

# WHEEL CLICKS

Pacific Railroad Society Inc.

January 2015

## FOOTHILL GOLD LINE INITIAL TRAIN TESTING

The 11.5-mile Foothill Gold Line from Pasadena to Azusa light rail project conducted initial train testing for two weeks, from Monday, December 8, 2014 through Friday, December 19, 2014. Train testing took place weekdays only from 8:00 a.m. to 5:00 p.m. During the two-week period, a single train was first pulled and then operated on its own power within the rail corridor. This initial testing activity tested train clearances, wheel/rail interface, rail switches, and the Overhead Catenary System that power the trains.

The train testing was conducted on the railroad tracks in Arcadia, Monrovia and Duarte.

The grade crossings that were impacted temporarily during the towing of the vehicle and initial clearance tests were in Arcadia, (First Ave./Santa Clara St.), Monrovia, (Mayflower Ave., Magnolia Ave., Myrtle Ave., and California Ave.).

The grade crossings that were impacted more extensively during the testing period: were in Monrovia and Duarte (Mountain Ave.), and Duarte (Buena Vista St. and Highland Ave.).

## FOOTHILL GOLD LINE EXTENSION UPDATE

### Pasadena to Azusa Update

The Foothill Gold Line from Pasadena to Azusa is now more than 80% complete. All 28 miles of light rail track are now installed; all 14 at-grade crossings are complete; and the project's 24 bridge structures are also finished. Last month, the final traction power substation (TPSS) was installed, and now all ten substations are being prepared for service. These substations convert the electricity provided by the local utility company into the type needed to power the Overhead Catenary System, which then delivers power to the trains. Each TPSS is designed specifically for its position along the light rail system and is located a little more than a mile apart from one another.

The week of December 7, the project achieved an especially historic milestone when train testing began on the line. At dawn on Monday (December 8), a light rail vehicle from Metro's fleet entered into the Foothill Gold Line project jurisdiction for the first time. The vehicle, a \$4 million AnsaldoBreda P2250 weighing more than 100,000 pounds, was outfitted with specialized gear to test clearances, wheel/rail interface, rail switches, and the Overhead Catenary System. The testing will take place over the next two weeks within Segment 3 of the project area (which includes parts of Monrovia, Duarte and Irwindale). This is the first of many months of testing ahead; however, it is an exciting and significant milestone for the project, which continues to be on time and on budget for completion in just ten months.

Looking ahead over the next few months, work will continue

on the stations and parking structures, as they near completion. Importantly, all station artists are currently in the process of finalizing fabrication of their art elements and preparing to have their art installed in early 2015. Below is a preview of the art work that will be installed at the stations:

When the Gold Line opens for service from Pasadena to Azusa, it will take about 17 minutes to travel the tracks that link Arcadia, Monrovia, Duarte, Irwindale and Azusa.

### Azusa to Montclair Update

The Construction Authority continues to advance the design for the 12.3-mile Azusa to Montclair segment toward a shovel-ready project in 2017. Engineers are out along the corridor surveying the area and beginning geologic testing and other activities needed to provide information to the engineering documents for the project. Additionally, coordination with the Azusa to Montclair corridor cities is actively underway, including work with the Fire Life Safety and Security Committee made up of police and fire departments.

As part of the current effort, each city has appointed a Station Design and Art Review (SDAR) Committee to determine the design and art elements for the six future stations. In November, the SDAR Committee representatives came together to tour highlights of the Gold Line system. The tour featured art, design, safety, pedestrian and bicycle elements at various stations, including South Pasadena (pictured below) and the Arcadia Station and recently completed transit plaza. Committee members were able to see how design and art have been integrated into the stations and the surrounding station areas to create unique destinations that represent the community and provide Gold Line passengers an experience that begins even before riders board the train.

## PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK

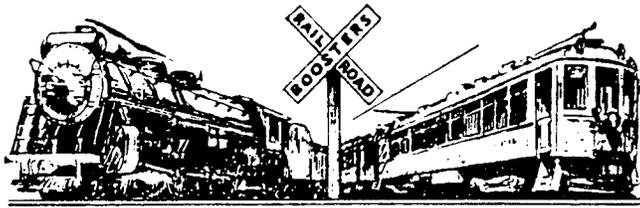
### New Baggage Cars

On Dec. 17, 18 new baggage cars departed the CAF USA Elmira, N.Y. facility for movement in a special train to Amtrak's Hialeah maintenance facility for final inspections before acceptance. Amtrak's Hialeah maintenance facility is home base for Amtrak's single-level car fleet.

