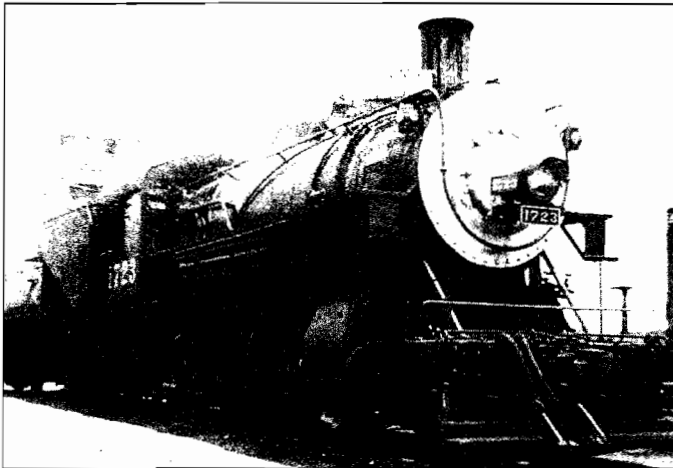


WHEEL CLICKS

Pacific Railroad Society Inc.

JUNE 2006



Of the 355 2-6-0 "Mogul" type locomotives once owned by the Southern Pacific, only seven were preserved at various locations. Here, on a summer day in 1950, we find No. 1723, Class M-8, built by Baldwin in 1901/1902, posing for us between assignments at the SP Taylor Round House in Los Angeles, Cal. After 50+ years of service, she was scrapped sometime prior to 1957.

Photo by John Petros

RICHMOND PACIFIC RAILROAD EXCURSION

[PRS member Burt Anderson informed us about an excursion he made on July 16, 2005. An edited part is included here.]

The first public inspection trip over the Richmond Pacific Railroad was arranged by the Pacific Locomotive Association. Located in the industrial section of the city of Richmond, the line was originally the Parr Terminal Railroad. Its primary purpose was to switch the docks at or near the Levin Metals scrapyard. It moves carloads of scrap metal or empties between the yard, the ships, and the connecting railroads.

At 9 a.m. 28 tour members boarded two cabooses and engine #2285 plus five tank cars for a 10 mile ride and return. First we watched Simsmetal America RR #002 GE 44 Ton switching. Then we went along the docks past piles of black furnace coke, red bauxite ore, scrap steel, cement, and oil tanks to the south-east to Stege wye. Then northwest on UP through downtown Richmond, passing the old Pullman Company shops, a *Capitol* and *San Joaquin*, plus BART – all on six parallel tracks – plus a BNSF stack train.

At the San Pablo wye we headed southwest, ending our ride at the Railserve/Chevron Refinery tank car yard. We had circled Richmond's notorious "Iron Triangle" – murder capitol of the Bay Area – on railroad tracks around downtown, and we had our own security guard on board. We passed many homeless encampments along the tracks, one rock thrower and an arsonist that started a brush fire just north of San Pablo wye. Firemen

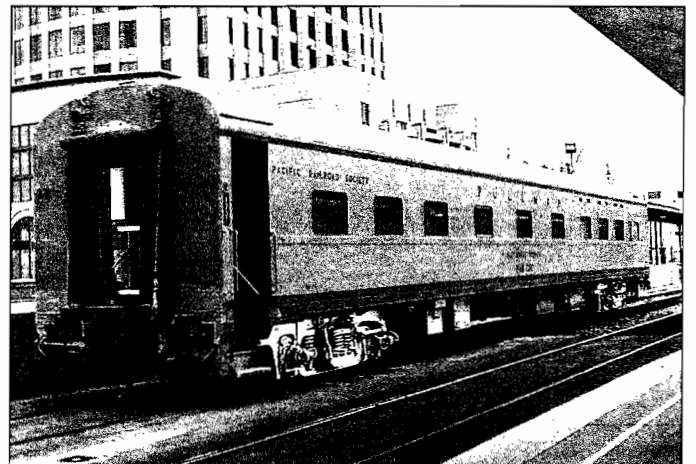
were called from Pinole and Richmond.

Our return trip was the same as the morning ride, except for using ex-WP RR #713, a GP-9, on short term lease from Niles Canyon Railway. The trip was uneventful. We each received a Richmond Pacific Railroad employees timetable.



Amtrak F59PHI 452 leads Pacific Surfliner Tr. No. 769 from the Ventura station on April 8, 2006. Several PRS members rode the train to Ventura to attend the organization's 70th anniversary celebration.

Photo by Charles Varnes



The National Forum sits on Track 13 at Los Angeles Union Station on April 26, 2006, the day after it was brought to Amtrak from Saunders Yard by a Union Pacific special switch move. This appearance marked the return of the Forum to active service after being involved in a switching accident in Seattle on August 29, 2003.

Photo by Marti Ann Draper



WHEEL CLICKS

JUNE 2006 VOLUME 70, NO. 3

EDITOR **DICK FINLEY**
TECHNICAL EDITOR **CHARLES VARNES**
MAILER **FRED KNOX**
EXCURSION DIRECTOR **BARBARA SIBERT**

Published monthly by Pacific Railroad society, Inc., P. O. Box 80726, San Marino, California 91118-8726. The Society is a California chartered, nonprofit organization of those who share an interest in railroad operations, travel and history. Telephone (562) 692-4858. INTERNET Home Page: <http://www.pacificrailroadsociety.org> For excursion informaton, phone (626) 570-8651.

Opinions expressed in unsigned articles are those of the editorial board, and do not necessarily reflect the opinions of the Society, its officers or directors. Opinions in signed articles are those of the author only. All rights reserved. ISSN: 0043-4744. ©2006 BY PACIFIC RAILROAD SOCIETY, INC.

Membership Dues: \$25.00 per year

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.

MUSEUM COMMITTEE CHAIR **LINDSAY SMITH**

BOARD OF DIRECTORS OF PACIFIC RAILROAD SOCIETY, INC.

