

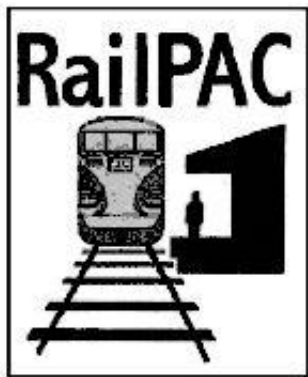
Subject:	Chief still in the news, GE buying the TGV trains? First contract for LAUS run-through tracks!
From:	Rail Passenger Association of California (noelnoelt@cox.net)
To:	ntbraymer@yahoo.com;
Date:	Monday, April 28, 2014 9:30 AM

RailPAC Weekly E-Newsletter for April 28, 2014

Edited by Noel T. Braymer

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Rail Passenger Association of California
www.railpac.org
Traffic? Gas Pains? We need more Trains!



This graphic from LOSSAN shows the need for more sidings between Ventura and Santa Barbara with what improvements are now planned for this region

[Western Kansas could lose Amtrak's Southwest Chief line in next two years](#)

Wichita Business Journal (blog)-Apr 21, 2014

Unless Kansas comes up with about \$4 million a year for 10 years, portions of the state risks losing the service of Amtrak's Southwest Chief.

According to a report from Fox News, Amtrak is asking Colorado and New Mexico to pay the same to help fund track upgrades.

[Small western towns to lose Amtrak service if states can't pay up](#)

Fox News-Apr 21, 2014

"With the tracks and the shape they're in, the trains cannot keep the speeds they need to maintain this 24-hour-a-day schedule," explained Colorado state Sen. Larry Crowder, through whose district the Southwest Chief runs.

He said Amtrak has asked Colorado, New Mexico and Kansas to each come up with \$4 million per year for 10 years "to basically rebuild the tracks." If not, residents in nine small towns will be out of luck.

[Senators seek support for Southwest Chief route](#)

Kansas City Star - Apr 22, 2014

Sens. Tom Udall and Martin Heinrich of New Mexico and Mark Udall of Colorado have sent a letter to the chairman of an appropriations subcommittee that's considering funding for the U.S. Department of Transportation and other agencies that oversee Amtrak.

The senators say long-distance service is a critical link for small and rural communities.

[More Than 63000 Bridges Crossed 250 Million Times A Day Need Significant Repairs](#)

ThinkProgress-Apr 25, 2014

The 250 most heavily used bridges that are structurally deficient are on interstate highways, many in California.

... a railway bridge over the Colorado river caught fire and collapsed, and the costs of repair were estimated at \$10 million. In November 2012, a New Jersey bridge built in 1873 collapsed for the second

time in four years, derailing a train that was carrying vinyl chloride into a creek. And in July of that year, a railroad bridge collapsed in Chicago, derailing a coal train and killing a couple.

[Amtrak, streetcar job creation derailed in WI, affirmed elsewhere](#)

Milwaukee Journal Sentinel (blog)-Apr 20, 2014

That simple truth: Passenger rail creates jobs.

'Talgo, a Spanish train manufacturer, is seeking a Wisconsin plant to assemble trains that could run on this route. The Talgo business could create 50 to 60 jobs building two trains that the state already has ordered for the existing Milwaukee-to-Chicago Hiawatha service, plus another 20 to 30 more building two more trains for high-speed service, says Jim Schmelzer, president of Super Steel Products Corp., which is seeking the work.

Counting "indirect" jobs at suppliers would add another 152 jobs this year, 479 next year, 647 in 2012, 202 in 2013, 54 in 2014 and 11 in 2015. State and local government jobs, including planners, engineers and project managers, would total 67 this year, 212 next year, 291 in 2012, 109 in 2013, 47 in 2014 and 26 in 2015. Klein said personnel hired by the state Department of Transportation for this project would hold their jobs no more than four years.

Therefore, total employment specifically linked to the train line would be 1,100 this year, 3,483 next year, 4,732 in 2012, 1,542 in 2013, 483 in 2014 and 167 in 2015."

[CNR Changchun Railway Vehicles executives visit Western New England](#)

MassLive.com-Apr 23, 2014

Changchun Railway Vehicles plans to build a 125,000-square-foot rail car assembly plant and accompanying 33,750-square-foot office building on the 40-acre former Westinghouse site on Page Boulevard in East Springfield. The factory would be the North American hub Changchun and the company plans on establishing a research and development hub there.

