

STEEL WHEELS

PASSENGER RAIL IN CALIFORNIA AND THE WEST

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PUBLICATION OF THE



RAIL PASSENGER ASSOCIATION OF CALIFORNIA & NEVADA

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Rail Passenger Association of California and Nevada

*A statewide membership organization
working for the improvement and
expansion of passenger rail service.*

Organized in 1977 by a group of passenger rail supporters, RailPAC has been working for over 30 years to establish a network of rail services that will provide service to and throughout California and Nevada.

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FOR MORE INFORMATION

about RailPAC and how you can help expand and improve passenger rail, visit our website **RailPAC.org** or fill out and return the form on the back page of this newsletter.

RailPAC.org

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RAILPAC'S WORK AT-A-GLANCE

RailPAC is working with Amtrak, Caltrans and all agencies involved in achieving the following goals for expanding and extending safe and reliable rail passenger service. We support adequate funding for these services and vigorously promote them.

High Speed Rail

Build the High Speed Rail system together with electrification for Caltrain and Metrolink.

Coast Corridor

Reduce travel times. Continue to enhance onboard amenities. Restore connections to Long-Distance trains at Los Angeles Union Station. Reestablish the Coast Daylight between Los Angeles and San Francisco. New stations at Gilroy, Watsonville, Soledad and King City.

Pacific Surfliner Corridor

Campaign for run through tracks at Los Angeles Union Station to improve punctuality and travel times for Amtrak and Metrolink. Extend service to the Coachella and Imperial valleys.

Sunset Corridor

Introduce daily service and reestablish service to Florida.

San Joaquin Corridor

Increase service to and from Sacramento, as well as a new station in Elk Grove. Extend daytime and overnight service to Los Angeles.

Capitol Corridor

Increase frequency to hourly service between Sacramento and Oakland. Increase frequency of service to San Jose. Extend service to Reno and Redding and Salinas.

Las Vegas

Reestablish service between Los Angeles and Las Vegas.

RailPAC is a 501c3 Organization therefore all donations are tax deductible.





President's Commentary

High Speed Rail

News came in October that the HSR engineers had decided that small is

beautiful. The word is that shorter trains need smaller stations which fit more easily into built urban areas. A lot of people could have told them that five or six years ago before millions were spent on designing half mile long stations and even longer approach tracks. As far as my home town (Burbank) is concerned trying to squeeze a 16 car train into the confines of the available right of way was never going to be easy. In any event shorter trains are more convenient for passengers (less walking, especially with luggage), and will make it far easier to extend the system to San Diego, the East Bay and Sacramento.

SMART

What the heck is happening at SMART? Opening a new passenger rail service is not for the faint hearted, but SMART has the right of way, minimal interference from existing rail traffic, and other similar systems such as the NCTD "Sprinter" from which to draw lessons and experience. As far as I can see they do not plan to do anything that has not been done before. So why another 6 months delay? The latest issue appears to be the engine crankshafts. But typically these underfloor engines are in modules and can be changed out quickly. Shortage of crankshafts? This seems unlikely. Cummins have been supplying engines of this general type to rail operators around the world for many years. We also hear that SMART has had trouble recruiting operating staff. This is not surprising given housing costs in the area and the lack of other railroad employment nearby.

I think that the elephant in the room is the signaling system, both crossing gate actuation, and Positive Train Control. SMART engineering staff are blaming scale on the head of the rail causing a failure to activate crossing gates. If so that is a one-time problem solved by grinding and profiling. That is a good thing to do

anyway since with an optimum wheel-rail interface you achieve the best ride, the lowest fuel consumption, and the least rail and wheel wear. As for Positive Train Control, installing it on a 43 mile system, effectively closed to other traffic, with a captive fleet of 14 dmus should not be that hard.

The sad thing is that cost overruns and delays lend ammunition to passenger rail's many detractors. This is supposed to be a low cost "starter" system. Unfortunately regulations such as mandatory PTC and ADA requirements mean that there is no longer a cheap way to get into the passenger rail business. We are fortunate to have relatively recent additions such as Metrolink and ACE. Would they be built under today's regulatory regime? I seriously doubt it.

Capitol Corridor

Remembering that Monterey CA was the capitol of Alta California I am minded to think that the Capitol Corridor service still has a long way to go. Not only has it not reached Monterey but another former Capitol, San Jose, the third largest city in the State with about a million people, has awful train service. San Jose and Oakland, our number 8 city, are about 42 miles apart. Oakland's population is about 420,000, about the same as that other fine port city Liverpool. 27 miles from Liverpool is Manchester, with a similar population, just over 400,000. The difference in rail service is striking. Off peak there are 4 trains *an hour* between Liverpool and Manchester. Between Oakland and San Jose there are 7 trains a day.

I have in a previous issue of SW drawn a similar comparison between Los Angeles - San Diego and London - Birmingham. The differences in all these cases are striking, but at least the Capitol Corridor agency is tackling the issue, and has a vision to improve the situation. David Kutrosky, Managing Director of the agency, gave a presentation to the Steel Wheels Conference in Sacramento in September outlining some ambitious steps to radically improve the route. (See the Power Point at www.railpac.org) As he points out, CapCor is the only unified service linking the entire region from the Sierra Foothills to Silicon Valley. There should be 100 mph passenger trains at least hourly. He also pointed out that they have reached the limit of track sharing as far as capacity and speed are concerned. From this point on serious infrastructure investment will be needed. This is not a job for BART!

Steel Wheels in Sacramento, September 2016

On the subject of the Steel Wheels Conference, I have to thank the Board, and former board member Chuck Robuck, for filling in for me during my indisposition. The conference went well and the attendees enjoyed some great presentations from Capitol Corridor, the San Joaquins, Amtrak and California High Speed Rail. Andy Selden came from Minnesota and talked about competition, while NARP Chair Peter LeCody and President Jim Mathews were welcomed and thanked for making the trip out west.

Denver

I managed to make the trip to Denver in October for the NARP fall Council meeting. This was one of the best NARP events I have ever been to, with lots of group participation and sensible discussion about the issues.



Hyundai emu Denver A line train heads for Denver Airport, May 30, 2016. - Chase Gunnoe

Andy Selden wrote about the Denver A line to the airport in the last issue of SW. Nothing has changed. Other than small type signs for "Transit Center" there is no indication, and certainly no advertizing of this convenient service from the time you land all the way to the land side, and that's a long way from B93! It's hard to believe that Denver RTD can't find a small budget for some strategically placed announcements. What about on the "train" that connects the terminals?

