

# WHEEL CLICKS

Pacific Railroad Society Inc.

SEPTEMBER 2013

## PRESIDENT'S REMARKS

by NEIL BJORNSEN

According to those 74 revenue paying PRS members (including your's truly), and spouses/friends who participated in the August 17, 2013 "Brunch, Beaches & Bi-Levels" Excursion No. 546, the event was a resounding success! It was a long day, to be sure, conducted entirely on board METROLINK scheduled service which, with the exception of a 25 minute delay taken for a "meet" with a late-running AMTRAK No. 573 near San Juan Capistrano, operated with precision. The brunch held at Ruby's Diner in Orange was exceptional – great ambience and great food.

Even though METROLINK Train No. 662 arrived at Oceanside some 17 minutes later, a few of us ventured out on the SPRINTER, riding outbound for a few stations. Then returning to Oceanside Transit Center in time for departing METROLINK Train No. 858, destined for Riverside/San Bernardino, our "long" ride segment for the day.

At San Bernardino, the San Bernardino Rail & historical Society opened their museum exclusively for our group. In addition the "iron horse" sandwich/snack shop was opened and staffed to provide sandwiches, salads, and other snacks, to our excursion members, most of whom appeared to be a little hungry after the extended travel.

With that said, it was a pleasure to have the opportunity to personally meet and greet most, if not all, the excursion participants during the course of the day. There did not appear to be any complaints concerning the trip and the most frequent question asked was "When is our next trip?" Thank you for your encouraging comments which will be passed along to the PRS Excursion Committee for further consideration.

Speaking of the Excursion Committee, a HUGE "Thank You" goes to Marti Ann Draper and Andrew Novak who conceived the "Brunch, Beaches & Bi-Levels" excursion and other members of the Excursion Committee who assisted in developing the trip. Also a big "Thank You" to those PRS members who did a stellar job as "Excursion Staff" on the actual excursion. Included are: Barry and Marti Ann Draper, Andrew Novak, Amanda Noval-Murano, Mickey Murano, Ryuko Murano-Novak and Helena Murano-Novak. Thank you for a job well done.

On August 1, 2013, the Los Angeles County Metropolitan Transportation Authority (MTA) conducted one of several public meetings to present proposed plans concerning Los Angeles Union Station (LAUS), formerly known as Los Angeles Union Passenger Terminal (LAUPT), which MTA recently purchased. It was gratifying to observe several PRS members in attendance at this meeting. I would suggest that this is the time for "local" PRS members to become engaged and involved with the LAUS project. The outcome of the public meetings and direction MTA ultimately takes for this important project will have lasting impact. Your input, at this time, could make a difference in

creating and developing a sensible, quality at [www.mta.net](http://www.mta.net) and become part of the LAUS "solution" which is destined to become part of Los Angeles' history.

There were no new members inducted into PRS this past month.

Your PRS Board of Directors will be conducting a special (closed) meeting in early September to begin discussion and investigating options for the PRS organization in order to bring the organization current, define who PRS really is at this time and focus on what the PRS mission needs to become, for both "today" and the foreseeable future; then setting that path and goal in motion.

Meaningful thoughts and suggestions are welcome from the membership (please include your solutions as well). I am available at [prs.exec99@gmail.com](mailto:prs.exec99@gmail.com).

Remember, SAFETY FIRST, always.

## PORTLAND-MILWAUKIE LIGHT RAIL HALFWAY

TriMet on July 25 announced the opening date for the \$1.49 billion Portland-Milwaukie light-rail line will be September 12, 2015. Oregon's largest transit agency also said that the 7.3-mile Orange Line, including the nation's largest car-free bridge, which spans the Willamette River, is now halfway completed.

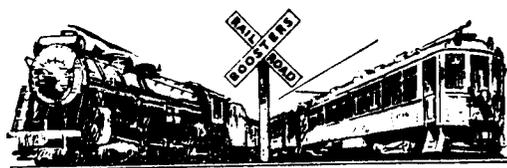
A "50 Percent Complete" event in downtown Portland drew not only TriMet officials but also members of the Oregon Legislature, Metro's leadership, the Portland City Council, the Clackamas County Commission, representatives of Oregon's congressional delegation, and Oregon Health & Science University.

TriMet General Manager Neil McFarlane said the project line has created 6,800 direct and indirect jobs. Over the past several years, a vocal group of light-rail opponents have tried various strategies to stop the project from crossing over the Multnomah County line into Clackamas County. Wednesday's event appeared to put the final stake in any remaining belief that the plug can be pulled on the region's fifth MAX line.

The line will extend from the Green and Yellow line terminus at Portland State University in downtown to South Waterfront, Southeast Portland, and Milwaukie with a final stop in the Oak Grove area. A few more facts about the project:

- It will have 10 stations.
- It expands the MAX system to 60 miles and 57 stations.
- TriMet says "The first of its kind multimodal bridge will carry light rail, buses, bikes, pedestrians and a future Portland Streetcar extension over the Willamette River, but no private vehicles.

