

# WHEEL CLICKS

Pacific Railroad Society Inc.

JULY 2011

**AMTRAK COMES TO TEHACHAPI** — An interview with (JW) Janet Westbrook, passenger, and (RG) Rolland Graham, Pacific Railroad Society.

JW – I understand that PRS hasn't done this trip in 35 years.

RG – Last trip we operated was in 1979, as a 2-day itinerary via the Santa Fe (through Barstow).

JW – How many people were on the trip?

RG – About 375.

JW – I assume AMTRAK owns the five regular cars, but are the three other cars and the *Pony Express* PRS cars?

RG – Amtrak provided the five coaches and the full length dome car in the middle of the train. That dome car originally was built for the Great Northern's *Empire Builder*. It is the last dome car on the Amtrak roster. The other four cars are privately owned. One of these is the *National Forum*, owned by PRS. It was built for the Union Pacific. PRS purchased it from UP in 1971 when Amtrak took over passenger train service from the UP. The *Pony Express* (baggage car) was built for the Canadian Pacific. The *Nenana* was built for the Santa Fe, and operated on the *Chief*. In the 1980s and 90s it operated as part of the McKinley Explorer service on the Alaska Railroad (Westtours). Currently it is owned by Iowa Pacific. The *Silver Lariat* was built for the Burlington.

JW – What kind of amazing special permission does it take to run a passenger train on UP tracks?

RG – All special train requests have to be submitted to Amtrak's Special Movements Department. They then forward the proposal to the railroads involved for their approval. We do not negotiate directly with the railroads — just Amtrak. PRS does have a good working relation with Union Pacific in the LA area (we let UP use the *National Forum* for their special events at no charge, for example), which may have helped.

[From the Tehachapi newspaper, *The Loop* via Margo Petros]

## METRO HEARS IDEAS ABOUT L.A. STREETCAR

On May 17 about 150 people showed up for a public meeting to discuss possible routes, the price tag, and other aspects of the streetcar project proposed by 14th District City Councilman José Huizar.

Metro organized the event, which took place at Broadway's Los Angeles Theatre. "The big thing is that there was a lot of positive support for the project," said Metro Planning Director Robin Blair after the evening event.

Metro representatives were scattered throughout the theater during the open house segment, answering questions from those who attended. Blair said that after another meeting in June, Metro staffers will consider the public input as they bring a suggested final route to the Metro Board. That is expected to occur in July.

Officials with Los Angeles Streetcar Inc., the nonprofit

Huizar established to oversee the project, are currently exploring a proposal to have Downtown residential and commercial property owners along the route pay for more than half of the project via a special tax. The streetcar was first announced about three years ago as the lynchpin of Huizar's Bringing Back Broadway initiative. Current plans call for the project to open in 2015.

LASI staff initially anticipated the project connecting the Music Center on Grand Avenue with the Convention Center and L.A. Live, and having Broadway as the principal southbound spine. Recently, Metro has indicated that the route may have to be expanded so that the project can include a maintenance facility. Blair has said the streetcar would likely have to extend north through Chinatown or south toward Washington Boulevard.

On May 17, the various route options were placed on large maps throughout the lobby. They were broken down into three segments with several alignment possibilities in each.

Segment A consists of routes north of Fifth Street. Concerns identified with the path include the steep grade on Grand Avenue and First Street and how the streetcar would coordinate with the Regional Connector, the \$1.4 billion Metro project that will link several light rail lines in Downtown..

In Segment B, between Fifth and Ninth streets, Broadway is the assumed southbound track, while Hill and Olive streets are primary options for going north.

In Segment C, which covers the area south of Ninth Street, a main question is whether to extend the route to 11th Street or all the way to Pico Boulevard.

Those who would use the project had plenty to say. "The main thing I'm concerned about is the A Segment," said Nathan Griffin, a Boyle Heights resident. "It needs to go all the way to Union Station and Olvera Street." Downtown resident Joe Barber, an economist, said that while he is concerned about the cost, he is satisfied with many of the route options. However, he believes including Union Station is crucial in getting people from outside of Downtown to use the streetcar. The date and location of the next meeting was not announced.

[Info. from *L.A. Downtown News* via Ken Ruben]

## RAILCARS AT RICHLAND, WASHINGTON

Two locomotives that hauled irradiated fuel around the Hanford Nuclear Reservation for a half-century have been moved to the site of the historic B reactor for preservation and public display. The 1948 locomotives are among 16 railcars from Hanford's 200 North Area being removed by a contractor.

The Department of Energy's Cameron Hardy said two cask cars that carried irradiated fuel also will be on display.

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



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**JULY 2011**

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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.; Mondays: 12-5 p.m.; Wednesdays: 1-5 p.m.

