

# WHEEL CLICKS

Pacific Railroad Society Inc.

OCTOBER 2009

## BAY AREA RAPID TRANSIT

BART is set to embark on a \$3.4 billion project to replace its existing trains with 700 new cars that will carry more people, more passengers through stations faster, and meet the need of suburban and urban riders. "This is a significant undertaking for this agency, one we don't even make every generation," BART General Manager Dorothy Dugger said in early May. Many of the 669 BART cars now in service have been running since the system opened in 1972.

BART officials are confident they can get \$1 billion, most of which would come from the federal government, to pay for 200 cars and hope to get a further \$2.4 billion in funding to pay for the remaining 500 trains in the fleet. Some of the costs could be paid for by fare hikes and bridge toll increases.

The goal is to have the first 10 pilot cars delivered in 2014 and put those into testing for regular service a year later. Ultimately, the cars would be delivered in stages, with the first big order completed in 2018 and the final one in 2024.

Now the push is to come up with the right blueprint, and Dugger and BART directors promised to fully involve the public in helping to design the new cars. A big challenge, agency officials said, will be striking a balance between capacity and the comfort of riders – both seated and standing. The agency has released a handful of conceptual designs, some of which show a very different BART car than what's now in use. In the most dramatic example, a row of poles runs down the middle of the train. Attached to the poles are pads on which passengers can lean. In that configuration, there would be fewer seats and more space for people to stand in order to expand capacity. It also would free up more space for bicycles, luggage and strollers.

BART now carries 350,000 riders a day. Projections show the number will jump past 500,000 by 2035. To handle the greater demand, BART is intent on reducing the time a train is stopped at a station. One way to do that would be to add a third door to each side of the train to make boarding and unloading easier.

When it comes to seats alone, there are a lot of decisions to make. Whatever design is selected for the seats, Gail Murray, the BART director who represents Concord, Walnut Creek and other Contra Costa County communities, said she wants to make sure her constituents can sit.

Another area that will get a lot of attention is how to improve communications with passengers. As many BART riders know, it's a struggle to hear conductors announce the next stop and when trains are crowded, it is difficult to see which station you're pulling into. BART officials promise that will change with automated voice messages and electronic signs.

Director Lynette Sweet, who represents portions of Alameda, Contra Costa and San Francisco counties, wants materials on the train interiors that are easy to clean. That way Sweet might get

her wish: to ease the onboard ban of eating and drinking.

Agency officials also vowed to make the trains as eco-friendly as possible and are looking at ways to reuse propulsion energy and install more energy-efficient heating, lighting and cooling systems.

[Info. from *San Francisco Chronicle* via Charles Varnes]

## ARTIC

The Anaheim Regional Transportation Intermodal Center (ARTIC) is a \$180-million train station and transit hub to be built under a single vaulted roof by the Los Angeles office of the architectural firm HOK and engineers from Parsons Brinkerhoff.

The design of the project, slated to fill a 16-acre, wedge shaped piece of land between the 57 Freeway and the Santa Ana River, and roughly midway between Angel Stadium and the Honda Center (previously Arrowhead Pond), shares more than a few qualities with the hugely popular retro baseball stadiums produced by the firm's sports-architecture wing once called HOK Sport and now, as an independent entity, known as Populous.

The station, expected to be finished by 2013, will be full of modern amenities and rely on sophisticated engineering. Its exterior frame will combine long-span steel beams, producing largely column-free interior space, with ETFE, the material that covered the "water cube" swimming facility at last summer's Beijing Olympics. It will have to execute a gymnastic flexibility in slipping next to and eventually under the 57 overpass near Angel Stadium. Its tracks will have to accommodate Amtrak and Metrolink trains, as well as the anticipated high-speed line between Northern and Southern California and, possibly, another between Anaheim and Las Vegas.

The station will stretch a dramatic vaulted ceiling 150 feet above the main arrival hall. The HOK design does its best to sketch out a path to future density, at least in the area immediately surrounding the station. To the north and east – away from Angel Stadium and toward the Honda Center – the firm's master plan for the site imagines a close-knit collection of shops, offices and housing leading through landscaped open space toward a riverside park. But the construction of those elements has been reserved for later phases of development, when the commercial real-estate market has bounced back.

The first phase of the project – the station itself, is essentially fully funded already, by a mixture of county tax money and state bond and transportation funds. But if the state's high-speed line is delayed or killed, or if the mixed-use portion of the development is never built, the station could wind up rising grandly over a collection of parking garages or empty lots, alongside a mostly dry riverbed.

