
Subject: So much Rail news! get it first hand this Saturday in Los Angeles at the RailPAC/NARP conference! