

WHEEL CLICKS

Pacific Railroad Society Inc.

OCTOBER 2007

WINSTON CHURCHILL'S FUNERAL CAR

About 10 years ago, an enquiry appeared in *TRAINS* Magazine regarding the present location of the Winston Churchill funeral car. Ted Creveling answered the enquiry that the car was in the city of Industry about 1½ miles from his home. Terry Bye of the Pullman Society was very surprised that it was in California, and came here to see the car. About five years ago he contacted a rail club in England about acquiring the car from the then Industry Hills Resort. Ted Creveling

[Photographs are on Page 10]

The railcar that carried the body of the late British Prime Minister Winston Churchill was to return home after nearly 30 years at the Industry Hills Golf Club. The 50,000-pound funeral railroad coach was purchased in 1965 for \$980 by former Industry Councilman Darius Johnson while he and Majestic Realty CEO Edward Roski Jr. were in England.

It was shipped to Long Beach and remained in storage until 1979, when it went on display at the Dwight D. Eisenhower Course at the Industry Hills Golf Club. Now as part of a restoration effort led by a British nonprofit organization, the Swanage Railway Trust, the funeral car will return back to its homeland.

It was reported in 1965 that the wooden coach served as a baggage car for the London Great Western Railway before it was taken over by British Railways. In 1940 the coach was earmarked for destruction, but was spared by Churchill, who was then prime minister. The car was preserved because it was used to carry the body of British nurse Edith Cavell, who was executed by the Germans as a spy during World War I, according to newspaper reports in 1965.

Since then, the coach was preserved at the golf course and was used to create an English theme for decoration at the St. Andrew's restaurant.

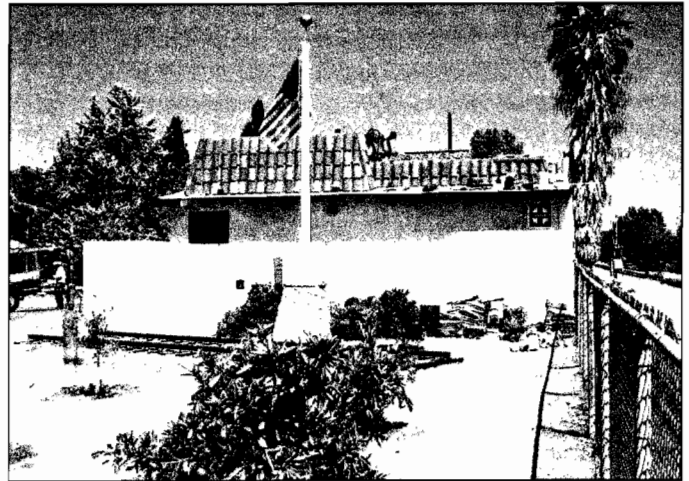
The coach, which carried Churchill's body on Jan. 30, 1965, left Aug. 15 for the Port of Long Beach, and then departed Aug. 21 for England. Representatives from the Swanage Railway Trust said their fund-raising efforts failed in taking care of shipping costs. Industry Mayor Dave Perez said, "We all agreed it deserves to go home." The city of Industry is paying \$67,000 to return the coach, including \$17,000 to rig it and \$50,000 to ship it.

The Swanage Railway Trust will restore the coach to running order for use on the Swanage Railway, a six mile-long heritage railway in Dorset, England.

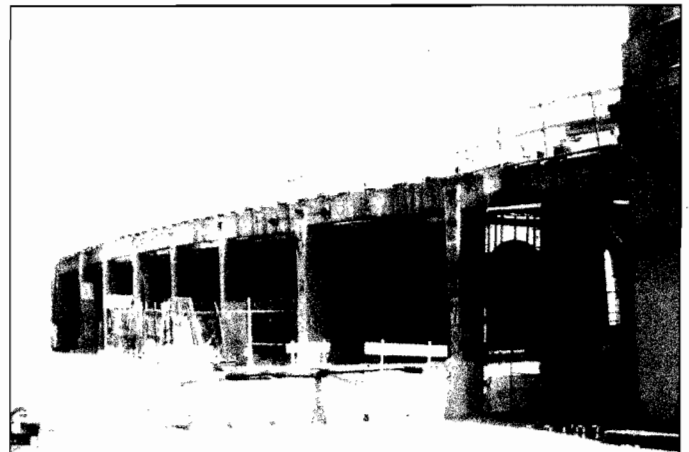
[Info. from Trainorders.com & San Gabriel Valley News]

LONGEST LAND TUNNEL

The Lötschberg Base rail tunnel, at 21 miles the world's longest overland tunnel, was inaugurated in Switzerland on June 15, 2007. It runs beneath the Alps between Frutigen and Raron.



West end of Pacific Railroad Society Museum in San Dimas during roofing. Image by Lindsay Smith



Construction is seen widening the First Street Bridge over the Los Angeles River to carry additionally the Gold Line Eastside Extension. Photo by Bob Davis

The tunnel will decrease the commute time from Berne to the Zermatt ski region from 110 to 55 minutes, and from Germany to Italy from 3½ hours to just under two.

Only the eastbound portion has been completed, so until the western tunnel is completed, trains (currently, only freight) will alternate east/west trips. Passenger trains will begin using the tunnel Dec. 9, 2007.

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



WHEEL CLICKS

OCTOBER 2007

VOLUME 71, NO. 7

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PACIFIC RAILROAD MUSEUM is operated by Pacific Railroad Society at 210 W. Bonita Ave., San Dimas, CA 91773. Telephone: (909) 394-0616. Museum e-mail: PRSTrainman@aol.com Open Saturdays, 10 a.m.-4 p.m.; Wednesdays 1-5 p.m.

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PRS NEWS — ARRIVALS AND DEPARTURES

- Oct. 5 Board Meeting, 7:30 p.m., Valencia Room at
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Oct. 5 Exc. #529 "Ticket to Tecate" via Amtrak Pacific
 Fri. *Surfliner* from Los Angeles to San Diego. Return
 Sat., Oct. 6, or Sun., Oct. 7.
- Oct. 6, 13, Pacific Railroad Museum work party, 10 a.m. to 4
 20, 27 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting: 27.
- Oct. 6, 13, Rolling Stock repair day, 8:30 a.m. to ?, Saunders
 20, 27 Yard, Noakes & Herbert Sts., Commerce. Regular
 Sats. day: 6, 20; Extra day: 13, 27. Com. Mtg.: 20.
- Oct. 12 Membership Meeting, 7:30 p.m., Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Oct. 25 Exc. #535 "Let's Go By Train - To Santa Fe"
 Thurs. The *National Forum* leaves Los Angeles on the
Southwest Chief at 6:45 p.m.
- Oct. 29 Exc. 535 "Let's Go By Train - To Santa Fe" returns
 Mon. to Los Angeles at 8:15 a.m.