High-speed rail is a fundamental part of the growing effort. [continued at **ARTIC** on Page 3]



**WHEEL CLICKS**

**OCTOBER 2009 VOLUME 73, NO. 7**

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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**

Oct. 2 Board Meeting, 7:30 p.m., Valencia Room, Joslyn Fri.Center, 210 N. Chapel Ave., Alhambra.  
 Oct. 3, 10, Pacific Railroad Museum work party, 10:00 a.m. to 17, 24, 31 4 p.m., 210 W. Bonita Ave., San Dimas.  
 Sats. Committee meeting: Oct. 24.  
 Oct. 3, 10, Rolling Stock repair day, 8:30 a.m. to ?, Saunders 17, 24, 31 Yard, Noakes & Herbert Sts., Commerce. Regular Sats. Day: 3, 17; Extra Day: 10, 24, 31. Committee Meeting: 17.  
 Oct. 9 Membership Meeting, 7:30 p.m., Alhambra Room, Fri.Joslyn Center, 210 N. Chapel Ave., Alhambra.  
 Oct. 16 Slide night at Saunders Yard, 7:30 p.m., Noakes & Fri.Herbert Sts., Commerce. All welcome; bring slides.  
 Oct. 17 Excursion to Barstow. Leave: LAUS 8:00 am & Fullerton 8:40. Return Fullerton 7:00 pm & LAUS 7:45 pm  
 Nov. 6 Board Meeting, 7:30 p.m., Valencia Room, Joslyn Fri.Center, 210 N. Chapel Ave., Alhambra.  
 Nov. 7, 14, Pacific Railroad Museum work party, 10:00 a.m. to

21, 28 4 p.m., 210 W. Bonita Ave., San Dimas.  
 Sats. Committee meeting: Nov. 28.  
 Nov. 7, 14, Rolling Stock repair day, 8:30 a.m. to ?, Saunders 21, 28 Yard, Noakes & Herbert Sts., Commerce. Regular Sats. Day: 7, 21; Extra Day: 14, 28.

**MEETING PROGRAM**

by **RUSS DAVIES**

October 9: Long-time PRS member, **Dick Donat**, will be here, **all the way from Summit, New Jersey.** And if that name had a railroading ring to it, you've read about, or experienced, the Delaware, Lackawanna & Western, and perhaps even the "**Phoebe Snow.**" Dick will be sharing some of his now-digitized images with us in his presentation, "**Memo-ries of Summit and Cajon Pass.**" We'll see some familiar faces, and of course, our own **Descanso!** **Be there, and bring digital briefs!**

November 13: We're going traveling again with young **Matt Wiles**, this time on **VIA in Canada!** Matt will share his digital images from his June 2009 journey from **Toronto to Vancouver.** Among other things we'll see and hear, Matt will give us his views on how **VIA and Amtrak compare.** **Be there, and bring digital news briefs!**

**PACIFIC RAILROAD MUSEUM**

by **LINDSAY SMITH**

The Museum Committee continues to work on the physical plant while we are engaged in renegotiating the lease. The water heater was red tagged by the gas company after the City replaced the gas main from the meter to the Depot. It did not have the earthquake retainer, proper flue, or safety valve (over pressure) exhaust to outside the building. Fortunately, our member Larry Aandahl operates Lima Heating and Air Conditioning in La Verne. He fixed the water heater. Larry has also recently added an electric service plug for our Internet FIOS amplifier and a ground-fault detector plug on the exterior of the Museum. Larry services our HVAC system that he installed several years ago when he replaced the heater air-conditioner. He renewed the lighting over the entrance because the old setup was not safe. Charles Varnes and I have had Larry replace our home systems. Clearly, we recommend his workmanship and appreciate his help in maintaining the Museum.

The San Dimas Community News, August 2009 issue, displays a picture of the San Dimas Southern Pacific and Pacific Electric Depot burning in the fires of September 1955. The picture shows a volunteer wetting down the building that seems to be on the fire front. Several years ago, the Society and San Dimas Historical Society placed a marker at the location where Cataract Avenue crosses the current Metrolink tracks in front of the Aeropress Yard. In the past, fires forced urban renewal. Many wonderful residences and structures have gone up in smoke. The September 2009 issue includes an item from the San Dimas Historical Society entitled "San Dimas – Before the Railroad." Mud Springs was a significant stop along the trail to Los Angeles and San Gabriel. Susan Davis and the Chamber of Commerce are seeking pictures of San Dimas taken after 1960 for the next history installment.

We are still receiving material from members who have passed away. The latest came from the Robert B. Petersen Estate. Our Society Attorney, Walt Damyaneck, picked up books,

35mm cassettes, audio recordings and equipment from the family. An undesignated check for \$10,000 was enclosed to help us archive his railroad programs. The check was added to the general fund. Mel Goyen is reviewing the material to see if there is a product or program for our meetings. Mylow Sese and Matt Wiles are working with Mel to recover the audio equipment. We found the rubber belts are aged.

Dan Gilkey contributed several cassettes of his railroad photography.

Chuck Van Ness, who helps us at the Joslyn Center in Alhambra, contributed six Westinghouse Air Brake Instruction manuals.

The Tom Sargent Estate has donated more railroad memorabilia including a portrait of his grandfather Fitzwilliam Sargent who owned patents with the American Brakeshoe and Foundry Company. The Company was formed in 1902. We have a brochure on the family history that goes with the portrait. We also received books and other matter from the estate.

Bob Washburn has merged several "Master List" folders to attain a single revision to Pete Balch's 2001 manual for storage in our archives. Accession numbers have been added to the list as our collection has grown. The basic plan was tested and found successful. Dave Housh has been changing the book labels to more permanent markers as he and Tom Geer have audited the book collection.