[Info. from *The Oregonian* via Caroline Hobson]



**WHEEL CLICKS**

**SEPTEMBER 2013 VOLUME 77, NO. 6**

**EDITOR** ..... **DICK FINLEY**  
**TECHNICAL EDITOR** ..... **CHARLES VARNES**  
**MAILER** ..... **JOHN STALLKAMP**

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

Published monthly by **PACIFIC RAILROAD SOCIETY, INC.** The Society is a California chartered, nonprofit organization of those who share an interest in railroad operations, travel and history. Address and telephone are the same as for Pacific Railroad Museum.

**PARTICIPATING MEMBER** ..... **\$45.00 per year**  
**SUSTAINING MEMBER** ..... **\$60.00 per year**  
**CORPORATE MEMBER** ..... **\$110.00 per year**  
**LIFE MEMBER** ..... **\$500.00**

**PACIFIC RAILROAD MUSEUM** is operated by Pacific Railroad Society at 210 W. Bonita Ave., San Dimas, CA 91773. Telephone: (909) 394-0616. Museum e-mail: PRSTrainman@aol.com Open Saturdays: 10 a.m.-4 p.m.; Mondays: 12-5 p.m.; Wednesdays: 12-5 p.m.

**MUSEUM CURATOR** ..... **DAVID HOUSH**  
**EXCURSION DIRECTOR** ..... **MARTI ANN DRAPER**  
**WEBMASTER** ..... **RUSSELL HOMAN**  
**INTERNET Home Page:** <http://www.pacificrailroadsociety.org>

**BOARD OF DIRECTORS OF PACIFIC RAILROAD SOCIETY, INC.**  
**PRESIDENT** ..... **NEIL BJORNSEN**  
**VICE-PRESIDENT** ..... **VIRGINIA GRUPP**  
**SECRETARY** ..... **LINDSAY SMITH**  
**TREASURER** ..... **NICK TEEL**  
**DIRECTOR (2011-2014)** ..... **LARRY AANDAHL**  
**DIRECTOR (2012-2015)** ..... **DAVID ABBOTT**  
**DIRECTOR (2012-2015)** ..... **MARTI ANN DRAPER**  
**DIRECTOR (2011-2014)** ..... **DICK FINLEY**  
**DIRECTOR (2013-2016)** ..... **ANDY NOVAK**

**PRS MEMBER MEETINGS**

September 2, PRM open Monday, 10:00 a.m. to 4:00 p.m.  
 9, 16, 23, 30 210 W. Bonita Ave., San Dimas.  
 September 4, PRM open Wednesday, 10:00 a.m. to 4:00 p.m.  
 11, 18, 25 210 W. Bonita Ave., San Dimas.  
 September 6 PRS Board Meeting, 7:30 p.m., Valencia Room,  
 Friday Joslyn Center, 210 N. Chapel Ave., Alhambra.  
 September 7 PRS Special Meeting for all Board Members only  
 September 7, PRM open Saturday, 10:00 a.m. to 4:00 p.m.  
 14, 21, 28 210 W. Bonita Ave., San Dimas.  
 September 7, Saunders Yard open Saturday, 8:30 a.m. to ?  
 14, 21, 28 Noakes St. & Herbert Ave., Commerce.  
 September 13 PRS Membership Meeting, 7:30 p.m., Alh. Rm.  
 Friday Joslyn Center, 210 N. Chapel Ave., Alhambra  
 September 25 October Wheel Clicks Mailing Party, 10:00 a.m.,  
 Wednesday 1240 Dominion Ave., Pasadena 626-794-0783

**PROGRAM**

**BY RUSS DAVIES**

September 13: On this evening we'll see a **Harvey Laner digital "Double Header!"** His original action videos will be of the

**Durango & Silverton in 2005, and the San Luis & Rio Grande ca. 2007. Bring your own popcorn. Be there, and bring digital briefs!**

**MEMBERSHIP COMMITTEE** by **VIRGINIA GRUPP**

At the Board Meeting on July 12, Tim Wheeler with No. 322 and Christopher McCall with No. 348 were voted into PRS Membership. Late renewals rejoined PRS and were assigned Nos. 323 - 347.

**PROPOSED CHANGE TO BYLAWS OF PRS, INC.**

It is hereby proposed that Article 4, section 4.2 and 4.3 of the Bylaws of Pacific Railroad Society, Inc. be amended as follows:

**4.2 NUMBER OF DIRECTORS** – Currently reads:

The number of Directors of the Society shall be nine. Of these, five (5) Directors shall be elected to serve staggered three year terms, two during the first year, two during the second year, and one during the third year. The four (4) remaining seats on the Board of Directors shall be filled on an annual basis by the four Elected Officers of the Society, the President, Vice President, Secretary and Treasurer.

**4.2 NUMBER OF DIRECTORS** – Proposed change:

The number of Directors of the Society shall be nine. Directors shall serve for three years, or until he or she resigns, or until removed or otherwise disqualified, whichever occurs first.

**4.3 ELIGIBILITY, CONSECUTIVE TERMS** – Currently reads:

Any natural person eighteen (18) years of age or over who has been a Regular Member in good standing of the Society for one year preceding the date of the election (or appointment) shall be eligible for election (or appointment) as a Director. No person who is serving as a Director, other than an Elected Officer, shall be eligible for reelection as a Director of the Society, other than an Elected Officer, for a further term which will commence upon the expiration of a full term of office which such person has then just served.

