who is convalescing from back surgery. Pete built our file system and still helps from his home.

Come on out and have lunch with us at Roady's on Wednesdays and Saturdays.

[AVONDALE from Page 1]

down on Monday. Also, the old Car Dept. One Spot Building has been torn down. I had planned to drive over there after work tonight, but the rain was pouring down so hard, that I felt safety was first (as it always is!) and the safest thing to do was go home immediately. This is in addition to the other support buildings and offices in this area that were torn down last week. The only things left to go are a couple of the tanks and the tank control room from the "Tank Farm," the "Sand Tower" at the old Roundhouse, and the A.& W.E. Shop Building on the extreme East End of the yard.

In another note, tonight at work, I got to see the BNSF MLALNWO go by with 137 cars (about 8,500 feet, and about 12,500 tons of train) and, yes, you guessed it, a majority of the cars were loads of building materials to help re-build New Orleans. Just think, I get paid to see this stuff take place. It is so nice to be in a Tower and as Mike Goldsmith (a retired UP/SP Conductor and before that, operator) would say, make the line-ups and see the results of my work. Man, I just don't know how I handle it!

LOS ANGELES COUNTY RIDERS

During the month of November 2005, the average number of weekday riders traveling on trains going to, from, or within Los Angeles County, other than on Amtrak, was 283,113. [Calculations by Tom Nelson].

CALTRAIN NEWS by **MIKE GONDON**

On December 17 and 18, Caltrain closed the Hillsdale station to perform extensive track work, as part of a \$4.2 million upgrade project. During this period, the Bay Meadows platform was used as the Hillsdale stop, except for wheelchair passengers. Because the Bay Meadows platform cannot accommodate the loading and off loading of wheel chairs, these passengers had to use either Hayward Park or Belmont.

Ironically, this was the last hurrah for Bay Meadows because, as of December 20, it was discontinued as a Caltrain stop. Bay Meadows passengers now must board and detrain at Hillsdale.

The plan was to have the project completed by Monday morning, December 19, but a strong storm moved in that weekend and the work wasn't completed in time. As a result, major delays were incurred by Caltrain during the Monday morning rush hour. Apology cards with an explanation were issued the next day.

Other maintenance projects are continuing at Caltrain. From December 5-11, crews replaced rail between milepost (MP) 8 and 13, and installed ties between MP 18 and 22 in San Mateo. To minimize delays, this work was done at night.

On December 19, construction crews began upgrades on four bridges in San Jose to meet seismic safety standards. The streets involved were Willow Street, Bird Avenue, Park Avenue, and Taylor Street. Construction began at Willow Street and is proceeding north. Each bridge will take about three weeks to complete and the entire project should be done by mid-April.

As they do every year, Caltrain ran extra trains and offered free rides after 11 p.m. on New Year's Eve. One extra train ran north, leaving San Jose Diridon at 9:12 p.m., December 31; and arrived in San Francisco at 10:48 p.m., making all local stops. Returning, revelers had three southbound trains to choose from, leaving San Francisco at 12:45, 1:30 a.m., January 1, and 2:00, also making all local stops. This year, due to previous problems, alcohol was prohibited on all Caltrain service after 9 p.m. on New Year's Eve.

On January 1, Caltrain riders were greeted with a 5.6 percent fare increase.

S. CALIF. COMMUTER RAIL by **TOM NELSON**

During the month of November 2005, the average, weekday, system ridership was 41,513, a 7 percent gain from Nov. the previous year. The San Bernardino Line had the highest ridership at 12,097, an 11 percent improvement. Weekday, system, schedule adherence in Nov. was 95 percent, with the San Bernardino Line topping the other long routes at 96½ percent.

STATIONS

As of Dec. 6, 2005, a groundbreaking was to take place the next week for a Metrolink station to be built in Buena Park on the 91 and Orange County Lines. The location is at Lakeknoll Dr. and Dale St., the 11th station in Orange County. The \$10.5 million project is scheduled for completion by early 2007.

The federal transportation bill approved in 2005 will make funding available for improvements at two Metrolink stations in San Bernardino County. A new parking structure to be built at the Metrolink station in the City of San Bernardino will receive \$1.65 million, and \$640,800 will go toward expanding parking

at the Upland station.

The Riverside Transit Agency (RTA) announced Oct. 19 that it qualified for \$1.3 million in federal funds to enhance a combination RTA bus and future Metrolink rail station in the City of Perris. The money will provide bus shelters, textured crosswalks, pedestrian plazas, and landscaping.

[Buena Park and Perris info. from Ed Von Nordeck]

CONSTRUCTION

The Santa Ana – Orange second-track-project design was modified to provide for a less expensive retaining wall. Also, the Request For Proposal was amended to reduce the number of Sundays that the existing single track would need to be taken out of service. The work periods will be scheduled so that the line will be closed for only one weekend and four Saturdays. Amtrak will provide a bus shuttle during line closures. The job was readvertised, and bids were due at Southern California Regional Rail Authority (SCRRA) on Jan. 19, 2006.

The La Vita turnout is to be removed and not replaced by a crossover. The Lincoln turnout switch will remain in place for use when CP Lincoln is converted to a crossover within three years.

LOCOMOTIVES

SCRRA has 39 locomotives in the service fleet, including spares to allow for maintenance. By 2010 it is projected that a total of 45 will be required. Because of the high cost of new locomotives (over \$4 million each), SCRRA in Oct. 2002, bought four used F40 locos. with the intention of having them remanufactured. The one operable F40 of the group became number 800 assigned to work trains and standby for commuter service. The other F40s were not operable. In Jan. 2004, SCRRA acquired four SD60 locos., from which parts could be used in the remanufacture of the F40s; two are in L.A. and two are in Paducah, Kentucky.

SCRRA issued a Request For Proposal (RFP) in Feb. 2004 for remanufacture of the F40s, but the industry was unable to comply with air quality emission levels SCRRA included in anticipation of new EPA regulations to come out in 2006. The RFP was canceled. Following this, SCRRA was unable to obtain confirmation that the SD60s could be rated for 90 mph operation in commuter rail service. SCRRA received inquiries on purchasing its SD60s; selling them would provide funds toward the purchase of remanufactured locos.

Utah Transit Authority (UTA) contacted SCRRA, inviting it to participate in UTA's RFP for remanufactured commuter rail locos. with cleaner emissions, on which the industry has made progress since SCRRA's Feb. 2004 RFP. The UTA RFP includes 15 units in the base order and up to 51 units in option orders. UTA issued its RFP Nov. 21, 2005, and expected its Board to consider an award in Feb. 2006.

Four of the remanufactured locos. in UTA's base award could be assigned to SCRRA. Many components from three of SCRRA's F40s (not including loco. 800 which will be retained) can be overhauled and utilized in the remanufacture of the base order locos. Also, UTA included an option for up to ten additional locos. for SCRRA, if the Orange County Transportation Authority (OCTA) proceeds with its plan to improve commuter rail service in Orange County.

SCRRA on Dec. 9, 2005, authorized the sale of its four

SD60s and approved participation in UTA's RFP for remanufactured commuter rail locomotives. SCRRRA further approved acceptance of UTA's assignment of a portion of any resultant contract, if cost is no more than the available budget and the number of remanufactured locos. is no less than three.

RAILCAR ACQUISITION

As reported in this column last Nov., the RFP to acquire new commuter railcars went out Sept. 16. Subsequent addenda lengthened the process, but by the time you read this, the bids should have been received. A significant difficulty involves the application of crash-energy management to cab cars, while the Federal Railroad Administration (FRA) is yet to determine and publish the requirements.

The purpose of crash-energy management is to build cab cars that suffer less damage from the impact of head-on collisions, usually with non-rail vehicles at street crossings. The cab car running in push operation will distribute the force throughout the train. Thus, the cab car and passengers are spared from the full impact.

The system devised for the car by the FRA includes a connector that recedes into the train, helping to prevent derailments, a steel "bumper," a stronger front end structure, and energy absorbers that displace crush zones from passenger areas. Some railroad professionals feel the foregoing changes are not sufficient. They want the front end made heavier and more rigid.

The FRA began crash-energy management studies in 2003. Five test collisions staged by the FRA showed the new system resulted in considerable improvement. A non-modified cab car crumpled more than 20 feet, but a car with the new system was smashed-in only three feet.

ORANGE COUNTY

Continuing forward to improve Metrolink service within Orange County, the OCTA Board unanimously adopted a \$383 million plan on Nov. 14, 2005. A large part of the funds will come from Measure M's sales tax originally aimed at developing light rail transit. A detailed financial plan was to be considered by OCTA in Dec.

Service would increase from 40 to 76 weekday trips by 2009, and weekend trains could begin by spring of 2006. Thousands of park-and-ride spaces are to be added. To support the new service OCTA will purchase seven locomotives and 50 or more commuter railcars for Metrolink.

SAN DIEGO COUNTY

On Dec. 1 the Monitoring Committee of the North County Transit District (NCTD) recommended that the Board award a five-year contract to Herzog Transit Services subsidiary TransitAmerica. Operation and maintenance of the Coaster commuter service and track between Orange County and San Diego will be performed by TransitAmerica after Amtrak's contract expires June 30. The Oceanside - Escondido track will be included after Sprinter construction is completed in Dec. 2007.

The contract bid of about \$45 million was the lowest, and TransitAmerica scored the highest in an evaluation of five performance criteria. Other bids submitted were from Amtrak at \$48.6 million and Connex at \$58.3 million. The NCTD Board was to consider an award Dec. 15.

[San Diego info. from Charles Varnes]

RAIL TRANSIT TEMPO

by TOM NELSON

SANTA CLARA COUNTY

The Santa Clara Valley Transportation Authority (VTA) opened its light rail transit (LRT) line from Diridon Station to downtown Campbell in Oct. 2005. Known as the Vasona Light Rail Line, a portion of the route had entered service Aug. 1 between downtown San Jose and Diridon. This latter section in San Jose includes an LRT tunnel which separates the light rail vehicles (LRV) from mainline railroad and street traffic at Diridon's Amtrak and commuter rail hub. VTA's LRT system now totals 42.2 miles.