[GE Said in Talks to Buy Alstom for More Than \\$13 Billion](#)

Businessweek Apr 23, 2014

The deal would give the U.S. maker of jet engines and locomotives control of Alstom's high-speed TGV trains and rail-signal technology as Europe's economy begins to revive. Alstom's 20 percent share drop over the past year before today has made it a cheaper target for GE Chief Executive Officer Jeffrey Immelt.

[Will Most Trains in the Future run on Electricity?](#)

By Noel T. Braymer

Technically most trains already run on electricity. Diesel-electric locomotives use a diesel engine to generate electricity to power the electric motors in the locomotive's trucks. The question is will trains continue to be powered by fossil fuels? The cost of energy is a big issue for train operators. In North America there are plans to change over to diesel locomotives fueled by Liquid Natural Gas. With Natural Gas currently much cheaper than diesel fuel this seems to make a great deal of sense.

[Phillips 66 says no Bakken crude oil planned for Nipomo Mesa refinery](#)

The San Luis Obispo Tribune - Apr 26, 2014

In a past interview, company officials said rail shipments to the refinery might include a small amount of oil from the Bakken field in North Dakota or Canada — a plan that raised alarm, as there's concern that Bakken oil might be more volatile than other crudes.

[X Train Holdings Reaches Agreement to Operate Santa Fe Southern](#)

Railroad Excursion Services

MarketWatch-Apr 23, 2014

LAS VEGAS, NV, - X Train Holdings (otcqb:XTRN), and Santa Fe Southern Railway, Inc., a privately held company (SFSR) have entered into a contract by which XTRN will operate the SFSR passenger and special events services between Santa Fe and Lamy New Mexico .

[High Speed rail controversy rages on](#)

WPEC-Apr 18, 2014

JUPITER, Fla. - All Aboard Florida is a controversial 2.5 billion dollar project that promises to carry passengers and freight between Miami and Orlando.

If developers get their way these All Aboard Florida trains would start running in 2016. Congressman Patrick Murphy says he's against the project as it stands right now, but he avoided directly answering some of our questions Thursday night.

This just shows you can't please some people. This rail service will be privately owned and operate mostly on existing rights of way with low impacts on people and the environment. NB

[Morning commute delays for LIRR, Amtrak & NJ Transit](#)

New York Post-Apr 24, 2014

A downed overhead power line in Penn Station caused a spate of delays and some cancellations on the LIRR, Amtrak and NJ Transit trains during Thursday morning's commute, railroad officials said.

[NJ Transit delays caused by downed Amtrak wires](#)

The Star-Ledger-Apr 24, 2014

Overhead Amtrak wires fell just outside New York Penn Station around 6:30 a.m., cutting power to 12 tracks in the station, Durso said.

Midtown Direct tarins were diverted to Hoboken, but resumed service into the Big Apple just after 8 a.m., NJ Transit added.

[Amtrak to provide updates at April 28 rail coalition meeting](#)

NJ.com-Apr 22, 2014

Elected officials, transportation professionals and the public are invited to the next meeting of the Raritan Valley Rail Coalition on Monday, April 28.

Petra Todorovich Messick, senior officer with Amtrak's Outreach and Communications North, NEC Infrastructure & Investment Development, will present an update on the Gateway Tunnel, Hudson Yards right-of-way, portal bridge, NEC improvements and the new Amtrak planning study.

[Sound Transit OKs agreements with state, Amtrak to improve service](#)

Progressive Rail Roding-Apr 25, 2014

Under the contract, Sound Transit will manage construction activities that enable WSDOT to improve speed and reliability by moving Amtrak service through Pierce County to a more direct and less congested track owned by Sound Transit near Interstate 5, rather than along the Puget Sound shoreline, Sound Transit officials said in a press release.

[Capitol Corridor Monthly Report \(March, 2014\)](#)

David B. Kutrosky, Managing Director
Capitol Corridor Joint Powers Authority

Service Performance Overview

In March 2014, both ridership and revenue for the Capitol Corridor were below last year's March- results by 1.7% and 3.5% respectively. A total of 118,518 passengers rode Capitol Corridor trains in March 2014. The ridership decrease was primarily due to the fact that Easter fell at the end of March in 2013 (compared to mid-April this year) and because of residual night-time track work performed by Union Pacific Railroad (UPRR) between Richmond and Martinez. This track work required substituting the two

last weekday trains (#548 and #551) with buses between Oakland and Sacramento and was completed in mid-March instead of February as originally planned.

