

WHEEL CLICKS

Pacific Railroad Society Inc.

JUNE 2010

METRO GOLD LINE FOOTHILL EXTENSION

- Phase 2A (Pasadena to Azusa) is shovel-ready:
 - all necessary studies are complete
 - the project is environmental cleared
 - all right-of-way is purchased
 - the project is fully funded through Measure R
- The Construction Authority is in pre-construction planning

SAVE THE DATE

- **Groundbreaking is scheduled for Saturday, June 26, 2010 – 10:00 a.m. @ Newcastle Park, 101 W. Colorado Blvd. Arcadia, CA 91007**
- Construction will be completed in 2014
- According to the Los Angeles Economic Development Corporation (LAEDC), Phase 2A will generate 7,000 jobs and \$1 billion in economic output during construction.

Construction Authority Background

The Foothill Extension Construction Authority (Construction Authority) is an independent transportation planning and construction agency created in 1999 through legislation authored by then State Sen. Adam Schiff. The Construction Authority was created to design and construct the line following suspension of work on the project by the Los Angeles County Metropolitan Transportation Authority (Metro) that same year.

The Construction Authority completed Phase 1 of the Gold Line in less than three years, opening the 13.7-mile line segment between downtown Los Angeles and Pasadena in 2003 – on time and under budget.

The success of the first phase of the Metro Gold Line led cities east of Pasadena to come together and pursue extending the line 24 miles, to Montclair.

Project Funding

Completion of Phases 2A and 2B of the Foothill Extension is estimated to cost \$1.2 billion (not including the airport extension). The majority of the funding is anticipated to come from Los Angeles County's Measure R sales tax, which went into effect in July 2009.

On March 25, 2010 the Metro Board of Directors unanimously approved the terms for the Funding Transfer and Master Cooperative Agreements between the Construction Authority and Metro. This was a significant milestone for the project – laying out the framework and mechanisms for \$810 million to be allocated to the project between 2010 and 2019, and also formalizing the roles and responsibilities of both agencies during design and construction of the project.

The majority of these funds will be used for Phase 2A. Additional funding will be needed to fill the gap and complete the line.



Steam locomotive 3751 with tender, diesel locomotive, and four cars on Track 11 at Los Angeles Union Station on May 9, 2010.

Photo by Marti Ann Draper

Los Angeles, San Gabriel Valley, and the Inland Empire

The Metro Gold Line Foothill Extension (Foothill Extension) will continue the Gold Line light-rail line from its current terminus in east Pasadena through the cities of Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair.

The Foothill Extension is planned in two phases – Phase 2A, from Pasadena to Azusa; and Phase 2B, from Azusa to Montclair. Additionally, a possible extension to LA/Ontario International Airport is being studied. The Construction Authority is ready to go to construction on Phase 2A and has completed extensive work on Phase 2B.

The agency has completed the necessary planning studies, drafted environmental reports (per state and federal guidelines) and completed conceptual engineering for both phases (including a comprehensive community-based station design and public art approval process in 2006). In 2007, Phase 2A received final environmental clearance under CEQA. Phase 2B must still complete a final environmental report.

Although not formally part of the Foothill Extension project, the Construction Authority completed a study to understand the feasibility of extending the line from Montclair to LA/Ontario International Airport. The initial study concluded that the extension is feasible and provided a number of potential route options to connect the line to the airport.



WHEEL CLICKS

JUNE 2010 VOLUME 74, NO. 3

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PARTICIPATING MEMBER **\$35.00 per year**
SUSTAINING MEMBER **\$50.00 per year**
CORPORATE MEMBER **\$100.00 per year**
LIFE MEMBER **\$500.00**

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**

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PRS NEWS — ARRIVALS & DEPARTURES

June 4 Board Meeting, 7:30 p.m., Valencia Room, Joslyn
 Fri. Center, 210 N. Chapel Ave., Alhambra.
 June 5, 12, Pacific Railroad Museum work party, 10:00 a.m.
 19, 26 Sats. to 4:00 p.m., 210 W. Bonita Ave., San Dimas.
 June 5, 12, Rolling Stock repair day, 8:30 a.m. to ?, Saunders
 19, 26 Sats. Yard, Noakes St. & Herbert, Commerce. Regular
 Sats. days: 5, 19; Extra days: 12, 26. Com. Mtg.: 19
 June 11 Membership Meeting, 7:30 p.m., Alhambra Room,
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.
 July 2 Board Meeting, 7:30 p.m., Valencia Room, Joslyn
 Fri. Center, 210 N. Chapel Ave., Alhambra.
 July 3, 10, Pacific Railroad Museum work party, 10:00 a.m.
 17, 24, 31 Sats. to 4:00 p.m., 210 W. Bonita Ave., San Dimas.
 July 3, 10, Rolling Stock repair day, 8:30 a.m. to ?, Saunders
 17, 24, 31 Yard, Noakes St. & Herbert, Commerce. Regular
 Sats. days: 3, 17; Extra days: 10, 24, 31. Com. Mtg.: 17.
 July 9 Membership Meeting, 7:30 p.m., Alhambra Room,
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.