**4.3 ELIGIBILITY** – Proposed change:

Any natural person eighteen (18) years of age or over who has been a Regular Member in good standing of the Society for one year preceding the date of the election (or appointment) shall be eligible for election (or appointment) as a Director.

It is hereby proposed that Article 5, section 5.11 be added to the Bylaws of Pacific Railroad Society, Inc. as follows:

**5.11 ELECTION OF OFFICERS**

Officers shall be elected by the Board of Directors from among their number, at any time, but usually at the beginning of a new fiscal year in which nominations have been presented to the voting Board. Each officer shall hold office for a period of three (3) years, or until he or she resigns, or until removed or otherwise disqualified, whichever occurs first.

**REASONS FOR THE PROPOSED CHANGE**

As the membership of the Society continues to decline, it has been increasingly harder to find qualified individuals to run for Director or Officer. These proposed changes take a tremendous burden off the nominating committee by only requiring them to find qualified and willing members to run for director every three years rather than every year. These changes also allow the Board of Directors (who know the interests and capabilities of their fellow members) to make an informed decision on who can best serve the Society as Officers for the next three years.

**ENACTMENT**

These proposed changes will be inserted into the September issue of *Wheel Clicks* and voted upon by all members present at the regular November meeting of Pacific Railroad Society, Inc. on November 8, 2013.

**METROLINK ANTELOPE VALLEY LINE SCHEDULE CHANGE AND ADDITIONAL SUNDAY SERVICE**

Beginning in the August 17 and 18 weekend, Metrolink revised its Antelope Valley line weekend schedule, and on Sunday began operating six additional (three round trips) trains. Starting Aug. 17, there are three morning departures and three in the afternoon from Antelope Valley with all trips ending at Union Station. There will be six departures from Union Station on the Antelope Valley Line with two in the morning and four in the afternoon and evening.

Doubling the number of Sunday trains on the Antelope Valley Line is in response to the growth in ridership of Metrolink service. The additional service is funded by the Los Angeles County Metropolitan Transportation Authority (Metro). The schedule change on Saturday and the expansion of the Sunday service will allow passengers transferring to and from Amtrak, and Metrolink's Orange County or San Bernardino lines to reduce wait times and expand connectivity.

Below is an abbreviated timetable for the revised and new Sunday Antelope Valley line service. Intermediate stops on the line are Glendale, Downtown Burbank, Sun Valley, Sylmar/San Fernando, Newhall, Santa Clarita, Via Princessa, Vincent Grade/Acton, and Palmdale.

Los Angeles to Lancaster			Lancaster to Los Angeles		
Train No.	Dp.	Ar.	Train No.	Dp.	Ar.
261	8:45	10:55	260	6:25	8:25
263	11:40	<b>1:50</b>	262	8:55	11:00
265	<b>2:15</b>	<b>4:20</b>	264	11:10	<b>1:15</b>
267	<b>3:50</b>	<b>5:55</b>	266	<b>12:40</b>	<b>2:40</b>
269	<b>5:25</b>	<b>7:25</b>	268	<b>2:25</b>	<b>4:30</b>
271	<b>8:55</b>	<b>11:00</b>	270	<b>6:15</b>	<b>8:20</b>

P.M. times are shown in bold type.

[Info. from Metrolink via Ed Von Nordeck]

**GOLD LINE LIGHT RAIL HAS ITS 10TH BIRTHDAY**

Strong support for an extension of the Gold Line to Ontario underscored celebratory press conference on July 26 honoring the light rail line's 10th birthday. Elected officials from across the San Gabriel Valley and the Inland Empire gathered at Pasadena's Del Mar Station the morning of the 10th to cut a cake in celebration of the Gold Line's successes, but also to send a message to

others about the importance of building more light rail lines throughout the region.

Pasadena Mayor Bill Bogaard said the Gold Line is worthy of celebration, as the city's six rail stations have become hubs for economic development. "This project has become such a significant factor in the modern development of the city of Pasadena," Bogaard said. "Its arrival has created a renaissance that has strengthened the fabric of our city and dramatically changed how many of our residents, workers and visitors travel every day."

Bogaard said since the Gold Line work began in 2000, the city has seen 2,000 new residential units and 750,000 square feet of commercial and retail space develop around the light rail stations. Other cities along the line, including South Pasadena, have seen similar improvements. South Pasadena's downtown has seen an increase in retail and restaurant businesses since the city's one station was built, Gold Line officials said, and demand for downtown real estate has gone up.

"Not just South Pasadena, but all the stations have been a fountain of economic revitalization," South Pasadena Councilman Michael Cacciotti said. "The difference from 2003 to now is incredible."

"Over a decade ago it wouldn't necessarily have been a given that this Gold Line would be completed," Rep. Judy Chu, D-Pasadena, said. "There was no easy way to get from downtown Los Angeles to Pasadena, yet there was a lot of resistance to this Gold Line." The line now boasts more than 1 million riders a month and, according to Metro officials, is the second most used rail line in Los Angeles. Chu said Metro officials also plan to add more train cars because of the high demand.

Metro board members Ara Najarian, John Fasana, and Supervisor Michael Antonovich vowed on July 26th with the support of state and federal legislators, to fight on the Metro board to allocate funds to the Gold Line extension.

