

WHEEL CLICKS

Pacific Railroad Society Inc.

OCTOBER 2011

SAN PEDRO AND THE WATERFRONT RED CAR

by JACK WHITMEYER

It was Thursday afternoon and during my docent time at the Los Angeles Maritime Museum, it was obvious that the Waterfront Red Car was operating, as they blew the whistle each time they passed over the 6th Street crossing. Yes, it was replica car 501 again, doing its thing as it has recently been doing checking the operation of the crossing signals and gates, or so I thought.

As I left the Museum I noted the car at the Sixth Street Station and there were passengers on board, and so I had to find out just what was going on. Conductor "Bob" said "Come aboard" and so I found a "soft" wooden seat and we were underway for 22nd Street. Operator "Blanca" was at the controls doing the part of the "motorman." Of course I had to express my surprise that the car was running on Thursday, however I learned it was due to a Waterfront Concert. The car would operate into the early evening and the ride was free. Manager of operations "Ruben" was also aboard.

With about a dozen riders aboard, Conductor Bob regaled them with some history of the Pacific Electric Railway and how it served the San Pedro area including its once fast 45-minute connection to Los Angeles. He was full of information which led to me, telling me about the crowds on hand during Navy Week, when people stood in line for three and four hours to board the aircraft carrier USS ABRAHAM LINCOLN. As a result, many turned their attention to the Waterfront Red Car and took the mile-and-a-half ride. Bob said the 501 handled 11,400 passengers that week with standing room only. He further said if the second car had been in service, surely that number would have doubled.. Why a second crew was not available, he did not say.

I mentioned that there was disappointment locally that the line had not been extended to Cabrillo Beach as promised back in 2003 during the inaugural ceremonies. It has been put on hold by the grand plan called "Bridge to Breakwater," which is designed to rejuvenate the waterfront, making it people-friendly and interesting.. The Red Car lines are a part of it but continued delays in adjusting the plan seem to be on dead-center.

In any event, my free round trip certainly made my day. It has been a while since I had last rode the line and the recollections of those many years long ago came back ever so nicely. The growl of the motors, the rocking of the car as it passed over the rail joints and the sound of the whistle and bell were good tonic to these old ears. This doesn't happen but very seldom and I drove home quite pleased. Once in a while good things do happen!

Then I came across the Summer Concerts on the L. A. Waterfront at the Gateway Plaza Fanfare Fountain ad – it appears the Red Car has been operating those Thursdays as noted.

CALTRAIN NEWS

by MICHAEL GONDON

On September 1, the Caltrain Board of Directors voted unanimously to select Transit America (Herzog) to be the new operator of its trains. The approval follows an extensive bidding process that took over 15 months and involved three major areas of criteria – management, operations, and maintenance. TransitAmerica did not submit the lowest bid, but scored highest in the overall process.

TransitAmerica replaces Amtrak, which has been the operator of Caltrain since 1992, when the Joint Powers Board officially took control of the Peninsula Corridor from Southern Pacific. Amtrak employees working in Caltrain service will now have to decide whether to stay with Amtrak, and possibly relocate, or go with TransitAmerica. Federal regulations require that current employees working on Caltrain will have their jobs protected if they choose to remain there.

Amtrak/Bombardier had the highest monetary bid, but finished second in the overall score. The other bidders in the final four were Veolia, who had the lowest monetary bid, and Keolis.

There will be a five month transition period for TransitAmerica to get its personnel in place, so the actual changeover date is expected to be around February 1, 2012. During that time, Amtrak will continue to operate Caltrain as it participates in the transition process.

Caltrain is one of six commuter railroads in the country selected by the Federal Transit Administration to participate in a \$3 million pilot program to develop a comprehensive program to manage maintenance of the railroad.

Caltrain's share of the \$3 million will be \$750,000, which will be used to develop an all-inclusive program to track the condition and maintenance of its physical assets. These include everything from railroad ties and signals to benches on station platforms. Though Caltrain already has computer software to track condition and maintenance of physical assets, the funding will allow it to upgrade its current program.

In August, Caltrain announced that preliminary data indicates that the Peninsula Corridor can accommodate integrated high-speed rail service and Caltrain service in most areas through modernization, then sharing existing track infrastructure.

The data suggests that electrification of the corridor and the installation of an advanced signal system could provide sufficient track capacity to feasibly operate six electric Caltrain trains and two high-speed trains per hour. In addition, a 7-8 mile four track section near the middle of the rail line would provide a set of passing tracks to accommodate two additional high-speed trains per hour.



