

WHEEL CLICKS

Pacific Railroad Society Inc.

DECEMBER 2006

TRAVAILS OF THE GEORGETOWN LOOP RAILROAD

[For other photographs see Page 12] by BRIAN BLACK

To paraphrase a recent day in August, was a "day like any other" on the Georgetown Loop Railroad. Steam engine Number 12 was engaged in 2006 in its regular duties hauling tourists on the Georgetown Loop Railroad, a tourist railroad located in Clear Creek Canyon west of Denver, Colorado. GLRR operates over a section of the former Colorado and Southern narrow gauge that once operated between Denver and Graymont. Plans were at one time to build the railroad all the way over Loveland Pass to Leadville, but Graymont was as far as they got.

While ascending the heavy grade between Devil's Gate and Silver Plume, the 12 missed a couple of exhausts and the train came to a stop. The train was stopped about three-quarters of a mile below the Silver Plume station. Inspection revealed that the rear driver axle had broken completely just inside the left driver.

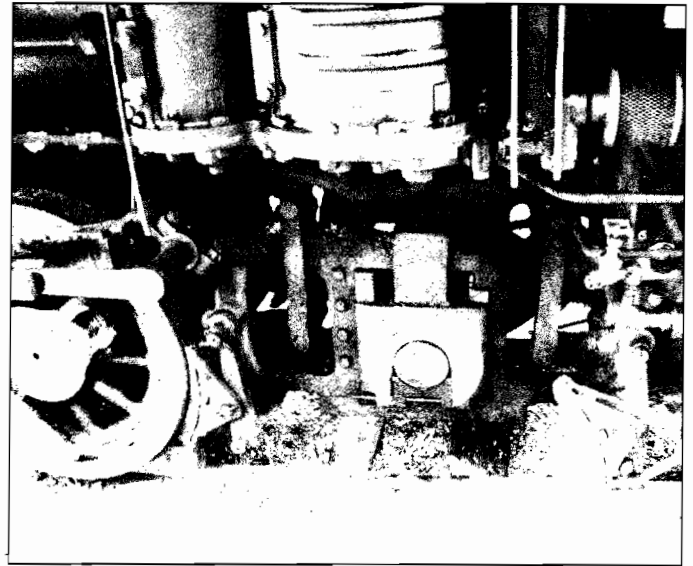
Now, the crew had a real problem. The 12 could go neither forward nor backward, and there was no engine on the Devil's Gate end that could couple into the rear of the train and pull it back to Devil's Gate. Therefore, it was necessary for the passengers to walk to the nearest station. Mechanical crews removed the necessary side rods and valve gear items so the engine could be moved at about one-half mile to a mile an hour to the shop at Silver Plume.

This left the GLRR with only one operable locomotive: a General Electric center cab diesel-electric that once saw service on the narrow gauge trackage in the Colorado Fuel and Iron steel mill in Pueblo, Colorado. It handled the GLRR's trains for a few days when it experienced a major traction motor failure. Virtually all diesel-electrics ever built are equipped with a device called a ground relay, which in case of a high voltage electrical ground, power is immediately cut off. As luck would have it, the 21 was not so equipped, so major electrical damage resulted.

The GLRR was now totally shut down. Ticket money had to be refunded and reservations canceled.

Enter Number 9. The 9 is a Mogul type (2-6-0). It is of the B-3-C Class built by the Cooke Locomotive Works in 1885 for the Denver, South Park and Pacific. It was rebuilt several times and survived the various iterations of the DSP&P to come under the ownership of the Colorado and Southern. It had the honor of pulling the last passenger train from Leadville to Denver on April 10, 1937. The 9 was displayed at the New York World's Fair in 1939-1940, and was later operated at the Chicago Railroad Fair in 1948-1949. It later found its way back to Colorado, where it came under the ownership of the Colorado Historical Society, which also owns the GLRR. The 9 sat on a spur track on the GLRR for 16 years.

The year 2005 marked a change in operator-concessionaires for the GLRR. The new operators immediately saw the potential



The broken axle on Georgetown Loop Railroad 12 at Silver Plume.
Photo by Brian Black

of the 9's rusting hulk for restoration to operating condition. A two-year rebuild program was embarked upon where the engine was totally rebuilt and converted to oil. This program was almost complete when the 12 broke its axle.

The 9 had been in steam several times before, but problems were since discovered with several staybolts. Now the pressure was on to get the 9 ready to go so the railroad could resume operations. And get the 9 ready they did! The GLRR resumed operations with the 9 on August 22.

Your reporter and his family had the pleasure of riding behind her on this date and she looked and sounded great! The trip was in a pouring rain and your reporter has to confess that the water in his eyes was not just due to the rain. It was so great to see this old survivor doing the job it was designed and built for on the tracks where it originally operated. Just below Silver Plume, the house valve (a valve at the base of the boiler that is used to fill the boiler with water before a cold fire up) opened up, and we arrived at Silver Plume in a roaring cloud of steam and hot water.

As for the 12, it is out of service for the season. As luck would have it, there seems to be no damage to the frame or the brasses. It could have been a lot worse. As it is, the driver-axle set will have to be sent to the Durango and Silverton shop, where a 200 ton press and a fire ring will be used to remove the drivers from the old axle pieces, and the drivers will be pressed onto the new axle. The 12 should be available next spring. Any railroad having only one operating engine is not in a good situation.

In conclusion, if you are in the Denver area, the Georgetown Loop Railroad is an experience not to be missed.



WHEEL CLICKS

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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

- Dec. 1 Board meeting, 7:30 p.m., **PACIFIC RAILROAD MUSEUM**, 210 W. Bonita Ave., San Dimas.
- Dec. 2, 9, Pacific Railroad Museum work party, 10 a.m. to 4 p.m., Bonita & Monte Vista Aves., San Dimas.
- Sats. Committee meeting: 23.
- Dec. 2, 9, Rolling Stock repair day, 8:30 a.m. to ?, Noakes & Herbert Sts., Commerce. Regular day: 2, 16; Sats. OERM day: 9; Extra day: 23. Com. meeting: 16.
- Dec. 10 Open House—Pacific Railroad Museum, 3:00 p.m. to 5:00 p.m., 210 W. Bonita Ave., San Dimas.
- Dec. 10 Holiday Dinner at Via Verde Country Club, Social Hr. 5:00 p.m., Dinner 6:00 p.m., 1400 Avenida Entrada, San Dimas.
- Dec. 15 Slide Night at Saunders Yard, 7:00 p.m. Bring slides and refreshments.
- Dec. 31 New Years Eve at Saunders Yard.
- Sun.
- Jan. 5 Board meeting, 7:30 p.m., Valencia Room at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Jan. 6, 13, Pacific Railroad Museum work party, 10 a.m. to 4 p.m., Bonita & Monte Vista Aves., San Dimas.
- Sats. Committee meeting: 27.
- Jan. 6, 13, Rolling Stock repair day, 8:30 a.m. to ?, Saunders

- 20, 27 Yard at Noakes & Herbert Sts., Commerce. Regular Sats. Day: 6, 20; Extra Day: 13, 27. Com. Meeting: 20.
- Jan. 12 Membership meeting, 7:30 p.m., Alhambra Room at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Sat.

MEETING PROGRAMS

by **RUSS DAVIES**

December 10: At 7:30 p.m., the Pacific Railroad Museum will present a slide program at the Holiday Dinner on the "History of Railroading in San Dimas" and the development and continuing operation of the Pacific Railroad Museum.

January 12: **Coast to Coast on the National Forum!** Via the magic of **projected digital images**, **Tom Greer** will take us along on **PRS Excursion #525** in June and July of 2006. **A first for PRS, a "Digital Slide Presentation." (Suggestions as to what to call these will be welcome.) Be there, and bring slide briefs!**

MEMBERSHIP

by **VIRGINIA GRUPP**

At the Board meeting on November 3, Ed Saalig and Rex Miller were voted into PRS.

SYNOPSIS OF BOARD MINUTES—OCTOBER 6, 2006

CALL TO ORDER—The Board of Directors was called to order on Oct. 6, 2006 at 7:50 p.m.

ROLL CALL—Present: President Vic Carlucci, Secretary Bill Smith, Directors Dave Abbott, Owen Danaher, Dick Finley, and Chris Parker. Absent: Treasurer Marti Ann Draper, Vice-President Rob Markowitz, and Director Lindsay Smith (all excused). Also present: Vince Cammarano, Cecelia Ditlefsen, Virginia Grupp, Ken Ruben, Barbara Sibert, Charles Stone, and Will Walters.