SACRAMENTO

The Grand Opening of the Folsom LRT extension from Sunrise Station took place on Oct. 15, 2005, in Historic Downtown Folsom. At 11 a.m. a parade on Sutter St. opened the event, followed by the arrival of the inaugural Regional Transit (RT) train at 11:30 a.m. There were the usual VIP speeches, and at 12:30 p.m. RT's ice cream social offered free ice cream and cake. Also at 12:30, regular LRT service began, and a "Yesterday - Celebrating 150 Years of Rail" featured the Sacramento Banjo Group, living history groups, a steam locomotive, hand-car races, and a fiddling and costume contest. The extension from Sunrise added four new stations and 10.4 route miles.

Meanwhile, construction continues on the ½-mile LRT extension from K St. to the Amtrak Depot (former Southern Pacific Depot) in downtown Sacramento. One of the factors that has delayed the project was discovery of a Native American burial site below H St. Work was stopped for archeologists and Native American representatives to document findings and preserve items. The Amtrak Depot parking lot work in front and to the west of the depot was half-way done by last Oct.; work continued on 7th and 8th Sts. The LRT-line terminal will be located between the bus bays and main line-railroad station tracks, all to the rear of the depot building. Although September 2006 is the target opening date for the extension, RT is looking at ways to open earlier.

VANCOUVER, B.C.

The SkyTrain, automated, transit line under construction from downtown Vancouver to the airport and Richmond has been named the Canada Line. The 11.8-mile, 16-station route connects the airport, trade and convention center, and SeaBus terminal. Twenty two-car trains will be supplied by South Korea's Rotem Co., similar to Bombardier's Mark II SkyTrain cars running on TransLink's Millennium Line in Vancouver. Each 76-ton train will be 134.5 ft. long, 9.84 ft. wide, and carry 334 passengers, four wheelchairs, and two bicycles. The trains' maximum speed is to be 50 mph with a peak headway of five minutes. Estimated daily boardings are 100,000. The line is scheduled to open in late 2009.

DENVER

A ceremony on Nov. 10, 2005, recognized the final rail being laid for the Regional Transportation District's (RTD) \$880-million Southeast LRT extension. The gathering was at the end of line near Lincoln Ave. RTD had already accepted the line section from I-25 and Broadway to Steele St. and was operating LRV test trains on it. The next section, Steele St. to Yale Ave., was expected to be accepted in Dec. 2005. The opening of this line is scheduled for Nov. 17, 2006. It is part of a 19-mile, two-

branch project, 15 miles of which will run along I-25. The other four-mile branch will be in the I-225 corridor to Parker Road.

RTD's FasTracks expansion program is to be accelerated during 2006. Environmental studies on two LRT lines have been completed. Final design of the West Corridor LRT line to Lakewood and Golden is in progress, and construction is to start in 2008. Work on an LRT tunnel under 18th St. at Union Station should begin this year.

DALLAS

A visit to Dallas in Oct. 2005 provided the opportunity to ride the new extensions of Dallas Area Rapid Transit's (DART) Red and Blue Lines to the northeastern suburbs. The Blue Line's route to Downtown Garland offers long stretches of fast running and parallels a Union Pacific branch line in an industrial area complete with a UP depot in Garland. Also, the Trinity Railway Express (TRE) track runs adjacent to the 1.5-mile DART LRT line opened Nov. 13, 2004, to Victory Station. DART serves special events, only, at American Airlines Center there in the West End of downtown Dallas. Incidentally, TRE was still operating RDCs in regular service as well as rolling stock similar to Metrolink's in Southern California.

Present planning activity at DART is on the Northwest/Southeast Connector which eventually will run to Frankford in the NW and Buckner in the SE. The NW portion will extend from Victory Station to Inwood, then serve Dallas' Love Field Airport, and continue to Bachman (Junction with a future line to the northeastern border of DFW Airport) before ending at Frankford. Final design was being prepared for the line sections from Inwood to Bachman and on the Farmers Branch. An open house for the public concerning these sections was scheduled for Oct. 27, 2005.

The next projected DART rail opening date is in the Southeast Corridor, downtown to Fair Park, 2.7 miles, June 2009. Another 1.4 miles in this corridor, Fair Park to Hatcher, is scheduled for Dec. 2009. The next opening in the Northwest Corridor is to be Dec. 2009 from Victory Station to Inwood Station, 2.8 miles.

Since my last visit to Dallas, the McKinney Ave. streetcar line has become the M-Line Streetcar, and rides are free. A stub track has been built from near the north end of the loop to Cityplace Station on DART's Red and Blue Lines. This eliminates the need to walk from DART's St. Paul Station to the south end of the streetcar line.

In 2005 a quarterly Trolley Dine Around was inaugurated, a progressive dinner stopping at fine restaurants along the line. A new acquisition is a streetcar named "Morning Star" being modified into an elegant dining car for on-board dining excursions. Also, recently received is one of the former Fort Worth's Tandy Center, boxy, rebuilt PCCs with air conditioning. New modifications make the car look more like it did as a PCC in 1945.

When I first rode the line to Illinois Station (now the Blue Line) soon after DART rail opened, there was an impressive building set at a partial angle to the DART line on the east side of the station. I was told it was a facility of the former Texas Electric interurban system, so I went inside to look at it. It had a long high-ceiling bay and a concrete floor with track rails set into it. DART personnel said it was to become a transit mu-

seum, so on the present trip I stopped at DART HQ to check. I was told that DART gave up on the idea. When I passed by the building this time, a sign stated it is a DART shop.

NEW ORLEANS

According to a Nov. 20, 2005, Associated Press article, the original streetcars that run on the St. Charles Line were stored in the Uptown Car barn and escaped the late Aug. hurricane and flooding in New Orleans. The 24 new Canal St. cars and six of the seven Riverfront cars were in the Canal St. Car barn which was flooded by five feet of water, ruining the cars. Elmer von Dullen who supervised building the new cars estimated it would take as long to rebuild each new car as it did initially to build them, 142 days each. All the undercarriages have to be replaced. [Info. from Frank Mares]

On Dec. 18, eight streetcars were running on Canal St. On that date the Riverfront Line resumed full service and the Canal St. Line resumed partial service, going out Canal as far as Crozat St. The streetcars operate from 6:30 a.m. to 10:00 p.m. Rides are free through March.

The St. Charles Line was not operating, because substation power was not available, so some of the streetcars normally seen on that line were running on the other routes. While the St. Charles Line streetcars escaped damage, the line's overhead wires sustained severe damage, and it will be some time before they will be repaired. Buses will replace streetcars on the St. Charles Line until the trolley wires are repaired.

[Info. partially from Charles Varnes]

MONTERREY, MEXICO

Bombardier, Siemens and Garza Ponce, S.A. de C.V., will supply 14 high-floor LRVs from Bombardier's Sahagun, Mexico, plant for Monterrey's LRT system. The total cost of the 14 cars is \$24.4 million.

[Sacto. RT Depot Exten., Vancouver, and Denver info. from Ed Von Nordeck. Other info. partially from *Transit California*, *Mass Transit*, *VTS News*, and *Railway Age*.]

RAILWAY TO TIBET

China has completed the first railway to Tibet, linking Lhasa with the northwestern province of Qinghai. The pan-Himalayan line climbs so high, up to 16,640 feet above sea level, that railcars will be sealed to protect passengers from altitude sickness. The 710-mile final section took four years to construct, and service is expected to begin in 2006.

[Info. from Charles Sacconaghi]

OVERSEAS TRAINS AND MARKET ACCELERATION

In a factory in Krefeld, Germany, workers are building a spacious conference room with a large table and seven comfortable arm chairs in a railcar that would, on an old-fashioned train, be a locomotive. In an adjacent factory hall, workers are attaching what look like ordinary wheel trucks to a railcar, except that these contain electric motors that will essentially do the locomotive's job of pulling the train. "We're now turning out a car every one or two days," said Michael Gessner, project manager at the Siemens railcar plant in Uerdingen, a suburb of Krefeld. "When we begin the Chinese order, it will be two a day."

Unless they have traveled abroad, most Americans have had

little first-hand experience with high-speed trains. As countries including Italy and Spain – and emerging markets like China and Russia – open their pocketbooks for huge high-speed railway development, the United States remains on the sidelines, vulnerable to losing out on new technologies for propulsion and vehicle control.

Thanks to miniaturization, newer trains have motors built into the axles of every second railcar, rather than concentrating the pulling power in the locomotive, as was done in traditional pull-push trains. The technology makes the trains lighter and enables them to go faster and to brake and accelerate more easily, while causing less wear on rails and wheels.

The newer generation of very high-speed trains has other breakthrough features, including so-called eddy current brakes, which employ electromagnetic fields rather than brake disks for slowing and stopping. “The carriages [railcars] are stable and light and of very high speed,” said Francois Lacôte, senior vice president in Alstom’s transport division, which will install the new technology in the fourth generation of its TGV. (The French manufacturer Alstom, like most of the industry, considers high-speed trains to be those with a top cruising speed of 150 miles per hour; trains with a top cruising speed 210 mph are considered very high speed. The Acela’s top cruising speed is about 125 mph.)

In November, Siemens landed an \$804 million contract to supply 60 sleek-nosed high-speed trains to the Chinese railways. The order is just one in a 15-year program to upgrade China’s rail network, including the introduction of 180 mph bullet trains. Up to 2020 they want 7,200 miles of high-speed rail, said Dietrich G. Möller, president of Siemens’ trains division.

At about the same time, Siemens signed a preliminary contract for high-speed trains to connect Moscow and St. Petersburg. The line may one day continue beyond St. Petersburg to Helsinki, Finland, and past Moscow to Russian cities like Nizhny Novgorod.