Los Angeles – San Diego – San Luis Obispo Rail Corridor Page 4

Trends for February 2014

LOSSAN Corridor ridership, revenue, and OTP are summarized in the table below:

Service	Ridership	Ridership - Change from Previous Year	Revenue	Revenue - Change from Previous Year	OTP
Pacific Surfliner	187,935	-0.9%	\$ 4,434,162	7.5%	83.0%
Metrolink Ventura County Line	71,618	-3.5%	---	---	96.7%
Metrolink Orange County Line	176,492	-0.4%	---	---	96.4%
COASTER	115,502	-2.5%	---	---	96.3%
LOSSAN Total/Average	551,547	-1.5%	\$ 4,434,162	7.5%	93.1%
Amtrak Nationwide	2,093,505	-5.6%	\$ 147,140,120	4.2%	---
Capitol Corridor	104,308	-18.0%	\$ 1,972,137	-4.7%	---
San Joaquin	82,928	-4.1%	\$ 2,469,099	-5.7%	---
Coast Starlight	29,175	-6.9%	\$ 2,190,945	-2.5%	58.9%

Graphic from LOSSAN Board Meeting agenda for April 28, 2014

[San Luis Obispo Railroad Museum to offer National Train Day Activities](#)

Free Event on Saturday, May 10th, features Rides, Tours, Models, Artifacts and Programs

The San Luis Obispo Railroad Museum will welcome rail fans to a special event during National Train Day on Saturday, May 10th. This free event will take place from 10am until 4pm in and around the Museum located just south of the Amtrak Station in San Luis Obispo's Historic Railroad District. Complete Museum history and upcoming event information is available on the Museum's recently revised and expanded website at www.slorm.com. Messages can be left for Museum members at **(805) 548-1894**. [Additional information on National Train Day](#) and its numerous events around the country can be found at <http://nationaltrainday.com/s/>

[Train versus plane: riding Amtrak from Chicago to New Orleans](#)

TTG Digital-apr 25, 2014

My journey starts in Chicago, Illinois, where the train leaves on time at 8.05pm and heads due south through Kentucky, Tennessee, Mississippi and Louisiana.

[Big Boy coming to Cheyenne for restoration](#)

Wyoming Business Report-Apr 25, 2014

CHEYENNE – On May 8, one of the largest steam locomotives ever built is scheduled to chug into Cheyenne as deadweight, hauled by four diesel locomotives. Once at its new home-base, it will undergo five years of restoration efforts to make it run under its own power again.

[National Express targets Spanish high-speed rail](#)

Global Rail News-Apr 22, 2014

Under a plan to liberalise the Spanish rail market, state-owned operator Renfe is being split into four different organisations spanning the current passenger and freight operations.

Private operators are expected to be allowed to bid for a selection of long-distance and high-speed services for the first time later this year.

[Comment: China's high-speed rail dream begins to take flight](#)

SBS-Apr 21, 2014

Within just a few years, China's 2400 km north-south spine will be linked by a giant rail network, with Hong Kong at one end, Beijing at the other, and hundreds of millions of people in between.

[Hong Kong Section of High Speed rail delayed two years to 2017](#)

Next Big Future-Apr 22, 2014

The South China Morning Post reports there is a two-year delay in the completion of the HK\$67 billion high-speed railway connecting Hong Kong with Shenzhen and Guangzhou.

Zheng Tianxiang, a provincial policy adviser involved in several infrastructure projects - said the delay would "definitely affect" the pace of the Pearl River Delta's integration.

A plan to streamline travel time to no more than an hour between each of the economically powerful delta region's cities is at the centre of the Guangdong government's development blueprint. Local authorities believe this will create capital and prompt a flow of talent to help the region upgrade its economy.

[Angelo's Drive In makes way for high-speed rail](#)

Fresno Bee-Apr 24, 2014

After 60 years in business, Angelo's Drive In served its last burger Thursday.

The burger joint on Olive Avenue is closed and does not plan to reopen, its property sitting on the edge of what is slated to eventually become the path of California's high-speed rail line.

[Metro Board approves contract for Union Station regional rail improvements](#)

The Source Apr 24, 2014

As part of the consent calendar, the Metro Board of Directors unanimously approved Item 21, a \$31-million contract for engineering work to extend regional rail tracks south from Union Station — so that trains don't all have to enter and exit the station from the north.

We have been waiting for this for over 30 years! This is a GREAT DAY! NB

[Metro Board approves \\$927-million contract for construction of Regional Connector project](#)

The Source Apr 24, 2014

The 1.9-mile underground rail line, forecast to be complete in 2020, will connect the Gold Line to the Blue and Expo lines and allow trains to travel directly from Azusa to Long Beach and from East Los Angeles to Santa Monica. This should speed trips through downtown and reduce the number of transfers for most riders.