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**PRS NEWS — ARRIVALS & DEPARTURES**

- July 2, 9, Pacific Railroad Museum work party, 10:00 a.m. to 4:00 p.m., 210 W. Bonita Ave., San Dimas Sats.
- July 2, 9, Rolling Stock repair day, 8:30 a.m. to ?, 16, 23, 30 Saunders Yard, Noakes St. & Herbert Ave., Sats. Commerce.
- July 4, 11, Mon. PRM open, 12:00 to 5:00 p.m., 210 W. 18, 25 Bonita Ave., San Dimas.
- July 6, 13, Wed. PRM work party, 1:00 p.m. to 5 p.m., 210 20, 27 W. Bonita Ave., San Dimas.
- July 8 Fri. Board Meeting, 6:30 p.m.; Membership Meeting, 7:30 p.m. MTA Building at Union Station.
- Aug. 1, 8, Mon. PRM open, 12:00 to 5:00 p.m., 210 W. 15, 22, 29 Bonita Ave., San Dimas.
- Aug. 3, 10, Wed. PRM work party, 1:00 p.m. to 5 p.m., 210 17, 24, 31 W. Bonita Ave., San Dimas.
- Aug. 5 Fri. Board Meeting, see Aug. *Wheel Clicks*
- Aug. 12 Fri. Membership Meeting, see Aug. *Wheel Clicks*

**MEETING PROGRAMS**

by **RUSS DAVIES**

July 8: **Historic Black and White Images from your PRM files!** **Jim Baker and Bob Washburn** have been concentrating on listing, filing, and archiving our black and white negatives and prints. We've also begun **scanning** many of them. Tonight we'll see some choice selections from various collections, including the **Damon Collection**, the **Donat Collection**, the **Melching Collection**, the **Walker Collection**, and others. **Be there, and bring digital briefs!**

**MEMBERSHIP MEETING DETAILS**

**Once again we'll be meeting at the MTA Building.** The **MTA Building** is adjacent to **Union Station**. **Parking** is available in the underground lot shared by the MTA and Union Station.

Denny's has been sold, and is now a Nibbler's. If you wish to eat at Nibbler's, and leave your car there during the meeting, talk to the on-duty manager, and confirm that its OK to leave your car there.

To get to the meeting from Denny's, **for safety**, cross the street at the traffic signal, and walk right into the covered MTA garage and parking. Then follow the signs in the garage to the MTA Building elevators, to your right.

**You can also take any of the Metro rail lines, or Metro and "MUNI" bus lines, that serve Union Station, and Metro-link.**

**MEMBERSHIP REPORT**

by **VIRGINIA GRUPP**

There were no late renewals at the Board Meeting on June 6, 2011. New members voted in at that time were Geanne Pankeythompson, No. 374; and Nicholas Matonak, No. 375.

**ELLEN MARKS**

Long time PRS member, Ellen Marks, passed away May 9 from cancer. She was born in Des Moines, Iowa, came to Los Angeles in 1947, and retired from General Electric in 1989. Her early association with PRS began on a trip through the Copper Canyon with Lets Travel Tours. The Von Nordecks used Ellen and her husband, PRS member Mel, as escorts on tours throughout the West. Ellen and Mel's last PRS trip was "coast to coast" with the *National Forum (Exc. #525)* in 2006.

**DICK STEINHEIMER REMEMBERED**

by **BOB JOHNSON**

At approximately 2:30 p.m. PDT, May 4, 2011, longtime rail photographer and rail enthusiast, Dick Steinheimer, passed away from Alzheimer's Disease. He was last living on 5th Ave. in Sacramento, but may have been in a convalescent home because of his increasing illness. He is survived by his wife and author/book writer/photographer/railfanette, Shirley Burman.

Dick shot lots of great rail pictures over the last 50 or more years at many places in the West. He shot mainly SP & DRGW steam locomotives in action. He was well liked and known by railfans and railroaders alike. He will be greatly missed, but not forgotten as his great railroad photography lives on.

I first met Dick at the Orange Empire Railway Museum in Perris, California in March 1981, when I was 10 years old. I had stepped up to the mainline track to take a picture with my 126

mm film camera when my step-dad, Herb had noticed Dick taking a picture in the direction of where I was. Herb immediately yelled for me to get out of the way, when Dick told him to calm down, that he indeed wanted me in the picture! So then Dick asked me for several different poses, which I gladly did for him. Seventeen years later, I saw Dick again at the Winterail Show in Stockton, that as far as I'm concerned, is a convention, more than anything. I went up to him and asked if he remembered the pictures he took of me and he remembered like it was yesterday. About two weeks later, he sent me a proof sheet and one enlargement of the pictures he took of me at OERM. Wouldn't you know it, I was just looking at those same pictures, Yesterday! Today, I get the news of his passing. Dick had been with the disease for the last two years or so.

**CALTRAIN NEWS** by **MIKE GONDRO**

Caltrain's experiment with running Baby Bullet trains on weekends has been a resounding success. The trains, which began running earlier this year and make only seven intermediate stops, helped increase Caltrain's weekend ridership by 54 percent over March. It helped that April also marked the beginning of the San Francisco Giants baseball season at nearby AT&T Park. The weekend Baby Bullet trains were intended as a three month experiment, but that is likely to be extended now. The idea of express weekend trains came from passenger input at public meetings held late last year.