July 16 Slide night/Saunders Yard, 7:30 p.m., Noakes St.
 Fri. & Herbert, Commerce. All welcome, bring slides.

MEETING PROGRAM by **RUSS DAVIES**

June 11: **The Best of Blackhawk slides!** Many of you have seen or heard of these wonderful, collectible slide sets, and their films as well. At the **PRM** we probably have every set they ever produced. They have come in with several of our collections (in some cases duplicate sets). The names of the photographers credited on these slides include most of the legendary railroad authors and photographers! **Be there, and bring slide briefs.**

July 9: **Oh Canada!** A digital presentation from your **humble Program Chair.** This will be a "composite journey" Trans-Canada, covering intercity and urban lines from **Toronto to Vancouver** on the CP lines via Calgary, and return on CN lines via Edmonton. We'll also do side trips to **Churchill** on Hudson Bay, and to **Montreal.** Most of the images will be from my visits to Canada in the late 89's and early 90's, spiced up with some historic "thens." **Be there, and bring DIGITAL briefs!**

MEMBERSHIP REPORT by **VIRGINIA GRUPP**

As of the Board Meeting on May 7, 2010, there were no late renewals. New members voted into PRS on May 7 were Rosemarie Cannataro, Steve Van Denburgh, Kevin Hass, Thomas Votz, and Vicky Bartlett. Membership numbers are changed during May, so these new members were not assigned a past fiscal year number.

MILEPOSTS FROM MARTI ANN

by **MARTI ANN DRAPER**

May has been a good month to be a railfan in Southern California. This month gave me a lot to think about regarding how historic railroad events are staged and by whom. Chief among them was the running of AT&SF 3751, owned and operated by the San Bernardino Railroad Historical Society, in a trip to San Diego and back on May 1 and 2, and to San Bernardino the following weekend for San Bernardino's 175th anniversary celebration. Also on May 1 and 2, the City of Brea hosted the Plaza Railroad Association's Railroad Days. Our Pacific Railroad Museum contributed a display of historic rail photos from the Brea area. May 8 was National Train Day, celebrated at various venues including San Bernardino and with a major exhibition at Los Angeles promoted by Amtrak, at which PRS had an information booth in front of the Harvey House Restaurant.

After my last column, we received 50 more survey responses, raising the number of responses to 104 and the percentage of participation to 24 percent. I thank each of you for your input. Some of you wrote detailed suggestions which are being taken to heart. Individual responses will be shared with the persons responsible for committees to whom the suggestion is directed. For the moment, however, I have noted a couple of "trends" in the answers which are very important. In response to the question about what PRS activity is enjoyed most, the overwhelming leader was "reading *Wheel Clicks*." Many of you who listed other activities as your favorite, ranked "reading *Wheel*

Clicks” second or third. There were a small number of you who listed interest in writing for *Wheel Clicks* as an activity you might like to engage in. I was very happy to see these responses, since if *Wheel Clicks* is our most popular activity, we should all strive to make more contributions to help Dick make it better.

On a related note, several of you expressed interest in receiving *Wheel Clicks* in a pdf from on the internet. However, at least as many of you stated that you have no internet connection at all. It is safe to say that we will continue to send out *Wheel Clicks* in the usual manner, printed and mailed, for the foreseeable future. Experiments will be encouraged to send a web-friendly edition to those interested in it, and we will ask for their feedback.

Those of you who have internet access are encouraged to look at our website at pacificrailroadsociety.org, and to send messages to the webmaster regarding how you like it. Pertinent jpg format photos of PRS activities taken by you can be shared. Also, I can be contacted at the e-mail address, prsexcursions@live.com. PRS also has a Facebook page with news items posted.

Another result of the survey was a clear picture of why we have so few active participants in our regular activities. The most common reasons for inability to attend were “health problems” and “places are inconvenient,” with a large number of interesting elaborations. These include: “Now reside in the Sacramento area.” “I live in the San Francisco Bay Area,” “I live in Oregon,” “Too far away to participate” (that person is in Klamath Falls, but other similar responses came from Boise, Idaho; Kent, Washington; Lubbock and Magnolia, Texas; Duluth, Minnesota; Summit, New Jersey; and Flin Flon, Manitoba). One respondent voiced the opinion that we should “try to get more enthusiastic members like Bob Johnson,” but Bob Johnson wrote that he would participate more except that “I live in the State of Illinois.” And I took a chance to rib the Directors by showing them Dave Kelly’s response. “Look at this slacker,” I told them. “He won’t participate, just because he’s posted in Afghanistan!”