During September the Museum was open on several days to facilitate the opening of the Rodeo Committee space in the Depot. They have added FIOS and four telephone lines to promote The San Dimas Western Days over the weekend of October 3 and 4. The parade on Saturday will pass by the depot. The San Dimas High School Homecoming Parade will pass the depot on October 23 late in the afternoon. As usual the Museum committee will provide comfortable, clean restrooms for the Rhode's Park visitors during the civic events.

[continued from ARTIC on Page 1]

known as green urbanism, to make metropolitan areas more sustainable and less dependent on cars and suburban sprawl. In that sense, ARTIC is poised to take up a position as the most prominent piece of green architecture in Orange County and one of the most prominent in Southern California.

[Info. from *Los Angeles Times*]

## I JUST STARTED TO CLEAN OUT A DRAWER ...

by DICK DONAT

A drawer full of photographs can be found in most homes and if you are my age, you find that the drawer(s) may include the contributions of multiple generations. With a 2007 New Year's resolution to do something about those drawers I started to try to bring some order to my railroad photos and color slides. Black and white photos from my most active train chasing years had benefitted from my exposure to more organized railfans (like Ralph Melching) and a basic filing system was in place. But the biggest problem facing me was a huge volume of my dad's color slides. With a make-shift light table I started a "triage" process to sort them into the following: 1) PRS Related shots, 2) Classics that I wanted to add to my own collection, 3) The Trash Can. The first two categories sorted out fairly easily, but I kept

coming up with another group that were "too good to throw out" or "someone would be interested in that." The PRS shots went to the Pacific Railroad Museum, the trash can overflowed, but still that "too good to throw out" pile was still there.

About that time I realized I lived pretty close to the headquarters of Morning Sun Books and had a chance to meet publisher Bob Yanosey and show him the "too good to throw out" pile. Bob was interested in the slides and in exchange for them made a contribution to the *Descanso* Fund. Last year I worked my way through my own slide collection and again laid a pile of slide magazines on Bob's desk. A couple of days later he called and said that he thought the slides had the makings of a book in Morning Sun's "Trackside" format. Bob is a pretty good salesman and before long he convinced me to give the book a try.

A year and a half later the final product has more than 220 color photos and *TRACKSIDE AROUND SOUTHERN CALIFORNIA 1954-1963* is headed for the printers with a January 8, 2010 publication scheduled. My struggles with authorship have been an interesting journey through long unviewed photos and hampered at times by the limitations of an aging memory. It also included a couple of trips to California to pour through the PRS museum's slide collections and with the help of Lindsay Smith and the museum staff, to refresh memories that had faded over 50 years and 3000 miles. While reviewing some early chapters Bob Yanosey left me a telephone message referring to "your Railroad Society book". And although I hadn't planned it that way, I realized that the book had taken on a significant PRS flavor. About 25 percent of the photos deal with PRS excursions of those years and another 15 shots are from the museum collection. One chapter deals with the *Descanso's* years at Summit illustrated in part with postcards from L.T. Gotchy's files. Since 2009 marks 100 years in the life of the *Descanso*, the book is dedicated to the funeral streetcar and my author's compensation will go to the PRS *Descanso* Fund.

I'm looking forward to seeing the book in print: it has been a lengthy process but a lot of fun. I hope that PRS members will enjoy the photos and my memories from those years.

**Editor's note: Dick Donat (PRS #13) joined PRS in 1952 and was active in the organization until moving from Southern California in the early 1960's. He lives in Summit, New Jersey.**

## TROLLEY ROUTES

Transportation planners are considering three different routes for a proposed street trolley in downtown Los Angeles. Los Angeles Street Car Inc. has been working with city officials and downtown property owners on the trolley concept, which is designed to connect the sprawling city center. It comes as officials are working on a plan to revive the movie palaces along Broadway.

The proposed routes would operate on First Street, southbound on Broadway, and northbound on Olive or Hill Streets. At its south end the line would run on either 11th Street or Pico Boulevard.

[Info. from Charles Varnes and *Los Angeles Times*]

**PASSENGER TRAIN UPDATES** by CHARLES VARNES  
**AMTRAK**

During morning and evening commutes on Sept. 9, Amtrak Police, Transportation Security Administration (TSA) personnel and law enforcement officers from more than 100 federal, state, local, rail and transit police agencies were deployed at approximately 150 passenger rail stations throughout the *Northeast Corridor* region in an exercise of expanded counterterrorism and incident response capabilities.

The multi-force security surge across 13 states and Washington, D.C., was not in response to any particular threat or incident. It was part of Operation ALERTS (Allied Law Enforcement for Rail and Transit Security), a coordinated effort involving activities such as heightened station patrols, increased security presence onboard trains, explosives detection canine sweeps, and random passenger bag inspections at unannounced locations.

Amtrak and TSA plan to conduct similar joint operations regionally along the *Northeast Corridor* area in the future, as well as in other parts of our nation's rail system as part of an enhanced security strategy. The deployments will be reviewed to identify lessons learned as part of a continuous improvement approach, including evaluation of requirements and tactics for effective response to any future threats or incidents within the railway system. The operation also provides an important model for developing regional "templates" that will facilitate smaller-scale, but more frequent, joint rail security operations.