Otherwise the trip was slow, the track switches out of the airport and on and off the single line were good enough for boxcars but not for passenger comfort, (yes, single line, where we stopped and watched the cars go by), and the vehicles looked like hand me downs from the 1950s.

Thank goodness the frequency and service hours make up for these deficiencies.

Sunset

At the Denver meeting we formed (or perhaps re-formed) a "Sunset Limited" action group to take up the fight once again for service preservation and daily departures. These two requirements are complementary. The train will not survive without a major improvement in the economics and this can only come about with a daily train. More on the Sunset later in this issue.

Coast Starlight

A highlight of the Steel Wheels conference was the presentation by Amtrak's Eric Smith covering his work as product manager for the Coast Starlight and Southwest Chief. Both Eric and his colleague Jay Fountain (Sunset, Texas Chief and Heartland Flyer) have a little over a year under their belts in their respective positions, and both are widely respected inside and outside Amtrak. Eric was Amtrak's Metrolink operations manager, while Jay was previously the manager and liaison for the LOSSAN Surfliner service. In their old and new positions both report to Mike Chandler, Deputy General Manager, Southwest Region, Long Distance Business Line. Mike usually keeps a low profile but he should be acknowledged. He has just received the Presidential Service and Safety Award for Excellence in Leadership. He is supporting Jay, Eric and their teams in delivering the programs you'll read about in this issue, and has been a great manager through some very tough times. Thank you Mike, for all you do.

"Wick" Moorman - new Amtrak CEO

RailPAC welcomes former NS CEO Wick Moorman to the hot seat at Amtrak. We already hear that Mr. Moorman is out and about on the trains and depots talking to passengers and employees. This is certainly better than riding 10001, and we hope this is the precursor to a new management culture at the railroad. Good morale starts at the top, and is essential for a successful organization, but I think especially for a railroad which perforce relies so much on personal initiative rather than direct supervision. I for one am hoping that Moorman will be firm with the Congress and cause them to let him get on with the job, and at the same time motivating his people to give of their best so that he can justify further investment in a quality product.

LINK US, SCRIP - Or Run Through Tracks.

The essential project with no champion and few friends.

So whatever happened to the 2021 delivery date for what I have called the most important passenger rail project in Southern California? The short version is that CHSRA decided they want their trains through Los Angeles on the surface and in a shared facility with Amtrak and Metrolink, rather than a separate overhead or underground station. This sounds like a money saving idea, but the net result is that it kicked the run through tracks almost ready for construction project into the long grass for the indefinite future. The whole station has to be redesigned. The track project will now be incorporated into the LAUS redevelopment process with a multi-billion price tag, for which there is currently no money. Measure M, which will provide the majority of the money for public transportation in the County for at least three decades, has NOTHING in it for Union Station. So we are back to the drawing board, with no budget for construction.

Talgo and Surfliner

Idle rolling stock should always be viewed as an opportunity to move people. The decision by Scott Walker, the Governor of Wisconsin to cancel their rail modernization program left two sets of brand new Talgo equipment high and dry, gathering cobwebs in the weeds on the north side of Milwaukee. This \$52 million investment could be deployed in any number of places but the years of effort required to start or even expand and rail service, not to mention the lack of funds, limits the options.

The announcement in August that California has opted to enter into a lease agreement for 5 years to acquire these train sets came as a surprise, and as Noel Braymer opined at the time, it raises more questions than answers. One point where I disagree with Noel. He thought that the 5 year deal would coincide with the availability of the LAUS run through, but unfortunately this is not the case (see above). I hear today that this is not yet a done deal, with negotiations ongoing. Of course if I were the "Fat Controller" I would want these trains to go the Pacific Northwest to keep their brethren company and keep these exotic species at the same repair shop. We'll see what transpires in the next month or two.

Metrolink and Burbank Airport

You may be surprised to hear that the Burbank Transportation Commission opposed the Antelope Valley line Metrolink station that had been approved by Metro. The reasons were clear and I'll summarize:

Metrolink service is inadequate for the needs of airport workers and air travelers alike. (See "Denver" above).

Sun Valley station is only 1.5 miles north and is the lowest performing station on the system.

The City of Burbank was being pressured by Metro to take on maintenance, utilities and security for the new station whether we needed the stop or not.

Sun Valley cannot be closed without Metro repaying about \$5 million in FTA loans as the station is less than 20 years old.

Metro plans to add a second track on the AV line in the next 3-4 years and at that time add a second platform to the new station. The Commission advised the City Council that we should tell Metro to wait until the double track is built and build a single island platform at lower cost. At the same time Metrolink should undertake to operate a timetable that starts before and ends after airport operational hours, seven days a week. That, we hope, will generate sufficient traffic to justify building a station, and soon thereafter the Sun Valley stop can be eliminated.

Verdugo Coffee

Coffee? Unlike British Railways, which in my day at least ran on tea, American railroads need coffee to keep the wheels turning. They also serve it in the dining car, and our friends at Verdugo Coffee have researched the original blend for dining car coffee from the Norwine Coffee Company of St. Louis. They used Royal Peaberry beans from what was then British Honduras.. Go to verdugocoffee.com to order "Daylight" coffee, with a generous portion of the sale price coming back to RailPAC as a donation. Verdugo is hoping to interest Amtrak in Starlight, Chief and Sunset blends.

Membership Renewals

Please check the expiration date on the mailing label and mail in your dues. And if you are not a member, please join using the coupon on the back page, or go to our website www.railpac.org.

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The Western Long Distance Trains

by Paul Dyson

2017 - Make or Break for the Sunset Limited

At least since the Reagan presidency the long distance network trains operated by Amtrak have been the target of certain politicians as wasteful of taxpayers' money. Indeed, the Sunset Limited's logo should be changed to that of the well known discount store featuring concentric red and white circles. Unfortunately the recently departed Amtrak CEO seemed to think it was his job to apologize for the losses that showed up in Amtrak's bookkeeping, rather than push back by aggressively defending his company's products. Lesson 1, you can't have an Amtrak CEO who needs the job. So as we step towards 2017 we have the same set of challenges as in 1977, with political hurdles plus an aging, worn out fleet of rolling stock. What we didn't have in 1977 was specific congressional mandates to eliminate food service "subsidies" and the elimination of the worst performing train.

