

WHEEL CLICKS

Pacific Railroad Society Inc.

JUNE 2012

PRESIDENT'S MESSAGE

by NEIL BJORNSEN

National Train Day was held on Saturday, May 12, 2012, and included festivities at Los Angeles Union Station. From all appearances, the event was a huge success. There were many display tables in addition to ours, representing the local transportation agencies, high speed rail, transportation advocacies, destination cities along the LOSSAN Corridor, and "Operation Lifesaver." Pacific Railroad Society was assigned a choice location next to the Fred Harvey Restaurant, and we coordinated with the Rail Passenger Association of California and Nevada (RAILPAC) and the National Association of Railroad Passengers (NARP) who shared the table next to ours.

It takes a lot of effort to coordinate and perform the duties required to set-up, operate, and tear down the display tables and then interface with the public for the duration of the event. Given that, it is my pleasure to warmly thank those individuals who took of their time and helped to set-up/tear down the display table and those who helped operate the table during the event.. Thank you to: Dave Housh, Marti Ann Draper, Larry Aandahl, Dave Abbott, Tom Geer, Lindy Ysassi, John Ulloth (who did a great job of public interaction) and Ken Ruben. Also a thank you to Jerry Martin and Michael Barnbaum of RAILPAC and Matt Melzer, Ryan Stern and Dennis Litton of NARP/RAILPAC who also were of assistance to our effort.

Thank you for a job well done!

EXPO LINE OPENING CELEBRATION

Confetti, banners, and a "life-sized" dinosaur greeted civic officials on the morning of April 27 as they rode on an Expo Line train that kicked off the opening weekend celebration for the newest Metro light-rail line. Los Angeles Mayor Antonio Villaraigosa rode in the first car of the train, along with such officials as Los Angeles County Supervisors and Metro Board members Zev Yaroslavsky and Mark Ridley-Thomas, LA City Council members Jan Perry and Bernard Parks, State Senator Curren Price, Santa Monica City Council members Pam O'Connor (also a Metro board member) and Richard Bloom. Also on board were Culver City Council members Mehaul O'Leary, Jim Clarke, and Meghan Sahli-Wells, and Culver City Transit Director Art Ida.

Everyone cheered and applauded as the train departed the Metro Rail 7th Street Metro Center Station where the Expo Line begins, sharing tracks and one station (Pico) with the Blue Line until it diverges to continue down Figueroa Street to the Exposition right-of-way, Exposition Park, and the USC campus.

The train passed the 23rd Street and Jefferson station, where students waved pom-poms and the riders waved back. Eventually the train arrived at the Expo Park station where it broke through a banner and was scattered with confetti. The dinosaur

that roared in greeting to the officials was an homage to the nearby Museum of Natural History, one of a number of destinations that will be served by the new 8.6-mile line

Following the train ride, the USC Trojan Marching Band performed as a color guard and brought the flag up to the front of the stage where officials greeted guests and spoke in celebration of the long-awaited rail line. Civic officials were later taken on the Expo Line train to the current terminus of the line at La Cienega and Jefferson station. The actual Phase I terminus at Culver City Station will be opening in early summer (late June or July).

[Info. from *Culver City Observer*]

LESS POLLUTING LOCOMOTIVES ARRIVE

A new generation of less polluting locomotives has arrived at the ports of Los Angeles and Long Beach that will aid in the ports' efforts to further cut air pollution in the region. Pacific Harbor Line, which provides rail transportation, maintenance and dispatching services to the Port of Los Angeles and neighboring Port of Long Beach, has begun retrofitting its locomotives with new ultra low emission "Tier 3-plus" engines. The program began this summer, and by early 2012 the company expects to retrofit all 16 of its older locomotives, making it one of the cleanest fleets in North America.

The new Tier 3-plus engines emit 85 percent less diesel particulate matter and 38 percent less nitrogen oxide than the previous generation engines they are replacing. The older engines, which came online three years ago, had already reduced pollution dramatically compared to previous generations. Overall, the Tier 3-plus engines represent a reduction of diesel particulates by 95.6 percent and nitrogen oxide by 67 percent compared to engines that were servicing the ports just five years ago.

PHL has a total of 23 locomotives servicing the ports complex, and the current program is aimed at 16 of the oldest engines in the fleet. The new engines are being installed in Tacoma, Washington, by Progress Rail Services Corporation, a wholly owned subsidiary of Caterpillar Inc. The program was partially funded with a \$12 million grant from the Carl Moyer Program administered by the South Coast Air Quality Management District and California Air Resources Board.

The ports of Los Angeles and Long Beach facilitated this project by entering into agreements with PHL that made it possible for the railroad company to commit to the long-term use of ultra low emission locomotives. Five years ago, the two ports adopted the San Pedro Bay Ports Clean Air Action Plan (CAAP), a sweeping plan aimed at significantly reducing the health risks posed by air pollution from port-related operations.

[Info. from *Pacific Maritime Magazine*]



WHEEL CLICKS

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PRS NEWS — ARRIVALS & DEPARTURES

June 1 PRS Board meeting, 7:30 p.m., Saunders Yard,
 Friday Noakes St. & Herbert Ave., Commerce
 June 2, 9, PRM open Saturday, 10:00 a.m. to 4:00 p.m.
 16, 23, 30 210 W. Bonita Ave., San Dimas
 June 2, 9, Saunders Yard open Saturday, 8:30 a.m. to ?,
 16, 23, 30 Noakes St. & Herbert Ave., Commerce
 June 4, 11, PRM open Monday, 12:00 p.m. to 5:00 p.m.,
 18, 25 210 W. Bonita Ave., San Dimas
 June 6, 13, PRM open Wednesday, 12:00 p.m. to 5:00 p.m.
 20, 27 210 W. Bonita Ave., San Dimas.
 June 8 PRS Membership meeting, 7:30 p.m., Alhambra
 Friday Rm., Joslyn Center, 210 N. Chapel, Alhambra
 May 23 June Wheel Clicks Mailing, 10:00 a.m., 1240
 Wednesday Dominion Ave., Pasadena.

PROGRAMS

by **RUSS DAVIES**

June 8: **Harvey Laner** will present the **Trains Unlimited White Pass & Yukon** trip of **September 1997**. We'll see **2-8-2 No. 73**, and both **Alco and GE Diesels** at work. **Lots of narrow gauge action in gorgeous scenery! Be there, and bring digital briefs!**

MEMBERSHIP REPORT

by **VIRGINIA GRUPP**

At the Board meeting on May 4, 2012 there were no late renewals. New members and their seniority numbers voted in at that time were: **Harvey Laner, 450; Lindy Yassi, 451; and Richard Shumreiter, 452.**

YOUR MEMBERSHIP CARD IS ENCLOSED

Your membership card for this current fiscal year is enclosed with this mailing of *Wheel Clicks*. Check the envelope and all enclosures before discarding. When PRS was founded, the original members decided to maintain a seniority list as is done on the railroads. Therefore, each year's cards cannot be issued until the cutoff date for renewals. The list is then renumbered and the cards prepared. You will receive your new card each year with the June issue of *Wheel Clicks*.

URBAN RAIL TRANSIT

JAPANESE FIRM WINS METRO JOB

In a break with Los Angeles powerful organized labor movement, county transportation leaders on April 30 awarded a crucial \$890-million rail car contract to a Japanese firm that unions complained would create fewer jobs than a competitor and might violate federal requirements to use American workers.

Officials of the Los Angeles County Metropolitan Transportation Authority say the contract with Kinkisharyo International to build 235 cars is critical for opening new rail lines on time and replacing aging equipment on existing systems. They rejected bids by Siemens Industry Inc. and CAF USA Inc.

The new light rail vehicles will be needed for a variety of projects, including the Crenshaw Line, the Expo Line to Santa Monica and extensions of the Gold Line. The contract also will allow Metro to replace 69 aging cars on the Los Angeles-to-Long Beach Blue Line, which suffered significant delays this year partly due to deferred maintenance.

Because of problems with earlier procurements, most notably with the firm AnsaldoBreda, Metro officials welcomed the contract, saying time has been running out for the purchase and delivery of rail cars before new lines are finished. A \$300-million deal with the Italian company to build 100 vehicles fell apart in late 2009.

"We are out of slack, and the past two years have used up what slack we had," Art Leahy, Metro's chief executive officer, told the board. "We are on the edge of slipping behind our construction schedule."

Labor unions and civic organizations, including the Urban League and the Southern California Leadership Conference-Los Angeles, opposed the Kinkisharyo bid, saying the federal and local tax revenue that will pay for the rail cars should be used to create jobs in California, not Japan.

They said that Siemens, which has a factory in Sacramento, would create up to 1,122 jobs, open a new factory in Los Angeles and invest \$5 million in job-training programs. The

employment figure is based on new hires, plus existing jobs that would be sustained if Siemens won the bid.

Transit officials said Kinkisharyo's bid was the best in terms of price, project management, compliance with Metro's requirements and on-time performance. CAF's bid was about \$785.6 million, Siemens' was \$946.6 million.

Metro's analysis shows that Siemens would create 391 jobs in the United States, Kinkisharyo 348 and CAF 205. Metro also says that the economic benefit from job creation would be \$140.6 million for Siemens compared with \$138.8 for Kinkisharyo. The Japanese firm has stated it would comply with all federal requirements for hiring American workers and would build a local plant.