What I did note was a sense that we all have in common: our love of railroads, even if we are separated by many miles. Our most popular activity, *Wheel Clicks*, can be participated in from far away using mail or the internet.

PROPOSED CHANGE TO THE BYLAWS OF PACIFIC RAILROAD SOCIETY, INC.

It is hereby proposed that Article 6, Section 6.2, of the Bylaws of Pacific Railroad Society, Inc., be amended as follows:

The words “or the Assistant Treasurer and countersigned by the President, Vice-President, or Secretary of the Society” shall be deleted, and in their place the words “or, if the Treasurer so directs, or if the Treasurer is incapable of signing, by the Assistant Treasurer, the President, Vice-President, or Secretary of the Society” be inserted in their place.

CURRENT SECTION 6.2

Section 6.2. Checks and Notes. Except as otherwise specifically determined by resolution of the Board of Directors, as provided in Section 6.1, or as otherwise required by law, checks, drafts, promissory notes, orders for the payment of money, and other evidences of indebtedness of the Society shall

be signed by the Treasurer, or the Assistant Treasurer, and countersigned by the President, Vice-President, or Secretary of the Society.

NEW SECTION 6.2

Section 6.2. Checks and Notes. Except as otherwise specifically determined by resolution of the Board of Directors, as provided in Section 6.1, or as otherwise required by law, checks, drafts, promissory notes, orders for the payment of money, and other evidences of indebtedness of the Society shall be signed by the Treasurer; or, if the Treasurer so directs, or if the Treasurer is incapable of signing, by the Assistant Treasurer, the President, Vice-President, or Secretary of the Society.

REASONS FOR THE CHANGE

The By-laws require each check to be signed by the officers (countersigned). When this provision was put into the bylaws, it was thought that making it necessary for two officers to sign a check would provide a safeguard against unauthorized spending.

In practice, there is no safeguard. At least one of our banks disregards the requirement entirely and would honor any check signed by any one signor. In trying to obtain the necessary two signatures, the Treasurer is forced to find another officer authorized to sign, sometimes requiring the Treasurer to drive great distances or to postpone paying a bill which is due. In order to avoid this, past Treasurers and Assistant Treasurers have obtained the countersignature ahead of time. This practice creates a number of pre-signed blank checks which could be stolen and negotiated. In the opinion of the Board of Directors, this is a far greater danger than any danger posed by only requiring one signature. Therefore, it is recommended that the by-laws be changed to authorize using only one signature on our society’s checks.

ENACTMENT

This proposed change will be inserted into the June issue of *Wheel Clicks* and voted upon by all members present at the regular July meeting of Pacific Railroad Society, Inc., on July 9, 2010.

RED CAR EXPANSION

On April 21, Port of Los Angeles senior civil engineer, Ron Groves, presented the Port’s study on expanding the Pacific Electric Red Car to the Central Neighborhood Council. “Our main objective was that the Red Cars should support the waterfront development by extending to places people want to go and to operate more frequently,” Groves said.

The proposed expansion would begin with an upgrade of the current track infrastructure along the waterfront, namely by double tracking, building low-ground platforms for new low-boarding cars, and adding traffic lights and realigning the track along Sampson Way.

The second phase would extend the track to Cabrillo Beach and the site of a future cruise terminal along the outer harbor. Phase three would link the waterfront to an in-street system in downtown San Pedro. Groves said there are several options for the downtown extension, including a loop running up Fifth Street as far as Pacific or Gaffey streets, or simply a single track running up and down a spur downtown. There will also be extensions down Dock 1 and Signal Street and an extension

around the harbor to Wilmington. A street car maintenance facility and Red Car museum also would be built.

Groves said the proposed plans are not set in stone, and no funding currently exists to build anything.

Jack Whitmeyer added, "It appears high-level platforms are not in the picture for future routes, despite handicapped rules. Pacific Electric never had anything but street level boarding." [Info. from *Random Lengths* via Jack Whitmeyer]

SOUTHERN CALIFORNIA COMMUTER RAIL RIDERSHIP

Metrolink weekday, systemwide, average trips during March 2010 were 40,566, which was essentially no change from the previous month. March 2009 averaged 42,890 trips, so March 2010 was a decrease from the previous year of 6 percent.

Metrolink weekday, systemwide passholders on Amtrak during March 2010 were 1,900, which was a decrease from the previous month of 5 percent. March 2009 averaged 1,891 passholder trips, so March 2010 was essentially no change from the previous year.