So what are the prospects for the Sunset Limited and what is being done to maintain, and we hope expand the service. In this issue of Steel Wheels Magazine we have invited Jay Fountain, Amtrak's product manager for the route to tell us what he and his team are doing day to day to improve the product and its financial performance.

Can we realistically hope for daily service? Unlike some rail routes which used to have heavy coal traffic the Sunset route is a key intermodal and merchandise corridor. This means not only that there is unlikely to be a lot of spare capacity but also that the railroad's freight customers are more time sensitive. My optimistic side reminds me that I used to watch sleeper and container trains leaving London in the late evening running block and block at 75mph, and hoping that "flights" of timed freights and passenger trains can co-exist in an American environment. I must remind myself that this type of operation is only possible with investment in track and signaling capacity. Who will pay for it? Certainly the Class One carriers will only invest enough to meet their own requirements, and not the enhance needs of passenger traffic. Lesson 2: We need to convince federal and state government of the benefits of a modern mixed use railroad system.

Passenger rail advocates have our own avenues that we can explore in a longer term effort to maintain Sunset service. Here's some thoughts for indirectly influencing the outcome.

Corridors: State departments of transportation are more

focused on their intrastate mobility needs and are much less concerned with interstate national networks. Along the Sunset route we find the potential for three corridor services that have merit as discreet operations, but at the same time could bring state funds to invest in upgrades that would benefit the route as a whole. These are Los Angeles - Coachella Valley, Yuma - Phoenix - Tucson, and San Antonio - Houston. Steel Wheels will be taking an in depth look at Coachella Valley service in the next issue. These nascent corridors include the second and fourth largest cities in the USA as "anchor tenants" and should be the focus of campaigns by the various state groups. Maintaining the Sunset route for to passenger standards is vital for the future development of these state services, and I believe this is recognized by the state DoTs.

Rolling Stock: The travails of the US passenger car builders could fill a whole issue of this magazine. The industry has missed an opportunity after the recession to use federal funds to renew its capabilities and both the Viewliner and Bi-level coach programs have failed to deliver. There is no easy answer for Superliner replacement. Let's assume that Nippon Sharyo can solve their problems and start delivering bi-level cars. While the hull is similar to the Superliner there are many internal features that would need to be redesigned to make these suitable for overnight service. Nevertheless I believe they represent our best hope for replacing and enhancing the fleet of sleepers and coaches on the Sunset and other trains. We have to campaign for a long term order of next generation cars to keep the manufacturer and workforce in business and to lower costs.

The locomotive front present a brighter picture. Thus far the Siemens Charger program tests are successful and we hope new locomotives will soon be delivered to California corridors. I wonder whether money could be saved by downgrading to 100mph maximum, but otherwise strongly support a large scale purchase by Amtrak to keep the production line going and to reduce the unit price.

Where does that leave us? It leaves us with a lot of work to do to convince elected officials at all levels to maintain and expand the Sunset Limited, and the rest of the national network. This means educating them about the numbers of jobs of all kinds created, the benefits for the tourist industry, and the mobility choices for our people.

The Sunset Limited - Adding Value and Improving the Bottom Line

by Jay Fountain, Director, Long Distance routes, Sunset Limited, Texas Eagle and Heartland Flyer.

(Editor's Note: Jay assumed his position in early September of 2015. His mission as Route Director is to improve the customer experience at stations and on trains while providing the safest form of transportation. His team always puts safety first, with great customer service a close second. HE work closely with all of employees, including our Safety and Service Excellence teams, striving to ensure the safety of customers and employees while providing superior customer service. HE also gets invaluable information from our customers, including Amtrak Customer Advisory Committee (ACAC), and rail advocacy support groups such as NARP, RAILPAC and ARPA.

Jay reports to Mike Chandler, Deputy General Manager; Jay tells me that Mike has been a great coach and mentor, and is recognized as one of the great leaders at Amtrak, having just been awarded a PSSA award for Leadership.)

The Eastbound Sunset Limited passes Picacho Peak, AZ
- Moe Bertrand



- 1. Food Service:** As we look for ways to improve our Food & Beverage Service model on Long Distance trains, we came up with the Just For You meal service; the crews of the Sunset Limited rolled out the Just-For-You at seat meal service on February 1st, 2016. Just-For-You at seat meal service is a service targeting passengers that would not normally dine in the dining car and offers an alternative to eating in the café car without negatively impacting sales in either food service car. Service includes a different entrée item for lunch and dinner, with the recent addition of breakfast to the lineup. Along with the entrée, each meal comes with a side dish, bottled water, and chocolate chip cookie at a reasonable price. The goal of the program was to generate \$80,000 in sales by the end of the first full year of service. The menu was developed by crew members and is updated periodically to keep up with the National Menu changes that happen each year. Beginning with Chicken Sliders for lunch and Red Beans and Rice for dinner, sales have exceeded expectations with 3,215 chicken sliders and 1,814 orders of Red beans and rice sold to date.
- 2. Breakfast Bags to Go:** Due to early arrival of The Sunset Limited Train 1 in Los Angeles, there is no breakfast service; beginning in November 2016, we will begin offering Breakfast Bags to Go for our Sleeping Car passengers as an extra customer service feature and to tide them over till their next meal. We will include some marketing information regarding future trips and along with Thanks for taking the train.
- 3. Early boarding of Train 2:** Currently, with a 10P departure of Train 2, we normally board around 9:30P; as an additional plus for all of our guests, we will soon start spotting Train 2 at LAUS by 8P and begin an early boarding process. The Café will be open for service and our sleeping car guests will be invited to the diner, where beverages including cocktails, beer and wine will be available for sale, along with snack or dessert items. They will receive a Welcome Aboard briefing about their trip, including highlights of their journey. We will look to add a specialty drink selection to The Sunset Limited which would include a souvenir glass.
- 4. Riverside, CA stop:** We are exploring the possibility of a slight re-route of The Sunset Limited to include Riverside, CA as a station stop. We feel this would potentially add many riders to our train, given the population growth in Riverside County. This would require approval by BNSF, UPRR and Metrolink.
- 5. Benson, AZ:** We have received permission from UPRR to move our Benson, AZ station stop to the Welcome Center, which is only one block away. We are working with the city of Benson, and they are hopeful to obtain grant monies to facilitate the platform needed for this move. Given the future population growth projected for Benson, this would be a great plus for our passengers.
- 6. Early departure of Train 2 for track work in 2017:** We will be meeting with UPRR in Omaha in late October and anticipate another request for Train 2 to depart Los Angeles at 2P for several weeks early in 2017; this would assist UPRR in their track work plans. We have asked to finalize these plans no later than 12/1/16. This would allow our WRSO to notify all passengers and set up our bus connections from Sacramento from The Coast Starlight.
- 7. Sunset Station:** We are in ongoing discussions with the city of San Antonio to move our passenger operations back to the original Sunset Station; this would dramatically increase Amtrak's profile in San Antonio. We also continue to look at other opportunities to improve our stations across the route. This would also include looking at opportunities like Flatonia, TX...a small city which has an great local support team that would like to add their town as a Sunset destination. This would obviously need the approval of UPRR.
- 8. Tucson:** Our team participated in "Back to School week" at The University of Arizona with a booth for two day to market The Sunset Limited as a travel option to the many students who fly home to Southern California (there are approximately 5000 students from UA that are from Southern California. We also advertised The Sunset as a weekend getaway train for students looking for an adventure. We will be expanding this to other universities on our route to advertise the new Student Discount of 15%.
- 9. Group travel:** We continue to work closely with our group desk and Senior Customer Service Manager Joy Smith to enhance our group travel on The Sunset.
- 10. Service Excellence Committee:** Last but not least, we have a team of employees from our trains and stations who participate in Service Excellence meetings to interchange ideas to improve our train...the best ideas come from our front line employees.