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EDITOR DICK FINLEY
TECHNICAL EDITOR CHARLES VARNES
MAILER JOHN STALLKAMP

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MUSEUM CURATOR DAVID HOUSH
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PRS NEWS ARRIVALS & DEPARTURES
 Oct. 1, 8, 15 Pacific Railroad Museum work party, 10:00 a.m.
 22, 29 Sats. to 4:00 p.m., 210 W. Bonita Ave., San Dimas.
 Oct. 1, 8, 15 Rolling Stock repair day, 8:30 a.m. to ?,
 22, 29 Sats. Saunders Yard, Noakes St. & Herbert Ave.,
 Commerce.
 Oct. 3, 10, Mon. PRM open, 12:00 to 5:00 p.m.,
 17, 24, 31 210 W. Bonita Ave., San Dimas.
 Oct. 5, 12, Wed. PRM work party, 1:00 p.m. to 5 p.m.,
 19, 26 210 W. Bonita Ave., San Dimas.
 Oct. 7 Board Meeting, 7:30 p.m., Valencia Room, Joslyn
 Fri. Center, 210 N. Chapel Ave., Alhambra.
 Oct. 14 Membership Meeting, 7:30 p.m., MTA Bldg. in
 Fri. Board Room on Third Floor.

MEETING PROGRAM

by Russ Davies

October 14: **Sacramento, Railfair 1981!** On this evening we'll see **Bob Peterson's beautiful slides** of this memorable event. This will be a **good old fashioned slide show, Bob's slides unaltered. Be there, and bring Slide Briefs!**

DEFICIT COULD DERAIL BULLET TRAIN

As California prepares to commit tens of billions of dollars to an ambitious high-speed rail line from San Francisco to Southern California, Congress' political will to provide the bulk of the funding is disappearing, leaving the possibility that the state could end up with a crushing financial burden.

State voters have agreed to issue more than \$9 billion in bonds to built the system, but that's a fraction of the \$43-billion projected tab for the initial phase. And those costs could swell to \$65 billion or more, by some estimates. Should federal funds dry up after the scheduled start of construction next year, the state could be left with no more than an unfulfilled dream and some tracks in the Central Valley.

The bullet train hinges on a huge investment of federal dollars when Washington is intent on cutting the nation's budget. Republicans who control the House of Representatives have already declared new rail construction their "lowest priority."

Proponents are arguing for the state to not worry about future funding and launch the rail program with \$6.3 billion the authority can immediately use. That's enough money to start construction next year on an initial 140-mile segment from south of Chowchilla to north of Bakersfield, California is required to spend the federal money by 2017, meaning construction would have to start by 2012.

"I can't think of any mega-project like this that had all of the funding in place before it began," said Roy W. Kienitz, under-secretary of the U.S. Department of Transportation. "If you have the ambition to do something big like this, you have to live with the fact that there is going to be uncertainty in the future." [Info. from *Los Angeles Times*]

SOUTHERN CALIFORNIA COMMUTER RAIL METROLINK GETS PROJECT FUNDING

The Metrolink commuter rail service has received more than \$46 million in government funding to develop a sophisticated electronic system to track trains and prevent accidents, railroad officials said August 17. The money from state and federal sources will help pay for a \$202-million project to install positive train control, an automated monitoring system that relies on digital technology, advanced radio communications, and global positioning satellites.

Federal officials have said that such a system might have prevented Metrolink's 2008 Chatsworth crash, in which a commuter train collided head-on with a Union Pacific freight train, killing 25 people and injuring 135.

Though the federal government has required the nation's railroads to equip their lines with positive train control by 2015, Metrolink, which serves six Southern California counties, is trying to complete its system by late 2012.

[Info. from *Los Angeles Times*]

THE EXPO LINE BEFORE THE EXPO LINE

by GREG FISCHER, HISTORIAN, IN THE DOWNTOWN NEWS

Once, there was a 30,000-acre area on the Westside called Rancho San Vicente y Santa Monica. The land, granted to Francisco Sepulveda in 1828 by Gov. José Maria de Echeandrea, ran from Pico and Sepulveda boulevards to the Pacific Ocean and up into the Santa Monica Mountains.

After the Civil War, the land came into the possession of two prominent families. One was Colonel and Mrs. Robert S. Baker. He founded the city of Bakersfield. She was the former Arcadia Bandini Stearns, daughter of a large landholder and widow of Don Abel Stearns, once the largest landholder in Southern California.

The other family was United States Sen. John Paul Jones, of Nevada, and his wife Georgina. These families founded the town of Santa Monica and put it on the market in 1875.

How did you get to this new port town? Expo Rail.