TREASURER—In the absence of the Treasurer, copies of the financial report, dated Oct. 5, 2006, were passed around.

EXCURSIONS—The Holiday Banquet is scheduled for Dec. 10, 2006, at the Via Verde Country Club in San Dimas.

ROOM RESERVATIONS—Joslyn Center will be closed for the Veterans' Day holiday. President Carlucci has arranged for the Nov. Membership Meeting to be held at the MTA Board Room at Gateway Center.

PUBLICATIONS—A *Wheel Clicks'* Mailing Party will be on Oct. 25, 2006. It was moved and passed to appropriate \$1500.00 for the purchase of 17,000 mailing envelopes for *Wheel Clicks*, which will last about three years.

MEMBERSHIP—Two applicant names were presented and approved for membership.

MUSEUM—A "geo-caching" group availed itself of PRM. Due and payable bills incurred by PRM will be turned over to the Treasurer. Mel Goyen is converting 8 mm and 16 mm films to DVD., and \$5,000.00 was approved and adopted for the conversion.

President Carlucci reported that Lindsay Smith has lined up a printer for Chard Walker's LARy map. Also, a memorial service for the late Bill Farmer was held outside the Museum last Fri.

ROLLING STOCK—It was reported that the *National Forum* was moved to Saunders Yard after settlement of a billing dispute with Union Pacific. Cupola windows have been replaced on the ex-UP cupola caboose; its lettering is mostly complete, a smoke-jack was scratch-built by Bob Allton, a stove has been acquired.

The annual Thomas, the Tank Engine event will be held this Nov. at OERM with *Shasta Springs* to be in the consist. All the cars acquired from Golden Gate Railroad Museum are now here. Oct. 21 is the date for the PRM Open House at Saunders Yard, complete with caboose train service. The late Bill Farmer donated a truck to PRS, which donation was approved. It was moved and approved that the truck be transferred to the Rolling Stock Committee. The truck will be kept at OERM; liability costs should be minimal.

NEW BUSINESS—It was moved and approved to update rental documents for cars stored at Saunders Yard.

ADJOURNMENT—The meeting was adjourned at 9:17 p.m.

PACIFIC RAILROAD MUSEUM by LINDSAY SMITH

We recently received Al Richmond's new Seventh Edition of "Rails to the Rim" from the Auto Club. It is the milepost guide to the Grand Canyon Railway. It is essential for enjoying this Line and the Line is the best access to the natural wonder. Automobile travel can be frustrating and the roads are windy. Ride the train and enjoy the views. The book records the reconstruction and maintenance of the remarkable equipment.

The Auto Club can make reservations and arrangements for your visit to the Grand Canyon. They also provide arrangements for the Verde Canyon Railroad in Clarkdale, AZ. These trips are great for rail foamers and just plain old tourists. We have several books and pamphlets for tourist attractions around the world.

Please notice the enclosed flyer announcing a new product. We cannot promise delivery by Christmas because we are making the DVDs to order to reduce the surplus items. We still have the VHS *For the Love of Trains* and the book *Fifty Years of Railroading in Southern California* for sale.

If you have old film that you would like to save, our Museum Docent Mel Goyen can help you get them transformed to digital and produced on DVDs.

MEMORIAL BANNER by Mary Lee Von Nordeck

To honor our friend, the late-Bill Farmer, I plan to make a Memorial Banner. It will be similar to those made for HIV and AIDS victims, but much, much smaller. When finished, I hope to hang it at the Pacific Railroad Museum in San Dimas, California. Bill's sister, Pat Ward, gave me some of his clothing to incorporate into the banner, but other material will also be used.

"Squares" for the banner should be 10 inches square with 9 inches inside for designs or messages. Smaller offerings can be submitted with painting, permanent felt marker, embroidery, quilting, etc. Please respect the 1 inch margin, which will allow a seam line and any wiggle room that may be needed to fit pieces together. There is no set timetable for this project but I would like to honor Bill by finishing it as soon as possible.

Anyone who wishes to add something of their own or who would like to help is welcome and can contact me several ways.

Phone: 951-784-7206 FAX: 951-682-1073

E-Mail: letstrn@SBCglobal.net (I don't E-Mail so I'll have to rely on my Husband, Ed, at his address.)

Address: P. O. Box 2768, Riverside, CA 92516-2768.

GOLDEN GATE EXPRESS by BARBARA SIBERT

On Friday, October 13, our group of 13 passengers on Excursion #537 took Amtrak's *San Joaquin* service to Emeryville. There we transferred to the shuttle bus to San Francisco. Our hotel for the next two nights was the Cartwright, a small historic hotel on Sutter St. convenient to Union Square, the cable car, and Market St. The hotel furnished a continental breakfast, afternoon cookies and wine tasting.

On Saturday everyone was free to do his or her own thing. Some took a tour bus ride, went to Alcatraz, and rode BART. I think most of us got Muni Day Passes to ride the buses, street-cars, and cable cars in San Francisco. The F Line traveling along Market St. to Fisherman's Wharf was popular, especially with those who boarded around Powell St. to the Embarcadero. I noticed a couple older historic cars, but mostly PCC cars were in service that day.

On Sunday we retraced our steps to the *San Joaquin* train, which was on time into Bakersfield. There we transferred to Amtrak bus service for a ride to the southland. The weather proved to be sunny and warm in the Bay Area, and we all enjoyed the trip. Thank you all for participating.

CALTRAIN NEWS by MIKE GONDON

On October 4, Caltrain suffered its 14th fatality of the year when a 50-year-old man bypassed the pedestrian gates at Redwood City and was struck by a southbound express.

The incident, coupled with previous ones this year, has prompted the Caltrain Board to set aside nearly \$9 million to improve safety at crossings, and other locations along the Peninsula Corridor, that are popular for trespassers wanting to take shortcuts across the tracks.

Warnings and outreach programs have basically been unsuccessful in deterring pedestrians from venturing onto the tracks, and motorists from driving around lowered crossing gates. Thus, in the next few years, Caltrain will be spending \$7.4 million to install new four quadrant gates that cover the entire street so motorists can't drive around them, plus another \$1.5 million for additional fencing.

Caltrain has installed two new crossovers at CP Center, north of the Millbrae station, which will increase flexibility and enable dispatchers to more easily reroute trains during service disruptions. The work took place over two weekends, October 27-29 and November 3-5, and required "single tracking" around the work area, with minor delays for many trains. Weekday service was not affected.

Caltrain's marketing staff won a first place award from the American Public Transportation Association at its annual meeting, held this year in San Jose. The AdWheel award was given for "print" advertising, and featured a gas pump nozzle sucking up cash. It ran for several months in local publications, displaying the current gasoline price with the words, "Take Caltrain for relief!" The ad must have been successful because Caltrain set an all-time ridership record in August when gas prices were still sky-high.

A large scale grade separation project in San Bruno that was slated to start this year has been postponed until 2010 due to higher priority projects and limited funds. Instead an interim project will begin in 2008 along the tracks at Scott Street and

San Bruno, San Mateo, and Angus Avenues. The upgrades include fencing, safety medians, and straightening streets that curve where they cross the tracks. Strangely, the most dangerous of all the crossings in that area, Linden Avenue, is not included in the upgrades.

GLENDALE AMBASSADORS

The Ambassadors were there to help. "I trust them more than the phone," said Adela DeNava. "We don't know them by name, but it's beautiful to have them here, somebody to help you." The Ambassadors are the dozen or so retirees who gather daily at the California Mission-style Glendale Transportation Center. "These guys are like the unofficial Metrolink greeters," said Denise Tyrrell, an agency spokeswoman. They are just incredible. They regularly advise people on train schedules and the various schedules that Metrolink offers.

There's John A. Lee (PRS member), who's been watching trains there since the 70s. Lee resembles Santa Clause – but one who favors a camouflage jungle hat and a collection of railroad pins on his button-down shirt. At Lee's side most days is his girlfriend of 12 years, Millie Gottier (PRS member), another train enthusiast.

After a morning shift at the station, Lee drives his 1986 Nissan Sentra station wagon, with 759,000 miles on the odometer, to get a cup of clam chowder at the Los Angeles Police Academy in Elysian Park. By late afternoon, he's back at the station.