VIC CARLUCCI **PRESIDENT**
ROB MARKOWITZ **VICE-PRESIDENT**
BILL SMITH **SECRETARY**
MARTI ANN DRAPER **TREASURER**
DAVE ABBOTT (2004-2007) **DIRECTOR**
OWEN DANAHER (2004-2007) **DIRECTOR**
DICK FINLEY (2005-2008) **DIRECTOR**
CHRIS PARKER (2006-2009) **DIRECTOR**
LINDSAY SMITH (2005-2008) **DIRECTOR**

PRS NEWS — ARRIVALS AND DEPARTURES

June 2 Board meeting, 7:30 p.m. at **Saunders Yard** (Dart)
 Fri. Noakes & Herbert Sts., Commerce.
 June 3 Exc. #524(A) San Luis Obispo Bound. Leaves Los
 Sat. Angeles at 7:30 a.m. w/ *National Forum* on *Pacific*
Surfliner. Returns Los Angeles at 9:45 p.m.
 June 4 Exc. #524(B) San Luis Obispo Bound. Leaves Los
 Sun. Angeles at 7:30 a.m. w/ *National Forum* on *Pacific*
Surfliner. Returns Los Angeles at 9:45 p.m.
 June 3, 10, Pacific Railroad Museum work party, 10 a.m. to 4
 17, 24 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting on June 24.
 June 10,17 Rolling Stock repair day, 8:30 a.m. to ?, Noakes &
 24 Herbert Sts., Commerce. Extra work day: 10;
 Sats. Regular day: 17; OERM work day: 24. Committee
 meeting: June 17.
 June 9 Membership meeting, 7:30 p.m., Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
 June 18 Exc. #525 Coast to Coast on the *National Forum*.
 Sun. Leaves Los Angeles on *Southwest Chief* at 6:45 p.m.
 July 1, 8, Pacific Railroad Museum work party, 10 a.m. to 4
 15, 22, 29 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting on 22nd.
 July 1, 8, Rolling Stock repair day, 8:30 a.m. to ?, Noakes &
 15, 22, 29 Herbert Sts., Commerce. Regular day: 1, 15; Extra

Sats. work day: 8, 22, 29. Committee meeting on 15th.
 July 5 Exc. #525 Coast to Coast on the *National Forum*.
 Wed. Returns to Los Angeles on the *Southwest Chief*.
 July 7 Board meeting, 7:30 p.m., Valencia Room at Joslyn
 Fri. Center, 210 N. Chapel Ave., Alhambra.
 July 14 Membership meeting, 7:30 p.m. in Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
 July 21 Slide night at Saunders Yard. Noakes & Herbert
 Fri. Sts., Commerce, 7:00 p.m. Everyone welcome.
 Bring slides and your refreshments.

MEETING PROGRAMS

by RUSS DAVIES

June 9: **The PRS 70th Anniversary slide spectacular!** You'll see the slides that ran as an automated collage during dinner at the recent banquet in Ventura. **But**, this time there will be some **narration** by an **all-star panel of PRS historians**. There are slide modules including **PRS excursions** ranging from the late 1930s to the 1990s. And, **"then and now" scenes** showcasing Southern California's amazing railroading renaissance. And much more, including **private car work parties**, and some non-historical **scenes at the Museum! Be there, and bring slide briefs!**

July 14: **Our July presenter is a railroading celebrity!** **Wolf Fengler** of the **San Bernardino Railroad Historical Society** is one of the steam experts featured in the **May 2006 Trains** article, **"Steam's young guns."** There's a picture of him standing in the open smoke box of **SBRHS's 4-8-4 Santa Fe No. 3751**, the locomotive that's the subject of the **PowerPoint** presentation we'll see. **Wolf** is a graduate engineer, and his "day job" involves designing experimental fuel cells for General Electric. **Wolf and his father, Wolf, the elder**, are two of the experts who keep the 3751 functional. **Be there, and bring slide briefs!**

MEMBERSHIP

by BILL FARMER

At the Board meeting on May 5, #583 was assigned to a late renewal. Sayuri T. Buell, James Caballero, Judith Giesbrecht, Jonathan Husner, and Tom Gore with numbers 584-588, respectively, were voted into PRS.

Seniority Numbers were reassigned during May to omit those not renewing, so most members will have a lower number on their Membership Cards for Fiscal Year 2006. New cards are included with the June issue of *Wheel Clicks*.

BOARD MINUTES SYNOPSIS—APRIL 7, 2006

Call to Order—The Board of Directors were called to order at 7:49 p.m. in the Valencia Room of Joslyn Center.

Roll Call—Present: President Vic Carlucci, Vice-President Rob Markowitz, Secretary Bill Smith, Treasurer Marti Ann Draper, Directors David Abbott, Owen Danaher, Dick Finley, Chris Parker, Lindsay Smith. Also present: Cecelia Ditlefsen, Ken Ruben, Barbara Sibert, Charles Stone, John Ulloth, Leroy West, Will Walters.

Secretary—Bill Smith will secure a replacement gavel from Artistic Awards in Pasadena. Our membership in Railroad Passenger Car Alliance was renewed by voice vote.

Treasurer—Marti Ann Draper presented the financial report for March, and reported that some budget requests have come in.

The Treasurer was authorized to pay the usual and regular expenses of PRS up to and including the May Board Meeting.

The following resolution was adopted by voice vote.

Resolved, that persons performing volunteer service for Pacific Railroad Society, Inc., in the maintenance or operation of rolling stock; or involved as a volunteer in excursion activities; or performing volunteer service at or for the Pacific Railroad Museum, shall be considered employees under the California Workers' Compensation scheme. This resolution is intended to provide for coverage of such workers as contemplated in California Labor Code Section 3363.6.

President—President Carlucci submitted the following appointments for Fiscal Year 2006-07, which were then approved by the Board.

Appointed positions: Assistant Treasurer, Barbara Sibert; Assistant Secretary, Cecelia Ditlefsen; Mail Coordinator, Fred Knox; Parliamentarian, Cecelia Ditlefsen; Refreshments (Membership Meeting), Fred Knox; Webmaster, Russ Homan.

Committee Chairs: Budget, Marti Ann Draper; Bylaws, Cecelia Ditlefsen; Excursions, Barbara Sibert; Insurance, Cecelia Ditlefsen; Legal, Walt Demyanek, Jr.; Mailing, Dick Finley; Membership, Bill Farmer; Museum, Lindsay Smith; Program, Russ Davies; Publications, Dick Finley; Publicity, John Ulloth; Rolling Stock, Will Walters; Special Events, Barbara Sibert.

Historic Research—Museum Committee appointed all duties.

Descanso—Rolling Stock appointed all duties.

Excursions—Barbara Sibert reported that passengers on the Fillmore & Western portion of the 70th Anniversary festivities will take a round trip to Piru.

Insurance—Cecelia Ditlefsen reported that the firm of Hammer, Miller, Beauchamp & Deeble is now our insurance provider. Our new premium is \$10,000.00.

Membership—Dave Abbott reported the names of three applicants, who were subsequently voted into PRS.

Museum—Lindsay Smith reported that PRM continues to grow including books from Stan Kistler. A new sign will be made up.

Rolling Stock—Will Walters reported the *National Forum* will run in May with a three-year brake job signed off. The car will be moved to its departure position at Saunders Yard, but nine UP maintenance-of-way flats are blocking the way. *Chippewa Creek* left the Yard a month ago with pipe work being done on the car. No update on wheel work for the Golden Gate Railway Museum car in Redwood City. The other cars have left the GGRM site. The UP cupola caboose is coming right along. Paint has been stripped from the ex-SP articulated chair car at OERM.

Publicity—John Ulloth reported payment of \$94.00 to Fullerton Railroad Days.

Adjournment—Meeting was adjourned at 9:45 p.m.

Stone – quickly provided hot and tasty scrambled eggs with sausage and pancakes. Our excellent waiters, Robert Drenk and John Ulloth, were assisted by Laura Drenk, who kept the coffee cups full, while Dave Abbott and Barbara Sibert provided the additional muffins, juice, fruit, etc. Assistants Bob Alexander, Wayne Saunders, and Vince Cammarano filled in where needed, and everyone pitched in to do dishes at one time or another.

All this could not have been accomplished without the ground crew of Will Walters, Ted Creveling, Stan Ames, and Charles Stone, who arranged the cars so that the *National Forum* vestibule was convenient for boarding, cable laid, and cars washed the day before. After the breakfast all was put back in its usual place. Thanks go, especially, to the participants who made this occasion possible.

LOS ANGELES COUNTY RIDERS

During the month of March 2006, the average number of weekday riders traveling on trains going to, from, or within Los Angeles County, other than on Amtrak, was 311,091.

[Calculations by Tom Nelson]

S. CALIF. COMMUTER RAIL by TOM NELSON

Metrolink trains during the month of March 2006 carried an average, weekday, system ridership of 39,936, a 1 percent drop from Feb. Apparently the 25 percent increase on the Riverside Line as the Union Pacific (UP) track work was completed was not enough to compensate for the 12 percent drop on the Riverside/Fullerton/Los Angeles route. When compared to Mar. '05, however, Riv./Full./L.A. showed an increase of 16 percent.

For the nine months through Mar. 31, 2006, system-wide ridership attained 7.8 million passengers, 2 percent above estimates. The Riverside Line fell 14 percent below estimates, and the Ventura County Line by 7 percent. The latter line's decrease was a result of passengers shifting to Metro's Orange Line busway which opened in Nov. '05.

Weekday, system, schedule adherence during Mar. remained the same as in Feb. at 93 percent. The UP work dropped the Riverside Line to 80 percent, a significant factor in the system result. Despite this, for the nine months to Mar. 31, '06, fare revenues system-wide totaled \$40.3 million, 4.6 percent more than estimated and 13.7 percent above the same period the prior year.

PROMOTIONAL FARES

Transportation officials in Orange, Riverside, and San Bernardino Counties requested the Southern California Regional Rail Authority (SCRRA) to offer weekend promotional fares on certain Metrolink trains. The service is to begin June 3 on the Orange County (O.C.) Line and July 15 on the Inland Empire-Orange County (IEOC) Line. The fare will be 50 percent off the weekday fare when at least one of the trip-ends is Oceanside or any Orange County station. The promotion is to continue through Dec. 31, 2006.

The O.C. service will consist of four round trips each Saturday and Sunday between Oceanside/San Juan Capistrano and Los Angeles Union Station. The IEOC service is to include three round trips each Saturday and two round trips each Sunday between Oceanside and San Bernardino. These new services are contingent upon an operating agreement being reached between

BREAKFAST IN THE DINER – MARCH 19, 2006

by BARBARA SIBERT

The Rolling Stock Committee once again held their very popular breakfast in the diner-lounge car *Starlight Cafe*. It was attended by 48 diners in two sittings with a few extra persons eating with the crew making a total of 65 people. Our chef, Bob Allton, and his crew – Rob and Annette Markowitz and Charles

Burlington Northern & Santa Fe Railway and SCRRA.

LINE WORK

SCRRA on April 21 authorized award of Contract No. C3086-06 to John S. Meek Co. in an amount not-to-exceed \$426,580 to replace a railroad bridge on the Olive Subdivision. An existing 12-foot, single-track, open-deck, timber bridge at Mile Post 3.75, near Taft/Glassell crossing, in the City of Orange, will be removed. The new bridge will be a 20-foot, double-track, concrete structure. It will upgrade the load capacity of the bridge, allow increased speed, and prepare for future double tracking in the Olive Subdivision.

As of Apr. 20, 2006, work on the contract to build a second mainline track between Santa Ana and the City of Orange was yet to begin.

In early April, Gruen Associates was awarded a \$200,000 contract by the San Bernardino Associated Governments (SANBAG) to locate possible station sites for commuter rail between San Bernardino and Redlands. It is anticipated there will be seven stations along the 10-mile right-of-way which is owned by SANBAG. The reopening of the line to passenger traffic is years away, but property would need to be acquired for the stations. A recommendation is due from Gruen by mid-October. Undecided is whether the line would be separate or part of Metrolink, but equipment would be single-level, self-propelled, diesel-engine railcars. (Info. from Ed Von Nordeck)

PRELIMINARY BUDGET

At the SCRRA Board meeting on Apr. 21 the preliminary budget was discussed for Fiscal Year 2006-07. At that time the estimated total budget was \$528.5 million. The Operating portion was \$134.8 million, an increase of 11.3 percent from 2005-06. The Capital Program was \$393.7 million.

With the accelerating prices of diesel fuel to run the Metrolink locomotives, the cost of operations could increase more than was estimated. Thus, the chief executive officer was authorized to consult with SCRRA member agencies prior to returning the budget to the Board for final approval in June.

SAN DIEGO COUNTY

Replete with a dedication ceremony, a new 450-space parking garage opened at the Oceanside Transit Center on April 19. The \$11-million garage is the first in downtown Oceanside, and with existing parking, a total of 1,100 spaces are near the transit center. The center is served by Metrolink, Coaster, and Amtrak trains plus several bus routes.

On April 20 the North County Transit District (NCTD) Board awarded a \$27.1 million contract to Connex North America to operate the Siemens, passenger, diesel railcars upon completion of the Sprinter Line. An additional \$5.5 million will cover possible optional train service on the line when it opens between Oceanside and Escondido. Connex outbid Herzog by \$7 million, but the latter will operate Coaster trains on a contract effective July 1. Construction of the Sprinter mainline and San Marcos loop was nearly half completed, as of Apr. 20, and 30 road crossings plus 10 miles of track were in place.