Yes, the vaunted, long awaited \$930 million Expo Line, slated to open later this year, had a precursor. Long before Angelenos dreamed of a subway to the sea, there was a rail line that connected Downtown to the coast.

The steam rail line was originally known as the Los Angeles and Independence Railroad and ran from Santa Monica along Santa Monica Avenue to Downtown Los Angeles. Santa Monica Avenue was later renamed for the fantastic expositions that San Diego and San Francisco hosted during the 1910s to honor the opening of the Panama Canal. Exposition Boulevard and Exposition Park, once the Sixth District Agricultural Park, were renamed for the same event.

East of Figueroa Street, the rail line crossed the streets in the low 30s at an angle. At San Pedro Street, it turned north and ended at an elegant, Disneyesque terminal at Fourth Street.

The senator, a miner, wanted to bring ore from Independence in the Owens Valley through Los Angeles and ship it from Santa Monica. To accomplish this, the rail line was extended through the McClure Tunnel (today's Santa Monica Freeway/I-10 tunnel) down onto the coast and then north to about Pacific Palisades, where a wharf was built out into the ocean for the benefit of deep draft vessels. Southern Pacific, the great octopus, prevented the line from going east of Los Angeles. Thus it became a local line only.

Around 1880, passengers could board near USC and roll along a plain that rose and fell away toward the coast. There was a lot of pasture land and good farming soil, but very few people or trees.

Pacific Electric offered service on the alignment after steam service was terminated.

The extremities of the line are gone. East of Figueroa Street, the line was later merged with the Los Angeles and San Pedro Railroad on Alameda Street and a different alignment was used to take it to Alameda Street. On the western end, the wharf, the tracks along the coast and the rise into Santa Monica were all erased as there was no need for them.

So, as the region prepares to open the first phase of the Expo Line to Culver City, and later to extend it to Santa Monica, just know that this is the latest iteration of a rail line that is more than 135 years old.

UNION PACIFIC UPDATES

BRUNEL AWARD FOR HERITAGE LOCOMOTIVE FLEET

Union Pacific's Heritage Locomotive Fleet Program was selected as a winner of the 2011 Brunel Awards International Railway Design Competition. The fleet represented the United States in the category of "Industrial Design, Corporate Branding, Graphics, and Furnishings."

The Brunel Awards recognizes and promotes the best in railway architecture, engineering, landscape and environmental design, product design, locomotive and car design, graphic arts, and corporate branding among the world's railways.

Union Pacific unveiled the Heritage Locomotive Fleet Program in 2005. The locomotives in the fleet each feature a distinctive paint scheme that incorporates elements of one of the six major railroads that merged with Union Pacific over the company's history.

Union Pacific's commitment to maintaining awareness and pride in these railroads impressed the Brunel selection committee. Cesar Vergara, a member of the Brunel Awards Committee, commented on the Heritage Locomotive Fleet's unique ability to "project the U.S. freight industry's uninterrupted heritage and project the future while celebrating the past."

The Brunel Awards International Railway Design Competition is a prestigious contest in which a jury of internationally renowned leaders in the area of rail design and engineering evaluate the applicants. They received nearly 150 entries worldwide, which were narrowed to 19 award recipients in five categories.

CONSTRUCTION BEGINS ON \$400 MILLION RAIL FACILITY IN NEW MEXICO

Union Pacific Railroad has announced the commencement of construction of an all-new rail facility just outside Santa Teresa, N.M. The company plans to invest \$400 million toward the total cost of a project that is expected to add \$500 million to the New Mexico economy. The rail facility site is located just west of the Santa Teresa Airport and will include fueling facilities, crew change buildings, locomotive inspection tracks, an intermodal ramp and a switching yard.

Set along the historic railroad corridor known as the *Sunset Route*, this project is projected to bring 3,000 jobs to the area during construction from 2011-2015, while basing 600 permanent jobs in the Santa Teresa area upon completion, giving southern New Mexico an inland port that will serve as a strategic focal point for goods movement.

Once complete, the facility will be 11.5 miles long and one mile wide, will include 200 miles of railroad track and 26 buildings for yard operations. Previous Union Pacific projects like this one in Santa Teresa have stimulated millions of square feet of additional industrial-related development within five to ten miles of the rail site including warehouses, distribution, and storage facilities.

2Q - 2011 QUARTERLY EMPLOYEE SAFETY MARK IS BEST EVER

Union Pacific Railroad employees achieved the best first half of the year safety performance in the company's nearly 150-year history. For the period January 1 through June 30, Union Pacific's employee reportable injury rate was 1.01, a 23 percent

improvement vs. 2010's record 1.31 reportable injury rate.