Caltrain now carries over 13,000 riders on Saturdays and over 9,000 on Sundays. Weekday ridership is at an all-time high. In March, Caltrain averaged 41,442 riders per weekday, which is a 12.7% increase over March 2010. Of those passengers, 3664 are bicyclists, a 37.8% increase from 2010.

On May 15, the city of San Francisco held its centennial running of the Bay to Breakers foot race. As it always does, Caltrain ran special trains for participants and spectators of the race. This year, the race started an hour earlier at 7:00 a.m., and Caltrain responded with four special trains. The first train ran as deadhead equipment to Mountain View, then stopped only at Palo Alto, and ran nonstop to San Francisco. The second train ran nonstop from San Jose Diridon to San Francisco. The last two trains ran as limited stop trains, each running nonstop from Millbrae to San Francisco.

After the race, two express trains departed San Francisco at 1:10 p.m. and 2:10 p.m. The trains ran nonstop to San Carlos, then made all local weekend stops to San Jose Diridon. Those headed to stops between San Francisco and San Carlos had to use regular Caltrain service.

In May a library book kiosk opened on the concourse level of the Millbrae station. The kiosk, equipped with a book dispensary machine, allows commuters with a San Mateo library card to check out books.

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

**AMTRAK**  
May Ridership

Amtrak's May 2011 ridership was its best ever and marks 19 consecutive months of year-over-year ridership growth. The streak of 19 consecutive months of year-over-year ridership

growth began in November 2009.

Ridership for May 2011 was nearly 2.7 million passengers which represents an increase of 8.1 percent over May 2010 and keeps it on track to set a new annual ridership record.

**Northeast Corridor Ridership**

May 2011 ridership in the *Northeast Corridor* was 997,545 vs. 919,158 in May 2010 an 8.5 percent increase. October-May FY 11 ridership was 7,260,643 vs. October-May FY 10's 6,896,994, a 5.3 percent increase.

**State Supported and Other Short Distance Corridors**

May 2011 ridership in state supported and other short distance corridors was 1,296,204 vs. 1,191,224 in May 2010, an 8.8 percent increase. October-May FY 11 ridership was 9,582,464 vs. October-May FY 10's 8,853,307, an 8.2 percent increase.

**Long Distance Train Ridership**

May 2011 ridership aboard long distance trains was 397,622 vs. 380,273 in May 2010 a 4.6 percent increase. October-May FY 11 ridership was 2,959,7342 vs. October-May FY 10's 2,805,889, a 5.5 percent increase.

**Historical On-Time Performance**

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

Route	May 2011	Last 12 Months
Sunset Limited	77.8%	82.1%
Texas Eagle	50.0%	63.1%
Heartland Flyer	75.8%	85.8%
Southwest Chief	91.9%	84.9%
California Zephyr	38.7%	55.2%
Empire Builder	86.0%	85.2%
Coast Starlight	87.1%	70.9%
City of New Orleans	62.9%	77.2%
Pacific Surfliner	82.0%	81.8%
San Joaquin	88.4%	90.0%
Capitol Corridor	96.1%	95.5%
Amtrak Cascades	75.0%	61.0%
Illinois Service	69.3%	69.3%
Michigan Services	33.0%	36.0%
Hiawatha	90.3%	89.3%
Missouri River Runner	89.5%	89.2%
Acela Express	87.6%	83.6%
Northeast Regional	80.9%	79.8%

**LONG DISTANCE TRAINS**

Severe flooding in the Midwest in May and June caused service disruptions for the *Empire Builder*, *California Zephyr*, and the *City of New Orleans*. Some trains were annulled, and others operated over only a portion of their route.

**Southwest Chief**

On May 29, the westbound *Southwest Chief* detoured between San Bernardino and Los Angeles via the Metrolink San Gabriel Subdivision. The reason for the detour was that the BNSF Ry. was performing track and signal work on its San Bernardino Subdivision at Santa Fe Springs.

**California Zephyr**

Beginning May 16 from Chicago and May 19 from Emeryville, a third sleeping car was added to the *California Zephyr*. The cars will operate for the summer. The westbound number is 533 and the eastbound car number is 633.

### Coast Starlight

In what is referred to by railfans in the area as "the annual Salinas Valley harvest time demolition derby," the northbound *Coast Starlight* struck a farm tractor with trailers North of King City on May 19. That event was followed by one on May 25 when the southbound *Starlight* struck a truck at Spence Road south of Salinas.

### WESTERN CORRIDORS

#### Pacific Surfliner

*Pacific Surfliner* Train 798, suffered a locomotive failure north of Ventura on May 12. The train was towed into Los Angeles by the *Coast Starlight*. Train 798 was powered by Amtrak 510 with NPCU 90208 leading it. Amtrak 510 was reported to have failed the previous week, also.

### GRAND CANYON RAILWAY

On Sept. 17 the GCRY will operate its steam locomotive 4960 from Williams, Ariz., to the Grand Canyon to celebrate the railway's 110th anniversary.