After arriving in Hialeah, the baggage cars will go through a final round of inspections before being accepted. The baggage cars are expected to enter revenue service in early 2015 and may be used on any of Amtrak's 15 long-distance routes. The baggage cars are part of a larger order for 130 single-level long-distance passenger cars, including diners, sleeper and bag-dorm cars.

### Pacific Parlour Cars

Amtrak is removing the *Pacific Parlour Cars* from the Coast



# Railroads-The Backbone of America

## WHEEL CLICKS

JANUARY 2015 VOLUME 79, NO. 1

EDITOR. . . . . CHARLES VARNES  
 MAILING COORDINATOR. . . . . DICK FINLEY  
 MAILER. . . . . JOHN STALLKAMP

Opinions expressed in unsigned articles are those of the editorial board, and do not necessarily reflect the opinions of the Society, its officers or directors. Opinions in signed articles are those of the author only. All rights reserved. ISSN: 0043-4744.

Published monthly by PACIFIC RAILROAD SOCIETY, INC.  
 Address and telephone are the same as for Pacific Railroad Museum.

PARTICIPATING MEMBER. . . . . \$45.00 per year  
 SUSTAINING MEMBER. . . . . \$60.00 per year  
 CORPORATE MEMBER. . . . . \$110.00 per year  
 LIFE MEMBER. . . . . \$500.00

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 Mondays: 12-5 p.m.; Wednesdays: 12-5 p.m.; Saturdays: 10 a.m.-4 p.m.  
 MUSEUM CURATOR. . . . . DAVID HOUSH  
 EXCURSION DIRECTOR. . . . . MARTI ANN DRAPER  
 WEBMASTER. . . . . RUSSELL HOMAN  
 INTERNET Home Page: <http://www.pacificrailroadsociety.org>

Pacific Railroad Society, Inc. is a non-profit 501 (e)(3) social organization staffed by volunteers. The Society supports rail car preservation and restoration; railroad excursions; a museum which preserves and displays railroad literature, photos, artifacts and a resource library; railroad related education; social events; and publications. The public is welcome to participate in the Society's events, operations, and facilities. The Society is funded by membership, donations, grants, and fundraising activities.

BOARD OF DIRECTORS OF PACIFIC RAILROAD SOCIETY, INC.  
 PRESIDENT. . . . . VIRGINIA GRUPP  
 VICE-PRESIDENT. . . . . WILL WALTERS  
 SECRETARY. . . . . RICK REYES  
 TREASURER. . . . . VACANT  
 DIRECTOR (2012-2015). . . . . DAVID ABBOTT  
 DIRECTOR (2014-2017). . . . . STEVE CRISE  
 DIRECTOR (2012-2015). . . . . MARTI ANN DRAPER  
 DIRECTOR (2013-2016). . . . . ANDY NOVAK  
 DIRECTOR (2014-2017). . . . . ED SAALIG

### PRS JANUARY EVENTS

January 2, 9, 16, PRM Open Saturday, 10:00 a.m. – 4:00 p.m.  
 23, 30 210 W. Bonita Ave., San Dimas, CA 91773  
 January 2, 9, 16, Saunders Yard Open Saturday, 8:30 a.m. – ?  
 23, 30 Noakes St. & Herbert Ave., Commerce  
 January 5, 12, PRM Open Monday, 12:00 p.m. – 5:00 p.m.  
 19, 26 210 W. Bonita Ave., San Dimas, CA 91773  
 January 7, 14, PRM Open Wednesday, 12:00 a.m. – 5:00  
 21, 28 210 W. Bonita Ave., San Dimas, CA 91773  
 January 7 PRS Board Meeting, West Room, 7:30 p.m.  
 Wednesday 210 W. Bonita Ave., San Dimas, CA 91773  
 January 9 PRS Membership Meeting, 7:30 p.m.