- Nov. 2 Board Meeting, 7:30 p.m., Valencia Room at
 Fri. Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Nov. 3, 10, Pacific Railroad Museum work party, 10 a.m. to 4
 17, 24 p.m., Bonita & Monte Vista Aves., San Dimas.
 Sats. Committee meeting: 24.
- Nov. 3, 10, Rolling Stock repair day, 8:30 a.m. to ?. Saunders
 17, 24 Yard, Noakes & Herbert Sts., Commerce. Regular
 Sats. day: 3, 17; Extra day: 10, 24. Com. mtg.: 17.
- Nov. 9 Membership Meeting, 7:30 p.m., Alhambra Room
 Fri. at Joslyn Center, 210 N. Chapel Ave., Alhambra.
- Nov. 16 Slide Night at Saunders Yard, 7:30 p.m., Noakes &
 Fri. Herbert Sts., Commerce. Everyone welcome.

MEETING PROGRAMS

by **RUSS DAVIES**

October 12: **"Coast to Coast on the National Forum, Part II."** This will be the east to west, return portion of the **June and July, 2006 PRS Excursion #525**. We'll see **Tom Geer's Digital Image wizardry**, narrated by **Jerry Duncan**, with **technical support provided by Arie Korporaal**. **Be there, and bring slide briefs!**

November 9: More of **the best of your Museum's slides**. We'll see slides from our all-star collections, **selected by, and presented by, the PRM "Wednesday Warriors,"** and it will **be big. Be there, and bring slide briefs!**

MEMBERSHIP REPORT

by **VIRGINIA GRUPP**

At the Board Meeting on Sept. 7, Barry Yavitch was voted into PRS with seniority number 505.

CORRECTIONS

The SEPTEMBER 2007 issue of *Wheel Clicks* had the correct header month on Pages 1 and 2, but Pages 3 to 10 were incorrectly headed as August 2007.

The complete first sentence of The Gold Line Eastside Extension on Page 6 of the September issue should read: The 1st St. Bridge across the Los Angeles River was built in 1929, and is now being widened to carry Eastside Extension railcars.

LOS ANGELES COUNTY RIDERS

During the month of July 2007, the average number of week-day riders traveling on trains going to, from, or within Los Angeles County, other than on Amtrak, was 302,571. This was a decrease of about 3 percent from the previous month.

"Santa Fe's Eastern Oklahoma Railway Company: Book One" will be available beginning in October 2007, from **Joseph A. Cammalleri**, PRS Member #430. Listed price is \$39.95 plus S&H \$5.00. Contact: 907 Koko Isle Circle; Honolulu, HI 96925; (808) 395-2212; Jcamma455@aol.com

ANGELS FLIGHT DELAYS

John Welborne, president of the non-profit Angels Flight Railway Foundation, said early Sept. that the tiny funicular that connects Bunker Hill to the historic Core would not reopen at the end of summer, as had been stated earlier. Effort to get the incline railway running since it closed following a fatal accident in Feb. 2001, is still waiting on the installation of a new drive system. Welborne said the manufacturer of the system - part of

the railway's \$2.6-million renovation – could be complete by October and the line would reopen “definitely by December.” He said he is in talks with the California Public Utilities Commission, which must approve the railway and its safety features before it reopens. The project has been delayed for years and multiple announced reopening dates have not been met.

[Info. from *Los Angeles Downtown News*]

DOWNTOWN LOS ANGELES STREETCAR

The idea of a streetcar connecting Los Angeles neighborhoods is neither new nor radical. During a 90-year period, Los Angeles developed one of the largest streetcar networks ever constructed. By the 1930s, the system had nearly 600 miles of track, used more than 1,200 cars, and was a major factor in shaping the city's development pattern. After World War II, the automobile enabled rapid development of suburban housing and significantly changed the urban landscape. By 1963, the streetcar system had been abandoned.

Many cities that abandoned their systems are taking a fresh look at the streetcar's potential to revitalize and energize the urban core. In the late 1990s, we saw the potential for a streetcar revival to connect and energize downtown neighborhoods in downtown Portland, Oregon. Since opening in Sept 2001, the Portland Streetcar has become an integral part of the central city, providing visitors and residents with a convenient option for moving through downtown and accessing the regional light rail system.

Los Angeles has been considering resurrecting its own streetcar system for nearly a decade. The benefits of a local circulator in Downtown Los Angeles are clear. A modern streetcar can be useful, attractive and cost efficient, especially compared to light rail (the cost in Portland was less than one-fifth the capital cost of a comparable light rail system per track mile).

Experience shows that the streetcar can accelerate the pace of private development by 200% to 300%, yielding a high return on public investment. From an initial investment of \$57 million, Portland has already seen more than \$2.5 billion in new, diverse development spring up along the seven-mile Portland Streetcar line. In the coming years, Portland's streetcar will continue to shape the urban fabric, and spark new neighborhood development. There is no reason Los Angeles can't duplicate – and even exceed – the success in the renaissance of its downtown.

[Info. from *Los Angeles downtown News*]

RAIL-CROSSING CRASHES IN CALIFORNIA

Hit by a Metrolink train in Covina on Father's Day, a man and his 10-year-old niece are among the most recent victims of a soaring number of deadly collisions at California railroad crossings. Last year 36 people were killed in California when their vehicles were hit by trains on the tracks – up 64 percent from the previous year. California's staggering statistic is second only to the number in Texas, where 42 people died at train crossings last year, an 83 percent jump in one year, according to the Federal Railroad Administration.

If train crossings have lights, alarms and gates that lower, you have to wonder why some drivers ignore all the warnings that 450 tons of speeding metal is headed their way. It takes a

certain type of driver to make the split-second decision to hit the gas when a train is coming. And last year, 362 people around the country didn't make it across the tracks in time. Were they that pressed for time or just stupid?

Among the casualties at train crossings are also suicides, people looking to create derailments and those seeking to stage crashes so they can sue, said James David Ballard, a sociology professor at California State University, Northridge. “There could be a variety of reasons why people do this,” Ballard said. “An accident would maybe let their family get some financial resources. So it's not just death by train.”

During a heated argument with his girlfriend, a 21-year-old man was killed by a Metrolink train recently in Sun Valley after driving through warning gates and parking his car on the tracks. The woman survived.

