

WHEEL CLICKS

Pacific Railroad Society Inc.

MAY 2012

PACIFIC RAILROAD VISIONS OF EMPIRE EXHIBITION AT THE HUNTINGTON LIBRARY

A major exhibition, *Visions of Empire: The Quest for a Railroad Across America, 1840-1880*, opened at the Huntington Library on April 21 and will continue through July 23, 2012.

Drawing on the unparalleled manuscripts collection on the topic held by The Huntington Library, Art Collections, and Botanical Gardens, the major exhibition illuminates the remarkable changes wrought in the United States by the planning, construction, and completion of the transcontinental railroad. *Visions of Empire: The Quest for a Railroad Across America, 1840-1880*, coincides with the 150th anniversary of the 1862 Pacific Railroad Act, which led to the rail connection between the Missouri River and the Pacific Ocean. The exhibition features some 200 items, the vast majority from The Huntington - including maps, photographs, illustrations, newspapers, magazines, letters, and diaries, most of which have never before been on public display.

The Presenting Sponsor of this exhibition is the Union Pacific Railroad. Major support is provided by the Henry Mayo Newhall Foundation. Additional support is provided by Judi and Bry Danner, the Ahmanson Foundation Exhibition and Education Endowment, and Robert London Moore Jr.

The Huntington is located at 1151 Oxford Rd., San Marino, Calif., 12 miles from downtown Los Angeles. It is open to the public Monday, Wednesday, Thursday, and Friday from noon to 4:30 p.m.; and Saturday, Sunday, and Monday holidays from 10:30 a.m. to 4:30 p.m. Summer hours (Memorial Day through Labor Day) are 10:30 a.m. to 4:30 p.m. Closed Tuesdays and major holidays. Admission on weekdays: \$15 adults, \$12 seniors (65+), \$10 students (ages 12-18 or with fulltime student I.D.), \$6 youth (ages 5-11), free for children under 5. Group rate \$11 per person for groups of 15 or more. Members are admitted free. Admission on weekends and Monday holidays: \$20 adults, \$15 seniors, \$10 students, \$6 youth, free for children under 5. Group rate \$14 per person for groups of 15 or more. Members are admitted free. Admission is free to all visitors on the first Thursday of each month with advance tickets. Information: 626-405-2100 or huntington.org.

[Info. from The Huntington Library, Art Collections, and Botanical Gardens via Charles Varnes]

PRESIDENT'S MESSAGE —

Dear Fellow Pacific Railroad Society Members:

Greetings! I'm Neil Bjornsen and I am honored to have been selected to be your President for this coming year. Guiding Pacific Railroad Society through this next year will be no small task, but the Board of Directors consists of a fine group of dedicated people, and I am looking forward to working with the Board in developing a strong and effective team.

A big "Thank You" to the previous Board of Directors who



Railroads - The Backbone of America

have done a splendid job in managing the PRS this past year. I would like to especially thank Ms. Marti Ann Draper for her dynamic leadership over these past two years and for her continuing interest and involvement in PRS' affairs.

As far as the new year goes, the Excursion Committee is working on a couple of possible excursions for later in 2012. A renewed 10-year lease from the City of San Dimas for the PRS Museum & Archive is in the final approval stage. There are a number of improvements and enhancements underway and in the offing at the Museum as well. Come and visit - Museum Curator Dave Housh would be pleased to show you around.

The PRS Board and General Membership meetings have resumed at Joslyn Center, Story Park in Alhambra, after a lengthy renovation of the facility by the City of Alhambra. The General Membership meetings are conducted on the second Friday of the month at 7:30 p.m. Some great entertainment is always provided at the meetings.

AMTRAK sponsored National Train Day will be held on Saturday, May 12, 2012, from approximately 10:00 a.m. until 4:00 p.m. PRS will have a display table at the event (L.A. Union Station) but NEEDS MEMBER VOLUNTEERS to help staff the table and provide personnel "reliefs". This is an important event for PRS as it is an opportunity for a good public relations effort to get the word out regarding who PRS is and what PRS does. It is also a great time to solicit memberships in PRS. A side bar: PRS needs to expand its membership base. We really need member volunteers for the effort as well. If you can help, even if only for part of the day, please contact the PRS Museum (909) 394-0616 and leave a message for "Neil", including a call-back telephone number at which you may be contacted. Let me stress, this is an important event for PRS. Please volunteer if you possibly can.

Those who know me, know that I am a "communicator". To this end, it is my obligation and pleasure to be available to the PRS administration and membership. Therefore, a direct Email (personal) address has been established for use by the PRS membership who may wish to communicate directly - PRS.exec@yahoo.com Please include your return telephone number in the communication.