In South Korea, Alstom, the inventor of the train à grande vitesse, or TGV, is supplying 185 mph trains for a five-year \$17 billion project that has connected Pusan and Seoul.

Spain hopes to have a Madrid-Barcelona link open by 2008; France and Germany are upgrading the line from Paris through Strasbourg and on to the German cities of Stuttgart and Frankfurt for 210 mph trains.

American industry is largely sitting this one out. While some American companies, like the electromotive division of General Motors and the MotivePower Industries division of the Wabtec Corporation, are doing brisk business with Chinese rail operators, their business is mainly freight, while the market for high-speed passenger trains is limited to a small group that has shrunk in recent years through a wave of mergers and acquisitions.

In 2001, Bombardier, the Canadian transport company, acquired Adtranz, a German-based rail equipment maker; at about the same time Alstom bought Fiat Ferroviaria, Fiat’s rail equipment division and the original developer of technology that enables high-speed trains to tilt into curves. (Alstom and Bombardier installed the technology on the Acela in the United States, but faulty measurements of the train’s right-of-way rendered it virtually useless.)

Siemens introduced distributed power, meaning that electric

motors pulling the train are distributed through the train’s cars; that technology was used in trains for a high-speed line from Frankfurt to Cologne and will be used in trains on the Barcelona-Madrid connection. Alstom will introduce similar technology on the new Paris-to-Strasbourg TGV line.

Bombardier, fearful of being left out of the running, introduced in October a concept train called the Zefiro, which will include most of the technology employed by the market leaders. Neil Harvey, Bombardier’s communications director for Europe, said the Zefiro would have all the latest traction and braking technology and would be loaded with features like electronic seat reservations, power outlets at every seat and free Wi-Fi.

In Europe the growth of the market is not without its obstacles. In northwest Italy, near the site of the next winter Olympics in February, environmental groups are opposing a new high-speed line and tunnel to connect Lyon in France and Turin in Italy, arguing they would drag even more industrial traffic into the Alps. The train will cross a valley that already has a conventional train line and a superhighway. “It’s incredibly costly, they’re talking 13 billion euros,” almost \$16 billion, said Marco Ponti, a transportation expert at Milan’s Polytechnic Institute who backs the protesters.

Still, the governments in Rome and Paris are throwing their full weight behind high-speed rail. West of Turin, engineers are blasting a tunnel through the craggy Alps, and this fall Italy took tenders on 30 very high-speed trains and says it wants to acquire 100 in all. Its master plan foresees building high-speed lines in the shape of a T, from Milan in the north to Naples in the south, and from Turin in the west to Venice in the east.

In Asia, the European train builders face challenges. For one, there is competition from the fabled Shinkansen of Japan, the first high-speed train to go into service. That design was chosen by Taiwan for a 210 mph train inaugurated last year from Taipei to the southern port of Kaoshiung. And while Asian contracts are lucrative, most countries insist on technology transfers including the assembly of most of the trains in local factories. Such requirements put pressure on the Europeans to continuously upgrade their technology or risk being overtaken by their own customers.

Of course, not all of the Chinese acquisitions will be very high speed. Bombardier, which has a strong presence in China thanks to its Adtranz acquisition, does a brisk business in light rail and subway car construction. This year, Bombardier signed a long-range agreement to supply trains to China with cruising speeds of 120 mph. The Siemens contract for China calls for it to supply 60 trains with a cruising speed of 180 mph to link Beijing to the coastal city of Tianjin.

And the United States? Despite the debacle of the Acela, European rail executives say that heavy population concentrations on the East and West Coasts and in the Midwest around Chicago make high-speed trains a natural. Mr. Moller of Siemens said, “When the skies and the roads are full, they will turn to trains.”

Mr. Lacôte of Alstom said three conditions had to be fulfilled for a country to turn to high-speed rail: the political will, large population concentrations, and a level of economic prosperity adequate to pay for a rail system. “In the United States you have the second two,” he said. “I am not sure that

you have the first.”

[Info. from *The New York Times* via Lindsay Smith]

PASSENGER TRAIN UPDATES by CHARLES VARNES

In early December 2005 President Bush signed a transportation bill which would provide Amtrak with \$1.3 billion. Last spring the president had proposed zero funding for the railroad in a plan that would break up Amtrak, shifting some of the rail costs to the states and selling off the Northeast Corridor to private interests. The \$1.3 billion package that represents a \$108 million increase over current funding.

On Jan. 5, 2006, President Bush made a recess appointment of Floyd Hall and Enrique Sosa to the Amtrak Board of Directors. Their previous recess appointments expired when Congress adjourned in December 2005. Recess appointments may be made without Congressional approval and expire when Congress adjourns.