The board voted 8 to 2 in favor of Kinkisharyo. Member Richard Katz abstained. L.A. Mayor Antonio Villaraigosa, the Metro board chairman, did not vote because of a potential conflict of interest. Three other board members were absent.

Kinkisharyo was awarded the contract on the condition that bid protests by Siemens and CAF be resolved in the weeks ahead and that Metro receives a favorable review of Kinkisharyo's bid from the Federal Transit Administration. The FTA is determining whether the firm will violate American worker requirements by climate-testing a few rail cars in Japan and not the U. S.

Metro's staff already has rejected the bid protests from Siemens and CAF as unfounded. Both companies appealed to Leahy, who is likely to rule in two to three. Based on discussions with the FTA, Leahy said he was confident that Kinkisharyo's bid complies with federal rules.

MAINTENANCE ON THE BLUE LINE

As officials build mass transit lines at a rapid clip, Los Angeles County's oldest and most used light-rail system has been breaking down with great frequency. The Blue Line from Long Beach to downtown Los Angeles – one of the nation's busiest light-rail routes, with 26 million annual riders – has suffered a rash of maintenance problems that have left commuters who rely on the service facing major delays.

In January and February, Blue Line trips were late or canceled 858 times – roughly 14 times a day – compared with 428 times during the first two months of 2011. The situation began to improve in March, but on the 26th, riders suffered through several hours of delays because of damaged overhead power lines.

The county's first commuter rail system built since the Pacific Electric Red Cars, the 22-year-old Blue Line has seen at least \$239 million in maintenance put off over the last decade. The amount represents only part of a \$1.3-billion maintenance backlog that hangs over the entire rail and bus network run by the Los Angeles County Metropolitan Transportation Authority.

Metro officials acknowledge that the line has maintenance problems, and the agency is trying to address them. By 2020, they plan to put \$558 million into improving the system's reliability, including \$203 million for new replacement cars. "We need to start trying to catch up with that deferred maintenance," said Metro Chief Executive Art Leahy, who replaced long-time agency head Roger Snoble in 2009. "Some of it has been deferred so long that it doesn't matter at a certain point because you just retire the piece of equipment."

Officials say the agency-wide backlog has yet to cause

significant service disruptions across the rest of the transit system. They note that the bus fleet as well as the Green Line and Gold Line light-rail systems have newer vehicles, but that is no assurance that the growing amount of deferred maintenance won't lead to service problems and more expensive repairs in the future. As for the Blue Line, they pointed out a drop in delays and canceled trains for the first weeks of April.

Also contributing to the Blue Line problems have been stalled rail car purchases and shortages of state funds to pay for transit operations and maintenance. Leahy applauded the MTA's effort to build new rail lines but, he said, the maintenance backlog "is going to have a consequence... We've got to maintain the investment."

Indeed, maintenance problems have been building up nationally. According to a 2010 study by the Federal Transit Administration, \$77.7 billion is needed to bring bus and rail transit systems into good repair.

The MTA estimates that the purchase of replacement cars for the Blue Line alone could eliminate almost half its deferred maintenance. Of the \$558 million earmarked for the system, about \$64 million has already been spent repairing tracks, signals, and communications equipment. Another \$30 million in work is underway, mostly on motors, brakes, electrical systems and cosmetics for Blue Line cars.

MTA spokesman Marc Littman said the maintenance problem was rooted in decisions that started about a decade ago, when officials sometimes shifted funds to balance operating budgets. He added that shortly after Leahy arrived, he flagged deferred maintenance and on-time performance.

Snoble, Metro's former chief, agreed on April 20 that budget problems occurred, but said maintenance for bus and rail systems was a high priority during his administration. He blamed the current rash of breakdowns on the fact that the Blue Line is an old system.

Mayor Antonio Villaraigosa, chairman of the MTA board, recently sent a letter to Leahy demanding a full examination of the line. The increase in delays "requires immediate attention," he wrote.

[Info. from *Los Angeles Times*]

CALTRAIN NEWS

by Mike Gondron

On Sunday, May 20, San Francisco will hold the 101st running of the Bay to Breakers foot race. As it does every year, Caltrain will add extra service to accommodate the thousands of participants and spectators wishing to get to the race.

This year, four northbound Express Specials will be run, departing San Jose Diridon station between 5:00 a.m. and 5:30 a.m. and arriving in San Francisco at 6:08, 6:17, 6:26, and 6:41 a.m. This year, three southbound Express Specials will also be run. These trains will depart San Francisco at 1:10 p.m., 2:10 p.m., and 3:10 p.m., run express to San Carlos, then make all local stops to San Jose. Regular local service is available for those whose destinations are north of San Carlos.

Caltrain's new contract-operator, Transit America Services (TASI) will officially assume Caltrain operations from Amtrak on Saturday, May 26. At this time, many current Caltrain engineers who chose to remain with Amtrak will be leaving Caltrain service, and a number of new TASI engineers will be

coming in to replace them. Accordingly, in order to be qualified to operate on Caltrain by May 26, these new engineers have been going through a familiarization process with the Caltrain right of way, operations, and equipment.

These qualification trips have been going on since mid-April during overnight hours on weekdays and during midday hours on weekends. The trips will continue through May 24.

Having the change of operators take place on a Saturday is a smart move. That being a holiday weekend, it will give everyone three days to work out the inevitable glitches before weekday crush arrives. When Amtrak assumed Caltrain operations from Southern Pacific on July 1, 1992, it was a weekday and total chaos ensued. Train and crew schedules went out the window and trains were dispatched whenever equipment became available, with whoever was available to work it. While there will undoubtedly be some glitches this time too, it can't possibly match the meltdown of 1992.

In spite of safety committees, education programs, and warning signs along the right of way, fatalities along the Caltrain tracks have continued in 2012. Like in past years, most of these have been suicides.

In another attempt to call attention to this problem, a team of San Mateo County Transit District employees who manage Caltrain will join about 2000 other participants in the Out of the Darkness overnight walk from San Mateo to San Francisco during the night of June 9-10. The annual walk, which began in 2006, specifically tries to call attention and raise funds to help end the stigma of mental illness and prevent suicide.

PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK

DJ Stadtler Appointed Vice President of Operations

DJ Stadtler was appointed as the new vice president of operations overseeing the railroad's transportation, engineering and mechanical departments in April. Stadtler will be responsible for delivery of service including the train crews, locomotives and other train equipment, stations, food and beverage, and the Amtrak-owned infrastructure on the Northeast Corridor and elsewhere. Stadtler has served as the acting vice president of operations since December 2011 and previously served as the chief financial officer at Amtrak. He has more than 20 years of experience including more than 11 years at the U.S. Department of Transportation.

Positive Train Control

By the end of 2012, Amtrak expects to more than triple the number of track-miles on its own railroad where Positive Train Control (PTC) safety technology is installed as part of an aggressive program begun more than two years ago. PTC technology can control train movements to prevent train-to-train collisions, derailments caused by excessive speed and certain human-caused incidents such as misaligned track switches. It also can protect rail workers along the tracks by slowing or stopping trains from entering work zones. Amtrak has a PTC system in operation on approximately 530 track-miles, including on some sections of the Amtrak-owned *Northeast Corridor* (NEC) and the entirety of its *Michigan Line*. By the end of 2012, Amtrak will have installed PTC on an additional 1,200 track-miles which will build-out all remaining Amtrak-owned

sections of the NEC and cover the full length of its *Keystone Corridor* in Pennsylvania. This new territory will be fully functional when the locomotive fleet is PTC-equipped in 2013.

In addition, later this year Amtrak anticipates it will begin installing PTC components in 50 locomotives that will operate on tracks owned by other railroads for use when those railroads install and make operational their own PTC systems.

Amtrak has long been a leader in the development of PTC and has successfully operated two PTC systems for years. Amtrak also was the first railroad to receive approval from the Federal Railroad Administration for its PTC Implementation Plan under a federal law requiring PTC on most main line tracks by the end of 2015.

Since 2000, Amtrak has operated PTC technology known as the Advanced Civil Speed Enforcement System (ACSES) on many sections of the Amtrak-owned NEC between Washington and Boston allowing safe operations at speeds up to 150 mph. Since 2001, PTC technology known as the Incremental Train Control System (ITCS) has been in operation along sections of the Amtrak-owned *Michigan Line* between Kalamazoo, Mich., and Porter, Ind. In the past two years, Amtrak expanded ITCS to cover all remaining sections of its Michigan Line, and with federal approval, began operating 110 mph service in February 2012.

Amtrak also is working closely with freight and commuter railroads that operate on Amtrak-owned tracks as well as with the host railroads on whose tracks Amtrak trains operate to ensure the different types of PTC systems being deployed across the country are interoperable. Interoperability is essential to maintain safety by ensuring freight and passenger train locomotives can seamlessly communicate with different PTC systems as they operate on tracks owned by other railroads.

For example, the Amtrak locomotives used for the state-supported Heartland Flyer service in Texas and Oklahoma are now PTC-equipped and Amtrak currently is working with the BNSF Railway to ensure interoperability with the PTC system they have installed on their line. In the fall of 2012, Amtrak anticipates operating 110 mph service on a section of the Lincoln Service route between Chicago and St. Louis under a cab signal and ITCS system installed on tracks owned by the Union Pacific Railroad.