[San Diego info. from Ed Von Nordeck]

Note: This is my last regular column on commuter rail for *Wheel Clicks*. Due to other demands on my time and activities that are bypassed, I must reduce my work load. Dick Finley attended the April SCRRA Board meeting with me and will take

over this column effective with the July issue. I wish to thank all those who have contributed commuter rail information for use in the column, and I am sure Dick will appreciate receiving similar items. I am most grateful for all the cooperation I have received from the terrific staff at SCRRA. Tom Nelson 4-22-06

CALTRAIN NEWS

by MIKE GONDON

2006 has gotten off to a deadly start for Caltrain. Through April, there have been seven fatalities along the Caltrain tracks, putting it on a pace to break the record of 20, set back in 1997.

Two of those occurred on March 30, in separate incidents, when a man stepped in front of Train No. 319, a Baby Bullet train, at Mountain View during the morning commute, then a few hours later another man was struck in Redwood City. The most recent incident took place on April 18, when a 13-year old boy was struck by Train No. 154.

These latest incidents have drawn much media response, including newspaper articles and television camera crews riding with engineers to get their perspective of the trespassing problem.

In an attempt to address the problem, Caltrain is increasing its efforts to improve safety along the railway through better education of the community, including schools within a half mile of the tracks. It will also try to secure additional funds to install heavy duty fencing in strategic locations, and will step up enforcement of trespassing, targeting locations and times of day when trespassing is more frequent. Additional funds will also be requested for expanded police presence and enforcement in key areas.

Caltrain operated special service for two events in May. On May 13, special southbound trains were run from San Francisco to San Jose following Kaboom, an annual event sponsored by radio station KFOG, featuring a concert and fireworks show. Then on May 21, a special northbound train was run from San Jose to San Francisco for the Bay to Breakers foot race.

Reconstruction of the Hillsdale station was finally completed in April with the opening of an additional 150 parking spaces. The popularity of the Baby Bullet trains has put a strain on parking at stations served by those trains and additional parking has been added as available space and funds have allowed.

PASSENGER TRAIN UPDATES by CHARLES VARNES CAPITOL CORRIDOR

Routes 20 and 23 connecting motorcoach service fares were increased by 15 percent effective May 15, 2006. The fare increase was caused by higher fuel costs incurred by the service operator. Route 20 provides connections at Sacramento to and from Roseville, Rocklin, Auburn, Colfax, Soda Springs, Truckee, Reno, and Sparks. Route 23 provides connections at Sacramento to and from Placerville, Tahoe Wye, and Carson City, Nev.

ADDITIONAL ILLINOIS TRAIN SERVICE BUDGETED

The state of Illinois has budgeted an additional \$12 million to expand rail passenger service. The budget increase will fund two more Chicago-St. Louis trains for a total of five, and one more train on both the Chicago-Quincy and Chicago-Carbondale routes, doubling the service. Under the new budget the state of Illinois will pay a greater share of the Chicago-Milwaukee train

costs, also.

Agreements between the State, Amtrak and the host railroads must be reached before the new trains can enter service. Reports indicate that the additional trains may begin operating on Oct. 1.

KING STREET STATION CENTENNIAL

On May 10, 1906, the almost completed King Street Station in Seattle opened for service. Beginning with a kick-off ceremony at the Seattle City Hall on May 10, 2006, a series of weekly events, concluding on June 28, were to commemorate the centennial. The celebration will conclude on July 1 with an all-day event at the station and the launch of the fourth *Amtrak Cascades* Seattle to Portland round trip.

When the station opened, it was a terminal for the Northern Pacific and Great Northern passenger trains. Currently it is served by 14 daily Amtrak trains and 12 weekday Sounder commuter trains. The station serves 1.7 million passengers annually.

The station is currently undergoing a multi-year restoration and renovation project. A five-year track and station platform rehabilitation to accommodate the planned increase in intercity, commuter, and freight trains will begin during summer 2006.

AMTRAK RAIL & CRUISE PROGRAM RESUMPTION

Amtrak and Carnival Cruise Lines will resume their *Rail and Cruise* program out of New Orleans, with the resumption of four- and five-day cruise service from the Port of New Orleans on the cruise ship *Fantasy* beginning in October. Amtrak is offering discounts up to 25 percent for passengers traveling by rail to and from all Carnival cruises now through December 13, 2007.

Passengers may combine their voyage on the *Fantasy* with travel to and from the ship aboard Amtrak's *City of New Orleans*, *Crescent* and *Sunset Limited* trains.

Fantasy's four-day voyages from New Orleans will depart Thursdays and visit Cozumel, while five-day sailings will depart Mondays and Saturdays and visit Cozumel and either Calica or Costa Maya beginning Oct. 26, 2006.

2006 BNSF RAILWAY SPECIAL

BNSF will operate its annual BNSF Railway Special from Gallup, N.M. to Los Angeles this year. The train will depart Gallup on June 5, 2006, and conclude its run in Los Angeles on June 25. The train's consist will be two diesel locomotives and 13 passenger cars.

The Special is designed to recognize BNSF employees, their families, the Boys & Girls Clubs of America and local communities. Along the Special's route BNSF is partnering with the Boys and Girls Clubs of America – providing free, round-trip train rides to children while raising funds for the local organizations.

During the train's run the employee events are scheduled as follows: June 5, Gallup, N.M.; June 6 and 7 Winslow, Ariz.; June 8, Phoenix, Ariz.; June 10 and 11, Needles, Calif.; June 13, Richmond, Calif.; June 14, Stockton, Calif.; June 15, Fresno, Calif.; June 17, Bakersfield, Calif.; June 18 and 19, Barstow, Calif.; June 20 and 21 San Bernardino, Calif.; and June 24 and 25, Los Angeles, Calif.

In addition to the employee events, Boys and Girls Clubs events are scheduled as follows: June 5, Gallup, N.M.; June 8,

Phoenix, Ariz.; June 15, Fresno, Calif.; June 17, Bakersfield, Calif.; and June 24, Los Angeles, Calif.
[Info. from Ken Ruben, Ed Von Nordeck]

BNSF TRAIN DERAILMENT

A BNSF train en route from Barstow to Los Angeles derailed around 10:10 a.m. April 3, 2006, in Cajon Pass near Cleghorn Road and the Cajon Station site. Two engines were knocked from the tracks and 11 grain cars filled with corn were knocked over.

BNSF's main line remained open as crews worked into the night removing the damaged cars from the train. The remaining cars continued to Los Angeles. The cause of the accident remained under investigation the next day.

[Info. from the *Daily Press* via Chard Walker]

FRIENDS OF PACIFIC ELECTRIC TRAIL

The Pacific Electric (PE) history started with the consolidation of several smaller electric lines in 1906. The San Bernardino (SB) line was begun in 1906 and extended to Covina in 1907. By 1910 the line was completed to San Dimas, then on to Pomona in 1912. Work was completed in 1914 to San Bernardino. The SB line was the longest line on the PE system, covering 57.8 miles, and the only line that ran at 1,200 volts. The route was very successful and in 1929 records indicate 1,352,000 passengers used the line. The last remaining station, built in 1913, can be found in Etiwanda.