**Historical On-Time Performance**

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

Route	August 2009	Last 12 Months
Sunset Limited	92.3%	81.3%
Texas Eagle	85.5%	82.1%
Southwest Chief	87.1%	86.6%
California Zephyr	66.1%	63.6%
Empire Builder	72.6%	75.2%
Coast Starlight	80.6%	86.8%
City of New Orleans	82.3%	84.1%
Pacific Surfliner	80.3%	84.1%
San Joaquin	92.7%	90.7%
Capitol Corridor	94.2%	92.1%
Amtrak Cascades	72.4%	71.4%
Hiawatha	87.0%	88.1%
Illinois Service	64.1%	72.9%
Missouri River Runner	91.1%	86.4%
Acela Express	86.9%	86.4%
Northeast Regional	80.1%	81.0%

**BNSF Amtrak On-Time Performance Percentages**

The latest Amtrak On-Time Performance Percentages posted on the BNSF News web page before column deadline were:

Amtrak On-Time Performance	2009-08-31	
TRAINS	MTD OTP	YTD OTP
Long-Distance Trains	90%	87%
Short-Distance Trains	96%	95%
Pacific Surfliners	100%	98%

**INTERCITY TRAINS**  
**Sunset Limited**

The *Sunset Limiteds* operating between Lake Charles, La., and New Orleans between Sept. 21 and Sept. 25 detoured via the Union Pacific Livonia, Beaumont and Lake Charles Subdivisions between Avondale and Iowa Junction due to a work window on the BNSF Lafayette Subdivision. Avondale is located on the west side of the Mississippi River approximately 12 miles west of New Orleans. Iowa Junction is located approximately 13 miles east of Lake Charles, La. The subdivision was closed while the Bayou Boeuf drawbridge at MP 73.3 was rebuilt. The *Sunsets* affected were Tr. No. 1 which departed New Orleans on Sept. 21 and 23, and Tr. No. 2 which departed Los Angeles on Sept. 20. During the detour the trains missed the stop at Schriever New Iberia, and Lafayette. No alternate transportation was provided at the stations.

**Adirondack**

Amtrak's full length dome will be in its *Adirondack's* consist from Oct. 1 through Nov. 10. The dome will run northbound from Albany on Mondays, Thursdays, and Saturdays, and southbound from Montreal on Tuesdays, Fridays and Sundays. The *Adirondack* runs between New York City and Montreal. The dome car can not operate east of Albany because of clearance issues at the New Your City end of its route.

**WESTERN CORRIDORS**

**Pacific Surfliner**

San Diego *Chargers* fans can travel round-trip aboard *Pacific Surfliner* trains and the San Diego Trolley to the team's home games at Qualcomm Stadium again this year. Fans travel aboard a *Surfliner* from Los Angeles or an intermediate station to the Old Town station. At Old Town fans show their ticket receipt to the trolley operator for their free ride to the stadium. Round-trip tickets which include the free stadium transfer can be purchased on line at Amtrak.com or at staffed stations using code V721. *Chargers* home games start at either 1:05 p.m. or 1:15 p.m., with the exception of the Denver *Broncos* game which starts at 5:30 p.m. *Surfliners* to the games (and their Los Angeles departure and Old Town arrival times) are Tr. No. 768 (9:40 a.m.-12:18 p.m.), Tr. No. 774 (12:25 p.m.-2:57 p.m.), and Tr. No. 578 (2:00 p.m.-4:37 p.m.). Return trains (and their Old Town departure and Los Angeles arrival times) are Tr. No. 587 (5:27 p.m.-8:05 p.m.), Tr. No. 591 (6:27 p.m.-9:05 p.m.), Tr. No. 595 (8:27 p.m.-11:05 p.m.), and Tr. No. 597 (9:27 p.m.-11:59 p.m.)

**Capitol**

The *Capitol Corridor* has a travel to Oakland *Raiders* games on its trains promotion. Fans can save 25 percent off their trips by mentioning discount H811. The code is valid for advance ticket purchases online, or for ticket purchases at a station.

The *Capitol Corridor* is also advertising travel to Cal football games aboard its trains. Cal fans can ride *Capitol Corridor* trains to the Richmond station and transfer to a BART train for their ride to the downtown Berkeley station and walk to Memorial Stadium. Fans who do not wish to transfer to BART at Richmond can take the continuous express shuttle, the *CalBearBus*, from the *Capitol Corridor* Berkeley station directly to Memorial Stadium.

**Amtrak Cascades**

Superliner equipment was to be temporarily substituted for the *Talgo* equipment on Tr. Nos. 510 and 517 beginning October 2, 2009. The *Talgo* trainset was withdrawn for maintenance. The train was expected to return within a week.

**Thruway Bus Changes Seattle-Vancouver**

When the second *Amtrak Cascades* train began operating between Seattle and Vancouver, B.C. the *Amtrak Thruway* bus schedules between those points were adjusted. The new schedules (effective Aug. 20) are below.

Seattle, Wash. Departures		Vancouver, B.C. Departures	
Bus No.		Bus No.	
8948	10:45A	8911	5:30A
8900	1:00P	8907	8:30A
8906	5:30P	8909	11:30A
8914	9:15P	8957	5:00P

**NORTHEAST CORRIDOR**

Passengers who book travel on Amtrak's Northeast Regional service now through December 16 may take advantage of a fare promotion which offers up to 25 percent off the lowest published coach fare on *Northeast Regional* service between Lynchburg, Washington, D.C., New York and Boston. Reservations are required for travel and must be made at least 14 days in advance of travel. Some restrictions apply. Tickets can be purchased at Amtrak.com or by calling 1-800-USA-RAIL.