Metrolink has begun quietly installing gates, fences and concrete barriers to block some of the thoroughfares. The transit agency has about \$14 million for the job and is seeking \$80 million more to tighten security and reduce collisions among 65 miles of tracks with its Antelope Valley and Ventura County rail lines, said Denise Tyrrell, Metrolink spokeswoman. It's virtually impossible to keep someone homicidal off the tracks,” Tyrrell said. “However, most of what we deal with, as far as incidents along our right-of-way, are ordinary folks who've made a mistake.”

North Carolina is the only other state that has taken similar measures after a high number of crashes and deaths occurred in the 1990s along tracks between Raleigh and Charlotte. Longer gate arms at crossings, fencing, median separators and more signs went up at many of the rail crossings along 172 miles of tracks between the two cities in a safety program that began in 1995. About 50 of the 218 rail crossings have since been closed completely to the public.

“It wasn't always a popular program,” said Paul Worley, director of engineering and safety at the North Carolina Department of Transportation. “But there are people who are alive now because of what we've done.”

[Info. from *L.A. Daily News* coverage by Metrolink]

CAJON PASS GETS A THIRD TRACK

Trains going through the Cajon Pass creep up and down steep grades of between 2.2 and 3 percent, and they often wait at the top or bottom of Cajon Pass until the bottleneck clears. A third track under construction in Cajon Pass could help ease these problems, increasing the maximum capacity of the BNSF main line from 100 to 150 trains per day, according to BNSF.

The track is also expected to help accommodate increases in cargo coming from the ports of Los Angeles and Long Beach, which is expected to triple by 2030, said Cheryl Donahue, spokeswoman for San Bernardino Associated Governments.

The BNSF main line through the pass currently handles between 90 and 100 trains per day on average, although up to 110 trains have occasionally traveled the line in one day, said Bob Brendza, director of facility development for BNSF. In addition to BNSF trains, two Amtrak trains and some Union Pacific trains also use the line each day.

Some groups, including the California Air Resources board, or CARB, and rail industry maintain that trains are more effi-

cient than trucks. A locomotive can pull the load of about 280 trucks with about 30 times the emissions of one truck, according to CARB.

One inefficiency of trains, cited by air quality advocates, is the emissions they create while idling, and emissions of vehicles waiting for trains to pass at grade crossings. A third rail could possibly cut down on the amount of idling time for trains in the Cajon Pass area, Brendza said.

The two existing tracks in the area where the third rail construction is underway were built in the mid-1890s and 1913, Brendza said. BNSF will also remove two short tunnels – 400 feet and 500 feet long – that were built when earth removal technology was not as good as it is today, he said. Maintaining the track will be easier without the tunnels.

When the 16-mile stretch of track is completed, there will be three tracks from Colton to two miles east of Cajon Pass summit.

[Info. from *Victor Valley Daily Press* via Chard Walker]

BNSF INTERMODAL RAIL FACILITY

While Victorville city officials await finalization of negotiations with BNSF railway for a planned intermodal rail facility, construction is already will underway on the initial phases of the project.

“We have started on the first two phases of rail, independent of actually having a finalized development agreement with BNSF,” said Keith Metzler, director of economic development for the city of Victorville. “We have exit strategies in case something were to happen” to undermine the negotiations, Metzler added at the Real Share conference in Ontario.

At an estimated cost of \$5.5 million, the city is building a bridge just north of Air Expressway to allow a rail extension to cross under National Trails Highway, which is expected to be completed in Nov., said Brian Gengler, assistant city engineer.

Construction is also underway on a rail bed extending 1.5 miles west from the BNSF mainline to Southern California Logistics Airport. The rail bed will cost \$12 million and is scheduled for completion in June 2008. Gengler said in a written statement.

City officials insist the construction work is necessary to keep the intermodal project on schedule while negotiations proceed. “The critical path to get all the rail installed to the intermodal facility is going to require a considerable amount of time,” Metzler said. “We need to be at the facility by the middle of 2008 so they can begin construction and be completed by the end of 2010.”

[Info. from *Victor Valley Daily Press* via Chard Walker]

VIRGINIA & TRUCKEE STEEL RAIL ARRIVES

Rails for the future reconstructed Virginia & Truckee Railway are arriving at a construction site in Carson City, but it will be about a year before any of them are spiked into place. The 11-track miles of 119-pound rail will be hammered into place on the right-of-way from American Flat to the outskirts of Carson City. Track near the highway probably won't be laid until May 2008., said Gary Luce, a senior engineer with Geocon Consultants, who is working on the project.

The \$2.4 million rail purchase was approved by the Nevada

Commission for the Reconstruction of the V&T Railway in January. The project is funded by private and public monies. When the Carson City depot is completed, the final price tag for the entire project is expected to be \$54 million. Project boosters are still about \$18 million short.

Rock Smith, superintendent of the Western Division for A&K Railroad Materials Inc., said the rail came from the Modoc Line, which used to be a Sierra Pacific track from Alturas to Wendel, California. Some 112-pound rail will be coming from Arizona and Washington.

[Info. from Railroad Newsline via Ken Ruben]

LAS VEGAS MONORAIL

Three years after beginning operations, the four-mile, \$650-million private rail line that stretches from behind the MGM Grand to the Sahara hotel-casino is attracting about 22,285 riders a day – far below the 54,000 predicted when the project was launched. This summer, Fitch Ratings downgraded the monorail's bond rating, already in junk status, and said financial default appeared probable.

But Monorail officials say what they need to boost ridership and generate profit is a \$500-million extension to McCarran International Airport. “With more than 40,000 new hotel being built, more travelers heading to Las Vegas each year, and the intense gridlock on the Strip, an alternative to traditional transportation is critical,” said Ingrid Reisman, vice-president of the nonprofit Las Vegas Monorail Co. “The privately funded Monorail . . . is a vital part of the future transportation solution in Las Vegas.”

In December 2006, the Clark County Board of Commissioners approved a 75-year franchise agreement and land use permit to extend the monorail to the airport. But no provisions were made for funding.

[Info. from *Los Angeles Times*]

CALTRAIN NEWS

by **MIKE GONDON**

Well, here we are in September and everyone is still waiting for the official opening of Caltrain's Centralized Equipment Maintenance Facility (CEMOF). Originally scheduled to open in July, the facility is accepting some work, and Caltrain's train dispatchers and clerical staff relocated there in June. However, for a variety of reasons, including employee familiarization, the official opening is still weeks away and no date has been set.

When CEMOF finally does open, more than 150 employees will be based there, including 80 mechanical department employees, who are responsible for maintaining Caltrain's fleet of 29 locomotives and 110 cars.

