

WHEEL CLICKS

Pacific Railroad Society Inc.

MAY 2013

PRESIDENT'S REMARKS

by NEIL BJORNSEN

As we begin the new Fiscal Year, I wish to thank the PRS membership for your vote of confidence in reelecting me as your President for the 2013 year. I am honored and humbled. I am certain the other Board Officers share in this sentiment as well.

A 'Welcome Aboard' to PRS' new board member, Andrew Novak, who replaced Board Member Robert Washburn who was "termed-out" this year. I wish to thank Mr. Washburn for his service on the Board and his continued volunteer service to the PRS organization as an archivist at the PRS Museum in San Dimas. In addition to serving on the PRS Board, Mr. Novak is a member of the Excursion Committee, and is involved in improving and expanding PRS' outreach and public relations efforts.

Also, I wish to take a moment to thank the PRS Board for their service this past year and to those Board Members who chaired or served on one or more of the many committees. In addition, a big thank you to non-board members who took of their time to serve on a committee and thus assist our organization in making accomplishments that otherwise would not have been possible.

As I have related previously, Pacific Railroad Society is YOUR society. It is YOU, the membership, who are PRS. Without you, the membership, PRS would not exist. The board acts as the business management component and provides guidance for the Society. Where and what direction the Society chooses to go or not go, as a whole, is decided by YOU the membership.

One of my focus points this year is that of the business management of the Society. Although the general membership of the Society most likely perceives PRS as a "hobby" activity—or—avocation, PRS is actually a business and to those who manage it, PRS is similar to any other business out there . . . with the exception that it is a "Not-for-Profit" (501-C-3 corporation) and there are NO PAID EMPLOYEES! The entirety of the PRS "staff" (including the Board) are volunteers who willingly give of their time and expertise to keep the Society going (business aspect), staff the museums, plan and manage excursions, staff special events, provide outreach, etc., etc.

In recent times, the majority of volunteering has been increasingly provided by PRS Board Members as opposed to PRS member volunteers. While this has allowed PRS to exist within the limits of PRS Board Member capability, PRS could be and do so much more with member volunteer participation. It is YOU, the membership, who could be providing volunteer efforts to the Society which, in turn, could allow the Society to be much more than it is, including additional activities. Please consider helping out YOUR Pacific Railroad Society by being a Society volunteer.

I am keenly interested in receiving your thoughts and ideas (please include your solutions as well). My Email address is: prs.exec99@gmail.com. Please include your return address (Email and/or street) and your telephone contact number.

The following is a listing of PRS activities occurring in the near future—

April 27/28 (SA/SU): SAN BERNARDINO RAILROAD DAYS [at San Bernardino AMTRAK (former AT&SF) Station] PRS will have a table for PRS outreach and surplus book sales. Please contact Mr. Dave Housh at the PRS Museum at (909) 394-0616 (if you could assist this effort by volunteering on either day.

May 11 (SA): NATIONAL TRAIN DAY AT LOS ANGELES UNION STATION. PRS will have a table to provide PRS outreach and public relations. National Train Day is a busy, but fun event. If you could assist PRS at National Train Day, please contact Neil Bjornsen at the PRS Museum at (909) 394-0616. If answered by the PRS mechanical secretary, please leave a Voicemail and I will return your call.

May 18 (SA): PRS EXCURSION: FILLMORE and WESTERN Ry. "Come ride the movie trains." Please check PRS' website for particulars www.pacificrailroadsociety.org. If you are interested in participating or volunteering your services for this excursion, please contact the PRS Excursion Dept. at prsexcursions@live.com -or- rtd1121@yahoo.com.

I look forward to meeting our volunteers at these events. Have a safe month.

BNSF TO TEST LIQUEFIED NATURAL GAS IN ROAD LOCOMOTIVES

BNSF will begin testing a small number of locomotives using liquefied natural gas (LNG) as an alternative fuel later this year. The railroad has been working with the two principal locomotive manufacturers, GE and EMD, a unit of Caterpillar, to develop the natural gas engine technology that will be used in the pilot. The use of natural gas as a transportation fuel results in the emission of fewer greenhouse gases and particulates than diesel fuel. The idea of using natural gas as fuel in locomotives is not new. The former Burlington Northern used natural gas locomotives in the 1980s and 1990s. BNSF also tested LNG switch locomotives in Los Angeles until they reached the end of their useful life a few years ago. Improved economics and technology make the use of natural gas in long-haul service more operationally feasible today. The BNSF pilot will be a first step to consider how the technology could be implemented. But, even though natural gas in long-haul service has enormous potential, several significant regulatory challenges need to be addressed. [Info.from BNSF via Charles Varnes]



WHEEL CLICKS

MAY 2013

VOLUME 77, NO. 2

EDITOR **DICK FINLEY**
TECHNICAL EDITOR **CHARLES VARNES**
MAILER **JOHN STALKAMP**

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. ©2013 BY PACIFIC RAILROAD SOCIETY, INC.

Published monthly by **PACIFIC RAILROAD SOCIETY, INC.** The Society is a California chartered, nonprofit organization of those who share an interest in railroad operations, travel and history. 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 Saturdays: 10 a.m.-4 p.m.; Mondays: 12-5 p.m.; Wednesdays: 12-5 p.m.