"It makes good sense, it makes common sense and it's the kind of public transportation we want to encourage our citizens to take part in but it has to go where people need to go," said former Pasadena Councilman and State Assemblyman Chris Holden, D-Pasadena. "If it's going to take cars off the highway then it has to be connecting regionally to points of interest where people are going to feel the value and see the benefit."

Bob Davis and Ken Ruben, members of PRS, were at the Del Mar Station for the whole celebration.

[Info. from *Pasadena Star-News* and Ken Ruben]

**SUBWAY COMMUTERS FACE LOCKED TURNSTILES**

In Los Angeles a hybrid honor system – in place for subway and light-rail riders since 1990 – will go the way of the Pacific Electric Red Car starting at 11 a.m. on June 19 when transit officials lock the turnstiles at the subway entrances beneath Union Station and require riders to pay. Only riders with a TAP card preloaded with enough money to pay the \$1.50 basic fare will be given access beyond the turnstile to ride the Red Line or the Purple Line subways from Union Station. A TAP card costs \$1 but is reusable.

For the first time in the modern Metro rail system's history, the turnstiles won't release unless a passenger swipes his or her

TAP card across the blue reader at the entrance. The Red and Purple lines, which go through downtown to North Hollywood and Koreatown, respectively, carry 360,000 passengers a day.

The Red Line is Metro's busiest rail line and Union Station is the hub of all rail, train and bus lines in Southern California. "Everybody has to pay. No more freebies," remarked Bart Reed, executive director of The Transit Coalition, a San Fernando Valley-based transit watchdog group. Because the majority of riders usually pay their fares and are comfortable with the TAP system, the move toward what Metro calls "latched turnstiles" is mostly welcomed by commuters and transit groups. "It is fair for everybody," Reed said. "If everybody pays, perhaps we can have a more robust system."

Indeed, Metro estimates it will recoup \$7 million from fare evaders on the Red Line alone by this time next year, said Metro spokesman Paul Gonzales. Some want to see the money used to increase service at night and during midday, but Metro has not committed to such improvements as yet. The must-pay system a system where riders were expected to pay the fare and then show their ticket to a sheriff's deputy on the platform or on the train, but only if asked. A rider caught without a ticket would be issued a \$75 fine, Gonzales said.

For most of the time since the rail system was built, beginning with the Blue Line from Long Beach to L.A. beginning in 1990, the honor system has been in place. For stations with turnstiles, the gates were left open. Some lines cannot accommodate turnstiles, such as portions of the Blue Line, and therefore will never be latched, he said. But sheriff's deputies will patrol these areas for ticket evaders.

A crackdown on fare evaders began in the past few months and will continue gradually into next year. At the Wilshire/Normandie stations in January, Metro recorded as many "free entry" riders as TAP riders. Metro announced it will latch 15 gates at Red and Purple Line subway stations by the end of summer. The last station to be latched on the Red Line will be 7th/Metro on Aug. 26.

Riders of the Gold Line light rail from Pasadena to Union Station and East L.A. will encounter locked turnstiles Oct. 14 at the following stations: Sierra Madre Villa, Allen Avenue, Lake Avenue, and Mariachi Plaza in East L.A., Gonzales said.

The move to latched turnstiles, which began in 2002, was stalled until Metro's partner, Metrolink commuter rail, was able to get on the TAP system. Metrolink passengers can ride light-rail lines for free with a Metrolink pass or a ticket. Just recently, Metrolink embedded the "EZ TAP" chip in its paper tickets and monthly passes so that riders can swipe to open the subway turnstiles. "Our riders had the biggest issue of getting through the gate," said Jeff Lustgarten, Metrolink spokesman. "Now, our ticket automatically gets you onto the subway and the bus system." Because 63 percent of the 44,000 daily Metrolink riders pass through busy Union Station, assuring a smooth connection to the Red and Purple lines was critical, he said.

Metrolink, which runs double-decker diesel trains to Union Station from San Bernardino through the San Gabriel Valley and from Riverside, Lancaster, Ventura and Orange County, is also cracking down on fare cheaters. A new report released June 14 to the Metrolink board found those ducking fares amounted to 2.8 percent of its riders and cost the commuter rail agency about \$1.8

million a year in lost revenue. The highest percent of fare evaders occurred on the Antelope Valley and San Bernardino lines, according to the report. Those without a Metrolink fare face fines up to \$1,500.

"We are cracking down on fare evading. We absolutely do have an issue," Lustgarten said. Metrolink has hired security officers to roam the silver trains and ask passengers to show their tickets/ The crackdown will begin in full July 1, he said, when 75 percent of trains leaving Union Station will be checked by security officers.

[Info. from *Pasadena Star-News*]

### UP RAILROAD ACQUIRES BIG BOY LOCOMOTIVE

Union Pacific Railroad announced in Omaha, Nebraska, on July 23, 2013 it had reached an agreement with the Southern California Chapter – Railway & Locomotive Historical Society in Pomona, California, to transfer ownership of one of the world's largest locomotives, Big Boy No. 4014, back to Union Pacific. Union Pacific plans to relocate No. 4014 to Cheyenne, Wyoming, where Union Pacific's Heritage Fleet Operations team will work to restore it to operating condition. Details regarding those efforts will be made public at a later date.

Union Pacific donated No. 4014 to the historical society December 7, 1961. The locomotive arrived January 8, 1962, at its current display location at the Rail Giants Train Museum in Pomona. No other railroad has retained its historical equipment or honored its American roots like the Union Pacific Railroad.

