

cities along the route began buying and remodeling or building new stations. A million here and a million there was found to improve tracks with new sidings or new faster turnouts to old sidings. The success of the San Diegans led to the growth of San Joaquins and Capitol Corridor services and helped make possible buying the commuter service now known as Caltrain from SP and as well as ACE, Metrolink and Coaster. The same is true of rail transit after the Trolley in California particularly in Los Angeles with 5 rail transit construction projects worth billions of dollars underway now largely funded with local funds.

One small victory is worth more than any number of expensive defeats. Big, expensive and fancy projects are popular with politicians. For companies seeking big contracts from government projects, getting an expensive project funded is like winning the Lotto. These companies are also major political campaign contributors which is a reason these project are popular with politicians. The reality is such projects often fail to get funded and since they are often oversold they often fail to live up to their promises after they are built.

The key to success to getting anything particularly more train service is to support winners and oppose losers. A good example of this was the LA-San Diego Bullet Train. This was a proposal in the 1980's to build an all new high speed railroad. This was dreamed up by highest management then at Amtrak, assumed major funding from a Japanese Billionaire and was run through the California Legislature with no input from the local residents along the proposed route. As people learned of the project along the route opposition grew. The worst place to build High Speed Rail is in an urban areas. The cost is very high and many people are impacted. The best place to built High Speed Rail is in the middle of nowhere where construction is cheap, you bother the fewest people and there is no need to slow down to stop . RailPAC opposed the Bullet Train which upset some people. The Bullet Train in time died of its own deadweight.

RailPAC has objected for some time to the neglect by Amtrak Management since the 1990's of Long Distance Trains. Amtrak bases their policy on their accounting which claims the Long Distance Trains lose vast amount of money and any improvements of service would increase losses not reduce them. I know this premise is false. How do I know? From the words of former Amtrak President W. Graham Claytor. He said in an interview in Trains Magazine from June 1991 "That is one of the ways we hope to reach it (**Breaking even**) and to get additional equipment in order to increase our revenues faster than our costs. That spread is what counts. With the new order for locomotives already in and with the orders for new Superliner cars we hope to make this year, these would give us the additional capacity to increase our revenues. We are up against the stops on many ways, because many times of the year we can't carry more people. We have more people wanting to go than we can carry, because we do not have the capacity. The first priority is to get more capacity on the routes we serve. The second priority will be to start new routes that we think have a good possibility of working." **The problem of not enough long distance equipment to meet demand is greater now than when Claytor said this in 1991.**

Under Claytor Amtrak grew and reduced its subsidy needs. He did it by ignoring what the RPS accounting at the time told him. Claytor spent most of his career working for or running a railroad. Despite claims of great financial progress by Amtrak after nearly shutting down back in 2002, the amount of subsidy Amtrak needs from Congress has grown not declined. NB

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