Business Initiatives on the Coast Starlight

by Eric N. Smith
Route Director
Coast Starlight /
Southwest Chief

The southbound Coast Starlight at the Horseshoe Curve, Cuesta Grade, CA - Photo by Amtrak

The Coast Starlight has undertaken a series of initiatives that are being driven and led by joint labor and management teams. The stimulus for this collaboration was initially intended to seek ways to eliminate operating loss associated with food and beverage aboard Amtrak trains. The teams learned early in the process that solving the food and beverage issue required us to look at every aspect of the service. While the food and beverage goal is still at the forefront, the teams are actively engaged in creating a customer experience that will both delight the customer and help Amtrak meet our financial goals.

We're engaging the men and women who work the train every day by educating them with frequent business overviews and helping them gain a solid understanding of their role in eliminating food and beverage losses. It's not just about cost reductions, and cuts; it's about improvements that increase revenue and more importantly have a positive impact on how the customer feels about the Coast Starlight and Amtrak. In 2015 we began using the Coast Starlight as a real time laboratory to experiment with ideas and solutions that came from the workforce.

To date we have made significant gains in food and beverage revenue for the Coast Starlight, while reducing costs by about the same amount as the increase. All of this has been invisible to the customer, because there was value added to the experience.

Some of the projects that were undertaken by the teams include:

- "Just For You" at seat meals in coach
- Business Class
- "Top Off" provisioning of the trains
- Cocktails on the Rails
- Mechanical Reliability and Cleanliness Initiatives

In 2015, a team of On Board Service employees, created an at your seat meal service exclusively for our coach passengers:

- The menu items are created by Amtrak employees. As many of the ingredients as possible are "repurposed" from items already stocked in the dining car. This keeps our costs down, and allows us to pass savings on to the customer. Just For You creates an option for a customer who may not have planned on visiting the dining car, but would like something freshly prepared.
- Focus is on providing a quality meal at an affordable price point for our coach customers.
- The menu changes every six months to coincide with the national menu change.
- Surveys of passengers and crew have been taken in order to keep improving the program and better serve our customers.
- The program proved successful and was quickly implemented on other trains. The Southwest Chief has been very successful with Just For You meals, and exceeded their fiscal year "Just For You" revenue goal by 25%. The Sunset Limited and Texas Eagle have also implemented "Just For You" with great success, and Amtrak expects to roll it out on more long distance trains in 2017.
- Lead Service Attendant, Tim Corbett and Chef, Josh Lynn were honored with the Amtrak President's Service and Safety Award, for Innovation, recognizing their involvement in the creation of "Just For You" meals.

Business Class:

In June of 2015, the Coast Starlight became the first

Amtrak long distance train to feature Business Class. Originally the service was offered with 12 lower level seats, in the former Video Arcade coaches.

Amenities include two bottles of water, pillow, WiFi, and a six dollar coupon towards food and beverage in the lounge or diner, or by special invitation, the wine tasting in the Pacific Parlour Car. Business Class gained popularity quickly, so we increased the inventory to the entire car and strategically placed Business Class in the consist between the Café Lounge and the Dining Car. The exclusive location of Business Class has a defined sense of distinction from Coach Class. We are in process of outfitting the five cars assigned to the Coast Starlight with leather seating. The concept of Business Class for Long Distance Trains quickly spread to other trains and is gaining a strong following among Amtrak customers.

Mechanical Department Improvements

All of our teams work closely with members of the mechanical department to improve the condition of our equipment and ensure it is at its best for our customers. Our common goal is to eliminate equipment issues that take the employee's focus employee off of the customer. It is no secret that Amtrak's equipment is aging and we must all work harder to maintain the reliability and cleanliness the customer deserves.

The mechanical group has focused on issues that drive customer service scores and the overall customer experience. Toilet issues have been a key focus for the group; we have learned a lot about our systems and have paid close attention to repeat issues to eliminate them. This team has even studied and implemented changes to the Los Angeles Car Washer, to work towards spot free windows.

We have worked hard to incorporate mechanical employee input and understanding in all aspects of our business.

Top Off:

The provisioning of food service cars in Los Angeles has changed significantly. Until January 2016, cars were completely stripped of products and the inventory was returned to stock in the commissary, only to be reissued to the next train. Under our "Top Off" program, stock remains on the train and only the amount of products needed to replenish the train are added. This process has helped us gain some great efficiencies and cost avoidance. Top-Off has also led to a reduction in warehouse spoilage. The product spends more time on the train, where it can actually be sold. There is a reduction in the amount of time food is handled and transported, and our crews require less time to prep cars.



Photo by Eric Smith

Cocktails on the Rails!