In addition, Union Pacific's 0.95 employee reportable injury rate for the second quarter 2011 was the best quarterly safety performance ever and represented a 33 percent improvement over the 1.41 reportable injury rate from the second quarter 2010.

A company's employee injury rate is calculated using the number of injuries per 200,000 worker hours, which is equivalent to the number of hours worked by 100 full-time employees in a year.

[Info from Union Pacific via Charles Varnes]

AAR SEPTEMBER STORED FREIGHT CARS REPORT

by CHARLES VARNES

The Association of American Railroads reported that as of September 1, 2011, 271,404 freight cars were in storage, 5,539 fewer cars than on August 1 and equal to 17.8 percent of the North American fleet.

For the first eight months of 2011 the number of freight cars stored (and the percentage of the fleet) was: January, 316,271 (20.8); February, 318,773 (20.9); March, 306,316 (20.2); April, 283,649 (18.7); May, 276,228 (18.2); June, 279,083 (18.4); July, 276,236 (18.2); August, 276,943 (18.2).

A freight car is "in storage" if it has had a loaded revenue move since 2005, but not in the past 60 days. Rail cars are stored when they are not needed due to lack of demand; they come out of storage when demand improves. Figures are for the entire North American rail freight car fleet and include rail cars owned by railroads, leasing companies, shippers, and others. The total freight car fleet changes from month to month as new cars are added and old cars are scrapped.

The September *AAR Rail Time Indicators* stated, "In recent months, some rail car builders have announced substantial new orders. This is not incompatible with having huge numbers of freight cars in storage. As Toby Kolstad, a consultant on rail car matters and president of Rail Theory Forecasts, said in a May 2011 column in *Progressive Railroading*, the process of car fleet renewal and reconfiguration is complicated and ongoing. "Customers buy new cars when their needs cannot be met with existing equipment, which might be in poor condition, obsolete or in short supply," he said. For cars being ordered, "Special circumstances are driving the renewal and reconfiguration of the car fleet in question."

[Info. from AAR Rail Time Indicators]

PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK

Security Enhanced During September 11 Anniversary

During the 10th anniversary period of the Sept. 11 terrorist attacks, Amtrak enhanced security measures by conducting more passenger and baggage screenings, increasing the use of K-9 explosive detection teams, and expanding police patrols at stations, on trains, along the tracks and other key rail infrastructure.

The Amtrak Police Department performed these security activities in the *Northeast Corridor* and across the country in coordination with local, state and federal law enforcement agencies as well as with the several host railroads on whose

tracks many Amtrak trains operate.

Unaccompanied Minor Travel Policy Changed

A new policy for children traveling on their own will be in effect starting with travel on or after November 1, 2011. The key changes in the new policy are:

Children age 12 and under may not travel unaccompanied. They must travel with another person who is at least 18 years old. Children 13, 14 and 15 years old must travel in accordance with the Amtrak Unaccompanied Minor Policy, which includes the following conditions:

- Travel is permitted only on Amtrak trains.
- The scheduled departure time may be no earlier than 5:30 a.m. and arrival time no later than 9:05 p.m.
- No transfers of any kind are permitted.
- Both boarding and arrival stations must be staffed.
- An adult at least 18 years of age must bring the child who will be traveling as an unaccompanied minor to the station.
- The child must be interviewed by station personnel to determine if the child is capable of traveling alone. Children 16 and over may travel without restriction.

Historical On-Time Performance

The August 2011 historical on-time performance percentages for selected routes were

Route	August 2011	July 2011	Last 12 months
Sunset Limited	57.7%	77.8%	77.0%
Texas Eagle	8.1%	25.8%	45.2%
Heartland Flyer	35.5%	58.1%	73.4%
Southwest Chief	32.3%	43.5%	67.2%
California Zephyr	0.0%	0.0%	34.8%
Empire Builder	16.5%	52.7%	37.9%
Coast Starlight	87.1%	74.2%	75.0%
City of New Orleans	87.1%	90.3%	78.1%
Pacific Surfliner	70.9%	65.5%	77.9%
San Joaquin	85.2%	88.4%	87.9%
Capitol Corridor	93.8%	95.3%	94.4%
Amtrak Cascades	70.5%	76.5%	67.7%
Illinois Service	57.9%	61.5%	66.9%
Michigan Services	16.8%	13.5%	25.6%
Hiawatha	87.6%	83.3%	88.9%
Missouri River Runner	76.6%	35.6%	83.1%
Acela Express	82.1%	82.1%	83.8%
Northeast Regional	81.0%	77.0%	79.7%

LONG-DISTANCE TRAINS

Adirondack and Cardinal

Fall Foliage Trips 2011

Amtrak's full dome lounge car will operate in the consist of the *Adirondack* and *Cardinal* trains during the fall foliage season.