"Our steam locomotive program is a source of great pride to Union Pacific employees past and present," said Ed Dickens, senior manager – Union Pacific Heritage Operations. "We are very excited about the opportunity to bring history to life by restoring No. 4014."

[Info. from *Orange County Railway Historical Society*]

### PASSENGER TRAIN UPDATES by CHARLES VARNES AMTRAK

#### Record Ridership in July

Amtrak reports that July was the best single ridership month ever in its history

Year-over-year ridership in July grew 4.8 percent to more than 2.9 million passengers, an all-time record for most passengers in one month. *Northeast Corridor* services, state-supported and other short-distance routes, and long-distance trains all showed gains for July.

State-supported routes continue to lead the way in ridership growth. Under federal law, beginning October 1, 2013, 19 states will take greater control of routes less than 750 miles, but first must reach new operating and capital cost-sharing agreements with Amtrak to ensure the corridor services continue to operate beyond the deadline. Currently, Amtrak has agreements with three states.

Thus far in FY 2013 (October – July), ridership is up 1.1 percent versus the prior year, with strong ticket sales forecasted for the final two months of the fiscal year. In addition, Amtrak set individual monthly records in October, December, January, March, May, June and July. Amtrak is on pace to meet or exceed last year's annual ridership record of 31.2 million passengers.

## HISTORICAL ROUTE ON-TIME PERFORMANCES

The July 2013 historical on-time performance percentages for selected routes were:

Route	July 2013	June 2013	Last 12 months
Sunset Limited	73.1%	53.8%	74.2%
Texas Eagle	77.4%	60.0%	73.8%
Heartland Flyer	N/A	19.7%	50.0%
Southwest Chief	N/A	71.7%	85.4%
California Zephyr	N/A	50.0%	69.6%
Empire Builder	N/A	48.7%	66.3%
Coast Starlight	N/A	63.3%	85.6%
City of New Orleans	N/A	88.3%	89.2%
Pacific Surfliner	N/A	80.3%	85.7%
San Joaquin <sup>Note 1</sup>	N/A	60.3%	72.2%
Capitol Corridor	N/A	94.9%	95.2%
Amtrak Cascades <sup>Note 2</sup>	77.6%	82.1%	78.5%
Illinois Service <sup>Note 3</sup>	N/A	82.5%	86.1%
Missouri River Runner	97.6%	83.3%	94.1%
Hiawatha	86.2%	81.2%	89.9%
Michigan Services <sup>Note 4</sup>	N/A	24.3%	39.4%
Acela Express	75.5%	80.1%	85.5%
Northeast Regional	77.8%	78.7%	84.5%

Notes. Combined multiple route performance percentages.

1. Bakersfield-Oakland; Bakersfield-Sacramento
2. Vancouver, B.C.-Seattle; Seattle-Eugene, Ore.
3. Chicago-Quincy.; Chicago-St. Louis; Mo.; Chicago-Carbondale
4. Chicago-Pontiac, Chicago-Port Huron; Chicago-Grand Rapids

## WESTERN CORRIDORS

## Capitol

## Parking at the Martinez Station

Passengers are now required to display parking permits in their vehicles when parking at the Martinez Amtrak station. Vehicles without permits will be ticketed. Amtrak and Capitol Corridor passengers can obtain a free parking permit from Station Agents inside the Martinez Amtrak station by showing or purchasing a valid train ticket.

## 10-Ride ticket policy change

Effective Monday, August 19, 2013, 10-ride tickets issued on August 19, 2013 and beyond will only be valid for the person whose name is printed on the 10-ride ticket. Previously, a 10-ride ticket was valid for multiple passengers to ride. When this change goes into effect, it will only be valid for 1 person (the name on ticket). 10-ride ticket holders with tickets purchased on or after August 19, 2013, endorsed Non-Transferrable, will not be able to use or share rides on their tickets for friends or family members. However, tickets sold up to August 18th, 2013 will still be transferable until they expire 45 days after the date issued.

## MIDWEST ROUTES

## Illinois Service

The Illinois Department of Transportation and Union Pacific Railroad performed another phase of upgrades to Illinois' signature high-speed route, Chicago-St. Louis, for future 110 mph operation of Amtrak *Lincoln Service* trains.

The construction work included the installation of new premium rail with concrete ties and stone ballast; upgrades to

bridges, culverts and drainage; signal and wayside equipment installations and upgrades; and roadway-rail grade crossing improvements.

For eight days starting August 16, bridge and culvert upgrades north of Bloomington-Normal lead Amtrak to charter buses for *Lincoln Service* (Trains 300-307) passengers at St. Louis, Alton, Carlinville, Springfield, Lincoln, Normal, Pontiac, Dwight, Joliet and Summit, Ill. Amtrak *Texas Eagle* (Trains 21/321/421 and 22/322/422) detoured between Chicago and St. Louis for the same period, with alternate transportation in both directions between Joliet and St. Louis. Two more phases of planned 2013 construction will also require substitute transportation.

Current information about the high-speed rail project is available at the Official Illinois High-Speed Rail Chicago to St. Louis Project Website, [www.idothesr.org](http://www.idothesr.org).