Our teams partnered with Patrick Henry Creative Promotions to create unique signature cocktails for the Coast Starlight, specifically the Pacific Parlour Car. Patrick Henry Creative Promotions is well-known for marketing and advertising in the Food and Beverage industry. The signature cocktails offered are, the "Coast Starlight Paloma," "Golden Gate Mojito," "Santa Barbara Bloody Mary," and the "Moscow Mule" which is served in a souvenir copper cup, featuring the train name. Cocktails on the Rails launched on August 18th 2016. Some of the initial trips exceeded the Pacific Parlour Car record for revenue. The employees love being able to create an experience the customer enjoys and values by crafting cocktails in the presence of the customer. The cocktails have generated a lot of customer posts on Social Media and Amtrak travel bulletin boards. The souvenir copper mug and the cocktails have quickly proven to be a customer favorite.

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Business Initiatives on the Coast Starlight (contd)

Pacific Parlour Car:

We are keenly aware of how important the Pacific Parlour Car is to our sleeping car passengers. For the past two years the Pacific Parlour Car has taken a hiatus during the off peak period. Having reviewed customer comments we are making one important change this year: Beginning January 6, 2017 through mid-March 2017 (exact date to be determined) the Pacific Parlour Cars will be cycled through the shops for heavy maintenance. During this time the Pacific Parlour Cars will not be on the train, except for train 14 departing Los Angeles on Fridays, and train 11 departing Seattle on Sundays. There will be no substitute car on other days. Knowing that many customers plan their trips aboard the Coast Starlight specifically to take advantage of this unique experience, we are giving customers an option to do so even in the off peak period.

Speaking of the off peak, we are headed into our third of year of "Right Sizing" for winter time consists. The idea behind right sizing is to take the opportunities when ridership is low to run a reduced consist, and cycle the equipment not being used into the shops for repair and preventative maintenance. This is important because it allows us schedule work on the cars, while the demand for the equipment is low, and increases equipment availability at peak periods. It also helps us save fuel and other costs that are not recovered when demand is low.

All of these initiatives are leading us in the right direction. In some ways they are a return to the basics. Through employee engagement we are hoping to build a culture that celebrates employee contributions, fosters collaboration, and builds consistency in our service. Many of these initiatives have already found their way to other long distance trains. The game has changed significantly since 1971. In June of 2017 the final rule for the Fast Act's Competitive Passenger Rail Service Pilot Program goes into effect, and we intend to be ready to meet that challenge.

FIFTH ANNUAL CALIFORNIA PASSENGER RAIL SUMMIT



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Competition in Passenger Rail Service

by Andrew Selden

(Editor's note: Andrew Selden came to the Steel Wheels Conference in Sacramento in September. Here are the highlights from his presentation. Andrew is President of the Minnesota Association of Railroad Passengers and a frequent contributor to Steel Wheels)

Competition is starting to emerge in the business of providing intercity rail passenger services. This promises to be the best thing to happen in the United States for passenger trains – and train passengers – since the 1950s.

First, a foundational point: there is no commercial activity conducted in the United States that does not benefit from competition. Competition assures innovation, and maximizing benefits to customers, at the same time that it drives down prices. Monopolies do the opposite. They always tend to reduce consumer benefits and maximize prices. We do not have just one car manufacturer, just one restaurant chain, one drug store chain, a single monopoly airline, only one grocery store chain, or one telecommunications provider. Consumers wouldn't tolerate that in any of those fields. Why should it be any different in rail passenger service?

Where monopolies do exist, out of necessity in rare cases or policy in some others, they are closely regulated to mitigate the natural evils of monopolies. Electric power utilities and the Post Office are in this category.

And then there is Amtrak, or "Monopoly Rail." When Amtrak was created in 1970, in the wake of the collapse of Penn Central, the thinking in the Nixon administration was to relieve the railroads nationwide of their legal common carrier obligation to offer passenger service, in order to allow the US Railroad Administration to solve the Penn Central bankruptcy and the very real threat that it would cascade through the whole rail industry, causing vast harm to the US economy. At that time, about half of all daily passenger trains in the US were on PC (including the economic black hole of the NEC, which had bankrupted the New Haven RR). The Staggers Act, deregulating the freight rail industry, was still ten years in the future.

As part of the plan to consolidate and "rationalize" the rail passenger services, the Amtrak law bestowed a monopoly on Amtrak, just like the King of England granting a monopoly to the Hudson Bay Company. No other organization could start up a new rail passenger business.

That section of the law lasted into the 1990s, but is long since repealed.

The Hoosier State heads north through Dolton IL, July 2016 - Photo Nick Hart



But Amtrak still acts like a monopoly and does everything in its power to stifle competition. The loser is the American taxpayer, and rail passengers everywhere. Amtrak's de facto monopoly has stifled innovation and growth nationwide, and increased the cost of passenger trains and the fares charged to consumers to travel by rail. If we as a country really do want more trains to more places, better service and services, and lower prices, we can get there only by introducing competition to the business.

NARP, ever the alter ego of Amtrak management, and the several NARP-affiliated state advocacy groups, always proclaim that if we want more trains, we should beg congress for billions more in subsidies to pay for them. We have a better idea: how about we get congress, and Amtrak, out of the way and allow our entrepreneurial economy to step up and run passenger trains at NO public cost?

Crazy, you think? How can that happen when – as Amtrak and the echo chorus at NARP always tell us – passenger trains are inherent money-losers that always depend on public subsidies? What if all the Amtrak experience teaches us is that *Amtrak* can't make money running trains, and thus depends on endless subsidies? What if someone else can do a lot better than Amtrak, and is willing to risk their own capital to start a passenger train business independent of Amtrak? Shouldn't we encourage that?

I suspect that we are further along this path than even

we realize (and United Rail Passenger Alliance deserves credit for initiating it; certainly, no one else has advocated this).

Just look at the trends: independent, privately-financed, *credible* “pretty fast” new trains in Florida (under construction) and Texas (moving along); a PPP (“public-private partnership”) operation between Indianapolis and Chicago; the new federal statutory authority to franchise up to three long distance routes now operated by Amtrak; Texas and Oklahoma actively soliciting proposals to take the Heartland Flyer service between Oklahoma City and Ft. Worth private; Texas actively soliciting interest in private development of a whole network of intrastate passenger routes; a foreign company that operates several private passenger train services in central Europe actively prospecting in several different US markets to launch new private train services; and, a robust private and RR-sponsored passenger services network in Alaska.

The next two big opportunities are in the NEC, and in regional services elsewhere around the country. Amtrak says the NEC is already a “successful” operation, and surely they wouldn’t fib to us, so this should be an excellent place to allow qualified entrepreneurs to launch train services to compete with Amtrak. There is a good European analogy: the UK’s East Coast Main Line between London/Kings Cross, York and Edinburgh (and in a way, even up to Inverness) plus regional feeder lines already has three *competing* private sector operators, testing the physical capacity limits of the infrastructure.