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EDITOR DICK FINLEY
TECHNICAL EDITOR CHARLES VARNES
MAILER JOHN STALLKAMP

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

MUSEUM CURATOR DAVID HOUSH
EXCURSION DIRECTOR MARTI ANN DRAPER
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PRS NEWS — ARRIVALS & DEPARTURES

- May 2, 9, PRM open Wednesday, 12:00 p.m. to 5:00 p.m.
- 16, 23, 30 210 W. Bonita Ave., San Dimas.
- May 4 PRS Board meeting, 7:30 p.m., Valencia Room,
- Friday Joslyn Center, 210 N. Chapel Ave., Alhambra.
- May 5, 12, PRM open Saturday, 10:00 a.m. to 4:00 p.m.
- 19, 26 210 W. Bonita Ave., San Dimas.
- May 5, 12, Saunders Yard open Saturday, 8:30 a.m. to ?,
- 19, 26 Noakes St. & Herbert Ave., Commerce.
- May 7, 14, PRM open Monday, 12:00 p.m. to 5:00 p.m.
- 21, 28 210 W. Bonita Ave., San Dimas.
- May 11 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**

May 11: PRS members **Steve Crise and Michael Patris** will present **"Pacific Electric Then & Now."** This will be a digital

PowerPoint presentation related to their **recently released book of the same name.** The same presentation got **rave reviews at the recent Winterail!** **Be there, and bring digital briefs!**

INFORMATION FROM METROLINK MATTERS

Bike Cars

Metrolink operates 12 Bike Cars on selected lines, and each of the special cars can hold up to 18 bikes on the lower level; while all other Metrolink cars can hold up to three bikes. The bike cars are easily identified by the yellow decal located on the side of the train or by the decorative train wraps.

San Bernardino Railroad Days

The fourth annual San Bernardino Railroad Days extravaganza took place Saturday, April 21, from 9 a.m. to 5 p.m., and Sunday, April 22, from 9 a.m. to 3 p.m., at the Santa Fe Depot (1170 W. 3rd St.), next door to the Metrolink San Bernardino Station. There was food; western-themed re-enactments; model railroads; antique trains, trucks and cars; and other activities for adults and children with a fee for some activities.

The historic #3751 Steam Engine was to be on display, and you could ride it Saturday at approximately 9 a.m. from L. A. Union Station to the San Bernardino Station or Sunday at 3 p.m. from the San Bernardino Station to L. A. Union Station. Ticket prices ranged from \$80 to \$115.

The San Bernardino History and Railroad Museum, located at the Santa Fe Depot, was open to the public both days free of charge. Railroad memorabilia, fire engines, antique horsedrawn buggies, and other historical items were to be on display.

To purchase tickets online, visit sbdepotmuseum.com. You can also purchase tickets at the museum on Saturdays (Tickets will not be available for purchase on the day of the event.) from 10 a.m. to 3 p.m. Contact the museum at 909-888-3634 or sbrdays@me.com.

Fullerton Railroad Days

After a three-year break, the Fullerton Railroad Days event is back on the scene. The fun lasts from 9 a.m. to 5 p.m. on both Saturday, May 5, and Sunday, May 6, at the Metrolink Fullerton Station (120 E. Santa Fe Ave.)

The free event will feature a modern BNSF freight locomotive, vintage passenger cars and cabooses, a fire engine accompanied by its watchful dalmation, and more than 40 booths and displays that include vintage photographs and historic train depot models. You'll have the chance to tour "famous" special equipment, including the "Lille Belle," an observation car named after Walt Disney's wife, Lillian.

For more information, visit scrpa.net, email info@scrpa.net or call 714-278-0648.

National Train Day

Come to Los Angeles Union Station on Saturday, May 12, from 11 a.m. to 4 p.m. for Amtrak's fifth annual National Train Day. Each year the celebration spotlights passenger's experiences beholding America's beautiful, vast landscape while traveling comfortably by rail.

The event will include a wide array of train equipment displays: including Metrolink equipment; a depot where children can build, explore and compete for prizes; model train displays; K-9 unit demonstrations; a high-speed rail display that offers a glimpse into the future of high-speed rail; live cooking demon-

strations by Amtrak celebrity chefs with the chance to taste free samples; and much more. Metrolink will have a booth at the event where you can pick up Metrolink giveaways.

Visit NationalTrainDay.com for more information.

SOUTHERN CALIFORNIA COMMUTER RAIL

More than three years after the deadly Metrolink crash in Chatsworth, the commuter railroad is forging ahead with the most sophisticated collision avoidance system in the country despite efforts in Congress to relax requirements to install the safety improvement nationally. Metrolink already has made substantial progress developing its \$201-million positive train control system, which uses an array of electronic gear to monitor and, if necessary, take control of trains to prevent collisions and derailments.

The vast majority of track-side communication stations and radio antennas for the new system have been installed along the railroad's 512 miles of track. Other equipment has been added to a group of locomotives, and a sophisticated dispatching system is under development.

Involved in the project are Union Pacific Railroad and the Burlington Northern Santa Fe Railway Co., which have spent years working on positive train control. Both companies operate freight trains on the same tracks as Metrolink, which serves six counties in Southern California: Los Angeles, Ventura, Orange, San Bernardino, Riverside, and San Diego.

The entire system is expected to be operational next year, so that Metrolink would be one of the first passenger railroads in the nation to fully deploy a state-of-the-art train control system that marries global positioning technology to computers and digital radio communications. Also it indicates that Southern California could find itself serving for years as a groundbreaking and isolated safety test laboratory if Congress decides to postpone the deadline from 2015 to 2020 for installing the technology.