SOUTHWEST CHIEF

The *Southwest Chief* (Train Nos. 3 and 4) detoured between San Bernardino and Los Angeles via the Metrolink San Gabriel Subdivision on Dec. 26, 2005. The detour occurred because the Burlington Northern Santa Fe was installing a new signal system in the interlocking at CP Eastern (MP147.3) on the San Bernardino Subdivision, and installing a new crossing diamond at Los Nietos (MP153.0) requiring an absolute curfew from 6:00 a.m. until 6:00 p.m. *Pacific Surfliner* service between Los Angeles and San Diego was affected, also.

In early January 2006, Amtrak reduced the number of coaches on the *Southwest Chief* from three to two.

CHICAGO UNION STATION

Effective January 16, 2006, the Chicago “Clean Indoor Air Ordinance,” made smoking unlawful in nearly all areas of the station, including train platforms, food court, former interior taxi stands and within 15 feet of the exterior entrances to the building.

Smoking was already prohibited in much of the station, but had been permitted on the train platforms and in some other areas.

The only area within Chicago Union Station where smoking will be permitted is a portion of the Metro Deli & Café restaurant and tavern in the station’s Headhouse building.

LOS ANGELES-SANTA BARBARA TRAVEL OFFER

On Fridays, Saturdays, and Sundays from Jan. 16 through Apr. 2, 2006, Metrolink and Amtrak monthly pass holders may travel for free in coach on any *Pacific Surfliner* train, or motor coach between Los Angeles and Paso Robles and intermediate points.

The offer applies to Metrolink passengers holding a monthly pass issued for any city pair on the Metrolink system, and Amtrak passengers holding a monthly pass issued for any *Pacific Surfliner* city pair.

The offer is not valid on the Presidents’ Day holiday weekend, Feb. 17-20, 2006. Travel is not permitted on the *Coast Starlight*, or on trains or buses operating south of Los Angeles. [Info. from Ken Ruben, Ed Von Nordeck]

VIRGINIA & TRUCKEE RAILROAD

Nevada political leaders and railroad supporters celebrated

a “silver spike” ceremony on January 3 for the first-phase reconstruction of the V&T Railroad between Virginia City and Carson City, Nevada. U.S. Senate Minority Leader Harry Reid, D-Nev., was given two silver V&T spikes mounted on a plaque for getting \$10 million attached to a federal transportation bill for the project.

The event at the Nevada State Railroad Museum marked the completion in Sept. of the \$6.7 million phase from the Gold Hill depot to American Flat. When completed, the tourist track will run about 19 miles between Virginia City and the capitol. The entire project is expected to cost up to \$40 million.

The V&T originated in 1870 as the supply line to Comstock Lode mines in Virginia City. It transported passengers, property, goods and lumber to support the mines. The Virginia City line was abandoned in 1938 because of the decline in the mining industry, and the entire railroad was pulled up in 1950.

The seven-part reconstruction project is scheduled to be completed in Dec. 2009. The Nevada Commission for the Reconstruction of the V&T Railroad purchased a \$420,000 steam engine to ride the rails in 2010. The board also purchased five 1923 Harriman Suburban Coaches for \$23,500 to run on the V&T, and they could cost up to \$50,000 to renovate.

[Info. from *Las Vegas Review Journal* via Fletcher Swan]

URBAN RAIL TRANSIT

by DICK FINLEY

LOS ANGELES METRO RAIL

RIDERSHIP

November 2005	Red Line	Blue Line	Green Line	Gold Line
Weekday Ave.	118,113	77,067	33,601	16,910
Saturday Ave.	81,103	54,550	20,666	10,291
Sunday Ave.	66,584	45,886	16,904	9,077
Month Total	3,137,709	2,066,034	872,810	441,655

GOLD LINE FOOTHILL EXTENSION

Construction of the Gold Line extension from Pasadena to Azusa could be delayed from three months to one year because of an error in calculating potential ridership on the trains. Every transportation project seeking federal funds must submit ridership projections to the Federal Transportation Authority (FTA), which then uses the numbers to rank projects.

The ridership model being used to analyze the Gold Line appears to be excluding certain segments of the population, resulting in artificially low numbers, officials from the Gold Line Construction Authority said. The current model appears to have a mild prejudice against middle-class commuters. According to Habib Balian, CEO of the construction authority, the current model presumes that bus riders will be the group most likely to ride the Gold Line light rail. But construction authority officials believe the trains will be filled with people who rarely if ever ride a bus in the San Gabriel Valley.

The ridership model was not a concern for the first leg of the Gold Line, from Los Angeles to Pasadena, because it did not rely on federal funding. The second leg, from Pasadena to Montclair, is projected to cost more than \$1 billion, with at least half coming from the federal government. Unless the authority can figure out how to alter the model to capture this population, the Gold Line numbers may be too low to qualify for FTA funding.

Balian said the delays could push the start of construction on

the first phase out to Azusa to sometime between fall 2007 and fall 2008. The second phase of the extension project out to Montclair, scheduled to be completed in 2014, should be unaffected.