The \$140 million facility, built on 22 acres, is located about a mile north of San Jose's Diridon Station. It will allow Caltrain to perform virtually all of its maintenance work “on site,” without having to ship equipment as far away as Delaware for some heavy maintenance.

Bay Area Regional Rail Plan Workshops were held at a number of locations during August. Participants included Caltrain, California High-Speed Rail Authority, Metropolitan Transportation Commission, and BART. The purpose of the workshops was to unveil the blueprint for expanding the region's rail lines and to identify potential rail passenger and rail freight improve-

ments for the near, intermediate, and long term over the next fifty years. The public was invited to comment on the plans.

In July, Warm Planet Bikes opened its doors at San Francisco's 4th and King Street Station. The facility offers free, attended bicycle parking between 7:00 a.m. and 8:00 p.m., Monday through Friday.

Caltrain's once stellar on time performance has taken a hit in recent weeks due to the high number of equipment failures, both en route, and prior to departure. These failures mean that equipment has to be exchanged, resulting in late departures, and sometimes, short consists on the busier trains.

Amtrak's agreement with the Joint Powers Board calls for at least a 95 percent on time operation, but on many days that figure drops below 90 percent.

AN AMERICAN RAIL JOURNEY by MATT WILES [Ed.- Matt Wiles is an active volunteer at the PRM]

"Now boarding on Track 10, Train No. 14, the *Coast Starlight* to Seattle." That's what my dad and I heard at Los Angeles Union Station (LAUS) on July 29, 2002. With my love for trains, my dad and I set out to take a ride on an Amtrak long-distance train from one end to the other, after hearing about the potential red light at the end of the tunnel for Amtrak.

We gathered our luggage and proceeded down the tunnel at LAUS, up the ramp to the platform where we boarded our coach. We would be gone four days since we were going to turn around and come right back. That trip was an unforgettable experience for us.

The cars were cold, the seats were uncomfortable to sleep on (the warmest place was a booth in the café), the train hit a semi-truck carrying cabbages (there were cabbage heads everywhere), and we were eight hours late into Seattle.

The best part of that trip was riding in a roomette on the way back. We had two beds in a 7' x 4' space, free meals in the dining car, and access to the Parlour Car – a lounge for sleeping car passengers with a bar, six booths, two couches, and eight rotating arm chairs. The *Coast Starlight* would become our favorite, most traveled train. It was the start of a major accomplishment.

The next year we took another trip, which was the *Southwest Chief* to Chicago. A longer ride and not nearly as late, we spent four days in Chicago before coming home. In 2004 we rode the *Sunset Limited*, Amtrak's longest route at three days and two and a half nights with time spent in Orlando and New Orleans. My dad liked that trip because of how long we stayed on the train.

After that one we made it a tradition to take a long trip on Amtrak every summer during my school vacation. We also realized that Amtrak might not be around for long and we decided to try and ride every long-distance train Amtrak had. We defined a "long-distance" train as one that takes at least one night or, to be more exact, at least 16 hours. The rules were simple and straightforward – we had to ride at least one new route each trip and ride that route from one origin point to the other. Over the next three years we would ride multiple new trains per trip as each trip got progressively longer. Chicago became a common sight to us.

In 2005 we covered the *California Zephyr*; *Capital Ltd.*, Northeast Corridor, *Lakeshore Ltd.* from Albany, N.Y., and the

Empire Builder to Seattle. In 2006 we took the *Crescent*, the *Acela* from Baltimore to New York City, the Boston section of the *Lakeshore*, and the *City of New Orleans*. That trip, however, was cut short due to flooding in El Paso, Tex., and we had to fly home because we couldn't get a room on another train. We weren't going to ride coach again, we learned that on the *Starlight*. Our goal was realized this year when we took the *Cardinal*, *Silver Meteor*, *Silver Star* to N.Y., the *Acela* (to Boston and back to New York for a ride along the Hudson River), and finally, the *Texas Eagle*.

When we arrived in Chicago for the second time on the trip, we knew we were about to take a historic ride for my dad and me. On the morning of July 26, 2007, upon our arrival in San Antonio, Tex., we completed our goal. We'd ridden every Amtrak long-distance train. Other people had done it, but not to this extent.

As we rode the train throughout the six years it took us to accomplish our goal, we realized what the train was about. It's the experience of eating in the dining car, having a sleeping compartment, enjoying the sights in the lounge car, and meeting new people both on and off the train. We have met people on both sides of the interesting scale and as well as from around the world.

In the Baltimore & Ohio Railroad Museum on the '06 trip, we met a man who hired out onto the B&O in 1941. He took us on a quick tour of the passenger car shops, which was the first place he worked. He made an interesting comment as he talked about the first E1, sitting by the door. He said, "The diesel-electric locomotive is the closest thing to perpetual motion man has ever built; they just keep 'em going and going."

On the '03 trip we met a mother and son from New Zealand. We also met an incredibly boring woman who claimed to be an ancestor of Samuel Adams.

On the last trip we met a man on the *Chief*, who lives in Saratoga Springs, N.Y. He was a physicist with a PhD in electrical engineering, who was drafted into the Army in 1941 and worked on a "diabolical contraption." Because of that he left physics and went to humanities where he taught at St. Johns in Santa Fe, N.M., and the American University in Cairo, Egypt. The only things he had to teach from were the "great books" on humanity.

His interest in the economics of different businesses (including railroads) led him to dig up some dirt on a New Mexico pipeline. His views also influenced what I want to write about in a book I'm working on. He has used fourth dimension geometry to make EKG readings much more clear. He is in his eighties and sharp as a tack. He is the most interesting person we've met on a train yet.

Unfortunately, since our '05 trip, we've seen Amtrak make many cutbacks: plastic dinnerware, downsized dining car crew and dining car equipment, and no more movies in the lounge car. They also keep too many managers and shuffle them around to hide the fact that they need to get rid of some of them. All of these changes were done to save money – downsizing a train is better than cutting it off completely. Fortunately, Amtrak just got the vote from Congress to stay in action and, hopefully, more changes for the better will occur.

From this point our next goal is to touch things up. We'll

ride some of the closer trains in the other direction, such as take the Portland section of the *Empire Builder*, and ride *Canadian #1* from Toronto to Vancouver. Either way, we've still accomplished our goal.

In conclusion, the train is the best way to go. Sit back, relax, and enjoy the experience. Riding a passenger train can only be categorized as an experience – an experience that will never be forgotten. Just don't count on it to be on time!

PASSENGER TRAIN UPDATES by CHARLES VARNES

On Sept. 12, 2007 the U.S. Senate passed H.R. 3074 (Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008), a bill making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes. The bill provides \$1.4 billion for Amtrak.