Federal lawmakers are being pressured by influential railroads and transportation organizations that say positive train control is very costly and tricky to install and remains largely unproven in daily operations.

Metrolink officials say they want to complete their system by mid-2013 regardless of any change in the national mandate, which covers 70,000 miles of track used by passenger trains and railroads that haul hazardous materials. "I don't think the rollback is justified," said Richard Katz, chairman of the Metrolink Board of Directors. "This is the most important development in our lifetimes as far as rail safety is concerned. Every year we delay, more people are going to die that don't have to."

"I'm confident Metrolink will get there," said John Fenton, the railroad's chief executive. "But when you look at where we are today, it's a massive project, given the type of work force, the vendors, the technology issues and the possibility of transforming the industry. There are some real challenges. At this point, without a national strategy, I do have concerns."

Other passenger lines, freight railroads and transportation organizations contend that more time is needed because of the mandated system's complexity, the need for uniformity across the U.S. rail network and the high cost – an estimated \$12 billion

nationally, including \$2 billion for commuter operations.

A major impediment, most experts agree, is a lack of the radio frequencies needed for the system's extensive communications network.

Metrolink officials say they have federal and state money to build their system, but many other passenger railroads do not know how they will pay for positive train control because government funding has dwindled amid the weak economy. At the federal level, only about \$50 million has been allocated out of \$250 million Congress set aside for positive train control projects.

Sen. Dianne Feinstein (D-Calif.), who championed the bill that established the 2015 deadline for the crash avoidance systems, is fighting any delay. Siding with her is Rep. Elton Gallegly (R-Simi Valley), whose district is home to some of the Chatsworth victims. Commuters deserve to know that the trains they ride are equipped to get them to their destinations safely, he said.

California's other Democratic senator, Barbara Boxer, who has favored keeping the present deadline, is waiting for more information from federal regulators about the technological challenges of implementing positive train control nationwide.

"Hopefully, Metrolink will identify what works and what problems there might be," said Robert L. Healy Jr., vice president of government affairs for the American Public Transportation Association. "Hopefully, their experience will reduce the costs for other systems moving forward."

[Info. from *Los Angeles Times*]

SOLAR CARPORTS UNVEILED

A new project unveiled in Industry aims to harness the sun's rays while keeping commuters cool. City officials in early April unveiled a carport project at the Industry Metrolink station that shields cars from the sun with more than 8,000 solar panels covering 940 parking spots, making it the largest such project in Southern California. While cars are parked under the solar carports, the panels mounted above will be quietly generating electricity with the sunlight that would otherwise be baking dashboards and upholstery.

Tony Perez, vice president of Oltmans Construction, which handled the project, said the panels are capable of generating about 2 megawatts of electricity per hour. Industry will sell the electricity to Southern California Edison as part of a 20-year deal the city signed with the utility.

Industry Mayor Dave Perez said most of the funding for the \$11 million project came from Proposition A, a half-cent sales tax that generates money for transportation projects in Los Angeles County. To help cover some of the remaining costs, the city may at some point begin charging motorists "a nominal fee" to park at the station, Perez said. "Right now, it's free," Perez said.

The facility also includes 64 chargers for electric vehicles. Perez said electric-vehicle owners will be able to swipe a credit card at the charging terminal to pay for the electricity they use. In addition, Industry received a \$2 million grant from the South Coast Air Quality District for the purchase of 28 electric vehicles. Perez said Metrolink riders who use the station will be able to enter a lottery for the vehicles, which will be available from Puente Hills Nissan. "We're talking about a lease arrange-

ment. They're not going to get a free car," City Engineer John Ballas explained.

Specific details about the lottery still need to be hashed out, Ballas said. He expects city employees would pass out applications to commuters at the station one day without announcing it ahead of time – to avoid a rush from the general public. "What better way than handing them out as people are headed home from work," Ballas said.

[Info. from *San Gabriel Valley News*]

CALTRAIN NEWS

by **MIKE GONDON**

On March 22, the California High Speed Rail Authority and more than a half-dozen Bay Area public agencies came to an agreement that will fully fund the electrification and modernization of the Caltrain system. This will allow Caltrain to become fully electrified far sooner than previously thought.

Caltrain is one of the few transit agencies in the country that does not have its own source of dedicated funding, so modernization will be a significant step in stabilizing its long-struggling finances. This agreement should help speed up the process. Electrification could come as soon as 2020, more than ten years sooner than previously planned.

The agreement needed approval from the Metropolitan Transit Commission before it could take effect, and that approval came on March 28, clearing the way for implementation.

On March 15, Caltrain's morning commute encountered massive delays due to problems with the signal system as well as some mechanical problems with a locomotive. Around 7:30 a.m., one of the computers used by the dispatchers crashed. Another dispatching station was brought on line within fifteen minutes, but by then the damage was done. When the computer crashed, all signals in that jurisdiction went to "stop", halting all trains in the area. Operations didn't return to normal for several hours.

Caltrain, which doesn't usually acknowledge service delays, issued a public apology and explanation for that one, as well as other mechanical problems they had been having that week.