[Info. from *Pasadena Star-News*]

GOLD LINE EASTSIDE EXTENSION

At the Board Meeting on Dec. 15, the Eastside Extension was renamed "The Edward R. Roybal Metro Gold Line Eastside Extension," in honor of this local icon's revered memory. Congressman Edward Roybal passed away in December 2005. He was committed to Latinos, the elderly, the poor, and the physically-challenged. In the 1980s he was a leading force behind the creation of the legislation to develop a public transportation system in Los Angeles county. Congressman Roybal's leadership helped generate the Eastside Gold Line, and nowhere is his legacy more ingrained than in the heart of the Eastside of Los Angeles.

President Bush has approved \$80 million in federal funds for the Gold Line Eastside Extension. Funds will be used to construct a six-mile, eight-station line to connect Union Station in downtown Los Angeles to the intersection of Pomona and Atlantic Boulevards in East Los Angeles. The funding was included in the final version of the Transportation, Housing and Urban Development Appropriations bill for fiscal year 2006.

[Info. from *Pasadena Star-News*]

December 15 marked a major milestone as Mayor Antonio Villaraigosa, Supervisor Gloria Molina and others witnessed the second of two 1,000-ton boring machines being lowered into position. Fully assembled underground, each earth pressure balance machine will begin boring twin, 1.7 mile tunnels at an average depth of 50 to 60 feet between Mariachi Plaza and First and Lorena in Boyle Heights.

Manufactured in Germany, the machines, stretching 344 feet and carving 21-foot diameter tunnels, are designed to maintain pressure against the tunnel face as they move forward. Material dug away from the face is moved back through the machines and deposited into small rail cars for transport back to the tunnel opening.

Work has been in progress on the six-mile, \$898.8 million Eastside Extension since groundbreaking in July 2004. It is scheduled for completion in late 2009.

EXPOSITION LINE

The Metro Board voted Dec. 15, to certify the Exposition Line's environmental reports, which paves the way for the start of construction in 2006. Scheduled for opening in June 2010, the Expo Line will be about nine miles long. Approximately eight stations will be built between downtown Los Angeles (7th/Metro Center) and Culver City (Venice/Robertson).

Clarification of some motions are to be brought back to the next Board Meeting. The following design options are to be incorporated:

1. Flower St. alignment incorporating an undercrossing between Jefferson and Trousdale Parkway (n-s USC campus);
2. La Brea Aerial Station & Grade Separation;
3. La Cienega Station Parking Facility on Southeast Corner;
4. Jefferson Blvd. Northside Widening at La Cienega Blvd.;
5. Jefferson Blvd. Grade Separation near Ballona Creek;
6. Venice/Robertson Interim Station located East of National

Blvd. within the Metro-owned Exposition Right-of-Way; Possible parking at Vermont, Normandie, Western, Crenshaw, and La Brea avenues.

In the event additional funding becomes available, the following options are environmentally cleared for construction:

1. USC/Exposition Park At-grade & Underground Station near Kinsey Dr.;
2. USC/Exposition Park Extended Undercrossing Option (Precludes At-Grade Station near Kinsey Dr.);
3. Venice/Robertson Aerial Station, which would eliminate the Venice/Robertson At-Grade Station.

SAN DIEGO GROSSMONT CENTER STATION

The location of the Grossmont Center Station of San Diego Trolley next to shopping facilities and medical facilities makes it an important destination point in the trolley system as well as the bus transit system. In July 2004, the MTS Board authorized MTS to enter into an Exclusive Negotiating Agreement with the City of La Mesa and Fairfield Residential, LLC to create a mixed-use, transit-oriented development project over the existing trolley station parking lot. Fairfield is proposing to develop approximately 527 apartments over the existing parking lot. Eighty of these units would be made affordable to low- and moderate-income families.

The project would also provide 2,800 square feet of ground-floor commercial space. The bus stop and trolley station would be retained on site along with planned pedestrian enhancements. The apartments would be built over two levels of structured parking. Six hundred exclusive parking spaces would be provided at ground level of the parking structure oriented to the existing trolley station to replace the existing 600 surface parking spaces.

MTS believed it could reach an agreement with Fairfield on the majority of the outstanding issues by mid-January. Once an agreement has been reached with the lender, staff will bring the final versions of the documents back to the Board for approval. Staff estimates that Board approval will occur in Feb., and escrow will close sometime in March with Fairfield starting construction thereafter.

SAN DIEGO MID-COAST LIGHT RAIL TRANSIT

The 11-mile extension project for San Diego Trolley will go from Old Town Transit Center to the University city community serving major activity and employment centers such as the University of California, San Diego (UCSD), campus and University Towne Centre (UTC) shopping center.

The rail extension starts at the Blue Line in Mission Valley south of the San Diego River. The line travels parallel to I-5 to Gilman Drive with stations at Tecolote Rd., Clairmont Dr., and Balboa Ave. At Gilman Dr., the extension continues north along the east side of I-5 to the University Center Lane Station at I-5 and Nobel Dr. The new trolley line then will cross the I-5 freeway over to the UCSD west campus. It traverses the UCSD campus to the UCSD West station located near Price Center, serving the heart of campus.