This will improve rail transit connections at LA Union Station. NB

[In the dead of the night, Union Station a popular location for music videos](#)

The Source Apr 22, 2014

Just as the movies, television and commercials frequently shoot in Union Station, the music industry often uses the building as a location for music videos. Most are shot in the wee hours of the morning so that patrons are not bothered by the lights, cameras, electrical cords and occasional redecoration.

[Metro and The Academy release only known film of 1939 Union Station opening parade](#)

The Source Apr 22, 2014

In honor of Union Station's 75th Anniversary, Metro and the Academy of Motion Picture Arts and Sciences, in cooperation with the family of Ward Kimball, have restored the only known footage of the historic opening. The parade, documented in the home movie, drew half a million spectators to downtown Los Angeles.

[Gold Line being challenged on possible terminus at Ontario Airport](#)

San Gabriel Valley Tribune-Apr 21, 2014

A key bill that would allow the Metro Gold Line Foothill Extension Construction Authority to extend the rail line across the county border to Ontario International Airport is being opposed by one of its allies, the San Bernardino Associated Governments.

[Big Rig Crashes Onto Gold Line Tracks, Snarls Commute](#)

NBC Southern California Apr 24, 2014

A big rig that smashed through a center divider onto train tracks on Thursday shut down a stretch of a Southern California freeway for hours and cut rail service snarling the afternoon commute.

[Remodeling plans approved for Norwalk transportation complex](#)

Los Angeles Wave Newspapers-Apr 25, 2014

Also planned are improvements to the pedestrian walkway and installation of a bike path from Imperial Highway east to the Metrolink Station, reconfiguring employee and visitor parking, a pedestrian plaza to pick up and drop off of Metrolink passengers, signage, lights and closed circuit TV through the Norwalk side of the Metrolink parking area.

[L.A.'s \\$430 million trash train 'too expensive' to use](#)

L.A. Biz - Apr 21, 2014

Under a two-year contract signed last month, L.A. districts will pay its neighbor to the south to dump trash into landfills in Brea and Irvine at a price of about \$40 per ton, which is half of the trash train would cost, the newspaper reported.

[Caltrain completes San Bruno grade separation work](#)

Progressive Rail Roding-Apr 24, 2014

Caltrain will mark the completion of its San Bruno grade-separation project with a community celebration on May 10.

[Jenny Larios to Join Southern California's Mobility 21 as Executive Director](#)

Business Wire (press release)-Apr 21, 2014

"The Mobility 21 Board of Directors is pleased to have Jenny Larios leading our coalition," said Paul Granillo, Chairman of Mobility 21 and President & CEO of the Inland Empire Economic Partnership. "Jenny will continue to ensure Mobility 21's success and impact."

Larios has a strong background from the project delivery side of the consulting industry encompassing many modes of transportation, including highway, transit, rail and maritime.

[CHW to Break Ground on Green Affordable Housing Community in ...](#)

Multi-Housing News-Apr 22, 2014

The site's location boasts a Walk Score of 72 due to its proximity to dining, shopping and entertainment. Additionally, the North Santa Fe Transit Station is located across from the development and is served by