MUSEUM CURATOR **DAVID HOUSH**
EXCURSION DIRECTOR **MARTI ANN DRAPER**
WEBMASTER **RUSSELL HOMAN**
 INTERNET Home Page: <http://www.pacificrailroadsociety.org>

BOARD OF DIRECTORS OF PACIFIC RAILROAD SOCIETY, INC.
PRESIDENT **NEIL BJORNSEN**
VICE-PRESIDENT **VIRGINIA GRUPP**
SECRETARY **LINDSAY SMITH**
TREASURER **NICK TEEL**
DIRECTOR (2011-2014) **LARRY AANDAHL**
DIRECTOR (2012-2015) **DAVID ABBOTT**
DIRECTOR (2012-2015) **MARTI ANN DRAPER**
DIRECTOR (2011-2014) **DICK FINLEY**
DIRECTOR (2013-2016) **ANDY NOVAK**

PRS AND PRM MEETINGS

May 1, 8, PRM open Wednesday, 12:00 p.m. to 5:00 p.m.
 15, 22, 29 210 W. Bonita Ave., San Dimas.
 May 3 PRS Board Meeting, 7:30 p.m., Valencia Room,
 Friday Joslyn Center, 210 N. Chapel Ave., Alhambra.
 May 4, 11, PRM open Saturday, 10:00 a.m. to 4:00 p.m.
 18, 25 210 W. Bonita Ave., San Dimas..
 May 4, 11, Saunders Yard open Saturday, 8:30 a.m. to ?
 18, 25 Noakes St. & Herbert Ave., Commerce.
 May 6, 13, PRM open Monday, 12:00 p.m. to 5:00 p.m.
 20, 27 210 W. Bonita Ave., San Dimas.
 May 10 PRS Membership Meeting, 7:30 p.m., Alhambra
 Friday Joslyn Center, 210 N. Chapel Ave., Alhambra.
 May 29 June Wheel Clicks Mailing Party, 10:00 a.m.
 Wednesday 1240 Dominion Ave., Pasadena, CA 91104

PROGRAM

by **RUSS DAVIES**

May 10: **Our noted photographer, Steve Crise**, will be our presenter this evening. The program will be **unpublished Donald Duke PE and SP images**, digital images, of course.

The late Don Duke, from San Marino, was widely known as a publisher, author, and photographer. We have all of his books at PRM. **Be there, and bring digital briefs!**

WINTERAIL 2013 (STOCKTON, IN PARTICULAR)

by **RUSS DAVIES**

I was asked by *Wheel Clicks* Editor Finley to share my experiences at this year's Winterail, and include some pictures.

For those of you who haven't been to a Winterail (my first was only 2012), let me tell you a bit about it. The fans go to Stockton each year to **see pictures**, not to **take pictures!**

There are no excursions, no "run-bys," nothing of that type. The format consists of outstanding presentations by noted railroad-related photographers, authors, and presenters. The whole event lasts for only one day, plus two evenings: the evening before, Friday, and the evening of the "main event," Saturday.

As **Dave Housh** reported in the April *Wheel Clicks*, PRS had a successful "business trip," selling about \$2400 worth of surplus books. PRS was also well represented by **Steve Crise** and **Ed Saalig**, both of whom made excellent presentations on the agenda!

Back to my article assignment. I was there solely to help in the book selling effort. **HOWEVER**, I have wanted to explore, and take some pictures in **Stockton** for quite some time. In the past, I've just breezed through without spending much time.

This time I went to Stockton a day early, just to explore, and take some pictures. So I'm putting together a little picture story about Stockton railroading "Then and Now," and it will feature Stockton's home town-line, the **Central California Traction Company**, which is still functioning but now diesel!

Dick tells me he's already committed some of the images for his "six-up" image format for this issue, so I'll serialize this, some now, and some in a future issue. The captions will explain.

Enjoy your visit to Stockton!

EXPO LIGHT RAIL CONSTRUCTION

The Expo Construction Authority's contractor, Balfour Beatty Infrastructure, Inc., and its subcontractors will begin the next stage of the Expo Project by implementing all of the necessary activities to support the construction of the Venice Boulevard Bridge. New traffic controls and excavation for the bridge foundations on the Expo right-of-way in the city of Los Angeles is also being implemented.

The Venice Boulevard Bridge construction is anticipated to take approximately nine months to construct. The work will require significant temporary traffic impacts as a result of reducing the number of travel lanes in the work area.

Most bridge work will occur during the daytime, but night work is anticipated. Some related night work activities will result in additional intermittent lane and roadway closures during the bridge construction period. Supplemental notices and electronic message boards will be used to advise the public when scheduled.

Work hours: Day Work – 7 a.m. to 6 p.m. Monday through Friday. Night Work – 9 p.m. to 6 a.m. Sunday through Thursday. Construction will take place on the Expo ROW, Venice and Robertson Boulevards.

Additional night work activities and intermittent closures will take place during the bridge construction period. Pedestrian access will be maintained at all times or via a designated walkway installed by the contractor.

Local access to businesses and residences will be maintained throughout all construction activities.

[Info. from *Culver City News*]

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY ACTIVITIES

Metro Gold Line Foothill Extension Construction Authority, on March 22, 2013, unveiled numerous upgrades to their agency website to make it easier for the community to stay up to date on current construction activities, and how the community may be impacted. A major component of the recent upgrades is the introduction of new interactive, construction activity maps. The maps provide up-to-the-day snapshots of construction activity, as well as important community impact information like lane and road closures, detour routes, hours of construction, and more.