Trains began traveling to the Grand Canyon Sept. 17, 1901 on a branch line built and operated by the Atchison, Topeka and Santa Fe Railway Company. The ATSF continued to operate the line until 1968 when it was closed. In the mid-1980s businessman Max Biegert purchased the tracks and brought the Grand Canyon Railway back to life with the first train running Sept. 17, 1989, 88 years to the day after its opening.

[Info. from Ken Ruben, Ed Von Nordeck]

### MCCLLOUD RAILWAY COMPANY by ROGER TITUS

McCloud Railroad No. 25, an Alco built 2-6-2 (1925) steam locomotive left McCloud, California on March 30, 2011. It was sold to Oregon Coast Scenic Railroad in Garibaldi, Oregon, to be operated on excursions and dinner trains. No. 25 last ran on McCloud Railway on November 9, 2008.

Pacific Railroad Society operated several excursions to McCloud, including the years 1960, 1969, 1948, and 2001. The 1948 trip included a charter train, consisting of No. 25, two or three coaches and a caboose, to the town of Mt. Shasta and return.

### INDEPENDENT SHORT LINE ENDS 114 YEAR RUN

BY GENE EAGLE of *Weed Press*, Weed, Siskiyou County

Amid little fanfare, the colorful age of steam on McCloud rails officially came to a close on March 30, 2011. The last surviving oil-burning steam locomotive No. 25 and its tender were loaded onto separate lowboys and trucked away to a destination many miles from their "home rails."

The locomotive and tender will be put to work for their new owners, the Oregon Coast Scenic Railroad in Garibaldi, Ore. The OCSR runs train rides similar to those that were run by McCloud Railway, offering excursions and a dinner train.

As the 134 foot, 13 axle semi-trailer bearing the historic locomotive moved at a snail's pace down Broadway Avenue, word of the sale and departure spread. Before long, people gathered around the locomotive.

The drive from the train shed to Highway 89 took almost an hour, making frequent stops for workers to check binders and allow power company employees with long poles to lift electrical lines along the route. Many McCloud residents tagged along.

It brought several residents to tears to witness, as they put it, "another vestige of McCloud's history go away." Resident Margo Grissom said, "It's a sad day for McCloud when 100 years of our heritage is being parceled out bit by bit. I think it is a mistake."

In an on-site interview with attorney Martin Hansen from Bend, Oregon, who negotiated the terms of the sale between the two parties and spearheaded the daunting task of safely moving the locomotive and tender to its final destination, he disclosed that the railroad is in the process of being sold. "It's in escrow now and I assume it should close within 10 days," Hansen said.

He said he understands how McCloud residents feel. "It's also a bittersweet time for us, too, that worked on the McCloud, then see it fade away. We enjoyed it. It was a vibrant railroad, a beautiful setting for over a hundred years. The people in McCloud should be very thankful that in 1992 Jeff (Forbis) took it upon himself to buy this railroad, because otherwise in '92 it would have been scrapped. Quite frankly, Jeff bought it and gave this town a real boost for the next 20 years." Hansen said losing the mill shipments down in Burney and the souring economy contributed to the railroad's demise. "Jeff couldn't keep it going on hopes and dreams," he added.

"A fellow that lives back east and owns some railroads in Idaho will be the new owner," said Hansen. "He is the party who scrapped the abandoned tracks east of McCloud. He bought the corporations that own the rail equipment, the rail cars and such. We haven't decided if he is going to be buying any of the real property or not. He will have operating rights to the use of the engine house here and rebuilt diesel locomotive."

Hansen said "the new owner indicated when he closes he will take some of the passenger cars to one of the railroads in Idaho, but he intends to leave some from of an excursion train down here. Most of the rail cars you see here on the property are going to be cut up."

No. 25 was one of four Prairies from American Locomotive Company. They were numbered 22-25 and were purchased in 1925 for a total cost of \$90,000. It was the largest and last locomotive purchased by the McCloud River Railroad and, for the next 31 years, began its sole purpose of hauling logs.

Though never officially retired, it was stored in June 1955, when the railroad put its first General Electric diesel in service. It was brought out a month later in July, for the Golden Spike Run down to Burney. Stored again, it remained on the property until 1962 when it was brought out again for special excursions. This era ended in 1975 but not before it traveled to the Tidewater Southern Railway in Central California for use in the movie "Bound for Glory."

In 1977 the McCloud River Railroad came under new ownership, then railroad president Bill Herndon was ordered to scrap No. 25. He somehow convinced the new owners that the steam locomotive was still a valuable asset, and it was saved.

In 1982 it was leased to the Great Western Railroad Museum, which ran it on several excursions on the McCloud. In 1986 it was used in the movie "Stand by Me." Soon after, in a breach of contract lawsuit filed by Great Western Railroad Museum against the McCloud River Railroad, the Museum was granted possession of the locomotive and stored it on McCloud property.

New McCloud Railway Company owner, Jeff Forbis, got the title back in January 1996 and began restoring it. On Labor Day 1997 it was back in service, making occasional excursions. In February 2001, McCloud Railway Company steam locomotive No. 18 reentered service on McCloud rails and ran an historic "doubleheader" excursion with No. 25. It operated sporadically between 2007-2010, making its final excursion run to Mount Shasta on November 2, 2008.