Beyond the important safety benefits and serving as the foundation for higher intercity passenger train speeds in certain instances, PTC technology also can support additional communication, train management and operational efficiency improvements that the passenger and freight rail industry are only now beginning to envision.

New Hialeah Preventative Maintenance Facility

Amtrak has completed a new inspections, servicing and maintenance facility in Hialeah, Fla. The facility is 50 feet wide by 920 feet long and includes a 600-foot in-ground pit that includes an in-floor jacking system to remove and replace the wheel trucks. It also has administrative offices, training rooms, and employee locker and lunch rooms. In addition, the facility has a number of features to meet the Leadership in Energy and Environmental Design (LEED) standards for environmentally sustainable construction.

The Amtrak Hialeah Preventative Maintenance Facility will

maintain *Viewliner*, *Amfleet II* and *Heritage Diner* equipment used on some long-distance routes which was previously serviced in an open-air environment. The facility will centralize maintenance of the equipment, improving efficiency and reducing equipment out-of-service time. The facility was constructed by Dana B. Kenyon Co. of Jacksonville, Fla. The contract cost for the project is \$32.7 million with \$29.4 million funded through the American Recovery and Reinvestment Act.

Amtrak's Security Program Recognized

Amtrak has been recognized by the Transportation Security Administration (TSA) for earning the federal agency's highest rating of Gold Standard on the railroad's most recent Baseline Assessment for Security Enhancements (BASE). This designation recognizes Amtrak's dedication to building a strong security program. Of the areas assessed, Amtrak received high marks for its establishment of security and emergency awareness programs both internally and externally.

The TSA BASE program is designed to establish a security standard for individual system security programs and assess progress. This voluntary comprehensive review of rail and mass transit agency security programs focuses on multiple categories identified by the rail and transit community as fundamentals for a sound security program. They include a review of topics such as an agency's security plans, security training, drills/exercise programs, public outreach efforts and background check programs.

Random security measures such as VIPR Operations conducted jointly with TSA, the Operation RAILS SAFE nationwide exercise to test counterterrorism and incident response capabilities along tracks and at stations used by Amtrak, passenger baggage screenings and its canine explosive detection program, which now includes 50 teams of which 19 dogs have special vapor wake training, were highlighted as leading to the success of the Amtrak security program. In addition, Amtrak's public outreach efforts through programs such as Partners for Amtrak Safety and Security (PASS) and safety videos were also acknowledged.

New Emergency Management and Corporate Security Department

Amtrak is creating a new Emergency Management and Corporate Security department to integrate existing company-wide efforts into a single, cohesive unit to more effectively prepare for emergencies and disasters, mitigate their effects and allow for fast and efficient response and recovery.

There are eight emergency management-related functions currently located in various Amtrak departments. These functions will be integrated into the new department whose primary focus is emergency preparedness, continuity of operations and corporate security risk strategy. Combining these functions will provide a framework in which to plan for, respond to and recover from incidents while also establishing and maintaining a uniform corporate security strategy.

Susan Reinertson, who currently oversees the Amtrak recovery and resiliency exercise program as well as continuity of operations planning, will lead the new department. She has a background in homeland security and emergency management consulting as well as leadership experience at the Federal Emergency Management Agency.

Greater Drinking Water Protections

The U.S. Environmental Protection Agency has entered into an agreement with the National Railroad Passenger Corp. (Amtrak) to ensure safe and reliable drinking water for the railroad's passengers and crews. To better protect the riding public from illnesses caused by microbiological contamination, the agreement requires Amtrak to monitor all the drinking water systems on its railcars and provide enhanced maintenance for its water systems.

The consent order requires Amtrak to provide multi-level drinking water protection for all of its train operations throughout the US, including those where it provides contract services. These protections include: enhanced monitoring for pathogens including e. coli; proper disinfection and system flushing; corrective action and notification when necessary; timely follow-up monitoring; preventive maintenance, and, reporting and record keeping. In the past, Amtrak only sampled its railcars' drinking water systems on a random basis.

This agreement will assure that Amtrak provides the protections set forth in the Safe Drinking Water Act for public water systems to riders of Amtrak's fleet of approximately 1,500 railcars. According to Amtrak, over 78,000 passengers ride more than 300 Amtrak trains per day.

Number of Employees

Each month Amtrak and the class I railroads report the number of employees to the Surface Transportation Board. The number of employees is reported in six categories: (1) Executives, Officials, and Staff Assistants, (2) Professional and Administrative, (3) Maintenance of Way and Structures, (4) Maintenance of Way and Stores, (5) Transportation (other than Train and Engine), (6) Transportation (Train and Engine)

In March 2012 Amtrak reported a total of 20,692 employees. By category the number of employees was: Category 1, 1,395; Category 2, 4,903; Category 3, 2,846; Category 4, 5,033; Category 5, 2,972; Category 6, 3,543.