The new maps make it possible for project stakeholders to view construction activity along the entire 11.5-mile project corridor, or to find information about their particular community. The maps link to current construction notices and detour maps, as well as different pages on the agency website where more detailed information is available about construction and station plans. Such detail is necessary as work on 24 bridges, 18 street crossings, six stations, the Gold Line Operations Campus and 11.5-miles of track-work continue to ramp up.

Release of the construction activity maps and other website upgrades are the latest elements of an extensive communication program implemented by the Construction Authority to proactively inform the community about the Foothill Extension project. Community stakeholders are also encouraged to sign-up for updates through the Construction Authority website to receive construction e-notices, monthly e-news updates, text message alerts and more.

The recently released construction activity maps can be found at www.foothillextension.org.

[Info. from Metro Gold Line Foothill Extension Construction Authority via Charles Varnes]

BRIDGE ABOUT TO BREAK GROUND

Arcadia officials celebrated April 12 the groundbreaking of a nearly \$12.5 million Gold Line bridge that will be built over Santa Anita Avenue south of Colorado Boulevard. Starting on or near May 1, the new bridge's construction, which will take seven months, will cause land closures on Santa Anita Avenue, disruptions and disclosures, including not being able to enter In-N-Out Burger from Santa Anita Avenue for four months.

However, officials say the bridge – which is being paid for by a voter-approved bond measure and city transportation funds – will provide a safer and less disruptive alternative than an at-ground crossing that was originally slated there.

The Santa Anita Avenue bridge is among the more than 20 being built or modified to make way for the \$735 million, 11.5-mile foothill extension from Pasadena to Azusa. Work will commence as soon as the bulk of construction of the Colorado Boulevard bridge is completed. During the first four months of

construction, the right lanes on northbound and southbound Santa Anita Avenue between Santa Clara Street and Newman Avenue will be closed. La Porte Street will also be closed at Santa Anita Avenue during this time. Full nighttime closures of Santa Anita Avenue will take place at the beginning of the phase.

Metro representative Lisa Levy Buch said the authority is working closely with affected businesses on Santa Anita Avenue. Much said they're "putting extra signs from the street so it's very clear to people how to get to a business and will monitor the situation.

Doug Tessitor, chairman of the Gold Line Construction Authority and a Glendora councilman, said the groundbreaking was "a giant step forward" for the project. Having Arcadia step up and provide funds for the bridge is also "huge," he said. "Arcadia just recognized this reality of the situation, stepped up and did what any good partner and citizen would do," he said. "They accepted responsibility."

The foothill extension from Pasadena to Azusa is slated for completion in 2015. For more information, go to www.foothillextension.org.

{Info. from *Pasadena Star-News*}

POMONA OFFICIALS WANT SAY IN BRIDGE PLAN

Although they support extending the Metro Gold Line Foothill Extension from Azusa to Montclair, Pomona officials have concerns about some aspects of the project within the city and they intent to have their voices heard – even if it requires litigation. At the top of the list of concerns is a massive bridge that would take the light rail line over Towne Avenue as well as concerns about traffic congestion on Garey Avenue, both in the northern side of the city.

In a March 5 letter to the Metro Gold Line Foothill Extension Construction Authority, Mayor Elliott Rothmann spells out the city's concerns. The letter ends by saying that if the final environmental impact report for the project is approved without addressing the city's concerns, Pomona "will have no other option than to pursue legal action to protect its interests."

The city is opposed to the Construction Authority's plans for a bridge that would carry the light rail line's cars over Towne Avenue. The bridge would take up about 1,000 feet on either side of Towne Avenue and would reach its highest point over Towne, Construction Authority representatives said recently. Such a bridge "starts going into our buildable space," Rothmann said.

The Construction Authority's plans call for building the Gold Line's track within a corridor that already is home to the BNSF Railway freight line, said Lisa Levy Buch, public affairs director for the Construction Authority. Gold Line tracks will be built to the north of the freight line's but in an area to the west of Garey Avenue. The freight line has a customer that needs to have access to the freight line tracks, Buch said.

The Gold Line tracks must shift from north of the freight line track to the south and back to the north, she said. The bridge will help accommodate that shift. In addition, the bridge will allow the light rail line cars above the freight train tracks and the commuter train tracks, Buch said.

The bridge doesn't necessarily have to be built at Towne, she

said. "We could do it anywhere. It could be in the middle of a block," said Buch, but building it over Towne Avenue is seen as a good option because it would play a part in easing traffic congestion in the area. To be effective, the bridge must be high enough to go over the two existing rail lines and needs room to climb gradually before reaching its apex, Buch said.

City administrators said recently the bridge will essentially look like a freeway overpass that divides neighborhoods much like freeways have already done in addition to creating visual blight.

City officials also have concerns related to congestion along Garey Avenue. Garey, a major corridor in the city, already experiences backups near the existing Metrolink station in northern Pomona. Garey Avenue is also home to two medical institutions – Pomona Valley Hospital Medical Center, which is south of the tracks, and Casa Colina Centers for Rehabilitation to the north of the tracks. City Officials worry that additional congestion due to the light rail traffic could mean delays in reaching the medical facilities in an emergency.

Construction Authority representatives said recently congestion can be alleviated at Garey by adjusting sensors that trigger the closure of railroad gates when they detect an approaching train. As they are now, the track will block traffic even when a Metrolink commuter train makes a stop at the station and is not moving. The sensors are controlled by Metrolink but the agency doesn't think they require adjusting.