From Price Center, the trolley will follow Voigt Dr. east crossing I-5 again and on to the UCSD East station serving the east side of campus. The route continues to the Executive Dr. station and then on to the UTC Transit Center located in the shopping center. Two alignment variations are identified from

Voigt Dr. to UTC, one along Regents Rd. and Executive Dr., and another along Genesee Ave.

The next phase of work is environmental and preliminary engineering. The project will receive funding from *TransNet* ½-cent sales tax extension, which was approved by voters in Nov. 2004. The agency is also pursuing federal funding for the project.

[Info. from SANDAG Regional Planning Agency]

BAY AREA RAPID TRANSIT

Fares on the BART system were to increase by 3.7 percent on Jan. 1, 2006, and some trips will have increased surcharges. The average BART fare, currently \$2.51, will increase to \$2.70. BART officials estimate the fare increases will raise \$4.4 million for the last six months of the fiscal year that ends June 30.

[Info. from *Pasadena Star-News*]

PORTLAND, OREGON

Milwaukie

Milwaukie officials had planned to relocate the downtown transit center on two acres of the Kellogg Lake site, but a 14-year-old agreement that recently surfaced showed that the city agreed to use the Kellogg site as a park named for Dena Swanson's first husband, businessman Robert Kronberg. On Wednesday, Dec. 7, she described Kellogg Lake as a "terrible place" for a transit center.

Mayor Jim Bernard said the city would abide by Dena Swanson's wishes, although he estimated the chances of the city developing the site in the next decade as "virtually nil." Bernard said the City Council will resume discussions about a different location for the transit center after the holidays.

TriMet Equipment

Almost two years after TriMet's worst weather-created malfunction, a portion of the transit agency's MAX system failed again on Dec. 19. An intense, two-hour blast of freezing rain east of Portland crippled the Blue Line in three phases, inconveniencing riders between Gresham and Lloyd Center well into the afternoon. Fred Hansen, TriMet general manager, said approximately a half inch of freezing rain fell within two hours early on the 19th, overpowering changes that had been implemented after the 2004 storm that shut down MAX for 27 hours.

Freezing rain landing on MAX's overhead power line interrupts the flow of electricity that powers the rail cars. At 5 a.m., ice on the overhead line halted trains between Northeast 172nd and Cleveland avenues. By 6:45 a.m., ice scuttled operations east of Gateway. "Once a train freezes up, it cascades through the system," Hansen said. "The others can't keep going." TriMet deploys buses to shuttle riders from light rail platforms when trains won't work, but sometimes that leads to longer waiting times for passengers braving cold temperatures.

After reviewing the 2004 debacle, TriMet bought plastic covers that snap on for key portions of the overhead power supply line, hoping that the covers would deter icing. Hansen said the caps helped on the Red Line, but freezing rain shrouded both the caps and power line on eastern portions of the Blue Line.

TriMet ran trains every 10 minutes from late on the 18th through early on the 19th, allowing the trains' pantographs to scrape off the earliest formations of ice. Hansen said the agency would run trains every six minutes on the 20th between Gresham

and the Rose Quarter in an attempt to keep the Blue Line open.

Since the 2004 storm, TriMet has equipped two, two-car trains with a third pantograph containing a device that scrapes ice off the power lines. Hansen said both ice cutters were used on the Red Line, but one of them would be transferred to the Blue Line for late on the 19th and the next morning's operations.

[Info. from *The Oregonian* via Caroline Hobson]



The San Bernardino Railroad Historical Society ran their steam locomotive 3751 from Los Angeles Union Station to San Bernardino, Calif., on June 12, 2004, as seen backing into the latter.

Photo by Hal Rothenborg, First Place-2005 Contest

GOLD LINE TO ROSE PARADE AND ROSE BOWL

Parade viewers who used the Gold Line were left stranded Monday morning when the rail line shut down just before the end of the parade. Metro cut power to the line after some scaffolding came loose at the Del Mar station and threatened to fall on the train's overhead cables. No one was injured. Heavy winds were blamed for the accident.

Metro shut down the line at the Fillmore, Del Mar and Memorial Park stations, stranding thousands of riders who had taken the train to the parade. The line continued to operate between Lake Ave. and Sierra Madre Villa, and between South Pasadena and Los Angeles. About 30 buses were eventually dispatched to create a "bus bridge" between the affected stations. The buses transported 2,000-3,000 passengers.

The scaffolding also threatened the underground parking garage at the Del Mar Station. Fire officials were forced to declare the garage off-limits, leaving many spectators unable to reach their cars. Full service on the Gold Line wasn't restored until Tuesday afternoon.

Fans got to and from the Rose Bowl Game on Jan. 4, safely and efficiently. Metro Rail officials estimate that 13,000 fans rode the Gold Line or one of the agency's new articulated buses. The smooth operation was a contrast to that on Jan. 2.

Following the game, some fans waited for an hour or so to get on shuttle buses at the stadium, but at Memorial Park Station most waited for only 15 or 20 minutes to board either a train or an articulated bus, according to Gold Line Transportation Manager Duane Martin.

[Info. partially from *Pasadena Star-News*]