Nearby is fellow Ambassador Gene Kramer, listening to the voices of dispatchers, engineers and conductors on a scanner tuned to a Metrolink channel. "It keeps me out of the house," said the retired contractor.

[Info. from Yahoo! Mail via Ken Ruben]

PASSENGER TRAIN UPDATES by CHARLES VARNES

Mary E. Peters was sworn in as Secretary of Transportation on Oct. 17, 2006. She was nominated by President George W. Bush on Sept. 5, and confirmed by the U.S. Senate as the 15th Secretary of Transportation on Sept. 30.

AMTRAK NEWS

Amtrak reported ticket revenue increased in Fiscal Year 2006 to \$1,371,271,855, a 10.7 percent increase from \$1,239,196,813 in FY 2005. This was the highest annual ticket revenue ever achieved, and, at \$132 million over last year, the railroad's largest year-over-year increase. *Northeast Corridor* revenue for FY 06 was \$725,433,626 versus \$646,106,203 for FY 05, a 12.3 percent increase. Short distance train revenue for FY 06 was \$287,817,288 versus \$257,145,207 for FY 05, an 11.9 percent increase. Long Distance train revenue was \$358,020,941 versus \$335,945,403 for FY 05, a 6.6 percent increase.

Total ridership increased in FY 06 to 24,306,965, a 1.1 percent increase from 24,031,170 in FY 05. *Northeast Corridor* ridership for FY 06 was 9,431,279 versus 9,586,180 in FY 05, a 1.6 percent decrease. Some of the decrease in ridership was due to Amtrak's reduction of deep commuter discounts offered the previous year. Short distance train ridership for FY 06 was 11,144,430 versus 10,663,938, a 4.5 percent increase. Long distance train ridership was 3,731,256 versus 3,781,052, a 1.3 percent decrease.

FY05 and FY06 totals exclude *Clocker Service* and New Jersey Transit reimbursable ridership and revenue.

INTERCITY TRAINS

Effective with the Fall-Winter Timetable change on Oct. 30, feature film entertainment in *Sightseer Lounge* cars was discontinued. It was replaced with RailwayMedia's Digeplayers™. [Passenger Train Updates, Sept. 2006] The Digeplayers may be rented at stations where long-distance trains originate and terminate.

The *Pacific Parlour Car* is no longer shown as a sleeping car amenity in the current Amtrak timetable. The *Kiddie Car* has been removed, also.

WESTERN CORRIDORS

Pacific Surfliner

Checked baggage service is not available at the Santa Ana depot. In the current timetable *Pacific Surfliner* Tr. Nos. 768, 572, 774, 596; 763, 769, 775, 583, 587 and 589 incorrectly show a checked baggage service symbol. The service is not offered because of the platform configuration.

Cascades

As in previous years, extra holiday service was scheduled on the *Cascades Corridor*. The trains were to operate with five 60-seat *Horizon* coaches and a café car with Business Class seats.

The trains operated as follows, making all regular stops:

Nov. 22. Tr. No. 511 dp. Seattle at 1:45 p.m. and ar. in Portland at 6 p.m. Tr. No. 514 dp. Portland at 7 p.m. and ar. in Seattle at 11:15 p.m.

Nov. 23. Tr. No. 505 dp. Seattle at 8:30 a.m. and ar. in Portland at 12:45 p.m. Tr. No. 502 dp. Portland at 8 a.m. and ar. in Seattle at 12:15 p.m.

Nov. 25. Tr. No. 502 dp. Portland at 8 a.m. and ar. in Seattle at 12:15 p.m. Tr. No. 511 dp. Seattle at 1:45 p.m. and ar. in Portland at 6 p.m.

Nov. 26. Tr. No. 502 dp. Portland at 8 a.m. and ar. in Seattle at 12:15 p.m. Tr. No. 511 dp. Seattle at 1:45 p.m. and ar. in Portland at 6 p.m. Tr. No. 515 dp. Seattle at 6 p.m. and ar. in Portland at 10:15 p.m. Tr. No. 514 dp. Portland at 7 p.m. and ar. in Seattle at 11:15 p.m.

On Nov. 22 and 26 Amtrak scheduled extra bus sections between Portland and Eugene, plus some holiday-only buses.

MIDWEST ROUTES The state of Illinois increased state funding for passenger rail service within the state to \$24 million this year from \$12.1 million the previous year.

Beginning Oct. 30, two additional trains began operating on the Chicago-St. Louis route, and a second train on the Chicago-Quincy and Chicago-Carbondale routes.

The state-supported trains operate as reserved service. Coach and Business Class service, with two and one seating with leg and foot rests and other amenities is offered. Food and beverages are available in a café car. Ten-ride tickets are available for frequent travelers on the routes.

Amtrak and the state of Illinois operated special "preview" trains for the new service frequencies on each state-supported route. The trains operated as follows: Oct. 17, Carbondale to Chicago; Oct 18, Chicago to St. Louis; and Oct. 19, Chicago to Quincy.

On October 19th, the Canadian National Railway (CN)

attempted to change the agreement with Amtrak and the state of Illinois to reduce the number of trains and shorten its term claiming that the agreement signed last July for the increased frequencies was approved by someone in the company without sufficient authority to make such agreements. The tempted change was rescinded in the face of protests by Amtrak and the state of Illinois. Illinois Senator Dick Durbin, and members of the state's Congressional delegation sent a letter of protest to CN president, E. Hunter Harrison, also.

Chicago-St. Louis

On the Chicago-St. Louis route the new trains are named the *Lincoln Service*. Tr. Nos. 305/300, the former *State House*, has been renamed *Lincoln Service*. The *Texas Eagle*, Tr. Nos. 21/22 operate on the route also.

Chicago-St. Louis – Southbound Departures

	301*	303	21	305*	307*
Chicago, IL	7 00 A	9 15 A	2 00 P	5 15 P	7 00 P
Summit, IL		9 38 A		5 37 P	7 22 P
Joliet, IL	7 57 A	10 05 A	2 55 P	6 05 P	7 50 P
Dwight, IL		10 39 A		6 39 P	8 24 P
Pontiac, IL		10 56 A	3 42 P	6 56 P	8 41 P
Bloomington-Normal, IL	9 14 A	11 29 A	4 19 P	7 29 P	9 14 P
Lincoln, IL		12 00 N	4 52 P	8 02 P	9 47 P
Springfield, IL	10 15 A	12 35 P	5 29 P	8 39 P	10 24 P
Carlinville, IL		1 13 P		9 19 P	11 04 P
Alton, IL	11 22 A	1 44 P	6 36 P	9 50 P	11 35 P
St. Louis, MO	12 20 P	2 45 P	7 35 P	10 45 P	12 30 A

* IDOT supported Lincoln Service trains

St. Louis-Chicago – Northbound Departures

	300*	302*	22	304	306*
St. Louis, MO	4 35 A	6 35 A	8 30 A	3 10 P	5 30 P
Alton, IL	5 21 A	7 21 A	9 18 A	3 56 P	6 16 P
Carlinville, IL	5 51 A	7 51 A		4 25 P	6 46 P
Springfield, IL	6 33 A	8 33 A	10 29 A	5 07 P	7 28 P
Lincoln, IL	7 01 A	9 01 A	10 59 A	5 35 P	7 56 P
Bloomington-Normal, IL	7 31 A	9 31 A	11 42 A	6 06 P	8 26 P
Pontiac, IL	7 59 A	9 59 A	12 13 P	6 33 P	8 54 P
Dwight, IL		8 17 A	10 17 A	6 51 P	9 12 P
Joliet, IL	8 54 A	10 54 A	1 10 P	7 26 P	9 49 P
Summit, IL		9 19 A	11 19 A	7 51 P	10 14 P
Chicago, IL	9 55 A	11 55 A	2 14 P	8 30 P	10 50 P

* IDOT supported Lincoln Service trains

Tr. Nos. 303/304, the *Ann Rutledge*, is a through train which operates beyond St. Louis to Kansas City as Tr. Nos 313/314.

Chicago-Quincy

The new train on the Chicago-Quincy route is the *Carl Sandburg*, Tr. Nos. 381/382. It is named for the American poet who was born Jan. 6, 1878, in Galesburg, IL., and died July 22, 1967. He was the son a railroad blacksmith. The *Illinois Zephyr* was renumbered to Tr. Nos. 383/382 from Tr. Nos. 347/348.

The route is also served by Tr. Nos. 3/4, the *Southwest Chief* and Tr. Nos. 5/6, the *California Zephyr*.