City Planning Manager Brad Johnson said recently a better option would be construct a trench and depress all three of the rail lines. Such an approach would address all the concerns and is a method that has been used effectively in other parts of the city, he said.

"They're successful and easier to be done," Rothmann said. "They are simpler and beneficial to the city." Trenching the lines through Pomona would mean adding to costs.
[Info. from *Pasadena Star-News*]

TRAIN MUSEUM TOURISTS IN SAN FRANCISCO

Tourists queue up in long lines to ride San Francisco's famous cable cars without realizing they can jump aboard another form of transportation: a historic trolley. The city's streetcars, nicknamed museums-in-motion, are vintage trolleys imported from around the world. Along with cable cars, they form a steel triangle of tourist-friendly rails that deliver riders to Fisherman's Wharf, Union Square, Chinatown, Coit Tower and other famous locales.

Fare is \$2 for adults, 75¢ for youth and seniors. Info. www.streetcar.org/museums-in-motion.

PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK

National Train Day 2013

National Train Day will be celebrated at Los Angeles Union Station from 11:00 a.m. to 4:00 p.m. on May 11, 2013. The National Train Day event at Los Angeles Union Station will feature free kids' activities sponsored by Chuggington, interactive and educational exhibits, model train displays and giveaways. Visitors will have the chance to tour private luxury railcars, freight and commuter trains, as well as current Amtrak

equipment.

More than 200 communities are expected to host events at local train stations, railroad museums and other locations commemorating this year's theme "trains matter."

Last year, more than 100 stations hosted a National Train Day event and more than 400 Amtrak employees volunteered their time to those events. As part of this year's efforts to celebrate the local impact of train travel, Amtrak announced a geographic expansion of its efforts, extending its support and resources to more than 200 stations system-wide.

Fiscal Year 2014 Funding Request

In its FY 2014 funding request to Congress, Amtrak is emphasizing the need for more federal capital investment to improve and expand intercity passenger rail while requesting significantly less in federal operating support.

For FY 2014, Amtrak is seeking \$373 million in federal operating support or about 17 percent less than it requested in FY 2013. This is made possible by an improved financial position where last fiscal year Amtrak covered 88 percent of its operating costs with ticket sales and other non-federal revenue sources, up from 85 percent the prior year. In addition, if current service levels are maintained, Amtrak's state revenues in FY 2014 should increase by approximately \$85 million as Amtrak and the states implement a Congressional requirement on cost allocation for short-distance routes.

Also for FY 2014, Amtrak is requesting \$2.065 billion in federal capital support to: maintain the Northeast Corridor and other Amtrak-owned or maintained infrastructure and equipment; advance the Gateway Program to expand track, tunnel and station capacity between Newark, N.J., and New York Penn Station; acquire new equipment; and improve accessibility for passengers with disabilities. Amtrak is also requesting \$212 million for debt service.

Ridership Growth Continues in FY 2013

Amtrak ridership increased in the first half of FY 2013 (Oct. 2012 – March 2013) and March set a record as the single best month ever in the history of America's Railroad®. In addition, October, December, and January each set individual monthly records.

Rebounding strongly from service disruptions caused by Superstorm Sandy and other severe weather, Amtrak ridership grew 0.9 percent in the first six months of FY 2013 as compared to the same period the prior year. In all, 26 of 45 routes posted ridership increases and Amtrak expects to end the fiscal year at or above last year's record of 31.2 million passengers.

Northeast Corridor ridership took a significant hit from Superstorm Sandy, is seeing a solid recovery and is predicted to show gains for the full fiscal year despite being down 1.2 percent for this six-month period. Ridership on state-supported and other short distance routes is up 2.7 percent and long-distance ridership grew 0.5 percent.

Routes with notable ridership growth in the first six months of FY 2013 include: *Palmetto* (+10.5 percent), *Coast Starlight* (+10 percent), *Illini/Saluki* (+9.8 percent), *San Joaquin* (+8.9 percent), *Piedmont* (+8.6 percent), *Wolverine* (+8.2 percent), *Vermont* (+6.7 percent), *Carolinian* (+6.3 percent), *Keystone Service* (+5.2 percent), *Springfield Shuttles* (+5.2 percent), *Downeaster* (+4.8 percent), *Pacific Surfliner* (+4.3 percent), and

Pennsylvanian (+4.3 percent).

The following tables present the ridership and ticket revenue for each Amtrak service type for the October 2012 through March 2013 period.

	October-March FY13		
	Ridership		
	FY13	FY12	% change vs. FY12
Northeast Corridor	5,482,637	5,546,997	+2.7
State Supported and Other Short Distance Corridors	7,350,618	7,157,916	+2.7
Long Distance	2,258,789	2,246,523	+0.5
Amtrak Total	15,092,044	14,951,436	+0.9

	October-March FY13		
	Ticket Revenue		
	FY13	FY12	% change vs. FY12
Northeast Corridor	\$98,249,681	\$89,244,922	+10.1
State Supported and Other Short Distance Corridors	\$42,175,492	\$38,308,802	+10.1
Long Distance	\$44,672,770	\$43,632,164	+2.4
Amtrak Total	\$185,097,903	\$171,188,518	+8.1

Historical On-Time Route Performance

The March 2013 historical on-time performance percentages for selected routes were:

Route	March 2013	February 2013	Last 12 months
Sunset Limited	71.4%	79.2%	78.2%
Texas Eagle	54.8%	89.3%	75.0%
Heartland Flyer	80.6%	78.6%	82.2%
Southwest Chief	91.9%	89.3%	92.8%
California Zephyr	83.9%	87.5%	85.6%
Empire Builder	64.5%	76.8%	72.8%
Coast Starlight	90.3%	94.6%	91.7%
City of New Orleans	96.8%	89.3%	90.6%
Pacific Surfliner	87.3%	91.0%	89.2%
San Joaquin	63.2%	92.0%	81.2%
Capitol Corridor	94.4%	96.8%	94.6%
Amtrak Cascades	74.5%	74.7%	72.5%
Illinois Service	87.3%	90.4%	88.2%
Missouri River Runner	96.0%	93.8%	96.4%
Hiawatha	94.1%	90.8%	94.0%
Michigan Services	53.1%	55.4%	55.2%
Acela Express	89.7%	92.8%	88.7%
Northeast Regional	87.3%	88.8%	87.5%

LONG DISTANCE TRAINS

Texas Eagle

The *Texas Eagle* will begin serving the city of Hope, Ark., starting April 4. Hope is the location of former President Bill Clinton's birthplace, now a historic site under the National Park Service. A major celebration is being planned in Hope with local and Amtrak officials later this spring.

The westbound *Texas Eagle* (Train 21) is scheduled to depart Hope at 5:09 every morning, with arrivals that morning in Dallas, that afternoon in Fort Worth and that evening in Austin and San Antonio.

The eastbound *Texas Eagle* (Train 22) is scheduled to depart Hope at 9:18 every evening, with arrivals in Little Rock that night, St. Louis the following morning and Chicago that afternoon.

California Zephyr

On April 11, the westbound *California Zephyr* [Train 5 (April 10)] was detoured via the *Overland Route* through Wyoming due to a derailment east of the Moffat Tunnel on its normal route. The derailment was expected to be cleared by the time the eastbound *Zephyr* [Train 6 (April 10)] reached the scene, so it operated via its regular route.

Empire Builder

On April 7, the last three cars of the Seattle section of the *Empire Builder* [Train 7 (April 5)] were derailed by a landslide which struck the train. At the time the train was passing along the landslide-prone bluffs by Puget Sound.

There were no injuries to the passengers and crew. The derailed cars were uncoupled, and the passengers were taken to Mukilteo, where they were transferred to a bus bound for Seattle, according to BNSF and Amtrak.

Following the landslide the BNSF closed the line to passenger trains for the next 48 hours. The closure affected the *Empire Builder*, *Amtrak Cascades*, and *Sounder* commuter service.

On Dec. 27, 1959, the *Empire Builder* was stuck by two landslides. The first landslide swept three of the four units of the locomotive into Puget Sound at 3:50 p.m. The second slide 20 minutes later derailed the fourth unit and a combination baggage-mail car. Six other cars left the rails but remained upright.

During the 2012-2013 rainy season the line has been closed to Amtrak and *Sounder* trains on numerous occasions.

Coast Starlight

The *Coast Starlight* detours via the San Joaquin Valley scheduled for April 8-10 were cancelled when the Union Pacific completed its trackwork project early. The last detour train was Train 11(March 29) operating on Saturday, March 30 between Oakland and Los Angeles via UP's former Southern Pacific through Fresno, Bakersfield and the Tehachapi Loop.

WESTERN CORRIDORS

New LOSSAN Corridor Timetable

The LOSSAN corridor issued a new Southern California Passenger Rail System Map and Timetables effective April 1, 2013. The timetable includes Amtrak *Coast Starlight* and *Pacific Surfliner*, *Coaster*, and *Metrolink* schedules. The *Metrolink* schedules became effective on April 22. The timetable also shows transit connections at stations on the LOSSAN Corridor.

The timetable is on the LOSSAN Corridor web site and can be found at http://www.sandag.org/uploads/projectid/projectid_420_15743.pdf

Pacific Surfliner

From 12:30 a.m. Saturday morning, April 20, through 4:30 a.m. Monday morning, April 23, 2013, the North County Transit District will be performing track work south of Oceanside, California, installing crossovers and carrying out related signal work. The railroad will be closed and no trains will operate south of Oceanside.

During the closure some *Surfliners* will be cancelled, and others will have bus connections to stations between Oceanside and San Diego.

NORTHEAST CORRIDOR

Empire Service

A new timetable took effect on April 7, for Amtrak's New York, Albany-Rensselaer, and Buffalo, N.Y. *Empire Service*, to accommodate changes made to Metro-North Railroad schedules.

The Metro North schedule changes are the result of the completion the Railroad's biggest and most ambitious service expansion in its 30-year history.

Empire Service trains operate on Metro North's tracks between Yonkers, N.Y. and Poughkeepsie, N.Y., a distance of 53 miles.

The *Empire Service* route is also served by the New York-Toronto *Maple Leaf*, the New York-Montreal *Adirondack*, the New York-Rutland, Vt., *Ethan Allen Express*, and the New York-Chicago *Lake Shore Limited*.

[Info. from Ken Ruben, Ed Von Nordeck]

AAR APRIL STORED FREIGHT CARS REPORT

The Association of American Railroads reported that as of April 1, 2013, 311,449 freight cars were in storage, a decrease of 290 cars from March 1, 2013, and equal to 20.3 percent of the North American fleet, excluding cars without a load since before 2005.