The car will run on the *Adirondack* between Albany and Montreal on Mondays, Thursdays, and Saturdays from September 15 through October 22, and between Montréal and Albany on Tuesdays, Fridays and Sundays from September 16 through October 23.

The car will run on the *Cardinal* between Washington, D.C. and Chicago on Saturdays, October 29 and November 5, and between Chicago and Washington on Fridays, November 4 and November 11.

Seats are not sold in the dome car. It will be open to all passengers on a first come, first served basis. Additional coach capacity has been added to select departures to accommodate projected increased demand for travel.

Scenic highlights of the trips are the journey along Lake Champlain on the route of the *Adirondack* and the New River Gorge on the route of the *Cardinal*.

VIA RAIL CANADA

Beginning in Summer 2012, VIA Rail Canada will begin offering its new Deluxe Sleeper Class accommodations aboard its *Canadian*. The new service class will be offered only during the summer. Bookings will be accepted beginning in mid-October.

The service will be offered in reconfigured sleeping cars and *Park* dome-observation cars.

The sleeping cars have been reconfigured with six cabins (as VIA has renamed its sleeping car rooms); the *Park* car with two cabins, one of which is handicapped accessible.

The *Park* car will be open to all sleeping car passengers. There were concerns expressed that it would be accessible to only to Deluxe Sleeper Class passengers.

The Deluxe Sleeping car accommodations are described as a luxurious cabin with an ultra-modern design that includes: a very comfortable double bed and bunk bed, flat-screen television with closed circuit programming and DVD player, full en-suite washroom with glass-door shower, large mirror and heated floors, leather sofa, shower kit and hair dryer, refrigerator in the bedroom and upgraded linens and amenities.

[Info. from Ken Ruben, Ed Von Nordeck]

URBAN RAIL TRANSIT

LOS ANGELES METRO RAIL
RIDERSHIP

July 2011	Red Line	Blue Line	Green Line	Gold Line
Weekday Ave.	171,163	90,109	45,259	42,900
Saturday Ave.	92,171	60,213	25,927	26,029
Sunday Ave.	74,186	54,155	19,706	21,452
Monthly Total	4,329,229	2,428,171	1,153,062	1,116,868

Metro's rail ridership in July rose 8.9 percent, with increases on all four lines. The Gold Line from Pasadena to East Los Angeles averaged 42,900 weekday riders, about twice as many as in the same period last year. The Red/Purple and Blue Lines also set new ridership records in July, while the Green Line had its second best month.

"The rail numbers in July may be reflecting in the impact of gas prices earlier in the year and also more recent events such as improving the frequency of the Gold Line and adding more rail cars in some of the other lines," said Metro spokesman Marc Littman.

[Info. from Metro via Ken Ruben]

VOLUNTEERS SAVE LOMITA VELOCIPEDE

For five years members of Lomita's South Bay Free Methodist Church have volunteered to help the city's railroad museum, which is just down the street. The efforts were part of a Torrance-based nonprofit project called Sharefest, which encourages volunteers to participate in community projects.

A deteriorating velocipede was a major restoration project. This had long sat out in front of the museum next to its steam

locomotive. A velocipede is an umbrella term for any human-powered land vehicle with one or more wheels. In railroad parlance, a velocipede refers to a three-wheeled handcar propelled by a handle the operator pushes up and down.

Railroads used them to maintain and inspect tracks. The one at the Lomita Railroad Museum was built in 1881 for the Maine Central Railroad. The restoration took 35 work days spanning 18 months with crews of three to 12 workers per day.

The team of volunteers were recognized at a Velocipede Restoration Appreciation Ceremony on Saturday, July 16, 2011, at the museum, 2137 W. 250th St.

[Info. from *The Daily Breeze* via Jack Whitmeyer]

CABLE CAR COMEBACK

The refurbished California Street cable car line is back after a six-month shutdown for a \$19 million maintenance and upgrade project. The cost of a one-way ride on the iconic cable cars will hit \$6. "It's a huge attraction, a national historic landmark," said Mayor Ed Lee at the official re-starting of the only-in-San Francisco cable car system.

The cable car improvement project included the replacement of conduits, pulley brackets, switches and other electrical and mechanical components along the 1.5-mile California line. Muni also replaced the propulsion systems on all three lines and also control console on the Cable Car Barn, switching from analog to a more modern digital system.