Friday Alhambra Room. Joslyn Center. 210 N. Chapel Ave. Alhambra.  
 January 28 February Wheel Clicks Mailing, 10:00 a.m.  
 Wednesday 1240 Dominion Ave., Pasadena.  
 (626) 794-0783

### JANUARY MEETING PROGRAM by RUSS DAVIES

Your Museum Committee presents, Santa Fe's Pasadena Subdivision, a wonderful 1995 Pentrex DVD from our Archives. We'll ride along and enjoy some 95 mph views "from the cab" with photographer Chet Hogan. We'll journey from Los Angeles to Barstow. If you're alert, you'll catch a high-speed run by OUR ex-Santa Fe San Dimas Depot! Be there, and bring digital briefs!

### FROM THE EDITOR – THE WHEEL CLICKS TRANSITION CONTINUES by CHARLES VARNES

The editor thanks those who offered helpful comments, suggestions, and offers of articles following the publication of previous issues of Wheel Clicks. Technical and production issues continue to be solved. An email address for submission of items for consideration for publication in *Wheel Clicks* is forthcoming.

At the present time news items, articles or photographs for publication in Wheel Clicks may be mailed to *Wheel Clicks* at the Pacific Railroad Museum, 210 West Bonita Avenue, San Dimas, CA 91773.

### NOVEMBER MUSEUM REPORT by DAVID HOUSH, CURATOR

November was a busy time at the Museum. We entertained 227 visitors and took in \$750 from donations and EBay sales. The month's private Friday tours included a very responsive troop of third grade Girl Scouts and a group of physically and mentally challenged adults from Claremont who responded positively to a modified tour. This is where our disability ramp comes in handy.

Board member Steve Crise reports that he is on target to reach our goal of two storage units by year's end. He took on a monumental task and has done it well. The monetary savings will be significant. Please see my separate article refuting some unfounded criticism of this project.

There is a steady demand for postcards in our Museum store. We receive collections from time to time which are welcome, but we cannot count on this. We produced a postcard featuring the watercolor of our Museum building a while back, and it has been popular with the public. So I decided to produce a new postcard showing the 1889 depot building with a classic steam locomotive beside it, a photo with which you may be familiar. The image is amazingly sharp in person and the postcard version is now available. I might add that if you have any railroad related postcards that need a new home, we are the place.

The time table rack reported on in last month's issue is now in use in the baggage room displaying historic time tables from our collection. It makes a very colorful display. An addition to the Museum's art collection during the month was a canvas print of a Robert L. Hunt oil painting featuring Big Boy 4022 in a winter snow scene. It is on a loan from yours truly.

Finally, I want to continue my routine of thanking our volunteer Museum workers. This month I can include Steve Crise, Jim Baker, Russ Davies, Harvey Laner, and Anthony Farst. I appreciate their dedication.

## RESPONSE TO "PACIFIC RAILROAD MUSEUM," BY ROLAND GRAHAM

by DAVID HOUSH, MUSEUM CURATOR

I found Roland Graham's article entitled "Pacific Railroad Museum on page 5 of the December 2014 issue of Wheel Clicks uninformed and offensive to those of us who spend hours volunteering at our Museum. The unsubstantiated claims that we at the Museum are haphazardly disposing of "valuable documents" was presented to the membership as fact, yet it is totally untrue as Mr. Graham would have learned had he checked into it. Thus he has misled our members, harmed our reputation in their eyes, and done a disservice to the Society.

As Museum curator, I know what Steve Crise has been doing. Unlike Mr. Graham, I have been on hand to see what has been recycled, and it has been nothing of value to anyone. Items of value have either been retained for the Museum's collections or donated to a more appropriate organization where they can be put to better use. It is always best to know what one is talking about first hand before presenting something as fact.

Let me close by saying that Steve Crise has taken on a monumental and time-consuming task and done it well. He should be commended for what he has done.

## A VIEW FROM INSIDE THE STORAGE LOCKERS

by STEVE CRISE

Last month's Week Clicks featured a lengthy article by member # 15, Rolland Graham, titled "Counterpoint -- A View from the Outside." In his article he outlined what he believes are the major problems that are facing PRS and how he thinks these problems should be solved or at least addressed. Mr. Graham highlighted a good many issue with his article. However, in Mr. Grahams' assumptions as to where the problems reside, he made some very serious accusations regarding the actions that many of us are taking at the Museum to resolve some of the very issues he muses about in his article. I would especially like to point out his grossly uninformed comments regarding the items that are stored in the three storage units that PRS maintains in San Dimas.