**New Lynchburg Virginia Service**

The *Northeast Regional* trains (Tr. Nos. 171, 147, 145, 176, and 156) which were extended from Washington, D.C. to Lynchburg, Va. on Oct. 1, stop at the Virginia Railway Express Burke Center and L'Enfant Plaza stations, also. The stations are located on the VRE Manassas Line.

**DEPOT DOINGS**

**SEATTLE, Wash.** The clock on the King Street Station tower was restarted on Sept. 1 after renovation efforts by the Seattle Department of Transportation with help from the National Association of Watch and Clock Collectors. The clock had not shown accurate time for more than a decade. The restoration of the clock is part of the King Street restoration. Beginning next year the station's first floor will be refurbished, the false ceiling above the waiting room will be removed, restoring the original ceiling pattern concealed in the 1960s and the grand staircase reopened.

**DAYLIGHT TIME**

Reminder: daylight time ends on November 1.  
[Info. from Ken Ruben, Ed Von Nordeck]

**S. CALIF. COMMUTER RAIL RIDERSHIP** by **DICK FINLEY**

Metrolink weekday, systemwide, average trips during July 2009 were 40,313, which was a decrease from the previous month of 3 percent. Amtrak riders on Metrolink during July were 336.  
[Info. from Charles Varnes]

**METROLINK MEMORIAL**

Officials unveiled a commemorative plaque September 8, 2009, dedicated to those who lost their lives in Metrolink train accidents. Metrolink board Chairman Keith Millhouse said the plaque also honors those affected by train fatalities, including friends, loved ones and first responders.

A large group of law enforcement and Metrolink officials, along with Red Cross workers and commuters, gathered in the east portal of Los Angeles Union Station as Millhouse removed a black cloth to reveal the large bronze plaque depicting a track nearing a tree-lined bend. Beneath the picture it reads:

*Unfinished Journeys*

*In memory of those who have died /*

*With empathy for those affected /*

*In gratitude to those who responded and rescued*

The unveiling came as the first anniversary of the Sept. 12 Metrolink crash in Chatsworth was nearing. Twenty-five people died and 135 were injured when a Metrolink train collided head-on with a Union Pacific freight train.

In January 2005, 11 passengers died and more than 180 were injured when a Metrolink train derailed near Glendale after slamming into a sport utility vehicle that had been left on the tracks. The driver of the SUV, Juan Manuel Alvarez, who was trying to commit suicide but changed his mind at the last minute, was convicted of murder and sentenced last year to 11 consecutive life terms.

At Union Station, as onlookers applauded and commuters dashed onto the Red Line subway, 58-year-old Norman Nicholson, an Amtrak bus coordinator, gazed at the plaque. "I'm hoping good things can come out of this . . . and that the deaths and injuries of those [from the crash] aren't going to be in vain," he said.

Nicholson said he was a passenger in the Chatsworth crash but walked away with minor injuries. His wife, Bobbe, 58, also is an Amtrak employee and Metrolink crash survivor. She was sitting in the rear cabin during the 2005 train wreck and suffered minor injuries. Nicholson said he hopes Metrolink officials will continue to improve train safety for passengers.  
[Info. from *Los Angeles Times*]

**METROLINK SEEKS DEAL FOR CREWS**

Metrolink board members voted on August 28 to begin negotiations on a sole-source contract with Amtrak to provide train crews for the five-county commuter rail service starting next summer. The action is a change from last June, when the board approved a plan to hire train engineers and conductors directly.

Given the safety improvements straining the rail agency's resources and Amtrak's experience and interest in providing train crews, board members unanimously agreed that negotiating a sole-source contract was the best option for maintaining operations.

The current operating agreement with Connex Railroad LLC, whose relationship with Metrolink deteriorated after last year's Chatsworth rail crash, would end in June, putting the rail agency under a tight deadline to resolve how the system would be run.

"We have a lot going on here," said board member Richard Katz, explaining his shift away from support for Metrolink hiring and supervising train crews directly. He said a series of

other projects, including the development of a high-tech collision avoidance system, are also challenging the agency.

Another concern with employing train crews directly was that Metrolink would be required to negotiate labor pacts directly with railroad unions, which could lead to more cumbersome procedures for removing problem engineers and conductors.

Board Chairman Keith Millhouse said the rail agency currently can order its operating and maintenance contractors to ban workers from its property. Bringing train crews in-house had been seen as both a key reform and major task for Metrolink.

Board members said they want negotiations with Amtrak to move quickly. They agreed to keep open the option of bringing train crews in-house if contract talks break down. Before 2005, Amtrak provided train crews and other operating services to Metrolink.

[Info. from *Los Angeles Times*]

#### LOS ANGELES UNION STATION

Every morning, Metrolink trains leave Riverside, San Bernardino, Oceanside, Lancaster, Montalvo, and Moorpark with a destination of Los Angeles Union Station. The dominant transfer point in the Metrolink system – about 68 percent of Metrolink passengers pass through LAUS – this grand passenger terminal is alive with both architectural beauty and historical significance. Last May was Union Station's 70th anniversary.