The system wasn't on the brink of falling apart without the upgrades, said Carter Rohan, Muni's deputy executive director. However, the work was needed to keep the cable cars in a state of good repair. While the California line cable cars were out of service, the Department of Public Works and the San Francisco Public Utilities Commission took the opportunity to do work along the 17-block stretch, resurfacing the roadway, adding 80 curb cuts to make the street easier to navigate with wheelchairs and strollers, and repairing and replacing sewers. The total price tag, for both the cable car and street work: \$24 million.

[Info. from *San Francisco Chronicle* via Jack Whitmeyer]

CONTRACT AWARDED FOR GOLD LINE EXTENSION

The 11.5-mile Gold Line light-rail extension from Pasadena to Azusa reached a milestone on July 27 with the \$486 million project awarded to Foothill Transit Constructors at a special construction authority meeting. The four board members present unanimously approved the bid by the Kiewit-Parsons joint venture company to design and build the project.

Board Chairman and Glendora Mayor Doug Tessitor called it a "great day" for the San Gabriel Valley and spoke of the mammoth undertaking to put the project on track. Earlier the board members present – Tessitor, Claremont Mayor Sam Pedroza, Azusa Councilman Keith Hanks, and Duarte Councilman John Fasana – voted to approve the Gold Line's planned purchase of a 13.5-acre parcel of land from Monrovia for a maintenance and operations yard. The agreed price is \$41.6 million, plus a maximum of \$15.75 million for public improvements. The purchase still must be approved by a reconstituted Monrovia Redevelopment Agency, and the deal will not go to the City Council until September.

The board also voted to begin the process of using eminent domain to acquire the remaining patchwork of privately owned parcels on the 24-acre railyard site. Monrovia officials said

Sept. 7 they need a Sacramento lawmaker to carry a bill that would allow the city's redevelopment agency to continue to negotiate with transportation agencies on the Gold Line extension project.

We really need this project now for job creation in the San Gabriel Valley. The last two years we've lost all the jobs it took us eight years to build," said Cynthia Kurtz, president and CEO of the San Gabriel Valley Economic Partnership. "Forty percent of unemployment is in construction jobs in the San Gabriel Valley ... and this is really a stimulus package.

The high-speed rail project took a big financial hit Sept. 8 when a congressional panel slashed the Federal Railroad Administration budget. The Obama administration has asked for \$8 billion for fiscal 2012 for high-speed rail projects and other passenger rail programs around the country. But the House Appropriations Subcommittee on Transportation, Housing and Urban Development cut the request by nearly \$7 billion, leaving money only to operate Amtrak and some smaller programs.

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

WORK BEGINS ON GOLD LINE SPAN

Equipment was mobilized the first week of September for foundation work on the 210 Freeway Gold Line bridge, the first component of the Metro Gold Line Foothill Extension light-rail project that will span the eastbound lanes of the freeway. A large drilling rig and crane have been trucked in and assembled on the south side of the eastbound 210 freeway. Over the next four weeks, three 110-foot deep, 15-foot wide foundations will be drilled here.

The entire Foothill Extension from Pasadena to Azusa will extend the Metro Gold Line light rail 11.5 miles eastward from its current terminus at the Sierra Madre Villa station in Pasadena. Six new stations will be added in the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa.

There will be intermittent partial and/or full freeway closures of the eastbound 210 lanes between Baldwin Avenue and Santa Anita Avenue in Arcadia throughout the construction period. Full closures will only take place from midnight to 5 a.m. and traffic will be detoured along Foothill Boulevard, a spokeswoman said.

The bridge, which will span 587 feet, is scheduled to be completed next July. The whole project is scheduled to be completed by early 2015.

[Info. from *Pasadena Star-News*]

ATTACKS ON AREA'S TRAIN SYSTEM ARE RARE

The last week of August, Gold Line passengers saw a man pull a knife and stab another passenger as a northbound train came into the Memorial Park station.

A week earlier, a man was fatally stabbed on a Red Line train near Hollywood. It was the first violent death on the subway since the line opened 18 years ago. A middle-age man was wildly swinging a chain at a younger rider, who fended him off with a skateboard, then stabbed him with a knife. The suspect fled the train after it came to a stop at the Hollywood/Vine station, said Todd Martens, the Times staff writer who witnessed the attack. Authorities used surveillance footage to help identify the suspect.

Members of the Los Angeles County Sheriff's Department, which provides security on the Metro Rail system, say such

attacks are unusual. The stabbing on the Gold Line was the most serious incident that I can recall on the Pasadena section, and I've worked here for eight years," Sheriff's Cmdr. Patrick Jordan said. "Stabbings on the entire rail system are incredibly rare, and in the Pasadena section it's even rarer."