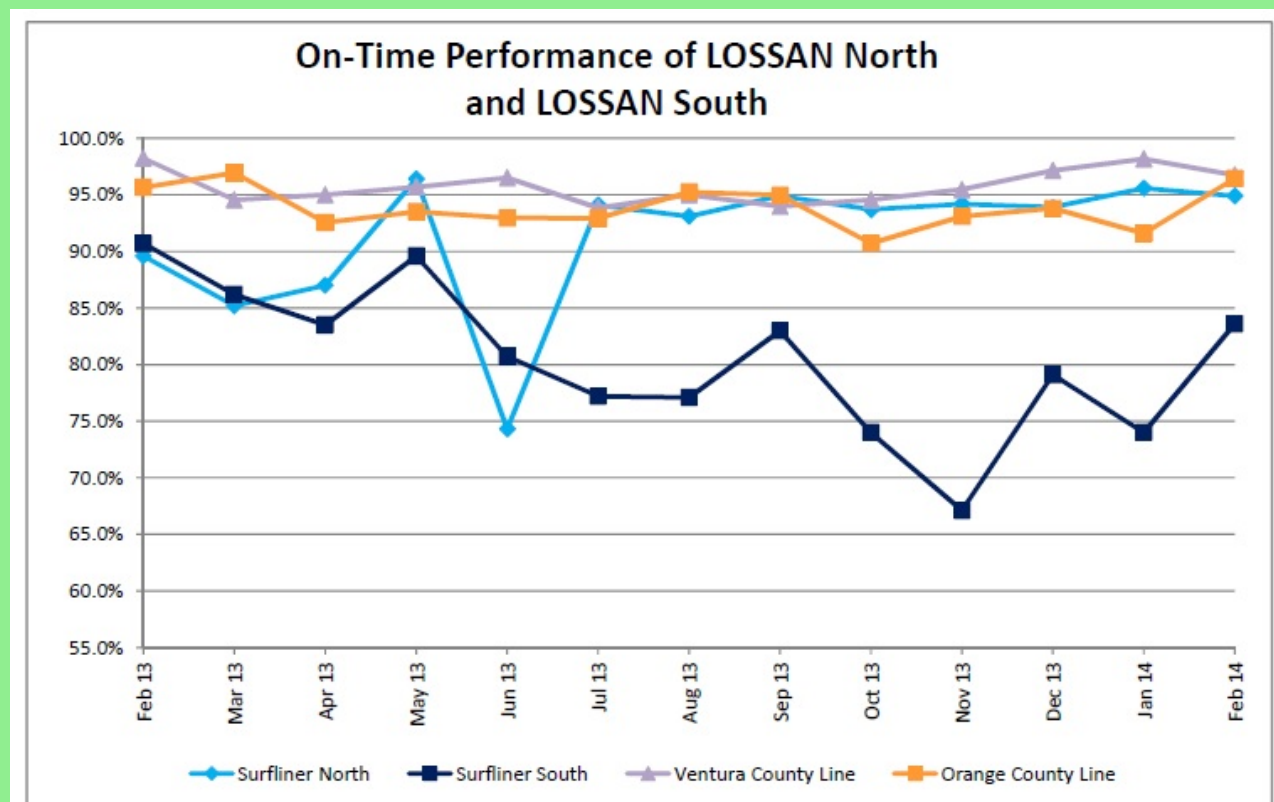
the Sprinter light rail train, which provides service to Oceanside, Calif. to the west and inland to Escondido, Calif. The Breeze Bus also stops at the transit station and provides connecting service to Amtrak, Metrolink and Coaster in Oceanside, where residents can extend their commutes to San Diego or Los Angeles, as well as California State University San Marcos or Mira Costa Community College.

[Man gets rich from boot in the face](#)

Peru this Week-Apr 23, 2014

His 'selfie' by the tracks of Peru Rail brought him a kick in the face... And up to US\$250 thousand in advertising.

Life is not fair; sometimes it pays to be an idiot. but not often. NB



Steinberg Cap and Trade Plan - the Importance of Passenger Miles.

Senate President Darrell Steinberg has proposed a plan for the distribution of Cap and Trade funds. Included in the plan is a 30% tranche for "transit". Steinberg's staffers are telling the other Senators that this includes California intercity passenger rail, ("CIPR") i.e. the State Rail corridors, LOSSAN, San Joaquin and Capitol Corridor. However, we need to be very cautious about this and have specific language inserted into any legislation to include CIPR. Why? Well certainly at the federal level there is a clear division between transit and commuter rail, administered and funded by the Federal Transit Administration, and intercity passenger including Amtrak, which comes under the purview of the Federal Railroad Administration. At the State level it seems that the same split applies and so, whatever Steinberg's intentions may be, it's possible that CIPR may be excluded from this important pool of investment funds.

Rail advocates should contact their California Senators and Assemblymembers to make sure that there is no loophole and that specific language is inserted into any legislation to include CIPR. The argument, if you need one, is in the positive impact on the environment generated by the length of journey of CIPR passengers, expressed in passenger miles. RailPAC has always criticized the use of "passengers" rather than "passenger miles" as the measure of the productivity of Amtrak services. While the actual number of people using transit is far greater, the average intercity passenger journey is typically 30 to 50 times longer than a local bus ride, for example.

From the State Rail Plan the numbers quoted, average journey length are:

LOSSAN 83 miles

San Joaquin 153 miles

Capitol Corridor 67 miles.

Clearly, if we can take more people out of their cars and increase the numbers of passengers on these routes, they will have a far greater impact on congestion and air quality than their mere numbers suggest. There is every justification to invest Cap and Trade funds in passenger rail. Think passenger miles as the measure, not just the head count.