I took particular offense to his comments regarding the disposal of "irreplaceable documents" that he claims are being undertaken at this time. More on that issue later, but first a little history as to how this position at the lockers became available to me in the first place.

With the sudden resignation of Tom Geer as the storage locker caretaker last summer, the storage units were left without any personnel to maintain it. From the experience that I gained from sorting out the Opel collection that was stored in locker 4, I decided to take on the project of reorganizing the remaining 3 units maintained by PRS with the goal of reducing the monthly costs for storage units by \$209.00 a month, which is the cost of a single storage unit. A quick overview of the lockers contents soon revealed that PRS was spending a lot of money each month storing items that were double, triple, or quadruple sets of various

items! For example, there were at least five sets of *Trains Magazines*, some complete sets, others not, along with *Model Railroader* and *Classic Toy Trains*, and many other periodicals. It was decided by the Museum Committee that it was not possible or affordable to store every single magazine that is donated to PRS. No museum large or small can take on the responsibility of keeping all magazines that are donated to them. We have neither the space nor funds to do so. Also we considered the fact that at least Kalmbach Publishing has made available for sale, DVD sets of each above mentioned magazines in a searchable format, that is easy to use, has better accessibility than magazines stored in a locker off site, and takes up very little room. With the savings from just one month of not having to store magazines, we can buy two of the three DVD sets from Kalmbach! We also considered that fact that absolutely no one ever walked into the museum demanding to see the March 1947 issue of *Model Railroader*. In lieu of all these facts, we still kept one complete paper set of *Trains*, *Model Railroader* and *Railroad Man's Magazine / Railroad & Railfan*.

Now let's talk about those "irreplaceable documents." Mr. Graham made the unfounded accusation that "irreplaceable documents" were being negligently destroyed. I do not know how Mr. Graham came to this conclusion. He was not present at the lockers on any of the days we were working there. Mr. Graham turned down my invitations to help in the process of sorting out the lockers. Mr. Graham was sent many emails with photos detailing my activities at the lockers for each day I was out there. In fact, all board members and interested parties were kept apprised of my work at the lockers for each day I was there. So for Mr. Graham to characterize my activities as if they were taking place in some sort of a vacuum, without oversight or involvement of other members, is simply false, misleading and irresponsible on his part.

Hopefully in the production of future issues of *Wheel Clicks*, there will be a bit more effort to maintain some sort of journalistic standard so that if reports of someones activities are falsely made, the editors will have the good sense to vet out the story before it is printed instead of after.

But what exactly was happening to those irreplaceable documents and photographs that Mr. Graham was so concerned about? Let me give you a few examples of the many problems I discovered during the last five months of this process.

First, I found that many of the cardboard boxes in which items are being stored in are deteriorating, bursting at the seams if you dared to move them. Historic photographs that were left in their frames that became damp, had the images sticking to the glass, destroying the photo forever. Boxes of books that were to either be entered into the library or sold as duplicates were discovered in storage, missing out on the opportunity to sell the extras at meets and events, or at the museum store. More than 750 obsolete VHS tapes not meeting the mission statement of keeping items relevant to Southern California were given away to Goodwill. And try as I did, I found no other person or organization that wanted old VHS tapes. More than 500 DVD's on various railroading subjects were found. We're still deciding how best to handle the DVD's since some do fit in the Southern California informational category. Also found were three binders

of a baseball card collection, old broken slide projectors, photo albums that did not meet the requirements of the mission statement, these were either sold or given away to interested members. A post card collection that should have been stored at the museum was also discovered, adding more than one thousand new postcards to our already large collection. These are just a few examples of the problems we faced in the reorganization of these lockers.

Another issue that arose during the process of cleaning the lockers was the disposition of many the classic and valuable timetables in the PRS collection. With the exception of a very few Metrolink and Amtrak timetables that were obvious triplicates or in some cases having more than ten copies of a single month, no timetables were destroyed or recycled. In fact, all timetables are now stored in relative proximity to each other so that some day soon, we can sort thru the entire collection and determine a better method of storage and cataloging.