The City of Etiwanda has placed a high priority on preserving the station as a "signature trailhead" to the Pacific Electric Trail (PET). Environmental hazard site clean-up has been completed, except for removal of asbestos from the depot. Conceptual plans for the site are being drawn to evaluate potential land uses.

Within the next few years, one will be able to ride a bicycle from Claremont to Rialto along a bike path separated from automobiles. The City of Rancho Cucamonga (ROC), acting as the lead agency, has joined with surrounding cities, to develop a 21-mile multi-purpose trail that would link the cities of Claremont, Montclair, Upland, Rancho Cucamonga, Fontana, and Rialto. This rail trail would also connect to a 6.9-mile trail project being planned from Claremont to San Dimas.

The Master Plan was completed and approved by ROC on December 6, 2000. Over \$5 million in Federal and State Grant Funds have been obtained to date. The gentle grade of the trail will be especially attractive to disabled users in wheelchairs and parents with strollers. The trail will be ADA compliant.

The following trail status is as of March 2006:

Phase I (Haven to Etiwanda Depot) – The services of LSA Associates have been obtained as an environmental consultant. This step is needed to qualify for a share of the \$3.7 million STE Grant money for the project between Haven Ave. and 1,200 feet east of Etiwanda Ave.

Phase II (Amethyst to Archibald) – Funded with \$272,000 in state's Bicycle Transportation Account (BTA) and local matching funds (beautification fees). The construction bid of \$692,000 was higher than available funds; therefore, City Council rejected bids on June 15, 2005, and directed staff to

combine the project with Phase III.

Phase III (Archibald to Haven) – San Bernardino Associated Governments approved \$954,900 in Transportation Development Act Funds (Article 3) for design and construction in Fiscal Year 2005/06 between Amethyst St. and Archibald Ave.

Phase IV (Base Line to Amethyst) – Planning staff has applied for Safe Route to School funds for the Base Line Road to Amethyst St. segment.

Phase V (Grove to Foothill) – ROC will start construction in FY 2005/06 on widening Foothill Blvd., including installing a new bridge where the PE crosses Foothill. Staff is working on a grant application under the states's BTA funding for design and construction between Grove Ave. and Foothill Blvd.

Friends of PET is a newly formed, non-profit corporation dedicated to supporting the PE Rails-to-Trails project through ROC. All funds raised will be used for the design, construction, renovation, and operation of the Mission-style Etiwanda Station as a museum highlighting the contributions of PE Railway to the agricultural economy of the area. Friends of PET will help run the museum, provide map-brochures indicating points of interest and historical information, and will establish an information Website.

[Info. from *Footprints from the PET* via Robert Curtis]

UPRR ST. LOUIS – KANSAS CITY TRACK IMPROVEMENTS

by CHARLES VARNES

Union Pacific Railroad is spending \$32 million this year on track improvements between St. Louis and Kansas City, Mo. Crews are removing and installing 182,000 ties; spreading more than 258,000 tons of rock ballast to ensure a stable roadbed; and replacing the surfaces at 173 road crossings and rail in curves. Work began in February and is scheduled to be completed by November. Many of the improvements are being made to track between Sedalia and Pleasant Hill and Kirkwood and Hermann. This work will mean delays for Amtrak trains. [Details in Passenger Train Updates – Missouri Trains.]

UP operates about 50 freight trains and Amtrak operates two eastbound and two westbound trains a day across Missouri.

[Info. from www.uprr.com/newsinfo]

SAN DIEGO & ARIZONA EASTERN RAILWAY CO.

Carrizo Gorge Railway (CGRy) is the rail freight operator for the State of Baja California, Mexico and interchanges railcars with the San Diego & Imperial Valley Railroad (SD&IV) at San Ysidro, Cal. However, CGRy is the rail freight operator on the Desert Line by contractual agreement with Rail America/SD&IV and with the approval of San Diego & Arizona Eastern (SD&AE)/Metropolitan Transit Development Board (MTDB).

CGRy is in the process of defining plans for increasing capacity for both car storage and train passing locations as the Desert Line traffic grows in 2006. Last quarter, a test train of double-stack container cars was run over the entire length of the Desert Line to demonstrate that the few clearance issues with curves in some of the tunnels, remaining and identified earlier in the year uniquely for double stacks, had been rectified. The railroad now can handle any equipment and shipments in general

rail service. Custom oversize moves, as with any railroad, will still require approval on a case-by-case basis.

One long-awaited project now underway is the renovation of the Jacumba Depot, which will return the depot's role as an attractive adjunct to the community of Jacumba.

The traffic originating from interchange with Union Pacific on the eastern end of the Desert Line has been consistent and is expected to grow with new shipments of steel, grain, electronics, lumber, and other commodities.

The SD&AE Board approved granting easements to San Diego Gas & Electric at the Grossmont Transit Center in connection with the Grossmont Station Joint Development Project.

[Info. from Metropolitan Transit System]

BEIJING–SHANGHAI RAILROAD

China is planning to build an express railway between Beijing and Shanghai. The 820-mile-long line will be designed for speeds up to 218 miles per hour, and is expected to cut the travel time between the two cities from 13 hours to less than five. A 110-mile-long magnetic-levitation line from Shanghai to Hangzhou is also planned.

[Info. from *International Travel News* via Charles Sacconaggi]

PUERTO RICO'S TREN URBANO

For now, Puerto's Tren Urbano, or urban train, consists of a single, 10.7-mile line with 16 stations through parts of San Juan and its suburbs. There are plans to build three more lines within a decade, possibly starting in the next two years. But in a metropolitan area of 1.1 million people, the train is selling only about 24,000 rides a day, a figure that has transportation officials worried about achieving their goal of 80,000 daily riders by June and 115,000 by 2015.

The urban train took longer than expected to build and has cost \$2.25 billion in federal and local spending so far. Building the three additional lines, in the cities of Caguas and Carolina and in the historic Old San Juan section here, will cost an estimated \$1.7 billion. The price of yearly maintenance, now \$100 million, is expected to be \$180 million after expansion.

Gabriel Alcaraz, Puerto Rico's new transportation secretary, says the stations, which cost \$15 million to \$83 million are grandiose. Mr. Alcaraz wants future stations to be smaller, identical and cheaper. "In parts of the world where trains have existed for a long time, people have chosen where to live based on the transportation available," Alcaraz said. "People in Puerto Rico will learn to do the same."