For the last 12 months the number of stored freight cars (and the percentage of the fleet excluding cars without a load since before 2005) on the first day of the month was: for 2012, April, 299,324 (19.6); May, 307,957 (20.1); June, 312,938 (20.4); July, 317,681 (20.7); August, 314,971 (20.6); September, 311,226 (20.3); October, 309,261 (20.2); November 304,410 (19.8); December, 308,780 (20.2); in 2013; January, 317,223 (20.7); February 315,541 (20.6); March 311,739 (20.4).

[Info. from AAR Rail Time Indicators via Charles Varnes]

RECORD 10.5 BILLION TRIPS TAKEN ON U.S. PUBLIC TRANSPORTATION IN 2012

The demand for public transportation rose last year as Americans took 10.5 billion trips, the second highest ridership since 1957, and 154 million more trips than the previous year, according to a report released on March 11, 2013, by the American Public Transportation Association (APTA). This was the seventh year in a row that more than 10 billion trips were taken on public transportation systems nationwide.

"In 2012, U.S. public transportation ridership grew at a record level as Americans took 10.5 billion trips. This is the second highest ridership since 1957, and it shows that there is a

growing demand for public transportation," said APTA President and CEO Michael Melaniphy. "Every mode of public transportation showed an increase in ridership. Public transit ridership grew in all areas of the country – north, south, east, and west -- in small, medium and large communities, with at least 16 public transit systems reporting record ridership."

"Considering the devastating impact of Hurricane Sandy on some of the nation's largest systems, this record level of ridership is truly significant," said Melaniphy.

According to APTA, 74 million trips were lost when public transit systems from Washington, D.C. to Boston were shut down due to Hurricane Sandy and the blizzard that followed the next week.

"Two big reasons for the increased national transit ridership are high, volatile gas prices and in certain localities, a recovering economy with more people returning to work," said Melaniphy. "Public transportation saves people money, and people save even more so when gas prices spike. Also, since nearly 60 percent of trips taken on public transportation are for work commutes, it makes sense that ridership increases in areas where the economy has improved and new jobs have been added."

Noting that people are changing their attitudes regarding travel, Melaniphy said, "There is a sea change going on in the way that people look at transportation. Americans want travel choices; they want to be able to choose the best travel option for their lives. This is an exciting time for the public transportation industry as more and more Americans support it and want it."

Melaniphy also pointed out that more Americans are supporting public transportation investment, as evidenced by the large number of transit-oriented ballot initiatives that passed in 2012. "Last year 49 out of 62 transit-oriented state and local ballot initiatives passed," said Melaniphy. "That means there was a nearly 80 percent passage rate. This extremely high rate of success demonstrates how important public transportation is to people and to communities."

The complete APTA 2012 ridership report can be found at : <http://www.apta.com/resources/statistics/Documents/Ridership/2012-q4-ridership-APTA.pdf>

2012 Ridership Breakdown

Light rail (modern streetcars, trolleys, and heritage trolleys) ridership increased 4.5 percent in 2012 with 21 out of 28 transit systems reporting increases. With a new rail line extension that opened in August 2011, the light rail in Hampton, VA saw an increase of 154%. Systems that showed double digit increases in 2012 were located in the following cities: Memphis, TN (28.4%); Dallas, TX (20.8%); Los Angeles, CA (18.5%); Salt Lake City, UT (14.7%); Pittsburgh, PA (14.7%); and Seattle, WA – Sound Transit (10.7%). Ridership in the following cities also saw increases at or above five percent: Sacramento, CA (7.1%); Phoenix, AZ (6.7%); and Houston, TX (5.8%), Seattle, WA – King County Dept. of Transportation (5.0%). Heavy rail (subways and elevated trains) ridership increased by 1.4 percent across the country as 10 out of 15 transit systems reported increases.

Heavy rail systems with the largest increases in ridership for 2012 were in the following cities: Cleveland, OH (9.7%); San Francisco, CA (7.8%); Miami, FL (5.2%); Chicago, IL (4.3%); and Los Angeles, CA (3.7%).

Nationally, commuter rail ridership increased by 0.5 percent in 2012 as 18 out of 28 transit systems reported increases. With a new rail line extension that opened in June 2011, the commuter rail in Lewisville, TX, saw an increase of 97.3%. The following five commuter rail systems saw double digit increases in 2012: Austin, TX (26.8%); Salt Lake City, UT (14.7%); Stockton, CA (14.0%); San Carlos, CA (13.0%); and Seattle, WA (10.5%). Other cities with increases above five percent were: Portland, OR (8.2%); Portland, ME (7.1%); Baltimore, MD (6.6%); Harrisburg-Philadelphia, PA (5.7%); and Los Angeles, CA (5.2%).

Large bus systems reported an increase of 1 percent nationally, and 29 out of 38 large bus systems reported increases. Large bus systems with the increases above four percent were located in the following areas: Saint Louis, MO (7.1%); Providence, RI (6.2%); Arlington Heights, IL (4.9%); Seattle, WA – King County DOT (4.6%); Fort Lauderdale, FL (4.3%); Dallas, TX (4.3%), and Long Beach, CA (4.2%).

Demand response (paratransit) ridership increased in 2012 by 4.5 percent and trolleybus ridership increased by .24 percent.