Over the span of 86 years the old workhorse had seen service on three principle companies: McCloud River Railroad, McCloud River Lumber Company, and McCloud Railway Company. "Steam locomotives weren't replaced because they couldn't do the job, but because they couldn't do the job as efficiently as diesels," said one railroader. Of the 230 surviving steam locomotives in California, only about 70 are still operational while the rest are in private hands, on display, or are being restored.

OCSR president Scott Wickert said the engine and tender would get great care. "We intend to leave the number 25 and the MCRRR logos on both," he said., "and when people ask us about it we will tell them a little history about McCloud and their railroad."

Over the past few years McCloud has witnessed the loss of bits and pieces of its history and heritage as well as the pride that went along with it. In December of 1990, the historic McCloud River Railroad lost its beautiful and historic depot building in a fire. In January 2005, the old workhorse steam locomotive No. 18 was sold to the Virginia and Truckee Restoration Committee in Nevada and was trucked out of town in 2006. Last year McCloud residents witnessed the auctioning off of all historical hospital items, antiques, furniture and early-day collectibles from the historic McCloud hospital. It had been operating as a museum and bed and breakfast and had officially closed its doors by default.

The latest casualties, No. 25, the dinner train, and the railroad, doesn't leave a lot for anyone else to load up and take away. A few of the restored historic buildings in town, and the remaining hollowed out buildings scattered about the mill property are about all that is left to signify that McCloud at one time was a vibrant, bustling lumber, mill, and railroad town.

## URBAN RAIL TRANSIT

### METRO RAIL PLANS PICK UP SPEED

The Los Angeles County Metropolitan Transportation Authority unveiled in May a record \$4.15-billion budget, that includes money for about a dozen rail lines that are either under construction or being planned. If all goes as anticipated, Metro in the next year would begin construction of a new rail line along Crenshaw Boulevard, complete the Expo Line to Culver City and continue work on an expansion of its Gold Line from Pasadena to Azusa. It would be the first time L.A. would have three rail projects under construction at the same time.

The rail expansion has been mostly shielded from cutbacks related to the bad economy because a large portion of the funding comes from Measure R, the 0.5-cent sales tax that voters approved in 2008. Officials hope Measure R will bring mass transit to corners of the county that until now have not had rail as an option.

The biggest example is the densely populated, traffic-choked Westside. Phase One of the Expo Line goes to Culver City and Phase Two is to go to Santa Monica. The Crenshaw Line would take rail into parts of South L.A. and Inglewood. Proposed extensions of the Gold Line would push L.A.'s rail network to Montclair and then to Ontario International Airport.

Transit watchers across the country say the L.A. region has become the prime example of how to raise money for rail and is an innovator in pursuing loans to speed up construction. But it is still unclear whether funds from Proposition 1B, a transportation bond measure passed by voters in 2006, will be available this fall. That could affect several projects, including the second phase of the Expo Line. The federal government may also not reauthorize the surface transportation bill, which would make it increasingly difficult to build projects faster. Officials say they would save \$2.2 million in costs from bus service reductions but also face a \$900,000 increase in electricity expenses because of the Expo Line.

Brian Taylor of UCLA's Institute of Transportation Studies said that with its aggressive plans for new projects, Metro should begin thinking about how to raise money for operating the lines once they are built. He suggested that once the lines were built, there would probably be the political will to raise money for operations because no one wants rail cars to be stuck in their tracks.

### NO EXTRA MONEY FOR LEIMERT STATION

The Metro Board of Directors expressed support May 26 for adding a rail station in Leimert Park to the forthcoming Crenshaw Line but declined to provide extra money to pay for it or for placing a one-mile track segment underground at Park Mesa Heights.

Board member and Los Angeles County Supervisor Mark Ridley-Thomas had called for spending about \$400 million to pay for the station at Leimert Park Village and to tunnel underneath Park Mesa Heights. But the board agreed to pay for station construction only if money is available within the roughly \$1.7 billion allocated for the project.

Aides to Ridley-Thomas said they had identified millions of dollars that could be used for the project. But Metro officials and some board members staunchly opposed using those funds, saying it would set a poor example if money set aside for other projects were used for the Crenshaw Line.

The 8.5-mile Crenshaw/LAX Line will run from the Expo Line along Crenshaw Boulevard through South L.A. and Inglewood and end at the Green Line near LAX. Officials hope it will be complete by 2018. "The discussion isn't over," Ridley-Thomas said. "They have to do bids, they have to do value engineering, and they have to be open to ultimately doing the right thing."

### EXPO LINE AND LOCAL DEVELOPMENT

The first section of the Expo Line from downtown L.A. through USC and on to the intersection of La Cienega and Exposition Boulevard is nearly complete and expected to open in the fall. The line is expected to extend to Culver City early next year. Culver City Mayor Michael O'Leary can hardly wait.