Another great opportunity lies in the various California intrastate corridors, where we all understand that the state is getting hosed by Amtrak by being seriously overcharged to run state-sponsored trains. If CalTrans had a good understanding of how bad this is, and the will to do something about it, they would do what Texas just did, and solicit from the private sector proposals for what level and volume of services the private sector would provide either for less money, or at the same level of outlay that CalTrans is paying Amtrak for its over-priced, monopoly-sourced, services.

In the recent Amtrak reauthorization, congress directed the US DOT to explore franchising up to three Amtrak long distance routes to qualified private sector operators. DOT recently published guidelines to carry out that mandate. Amtrak can be expected to try to sabotage the LD franchising authority, because of two key points: they know that these trains are net cash contributors, and

they dread being shown up by what Virgin Trains, Herzog, Corridor Capital, Iowa Pacific, Carnival or Rocky Mountaineer would do with a platform like the Coast Starlight, the Empire Builder or the Silver Star. We can apply political pressure to advance this effort – how many of you individually or as officers of a state organization have written your US Senators to demand follow through on the statutory franchising authority?

How many rail advocates in California have called on CalTrans to mimic Texas and solicit indications of interest and qualification from private sector operators to assume the operations and maintenance responsibilities for one or more of the state’s intrastate corridors?



Southbound Hoosier State departs Union Station, December 2015. - Photo by Robert Jordan

We rail advocates can sustain and accelerate this evolution, but we have to act on it.

Even as hidebound a voice as Railway Age magazine, usually little more than a mouthpiece for Amtrak news releases, recently published an article highlighting the developments and opportunities for private passenger services. It notes that four existing independent carriers – Herzog, First Transit, Keolis, and TransDev – right now are carrying 80 million annual rail passengers (in commuter services, of course). We’d call that a start, not an anomaly. The article proclaims: “[W]e are at the beginning of a New Passenger Paradigm for urban and intercity rail in America.” This paradigm, according to the author, involves an Interstate Highway model of federal infrastructure support, state sponsorship, and private operators.

MinnARP and URPA think that is too antiquated a model for intercity services. Real intercity trains can do just fine on private railroad infrastructure (renting track access at commercial rates, not the Amtrak penalty rates), with state sponsorship only in rare cases.

There is a real sleeper provision in federal law that has escaped much notice or comment. The same law that Amtrak distorted to con states (outside the NEC) into paying Amtrak's inflated "fully-allocated" costs less revenues for Amtrak to operate state sponsored regional trains ALSO requires that these state-funded corridors be open to competition!

Competition is creeping into the state-sponsored corridors already. The Indiana-sponsored Hoosier State service operated four days a week by Iowa Pacific (on days that the Cardinal does not run) just celebrated its first year. At the same cost to Indiana, Iowa Pacific is providing greatly-improved services with increased ridership and revenue (ticket sales up 60% this summer vs. last year). Customer satisfaction ratings are 15 points higher than the Amtrak system average. In this model (developed earlier by Corridor capital), Iowa Pacific provides cars and on-board services and hires Amtrak only to drive the train. All this comes on top of several false starts including political backsliding in Indiana, and crude attempts by Amtrak to sabotage the start-up of the new service.

Inspired in part by the success of the Indiana innovation, Texas and Oklahoma, which jointly sponsor the Oklahoma City-Ft. Worth (why not Dallas?) corridor, and were confronted by unexpectedly large increases in Amtrak's purported costs to run the train, have formally solicited private sector operators to take over the train. No fewer than six independent operators (plus Amtrak) responded. Oklahoma is evaluating the various proposals.

The real heart of privatization is in the long distance markets. These trains are the real generators of revenues and ridership. The western long hauls each produce \$40 to \$60 million a year in revenues (with sharply-limited capacity, almost no inter-route connectivity, and weak on-board services). The current law requires FRA to explore franchising out up to three Amtrak long distance routes. In June, FRA published its guidelines for this bidding process. Highlights include: a four year franchise on a specific route; financial support from FRA of up to 90% of Amtrak's reported subsidy for the route; the right to use Amtrak's stations (e.g., Chicago Union Station), reservations system and other facilities; hiring preference for current Amtrak employees; and requirements for using host railroad tracks.

We can easily imagine a company like Carnival, Virgin Trains, or even a railroad like BNSF successfully taking over a route like the Southwest Chief or Silver Star and significantly improving the quality and quantity of service

offered, at much lower cost than Amtrak says it costs it to run the existing trains.

In Florida, the Florida East Coast, owned by New York investment firm, Fortress Investments, is well along on its own plan to start up – next year – its Brightline fast trains between Miami and Orlando. Trains and engines are being built now by Siemens, in Sacramento. We think the whole scheme is motivated by Fortress's interest in maximizing the value of its real estate holdings along the FEC railroad, but we also expect FEC to run a very attractive and financially-successful new train service in this short regional market.

Similar private sector competition is growing in Europe. In fact, too many such innovations exist to detail here. Examples include: an open access operator, Go-Op, is proposing new services on non-main line regional routes in western England, avoiding bigger cities like Birmingham because they are "too congested." Go-Op has applied to Network Rail, the government agency that owns and controls access to the track, for access and operating rights. At the same time, the Department for Transport issued a solicitation of bids for the Southwest franchise, from London/Waterloo to Windsor and Reading and other points in the southwest. The franchise will require significant increases in trains, new equipment, faster schedules, and performance refunds to passengers.

Competition is here, in the US and in Europe. Europe is way ahead of us, but the US is on the verge of what could be a revolution in how intercity passenger services are organized, sponsored and provided. Passengers and taxpayers will be the big winners. If Europe's experience is in any way predictive, we should see more trains to more places with much better on-board services and at lower costs to both passengers and public agency sponsors. Amtrak may be one of the competing providers, or it may retrench to being the high-cost operator of regional commuter services on the NEC. In a competitive marketplace, survival and success are not guaranteed to any particular competitor.



WANTED: Photographers for Steel Wheels
If you have a collection of hi-res jpeg photos, especially of passenger trains in California, or enjoy taking them, contact the Editor,
pdyson@railpac.org.