Historical Route On-Time Performance

The April 2012 historical on-time performance percentages for selected routes were:

Route	April 2012	March 2012	Last 12 months
Sunset Limited	57.7%	34.6%	54.8%
Texas Eagle	60.0%	83.9%	78.1%
Heartland Flyer	80.0%	66.1%	71.5%
Southwest Chief	85.0%	82.3%	88.0%
California Zephyr	61.0%	51.6%	58.3%
Empire Builder	83.3%	57.2%	76.2%
Coast Starlight	78.3%	79.0%	78.1%
City of New Orleans	96.7%	83.9%	89.3%
Pacific Surfliner	83.1%	77.9%	77.1%
San Joaquin	90.8%	85.8%	89.5%
Capitol Corridor	92.5%	93.3%	93.2%
Amtrak Cascades	72.8%	74.7%	70.7%
Illinois Service	91.0%	90.5%	87.9%
Michigan Services	31.0%	47.1%	50.8%
Hiawatha	95.1%	91.8%	93.2%
Missouri River Runner	91.7%	95.9%	95.2%
Acela Express	93.4%	94.1%	93.6%

[Info. from Ken Ruben, Ed Von Nordeck]

AAR MAY STORED FREIGHT CARS REPORT

The Association of American Railroads reported that as of May 1, 2012, 307,957 freight cars were in storage, an increase of 8,633 from April 1, 2012, and equal to 20.1% of the North American fleet, excluding cars without a load since before 2005. Total cars in storage have increased for seven straight months.

For the last 12 months the number of stored freight cars (and the percentage of the fleet excluding cars without a load since before 2005) on the first day of the month was: 2011: May, 276,228 (18.2); June, 279,083 (18.4); July, 276,236 (18.2); August, 276,943 (18.2); September, 271,404 (17.8); October, 260,317 (17.1); November, 261,695 (17.2); December 263,912 (17.3). 2012: January, 273,390 (18.0), February, 283,236 (18.6), March 289,505 (19.0), April, 299,324 (19.6%).

In July 2009, 1.603 million cars were in the fleet, including cars without a load since before 2005. From July 2009 to April 2012, 82,501 new cars were installed and 144,776 cars were scrapped or otherwise removed yielding a net reduction of 62,275 cars in the North American fleet.

In July 2009, 1.603 million cars were in the fleet, including cars without a load since before 2005. From July 2009 to April 2012, 82,501 new cars were installed and 144,776 cars were scrapped or otherwise removed – yielding a net reduction of 62,275 cars in the North American fleet.

527,060 cars were in storage on July 1, 2009 (including cars that last moved loaded prior to 2005). By May 1, 2012, that was 318,617, for a reduction of 208,443. Subtracting the 144,776 cars scrapped or otherwise removed yields a net of 63,667 cars returned to service.

Of the 502,853 cars that were in storage on July 1, 2009 (excluding those that last moved loaded prior to 2005), only 48,052 remained in storage continuously through May 1, 2012. More than 90 percent of the cars that were in storage at the peak have either carried a load since then (and perhaps subsequently returned to storage) or been scrapped.

[Info. from AAR Rail Time Indicators via Charles Varnes]

2011 E.H. HARRIMAN RAILROAD SAFETY AWARDS

Railroads with the industry's best safety performance records today were honored on May 8, 2012, at the annual E.H. Harriman Awards ceremony, which also marked the industry's near century long commitment to safety and innovation with the Centennial Award.

Railroad safety performance records were set in 2011, according to the Association of American Railroads (AAR), including significant reductions achieved in both employee casualty and grade crossing collision rates, down 12.4 percent and 4.7 percent respectively compared with 2010. The train accident rate last year was almost flat compared with the record low set in 2010, up just 0.47 percent.

The annual Harriman Awards were established by the late Mrs. Mary W. Harriman in memory of her husband, Edward H. Harriman, an American legend in railroading. Today, the awards are administered by the E.H. Harriman Memorial Awards Institute, with support from the Mary W. Harriman Foundation. Harriman winners are selected by a committee of representatives from the transportation field and are granted on the basis of the lowest casualty rates per 200,000 employee-hours worked. All

data is documented by the Federal Railroad Administration.

“For almost a century, the Harriman Awards have long provided an excellent platform to highlight safety achievements throughout the railroad industry,” said AAR President and CEO Edward R. Hamberger. “Through innovations in operations, technology and excellence in employee training programs, railroads continue to set safety records across the country.”