[Info. from PTP of November 19, 2005, via Charles Varnes]

URBAN RAIL TRANSIT

by DICK FINLEY

LOS ANGELES METRO RAIL RIDERSHIP

	Red Line	Blue Line	Green Line	Gold Line
March 2006				
Weekday Ave.	138,219	84,078	37,473	15,769
Saturday Ave.	89,156	62,077	21,498	7,172
Sunday Ave.	71,539	49,011	17,663	6,761
Monthly Total	3,821,817	2,378,147	1,018,521	418,460

[Info. from Tom Nelson]

The 2006 First-quarter Metro Rail Ridership jumped more than 11 percent over the same period in 2005, Los Angeles County Metropolitan Transportation Authority (MTA) officials said the last week of April. "Obviously the gas prices are a big part of it," said MTA spokesman Marc Littman. "Part of it, though, is the Orange Line."

During the first three months of the year, two-thirds of the 18,000 weekday passengers on the San Fernando Valley's express busway, the Orange Line, tripled MTA's first-year projection by transferring at the North Hollywood Station. That helped push the Red Line subway to a monthly average of 3.36 million boardings, a 13.7 percent jump over last year.

The Blue Line saw a first-quarter increase of 10.7 percent, to 2.01 million average monthly boardings. Only the Gold Line failed to achieve significant increases with but 500 more people in March than during the same month last year.

The MTA may not want to lay all the credit – or blame – on gas prices, but Metro parking lots are filling faster and many rush-hour trains and buses are filled to capacity.

[Info. from *Los Angeles Downtown News*]

TIMETABLE

A Metro Blue Line timetable has been issued effective Apr. 16, 2006, with only minor info. (no schedules) changing.

LOS ANGELES UNION STATION

Every third Saturday of the month, explore the last great railway station built in America, an inspiring building combining the Spanish Colonial revival and Art Deco styles. The east portal area, added in 1993, and the MTA Building are also included in this tour. Call (213) 623-2489 or laconservancy.org.

[Info. from *Los Angeles Downtown News*]

GOLD LINE EASTSIDE EXTENSION

A site of 3.5 acres, consisting of various parcels on the south side of Cesar Chavez Ave., commencing on the east side of Soto St. and extending two-blocks eastward across Matthews St. to the west side of Fickett St., was originally purchased as part of the Eastside Extension development, which was halted in 1998. Upon re-scoping that project, Metro determined that the Site should be used as a construction office and parking area for the present contractor and it is currently being used for those purposes.

The Cesar Chavez and Soto Joint Development of a mixed-use, entertainment, apartment/commercial complex will consist of 90 to 100 for-rent housing units located above 40,000 to 50,000 square feet of ground floor retail/entertainment space, and sufficient parking spaces to satisfy all legal requirements. Because of the Site's current usage, the Developer, Cesar Chavez and Soto, LLC, will be required to provide for the relocation of the Metro Contractor's operations from the Site to obtain use of the Site prior to completion of the Eastside Extension (scheduled for 2009).

The authorization of a Ground Lease and other agreements occurred at the Metro Board Meeting on May 3, 2006.

Ramona Opportunity High School

On April 19, 2006, Metro staff held a workshop to solicit community input on the various options developed to keep the location of the Indiana station project moving forward. After reviewing various options, the community unanimously sup-

ported continuing with the current design. Staff agrees with the community that the current station design is in the best location. This is on the east side of Indiana St. on Ramona Opportunity High School (ROHS) property. Staff also agrees with the community that because the current design results in a brand new school being constructed to replace a school that was initially built in 1912, the Los Angeles Unified School District should share in the cost of constructing the new school.

At the Board Meeting on May 3, approval was given to rebuild ROHS with additional funding contingent on the LAUSD sharing the costs.

NORTH HOLLYWOOD DEVELOPMENT GUIDELINES

Metro owns approximately 16.56 acres in a rapidly developing area of North Hollywood, locally referred to as "NoHo." It consists of four parcels that include the Metro Red and Orange lines termini, two bus layover facilities, Metro transit park-and-ride, a historic train depot site, the Metro Burbank-Chandler transportation corridor right-of-way, and a few other uses. Metro joint development policy calls for the preparation of conceptual development guidelines prior to the solicitation of development proposals for the site.

Among the guidelines, which were approved on May 3, are the following:

- Metro's transit park-and-ride shall be replaced with capacity increased to 1,500 spaces. Its current 906 spaces shall be maintained during construction.
- The number of Metro Red and Orange lines' bus layover facilities shall be maintained but may be reconfigured to allow flexibility in function. Current capacity shall be maintained.
- Metro prefers an integrated master planned project that utilizes or exceeds all existing site capacity as appropriate if impacts are adequately mitigated.
- Metro prefers a mix of high intensity uses on Parcel 1, with office and commercial uses fronting the east side of Lankershim Blvd and residential and neighborhood-serving mixed uses on the east side.
- Metro prefers a mix of commercial and residential uses on Parcel 2, on the west side of Lankershim south of South Chandler Blvd. Parcels 3 and 4 may be consolidated with adjacent private parcels plus a potentially vacated (now intersecting) North Chandler Blvd.
- All existing Metro transit station facilities shall be maintained without loss of functionality and capacity.
- The Developer must present a plan that shows the historic train depot maintained at its current location (in Parcel 3). The Developer may submit a second proposal showing minor relocation if still consistent with its historic designation.
- The proposed development must provide a direct underground connection from the Metro Orange Line terminus to the Metro Red Line Station.
- The Burbank-Chandler transportation corridor right-of-way shall be preserved at-grade and above-ground.
- Metro will not provide any subsidies. The Developer may allocate costs to Metro for project elements primarily benefitting Metro or its transit patrons.

SAN DIEGO

In 2004 the San Diego Association of Governments

(SANDAG) adopted the Regional Comprehensive Plan (RCP) for the San Diego region. The RCP provides an overall vision and policy framework for better connecting transportation and land use within the region. Over the past year SANDAG has prepared a concept map, which identifies approximately 200 specific existing, planned, and potential smart growth areas in the San Diego region based on land use and transportation targets included in the RCP. The map will be used in the update of the 2007 Regional Transportation Plan.

Following the July 2005 opening of the Green Line, surveys were made to provide a better understanding of Green Line trip demands, customer demographics, and a general picture of San Diego State University (SDSU) students on buses and the Green Line. Some of the findings:

- The Green Line has had a significant impact on reducing the number of automobile trips. Prior to the Green Line opening, about 25 percent of the riders say they drove or rode in an automobile for their trip. That means over 4,600 daily auto trips have been diverted to transit.
- The Green Line has increased many riders' frequency of transit use. More than half of the riders who did not use transit a year ago are now using transit five to seven days a week.
- Overall, total daily transit ridership to the SDSU Transit Center more than tripled from 2,241 weekday bus trips (FY 2005 date) to more than 7,100 bus and trolley weekday trips.
- This increase is estimated to generate a net decrease of more than 2,000 daily automobile trips to the campus (using average automobile occupancy rates).