Chicago - Quincy Westbound Departures

	381*	5	3	383**
Chicago, IL	8 00 A	1 50 P	3 15 P	5 55 P
LaGrange, IL	8 19 A			6 14 P
Naperville, IL	8 35 A	2 24 P	3 50 P	6 30 P
Plano, IL	8 58 A			6 53 P
Mendota, IL	9 25 A		4 39 P	7 20 P
Princeton, IL	9 45 A	3 34 P	5 01 P	7 40 P
Kewanee, IL	10 08 A			8 03 P
Galesburg, IL	10 39 A	4 28 P	5 53 P	8 34 P
Macomb, IL	11 17 A			9 12 P
Quincy, IL	12 15 P			10 10 P

* IDOT supported Carl Sandburg train

** IDOT supported Illinois Zephyr train

Quincy-Chicago Eastbound Departures

	380**	6	4	382*
Quincy, IL	6 12 A			5 30 P
Macomb, IL	7 00 A			6 18 P
Galesburg, IL	7 38 A	11 29 A	12 10 P	6 56 P
Kewanee, IL	8 06 A			7 24 P
Princeton, IL	8 30 A	12 20 P	1 00 P	7 48 P
Mendota, IL	8 49 A		1 21 P	8 07 P
Plano, IL	9 16 A			8 34 P
Naperville, IL	9 38 A	1 32 P	2 14 P	8 56 P
LaGrange, IL	9 54 A			9 12 P
Chicago, IL	10 30 A	3 05 P	3 20 P	9 48 P

* indicates IDOT supported Carl Sandburg train

** indicates IDOT supported Illinois Zephyr train

Chicago-Carbondale

The new train on the Chicago-Carbondale route is the *Saluki*, Tr. Nos. 391 (formerly the *Illini*)/390. It is named for the Southern Illinois University Carbondale mascot. The *Illini*, Tr. No 393 (formerly Tr. No. 391), was renumbered. The route is also served by Tr. Nos. 59/58, the *City of New Orleans*. Chicago, Homewood, Champaign-Urbana, and Carbondale are scheduled stops for Tr. Nos. 59/58. All other stations are flag stops.

Chicago-Carbondale - Southbound Departures

	391*	393**	59
Chicago, IL	9 15 A	4 05 P	8 00 P
Homewood, IL	9 56 A	4 46 P	8 54 A
Kankakee, IL	10 22 A	5 12 P	9 23 P
Gilman, IL	10 44 A	5 34 A	
Rantou, IL	11 10 A	6 00 P	
Champaign, IL	11 25 A	6 15 P	10 34 P
Mattoon, IL	12 05 P	6 55 P	11 13 P
Effingham, IL	12 29 P	7 19 P	11 37 P
Centralia, IL	1 16 P	8 06 P	12 25 A
DuQuoin, IL	1 49 P	8 39 P	
Carbondale, IL	2 45 P	9 35 P	1 21 A

* IDOT supported Carl Sandburg train

** IDOT supported Illinois Zephyr train

Carbondale-Chicago - Northbound Departures

	58	390*	392**
Carbondale, IL	3 16 A	7 30 A	4 05 P
Du Quoin, IL		7 51 A	4 26 P
Centralia, IL	4 10 A	8 23 A	4 58 P
Effingham, IL	4 57 A	9 07 A	5 42 P
Mattoon, IL	5 23 A	9 31 A	6 05 A
Champaign-Urbana, IL	6 10 A	10 14 A	6 49 P
Rantoul, IL		10 27 A	7 02 P
Gilman, IL		10 53 A	7 28 P
Kankakee, IL	7 13 A	11 15 A	7 50 A
Homewood, IL	7 44 A	11 44 A	8 17 P
Chicago, IL	9 00 A	1 00 P	9 35 P

* IDOT supported Saluki train

** IDOT supported Illini train

NORTHEAST CORRIDOR

Keystone Service

Extensive improvements to the Philadelphia-Harrisburg route permitted an increase in train frequencies and a reduction in travel time between the cities. Weekday train frequency has been increased from 11 to 14. Travel time has been reduced by 15 to 30 minutes off the current 2-hour trip. Express trains with fewer intermediate stops will complete the trip in 90 minutes. The improved service began Oct. 30.

Improvements to the *Keystone* route include the installation of approximately 120 miles of continuous-welded rail, the installation of 185,000 concrete ties, nearly 80,000 wooden ties, and 53 new switches. The electrical and signal systems were upgraded, and electrification was restored over the entire route. Bridge structures and culverts were replaced and drainage improved. A new freight bypass to improve safety and reliability was built, also.

Ten cab-control cars were newly-rebuilt in the Amtrak shops, permitting time-saving push-pull operation.

The \$145 million project was funded by Amtrak, the state of Pennsylvania, and the Federal Transit Administration

The *Keystone* route extends from New York to Philadelphia to Harrisburg. Reservations are required for travel between New York and Philadelphia. Philadelphia-Harrisburg service is unreserved.

RENO FUN AND SNOW TRAINS

The *Reno Fun* and *Snow Trains* will operate again in 2007.

The *Reno Fun Train* will depart from Emeryville with stops at Martinez, Sussun-Fairfield and Sacramento on Fridays Jan. 5 and 26, Feb. 9 through Mar. 30, with the return on the following Sundays. The trip includes a round trip coach seat with light meals, two nights in a hotel, and coupon book for Reno attractions. The train features a dance car, dome lounge piano lounge and other amenities. Passengers must be at least 21 years old. Prices start at \$249.00 per person.

The *Snow Train* will depart Emeryville making the same stops as the *Fun Train* on Tuesdays Jan. 30 through March 13, with the return on the following Sundays. It will include most of the amenities of the *Fun Train* plus historical narration. It is open to passengers of all ages, with discounts for seniors, children and groups. Prices start at \$199 per person.

Travel on the *Fun* and *Snow Trains* is available from Key

Holidays (800-783-0783 or www.keyholidays.com) or your travel agent. Amtrak does not sell these special trains.

TRAVEL INFORMATION

Amtrak instituted a national fare increase of between five and seven percent, or \$1 to \$3 for an average one-way fare, effective Oct. 17, 2006. During the past several months fares were adjusted on selected trains, however this is the first systemwide fare adjustment since the previous October. Fares were not adjusted on *Acela Express* trains or state-supported trains in Washington, Oregon, Illinois, Missouri, Oklahoma, Wisconsin, or Maine.

[Info. from Ken Ruben, Ed Von Nordeck]

A DAY IN SAN FRANCISCO by DENNIS GILKEY

On August 8, 2006, I caught the Antelope Valley Transit bus from my apartment in Lancaster to the Metrolink Station. The first picture I took was of a BNSF freight in Mojave with warbonnet pumpkin in GE wide cab units. At 7:50 a.m. I caught the Amtrak Bus to Bakersfield and transferred to the *San Joaquin Flyer* #713 (GE P40) to Oakland. There I met two lady friends, who had been waiting for me. One of them was a railfan friend's sister, whose family I have known for 15 years.

We drove to a local Motel-6, where I checked into my room with a view of the waterfront. Then we went to dinner at Jack London Square. I saw many trains that evening, such as UP, AMT, and one BNSF Transfer. They dropped me off at the model and went back to San Francisco.

The next morning, I rode BART to Powell St. in San Francisco and the two friends came in to Powell on BART from the other direction. We took PCC Car #1053 (green) to the waterfront, transferred to the LRV, and rode to the Caltrain Station. Then we took the train to Burlingame for lunch, back to San Francisco to ride the LRV to the Ferry Terminal. We caught the same PCC car we had before to Fisherman's Wharf, where we enjoyed the bay activities. We walked around and to the Cable Car Line to catch the car back to Powell St. Down stairs at BART we said our good-bys; they went their way and I went back to Oakland.

All of the Caltrains had F40s, where I saw new units at the station. I took many pictures of trains on Jack London Square. My first day in Oakland, I saw a local with a GP40 (long nose forward).

I left Oakland on *San Joaquin Flyer* #716 at 1:05 p.m., behind GE P40 #171. The only security check was to show my Drivers License. There were not many people that got on at Oakland, but a large crowd boarded at Emeryville. A family sitting across the aisle from me was from Mexico, going to Los Angeles. A girl sitting across the table from me was going to Fresno to visit her parents.