## Wolverine Service Trains - Quiet Cars

Amtrak designated a Quiet Car® on weekday *Wolverine Service* trains between Chicago and Pontiac, Michigan starting August 19. The service enhancement in response to its popularity on other routes elsewhere in the Amtrak national network.

Seats in the Quiet Cars do not require a special reservation – they are available on a first-come, first-served basis. For the time being, Quiet Car service will not be provided on weekends.

While riding in the Quiet Cars, passengers are asked to refrain from using cell phones, noisy computer programs or engaging in loud conversation. The Quiet Car on *Wolverine* trains will be at the opposite end of the train from the Café car, which will also reduce sound volumes.

Amtrak will place signs on the Quiet Cars and will put notices on the trains and at stations to help inform passengers.

The only other corridor in the Amtrak Chicago Hub with Quiet Car service is the *Hiawatha Service* between Chicago and Milwaukee. *Hiawatha* ridership records have been routinely set, with more than 838,000 passengers last year: a 60 percent increase since Quiet Cars were introduced on the route in 2005.

## DEPOT DOINGS

## Baltimore Penn Station

Effective Monday July 1, 2013, a major construction project was scheduled to begin to expand and upgrade the existing restroom facilities within the station. The current facilities will be closed during the renovation. The project is anticipated to be completed in winter 2013/2014, with funding provided by Amtrak via funds from the Maryland Transit Administration's Joint Benefits Program.

Passengers will have access to secure temporary facilities located on the west plaza of the station.

## Fort Lauderdale, Florida

A project to renovate the Fort Lauderdale Fla. station has begun and is expected to last through the end of February 2014. While construction is underway, the station has been relocated to a temporary trailer facility, just a few feet north of the permanent station at: 200 S. West 21st Terrace Street

## Philadelphia 30th St. Station

A project is underway to renovate the 30th Street side of the Philadelphia station and parking deck, which will affect access

to the station. 30th Street Station is the third busiest station in the Amtrak system and served more than four million passengers in FY 2012, with connections to SEPTA and New Jersey Transit commuter rail services and other local transportation options.

Listed below are summaries of the major initiatives Amtrak is undertaking as components of the station renovation project:

#### West Plaza Renovation

Since Fall 2012, crews have been working on a \$30 million Amtrak-funded reconstruction project along the west side of 30th Street Station that features a redesigned pedestrian plaza and reinforced basement structure. The new plaza, scheduled for completion by Thanksgiving, will improve vehicle traffic and pedestrian flow around the station, enhance lighting for better security and visibility, provide safer walking and driving conditions and expand public parking. Below-ground work on the parking deck and basement will continue through 2014 to fortify the infrastructure and improve parking conditions.

#### Facade Restoration

Amtrak begins Phase I of a multi-million dollar restoration of the exterior facade of 30th Street Station with installation of a temporary sidewalk canopy system that will be erected around the sides of the building. The canopy will keep pedestrians safe and provide a weatherproof area under which to access the station while funding for Phase II (the remainder of the facade restoration) is identified. Construction of the canopy will begin this month and be paid for with approximately \$2 million of Amtrak funds.

#### Elevator Replacement

Passenger elevators that connect the train platforms with the main concourse will be replaced, along with elevators that service the employee office towers in the upper floors of the building. Some equipment, dating to the 1930s, is beyond the scope of repair and needs to be replaced. This is a \$3 million Amtrak-funded project with work scheduled to begin this fall. [Info. from Ken Ruben, Ed Von Nordeck]

### AAR AUGUST STORED FREIGHT CARS REPORT

The Association of American Railroads reported that as of August 1, 2013, 308,658 freight cars were in storage, an increase of 5,111 cars from July 1, 2013, and equal to 20.1 percent of the North American fleet, excluding cars without a load since before 2005. For 17 months, since April 1, 2012, the number of cars in storage has averaged about 309,000, and has not varied from this level by more than 10,000 cars.

For the last 12 months the number of stored freight cars (and the percentage) of the fleet excluding cars without a load since before 2005 on the first day of the month was: for 2012, August, 314,971 (20.6); September, 311,226 (20.3); October, 309,261 (20.2); November 304,410 (19.8); December, 308,780 (20.2); and for 2013; January, 3317,223 (20.7); February 315,541(20.6); March 311,739 (20.4); April 311,449 (20.3); May 302,833 (19.7); June, 299,573 (19.5); July, 303,547, (19.8).

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

### SAN FRANCISCO CABLE CARS

In 1873, Andrew Smith Hallidie, a British immigrant and failed gold miner, opened the first cable car in the U.S., the half-mile Clay Street Hill Railroad, which surmounts Nob Hill. Using

machinery inspired by mining tools, Hallidie's cars climb Clay from Kearny Street by clamping onto a continuously moving loop of steel cable, which is powered by coal-fed engines in a powerhouse. As Hallidie later writes, "It does not frighten horses or endanger lives."

In the 1890s, cable cars run on California Street, Clay Street, Columbus Avenue, Geary Street, Market Street and others – but most are doomed. Across America, faster and cheaper streetcars (powered by overhead electric wires) are taking over.

In 1947, Mayor Roger Lapham, a big believer in buses, declares that "The city should get rid of all cable car lines as soon as possible." Activist Friedel Klussman disagrees and starts a Citizens' Committee to Save the Cable Cars and wins passage of a ballot measure to protect part of the cable car system.