ALTAMONT COMMUTER EXPRESS

Altamont Commuter Express (ACE) announced that a midday train would begin after completion of a Union Pacific track project between Fremont and Santa Clara. UP work crews need the midday hours to complete the track work in order to avoid delays to the peak period ACE and CAPITOLS trains. Target start date for the fourth train is July 5, 2006.

The train will leave Stockton at 9:30 a.m. and arrive in San Jose at 11:40 a.m. It will leave San Jose at 11:55 a.m. and return to Stockton at 2:10 p.m.

ACE currently operates three round trip commuter trains daily between Stockton and San Jose with five intermediate stops. About 1,400 people ride the trains each day. The midday train, which will cost about \$1.4 million to operate annually, is meant to give commuters heading over Altamont Pass an alternative to driving while Caltrans crews work to widen I-205 starting in April. ACE and Caltrans currently share the costs of a midday bus between Stockton and San Jose.

If the proposed time-slot does not provide benefits to the highway construction mitigation program or is not well utilized by Amtrak SAN JOAQUINS passengers or ACE half day commuters, the San Joaquin Regional Rail Commission will consider moving the train to a peak commuter slot.

[Info. from Charles Varnes]

BAY AREA RAPID TRANSIT

Each weekday, nearly half of BART's 325,000 daily riders go through the Transbay Tube, which is entrenched in the San Francisco Bay floor and connects the East Bay with downtown San Francisco. On Apr. 13, 2006, the BART Board of Directors

awarded a \$9.7-million contract to Condon Johnson & Associates, Inc. to strengthen the soil around the Tube on Port of Oakland property from the shoreline to the Tube's end. Work should begin this summer and take about seven months.

Recently, a panel of world-renowned, independent earthquake engineers and geologists determined the next major earthquake in the Bay Area could potentially cause the Tube to fail, unless engineers compacted the soil surrounding it to prevent liquefaction. While the present contract is to strengthen the Oakland end of the Tube, the overall goal is to strengthen the entire length of the Tube.

BART engineers will use a combination of the following methods to secure the Tube:

- Vibro-compaction, involves using a rotational device that will vibrate the soil around the Tube, resulting in compaction.
- Vibro-replacement, involves vibro-compaction and also that stone columns are added to the holes created by the device.
- Grouting, involves pumping a cement-like material into the soil, which then hardens and densifies the soil.

The construction firm will use both the grouting and vibro-replacement methods along both sides of the Tube at the Oakland end. Construction to strengthen the entire Transbay Tube will take about four years to complete and cost approximately \$330 million. Toll bridge money will cover \$143 million of the costs. The rest will come from BART's \$1.3 billion Earthquake Safety Program.

The Transbay Tube construction is the first phase in BART's Earthquake Safety Program, which will later strengthen stations and elevated tracks. BART expects to complete the entire Earthquake Safety Program in 10 years.

The BART Board of Directors also awarded a \$9.6-million, six-month demonstration contract to Hayward Baker/Soletanche/Traylor, JV to:

- Test whether vibro probe equipment can penetrate the rock blanket over the tube.
- Determine the effectiveness of the vibro-compactor or vibro-replacement methods in the Bay.
- Install a limited number of vibro-replacement stone columns at two locations along the Tube in San Francisco Bay.
- Provide additional information for use in the final design of the Tube's retrofit.

Centennial Trains

On April 18, 2006, BART provided special transbay service for residents wishing to attend the memorial ceremony at Lotta's Fountain in San Francisco to remember those who perished in the 1906 earthquake and the ensuing fires. BART ran one early Centennial train from West Oakland Station, departing at 4:15 a.m., arriving at Powell Street Station at 4:25 a.m. BART also opened the Powell Street and Montgomery Street stations early at 3:00 a.m. to accommodate those people who wished to ride Muni Metro to the ceremony. BART's regularly scheduled train from Daly City to Pittsburg/Bay Point departed Daly City Station at 4:09 a.m., arriving at Powell Street Station at 4:24 a.m.

Computer and Train Shutdowns

BART suffered three computer shutdowns between Monday and Wednesday, March 27-29. The shutdowns forced its central control staff to halt train service each time. The agency experi-

enced two different problems, both were related to a two-and-a-half year effort to upgrade a computer system that brings train information into the control center.

The two incidents on Monday and Tuesday were due to a problem with the latest version of software that was installed. BART's practice for installing new software is that installation takes place when trains are not running, mostly on early weekend mornings. In fact the software was installed over the weekend and ran without problems all day Sunday and through Monday morning peak commute. On Wednesday, work on a backup system contributed to the failure of a piece of hardware that created the longest delay.

To correct these types of service interruptions, BART has reverted to an earlier version of software that has provided reliable service for many months. The agency will use this version until it is confident the new, upgraded software can perform with similar reliability. BART will work with the manufacturer of the computer hardware that did not perform as expected to determine what corrective steps need to be taken.

[Info. from Charles Varnes]

SEATTLE MONORAIL PROJECT

The Seattle Monorail Project has made a \$14 million profit selling off land purchased for the now-defunct transportation system, enabling the board to stop a Seattle car tax two months earlier than expected. Money raised by the land sales will help retire the project's debt. Monorail project manager Jonathan Buchter said that if all sales are completed as scheduled and all the vehicle license fees are collected, the board should have an ending cash balance of \$4.4 million.

SEATTLE LIGHT RAIL TRANSIT

The \$2.4 billion Central Link light rail transit (LRT) will be an initial 13.9-mile, 12-station segment now underway from the Westlake station in downtown Seattle to the Tukwila International Blvd./Southcenter Blvd. station. The alignment will include seven miles at grade, 4.4 miles in elevated structures, and 2.5 miles in tunnels, including the Downtown Seattle Transit Tunnel and Beacon Hill tunnel. Work will begin in 2006 for a 1.7-mile extension from Tukwila to SeaTac Airport.

Operation at 1,500 volts d.c. instead of 750 volts d.c. will enable Sound Transit to reduce the number of power supply installations and the size of overhead contact wires. The 35 light rail vehicles (LRV) from a joint venture of Kinkisharyo International LLC and Mitsui & Co. (USA), Inc., will be 70 percent low-floor, double-articulated cars capable of operation in trains of up to four cars in length. Each car will seat 74 passengers.