We made the regular station stop at Fresno. After we left the station, we stopped again at the yard office about a mile away. The conductor came on the public address system and said that someone in the last car was drunk and causing trouble. The Road Foreman of Engines pulled up and the Fresno Police came and dragged him off the train flat on his back. After a delay of half an hour, we were back on our way.

The train arrived in Bakersfield about 8:00 p.m., where all of the buses were waiting. I caught mine back to Lancaster.

arriving after 10:00 p.m. All of the Metrolinks were parked for the night, all of the taxicabs were gone, and the city buses had quit for the night. I went to phone a cab but there was no book, so a security guard called one for me. My friend called to check up on me, and I called her the next day to tell her all of the details.

As a rail fan, I saw a lot of Santa Fe units still in blue and yellow. Going north, I saw a couple of olive drab lo-nose geeps parked at an army facility near Stockton. Around Port Chicago, I saw a couple of Army SD40s in the red and yellow scheme coupled to a couple of tan switchers. Near Richmond, I saw an eastbound pig train with a couple of BNSF units back-to-back still in warbonnet colors.

When I was in Burlingame, I tried to put the sound of an arriving Caltrain with horn, bells, and loud squealing brakes on my other friends answering machine with my cell phone, but their son picked the phone up and answered it.

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

Metrolink weekday, systemwide, average trips during September increased from August by 967 or 2 percent to 42,357. Over Sept. 2005, total system ridership increased by 6 percent. Over a year ago, the largest changes were the Riverside/Fullerton/Los Angeles Line at 32 percent, and the Inland Empire/Orange County Line at 19 percent.

Metrolink weekday, systemwide, schedule adherence during September, or the percentage of trains arriving within 5 minutes of scheduled time, was 95 percent. The least schedule adherence was the Inland Empire/Orange County Line at 88 percent southbound and 86 percent northbound.

SCHEDULES

Sunday, December 31, 2006

A Regular Sunday Schedule will operate on the San Bernardino, Orange County, and Inland Empire/Orange County Lines.

New Years Day, Monday, January 1, 2007

San Bernardino Line. A modified Sunday Schedule: Train 351 operates 1h15m earlier to accommodate Rose Parade passengers, and replaces Train 353, leaves Riverside-Downtown 5:15 a.m., San Bernardino 5:55 a.m., arrives LAUS 7:25 a.m. All other San Bernardino Line trains operate on regular Sunday schedules.

Amtrak operates on all holidays and Rail to Rail tickets may be used on Amtrak services on days Metrolink does not operate (Refer to R2R materials for exclusions – no R2R usage on Thanksgiving Wednesday, Thursday and Sunday).

LOS ANGELES UNION STATION

Construction of the track and signal improvements for the 5th Lead Project was to be completed by the end of October 2006. Starting Nov. 3, just after 6:30 p.m., Southern California Regional Rail Authority (SCRRA) contractors were to begin the testing process necessary to cut in the new signal system. The Centralized Track Control (CTC) signaling system in the Los Angeles Union Station area will be shut down for two weeks to upgrade the switching system and complete installation of a new lead track into the station. All of the track switching normally done by remote control from the Operations Center will have to be done by hand. Metrolink switchmen will be out by the tracks hand-throwing the switches that route trains to the correct track.

Track assignments for some arriving and departing trains will change during this period. The cut over would take approximately two weeks, in time to reactivate CTC on Nov. 17, 2006.

COMMUNICATIONS TECHNOLOGY

A communications technology plan is needed by SCRRA that will provide guidance for evaluating, initiating, developing, operating and maintaining an integrated communications system. The Board on Oct. 28 authorized a contract to Clifton, Weiss & Associates, Inc., on a non-competitive basis, in an amount not to exceed \$430,420 over a contract term of two years.

STRATEGIC ASSESSMENT

During the last 14 years, Metrolink's network has grown from three routes to seven. It carries riders between 54 stations on an average trip length of 36 miles. The network includes more than 512 route miles with 145 trains each weekday. As of June 2006, three Metrolink lines have 26 trains on Saturdays and eight trains on Sundays. Average weekday ridership is over 42,000 (one-way trips) and average weekend ridership is about 8,900. Rolling stock in service includes 39 locomotives and 155 commuter rail cars (including one leased locomotive and 16 leased cars).

The assessment revealed that the principal strengths include safe operations and high customer loyalty, while key weaknesses include limited off-peak and weekend service and funding limitations of member agencies. Opportunities for Metrolink include improvement in business practices leading to a more secure funding base, and improvement in safety by implementing Sealed Corridors (preventing train-motor vehicle collisions at grade crossings) and Crash Energy Management technology (enhancing the safety of Metrolink rolling stock for riders). Threats include increasing costs of fuel, and the differences of funding capabilities of the member agencies that limit the ability of Metrolink to serve the growing and expanding region. The key unknown outcome is SCRRA's ability to grow its services on the freight railroads, over which Metrolink operates. These are the Burlington Northern and Santa Fe Railway (BNSF) and the Union Pacific Railroad (UP) serving the Ports of Los Angeles and Long Beach.

On the basis of this assessment, SCRRA management determined that the Metrolink Strategic Assessment should focus on Metrolink's strength as a safe and growing commuter rail operator. Specifically, the effort was to determine how best to ramp up service levels, including off-peak and weekend trains, over the next 24 years.

While Metrolink does not own nor operate parking at stations, improved station access and parking expansion are essential to continued growth in ridership. There are 21,955 parking spaces system-wide. As of Oct. 2005, 20 stations operated at greater than 90 percent of parking capacity on a weekday basis, and an additional seven operated between 80 and 90 percent of their capacity. As ridership increases in the future, capacity will only be further strained. Potential improvement strategies that might be employed by local agencies include the following:

- Review existing parking facilities to identify more efficient layouts.
- Add parking where feasible.
- At stations in areas with development potential, work with

local jurisdictions to have developers provide parking.

- Encourage transit oriented development at stations.
- Institute parking fees at stations.
- Set up parking permitting across multiple jurisdictions.
- Institute valet parking.

The analytical portion of the Strategic Assessment began with the development of Service Scenarios. These Scenarios were evaluated in an effort to identify a potential long-term direction for SCRRA. Service levels, ridership and costs were projected for the years 2010, 2015, 2020 and 2030.

Weekday patronage summary by Line, which included the current seven lines, with the 91 Line extended into Perris Valley, were: 2010, 51,345; 2015, 77,136; 2020, 96,788; and 2030, 156,502.

HEMET STATION

Several regional governmental consortiums have decided to make Hemet one of a half-dozen cities that will be the focus of a long-term transportation study. Two factors weighed in Hemet's favor when it came time to decide which cities to include in the transportation study, said Mayor Robin Lowe. One is that the city is in the midst of its general plan update. The other is that "the council would like to move forward with transit development.

Lowe said the city is also interested in studying the potential for a facility that would combine a park-and-ride lot with the Metrolink station and a bus terminal. The study will take 12 to 18 months, Lowe said. [Info. from *Valley Chronicle*]

ANAHEIM

Orange County Transportation Authority board members on Aug. 28 approved the \$22.5 million purchase of nearly 14 acres in Anaheim for a new transit hub. The county-owned land, located off of Katella Avenue and Douglass Road, will be used for the Anaheim Regional Transportation Intermodal Center.

The current Metrolink and Amtrak station in Anaheim will be moved to the site by 2010. Bus, rail and freeway services will be connected through the center. In addition, a bike path will be created near the property. [Info. from *Orange County Register*]

TRANSPORTATION FATALITIES

Transportation fatalities in the United States increased in 2005. According to preliminary figures released in September by the National Transportation Safety board deaths from transportation accidents in the United States in 2005 totaled 45,636, up from 45,092 in 2004. Total rail fatalities decreased from 816 in 2004 to 789 in 2005, with declines reflected in both the intercity and transit categories.

RIDERSHIP TO COASTAL AREAS

The Metrolink service, formerly known as the Beach Train, drew more than 2,700 riders some weekends during the steamy summer months as Inland residents hopped on the Inland Empire-Orange County Line to escape the heat and smog. But with children back in school and cooler weather on the way, the weekend trains to such coastal destinations as San Juan Capistrano and San Clemente are experiencing a dip with only about 1,000 riders using the service the two weekends just after Labor Day. [Info. from *The Press-Enterprise*]

HOLIDAY TOY EXPRESS TRAIN SCHEDULE

Saturday, November 18

Lancaster 5:00 p.m.

Palmdale 5:45 p.m.