[Info. from Metrolink via Charles Varnes]

METROLINK'S NEW CRUSHABLE RAIL CARS

On May 3, 2010, Metrolink unveiled the first of a new fleet of cars officials say will be the safest in the nation. Two Crash Energy Management (CEM) rail cars were rolled out at Metrolink's new maintenance yard in Colton, where they were assembled by Hyundai-Rotem Co.

Later this year, the agency plans to deploy a total of 117 cars at a cost of about \$230 million. Metrolink is buying 57 cab cars and 60 regular passenger or trailer cars. The cars are being manufactured in South Korea by Rotem Co., with final assembly at the Metrolink facility in Colton.

Responding to demands for stronger safety features following two horrific passenger train crashes in the San Fernando Valley this decade that killed a total of 36 people, Metrolink has been working hard to transform itself from one of the nation's most dangerous rail systems into one of the safest.

The cars have a sleek, stainless-steel body with ribbons of green and blue paint, a change from the all-white design currently on the tracks. The seats have higher backs, the engineer compartment is raised, stronger bumpers dissipate force on impact and couplers help keep the cars from tipping over in a crash. Metrolink plans to put the cars through what officials called rigorous testing this summer before putting them in service this fall.

Metrolink officials stress that their goal is to prevent crashes through an array of innovative safety advancements, including using video cameras to watch locomotive engineers and setting the country's most aggressive deadline for launching a high-tech, computerized collision avoidance system. Safety experts and the Federal Railroad Administration, which helped underwrite studies and crash testing underpinning the new design, are praising Metrolink for leading the industry toward a passenger car safety standard long sought by the National Transportation Safety Board. "It's very encouraging," said Kitty Higgins, a former NTSB board member who oversaw the on-site investigation of the 2008 Metrolink disaster in Chatsworth.

Among the key defenses incorporated into the shiny,

stainless-steel double-decker cars will be collapsible nose cones in front of engineers and riders on cab cars. These are the passenger vehicles that lead the trains half the time as they run in reverse, heading inbound toward the Los Angeles Union Station hub. Current cab cars have little in front of the driver's control booth and the passenger compartment except a flat, thin car wall. Though such "push" operations have been standard in the passenger rail industry for decades, that configuration drew intense criticism and legal assaults after most of the 11 victims in the 2005 Glendale crash died in a mangled cab car.

When the cab car is controlling and leading the train, all passengers in the cab car are seated facing backward, and there are no tables, while tables in trailer cars crush on impact.

Other new safety features include piston-like, push-back car frames and couplers that transfer crash energy around passengers to the rear of the train. The cab car coupler slides back 23 inches, absorbing much of the crash impact. The bumper, crushable horizontal supports and underframe absorbers mitigate the impact by moving back an additional 27 inches. The total movement in the collapsible components is 50 inches for cab car front and 30 inches for cab car rear and trailer car front and rear.

Other safety features include redesigned seating, improved escape and rescue access, fire-retardant materials and anti-derailment technology, which represent a "material step forward," said Grady Cothen, a top Federal Railroad Administration safety official.

Federal studies have found that such improvements can dramatically reduce deaths and incursions into passenger space in many accidents. For example, in one scenario with a crash-resistant cab car in the lead position and similarly outfitted trailer cars behind it – which Metrolink ultimately intends to have – fatalities were predicted to drop 75 percent, from as many as 60 to about 15 in a 35-mph impact, records show. The crushed section of the cab car would be reduced from about 35 feet with existing cars to just a couple of feet with energy-absorbing cars, federal models show. The only similar safety designs are found on a different class of light, intercity high-speed trains in the nation's Northeast corridor.

How the new commuter rail cars would fare in an 80-mph crash is not as clear, because a force like that would exceed the testing and design limits of federal safety research, officials say. 80-mph was the combined closing speed of the two locomotive-led trains that hit head-on in Chatsworth, killing 25 and injuring 135. In that case, some researchers suspect the heavy engines helped absorb much of the crash force.

With no federal mandate for commuter systems to adopt the new technology, safety advocates and Federal Railroad Administration officials are hoping Metrolink's leadership and service experience will prod other rail networks to follow suit. Being the first to field a new generation of rolling stock carries potential added costs and maintenance challenges, Cothen acknowledged, notably with the movable, impact-absorbing coupling system. Already the first cars were delivered about a year behind the original schedule.

[Info. from *Daily Breeze* and *Los Angeles Times*]

CALTRAIN NEWS

by **MIKE GONDRON**

In March the Caltrain board approved plans to electrify their

railroad between San Francisco and San Jose. The board's approval allows Caltrain to dip into two high-speed rail funding sources: the \$9.95 billion Proposition 1A bond and the \$2.25 billion in federal stimulus funding. They claim the \$1.23 billion project will allow Caltrain to increase service from 90 to 114 trains each weekday and will be crucial for its survival.