Paul Dyson

President, Rail Passenger Association of California and Nevada
Chairman, City of Burbank Transportation Commission

We Get Emails

Re: Transfer of funds from the Dumbarton Rail Bridge

The Dumbarton Rail allocation was not what caused Alameda County Measure B to fail in 2012, and the failure of Measure B had little if anything to do with MTC's recent decision to pull money away from the Dumbarton Rail project.

While it's hard to pin down causes, I'll venture three:

- 1.) MTC's longstanding unwillingness to sponsor or even advocate regionally-connecting commuter rail projects.
- 2.) A general lack of understanding on how an upgraded ACE leg to San Francisco via a rebuilt Dumbarton Bridge would ease pressures on BART's transbay section as well as on several, often grid-locked East Bay freeways.
- 3.) A misplaced concern over the effect of the 35-foot wide rail bridge on Eastside wetlands. (The impact would be minor and easily mitigated)

Gerald Cauthen, PE

My source about the loss of Measure B being a reason the MTC defunded the Dumbarton Rail Bridge came from the Green Caltrain blog by the BayRail Alliance. Politics is mostly about fighting over money. Any multi-party project where one of the parties can't or won't help fund usually goes nowhere. NB

Re: Private contractors replacing Amtrak

In regards to the Cascades, you really think the Class I's are going to let a Herzog or Veolia operate an intercity service that they have Class B stock in? The Class I's will never allow that happen with these state entities and everyone knows that. It's one thing for commuter rail funded by smaller municipalities where the Class I's have no stock in. It's another with Amtrak.

Will Schilling

It will be interesting to see what happens. I don't know if it will happen or not. I know the railroads are not happy with Amtrak. They want more money which is why the BNSF won't pay to maintain the tracks for passengers service for the Chief. If an operator can pay the railroads more, have enough liability insurance, have a good record operating trains and underbid Amtrak while making money; then things could get very interesting. NB

Re: Service on the Gulf Coast and sections for the Crescent

On the other side of downtown Mobile, the former GM&O depot was rebuilt and has become a transportation terminal for Mobile's city bus service WAVE, and Megabus also calls there. Amtrak may have missed an opportunity to have FEMA funds build a new station there, but an Amshack trailer could probably do temporarily until they decide where to build and or relocate a new depot. I'm bringing this up because there was mention about rerouting the Crescent that way, as a section.

That might be possible if Amtrak ever decides to establish service on that much sought after train west of Meridian, MS to Dallas/Ft. Worth. Maybe Amtrak could split the Crescent at Birmingham, AL with separate sections serving Dallas/ft. Worth and have the rerouted New Orleans train extended west to Houston overnight. One way that could be possible would be if Amtrak would truncate the Crescent east of DC which would allow same-day turnaround of equipment there, and open the door to allow for the Texas extensions without the requirement of additional equipment, except for maybe a locomotive.

However, I don't see this happening and not going to hold my breath for it due to Amtrak's chronic equipment shortage, although the Viewliner II car order could help fix that problem, but Union Pacific probably won't budge to allow for a daily train on the route

Steven Crosmer

All I can say is if you want to be a rail advocate you have to be a dreamer. You need a dream first, before your dreams can come true. NB



This is the site today of the Sunset's stop in Mobile, Alabama. On the other side of downtown Mobile, the former GM&O depot was rebuilt and has become a transportation terminal for Mobile's city bus service WAVE, and Megabus also calls there. Photo by Steve Cosmer

Re; Taxes for Rail Service

Yes, we should totally raise taxes - that will bring California roaring back for sure.

Come on - you guys can't be serious.

Anton J. Lazzaro

Well, California Voters are serious about raising Their Taxes when it comes to transportation and improved rail service. When such measures are on the ballot they receive a majority approval. Such measures sometimes fail only because they barely miss the 2/3 majority needed for passage. It takes spending money to make money. Where you see rail service construction, you soon see economic growth and new housing. And where you don't, you won't. NB

Opinions expressed in this newsletter are those of the authors and not necessarily those of the Rail Passenger Association of California.

The RailPAC Mission: Passenger Rail advocacy, Publications...both print and electronic, Representation at regional meetings, and Rail education.

Join us! More memberships increase our strength in presenting the case for rail to policymakers at all levels!

You can send your comments to me at nbraymer@railpac.org

For those who would like an additional copy of the eNewsletter with plain text (minus photos and graphics) just email me at nbraymer@railpac.org with your name and email address. NB

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