In the 1930s, railroad companies collaborated to create a central terminal for Los Angeles. Blending modern and Spanish Colonial styles, the new station epitomized 1930s Southern California architecture. But, beautiful as it was, the placement of Union Station atop L.A.'s original Chinatown provoked community controversy. Nevertheless, the station dedication on May 3, 1939, was one of the biggest public celebrations in L.A. history, and Union Station soon was bustling. During World War II, it facilitated the movement of Pacific Theater troops. And it was the primary gateway to and from L.A. in the years before transcontinental highways and airlines. Union Station became an icon, featured in movies like *Chinatown* and *Blade Runner*, and TV shows including *24* and *Alias*.

Usage slowed in the mid-twentieth-century automobile era, but lately it's picking up again. Rising gas costs, environmental concerns, and auto-traffic congestion have reinvigorated the train station. Currently, the average number of annual arrivals and departures is over 35 million, making LAUS one of the region's busiest transportation hubs – second only to LAX. Metrolink has played a big role in the resurgence of LAUS, which also hosts Amtrak trains and buses; the Metro Gold, Red, and Purple lines; the LAX FlyAway buses; and other bus services that serve the Patsaoras Transit Plaza, located between Metro's Gateway Plaza headquarters building and the east portal of the station.

LAUS is neighbor to a crucial Metrolink facility. After the morning trains drop off riders, they head to the Central Maintenance Facility, located less than two miles from LAUS on 26 acres of Taylor Yard adjacent to the L.A. River. Here, Metrolink personnel inspect train equipment, perform safety tests, and prepare trains to head back to LAUS for the afternoon rush.

Union Station's private ownership transferred from Southern Pacific to Catellus during the 1990s. Catellus, a division of ProLogis, painstakingly restored the 70-year-old Union Station

in the 1990s to reveal its original grandeur. It is listed in the National Register of Historic Places.

[Info. from *Metrolink Matters*]

#### GLENDALE DEBUTS SEALED CORRIDOR CROSSING

Thanks to funding from the City of Glendale, the Flower Street crossing opened in April as part of Metrolink's industry-leading Sealed Corridor Program. This brand-new crossing is a busy one, with 55 passenger trains and several freight trains passing through each day. The crossing is one of several traffic-mitigation measures outlined in the City of Glendale's Grand Central Creative Campus Redevelopment Project.

It is carefully designed to keep vehicles and pedestrians where they belong – out of harm's way – when trains pass. The new crossing features quad gates spanning the entire width of the street and raised concrete medians to prevent motorists from driving around gates; new measures to provide pedestrians safe passage across the tracks; advanced signal preemption technology that can prevent bottlenecks when trains approach; and increased signage to provide additional warnings against turns into a crossing when trains are approaching.

The crossing is the first to have the full complement of new safety measures under Metrolink's innovative Sealed Corridor Program, the country's largest program of comprehensive grade-crossing improvements in a densely populated area. Nearly 120 existing Metrolink grade crossings throughout the San Fernando Valley and in Ventura, Orange, and San Bernardino counties are slated for improvements, including several additional grade-crossing projects in the Glendale/Los Angeles corridor.

[Info. from *Metrolink Matters*]

#### URBAN RAIL TRANSIT

by **DICK FINLEY**

##### LOS ANGELES METRO RAIL

##### RIDERSHIP

August 2009	Red Line	Blue Line	Green Line	Gold Line
Weekday Ave.	158,305	79,230	39,434	24,175
Saturday Ave.	98,210	59,411	21,264	15,701
Sunday Ave.	81,679	54,423	17,931	11,673
Monthly Total	4,223,840	2,232,997	1,024,082	644,553

[Info. from Ken Ruben]

#### GOLD LINE EASTSIDE EXTENSION

Metro is installing traffic enforcement cameras at intersections along the route of the new extension of the Gold Line. In efforts to prevent accidents, the cameras will monitor motorists crossing the tracks against signals. Installation will be along First and Third streets in Boyle Heights and East Los Angeles.

An \$899 million, six-mile light-rail extension from downtown Los Angeles to Monterey Park is nearing completion, officials said on August 27. The project, originally scheduled to be completed this summer, is now expected to be finished before the end of the year, according to Metropolitan Transportation Authority spokesman Jose Ubaldo.

"We're doing some safety tests and fixing a few problems," Ubaldo said. The project is under budget, and the completion date should be announced within the next few weeks, he said.

Officials hoped to open the line this summer, but a contractual deadline gives the agency until December. Michael Cano, the transportation for Los Angeles County Supervisor Michael Antonovich, said the summer deadline was always overly

optimistic.

The six-mile extension will run from Union Station through Boyle Heights to Monterey Park, ending at Third Street and Atlantic Boulevard, just south of the 60 Freeway.

Assemblyman Mike Eng, D-Monterey Park, the head of the Assembly's Transportation Committee, said he expected the line to have a big impact on his district. Eng is also hoping the line will eventually run farther through his district along the 60 Freeway, through Monterey Park, Rosemead and South El Monte, and out to the edge of Industry. Routes through Whittier also are being considered.