Without electrification, Caltrain says it will be losing \$61 million a year by 2019 and could begin reducing service as early as this fall. First to go would be weekend and off-peak trains, followed by a number of rush hour trains as early as fall of 2011. The result would be 45-50 weekday trains, similar to what the Southern Pacific ran in the 1970s. That's not a scenario anyone wants to return to.

Not one, but two bomb scares disrupted Caltrain service on April 19. The first occurred around 2:45 p.m. when a person called Caltrain and claimed there was a bomb on one of the southbound trains leaving San Francisco. Service was halted between San Francisco and Millbrae and trains still in San Francisco were inspected. In addition, Train No. 158 was halted at South San Francisco where passengers and crew were evacuated. No bomb was found anywhere and service resumed around 5:30 p.m., but by then trains were experiencing significant delays.

Later that evening, someone reported a bomb at the Valley Transit Authority's Evelyn light rail station, which is located next to the Caltrain tracks between Mountain View and Sunnyvale. Service was halted again between Mountain View and Sunnyvale, and a bus bridge was set up between the two stations. Again, no bomb was found and tracks were re-opened after about two hours.

The Sunnyvale City Council has voted to explore options for improving the area around the Lawrence Caltrain station, with the hope of increasing ridership at the station. Except for employees at the large number of high tech businesses nearby, Lawrence never has really caught on with the general riding public, and Sunnyvale officials are hoping improvements to the surrounding area will change that. Whatever changes are made, if any, won't occur for a while. The entire review process won't be completed until June 2011, pending available funding.

**LOS ANGELES METRO RAIL
RIDERSHIP**

	Red Line	Blue Line	Green Line	Gold Line
March 2010				
Weekday Ave.	155,463	77,806	39,645	31,544
Saturday Ave.	102,709	52,018	20,833	21,583
Sunday Ave.	81,961	49,006	18,676	20,447
Monthly Total	4,314,339	2,119,339	1,069,875	893,631

[Info. from Metro via Ken Ruben]

MODESTO RAILROAD TO GO GREEN

The Modesto & Empire Traction Co. is being called the "greenest" short-line railroad in North America. The century-old, locally owned railroad is completing the purchase of five new "ultra clean" locomotives, funded largely by a \$6.7-million state grant. The U.S.-made locomotives, which have energy efficient engines that spew far less pollution into the air, are replacing all the railroad's old locomotives.

Until they arrive, the M&ET is leasing five low-polluting

engines, which went into service this winter. "We retired all of our old stinkers made in the 1940s and 1950s," Chief Executive Joe Mackil said. The switch will make a difference in air quality, which is what persuaded the state to pay for the replacements, said Todd DeYoung, program manager for the San Joaquin Valley Air Pollution Control District.

Each new locomotive costs about \$1.5 million, of which \$1.35 million will come from the state's Carl Moyer Memorial Air Quality Standards Attainment Program. The M&ET will cover the rest of the price tag.

The old locomotives "probably are going to be exported to a Third World country where they will still be useful, or they will be parted out" as replacement parts, Mackil said. The new locomotives are a lot easier to operate, he said. The old locomotives required skilled engineers to maneuver through Modesto's 2,000-acre Beard Industrial District, where the M&ET hauls products to and from about 65 companies.

Besides their precise handling and smooth ride, what makes the new R.J. Corman Railpower 2,000-horsepower diesel genset locomotives so special is their energy-efficient design, DeYoung said. The locomotives can turn each of their three engines on or off depending on need. If a 100-car grain train is being hauled, all three engines are activated. But when the train pauses, two of those engines automatically shut down.

Compared with the old locomotives the M&ET had used through last fall, the new ones reduce particulate matter emissions 90 percent and oxide of nitrogen emissions 80 percent, said Connie Nordhues, Railpower's national salesperson.

[Info. from *Los Angeles Times*]

PASSENGER TRAIN UPDATES by CHARLES VARNES
AMTRAK
Ridership

Amtrak is on pace to break its annual ridership record carrying a best ever 13,619,770 passengers during the first six months of fiscal year 2010 with the historically busier summer travel season still ahead.

The 13.6 million passengers who rode on Amtrak trains during the first two quarters of FY 2010 (October 2009 - March 2010) contributed to a 4.3 percent increase over the same period the prior year. It also is about 100,000 more riders than the 13.5 million posted in FY 2008, which turned out to be Amtrak's best ridership year in company history when America's passenger railroad carried 28.7 million passengers.

Ridership Highlights

Comparing March 2010 to March 2009, ridership increased by 13.5 percent to a record 2.47 million passengers for the month. In addition, every single Amtrak route carried more passengers with several experiencing double-digit growth.