In 1982, cable car service run by the San Francisco Municipal Transportation Agency (Muni), is suspended for two years as authorities begin rehabilitating an old and faltering system. In 1984, the cable cars return to service with a parade up Powell Street led by the U.S. Marine Corps band. The system now has three lines covering 8.8 miles.

In 2013, Associated Press finds that in the last 10 years, the city's cable cars have been involved in 126 accidents, with 151 people injured and no fatalities. AP cites about four dozen legal claims and settlement payments of nearly \$8 million. About 7 million passengers board cable cars yearly.

#### CABLE CARS ARE IMPRACTICAL AND EXPENSIVE

The world's only remaining manually operated big city cable car system is highly outdated and has some things not in its favor: Rats congregate near the cable car turntable by Ghirardelli Square; Panhandlers still plague the gritty turntable at Powell and Market Streets; \$6 a ride would be one of the worst public transit bargains in the West, if these cars were really about public transit; some conductors and gripmen are as rude as the hills are steep; for prompt cross-town travel in daylight hours, the Powell Street lines are about as practical as a Ferris wheel.

Yet as many a San Franciscan can tell you, the tourist wants cable cars, the ringing bell, the wind in your hair, the first sight of Alcatraz as we crest Russian Hill, the heavy scent of lubricated machinery navigating a 15% grade, the humming street and nervously grinning first-timers, and the fact that this three-line system costs about \$30 million per year more than it earns.

The San Francisco Municipal Transportation Agency operates 40 cable cars. They roll on three lines – Powell-Hyde, Powell-Mason, and California Street. They top out at 9.5 mph. Starting just before 6 a.m. and stopping between 1 and 2 a.m., they board about 19,000 passengers a day.

At Mason and Washington Streets, a big, old brick building harbors the spinning wheels and humming machines that keep the cables and cars moving. This landmark, skirted by the Powell-Hyde and Powell-Mason lines, is the nerve center of the cable car system, also known as the powerhouse and the car barn. One floor is dedicated to a free Cable Car Museum, where you can look down on the spinning, roaring innards of the system. San Francisco knows its in the business of being

pretty, and the cable cars are the twinkle in its eyes.

#### STREETCARS LEAVE THE CABLE BEHIND

The streetcars of San Francisco are worth knowing. Their six-mile route (also known as the F Market & Wharves line) is shaped like a 7, with the Ferry Building at the elbow joint. You can ride them along the Embarcadero between Fisherman's Wharf and the Ferry Building. Or you can take them down Market Street to the Castro District. A streetcar holds more people, rolls two or three times as fast and costs far less – \$2 per ride – than a cable car.

Like the cable cars, the streetcars date to the 19th century. Since the system's resurrection in the mid-1990s, transportation officials have outfitted the fleet of 20th century streetcars with color schemes that pay homage to long-ago streetcar systems. (The old Pacific Electric of Southern California is represented.)

You'll get more history at the free San Francisco Railway Museum & Gift Shop, 77 Steuart St., ; (415) 974-2948, [www.streetcar.org](http://www.streetcar.org). Unlike the cable cars, the streetcars are heavily used by locals, which means they can fill up fast.

Rick Laubscher, president of the nonprofit Market Street Railway (which promotes the system; Muni runs it), estimates streetcar ridership at 20,000 to 25,000 per day. That, Laubscher says, "makes it the most popular traditional streetcar line in America.... We carry more people than all four of New Orleans' streetcar lines put together, and we carry more people than all three of San Francisco's cable car lines put together."

[Info. from *Los Angeles Times* and Christopher Reynolds]

#### DEADLY DERAILMENT IN SPAIN

A passenger train derailed late July 24 on a curvy stretch of track in northwestern Spain, killing 79 people caught inside toppled cars and injuring dozens in the country's worst rail accident in decades, officials said. Almost all those who perished were found dead on the scene, in an indication of the force of the derailment. Train cars lay crumpled or on their side. Rescue workers tried to free trapped passengers, some were pulled out broken windows. A car that had been severed in two was lying on a road near the tracks. A local official likened the scene to Dante's "Inferno."

The crash, just outside Santiago de Compostela, occurred on the eve of the city's annual religious festival, which attracts tens of thousands of Christian pilgrims from around the world. Officials in Santiago de Compostela canceled ceremonies planned for July 25 to honor St. James, the disciple of Jesus whose remains are said to rest in the city.

State-owned train operator Renfe said in a statement that 218 passengers and an unspecified number of employees were on the eight-carriage train when it crashed on a section of tracks that came on line two years ago. Spanish news reports said scores of people were injured, with Cadena Ser quoting unnamed government officials as saying 100 were hurt. They did not provide details on the severity of the injuries.

The U.S. State Department said on the 26th that an American was killed and five were injured in the accident. A department spokesman did not provide details of the American casualties. Spanish police said they arrested the driver of the train that went far over the speed limit into a curve and toppled over.

In an interview, an American passenger injured on the train

said he saw on a TV monitor screen inside his car that the train was traveling 121 mph seconds before the crash – far above the 50 mph speed limit on the curve where it derailed.