"It's an exciting time," O'Leary said. No development at the future train station at Venice and Robertson boulevards has been announced. But O'Leary envisions apartments, a hotel, offices,

shops and underground parking on a triangular parcel of land across from the elevated station.

Another spot that transit officials see as a prime site for development along the line is the Crenshaw Boulevard stop. Eventually, two transit rail lines will converge there – the Expo and the Crenshaw lines. Dan Rosenfeld, the senior deputy in charge of development for County Supervisor Mark Ridley-Thomas, called the stop “the biggest opportunity” for development on the Expo Line. Again, nothing is planned.

#### ROUTE FOR WESTSIDE SUBWAY

The Westside subway extension is getting closer to reality, but the Beverly Hills Unified School District contends that tunneling for the project could squelch its plans to expand and update the city’s aging 22-acre high school campus. One of the two routes the MTA is considering would burrow directly beneath the school, on the way from Koreatown to Century City and on to the Veterans Affairs campus between Westwood and Brentwood. The other alignment, which Beverly Hills officials contend is cheaper and less disruptive, would be a straighter line along Santa Monica Boulevard at the northern outskirts of Century City.

The MTA is expected later this year to issue a final environmental impact on the 9-mile extension, projected to cost \$5.34 billion if completed by 2022. Then the MTA board would select the route.

The debate is pitting the school district, which is planning to spend \$150 million in voter-approved bond money to modernize Beverly High, against some prominent developers and many Los Angeles homeowners who favor a station in central Century City. Beverly Hills schools Supt. Richard Douglas said he has a feeling that transportation officials are all but determined to put the station at Constellation Boulevard and Avenue of the Stars, rather than along Santa Monica Boulevard. “The available land where we can build anything above or below ground is exactly where they propose to build a metro tunnel,” Douglas said on a recent walk through the campus. Plans released as part of the MTA’s draft impact report indicate that the tunnel under Beverly High would range from about 63 feet to 78 feet deep – too shallow to suit the school district, which intends to build underground parking.

MTA spokeswoman Jody Litvak said the agency’s engineers were evaluating how to accommodate the concerns of the school district should the Constellation site get the nod. “We think we can work with them, and they can get what they need done underground,” she said. “All the local homeowner groups have joined with Century City businesses in building a grass-roots unified voice to promote the subway station at Constellation,” said Jan Reichmann, representing a neighborhood north of Century City.

Los Angeles County Supervisor Zev Yaroslavsky, who is on the MTA board, said ongoing safety and ridership studies would be key. “The decision the MTA should make is to maximize the benefit to the public,” he said, “not to any particular property owner.

[Above info. from *Los Angeles Times*]

#### PORTLAND TO LAKE OSWEGO STREETCAR LINE

The Portland City Council voted 4-1 on April 20 to move forward cautiously with plans for a controversial streetcar

extension to Lake Oswego. The project, with an estimated price tag of as much as \$458 million, has now cleared two significant hurdles. The Lake Oswego City Council voted 4-3 on April 19 in favor of the project after three hours of deliberation.

The proposal “shows enough progress on the cost-benefit side to move on to the next level,” said Portland Mayor Sam Adams, who previously expressed solid support for the streetcar line and its potential to fuel redevelopment in Southwest Portland.

The Metro Council will have a say this summer. Project leaders would seek federal funding, expected to be 60 percent of the total, in 2012. Portland and Lake Oswego would finalize approval in 2014. Construction would begin in 2015, service in 2016 or 2017.

#### LOCOMOTIVE FUNDRAISER NEEDS PUSH

A trio of steam locomotives – the Spokane, Portland & Seattle 700, the Southern Pacific 4449, and the Oregon Railway & Navigation 197 – call Portland home, relics of the city’s early rail days. Dedicated volunteers, under the umbrella of the Oregon Rail Heritage Foundation, want to bring those trains out from behind locked doors in the bustling Brooklyn Rail Yard to the public eye.

The ORHF is in the final fundraising stages to build a permanent, public site for the trains near the Oregon Museum of Science and Industry that would serve as a rail heritage center and restoration facility. The trains and equipment need to be out of the Brooklyn Yard by the end of January 2012 to make room for Union Pacific Railroad’s planned yard modernization.

The ORHF has a \$4.6 million price tag with large fundraising efforts within \$435,000 of the goal. The city, which was given the trains in 1958, has helped with the effort. “We couldn’t take care of the trains if it wasn’t for the groups of volunteers,” said Emily Hicks, Commissioner Nick Fish’s advisor. Groups under ORHF have restored two trains to working order – the Spokane, Portland & Seattle 700 and the Southern Pacific 4449.

The planned heritage center will include space to restore and maintain all the locomotives with windowed viewing platforms along with historic information about how rail helped shape the West. For the volunteers, it’s a way to keep their love of locomotives alive and healthy for generations to come.

[Oregon info. from *The Oregonian* via Caroline Hobson]

#### SOUTHERN CALIFORNIA COMMUTER RAIL

##### METROLINK PASS REPLACES TICKETS

On May 13, Metrolink approved an unlimited weekend pass for \$10 and replaced the commuter rail network’s 10-trip ticket with a seven-day pass. Officials hope this move will reduce revenue losses caused by fare evasion. The changes will go into effect on July 1.