Daylight time will end on Nov. 4, 2007, the first Sunday in November, rather than the last Sunday in October as in previous years. The new dates were established by the Energy Policy Act of 2005. In 2008, daylight time begins on March 9 and ends on November 2.

AMTRAK NEWS

Amtrak lost its data systems at 7:11 a.m. EDT on Aug. 25, when the Manassas Data Center building experienced a failure on one of the three major power distribution panels providing electrical power to the data center. A replacement panel was located and shipped from Connecticut overnight aboard *Regional* Tr. No. 67. An additional panel was located in Texas and airshipped overnight to the data center to provide spare capacity. Revenue (reservation and ticketing) systems were brought back online starting at 1 p.m. EDT the next day, followed by other systems.

INTERCITY TRAINS

Coast Starlight

The *Coast Starlight* (Tr. Nos. 11/14) is scheduled to be "re-launched" between March 1 and May 1, 2008 in time for the summer travel season. The "re-launched" *Starlight* will feature refurbished *Pacific Parlour* cars, and a return to traditional dining car service featuring a regional menu. A Product Line Manager for Los Angeles (LAX)-based trains began work on Sept. 4. His first responsibility will be *Starlight* "re-launch."

The wildfire near Gaviota disrupted the operation of the *Starlight* as well as *Pacific Surfliner* Tr. Nos. 775, 799, 774, and 798, on Sept. 4.

Tr. No. 11 (Sept. 3) was terminated at Oakland (OKJ) that day. Passengers with final destinations of Santa Barbara (SBA), Oxnard (OXN), Simi Valley (SIM), Van Nuys (VNC), and LAX were detained at Sacramento and transferred to *Thruway* buses connecting with either Tr. No. 712 or Tr. No. 714 in Stockton. Connections to the cities mentioned above were made using the normal scheduled *Thruway* connections off the *San Joaquin* trains. Passengers with final destinations of San Jose (SJC), Salinas (SNS), Paso Robles (PRB), and San Luis Obispo (SLO) were detained at OKJ and transferred to connecting chartered buses.

Terminated Tr. No. 11 (Sept. 3) was turned at OKJ to become Tr. No. 14 (Sept. 4). Passengers originating at LAX were

bused to Bakersfield where they transferred to *San Joaquin* trains to connect with Tr. No. 14 at OKJ or Martinez (MTZ). Passengers boarding at VNC, SIM, OXN, and SBA were rebooked onto San Joaquin bus-train service to connect with Tr. No. 14 at OKJ or MTZ. Passengers boarding at SLO, PRB, SNS, SJC were bused to OKJ to connect with Tr. No. 14.

WESTERN CORRIDORS

Pacific Surfliner

San Diego Chargers fans can avoid a drive to attend a home game by riding a *Pacific Surfliner* train from LAX or an intermediate station, to San Diego Old Town (OLT) and the San Diego Trolley to Qualcomm Stadium. Travel aboard Tr. Nos. 564, 566, 768, 572, 774 (on Nov. 11), or 578 to OLT. At OLT show your ticket receipt for a free ride aboard the Trolley to the stadium. After the game, show your ticket for a ride back to OLT and return aboard Tr. Nos. 785, 587, 589, 591, 595, or 597 (on Nov. 11). On that date Tr. No. 597 will hold at OLT for one hour, but no later than 10:20 p.m. after the game ends. A special fare, X544, applies to travel to the games. It is available for travel from LAX or stations south. It is not available for travel from stations north of LAX. Home game dates are Sept. 9 and 30; Oct. 14 and 28; Nov. 11 and 25; and Dec. 16.

From Nov. 20 through Nov. 26, all *Surfliners* will become reserved service trains, as has been the case during the past few years, because of the very heavy Thanksgiving weekend travel.

A wildfire in Santa Barbara County closed both the Union Pacific Santa Barbara Subdivision and Highway 101 near Gaviota on the evening of Sept. 3. The fire broke out near the mouth of San Onofre Canyon south of Gaviota State Park, jumped the highway and burned to the ocean. About 700 ties were burned between MP 337 and 338 on the Santa Barbara Subdivision. The line reopened around 6:00 p.m. on Sept. 4.

On Sept. 4 *Surfliner* Tr. Nos. 775, 799, 774, and 798 were canceled between Goleta (GTA) and SLO, with no alternate transportation offered. Tr. No. 799 operated from LAX to Santa Barbara (SBA) and turned to become a late-departing Tr. No. 774. An "on-time" section of Tr. No. 774 operated from LAX to San Diego using equipment, turned off Tr. No. 567. Passengers on board train Tr. No. 774 from SBA to LAX transferred in LAX to Tr. No. 578 due to the late operation of Tr. No. 774 from SBA and equipment issues. Tr. No. 798 operated GTA and LAX. *Thruway* Bus No. 4798 was extended from SLO to SBA to connect with the train. Between SLO and SBA Bus No. 4798 only stopped at Grover Beach. It did not stop at Guadalupe or Lompoc-Surf.

Cascades

It has been determined that the microcracks in the suspension system in the Talgo trainsets are not a safety issue and can be repaired as part of routine maintenance. Similar cracks have developed in this generation of Talgos in service elsewhere in the world.

Amtrak and the Washington State Department of Transportation have approved returning the train sets into service.

The Federal Railroad Administration (FRA) has made a preliminary finding on draft technical reports that Amtrak could begin repairs on the equipment. The final technical reports are being transmitted to FRA for final analysis. Meetings were sched-

uled in late September to discuss any outstanding issues and develop a plan to repair the trainsets and return them to service.

A revised *Amtrak Cascades* timetable was issued effective Sept. 5, 2007 containing the following schedules.

Southbound. Seattle-Portland. Tr. No. 1001, 7:30 a.m.-11:00 a.m. Tr. No. 1003, 10:30 a.m.-2:30 p.m. (with a *Thruway* bus connection from Bellingham). Tr. No. 1007, 2:00 p.m.-6:00 p.m. Tr. No. 1009, 5:45 p.m.-12:40 a.m. Portland-Eugene. Tr. No. 1005, 6:20 a.m.-8:55 p.m.

Northbound. Eugene-Portland-Seattle. Tr. No. 1000, 5:30 a.m.-8:30 a.m.-12:30 p.m. Eugene-Portland. Tr. No. 1004, 9:15 a.m.-11:50 a.m. Portland-Seattle. Tr. No. 1002, 12:20 p.m.-4:20 p.m. Tr. No. 1006, 3:30 p.m.-7:30 p.m. (with *Thruway* bus connection to Bellingham). Tr. No. 1008, 7:00 p.m.-11:00 p.m.