North Carolina Achieves Another First - With Help From California

The ‘First in Flight’ state is also a pioneer in locomotive air pollution reduction. The North Carolina DOT Piedmont passenger rail service, which operates twice daily between Raleigh and Charlotte, NC, is now operating the first retrofitted diesel electric passenger locomotive in the United States achieving Tier 4 NOx emissions in regular service. NCDOT and Rail Propulsion Systems of Fullerton, CA teamed up to put the first Blended Aftertreatment System (BATS) into passenger service on NCDOT locomotive 1859. A prior Steel Wheels describing the BATS technology is available here: <http://railpropulsion.com/north-carolina-leads-the-way-in-emissions-reduction/>



The prototype system was developed and emissions tested at Coast Rail Services in Anaheim, CA on an original F59PH loaner locomotive from NCDOT. More than a dozen California companies contributed to the project including machine shops, welders and fabricators, and environmental technology companies. After subsystem testing in Anaheim the components were all reassembled onto NCDOT 1859. As the first step toward EPA verification/recognition of the BATS, zero hour emissions testing was performed with the following results.

	EPA Requirements			RPS BATS	Tier 0+		Tier 3		Tier 4	
	Tier 0+	Tier 3	Tier 4		Δ	%	Δ	%	Δ	%
NOx	8.0	5.5	1.3	1.1	6.9	86.3%	4.4	80.0%	0.2	15.4%
PM	0.22	0.10	0.03	0.055	0.17	75.0%	0.045	45.0%	-0.025	
HC	1.00	0.30	0.15	0.04	0.96	96.0%	0.26	86.7%	0.11	73.3%
CO	5	1.5	1.5	0.2	4.8	96.0%	1.3	86.7%	1.3	86.7%

CAC values in g/(hp*hr)

The table lists the EPA Requirements in the left columns, the measured values from the BATS system in the 4th column and right 3 pairs of columns indicates the amounts that the BATS measured values are below the

EPA requirements. The emissions levels for the BATS equipped F59PH are 15% cleaner than Tier 4 NOx and over 70% cleaner than Tier 4 HC and CO. For PM the BATS measured values do not achieve Tier 4, but are 45% cleaner than Tier 3. NCDOT has recently applied for a grant for additional BATS subsystems that upon installation will further reduce PM to at or near Tier 4 levels. Furthermore NCDOT has previously tested various blends of biodiesel fuel in their locomotives and demonstrated up to 60% reduction of HC, CO, and PM vs. standard locomotive ULSD fuel. NCDOT hopes to eventually operate its locomotive fleet on biodiesel fuel and believes that the combination of the BATS plus biodiesel will further reduce emissions and possibly achieve PM emissions below Tier 4.

NCDOT and RPS are currently working to get this system certified with the EPA and eventually expects to equip all F59PH locomotives in the Piedmont passenger service with a second generation of this BATS technology.

The NCDOT Rail Division was recently honored to receive the EPA Southeast Diesel Collaborative (SEDC) 2016 Community Leadership Award for its efforts in locomotive emissions reduction, and intends to remain an industry leader for emissions reduction efforts.

Dave Cook, Rail Propulsion Systems
dave.cook@railpropulsion.com

Metrolink and BNSF “Protection Locomotives”

We understand that as of November 1 Metrolink had repaired the “pilots” on the Hyundai Rotem cab cars and were returning the BNSF freight locomotives to their owner. This has been a very expensive exercise. But for the fact that Metrolink’s fuel budget had a large surplus on account of the very low current diesel price the agency would have had a serious shortfall to find. It’s also possible of course that at least some of this money will be recovered from Hyundai Rotem as a result of claims from SCRRA and subsequent litigation.

A Siemens locomotive, numbered 603, is shown in a factory setting. The locomotive is white with blue and orange accents. It is being worked on by several people. One person is on a yellow overhead crane, another is on a ladder, and others are on the ground. The locomotive is on a track. The Siemens logo is in the top left corner.

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Waiting 6 hours for the Texas Eagle to Arrive in Ft. Worth

LOCOMOTIVE UPDATE: A PHOTO report by Russ Jackson

Being a railfan and rail transportation advocate means looking for ways to use rail for ways to get wherever one is going whenever possible. Sometimes that can boomerang and cause unforeseen problems. I thought I was going to be smart and start off my trip to Arizona by seeing how easy it is to get from my home in Denton County, Texas, to the Ft. Worth Intermodal Transportation Facility to take the Texas Eagle train #421 on Wednesday, September 28 that was to depart about 2:10 PM.

My son-in-law picked me up at 9:15 AM to drive me to the DCTA A-Train station, about 3 miles from my house, the only segment that would be by car. The whole journey, using A-Train, DART, and the TRE would take about 2 hours and 15 minutes. I was allowing 2 hours at the end of this journey in case there were delays enroute. The Texas Eagle was running late that morning according to

the Amtrak Locator Map. The rest of the story at Ft. Worth will be told with the photos below.

The southbound A-Train arrived at 9:43, on time at the Highland Village/Lewisville Lake station. I had plenty of time to purchase my Regional Senior ticket that would be good on DART and the TRE as well. The cost was \$2.50, cash because the credit card feature was not working.

The car was not full, so there was room to put my bag on the adjoining seat. The DCTA A-Train is doing quite well, but would do much better if it were extended a few miles north, and DCTA is working on how that could be accomplished although it may be a long time before it happens.

The connection between the A-Train and the DART Green line is at Trinity Mills station. It's a shame this connection is necessary, as ridership would be greater if there was through service, but with the diesel powered A-Train and the catenary electric powered DART, that is not going to happen soon. One future possibility would be extending the A-Train the short distance to the Carrollton station where the connection to the under construction DART

Plano to DFW Airport could be made, but as we all know, since that would mean the two agencies would have to agree in separate counties, it's not likely to happen. This DART Green line train was two minutes late, and even at 10 AM there were plenty of passengers waiting.

The next connection was at the TRE's Victory station, which is located next to the American Airlines Center where the Mavericks and Stars play and many concerts are performed during the year. Many riders use this station to attend the events, as both the DART Green line and Orange line stop here, as well as the TRE. My DART train arrived on time for the connection to this on time TRE train headed to Ft. Worth. It was an across platform connection with only a short wait. The TRE train had many passengers at almost 11 AM, some riding only part way. There is a connection bus at the Centerport station that takes riders to the Airport, but only one from my TRE did so.