The new weekend pass will be valid from 7 p.m. Friday to midnight Sunday and include connections to bus and rail systems throughout the region – excluding Amtrak – at no additional cost. The same privileges will be extended to monthly pass-holders.

Metrolink officials said replacement of the 10-trip ticket should stop the loss of millions of dollars a year. Some passengers would not get those tickets validated on each trip and reuse

them more than 10 times. Last year, sampling indicated that the railroad, which serves six counties, lost about \$1 million on the Antelope Valley Line alone.

#### GLENDALE'S DORAN STREET INTERSECTION

Metrolink is preparing to make safety improvements of \$6 million to the Doran Street railroad crossing in Glendale, Calif. Rail officials said Doran Street has the highest potential for disaster out of 312 crossings because of an adjacent propane company, a heavy flow of tanker trucks and motor vehicles that regularly stop on the tracks.

About 90 freight and passenger trains travel through the crossing at high speed each workday, including 65 that operate on Metrolink's Antelope Valley line. "If one of those propane trucks gets stuck," said Sherita Coffelt, a Metrolink spokeswoman, "you'll have a bomb sitting there."

The commuter railroad, which has more than 500 miles of track and serves the Southern California counties of Los Angeles, Ventura, San Bernardino, Riverside, Orange, and San Diego, will pay for the improvements with money earmarked last week by the Los Angeles County Metropolitan Transportation Authority board. The MTA approved a comprehensive safety program proposed by Michael D. Antonovich, a board member and county supervisor, whose district is served by the Antelope Valley line. Included in the program is a contingency fund of \$600,000 in case of cost increases.

Doran Street is the first project in a plan initiated by Antonovich in April to straighten the alignment, reduce travel times, and upgrade safety along the entire Antelope Valley line. The line runs between Lancaster and Los Angeles Union Station. Metrolink officials said the Doran improvements include better signals, new crossing gates, an enlarged intersection so vehicles don't line up on the tracks, a wider turning radius for trucks, and safety enhancements related to the nearby propane company.

Doran Street intersects an 18-mile rail corridor that has the highest rate of all types of collisions involving trains, records show. The street was scheduled to be closed in 2001 for safety reasons but was kept open to preserve access to the area for emergency vehicles. "Doran has been an issue for a decade," said Richard Katz, who sits on the MTA and Metrolink boards. "We are not moving very quickly to make improvements."

[Above info. from *Los Angeles Times*]

#### ORANGE COUNTY RAILROAD- CROSSING PROJECT

In late 2009 Orange County transportation and city officials began construction on an approximately \$70 million, two-year project to upgrade all 52 county rail crossings. A variety of safety enhancements for passengers, pedestrians, and motorists are underway. Planned railroad-crossing enhancements will be completed in 2010 and 2011.

A major quality of life bonus for cities along Metrolink tracks is that completed railroad-crossing enhancements allow local jurisdictions to establish federally approved quiet zones. In quiet zones, locomotive engineers are not required to sound their horns every time they approach a crossing, as federal law requires elsewhere. Among the railroad-crossing enhancements planned are the following:

- Upgraded and updated warning devices to alert motorists that tracks are ahead.
- More gate arms and swing gates to prevent drivers and

pedestrians from crossing tracks when trains are approaching.

- Extended and raised street medians to deter motorists from driving around lowered gates.
- Improved signs warning that tracks are ahead and trains have the right-of-way.
- Coordinated local traffic signals and railroad signals to prevent vehicles from being stranded on the tracks.

Some station improvements also are planned, with the new \$9 million pedestrian undercrossing at the Orange station the first of those projects to be completed. Funding for this important project comes from Orange County's Measure M and statewide bond measure 116.

#### AUTOMATIC TRAIN STOP TECHNOLOGY

Applying yet another broad public-safety effort, Metrolink activated Automatic Train Stop (ATS) Technology at 49 additional priority locations throughout the rail system in late 2009. ATS includes magnetic inductors placed next to the track at locations where trains approach a curve or permanent speed change. The ATS system sounds an alarm and triggers a flashing alert on the engineer's control panel when the train passes over the inductor. If the engineer doesn't push a button acknowledging the alert within approximately eight seconds, the train brakes are automatically applied. ATS will provide greater awareness for engineers and will create a higher level of protection for trains.