There is funding for a project extending the line farther in Measure R, the half-cent sales tax passed by county voters in November 2008, but the project is not scheduled to be completed until 2037.

#### EXPO LINE

Los Angeles Councilman Herb Wesson, whose district includes the Crenshaw area, and other officials hope to take advantage of the Expo Line, which will run between downtown L.A. and Culver city and has a stop on Crenshaw. The Expo Line is now under construction and expected to open in mid-2010.

Transit officials have discussed another light rail line that would run down Crenshaw, but that route is still in the early stages. Michelle Banks-Ordone, project manager for the redevelopment agency, said the first phase of the improvement to Crenshaw could begin in the summer of 2012. She and others said the challenge will be coaxing people to walk around on the boulevard that is so heavily trafficked by cars.

#### SUBWAY-TO-THE-SEA TRANSIT WORK

Los Angeles Mayor Antonio Villaraigosa said crews were nearly finished drilling 70 holes across the city's Westside area – the first step in building the long-awaited subway-to-the-sea at Santa Monica. Villaraigosa said August 20 that crews had to dig up to 80 feet into the ground to assess soil conditions before tunneling could start.

Villaraigosa was joined by Los Angeles County Supervisor Zev Yaroslavsky, Los Angeles Councilmen Bill Rosendahl and Paul Koretz, Santa Monica Councilwoman Pam O'Connor and Glendale Councilman Ara Najarian, the chairman of the Los Angeles County Metropolitan Transportation Authority Board of Directors. They urged local governments to put aside their differences over planned transportation projects and launch a coordinated effort to secure enough federal stimulus dollars and matching funds to expedite the subway extension as well as other much-anticipated projects.

Those include the Expo Line light-rail route from downtown to Santa Monica with a completion date in 2015, the Gold Line's Foothill extension to perhaps Azusa by 2017, and a downtown light-rail line to connect the Blue, Gold and Expo lines by 2025.

Villaraigosa said the subway-to-the-sea project will provide about 16,000 construction jobs and promises to reduce traffic in one of the most congested areas of Los Angeles County. The line is expected to cost \$4.1 billion if built to Westwood, \$6.1 billion if built to Santa Monica, and \$9 billion if the project includes routes to West Hollywood and Santa Monica. Selecting a preferred alignment is set for next year.

Part of the money for the subway will come from Measure R,

the county's new transportation sales tax, which is expected to generate up to \$40 billion during the next 30 years.

#### MONROVIA POSSIBLY TO GET RAIL YARD

The plan to put a Foothill Gold Line Extension rail yard in Irwindale near the Duarte border has met with opposition from residents who think the yard would be too noisy and unsightly. A new proposal to put the maintenance yard in Monrovia could stop those concerns and speed up construction of the eastward expansion, Monrovia city officials said.

A site in Monrovia now slated to be part of the 80-acre Station Square mixed-use project could provide the solution, City Manager Scott Ochoa said. "Metro has decreed the Gold Line cannot move forward until there is a rail yard along this alignment," Ochoa said. Over the next few months, Monrovia city staff will study whether city-owned property at the northeast corner of California Avenue and Duarte Road could work as the rail yard needed for the light-rail system.

The 15-acre site is already in an industrial part of town. However, building the rail yard there would require the purchase of more property by the city to meet the MTA's goal of 20 to 25 acres of space, Ochoa said. He was confident the city could do it. Duarte Mayor John Fasana said the Monrovia location would give easier access than its Irwindale counterpart because of its proximity to the train tracks, which are alongside Duarte Road.

But any decision about the site must wait for detailed environmental impact reports. Construction on the rail yard at any location would likely start at the same time Gold Line construction begins, Ochoa said.

[Info. from *Los Angeles Times* or *Pasadena Star-News*]

#### GREEN LINE MAY FINALLY LINK TO LAX

The Metro Green Line might finally wind its way down to the terminals at Los Angeles International Airport, thanks to the recent purchase of an adjacent 20-acre parking lot that's ripe for use. Airport officials were directed on July 8 to spend the next six months studying whether it's possible to bring the light rail line directly to LAX by building a stop on the site of the Park 'N Ride at Park One lot, located just east of Terminal One.

The Board of Airport Commissioners agreed in June to buy the parking lot for \$126.5 million. The full City council was expected to sign off by July 10. The Green Line's estimated \$200 million, two-mile extension would likely be funded by Measure R. Los Angeles County voters approved the half-cent county sales tax measure, which went into effect in July and is expected to generate \$40 billion for local transportation projects over the next 30 years.

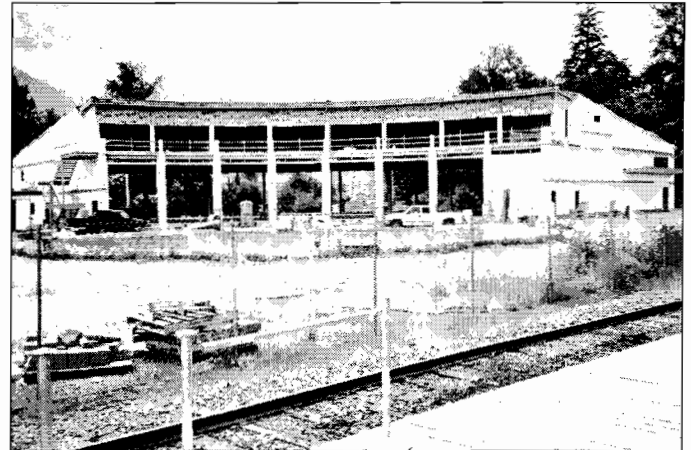
The Green Line, running 20 miles from Norwalk to Redondo Beach, opened in 1995 at a cost of \$700 million. For now, the Green Line's stop at Aviation Boulevard drops passengers two miles away from LAX, forcing travelers to board a bus to complete a trip to the airport.