The *Northeast Corridor* experienced strong ridership growth in March with Amtrak's high-speed train, *Acela Express*, seeing a 14.3 percent increase and Northeast Regional trains up 12.9 percent. For the first six months of FY 2010, Acela service increased 2.9 percent and Northeast Regional service grew by 4.7 percent.

Ridership on long-distance trains increased by 16 percent in March and is up 5.2 percent for the first two quarters of FY 2010. Long-distance trains posting strong six-month numbers

include *City of New Orleans* (Chicago – New Orleans) up 16.4 percent, *Sunset Limited* (New Orleans – Los Angeles) up 15.1 percent, *Silver Star* (New York – Raleigh – Tampa - Miami) up 8.3 percent and *Coast Starlight* (Los Angeles – Seattle) up 7 percent.

In the Chicago hub, ridership on *Lincoln Service* (Chicago – St. Louis) showed significant growth with an 18 percent jump in March and 11.6 percent for the six month period. *Hiawatha Service* (Chicago – Milwaukee) continues to grow with a 14.3 percent increase in March and up 4.8 percent fiscal year to date. Elsewhere in the Midwest, the *Missouri River Runner* (Kansas City - St. Louis) is up 24.2 percent for March and 15.8 percent for the first half of the Amtrak fiscal year, while the *Blue Water* (Chicago - Port Huron) increased by 21.7 percent in March and 5.2 percent for fiscal year to date.

In the West, ridership on *San Joaquin* (Bakersfield – Oakland) is up 13.2 percent for March and 5.4 percent for the year. *Pacific Surfliner* (Los Angeles – San Diego) increased 7.5 percent in March and its six-month figures are about even with the same period a year ago. *Amtrak Cascades* (Eugene, Oregon - Vancouver, B.C.) increased by 11.4 percent in March and saw a 16.7 percent increase for the first six months of the fiscal year.

Amtrak’s popular *Auto Train* saw significant growth in the month of March, increasing 25.1 percent over March 2009, and carrying nearly 25,000 passengers and their cars, motorcycles and other personal vehicles between Lorton, Va., and Sanford, Fla. For fiscal year to date, Auto Train ridership has increased by 8.6 percent.

The FY 2010 Amtrak ridership figures are consistent with the annual growth seen during the last several years that saw a 32 percent increase in passengers from FY 2002 to FY 2008. In order for Amtrak to continue to accommodate increasing demand for intercity passenger rail service it must replace, expand and modernize its fleet of aging locomotives and passenger rail cars.

Historical On-Time Performance

The April 2010 historical on-time performance percentages for selected routes were:

Route	April 2010	Last 12 Months
Sunset Limited	92.3%	89.7%
Texas Eagle	55.0%	63.8%
Southwest Chief	83.3%	81.6%
California Zephyr	78.3%	60.1%
Empire Builder	85.7%	78.7%
Coast Starlight	96.7%	92.5%
City of New Orleans	83.3%	85.4%
Pacific Surfliner	79.4%	80.3%
San Joaquin	94.4%	89.4%
Capitol Corridor	94.1%	90.5%
Amtrak Cascades	76.3%	67.2%
Illinois Service	85.0%	80.7%
Michigan Services	64.7%	70.2%
Missouri River Runner	89.2%	92.7%
Acela Express	83.5%	79.8%
Northeast Regional	74.8%	74.7%

WESTERN CORRIDORS

Pacific Surfliner

Amtrak F59PHI 457 has received a colorful wrap celebrating ten years of Pacific Surfliner service. The service began on June

1, 2000.

**VIA RAIL CANADA
New Ticketing Policies**

Effective Monday May 10, 2010, the following new policies and conditions apply to ALL VIA Rail tickets/fare plans:

1. Reservations without payment are no longer accepted. Tickets must be purchased using a credit card through the call center, or using cash/debit/credit card when booking at a VIA station. Reservations without payment at the time of booking are no longer accepted.
2. All VIA fare plans become non-refundable and non-exchangeable if the segment of the trip being cancelled/changed is not cancelled/changed prior to the scheduled departure of the train. If cancellation is not received prior to that time, the fare paid for that segment of the trip is non-refundable and cannot be exchanged for further travel.

[Info. from Ken Ruben, Ed Von Nordeck]

HIGH-SPEED RAIL PLAN

In a 6-1 vote at a meeting on April 8 in San Jose, the California High-Speed Rail Authority agreed to revisit a plan, discarded in 2008, to share track where feasible with commuter and freight services operating along a 34-mile route between Anaheim and Los Angeles Union Station. Upgrades would eliminate at-grade street crossings and add high-tech train control systems to permit bullet trains to operate and conventional passenger trains to increase speeds significantly, officials said.