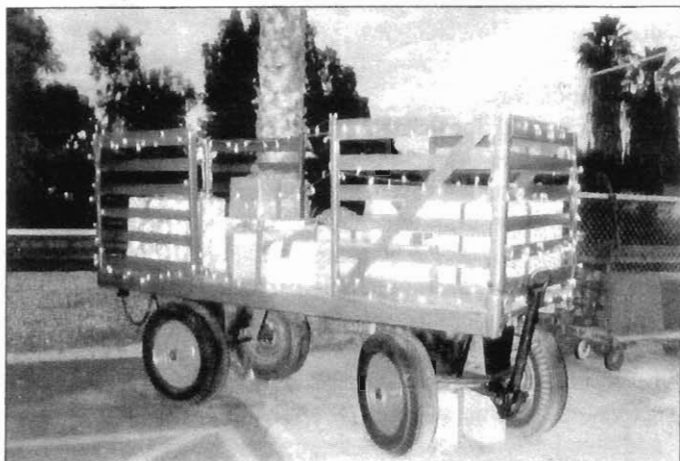
Metrolink received expedited approval from the Federal Railroad Administration for this expanded ATS program as another important safety measure while continuing to fast-track the development and deployment of Positive Train Control – the ultimate train-stopping technology – which is not yet available for complex urban markets like Southern California.

#### FIRST TWO NEW RAILCARS ARRIVAL

Metrolink welcomed the agency's first two passenger cars equipped with Crash Energy Management features in March 2010 upon their arrival from South Korea. These were the first of 117 cars that will be put into service after undergoing rigorous safety testing on Metrolink's system. Metrolink was the first rail system in the nation to place into service these state-of-the-art passenger cars, which feature a unique collision-absorption technology.

Most of the work to assemble the new cars was to be done at Metrolink's Eastern Maintenance Facility in the City of Colton in order to satisfy the "Buy America" program, which requires of Metrolink that final assembly of rolling stock take place in the U.S. Performing the work stateside also will result in expedited training, faster completion of cars, the opportunity to start working in Positive Train Control modifications, and approximately fifty-six new jobs that will be extended for a longer period of time throughout the assembly process.

Delivered from their manufacturing site in South Korea across the Pacific on the U.S.-flagged cargo ship *Ocean Charger*, the cars were on display for media and special guests gathered at the port.



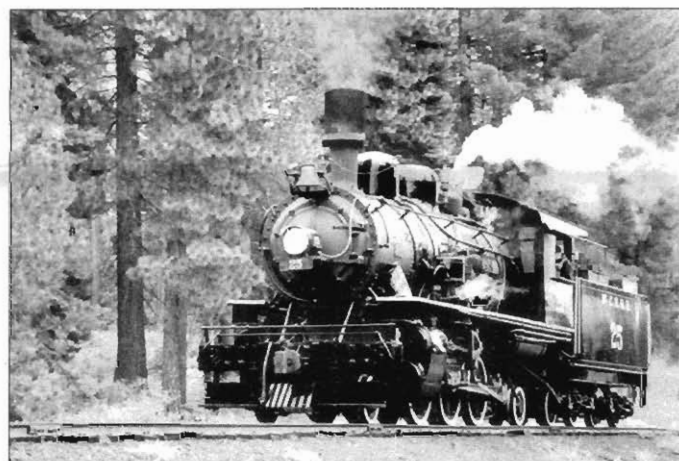
*Newly painted baggage cart, decorated with packages and lights, at the Pacific Railroad Museum in San Dimas, California, on December 4, 2010.*  
 Photo by Dennis Gilkey



*Excursion riders Don Parrott, Haley Koven and Tammie Parrott enjoy the relative emptiness of a single-level Comet car on the way to San Bernardino. Although we had the run of the train, these historic cars offered a less-crowded alternative to the well patronized bi-levels.*  
 Photo by Marti Ann Draper



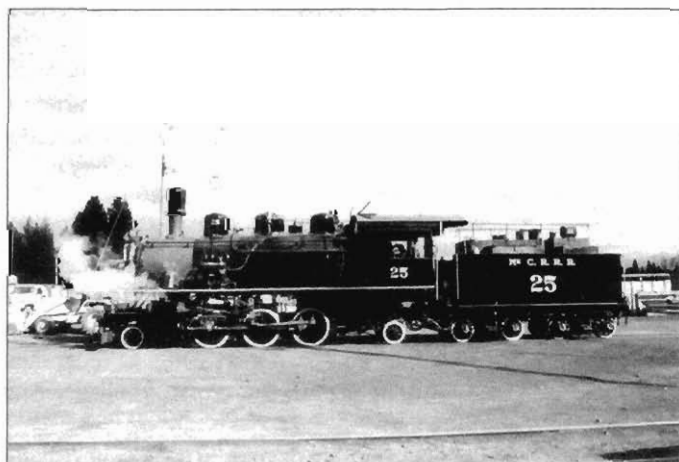
*Westbound Burlington Northern Santa Fe diesel engines at Norwalk, California in 2009.*  
 Photo by John Petros



*A test run on steam locomotive No. 25 is seen on the Mt. Shaste Line near Wagon Road on October 5, 2008.*  
 Photo by Roger L. Titus



*Linda Sherlin and Ted Henderson are among the PRS excursion participants upstairs in Bombardier bi-level car 615 on the first leg of the Metrolink Ramble to Lancaster on June 26, 2010.*  
 Photo by Marti Ann Draper



*Steam locomotive No. 25, 2-6-2 built by Alco (1925) on a test run on October 5, 2008.*  
 Photo by Roger L. Titus