The 2011 E.H. Harriman Awards winners are as follows:

- In Group A, comprising line-haul railroads whose employees worked 15 million employee-hours or more, Norfolk Southern received the gold award for the 23rd year in a row. CSX Transportation won the silver award and Union Pacific Railroad the bronze award.

- In Group B, line-haul railroads whose employees worked 4 to 15 million employee-hours, the gold award went to Kansas City Southern Railway for the sixth year in a row. The silver award went to Canadian National (U.S. Operations), while the bronze went to Metra.

- Group C includes railroads whose employees worked between 250,000 and 4 million employee-hours. The gold award went to the Buffalo and Pittsburgh Railroad, while the Portland & Western Railroad took the silver and the Florida East Coast Railway the bronze.

- In Group S&T, for switching and terminal companies with more than 250,000 employee hours, the Union Railway took the gold, while the silver award went to the Belt Railway of Chicago and the Birmingham Southern Railroad received the bronze award.

One railroad in the various categories was honored for showing the most improvement in lowering injury rates between 2010 and 2011. Awards went to BNSF (Group A); Florida East Coast Railway (Group C), and the Belt Railway of Chicago (S&T). There was no award in Group B.

[Info. from the Association of American Railroads via Charles Varnes]

KANSAS CITY SOUTHERN DECLARES FIRST COMMON STOCK CASH DIVIDEND

On March 30, 2012, the Kansas City Southern's (KCS) (NYSE: KSU) Board of Directors approved the initiation of a quarterly cash dividend for holders of its common stock and declared a first quarter 2012 dividend of \$0.195 per share payable on April 27, 2012, to stockholders of record at the close of business on April 16, 2012.

The quarterly common stock cash dividend of \$0.195 per share will represent a quarterly payout of approximately \$21.4 million, or \$85.6 million on an annualized basis. The annual amount of \$0.78 per share equates to a yield of approximately 1.1 percent based on KCS' common stock price at the close of trading on March 30, 2012. Subject to capital availability and a determination that cash dividends continue to be in the best interest of its stockholders, KCS intends to pay a quarterly dividend on an ongoing basis.

KCS continued excellent operating and financial performance, improved balance sheet and positive long-term outlook were the primary catalysts behind the Board's decision to initiate a quarterly cash dividend to stockholders.

Headquartered in Kansas City, Mo., Kansas City Southern is a transportation holding company that has railroad investments

in the U.S., Mexico and Panama. Its primary U.S. holding is The Kansas City Southern Railway Company, serving the central and south central U.S. Its international holdings include Kansas City Southern de Mexico, S.A. de C.V., serving northeastern and central Mexico and the port cities of Lázaro Cárdenas, Tampico and Veracruz, and a 50 percent interest in Panama Canal Railway Company, providing ocean-to-ocean freight and passenger service along the Panama Canal. Kansas City Southern's North American rail holdings and strategic alliances are primary components of a NAFTA Railway system, linking the commercial and industrial centers of the U.S., Mexico and Canada.

[Info. from Kansas City Southern via Charles Varnes]

NATIONAL URBAN RAIL TRANSIT

Transportation Security Administration Recognizes Agencies for Security

The Transportation Security Administration has recognizing 17 rail and mass transit agencies from across the nation that earned TSA's highest rating of "Gold Standard" on the agency's most recent Baseline Assessment for Security Enhancement (BASE) for their dedication to building a strong security program.

The BASE program is designed to establish a security standard for individual system security programs and assess progress. This voluntary comprehensive review of transit agency security programs focuses on multiple categories identified by the transit community as fundamentals for a sound transit security program. They include a review of topics such as an agency's security plans, security training, drills/exercise programs, public outreach efforts and background check programs. The BASE assessment analyzes the security program for each transit system and identifies vulnerabilities that are addressed.

The agencies recognized for achieving the Gold Standard in 2011 are: Amtrak, Bi-State Development Agency (MetroLink) in St. Louis, Central Ohio Transit Authority, Denver Regional Transportation District, Greater Cleveland Regional Transit Authority, Hillsborough Area Regional Transit Authority, Indianapolis and Marion County Public Transportation, New Orleans Regional Transit Authority, North County Transit District, Pierce County Transportation Benefit Area Authority, Pinellas Suncoast Transit Authority, Pioneer Valley Transit Authority, Regional Transportation Commission of Southern Nevada, Rhode Island Public Transit Authority, Southeastern Pennsylvania Transportation Authority, Spokane Transit Authority and Washington Metropolitan Area Transit Authority. Only six other agencies have achieved this level of distinction and were recognized for 2010.

The BASE program was developed to increase domain awareness, enhance prevention and protection capabilities and further response preparedness of transit systems nationwide. BASE is aimed at meeting the requirements in the 9/11 Commission Act's security assessment section, which directs TSA to identify critical assets, infrastructure and systems and their vulnerabilities and assist bus and public transportation authorities to address their security programs.