Vincent Grade/Acton 6:30 p.m.

Via Princessa 8:00 p.m.

Sunday, November 19

Tustin 5:35 p.m.

San Juan Capistrano 6:55 p.m.

Laguna Niguel/Mission Viejo 7:45 p.m.

Irvine 8:30 p.m.

Saturday, November 25

Upland 5:00 p.m.

Rancho Cucamonga 5:45 p.m.

Fontana 6:40 p.m.

Rialto 7:45 p.m.

San Bernardino 8:30 p.m.

Sunday, November 26

Anaheim 5:15 p.m.

Orange 6:00 p.m.

Santa Ana 6:45 p.m.

Fullerton 7:45 p.m.

NORTH COUNTY TRANSIT DISTRICT

Beginning Oct. 27, Diesel Multiple Units (DMUs) will begin operating on 3,000 feet of track at North County Transit District's (NCTD) line near its Vehicle Maintenance Facility in Escondido, San Diego County. The first phase of SPRINTER vehicle testing will be limited to the short portion of completed track that lies between Hale Ave. and West Valley Parkway. As of Oct. 26, 10 of the 12 DMUs on order have arrived, with the final two still en route from their German-based supplier. The vehicles, manufactured by Siemens Transportation Systems, Inc. take a month to reach the U.S. by ship and truck. It is expected that in Nov., vehicle testing will be extended to Rancheros Dr. in San Marcos.

The 40,000-square-foot Vehicle Maintenance Facility in Escondido, which began construction nearly a year ago, is nearing completion. When SPRINTER operations begin in Dec. 2007, the facility will serve as the central location for dispatch, security, a fueling depot, a train wash facility and various administrative offices.

The passenger rail system will extend 22 miles along the Highway 78 corridor. A total of 15 stations are being constructed with parking, access to other NCTD public transportation and passenger amenities.

NCTD supplies public transportation for all of North San Diego County. The BREEZE has a fleet of 165 buses covering 53 fixed routes including four COASTER Connection routes. The COASTER commuter rail service operates at eight stations between Oceanside and San Diego. It includes seven locomotives and 28 bi-level passenger train cars providing 127 trips each week.

[Info. from NCTD Press Releases via Charles Varnes]

COMMUNITY DEVELOPMENT OF RAIL YARDS

In Eureka, California, there have been numerous community meetings and many passionate podiums for people in favor of and against a Eureka rail yard's development. A national forum was to be held the end of October, which might provide the city of Eureka an opportunity to hear what other developers and environmental consultants think about Security National's

proposed Marina Center.

The nationwide conference that specializes in converting old rail yards was the Center for Creative Land Recycling's "Next Stop: Redeveloping Surplus Rail Sites in Arizona, California and Nevada." It was held at The Four Seasons Hotel in Las Vegas. The event began with a reception with Las Vegas Mayor Oscar Goodman, and then an all-day workshop on Oct. 26.

Among the rail-yard redevelopments that were to be highlighted included Downtown Las Vegas' Union Park, one of the largest urban infill projects in the country, as well as Downtown Sacramento Rail Yard, Truckee Rail Yard, Yuma Riverfront Project, the Marina Center, Central Station in Oakland, and numerous park and greenway projects.

Security National (SN) purchased Union Pacific Railroad Co.'s Eureka Rail Yard or "Balloon Track" on Sept. 28. But Marina Center is a long way from being realized. "Almost no rail yard has that infrastructure that most sites have," SN Senior Vice-President Brian Morrissey said. From sewers to roads to water to storm drains, all of these represent what a typical rail yard is lacking and what a developer needs to find a way to put in place, he said.

"We're always looking for new ideas on how to deal with 'brownfields,' in general, and rail yards are becoming a more important part of different communities, Franz Lowman, SHN Consulting Engineers & Geologists Inc. said.

[Info. from BBS Railroad Newsline via Ken Ruben]

URBAN RAIL TRANSIT **by DICK FINLEY** LOS ANGELES METRO RAIL CONSENT DECREE

U.S. District Judge Terry Hatter on Oct. 25 denied a request to extend the consent decree under which the Los Angeles County Metropolitan Transportation Authority (MTA)(Metro) has operated for the last 10 years. Although he allowed the consent decree to expire Oct. 29, Hatter ruled that the court will retain authority over the MTA in regard to ongoing service improvements that are scheduled to take effect prior to Nov. 30, 2010. The consent decree resulted from a lawsuit filed by the Bus Riders Union in 1996 to improve bus service.

In his ruling Hatter applauded the efforts of the MTA, while acknowledging that the agency had not been in compliance with the decree 100 percent of the time. "Despite an increasing ridership, increasing traffic congestion and fiscal constraints, MTA has substantially complied with the consent decree while maintaining fares at reasonable levels," the judge's ruling stated. "The consent decree has served its purpose and will not be extended."

Supervisor Gloria Molina, the current MTA chair, said the transit agency will continue to improve service. "We're not about to lower our standards. Nobody at Metro wants to turn back the clock and undo all the progress we have made," Molina said. "At the same time, Metro now will have more local control and flexibility in allocating resources to all mobility programs in L.A. County."

[Info. from *Pasadena Star-News*]

LANKERSHIM DEPOT TRANSIT CENTER

At the MTA Board on Oct. 26, restoration of the Lankershim Depot with a Life of Project budget of \$3.6 million was ap-

proved. A change in Project sponsor from the Community Redevelopment Agency (CRA) of the City of Los Angeles to Metro was also approved.

Metro plans to utilize this space as a much-needed customer service center and possibly minimal office space for Metro Orange Line operations. It is ideal for such a facility by location at the intersection of Lankershim Blvd. with 16 local bus routes, the Metro Red Line subway and Metro Orange Line busway.

The CRA has already expended \$215,236 on professional services, resulting in a complete set of construction plans and specifications. The staffs of Metro and the City of Los Angeles agree on the following:

- Transit patron and community oriented uses. Space for a small cafe or concession stand. In May 2006, the Board adopted the North Hollywood Conceptual Development Guidelines for the larger North Hollywood site including the Lankershim Depot property. These guidelines call for any future development to include a customer service center at a suitable location, if it does not remain in the Lankershim Depot.
- Public restroom facilities. An automated Public Toilet (APT) is located at the North Hollywood Red Line station, across Lankershim Blvd. A future developer is to provide public restrooms on both sides of Lankershim.
- Bicycle services and parking. Bicycle lockers and racks, installed near the Lankershim Depot, as part of the Metro Orange Line station facilities, will continue to be a part of any future joint development of the site.
- Preservation of the Depot at its current site is another requirement of the guidelines. Any alternative location must be consistent with the Lankershim Depot's historic designation and transportation heritage. CRA's plans include stabilization and rehabilitation of vintage railroad tracks adjacent to the Depot. A local official intends to secure a locomotive for placement and display at the Depot.
- Metro's Real Estate department will issue a License Agreement for the right-of-way landscaping in the near future.
- Metro will credit CRA for all verified funds previously expended on the Depot Project. Metro staff will finalize contract documents and initiate contract actions to procure bids for the restoration work, and issue bids in the spring of 2007.

SAN DIEGO

The annual ridership for San Diego Trolley, Inc. (SDTI) for FY 06, which began July 1, 2005, was fixed at 33,829,833. This is a 13 percent increase over the previous fiscal year of 29,334,362. The increase is attributed to the July opening of Metropolitan Transportation System's (MTS) new Green Line service; the ever-increasing public use of light rail vehicle (LRV) service for work, travel, and special events; and escalating gas prices.

SDTI once again achieved one of the lowest accident rates among light rail agencies in the country in addition to reducing the number of accidents experienced in FY 06. During FY 06 there were 3,267,617 train miles operated. The total number of accidents during the fiscal year was 24, representing 0.7 accidents per 100,000 miles operated. When the total FY 06 accidents per 100,000 is compared with FY 05 (0.7 vs. 0.8), an increase in safe train miles operated is realized.

SDTI experienced 95 operating rule infractions in FY 06,

which represents a 29 percent reduction in infractions from FY 05 (134 vs. 95).

SDTI scheduled 170,285 regular trips in FY 06. Of the number scheduled, 170,200 were operated for a schedule adherence of 99.95 percent. Of those trips operated, 97.1 percent were on time (within five minutes of schedule). Staff continually monitors system operations, trip times, and ridership patterns so as to implement timely responses to events that may occur in a rail environment where even minor delays can impact the trip times of multiple trains and delay numerous passengers. Monitoring ridership patterns and making appropriate adjustments to train-consist size (the number of LRVs) is important and required to balance passenger comfort against the economies of service provided.