The Gold Line stabbing occurred about 6 p.m., Aug. 26. With the help of passengers, law enforcement officers arrested a 36 year old man, who was charged with attempted murder. The unidentified male victim is in good condition and is expected to make a full recovery, Jordan said.

Since the stabbings, the Sheriff's Department has increased the number of deputies on Metro Rail. Jordan said the Gold Line, which runs through Boyle Heights, Little Tokyo, downtown Los Angeles and South Pasadena, has the lowest number of crimes in the Metro Rail system. From January to July of this year, 32 crimes were reported on the Gold Line. Four were assaults, one was a robbery, and the rest were property crimes. The crimes reported most often, Jordan said, are robberies of cell phones and jewelry.

The Los Angeles Metro Rail is very safe given the amount of people that use it," he said. "There's 1.5 million people a day that use it."

[Info. from *Valley Sun*]

PORTLAND, OREGON

HISTORIC LOCOMOTIVES GET NEW HOME

The Portland City Council approved a new deal at the end of July with the Oregon Rail Heritage Foundation to help secure a home for three historic locomotives the city owns. Residents and visitors will be able to view the steam engines at a permanent location, near the Oregon Museum of Science and Industry, perhaps by next year.

Portland Parks & Recreation acquired the locomotives by donation in 1958. The Southern Pacific 4449 and the Spokane Portland Seattle 700 are both operating, the Oregon Railway & Navigation 197 is being restored.

The nonprofit foundation has long maintained them but needs a new home because the owner of the current site, Union Pacific, wants the space. Boosters for the foundation said recently they were close to raising a total of \$4.7 million to support the move, which also got a \$1 million loan from the city. That will pay to relocate the locomotives and build the center.

RAILCAR ORDERS AT THE GREENBRIER COS.

The Greenbrier Cos., which owns a plant in North Portland, said Aug. 4 it has received orders for 3,700 railcars valued at about \$285 million. The orders are primarily for double-stack intermodal cars, boxcars, covered hopper cars, and tank cars for North America, and various car types for the European market. The platforms are expected to be delivered next year, the company said.

Double-stack trains are becoming more widespread as railroads work to improve efficiency. The trains allow them to carry double the freight with the same crew. They're especially popular in the shipment of container goods, such as retail items from overseas that are moved between a ship or truck and a train. Movement between two methods of transport is called intermodal, a shipping method that's also being used more often since the recession because it's more fuel efficient.

Greenbrier's orders were received in June and July. The

company has received orders for more than 18,000 units in the past fiscal year. Greenbrier opened a new railcar production line in July and expects to open another in the first quarter of fiscal 2012, which begins Sept. 1, to accommodate the increased demand in North America.

LIGHT RAIL AND WES INCREASE RIDERSHIP

TriMet's light rail scored another increase in July, with ridership up across the board and in some cases by double-digit percentages. The big standout in the monthly figures released Aug. 23 was ridership on the MAX Green Line carrying passengers between downtown Portland and Clackamas Town Center. It recorded a jump of nearly 16 percent on weekdays last month compared with July 2010, or nearly 24,000 trips. WES, which runs from Beaverton to Wilsonville, saw a jump of nearly 17 percent compared with July 2010, more than 1,600 trips. The two lines opened in 2009.

Overall, weekday trips on MAX's five lines rose nearly 6 percent in July, nearly 138,000 trips.

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

NORTH BAY FREIGHT GETS BACK ON TRACK

On July 15, people gathered in Santa Rosa's Railroad Square to witness something unseen in more than a decade – a commercial freight train rolling through Sonoma County. The train hauling lumber to Windsor marked the culmination of a long, costly battle against numerous obstacles – some natural, some man-made, some purely nonsensical – to get freight trains rolling again.

First, praise belongs to the North Coast Rail Authority and its supporters for their determination to get freight back on track. The rail authority has spent countless hours – not to mention \$68 million in taxpayer funds – to repair a 62-mile stretch of rail connecting Napa County and Windsor, a segment that was shut down by federal officials in 2001 because of storm damage.

Credit goes to members of the Novato City Council who agreed to a modest change to a settlement agreement this month, thus allowing the trains to roll. The settlement ended a lawsuit Novato filed to stop the rail line, which passes through a corner of Marin County.

John Williams, president of Northwest Pacific Railroad, which is leasing the rail from the NCRA, is predicting that the line will be hauling 2,000 to 2,500 carloads of cargo a year by the end of its second full year of operation. That would put the rail line in the black, he says.