[Info. from Transportation Security Agency via Charles Varnes]

CALIFORNIA HIGH SPEED RAIL AUTHORITY

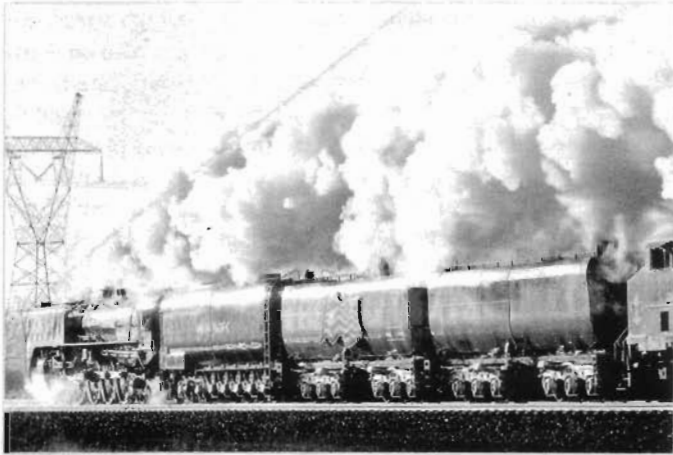
The authority overseeing efforts to build a high-speed rail system in California approved its revised business plan on April 12th, sending the ambitious project to an uncertain fate in the Legislature. The California High Speed Rail Authority voted 6-0, with two members absent, to approve its latest plan. Two hours of public comment preceded the vote, most of it favorable toward the bullet train. "We're 30 years behind the rest of the world. It's time for us to move ahead in our country," rail board member Bob Balgenorth said.

Union members touted the project as a way to create much-needed jobs in a state that has battled double-digit unemployment for years. Critics targeted the project's \$68.4 billion cost. That amount is \$23 billion more than the amount sold to voters when they authorized the project in 2008. Project opponent Frank Oliveira said the cost and other provisions of the authority's updated business plan ran counter to the voter-approved initiative. When \$9 billion in bonds were approved, voters were told the total project would cost \$45 billion and connect all the state's major cities with trains running at speeds of 220 mph.

In the fall, the authority issued a draft plan saying the rail line would cost \$98 billion, prompting Gov. Jerry Brown to demand a major rework. To reduce costs, the authority proposed a high-speed line through California's Central Valley then connecting it to existing urban rail lines in the Los Angeles and San Francisco areas. The initial high-speed section would run between Merced and the San Fernando Valley and be completed by 2022.

The Legislature has until Aug. 31 to authorize the bond sale that would get the project started. Brown, a Democrat, had championed the project, making it likely the Democratically controlled Legislature will authorize the first wave of bond sales so construction can start by early next year. Only a simple majority vote is needed.

[Info. from *Pasadena Star-News*]



Union Pacific 4-8-4 No. 844 near Brady, Nebraska, about 20 miles east of North Platte on March 23, 2012. 844 is en route to Council Bluffs, Iowa to pick up the train that it will be pulling while touring the pre-merger Union Pacific system this summer as part of the UP's 150th anniversary celebration.

Photo by Bobbie Black



Expo/La Cienega Station with La Cienega Boulevard passing under center of station.

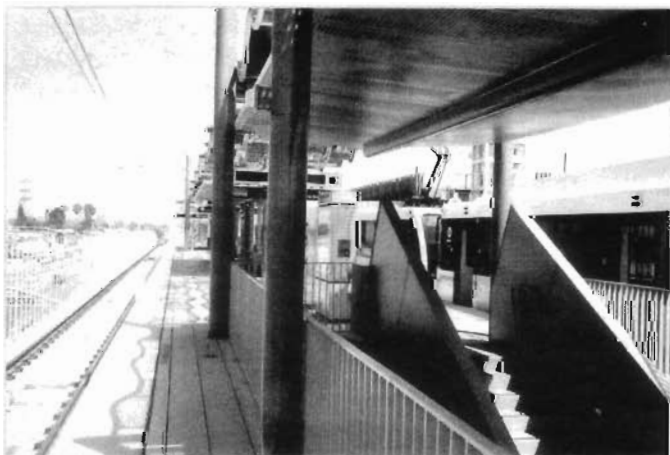


Expo/La Cienega Station at current end of line with a train on each track.

Remaining photos by Dick Finley



Expo/La Brea Station with pictorial displays overhead at east elevator and Ken Ruben at center.



Expo/La Cienega Station at east elevator and stairs with a train on south track.



Expo/La Brea Station showing typical wavy sun screens with purple color above and aqua structure beneath.