Total wheelchair ridership during FY 06 reached 78,664 (215 per day), representing a 3 percent increase over FY 05. The new low-floor S70 LRV was introduced to the fleet in July allowing four disabled riders per LRV as opposed to the two-rider maximum per train on the U2 LRVs and three-rider maximum per train on the SD-100 LRVs.

During FY 06, SDTI provided service to 134 special events including 84 Padres games and 10 Chargers games. Of the total attendance at these 134 events, 706,414 (17.6 percent) used the trolley for transportation. There were over 4,916 train trips operated to support special events service to these events. Revenue from manual ticket sales (\$1,171,710) was down 13 percent as compared to FY 05.

The LRV fleet incorporates three series of Siemens vehicles beginning with 71 U2 LRVs (21 to 26 years old), 52 SD-100 LRVs (11 years old), and 11 S70 LRVs introduced in July to support the new Green Line service. Differing maintenance training and service programs for each series of vehicle requires that personnel maintain a high degree of technical knowledge in a variety of areas associated with the maintenance of electrical and mechanical components of each vehicle.

An aggressive body restoration and painting program continued in FY 06 to address the exterior appearance of the U2 fleet. In FY 06, a total of 14 U2 LRVs received extensive body restoration and finish paint bringing the total number restored to 58. In the U2 fleet, 13 vehicles remain to be completed. The current contract is scheduled to be renewed next year; after the renewal, a similar restoration program will be initiated on the SD-100 fleet. It is anticipated that the body restoration program for the U2 cars will be completed in FY 08.

The Wayside Maintenance Department continued to improve on its preventive maintenance programs by successfully completing the FY 06 goal of revising training modules associated with signaling, traction power, and station electrical. An enhanced substation and catenary inspection program has significantly reduced the frequency of system failures involving these critical wayside components. The FY 06 goal to replace cross-ties and track tamping was exceeded with a total of 1,102 cross-ties changed and 5.15 miles of track surfaced and aligned on the Blue Line.

As one of the top ten light rail transit (LRT) systems in the United States, MTS was invited by the Transportation Security Administration (TSA) to participate in the National Explosives Detection Canine Team Program. Highly trained explosive-

detection dogs were provided to MTS for use in the program. All expenses for the teams were paid by the TSA. The teams were fully authorized to respond to bomb threats and suspicious packages throughout the MTS system beginning in Sept. 2006.

MTS was awarded a grant in spring 2006 by the Department of Homeland Security, which is in collaboration with the North County Transit District, for funds to be spent on projects that support regional goals of protection against terrorism. An additional grant was provided for installation of closed-circuit television (CCTV) at the San Ysidro Transit Center.

The Green Line turned one year on July 10, 2006. Service was established on the new line segment between the Old Town Transit Center and Santee Town Center Station with 15-minute weekday headways and 30-minute late-evening and weekend-morning headways. In its first year, the Green Line carried 7,429,050 passengers and generated revenue of approximately \$3,500,000 from ticket vending machines and special events booths and \$14,000,000 from monthly pass sales. In Sept. 2006, a service adjustment was made to provide an enhanced late-night service to the San Diego State University Transit Center Station.

The new Operations Control Center was activated on March 14, 2006. The center has approximately 1,700 square feet of working space, housing train controllers, security dispatchers, and CCTV monitors as well as a customer service information representative and the OCC supervisor. The OCC is staffed continuously providing system operations oversight and security monitoring and response.

BAY AREA RAPID TRANSIT

A pair of ceremonies on Sept. 29, one in Dublin and then in Pleasanton, celebrated the groundbreaking on the BART stop known informally as the West Dublin/Pleasanton station. It is the first BART station to be built with some private funding, the first new station to be built on an existing BART line, and the first to be designed with a surrounding transit village that includes two parking garages, housing, shops, a restaurant and a hotel. It is scheduled to open in 2009.

The yet-unnamed station will straddle Interstate 580 at Golden Gate Drive in Dublin's main business district. The station platform, within walking distance of Stoneridge Mall, will sit in the I-580 median and include pedestrian bridges. "It straddles the line into two different cities, and it took the efforts of both to make it happen," said BART spokesman Linton Johnson.

The \$87.5 million station will be funded by \$15 million in state and local grants, \$15 million in private money from the developers, and \$57.5 million from bonds to be repaid with fares and parking charges from the station. BART officials estimate that by 2013 about 8,560 riders a day will use the station.

The transit village will have 210 homes, a 150-room hotel and a 7,500-square-foot restaurant in Dublin, and a 170,000-square-foot office building in Pleasanton. The developer has petitioned Pleasanton for approval to build 350 units of rental housing instead of the office space. A 419-space parking garage is planned for Pleasanton, a 713-space garage is planned in Dublin.

Construction of the station should not interrupt train service, Johnson said. Riders traveling between Castro Valley and Dublin/Pleasanton will have their trips extended by about a

minute due to the new stop.

[Info. from *The San Francisco Chronicle* via Ed Von Nordeck]

TRANSBAY TERMINAL

The lack of state funds for a high-speed rail system from Los Angeles to San Francisco could stall Caltrain's arrival at the much-anticipated Transbay Terminal until 2021. The yet-to-be built transit center at First and Mission, with bus, BART, Caltrain and high-speed rail service, is expected to cost about \$3.4 billion. Only about \$1.5 billion of that funding is accounted for, said Maria Ayerdi, director of the Transbay Joint Powers Authority.

Much of the money needed to extend the Caltrain line from its current terminal at Fourth and Townsend to First and Mission Streets in a 1.3-mile tunnel was expected to come from a high-speed rail project that would also stop at the terminal. Sacramento lawmakers have delayed until 2008 a \$9.95 billion bond initiative to fund the trains designed to travel between Los Angeles and San Francisco in 2.5 hours.

To keep the terminal project moving, the Transbay Joint Authority board has decided to build the transit hub first and bring Caltrain downtown later. The dilapidated bus station is scheduled to begin its transformation in 2008 into a transit jewel surrounded by 3,400 new homes, office and retail space, parks and open space and a 1,000-foot tower, the tallest in the Bay area.

Half of the Transbay budget, about \$1.7 billion, is earmarked to cover the cost of the Caltrain tunnel, construction of which could start in 2012 or sooner. That leaves the Caltrain extension looking for other funding sources.

[Info. from *The San Francisco Examiner* via Ed Von Nordeck]

SAN FRANCISCO MUNICIPAL RAILWAY

Third Street Line

Muni's Third Street light rail line is scheduled to start in January. The \$667 million project was delayed by more than a year and \$120 million over budget. Muni plans to open part of the line with limited free service on weekends as a way to test it.

In April 2007, Muni is expected to open the complete 5.4-mile rail line with full seven-day service. It will provide service along Third Street, beginning at the Caltrain Depot at Fourth and King Streets, running to the intersection of Bayshore Blvd. and Sunnydale Ave. in Visitation Valley. One car will roll along the rails every nine minutes during morning and afternoon peak hours. The cars will arrive every 12 minutes in the evening and every 20 minutes at night until 1 a.m.

One of the more exciting aspects of the line is the development that may follow. Supervisor Sophie Maxwell, who represents the neighborhoods along the Third Street corridor said the line's opening would go a long way to attracting a developer to build on a vacant 12-acre site near the end of the route in Visitation Valley. Another developer is interested in building several hundred units of housing on an adjacent 8-acre site.

Track Replacement

The replacement of Muni tracks older than 30 years in front of the West Portal station is part of a \$6.4 million Muni project that was to replace some tracks of the L-Taraval Line west of the station. Muni spokeswoman Maggie Lynch said the delay was due to the fact that the contractor had difficulty in obtaining rail materials. Muni was looking to do the track replacement some-

time in October 2006. Once the new tracks were in, the rail system's overhead electrical lines would be replaced.

[Info. from *The San Francisco Examiner* via Ed Von Nordeck]

ALTAMONT COMMUTER EXPRESS

As of Oct. 20, Altamont Commuter Express trains were running at 52 percent on-time for the month of Oct., and 77 percent on-time for the year thus far. ACE says this on-time performance is unacceptable, considering Union Pacific's contractual obligation to dispatch the ACE trains at 95 percent on-time. According to ACE's contract with UP, "San Joaquin Regional Rail Commission (SJRRRC) shall have absolute priority" on the tracks until the trains reach 95 percent on-time.