Below is a sampling of 2012 record ridership that occurred on public transit nationwide.

Ann Arbor, MI - Ann Arbor Transportation Authority
 Boston, MA – Massachusetts Bay Transportation Authority
 Canton, OH - Stark Area Regional Transit Authority
 Champaign, IL – Champaign Urbana Mass Transit District
 Charleston, SC – Charleston Area Regional Transportation Authority
 Lewisville, TX – Denton County Transportation Authority
 Minneapolis, MN – Metro Transit
 Nashville, TN – Metropolitan Transit Authority
 Olympia, WA – Intercity Transit
 Orlando, FL – Central Florida Regional Transportation Authority
 Phoenix, AZ – Valley Metro
 Pompano Beach, FL - South Florida Regional Transportation Authority - (2nd highest ridership ever)
 Riverside, CA – Riverside Transit Agency
 St. Petersburg, FL – Pinellas Suncoast Transit Authority
 San Bernardo, CA – Omnitrans
 Seattle, WA – Sound Transit
 [Info. from American Public Transportation Association via Charles Varnes]

50-YEAR LEASE FOR SITE PLANNED AS RAILYARD

A controversial railyard at the Port of Los Angeles took another step forward the end of March when the Los Angeles Board of Harbor Commissioners agreed to a 50-year lease with Burlington Northern Santa Fe. The commission voted 4-0 March 21, with one abstention, to allow the Fort Worth, Texas, company use of a 102-acre plot on which it plans to build a new rail facility. The company claims the railyard will allow shippers to more efficiently move goods between the port and stores and

retail warehouses.

The move was expected, as the commissioners had voted March 7 to approve the project – called the Southern California International Gateway. For the first five years, the port will be paid \$7.8 million annually. Rent afterward will be set to market rates, according to part documents. Also on March 21, the port approved a five-year site preparation and access agreement with BNSF. The company will pay almost \$6.3 million annually.

Many community groups have opposed the railyard, saying it could increase pollution levels for residents living near the project. Long Beach officials have also protested the project, saying commissioners failed to adequately address its impact on Long Beach. The Los Angeles City Council still must approve the railyard.

[Info. from the *Daily Breeze*]

‘QUIET ZONES’ FOR WALNUT & INDUSTRY

In April residents of south Walnut will no longer be awakened by the sound of train horns. The operators of 15 trains a day that barrel through Industry on the Union Pacific Railroad tracks will not be permitted to routinely sound their horns along a three-mile stretch called a ‘quiet zone.’

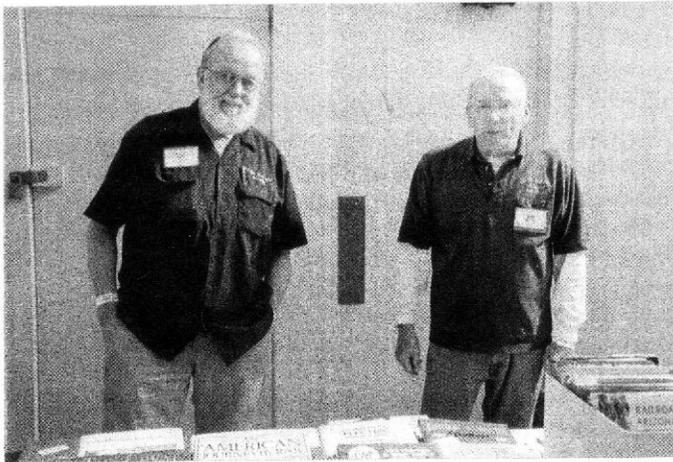
After nearly six years of effort, the “routine sounding of horns will be restricted 24 hours a day, seven days a week,” according to the “Notice of Establishment of New Quiet Zone” signed by Industry City Manager Kevin Radecki on March 18.

The restriction should go into effect on April 22 for both Union Pacific freight trains and Amtrak passenger trains crossing Fairway Drive, Lemon Avenue, Brea Canyon Road and the Benton Feed Yard, said Upendra Joshi, project engineer with CNE Engineering, the outside firm contracted by the City of Industry. As yet, the cities have not heard an objection from the Federal Railroad Administration or the California Public Utilities Commission, the agencies responsible for enforcing quiet zones along railroad tracks in towns across the United States and California, respectively.

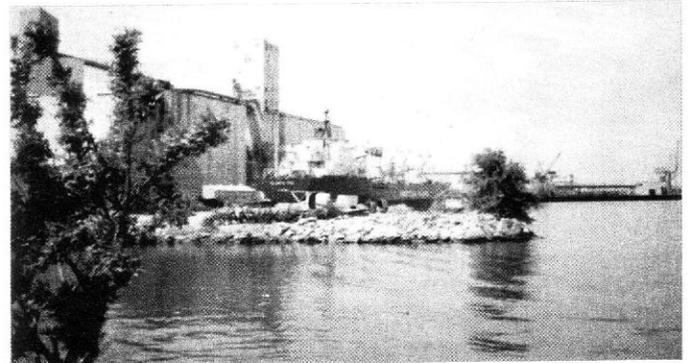
In 2006, residents who live in Snow Creek and other developments in Walnut south of Puente Avenue and north of Valley Boulevard began complaining about the loud train blasts that would literally make them jump or wake them up in the middle of the night, Su said. Some houses are located between 500 to 1,000 feet from the tracks, she said.