While the Talgo trainsets are out of service the menus have been modified. No food service is available on Seattle-Portland-Eugene Tr. No. 1009 and Eugene-Seattle Tr. No. 1000.

Seattle-Vancouver, B.C. *Cascades* service. Seattle-Vancouver. Tr. No. 510, 7:40 a.m.-11:35 a.m. Vancouver-Seattle. Tr. No. 517, 6:00 p.m.-10:05 p.m.

The schedule includes *Thruway* bus connections between Vancouver, B.C. and Seattle and Portland and Eugene, also.

The Seattle-Portland-Eugene trains (Tr. Nos. 1000-1009) are equipped with single-level Amfleet and *Horizon* cars. Seattle-Vancouver trains (Tr. Nos. 510 and 517) are equipped with *Superliner* cars.

[Info. from Ken Ruben, Ed Von Nordeck]

STEAM AT THE STATION

The Mount Hood Railroad's newly-arrived steam locomotive chugged up to the depot in rainy Hood River before its inaugural run on July 18, 2007. The operation of the locomotive, which previously served on the Grand Canyon Railway in Arizona, represented the first time in 50 years that the line between Hood River and Parkdale, Oregon, had seen a train powered by steam. The locomotive works on the twice-daily excursion trains out of the Hood River Station.

[Info. from *The Enterprise*, B-WS, Wash. via Dr. Helen Paulus]

S. CALIF. COMMUTER RAIL RIDERSHIP by DICK FINLEY

Metrolink weekday, systemwide, average trips during July were 41,680. This was a decrease from the previous month of 3 percent. The largest decrease from a year ago was on the Riv/Full/LA Line of 19 percent, and the largest increase from a year ago was on the Riverside Line of 14 percent.

Metrolink weekday, systemwide, schedule adherence (Within 5 minutes of scheduled time) during July was 96 percent.

ROLLING STOCK STATUS

Art Mallette, Manager Equipment, noted in June that delivery of the locomotives is one month early and the first locomotive is scheduled to arrive in Sept. He noted that all locomotives are anticipated to arrive by the end of April 2008, and the overhaul program will be starting in Aug. or Sept. of 2007. Mr. Mallette also noted a full-time inspector is assigned at Motive Power Inc., Idaho, and monthly progress review meetings are conducted. Three locomotives are in progress, with one of these

nearing completion and going into the painting phase.

Also, the car order is progressing well and, although ROTEM is approximately 30 days late, their management has assured staff that this delay will be made-up by working over time or weekends. The final assembly will be done in Philadelphia. The car shell design, including the crash energy management, will be completed by the end of Aug. 2007.

Mr. Mallette noted the first trailer cars are scheduled for Sept. 2008, with the first cab car or pilot car scheduled to arrive in Dec. 2008 for some initial testing. Additional trailer cars, four or six, are scheduled to arrive in late Feb. 2009. A member of the Metrolink Board asked for clarification on the total number of rolling stock to arrive. Mr. Jeff Statsny, Project Manager with LTK, noted that two trailer cars and two cab cars are scheduled for delivery by the end of 2008, and the 33rd cab car and 42nd trailer car should arrive in 2009. With the options that have been activated, all the trailer cars ordered to date would be delivered by 2009.

Another member of the Board asked for clarification on the difference between a trailer car and a cab car. Mr. Statsny explained the cab car has a control stand in it and, although it is not powered, it allows you to take control of the train as if you were operating from the locomotive car. He noted all cars will have crash management features incorporated. The trailer cars, normally referred to as coach cars, have a toilet room, but do not have a control stand in them.

Another Board member inquired as to when the decision was made to have the assembly of the cars in Philadelphia, since there had been some discussion on a possible assembly site in Southern California. Mr. Solow, CEO of Metrolink, clarified the contract specifies assembly of the cars would take place in Philadelphia. Subsequent to the contract, they were exploring California sites and did not find a suitable location, therefore they reverted back to their contract agreement.

[Info. from Metrolink]

RAIL EXPANSION

Over the last year, Metrolink ridership has increased in Orange County about 8 percent, and Orange County transportation planners hope it will continue to grow. With approval on Aug. 27th of \$60 million to eliminate the need for trains to blast their horns at most Orange County crossings, expanded Metrolink service is slowly occurring.

By 2009, the goal is to have commuter trains running every 30 minutes from 5 a.m. to midnight on weekdays, between Fullerton and Laguna Niguel. Seven locomotives and 59 more passenger cars have been ordered, a new station opened in Buena Park on Sept. 4, new track has been laid, and parking lot improvements are scheduled for Fullerton, Orange, Tustin, Irvine, and Laguna Niguel.

Orange County Transportation Authority board member Art Brown, a prominent rail advocate and Buena Park councilman, says Metrolink's purpose is to get people off the freeways at peak commute hours. With the expansion, trains will offer consistency and a greater incentive for motorists to use the service, he said.

High gas prices and a congested Riverside Freeway may have spurred a 14 percent Metrolink ridership surge from the previ-

ous year on the Inland Empire-Orange County Line, transit agency officials said. Passengers on Orange County's three Metrolink lines took 3.8 million trips last year. Overall, Metrolink passengers took 10.5 million trips during the same period in Southern California.

[Info. from *Los Angeles Times*]

IRVINE GRADE-CROSSINGS

SEMA Construction Inc. was awarded a contract on March 14 for the Jeffrey Road undercrossing at a bid of \$27,564,698. Motorists will drive safely and quickly under passing Metrolink and Amtrak trains with silenced train horns. The project will be built in five phases. Phase one is expected to be completed in Dec. No other dates have been released except the completion in Dec. 2009.

1. Construct four-lane detour road; install a noise and dust barrier at The Meadows, a mostly seniors and people with disabilities mobile home.
2. Widen Jeffrey Road from four to six lanes (three in each direction); complete train track detour.
3. Excavate Jeffrey; construct railroad bridge substructure.
4. Complete roadway paving, curbs, irrigation and landscaping; construct railroad bridge.
5. Remove Jeffrey detour road; construct railroad maintenance road.

Planning for the railroad bridge began in 1993 when a similar project was underway for Culver Drive. The city staff is considering another separation of tracks and roadway for San Canyon Ave. near the Santa Ana (1-5) Freeway. So far, city staff has done preliminary engineering studies on that possible project.

[Info. from *Irvine World News*]

METROLINK'S LATE-NIGHT SATURDAY TRAIN

Since service began last Sept., the number of riders has fluctuated from nine to 57, except St. Patrick's Day, when a promotion involving an L.A. Kings hockey game – in which train tickets, admission and hot dogs were sold as a package – drew a welcome 213 riders.