The 2012 baseball season is here and Caltrain again will offer extra service for Giants games at AT&T Park. One pre-game Special will be run for weekday games only, leaving San Jose Diridon at 9:56 a.m. and arriving San Francisco at 11:20 a.m., making all weekday stops to San Bruno, then running nonstop to San Francisco. After all games, two Specials will be run. The first Special will run nonstop to San Carlos, then make all stops to San Jose. The second will run as a local and make all stops from San Francisco to San Jose.

2011 PUBLIC TRANSIT RIDERSHIP

According to a report released on March 12, 2012, by the American Public Transportation Association (APTA), Americans took 10.4 billion trips on public transportation in 2011, the second highest annual ridership since 1957. Only ridership in 2008, when gas rose to more than \$4 a gallon, surpassed last year's ridership. With an increase of 2.3 percent over the 2010 ridership, this was the sixth year in a row that more than 10 billion trips were taken on public transportation systems nationwide. During 2011, vehicle miles of travel (VMTs) declined by 1.2 percent.

"U.S. public transportation ridership in 2011 is now the second highest ridership since 1957," said APTA President and CEO Michael Melaniphy. "What is exciting is that the uptick in ridership occurred in large, medium and small communities, showing the broad support that public transportation has nationwide. In fact, the largest rate of growth was in rural communities with populations under 100,000 where public transit use increased by 5.4 percent."

"Two top reasons for the increased ridership are higher gas prices and in certain areas, a recovering economy with more people returning to work," said Melaniphy. "Since nearly sixty percent of trips taken on public transportation are for work commutes, it's not surprising to see ridership increase in areas where the economy has improved."

Noting that the increased use of passenger information technology is also contributing to higher ridership, Melaniphy said, "The exponential growth of apps to track bus and rail arrival times is demystifying the ridership experience and attracting new customers to public transportation. More and more people are now able to find out when the next bus and train will arrive through public transit apps. This is making public transportation more attractive."

"There should be no doubt Americans need and want public transportation," said Melaniphy. "Congress needs to pass a well funded, multimodal, multi-year transportation bill that will help meet current and growing demand."

To see the complete APTA 2011 ridership report, go to <http://www.apta.com/resources/statistics/Documents/Ridership/2011-q4-ridership-APTA.pdf>

2011 Ridership Breakdown

Light rail (modern streetcars, trolleys, and heritage trolleys) ridership increased 4.9 percent in 2011. Light rail systems that showed increases in 2011 were located in the following cities: Seattle, WA – King County DOT (37.2%); Dallas, TX (31.2%); Buffalo, NY (15.6%); Oceanside, CA (14.8%); Salt Lake City, UT (14.4%); Seattle, WA – Sound Transit (11.8%); New Orleans, LA (11.3%); Philadelphia, PA (9.6%); San Diego, CA (7.3%); and Memphis, TN (6.3%).

Heavy rail (subways and elevated trains) ridership increased by 3.3 percent across the country. Heavy rail systems with increases in ridership for 2011 were in the following cities: Cleveland, OH (12.3%); San Juan, PR (12%); Baltimore, MD (8.7%); Boston, MA (7.2%); San Francisco, CA (5.6%); Chicago, IL (5%); Miami, FL (4.9%); New York, NY (4.9%); Philadelphia, PA (4.7%); and Lindenwold, NJ (3.9%).

Nationally, commuter rail ridership increased by 2.5 percent in 2011. With a new rail line extension that opened in December 2010, the commuter rail in Austin, TX, saw an increase of 169% due to additional and weekend service. The following six commuter rail systems saw double digit increases in 2011: Nashville, TN (33%); Oceanside, CA (21%); Portland, OR (20%); Alexandria, VA (12.7%); Salt Lake City, UT (10.4%); and Stockton, CA (10.3%). Commuter rail systems that also reported increases were: Oakland, CA (8.3%); Seattle, WA – Sound Transit (7.6%); and Anchorage, AK (7%).

Large bus systems reported an increase of 0.4 percent nationally. The following bus systems showed an increase: Columbus, OH (10.1%); Saint Louis, MO (10%); Orlando, FL (8.4%);

Miami, FL (8.3%); Washington, DC (7.1%); San Diego, CA (6.8%); San Antonio, TX (6.3%); Arlington Heights, IL (4.6%); Minneapolis, MN (4.3%); and Baltimore, MD (3.9%).

Demand response (paratransit) ridership increased in 2011 by 3.2 percent and trolleybus ridership increased by 1.2 percent. [Info. from American Public Transportation Association via Charles Varnes]

URBAN RAIL TRANSIT

**LOS ANGELES METRO RAIL
RIDERSHIP**

	Red Line	Blue Line	Green Line	Gold Line
January 2012				
Weekday Ave.	144,854	78,515	42,600	41,129
Saturday Ave.	84,848	58,344	21,900	25,893
Sunday Ave.	74,037	50,849	18,832	23,426
Monthly Total	3,825,552	2,187,283	1,095,196	1,107,839

**LOS ANGELES METRO RAIL
RIDERSHIP**

	Red Line	Blue Line	Green Line	Gold Line
February 2012				
Weekday Ave.	148,180	83,397	43,712	41,147
Saturday Ave.	89,593	63,495	23,767	22,070
Sunday Ave.	70,330	51,091	18,063	16,133
Monthly Total	3,751,478	2,209,675	1,085,264	1,016,890