Since the train tracks are located in Industry, but the impacts fall on Walnut, Su and Walnut City Councilman Tony Cartagena began talking to Industry about working on a federal quiet zone. Industry had to make the intersections safer in order to render the horns unnecessary.

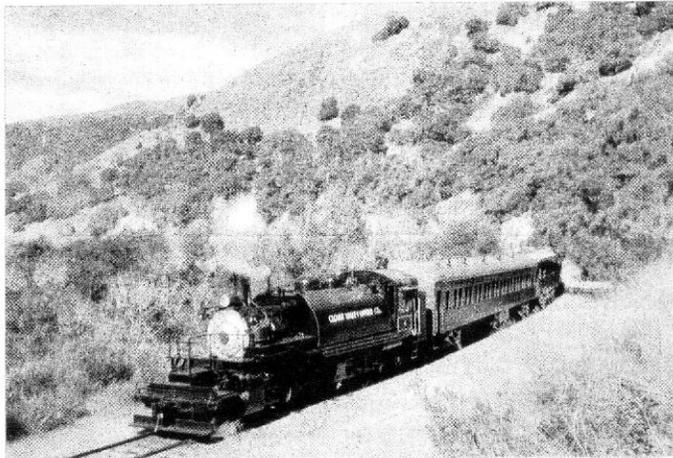
At Fairway Drive, there are three gates, while the intersection of the tracks at Lemon Avenue contains four gates, Joshi said. The idea is, the more gates the less chance of a car getting struck by a train. In addition, new traffic signals were installed to better control traffic and alert motorists to the rushing locomotive. For example, new traffic signals sense when the train is coming and switch to a flashing no right-turn message, he said. A better signal stops cars farther north of the tracks on Fairway. “We moved it north of the tracks. It is for the visibility of the drivers,” Joshi said.



Dave Housh and Russ Davies were among the volunteers at the PRS table at Winterail, the annual photography exposition held in Stockton on March 9, 2013. Photo by Marti Ann Draper



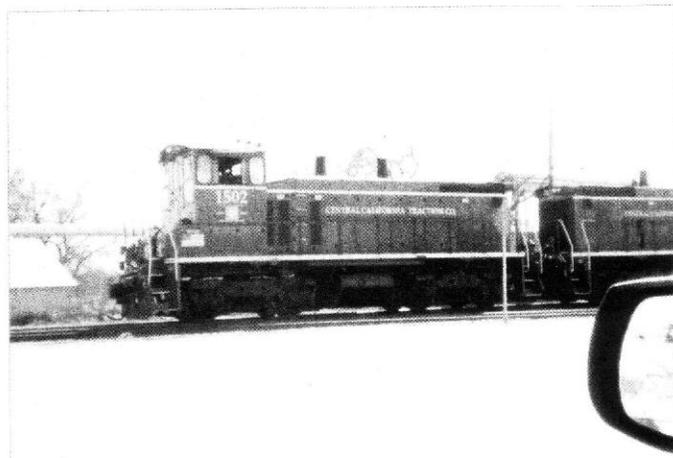
Port of Stockton, ocean-going ship, grain elevators, and the deep water channel, far inland from the Pacific on May 1991. Photo by Russ Davies



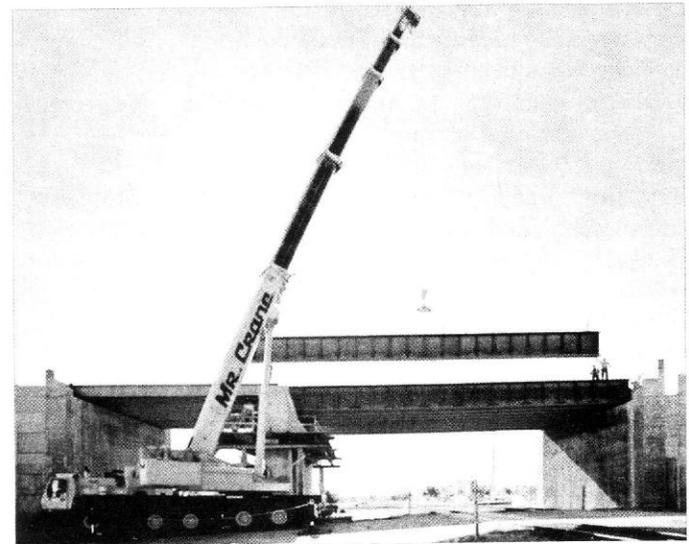
Niles Canyon Railway sponsored a Photographers' Special from Sunal to Niles on the Sunday after Winterail, March 10, 2013. The train was pulled by Clover Valley Lumber Co. No. 4, in service after 20 years in storage and a lengthy and extensive restoration. Photo by Marti Ann Draper



Ex-Santa Fe Stockton Station, taken November 1981. Fans debark here for Winterail from the San Joaquin train. Photo by the late Elbert Gann



Central California Traction No. 1502 at Port of Stockton, taken without permission on March 8, 2013. Photo by Russ Davies



On January 16, 2013, the last steel beam is gently lowered into place on the Union Pacific's Colton Flyover bridge project. The bridge will allow traffic on UP's Yuma Sub (formally SP's Sunset Route) to pass over the BNSF's San Bernardino Sub and UP's original sub, the Los Angeles Sub. The Flyover is built to accommodate three tracks but will only have two tracks and a maintenance road installed for the scheduled opening late this summer. Photo by Steve Crise