Studies show that freight trains are two to four times more fuel efficient than trucks, and freight trains emit one-third of the greenhouse gas as trucks. Moreover, one loaded freight car, on average, means four fewer trucks on the highway. Sonoma County residents will have to exercise caution and patience, especially if the rail line is used as often as its advocates say it will be.

[Info. from *Press Democrat* of Santa Rosa by Jack Whitmeyer]

POLLUTION SUIT MAY TARGET RAIL OWNERS

An environmental group threatened to sue two of the nation's biggest rail owners on June 21 under a novel legal theory that would classify diesel exhaust as hazardous waste. The National Resources Defense Council sent letters to Union Pacific Corp. and Burlington Northern Santa Fe Railway, saying it will file a lawsuit within 90 days under the Resource Conservation and Recovery Act, which regulates hazardous solid waste disposal.

The notice letter, which is required before proceeding with a lawsuit, cited problems at 16 rail yards across California, from Oakland to San Bernardino. The conservation group argues that minute particles in diesel air pollution, which include lead, cadmium, arsenic and other toxic elements, are solid waste. If successful, such a suit could open the door for legal action against similar air pollution sources such as ports, airports, or anywhere with a lot of diesel equipment, said David Pettit, a senior attorney with the council.

Aaron M. Hunt, a spokesman for Omaha, Neb.-based Union Pacific, said the company had made substantial progress in reducing emissions over the past several years. "Union Pacific operations are regulated at the state and federal levels, and we are in compliance with those environmental requirements," he said.

[Info. from *Pasadena Star-News*]

RECESSION HITS TRANSIT BUDGETS ACROSS U.S.

Cash-strapped and debt-ridden, public transit systems across the nation are trimming service, raising fares and postponing badly needed upgrades just to maintain daily operations, even as rising gas prices increase demand and experts call modernization critical to cities' futures. The economic downturn and cuts in government support have forced transit agencies to pare down, complicating the daily lives of commuters who depend on trains, trolleys and buses. Frustration comes easily.

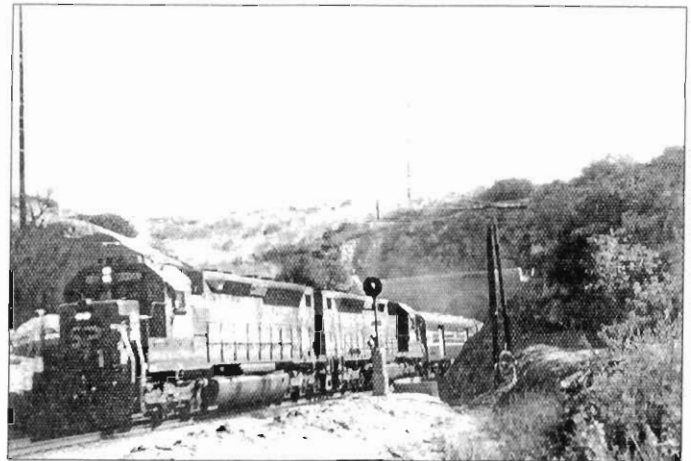
The Federal Transit Administration has pointed to tens of billions of dollars in deferred maintenance nationwide, a problem particularly acute for older urban systems. William Millar, president of the Association of Public Transportation Agencies, said that there signs of financial improvement, but that it's not enough to make up for the needs.

A 2009 FTA study that examined the "state of good repair" of the nation's seven largest rail transit agencies – New York, Boston, Philadelphia, Washington, D.C., Chicago, San Francisco, and the New Jersey Transit System – found anything but good repair. The report found that 35 percent of all rail assets of those agencies were in subpar condition. Another 35 percent were deemed adequate and only 30 percent were in good or excellent condition. Upgrades would cost the seven largest systems \$50 billion, the agency estimated.

[Info. from *The Daily Breeze* via Jack Whitmeyer]



Atchison, Topeka & Santa Fe Rose Bowl Special, at Pasadena on January 1, 1993. Photo by Larry Anndahl



Coast Starlight #13-14 at Tunnel 29 (Topanga Canyon Blvd.) at Santa Susana Pass Rd. in Chatsworth with 2 SDP45's in July 1972. Photo by Dennis Gilkey



Burlington Northern Santa Fe Christmas Train, approaching Monte Vista Avenue in San Dimas. Photo by Larry Anndahl



Two images showing an eastbound Surfliner at Devonshire St. in Chatsworth with EMD-GM F59 455 pulling (above) and F59 453 at the train's rear (below) on February 25, 2011.

Photo by Dennis Gilkey



BNSF December 2009 Southern California Christmas Train. Photo by Larry Anndahl