[Info. from Metro via Ken Ruben]

GOLD LINE FOOTHILL EXTENSION AUTHORITY

Issues Full Notice to Proceed

The Metro Gold Line Foothill Extension Construction Authority (Construction Authority) has issued a Full Notice to Proceed to Foothill Transit Constructors – A Kiewit Parsons Joint Venture for the \$486 million Foothill Extension from Pasadena to Azusa light rail alignment project. The Full Notice to Proceed affords the Kiewit Parsons Joint Venture the ability to implement all aspects of the design-build contract, including design and construction of the 11.5-miles of tracks, stations, crossings, bridges, utilities, maintenance facility and more. The total project budget is \$735 million.

The Authority board awarded the contract to the Kiewit Parsons team in July 2011 with a limited scope of design and pre-construction activities. The full notice to proceed gives the contractor the go-ahead to complete the entire project, and keeps it on schedule for construction completion in 2015.

In July, the Construction Authority was in the process of working to meet two major conditions placed on the project by Metro, which limited the availability of funds. The Authority issued the Interim Notice to Proceed at that time to allow the contractor to begin work on the design and pre-construction phases of the project while the Authority continued work to meet the two funding conditions. The first condition – BNSF’s abandonment of the rail right-of-way west of Irwindale was completed in February. The second condition – full control over more than 50 percent of the land needed for the project’s 24-acre maintenance facility – was met in late March.

It took a significant effort to overcome these two funding conditions. With the help of numerous agencies (including Metro, the corridor cities, Caltrans, and others), the conditions have now been met, enabling the Kiewit Parsons team the opportunity to continue with their plan for major construction to begin this Fall.

About the Foothill Extension from Pasadena to Azusa

The Metro Gold Line Foothill Extension is a \$1.4 billion project, partially funded by Los Angeles County’s Measure R. The light rail extension is being overseen by the Construction Authority and is currently undergoing final design and construction for the Pasadena to Azusa segment and environmental review for the Azusa to Montclair segment.

Construction of the 11.5-mile light rail extension to Azusa is on schedule to be completed in late 2015, adding stations in the cities of Arcadia, Monrovia, Duarte, Irwindale and Azusa. Once completed, the Pasadena to Azusa segment will be handed over to Metro for testing and pre-revenue service. During construction, the LAEDC estimates that the Pasadena to Azusa segment will generate nearly 7,000 jobs and \$1 billion of economic output for the region. The Construction Authority anticipates releasing the Draft Environmental Impact Report for the Azusa to Montclair segment later this year.

[Metro Gold Line Extension info. via Charles Varnes]

EXPO LINE OPEN TO PUBLIC ON APRIL 28

After numerous delays and cost increases, Los Angeles County transportation officials said the first segment of the long-awaited Expo Line will finally open to the public April 28. The light-rail line will carry commuters 7.9 miles between downtown Los Angeles and the eastern edge of Culver City in about half an hour. “Some of us didn’t think we’d live long enough to see this day, but we made it,” said Los Angeles County Supervisor Zev Yaroslavsky, who is also an L.A. County Metro board member. “This is a milestone.”

The entire first phase of the line was supposed to open an additional 0.7 miles west into Culver City, but officials said that station wouldn’t be ready for service until this summer. Officials expect the first segment to carry some 27,000 passengers a day.

Construction has already begun on the second phase of the line, which extends the route several miles west. When both phases are complete – the second is estimated to be finished in 2015 – the Expo Line will take passengers from downtown L.A. to Santa Monica in 46 minutes, with 19 stops.

“The opening of Expo Line Phase I is a critical step toward creating the multi-faceted transit network that Angelenos deserve,” Los Angeles Mayor and Metro Board Chairman Antonio Villaraigosa said during a preview ride for the news media.

The delays in the first phase were somewhat typical of a line that has had problems throughout much of its construction. The first phase, initially slated to open in the summer of 2009, originally carried what was considered a cheap price tag of \$640 million. But the cost grew to more than \$930 million.

Some officials attributed the delays and cost increases to design enhancements, safety concerns and higher construction prices. Others said there was initially confusion about funding sources and a disjointed process of construction, design and other contracts.

[Info. from *Pasadena Star-News*]

BAY AREA RAPID TRANSIT

Next Stage of Transbay Tube Retrofit

BART is continuing its work of earthquake safety strengthening of the Transbay Tube, which was not damaged in

the 1989 Loma Prieta earthquake but remains BART's top Earthquake Safety priority. The Board of Directors on Jan. 26 authorized the General Manager to award a contract of \$7,735,000 to California Engineering Contractors of Pleasanton to install steel plating inside the 3.6 mile long Transbay Tube. The work will be part of the 10-year Earthquake Safety Program to protect BART's core system against a major earthquake.

The contract approved by the Board requires the contractor to bolt 2.5 inch steel plates on the concrete wall of the Transbay Tube. The work is expected to begin this Spring and be completed about two years later.