The storage of many multiple Copies of *Wheel Clicks* and the disposal of the extra issues was another concern of members. Be aware that in some cases, there were more than 200 copies of a single month of *Wheel Clicks*. A practice such as this is not sustainable on our budget. This issues were addressed in the following manor; a total of 5 to 10 issues of each *Wheel Clicks* was maintained for the future. This does not take into account the complete collection of *Wheel Clicks* already stored at the Museum. By taking this simple step, we gained over a dozen additional drawers in a bank of steel filing cabinets in locker # 1. These drawers can now be used to properly store the timetable collection safely and neatly instead of in cardboard boxes, which will degrade, fall apart, and destroy its contents.

The process of condensing the lockers is almost done. We expect to close out locker # 3 on or before December 31, 2014. In doing so, we will save PRS \$209.00 a month – forever! That's a savings of \$2500.00 a year – forever! And consider the fact the cost of maintaining storage units only increase and never decreases. In short, we will gain more space to save valuable items instead of having less space by storing needless items.

The staff at the Pacific Railroad Museum takes the challenges that we all face at PRS very seriously. This is why we have taken a good hard look at ourselves, and the collection, to thoughtfully discuss and determine what items best address and add to our efforts at preservation and dissemination of railroad history, and which items don't. Simply put, we can't keep everything. Hard choices have to be made. Sometimes these decisions can be unpopular or misunderstood. As much as it is our responsibility as temporary caretakers for these items, it's your responsibility as well to insure their future. Please take the time to help us in this endeavor. Sitting on the sidelines, nitpicking the efforts of others is not helpful in any way, shape or forum.

A great project to embark upon would be to have all the *Wheel Clicks* scanned and available on line, 24/7, insuring their survival and use by other generations. If you have these skills and knowledge and would like to help out in this way, please contact me at [scrise@aol.com](mailto:scrise@aol.com). As we are doing with slides, prints and negatives in the museum collection, a digital *Wheel Clicks* would

be an excellent addition to our efforts to preserve and share PRS' and Southern California's railroad history.

## CALTRAIN NEWS

BY MIKE GONDRON

On November 21, several trains were delayed by more than 20 minutes when a fire broke out in tunnel #1 near 18th Street around 3:30 p.m. There were no injuries from the fire and the cause is unknown, but there are some homeless encampments in the area, and officials think there could be a tie-in there. Fire crews cleared the scene by 4:10 p.m. and the tracks were reopened.

Caltrain will be running a number of special trains in the upcoming days. On December 5, two extra trains will be run following the Pacific 12 Conference football championship game at Levi's Stadium between the University of Oregon and the University of Arizona. The trains will depart the Mountain View station 60 and 85 minutes after the game concludes. Passengers must take Valley Transit Authority light rail trains between the stadium and Mountain View. A similar schedule will be run on December 30, for the Foster Farms Bowl, formerly known as the Fight Hunger Bowl and formerly played at AT&T Park in San Francisco.

Once again, Caltrain will provide free rides on December 31 beginning at 8:00 p.m. and continuing until the end of the service day. In addition, extra service will be provided on New Year's morning to accommodate celebrants heading home following the annual fireworks display in San Francisco. Trains will depart San Francisco at 12:45 a.m., 1:15 a.m., 1:45 a.m., and 2:15 a.m., or when full. All trains will make all Peninsula stops to San Jose.

The Federal Railroad Administration has given Caltrain the go ahead to start implementation and testing of its positive train control system (PTC), which will allow it to meet the federal deadline of implementing PTC by the end of 2015. According to agency officials, Caltrain will become the first passenger rail system in the country to adopt the technology.

When fully operational, PTC technology will allow Caltrain to improve safety at grade crossings, improve schedule reliability, and operate trains closer together so that more trains can be added to the schedule.

---

## PASSENGER TRAIN

### FROM PAGE 1

*Starlight* January 12 through March 12, 2015, for "maintenance." There will be no substitute first class lounge car provided. The *Superliner Sightseer Lounge* will remain in the consist as the only lounge facility.

### Off-Peak Superliner Train Consists

Amtrak is reducing the consists of its *Superliner* trains from Jan. 12 through Feb. 28, the of-peak travel period. Trains 1/2, the *Sunset Limited*, Trains 21/22, the *Texas Eagle*, and Trains 58/59, the City of New Orleans will not have their consists reduced during the period.

In general the plans involves removing baggage cars (and handling baggage in baggage-coaches), crew sleeping cars, (and providing crew accommodations in sleeping cars), and reducing the number of coaches and sleeping cars im train consists.