The action came in response to local officials’ concerns that hundreds of private properties would have to be condemned in Anaheim, Buena Park and other cities to accommodate the separate, exclusive tracks being envisioned for high-speed trains; and could save up to \$2 billion. It’s a very good sign,” said Richard Katz, a high-speed rail board member who also is a director of the Los Angeles County Metropolitan Transportation Authority.

Opposing the move was board member Quentin Kopp, a former state lawmaker and longtime Bay Area transportation leader. Kopp questioned the potential costs of changing course in design at this stage, agency officials said. With a recent infusion of \$2.25 billion in federal stimulus dollars, officials are racing to break ground on the project by a 2012 deadline.

Previous reviews concluded that the existing Los Angeles-Orange County rail corridor could not accommodate Metrolink, Amtrak, and freight service, as well as high-speed trains expected to run every few minutes. Bullet train board Chairman Curt Pringle, who also is the mayor of Anaheim, supported reexamining the shared-track option. He noted that federal officials who regulate and help finance high-speed rail projects have become more open to such track-sharing arrangements in recent months.

Project planners and Los Angeles and Orange County transportation officials will begin reviewing the design alternatives immediately. Among the issues likely to be examined are whether bullet trains can operate safely and how they can avoid delays on mixed-use tracks. A final recommendation could come in several months, Katz said.

The L.A.-to-Anaheim leg of the bullet train is projected to

cost about \$4.5 billion, if separate tracks are laid. It is likely to be the first section constructed of a 500-mile initial phase extending to the Bay Area and carrying a price tag of nearly \$45 billion.

[Info. from *Los Angeles Times*]

HIGH-SPEED RAIL LACKING FINANCE PLAN

The state auditor says plans to build California's high-speed rail system are missing a key element – how the money to build it will be raised. State Auditor Elaine Howle says the High Speed Rail Authority has just \$2.2 billion of the \$17 billion to \$19 billion in federal money it says it needs.

Meanwhile, the authority intends to spend \$12 billion in federal and state money over the next three years. That's more than 2½ times the money it has available. The audit released on April 29 also found the authority isn't properly tracking the money it spends on administrative expenses and failed to document whether \$4 million in contract work had been done. [Info. from *Daily Breeze* via Jack Whitmeyer]

AAR STORED FREIGHT CARS REPORT

by CHARLES VARNES

In May 2010 the number of freight cars stored on the first day of the month was 369,090, equal to 23.80 percent of the total fleet, the Association of American Railroads reported.

In its May 2010 Rail Freight Cars in Storage report the AAR stated, "Cars in storage have declined for 10 straight months, totaling nearly 134,000 cars out since that time. Approximately 18,000 cars came out of storage in April 2010, down from 21,000 in February 2010 and more than 31,000 in March 2010."

For the first four months of 2010 the number of freight cars stored (and the percentage) was: January, 448,555 (28.7); February, 439,631 (28.2); March, 418,552 (26.9); April 387,029, (25.0).

In 2009 the number of cars stored on the first day of the month (and percent of the total fleet) was: March, 437,547 (27.5); April, Not reported; May, 493,879 (31.5); June, 502,021 (31.9); July, 502,853 (31.9); August, 489,469 (31.1); September, 478,046 (30.4); October, 462,410 (29.4); November, 541,112 (28.8); December, 451,096 (28.8).

Figures are for the entire North American rail freight car fleet and include rail cars owned by railroads, leasing companies, shippers, and others. The total freight car fleet changes from month to month as new cars are added and old cars are scrapped.

[Info. from AAR Rail Time Indicators]

2010 UNION PACIFIC STEAM SCHEDULE

by CHARLES VARNES

The Union Pacific Railroad 2010 steam season began with the operation of *The Valley Eagle Heritage* Tour from Cheyenne to Harlingen, Texas from April 2 through April 29.

Union Pacific Railroad's historic steam locomotive, No. 844, traveled more than 3,500 miles from its base in Wyoming on a 28-day, eight-state tour to South Texas, to celebrate the railroad's history and heritage.

The *Valley Eagle Heritage Tour* began April 2 when No. 844 left Cheyenne, Wyo., and traveled to North Platte, Neb. The locomotive made overnight stops and was on display in North

Platte, Neb.; Marysville, Parsons and Coffeyville, Kan.; Kansas City, Mo.; McAlester, Okla.; Ft. Worth, Hearne, Houston, Bloomington, Raymondville, Harlingen, Palestine and Longview, Texas; and North Little Rock and Van Buren, Ark. before arriving back in Cheyenne on April 29:

It was the first time No. 844 operated south of Houston.

The tour was named after a Missouri Pacific Railroad passenger train that operated between Houston and Brownsville. The *Valley Eagle* began running in late-1948 until the train was discontinued in June 1962. Missouri Pacific merged with Union Pacific in 1982.

The 2010 steam schedule will continue with the following events.