ACE offers this information on the reasons for the dip in performance. ACE in a sense rents track from UP and is at the control of UP's dispatching and maintenance. In addition to signal- and dispatch-related failures, the ACE train experiences a high amount of slow orders, which, because of poor track and tie conditions, forces the train to travel at speeds below the normal scheduled speeds. In addition, the ACE corridor has experienced the traditional seasonal increase in freight traffic, and the new Capitol Corridor schedule has created additional schedule conflicts for the ACE train.

These listed challenges to ACE's on-time performance are no excuse for the current level of service that our passengers are facing. On Oct. 23, ACE's Director of Operations was to meet with the Union Pacific System Director of Passenger Operations and the Union Pacific System Director of Dispatching in order to resolve key issues. The SJRRRC was to participate in a high-level meeting within the next two weeks at the Union Pacific headquarters in Omaha, Nebraska, between ACE's Director of Operations and UP's Senior Management to develop a strategic plan to return ACE to positive performance.

[Info. from ACE Insider via Charles Varnes]

PORTLAND, OREGON

On Oct. 20, the Portland Streetcar opened its South Waterfront Extension with an official ribbon cutting ceremony at 11 a.m. at the Southwest Moody and Gibbs platform. The Portland Streetcar is owned and operated by the city of Portland, and started with a 4.8-mile loop of single track that opened in July 2001 running from the campus of Portland State University north to the Pearl District and then west to Northwest 23rd Avenue.

In March 2005, the southern end of the line was extended from the University to RiverPlace, a distance of 0.6 miles. Construction began in August 2005 on the additional 0.6-mile extension south to Southwest Gibbs St. This extension differs from the rest of the streetcar system in that it will run on its own right-of-way, allowing the streetcar to run at higher speeds.

Portland's streetcars are manufactured by Skoda-Inekon in Plzen of the Czech Republic. They are about eight feet wide and 66 feet long, which is about 10 inches narrower and one-third the length of a MAX two-car light rail transit train.

[Info. from Trains Railroad News via Ken Ruben]

SEATTLE

On Sept. 22, Sound Transit and the Port of Seattle broke ground on the Airport Link light rail and airport roadway improvements. The SeaTac/Airport light rail station will be built adjacent to the existing airport parking garage, with an elevated

walkway connecting the station to the fourth level of the garage. Another elevated walkway will cross International Boulevard, connecting light rail passengers with the SeaTac City Center and a passenger pick-up and drop-off area.

The existing return to terminal ramps at the north end of the parking garage will be taken out to make room for the light rail station and replaced with a new interchange. North of the airport, the northbound lanes of the airport expressway will be moved to the east so that light rail tracks can be built in the expressway median.

When trains start running in 2009 they will arrive and depart up to every six minutes during peak-hours and every 10 minutes during off-peak hours. Travel time between the Airport Station and the heart of Downtown Seattle will be 34 minutes. Airport Link will open in Dec. 2009, only several months after trains start running between Downtown Seattle and Tukwila in Summer 2009.

SPOKANE

Spokane Transit Authority's plan for an LRT line between Spokane and Liberty Lake was defeated at the polls on Nov. 7. Proposition 1 was favored by only 43.68 percent of the voters, and Prop. 2 had 45.99 percent yes.

[Info. from Sound Transit via Ken Ruben]

RUSSIAN RAILWAY TO NORTH KOREA

OA Russian Railways, the state-run monopoly led by Putin confidant Vladimir Yakunin, is planning to complete a rail line crossing the North Korean-Russian border. The project does not violate United Nations sanctions on North Korea.

"The railway is a symbol of Russia's power in the region," said Charles Armstrong, Director of the Center for Korean Research at Columbia University in New York. "Russia has been trying to get back into the game in Northeast Asia since the collapse of the Soviet Union. The railway is one way."

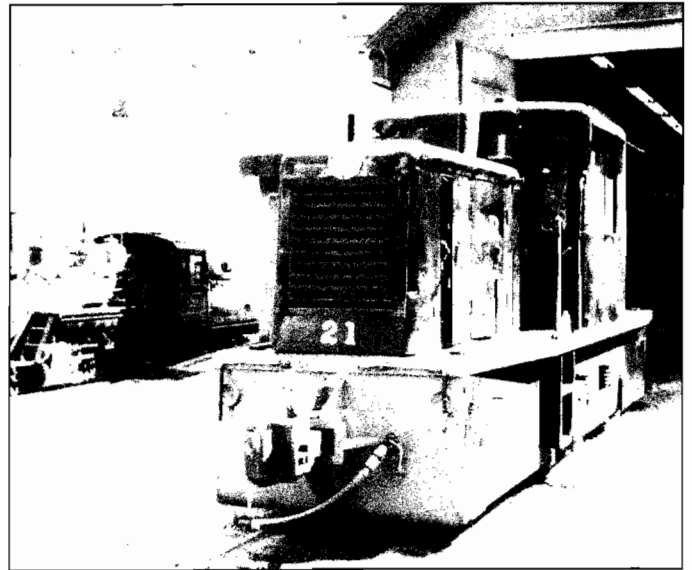
[Info. from BBS Railroad Newsline via Ken Ruben]

LOS ANGELES COUNTY RIDERS

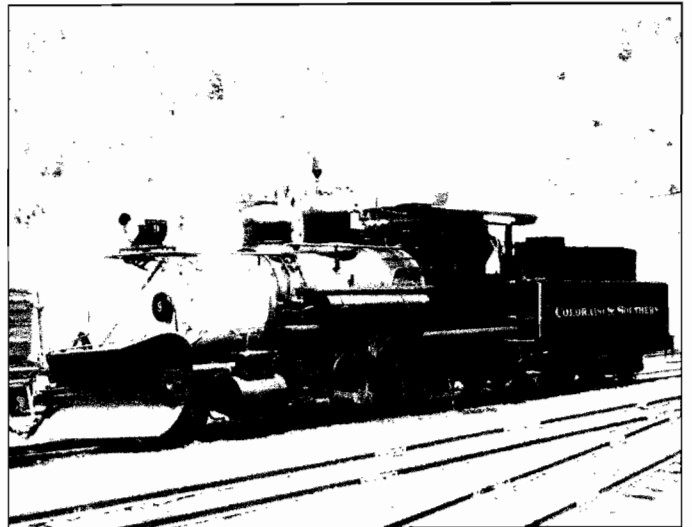
During the month of September 2006, the average number of weekday riders traveling on trains going to, from, or within Los Angeles County, other than on Amtrak, was 282,592. This was a 4 percent decrease from last month.



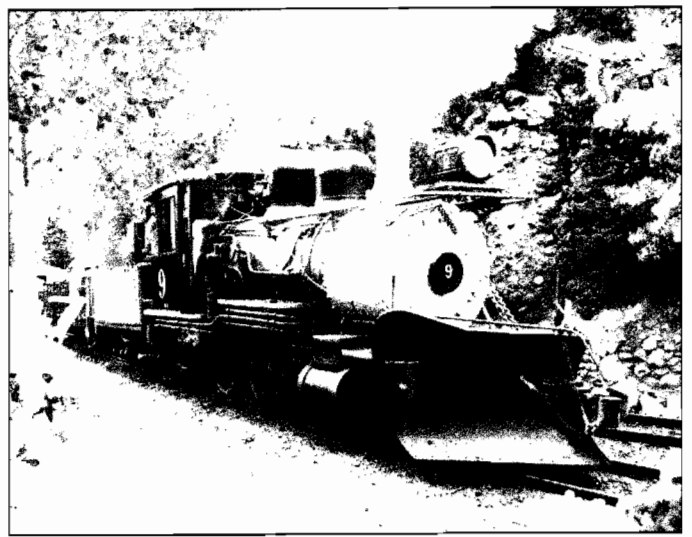
The old Southern Pacific headquarters building in San Francisco is seen on August 9, 2006. Photo by Dennis Gilkey



The former Colorado Fuel & Iron 21 at Silver Plume with disabled GLRR 12 in the background. Photo by Brian Black



Georgetown Loop Railroad 9 at Silver Plume preparing to depart for Devil's Gate. Photo by Brian Black



The former Colorado & Southern 9 at the Devil's Gate station on the Georgetown Loop Railroad. Photo by Brian Black