The last Saturday train leaves L.A. for San Bernardino at 11:30 p.m.. At \$10 for a round-trip ride to L.A. and back, the Saturday train is a bargain. SANBAG spokeswoman Cheryl Donahue said better promotion and more tie-ins with specific entertainment events, might be the way for more riders. Until then, the 11:30 train is a good place to relax – with plenty of elbow room.

EASTERN MAINTENANCE FACILITY SITE

At the Board meeting of the Southern California Regional Rail Authority (SCRRA) on Aug. 24, it was recommended that a Purchase and Sale Agreement with BNSF Railway be finalized for an easement to enable construction of the Eastern Maintenance Facility for a total price not-to-exceed \$2,520,000.

The existing Central Maintenance Facility is not large enough to handle the volume of cars and locomotives now on order. A new facility needs to be at an outlying location in the Inland Empire, since two-thirds of Metrolink's fleet is there every night. In addition, a facility at an outlying location could allow minor servicing in the 10-12 overnight hours, so that an equipment set does not have to be taken out of its rotation.

The Rana site at W. Oak St. to Mill St. in northeast Colton

along the BNSF route is a very desirable site in terms of location, size, and configuration. The site, with more than 20 acres, is along the BNSF main lines within the right-of-way in the active railroad corridor on the San Bernardino to Irvine branch of the SCRRA commuter rail system (91, IEOC, and Orange County Lines) and provides excellent access to the San Bernardino Station and is on a direct route from Riverside station.

The current funding for easement is in the FY 2007-08 New Capital Budget.

URBAN RAIL TRANSIT

by **DICK FINLEY**

LOS ANGELES METRO RAIL

RIDERSHIP

October 2007	Red Line	Blue Line	Green Line	Gold Line
Weekday Ave.	132,049	75,089	38,941	19,400
Saturday Ave.	90,762	58,841	24,468	13,027
Sunday Ave.	75,973	44,034	18,705	11,395
Monthly Total	3,591,926	2,076,429	1,027,868	527,877

FINANCES

The budget adopted by state lawmakers the week of Aug. 20 yanked \$1.3 billion from California's public transit, forcing officials to consider fare hikes, service cuts, and project delays to make up the gap, transportation advocacy groups said. The decision essentially eliminates 40 percent of the money transportation officials thought they would have to spend this year.

The budget signed by Gov. Arnold Schwarzenegger gave \$1.9 billion to public transit, said H.D. Palmer, spokesman for the state Department of Finance. While that is a \$700 million increase from last year, state transportation officials had expected an additional \$1.3 billion from a special gas tax fund, known as spillover.

Spillover money is generated when gas prices rise faster than inflation. It was created in 1971 to provide money for payment of public transit projects. This year, the windfall was siphoned off to help wipe out the state's multimillion-dollar deficit. What it means for Los Angeles County is that regional transportation officials will be out about \$336 million – its share of the \$1.3 billion spillover.

To fill the holes, transit officials may lean on public investment bonds that voters approved last Nov., including Prop. 1B, a \$20 billion bond for transportation projects to relieve congestion, improve the movement of goods, and air quality.

About \$455 million worth of county transit projects can now be considered by the Los Angeles County Metropolitan Transportation Authority (Metro). The Metro board last month postponed these recommendations until Sept. as they waited for lawmakers to agree on the state budget.

[Info. from *Pasadena Star-News*]

GOLD LINE EASTSIDE EXTENSION

Construction is well underway at most street-level stations and the two underground stations are also making significant progress. The Mariachi Plaza Station entrance at Bailey St. is being excavated and concrete is being poured on the mezzanine level. The Soto Station entrance has been completed with station wall construction underway.

Before track installation can begin, the path the track is going to run along needs to be prepared. Telephone lines, gas lines

and other utilities in the path of the future tracks need to be repositioned, while streets and sidewalks are reconfigured to accommodate the new rail lines. Once these adjustments are made the tracks will begin to be laid along the entire 6-mile alignment.

The City of Los Angeles has completed intersection improvements and continues the girder strengthening on the 1st Street Bridge. This work should be completed by Oct. 2007 in time for actual bridge widening to begin later this fall.

EXPOSITION LINE

The California Transportation Commission on Sept. 5 approved funding for construction of the Exposition Line light rail transit (LRT), committing the final \$3.4 million needed to build the project. Major construction on the 8.6-mile route between downtown Los Angeles and Culver City began in Aug. and is expected to be completed in summer 2010. The line will cost about \$640 million to build.

The eight-mile line remains without a designated color. It will share two stops with the Blue Line and will add eight more stations. Preliminary work for the line includes a 2700-foot long, 25-foot deep trench under Figueroa St.

On Sept. 11 or 12 a U.S. Senate committee approved funding for the Expo. Line and sent a bill to the U.S. House/Senate committee to settle differences with the House committee bill. [Info. from *Los Angeles Times & L.A. Downtown News*]

ORANGE COUNTY

Orange County transit officials approved spending \$60 million to improve safety at 53 rail-street crossings on Aug. 27. The Orange County Transportation Authority (OCTA) voted I4-1 to approve the program, said OCTA's Joel Zlotnik. OCTA will pay about 88 percent, mostly from Measure M sales tax funds, while cities will pay the remaining 12 percent, Zlotnik said.

OCTA hopes to have the work completed in about three years. Both Anaheim and Orange have more than twelve rail-highway crossings. Much of the work will include additions to improve safety, which may consist of adding lights and gates, synchronizing traffic lights with crossing gates and lengthening medians. "With traffic from freight trains and plans to expand Metrolink service, OCTA hopes to mitigate the impact," Zlotnik said.

After the work, cities can petition the federal government, which is in charge of rail service, for a "quiet zone" designation, which will reduce noise when engineers do not have to sound their horns, Zlotnik said. Work can begin almost immediately. [Info. from *Pasadena Star-News*]

PORTLAND, OREGON

Aerial Tram

Portland's aerial tram was to be shut down during the Labor Day holiday weekend for maintenance, but was free on Aug. 18 and 19. The free tram rides were offered in honor of the Portland Streetcar's South Waterfront loop (Southwest Lowell Street extension), that was to begin operating Aug. 17.

The tram was to cease Sunday service after Sept. 16.

Since opening to the public in Jan., the tram in Aug. had carried more than 670,000 riders. Tram management expected to hit the one million mark in late Sept. or early Oct.

Eastside Streetcar

The City Council was presented on Aug. 20 with a plan to squeeze three urban-renewal districts for the \$27 million needed to complete financing for the eastside streetcar. The city money would represent the last piece of the puzzle for the \$147 million project, which would take the streetcar from Northwest Portland, over the Broadway Bridge to the Lloyd District, and then on Martin Luther King Jr. Blvd. and Grand Ave. south to the Oregon Museum of Science and Industry.