On June 25th - 26th No. 844 will pull the *City of Milliken Centennial Special* to Milliken, Colorado.

In July No. 844 will operate between Cheyenne and Denver. The schedule is: July 22, Cheyenne to Denver; July 23, layover at Denver Union Station; July 24, the *Denver Post/Cheyenne Frontier Days Special*; July 25, layover at Denver Union Station; July 26, the *Lionel Collectors Club of America* excursion from Denver to Cheyenne.

From Sept. 8 through Sept. 24 No. 844 will pull the *Portland Rose Pendleton Roundup Centennial Special*.

From Sept. 30 through Oct. 15 No. 844 will pull the *Missouri River Eagle Sedalia Sesquicentennial Special*.

The Steam season will conclude with the *Union Pacific Railroad Museum - UP Steam Locomotive No. 844 Anniversary Special*, a fund-raising excursion for the Union Pacific Railroad Museum in Council Bluffs, Iowa. The excursion will be celebrate the 50th Anniversary of the No. 844's last departure from Council Bluffs before entering *special train* service. Ticket prices and details will be posted in June, with tickets going on sale in July.

The *Denver Post/Cheyenne Frontier Days Special*, *Lionel Collectors Club Excursion* and the *Union Pacific Railroad Museum - UP Steam Locomotive No. 844 Anniversary Special* will be public excursions.

WALKWAY OVER THE HUDSON RIVER

1868 – An article in the Poughkeepsie Eagle (predecessor of the Poughkeepsie Journal) introduced the idea of building a railroad bridge across the Hudson River.

1871 – The Poughkeepsie Bridge Company was chartered.

1873 – The first cornerstone was laid attended by thousands.

1888 – The bridge is completed in December. At the time, it was the longest bridge in the world.

1943 – During World War II as many as 3,500 train cars crossed the bridge each day.

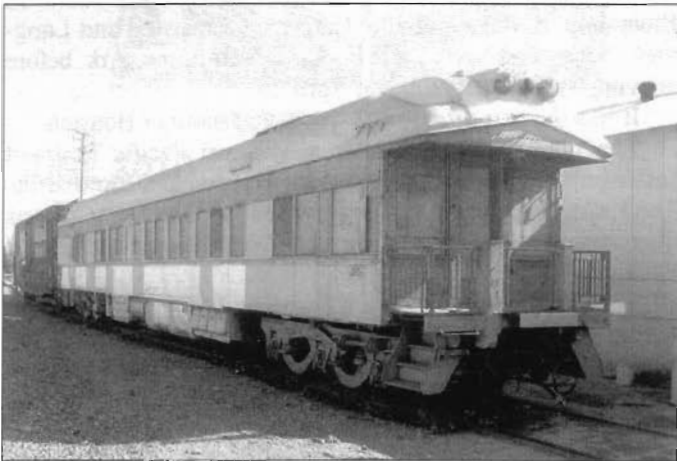
1974 – Fire severely damaged the tracks.

1992 – Walkway Over the Hudson began its efforts to provide public access to the bridge and link rail trails on both sides of the Hudson.

1995 – Walkway Over the Hudson assumed bridge ownership.

2009 – The Walkway Over the Hudson State Historic Park opened to the public on October 3, creating the world's longest elevated pedestrian and cycling bridge. For specific questions about park regulations, programs, events, permits or special requests, please call: 845-834-2867.

[Info. from Dan Silverman]



Ex-Southern Pacific business car 'Pine Bluff' (now MREX 151) and the former movie prop boxcar RPCX 78827 were parked in the spur at the present end-of-track of the former Santa Fe Pasadena Subdivision at Santa Anita Avenue. The Pine Bluff had been at this spot since the early 90s while the boxcar had been there for only 2-3 years.
 Photo by Tom Geer



Attendants at the tables for Pacific Railroad Society and RailPac at National Train Day on May 8 were (L to R): Ken Ruben, Rose Cannataro, David Housh, and Jerry Martin of RailPac. Neil Bjornsen was also an attendant.
 Photo by Dick Finley



The Pine Bluff and boxcar from Arcadia and three locomotives are seen passing the Pacific Railroad Museum in San Dimas. The two cars are going to a private collection in La Mirada on February 14, 2010.
 Photo by Tom Geer



On May 3, Metrolink had two new crushable cars on display at their maintenance yard in Colton. The cab car, shown here, has one end sloping at the upper deck for the driver and the car is crushable at the lower deck:
 Photo by Andrew Novak



Union Pacific Special inspection train is seen at Anaheim on March 28, 2010.
 Photo by Al Novak



The cab car's second end, shown at left, and both ends of a trailer car, No. 211 at right, are vertical and the lower deck is crushable.
 Photo by Andrew Novak