BART's Earthquake Safety Program has been underway since 2001 and significant work to strengthen the Transbay Tube is already complete.

Overall, BART's Earthquake Safety Program will strengthen not only the Transbay Tube but also 34 stations, 22 miles of elevated track (including 1,918 support columns) and parking structures and other facilities. The program is 85 percent complete, ahead of schedule and on budget.

Strengthening the Transbay Tube is a major priority of the project. The Transbay Tube, connecting San Francisco to Oakland, carries about half of BART's 365,000 daily weekday riders and, during the peak transbay commute hours, BART riders equal the number of Bay Bridge drivers – 50,000 – reducing bridge congestion by half.

Earthquake Safety Construction Inside El Cerrito Plaza Station

In January 2012, construction crews started earthquake strengthening work inside the El Cerrito Plaza Station. The work will include constructing temporary enclosures, demolishing concrete structures, adding steel and concrete to foundations, wrapping columns with reinforcement, and protecting utilities and equipment. It is estimated that the project will be completed by late 2012.

Powell Street Station Modernization Continues Through September 2012

BART is continuing asbestos removal work within the Powell Street BART Station. BART has been removing existing fireproofing material that was applied to the steel beams installed when the station was built nearly 40 years ago. The common fireproofing material from that time contains traces of asbestos. BART is taking great care as they remove these materials. BART advised their customers, "Be assured this work is in no way hazardous to our customers, employees or to the contractor doing the work. All of this work is contained and closely monitored for the safety of all who work in, or are passing through, the area. Protective enclosures are being constructed of plywood and plastic sheeting to isolate the work from the public. The entire enclosure is under negative pressure from a HEPA filter. In the event of a puncture to the plastic sheeting or loose blue tape, the negative pressure inside the enclosure will pull outside air in, maintaining containment until the opening can be repaired."

The station air is monitored 24 hours a day by an independent firm to verify compliance with all applicable codes. The firm doing the work is licensed and certified to do hazardous material abatement. The work is expected to last until September 2012.

PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK NATIONAL TRAIN DAY

Amtrak will celebrate its fifth National Train Day at the Los Angeles Union Station on May 12, 2012. The event will take place from 11:00 a.m.-4:00 p.m. Other celebrations will take place at train stations in New York City, Philadelphia, and Chicago, as well as numerous other communities throughout the nation.

National Train Day events are planned at the following location in Southern California in addition to the event at Los Angeles Union Station.

Travel Town Museum, 5200 Zoo Drive, Griffith Park, Los Angeles. 10:30 a.m.-3:00 p.m.

Oceanside Transit Center, 205 S. Tremont St., Oceanside. 9:00 a.m.-1:00 p.m.

Santa Susana Depot, 6503 Katherine Road, Simi Valley. 1:00 p.m.-4:00 p.m.

A complete listing of National Train Day Events in California is available at <http://www.nationaltrainday.com/events/other/?st=CA>.

AMTRAK

Yvonne Brathwaite Burke Nomination

President Obama has nominated former U.S. Representative Yvonne Brathwaite Burke to the Amtrak board of directors, the White House announced on May 29, 2012. Pending Senate confirmation, Burke will join the seven-member Amtrak board of directors.

Burke is currently a member of the Committee on Congressional Ethics as well as the California Transportation Commission. She served six-years as a California State Assemblywoman (1966-1972), and six years as a member of the U.S. House of Representatives (1972-1978). In 1978 and 1979, and from 1992 to 2008 she was a member of the Los Angeles County Board of Supervisors. She received a B.A. from the University of California-Los Angeles, and a J.D. from the University of Southern California School of Law.

Fiscal Year 2012 First Half Ridership

Amtrak reported that it is on pace to set another new annual ridership record as passenger counts across its national network for the first six months of fiscal year 2012 (October 2011 – March 2012) are up 3.7 percent over the same period last year when the current record was established.

A closer look at the numbers show all Amtrak business lines experienced growth in the first half of FY 2012 as compared to the same period the prior year, including the Northeast Corridor (up 5.2 percent), long-distance trains (up 3.0 percent) and state-supported and other short-distance routes (up 2.7 percent.) This ridership growth continues a long-term trend that has led to eight records in the last nine years, including 30.2 million passengers in FY 2011.

Northeast Corridor FY 2012 October-March train ridership was 5,546,997 vs. 5,271,555 in FY 2011.

Long-distance FY 2012 October-March train ridership was 2,246,523 vs. 2,181,889 in FY 2011.

State supported and other short distance corridor FY 2012 October-March train ridership for was 7,157,916 vs. 6,969,07 in FY 2011.

Total system ridership in the first six months of FY 2012 was

14,951,436 vs. 14,422,515 for the same period in FY 2011.