I decided to ride the TRE to the end of the line at the T&P station, just west of the Ft. Worth station, and return since I was on time and two hours early for the Texas Eagle. That extension would give me a good view of the Amtrak yard between the station and the infamous Tower 55 that controls the junction between the BNSF and the Union Pacific. While a construction project has smoothed out that meet situation, it still is a problem at times. On the return TRE trip I took the next photos out the car window.

This two-car train was labeled Patrick Henry Promotions. My thanks to Gene Poon for the explanation: "Patrick Henry (nothing to do with Give me liberty or give me death) and his wife own those two cars. The train is based in Houston, their regular parking space at the Houston station, and usually operate together. the Henrys travel in them, lead tours, and charter them out. They are also available for charter while parked in Houston; they have access to water and 480-volt electricity. Both the





dome Warren R. Henry and sleeper Evelyn Henry are ex-Union Pacific cars.”

On the same yard track,

behind the Patrick Henry, was the Amtrak display train that is traveling around the country. It would be heading to Houston in a few days, presumably at the same time as the Patrick Henry although the two are not officially connected. Upon arrival at FTW ,my TRE was on time at 12:16, where I found that my Texas Eagle #21 was running two hours late, and would not be there until around 4:15.

So, how does a railfan kill time in a train station? First by having a Subway sandwich, and then by watching trains, of course, and Ft. Worth has good activity with the TRE,

Amtrak, the adjacent BNSF, and of course all the T buses come through to also connect with the TRE. The



first event was the on time arrival of the Heartland Flyer from Oklahoma City. In this photo can you tell which direction it was moving? In this case Amtrak locomotive 30 is pulling the train with two cars and the “cabbage car” 90222 down the connector track from the BNSF to the station. Ridership was fairly light, but many were connecting from the Flyer to the Texas Eagles. One man told me he had come from the Southwest Chief bus connection at Newton, KS and was going to Austin. All of us had a long wait ahead.

Texas Eagle 22, the northbound train, arrived on time



at Ft. Worth that day. One interesting feature of its consist was it had two Diner Lounge

cars instead of a Sightseer Lounge and a Diner Lounge. Normally on these trains only the Diner end of the Diner Lounge car is used as the “Dining Car” and the separate Sightseer Lounge

is staffed. This train 22 was quickly serviced and was on its way to Dallas on time via the TRE line, the trains now able to avoid any time consuming wyeing at Tower 55 and freight interference on the UP line. No change has been made to the running time between Dallas and Ft. Worth since use of the TRE began.



Little did we know at 2:00 that our wait was going to be much longer than another two hours.

As the



afternoon went on the agents came on the station PA to announce new arrival times, 4:45, 5:15, 5:40, 6:08, 6:15, and it finally arrived at 6:30. Yes, that meant I, and the folks from the Heartland Flyer, all waited six hours for the train. In this photo it has finally come through the building tunnel north of the station and is arriving on track 3. The exact delay reasons and locations are not known, but “freight interference and an incident involving a conductor being assaulted,” were overheard. Naturally, with this much delay the assumption was the single locomotive had had problems but that was denied. Also, the train had entered the TRE during afternoon rush hours, so there had been delays there, too. One passenger connecting from the Heartland Flyer was a college student from Oklahoma who was now not going to meet her dinner date in Austin, but she would be there to see the speaker at the weekend event, Angela Davis, the next day. College life is still pretty much the same as it was decades ago.

All photos by the author.
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ARIZONA NEWS

NARP Chair, Arizona Legislator To Speak At Arpa Event In Tucson December 3rd

Peter J. LeCody, the chair of the board of the National Association of Railroad Passengers, will speak at an Arizona Rail Passenger Association luncheon in Tucson on Saturday, December 3. The event will take place in the "Drawing Room" of Maynards Market & Kitchen, a fine dining establishment located in the Tucson Amtrak Station, 400 E. Toole Avenue.

Festivities begin at 10:00 am and will feature remarks by Tucson Mayor Jonathon Rothschild. There will be a discussion of potential legislative action to facilitate the implementation of additional rail passenger services in Arizona lead by State Senator Steve Farley, D-Tucson. Charles Mott, a member of the ARPA Board of Directors, will present a "Proposal for Low Budget Higher Speed Intercity Passenger Rail Service between Phoenix and Tucson". A coffee bar hosted by ARPA will be available throughout the morning.

Lunch will be served at 12:30 pm, followed by a presentation by Peter LeCody and a comprehensive discussion and question and answer session. Topics will include the renewed possibility of daily *Sunset Limited* service under new Amtrak leadership, together with enhanced emphasis on Amtrak's long distance services in general.

The cost of the luncheon is \$15.00 per person. Space is limited. Reservations including payment by check should be sent to Jeff Cooley, ARPA Treasurer, 6859 E. Rembrandt Ave., Suite 125, Mesa, AZ 85212.

As of this writing, luncheon menu details are being finalized. Plans for a tour of the Southern Arizona Railroad Museum, located on the depot grounds, and an optional tour of Tucson's popular SunLink modern

streetcar system are being developed.

For further information, contact ARPA board member Earl Van Swearingin at earlv@bellsouth.net.

Peter J LeCody is Chairman of the Board of the National Association of Railroad Passengers and was elected to the position at the annual Washington D.C. meeting in April 2016. He previously served as Vice Chair on the NARP Board and for many years as a Texas Council Representative.

LeCody also serves as President of Texas Rail Advocates, the largest grass roots non-profit organization in Texas that supports both freight and passenger rail development. TRA is responsible for the Southwestern Rail Conference held each year in Dallas. The event brings hundreds of public and private sector individuals together to discuss important rail issues.

Peter previously served on the Texas Transportation Commission I-35 Corridor Advisory Committee for four year, helping develop the rail component of the 400 mile long major corridor. He also served on the Steering Committee of the Texas Department of Transportation's Rail Division when it was formed in 2009.

A contributing member of the Texas Eagle Marketing and Performance Organization (TEMPO), LeCody strongly believes in a Connected America from Intercity rail service to regional and urban rail availability for the public. He received the Champion of the Rails award from Amtrak President Joe Boardman for his work in passenger rail advocacy.

Peter is a business owner and lives with his wife, Candice, in Dallas.



Peter J. LeCody, Chairman of the Board, National Association of Railroad Passengers



Maynards Drawing Room is an intimate fine dining experience with a second-floor view of Amtrak and UP operations in Tucson



Maynards Market & Kitchen is an upscale dining experience located in Tucson's beautifully restored Amtrak Station, served by the Sunset Limited.

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