If approved, construction would begin in Sept. 2008, with service beginning Feb. 2011. The council will have little time to absorb the complex financing plan before it must vote on the proposal Sept. 6, one day before a deadline to apply for \$75 million in federal money for the project. The city doesn't have to work out the detail now. The federal money comes from the Small Starts program, created by Congress with heavy lifting from Oregon's delegation.

The streetcar will require a public subsidy of \$2.2 million a year, to be split equally between the city and TriMet under Portland City Commissioner Sam Adams' plan. TriMet General Manager Fred Hansen said the subsidy plan will require public involvement and negotiations with the city.

Service to Lake Oswego

Extending streetcar service south of Portland has emerged as the preferred way to ease congestion in the corridor between Lake Oswego and Portland, according to recommendations from a committee of Lake Oswego residents and a group of government and agency staff in late July. The group chose the streetcar over bus rapid transit because it would have higher ridership and commuters could reach their destinations 18 minutes faster than other transit options.

Constructing the streetcar extension could cost between \$192 million and \$216 million, according to estimates from Metro, the regional government. Operating and maintaining the streetcar would cost \$2.2 million annually, Metro says. Construction on a streetcar route, or any other transit option, is not expected to begin until 2011.

Recommendations will go to a steering committee of elected officials from Metro, Lake Oswego, Portland, Multnomah and Clackamas counties. Announcements of their preferred alternative was expected in Sept.

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

VANCOUVER, WASHINGTON

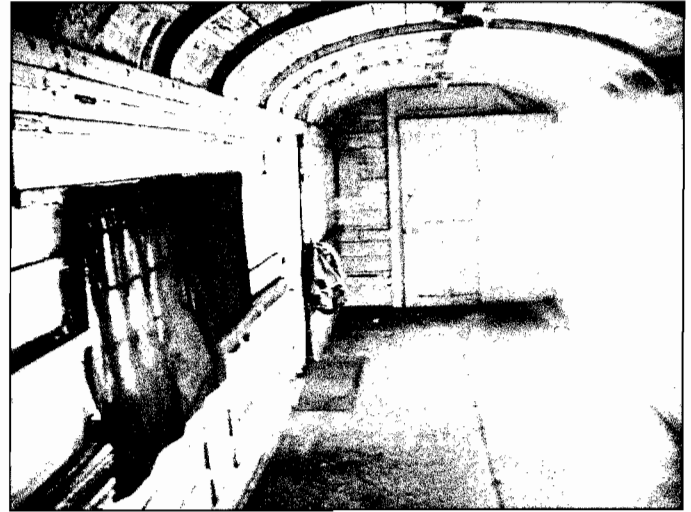
Almost two out of every three Vancouver residents support extending light rail transit (LRT) from Portland to their city, according to a phone survey of 600 city residents. That statistic is another sign that residents might be shifting their attitudes more than 12 years after Clark County voters rejected a financial package by about the same margin, almost two-to-one.

The results are similar to a poll commissioned by the Columbia River Crossing project, which is laying plans to build a new Interstate 5 bridge that could carry LRT from its current northern terminus at the Portland Metropolitan Exposition Center into downtown Vancouver. The crossing survey, taken in late 2006, sought the opinions of 400 Clark County registered voters, of which 68 percent favored LRT.

[Info. from *The Columbian* via Dr. Helen Paulus]



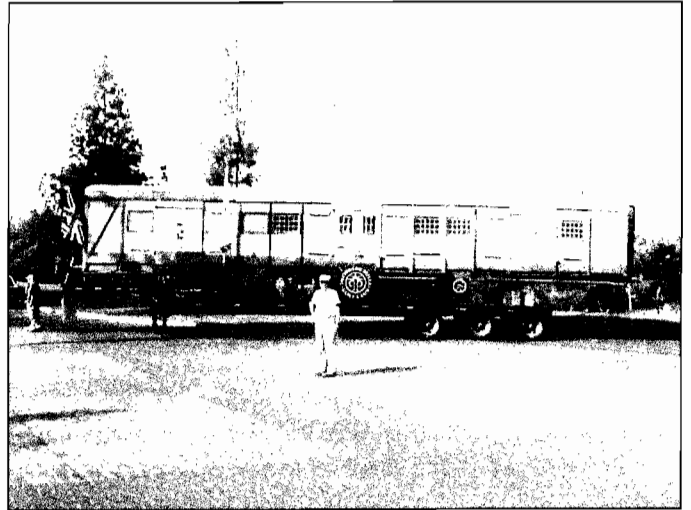
Winston Churchill's funeral car is seen at Pacific Palms Conference Resort in city of Industry, Calif. Photo by Ted Creveling



Interior of funeral car with all furnishings removed. Original furnishings have disappeared. Photo by Ted Creveling



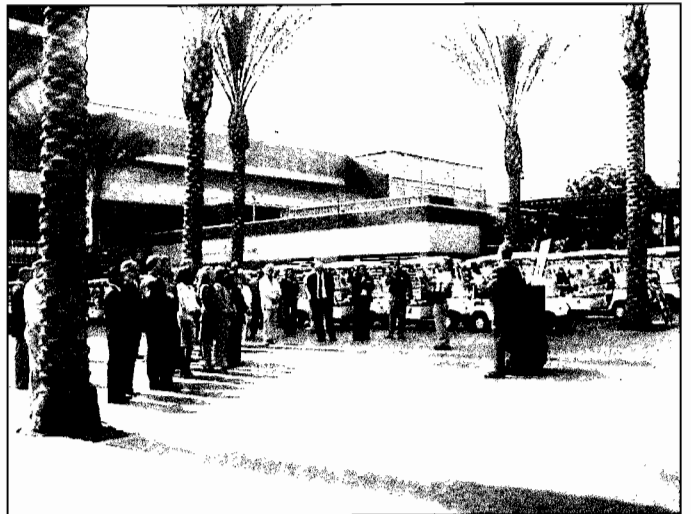
Churchill's funeral car in process of loading on trailer at golf resort on Aug. 14, 2007. Photo by Ted Creveling



Funeral car after being spotted for departure ceremony. Ted Creveling is in foreground. Photo by Frances Creveling



Funeral car is loaded onto trailer with tractor before moving to an adjacent spot on Aug. 14, 2007. Photo by Ted Creveling



Departure ceremony of Winston Churchill's funeral car on Aug. 15, at Industry Hills Club House. Photo by Ted Creveling