Historical On-Time Performance

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

Route	March 2012	February 2012	Last 12 months
Sunset Limited	34.6%	60.0%	53.8%
Texas Eagle	83.9%	86.2%	84.1%
Heartland Flyer	66.1%	53.4%	68.7%
Southwest Chief	82.3%	91.4%	89.0%
California Zephyr	51.6%	60.3%	57.2%
Empire Builder	57.2%	74.1%	73.8%
Coast Starlight	79.0%	91.4%	78.0%
City of New Orleans	83.9%	94.8%	86.8%
Pacific Surfliner	77.9%	76.9%	75.1%
San Joaquin	85.8%	90.5%	89.1%
Capitol Corridor	93.3%	92.7%	93.5%
Amtrak Cascades	74.7%	66.0%	69.9%
Illinois Service	90.5%	90.9%	86.9%
Michigan Services	47.1%	72.1%	56.9%
Hiawatha	91.8%	92.0%	92.6%
Missouri River Runner	95.9%	97.4%	96.4%
Acela Express	94.1%	96.2%	93.7%
Northeast Regional	91.4%	92.9%	91.2%

WESTERN CORRIDORS

Capitol

The *Capitol Corridor* is currently testing eTicketing on board its trains. At the present time, conductors are scanning and punching existing tickets as part of the testing for this new program. They will be doing this until the testing period is complete and exclusive eTickets start being issued for travel on *Capitol Corridor* trains. During this testing period, passengers are encouraged to continue to keep their paper tickets as they still have value and need to be presented to obtain a refund or exchange.

Capitol Corridor Thruway buses will not be included in the first phase of this ticketing system change.

Discontinuation of Complimentary Sacramento Bee on Morning Trains

Beginning April 1, 2012, *Capitol Corridor* will no longer be offering complimentary copies of the Sacramento Bee on select morning trains. The cost of purchasing the papers for passengers has risen sharply the last five years and the corridor's budget can no longer support the cost of this passenger amenity. The Sacramento Bee can be accessed using the free Wi-Fi onboard *Capitol Corridor* trains. Passengers can purchase paper copies of the Sacramento Bee inside the Sacramento station from the metal newspaper kiosks.

Capitol Corridor Thruway Motor Coaches

Effective March 5, 2012, bus seats on Route 20 *Amtrak Thruway* motorcoaches that operate entire length of route 20 from Sacramento to and from Reno and Sparks, and all intermediate stops, must be reserved in advance by purchasing a ticket online at Amtrak.com, from a Quik-Trak ticket vending machine or at a staffed Amtrak station. Buses on Route 20 that run on a portion of that route (i.e. Auburn to Sacramento) will remain unreserved.

Reserved Buses

- Bus connections from train 720/524 departing Sacramento at

- 10:05 a.m. for Reno/Sparks and intermediate points
- Bus connections from train 528/728 departing Sacramento at 1:00 p.m. for Reno/Sparks and intermediate points
- Bus connections from train 532/734 departing Sacramento at 4:00 p.m. for Reno/Sparks and intermediate points
- Bus connections from Reno/Sparks departing Reno at 8:05 a.m. arriving Sacramento at 11:55 a.m. for train 537/737
- Bus connections from Reno/Sparks departing Reno at 11:30 a.m. arriving Sacramento at 3:20 p.m. for train 543/743
- Bus connections from Reno/Sparks departing Reno at 5:05 p.m. arriving Sacramento at 8:55 p.m. for train 553/751

Persons who hold monthly or 10-ride Capitol Corridor tickets and choose to ride the above schedules may access a limited amount of unreserved seats on these buses between the following stations: Sacramento, Roseville, Rocklin and Auburn

When space on the reserved buses is full, passengers without a reserved bus seat may be required to use the next scheduled service.

The following Route 20 bus schedules between Sacramento and Auburn, Sacramento and Roseville and return will remain unreserved.

Unreserved Buses

- Bus connections from train 540 (operates daily except Sa, Su & holidays) departing Sacramento at 6:50 p.m. to Roseville, Rocklin and Auburn
- Bus connections from train 542 (operates daily except Sa, Su & holidays) departing Sacramento at 7:40 p.m. to Roseville, Rocklin and Auburn
- Bus connections from train 544 (operates daily except Sa, Su & holidays) departing Sacramento at 9:05 p.m. to Roseville, Rocklin and Auburn
- Bus connections from Roseville departing Roseville at 4:45 a.m. connecting to train 523 at Sacramento
- Bus connections from Roseville departing Roseville at 5:35 a.m. connecting to train 525 at Sacramento
- Bus connections from Auburn, Rocklin and Roseville departing Auburn at 5:10 p.m. arriving Sacramento at 6:15 p.m. connecting to train 549/749

MIDWEST ROUTES

Missouri River Runner

Missouri Governor Jay Nixon, representatives of the Missouri Department of Transportation, Federal Railroad Administration, Union Pacific Railroad and Amtrak on March 29, 2012 officially broke ground for a new \$20 million, 1,200-foot railroad bridge across the Osage River that will add capacity and is designed to reduce delays on the route used by Amtrak *Missouri River Runner* trains between Kansas City and St. Louis.

The new bridge, located just east of Jefferson City in Osage City, Mo., will unclog a major "bottleneck" that was caused when two tracks would funnel to one to cross the Osage River on a single-track railroad bridge and then connect back to a double mainline track. When the bridge is complete, the rail corridor between St. Louis and Jefferson City will consist entirely of two mainline tracks. The project is Missouri's first rail infrastructure project to be awarded and begin construction under the American Recovery and Reinvestment Act.