The driver of the Spanish train that derailed at high speed was provisionally charged with multiple cases of negligent homicide. A court statement said investigative magistrate Luis Alaez released Francisco Jose Garzon Amo without bail. Garzon must appear in court once a week and is forbidden to leave Spain without permission, the court said.

The driver of the Spanish train ignored three warnings to reduce speed in the two minutes before the train hurtled off the tracks on a treacherous curve, crash investigators said. Data from "black box" recorders show the driver of the train that derailed was on the phone while driving at almost twice the speed limit at the time of the crash, a Spanish court said July 30.

Police forensic tests on the train's black box data recorders showed the last warning came just 250 yards before the dangerous curve. During the driver's phone call, the train reached a top speed of 121 mph, at which point the driver applied the brakes, only four seconds before it derailed. It was still speeding at 95 mph at the moment it derailed on a sharp curve, smashing into a concrete wall and catapulting its cars. The recommended speed on that curve is 50 mph.

[Info. from *Los Angeles Times*]

#### TRANSIT MORE CROWDED WITH TRAIN STRIKE

San Francisco Bay area commuters sweated in crowded buses, shivered on loaded ferries or inched through crowded freeway traffic on July 1 after hundreds of BART workers demanding higher wages went on strike and the region's heavily used rail system ground to a halt. The walkout derailed hundreds of thousands of daily riders who use the nation's fifth-largest rail system each day, forcing them to find other means of transportation in the second-most congested region in the country.

However, morning rush hour did not come to a standstill as feared, and some travelers who used carpool lanes and other options added relatively little time to their commutes. It's been an absolute nightmare for some commuters, but we didn't see total gridlock," said Stuart Cohen, executive director of TransForm, an Oakland-based nonprofit organization focused on public transportation and walkable communities. Two of the largest unions representing Bay Area Rapid Transit workers went on strike early July 1 after their contract expired June 30. It was their first strike since a six-day walkout in 1887. No new talks were scheduled.

California Highway Patrol spokeswoman Sgt. Diana McDermott said it could have been worse. "It's summertime and a holiday week, so plenty of people didn't go to work," she said. "Others had prepared for it, or they were able to work from home, and we saw lots of informal carpooling." Transit authorities also made accommodations, including longer carpool lane hours, additional ferries, and extra buses and bike shuttles over the Bay Bridge.

[Info. from *Pasadena Star-News*]



Amanda Calderon (left) and Andrew Novak during the PRS Fillmore & Western Excursion on May 18, 2013.

Photo by Russ Jones



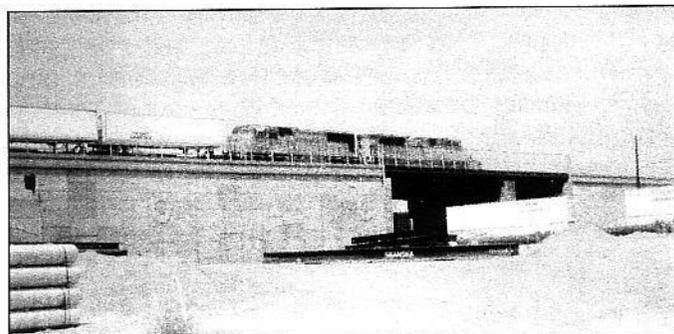
The PRS table at San Bernardino Railroad Days on April 27, 2013.

Photo by Andrew Novak



Fillmore & Western GP-35 3501 with the PRS Excursion Train in Piru on May 18, 2013.

Photo by Andrew Novak



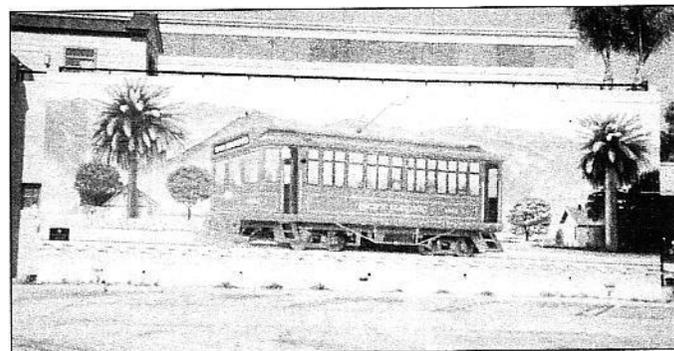
On July 24, 2013, a Union Pacific freight traversed the recently opened fly-over at Colton, California. The train is passing over a railroad eastbound (compass northbound) Burlington Northern Santa Fe freight at a location known years ago as the Colton Tower.

Photo by David Abbott



Fillmore & Western GP-35 3501 in Santa Paula on May 18, 2013 during the PRS Excursion.

Photo by Andrew Novak



A mural of a red Pacific Electric trolley was unveiled in San Marino, California, the third week of February 2013. The dedication of the mural of a mid-20th Century red car by muralist Brian Kenyon adorns a wall next to the San Marino Fire Department. The mural depicts the Pacific Electric No. 1051 wooden car, which was built the same year San Marino was founded in 1913.

The historic gift to San Marino, several years in the making, made its debut on Valentine's Day. The city's red wooden Pacific Electric Railway trolley was brought to the city in the 1900s by Henry Huntington. The Centennial Mural, is not a photograph, and some people call it "The Red Car Mural," is on a 18-by-52-foot wall in the 2200 block of Huntington Drive.