Seattle's Downtown Tunnel trolleybus service was converted to surface operation while the tunnel is retrofitted for rail. Trolleybuses will return to Tunnel operation in late 2007, followed by LRV testing. A Link operations and maintenance facility will be completed before test operations with deliveries of the first LRVs in fall 2006.

The most difficult Link construction will be the 0.9-mile Beacon Hill Tunnel. The shafts of the station, 165 feet below the surface, were excavated with a slurry wall method and cement grouting in areas of poor soil. A concourse level connects the separate tunnels for platforms and tracks. A 642-ton tunnel boring machine named the "Emerald Mole" will

excavate each 21-foot diameter tunnel, which will be followed by pre-cast concrete segments.

The Central Link extension to SeaTac Airport will reach an elevated station with a direct passage to the airport terminals. It is expected to open by the end of 2009. Sound Transit's goal is to have the full Central Link up and running in time for the 2010 Winter Olympics at Vancouver, B.C.

Sound Transit hopes to start work soon on a 3.1-mile \$1.7 billion northward extension from the Downtown Tunnel to stations at Capital Hill and the University of Washington. The extension has been approved by voters, but has not yet been funded. Sound Transit applied for \$700 million from the Federal Transit Administration, which ranked the project as "High." If funding becomes available, construction will start in 2008.

SEATTLE COMMUTER RAIL

Sound Transit is well along on completion of a commuter rail system that will stretch 82 miles from Everett south to Seattle, Tacoma, and Lakewood along Burlington Northern Santa Fe Railway (BNSF) right-of-way. ~~The project includes 11 EMD locomotives and 50 Bombardier BiLevel coaches, stations and park and ride facilities, maintenance facilities, and track and signaling improvements done in cooperation with BNSF.~~ Commuter rail is currently drawing about a million passengers per year.

The third section of Sounder service, south of Tacoma to Lakewood, should begin operation in 2008 with completion of track and signaling work and construction of two stations and 1.2 miles of line required for through operation of Lakewood-Seattle trains. Continued expansion of BNSF track will permit expanded service and reverse commute and all-day service on existing lines.

[Info. from Charles Varnes and *Railway Age*]

NEVADA NORTHERN RY.

Information forwarded to *Wheel Clicks* by Ed Von Nordeck indicates that the City of Ely in White Pine County, Nevada, recently acquired ownership, possibly in March, of most of the Nevada Northern Railway (NN) line. Ely purchased the line between McGill Junction, Mile Post 128.9, and Cobre, M.P. 0.0 in Elko county (connection with the former Southern Pacific Railroad, SP). The price was \$1.5 million asked by the previous owner, Los Angeles Dept. of Water and Power (DWP). NN also connected with the former Western Pacific Railroad (WP) in Shafter where they crossed at NN M.P. 18.5. Both SP and WP became part of Union Pacific, with the Shafter connection remaining.

Elko bought the NN line, because it would provide rail access to a proposed Northeastern Nevada Regional Railport. DWP originally purchased the entire NN to serve a proposed White Pine Generating Station Project, however, attention later shifted to a project in Utah. PRS member Tom Nelson performed an on-site technical study of NN for DWP when the White Pine Project was being considered. Another energy entity appears to be interested now in a power project in White Pine County.

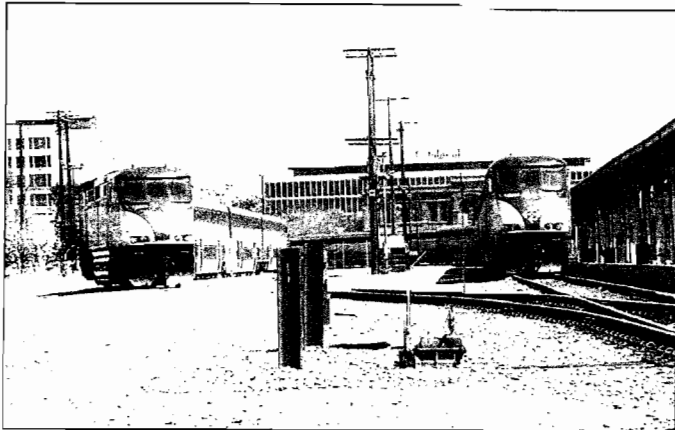


The newest addition to the PRS collection of rolling stock is ex-Southern Pacific baggage car 6615, shown at Saunders Yard on April 27, 2006. The car was acquired from the Golden Gate Railroad Museum in San Francisco, which is being forced to leave its Hunter's Point facility. Photo by Marti Ann Draper



Charles Stone checks out the newly-arrived baggage car 6615, which will be used for storage of tools and parts by the Rolling Stock Committee. Behind it is parked ex-SP 6721, delivered a few years ago to owners Stan Ames and Stuart Spencer.

Photo by Marti Ann Draper



Capitol Corridor Tr. No. 514 was beginning its departure from the Sacramento depot for Oakland on April 30, 2006, as this picture was taken. CDTX 2030 P32-8BWH is pulling the train on the right. Photo by Charles Varnes

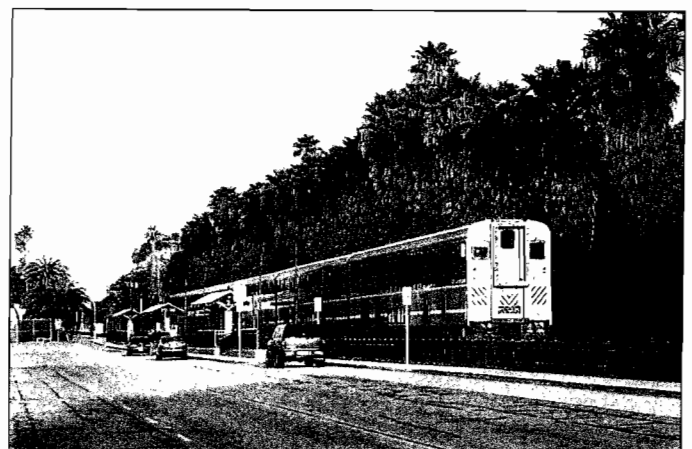


Fillmore & Western 100 has run around its train at Piru on April 9, 2006, and it will be departing for Fillmore shortly. A chicken dinner aboard the train was the concluding activity of the PRS 70th Anniversary. Photo by Charles Varnes



A Southern Pacific freight train passes underneath itself while descending the Tehachapi Loop grade in July 1965.

Photo by Keith Ogle, Second Place 2005 Contest



Southbound Pacific Surfliner Tr. No. 768 pauses briefly at Ventura on the morning of April 9, 2006.

Photo by Charles Varnes