MTA officials on July 8 said they would welcome input from airport and city officials who want to use the airport-adjacent parking lot as a new Green Line stop. Airport Commission President Alan Rothenberg said the Park One property will continue to operate as a parking lot as officials study all potential uses, including a new consolidated car rental office.

[Info. from Jack Whitmeyer]



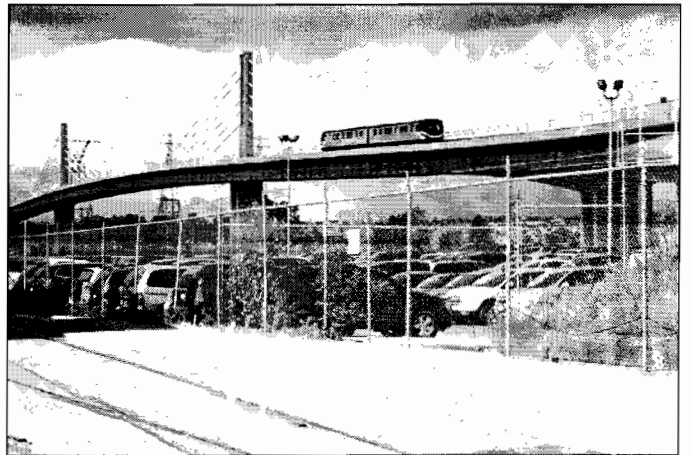
Cascadia waiting 20 minutes in Bellingham, Washington, for opposing freight train. All photos by John Whitmeyer



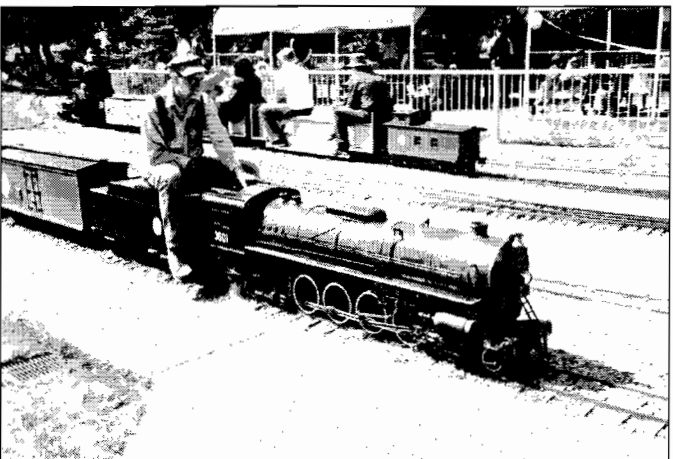
A seven-stall roundhouse is nearly completed at the Squamish Railway Museum. This comes complete with a turntable, and is underwritten by special Provincial funding.



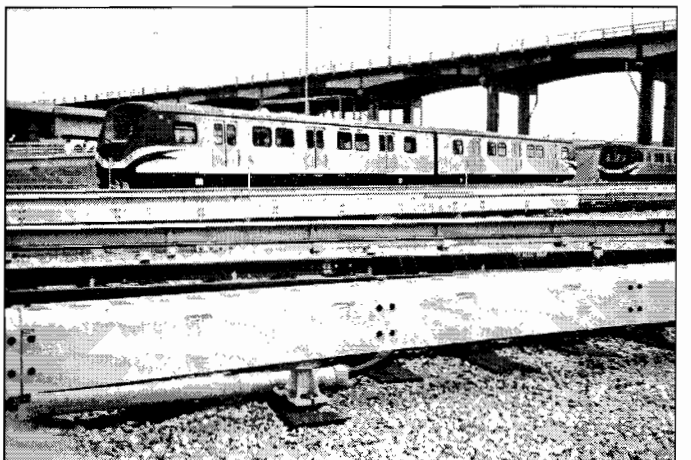
Cascadia in Bellingham, Washington. Superliner equipment is in use while Talgo is undergoing rehabilitation. Expected return is around September, 2009.



View of testing train crossing over the Fraser River on a new cable-stayed bridge into Richmond, B.C. Anticipated service is September 2009, ready for the 2010 Winter Olympics.



Burnaby Central Railway, a 4-8-4 live steamer, was built in 1937. The miniature takes riders around the Squamish Railway Museum. The museum, including 4 RDCs, the Royal Hudson and roundhouse, is a credit to British Columbia's Provincial railway preservation.



Canada Line, a rapid transit rail line extending from the Vancouver International Airport in Richmond to downtown Vancouver, connects with the Skytrain. Unlike Skytrain, the equipment has traction motors fed from a third rail.