MoDOT commissioned a study by the University of Missouri to determine where rail line capacity enhancements should be

made to improve train velocity. The Mizzou study helped MoDOT and Union Pacific's engineering and network planning groups make solid choices where capacity projects should be considered across the 275-mile rail corridor.

The new bridge will enable all trains that use the corridor to operate more efficiently. MoDOT received a multimillion dollar award under the Recovery Act, which will fund a majority of this project. Union Pacific is providing the remainder of the project cost. The bridge is being constructed by OCCI, Inc., from Fulton, Mo.

According to MoDOT, nearly 90 percent of the *Missouri River Runner* trains arrived at their end-points of St. Louis or Kansas City on-time or ahead of schedule in fiscal year 2011. These same passenger trains were operating an average of 64 percent on-time in 2008. These service improvements are directly linked to the capital investment – capacity and maintenance – Union Pacific has invested on the corridor, as well as a \$5 million appropriation by the Missouri General Assembly for construction of a rail siding near California, Mo. completed in 2009.

NORTHEAST CORRIDOR

Boston-Washington, D.C., *Acela Express* Train 2171, on March 29, derailed in North Kingston, R.I. while being talked by a red signal. The low-speed derailment occurred as the train passed through a high speed turnout whose movable point frog was not lined correctly causing the *Express'* power car to derail. There were no injuries to passengers when the train derailed. The 265 *Acela Express* passengers were transferred to *Northeast Regional* Train 175 to continue their journeys. A crane was brought in to rerailed the power car.

AMTRAK eTICKETS

Amtrak in November 2012 started a pilot test of its eTicketing system on the *Amtrak Downeaster* service, which operates daily between Boston and Portland, Maine.

The eTicketing program provides passengers increased flexibility when making or changing reservations and eliminates the need to obtain traditional paper tickets. Amtrak intends to rollout eTicketing to all its trains nationwide during 2012.

With eTicketing, passengers have the ability to print their reservations from their home or office. A receipt will be e-mailed to the customer with the eTicket attached as a printable PDF document which can be printed any time prior to travel.

Passengers also will be able to use their Smartphone to present their eTicket to the conductor, by simply opening the eTicket PDF document from their email on their Smartphone and displaying the barcode for the conductor to scan.

If a customer misplaces their eTicket, they can re-print the document for presentation on-board. Passengers may also print their eTickets at Amtrak ticket offices and Quik-Trak kiosks.

Under the pilot test, eTickets will be issued to passengers who have one way or round trip reservations. Passengers with more complicated bookings will continue to receive traditional paper value tickets, including when they:

- Are traveling beyond the Downeaster route;
- Have purchased a Multi-Ride Ticket; (e.g., monthly or ten-trip ticket)
- Have a group ticket;
- Are paying travel on the train; or
- Have purchased travel at a travel agency or corporate travel

office

Amtrak *Downeaster* eTicketing customers will now be able to make changes to their reservations online until the start of their journey. During 2012, Amtrak will look to provide greater flexibility to its online customers with respect to modifying reservations once a trip is underway.

In March 2012 Amtrak's eTicketing system was expanded in the Midwest to the *City of New Orleans*. A brochure with information for passengers is available at Amtrak staffed stations served by the *City of New Orleans*. Also, in March eTicketing was being tested in California on *Capitol Corridor* trains. The eTicket system is scheduled to begin to be used on April 16 on both *Capitol Corridor* and *San Joaquin* trains.

To meet this summer's goal for a nationwide eTicketing launch, Amtrak has started to train its 1,700 conductors. During this transition period, passengers may see conductors using the eTicketing Mobile Device. Conductors will still collect and punch traditional paper tickets, and scanning these will allow conductors to become familiar with the eTicketing mobile equipment.

With the introduction of this new eTicketing capability for customers, Amtrak has also garnered industry recognition by earning a spot on the 2011 InformationWeek 500 list of top technology innovators across America. This prestigious award recognizes Amtrak's innovative use of this mobile technology and how it enhances the customer's travel experience and ability for Amtrak employees to deliver a higher level of safety and customer service.

With the new eTicket system passengers whose travel includes multiple segments and who do not show for any segment of their trip will have that segment and all future segments cancelled. It is important that the Amtrak reservations bureau be called in advance of any changes to their reservations. [Info. from Ken Ruben, Ed Von Nordeck]

AAR APRIL STORED FREIGHT CARS REPORT

The Association of American Railroads reported that as of April 1, 2012, 299,324 freight cars were in storage, an increase of 9,819 from March 1, 2012, and equal to 19.6 percent of the North American fleet excluding cars without a load since before 2005.

For the last 12 months the number of stored freight cars (and the percentage of the fleet) on the first day of the month was: 2011: April, 283,649 (18.7); 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).

In July 2009, 1.603 million cars were in the fleet, including cars without a load since before 2005. From July 2009 to March 2012, 77,221 new cars were installed and 142,190 cars were scrapped or otherwise removed yielding a net reduction of 64,969 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 April 1, 2012, that was down to 310,064, for a reduction of 216,996. Subtracting the 142,190 cars scrapped or otherwise removed yields a net of 74,806 cars returned to service.

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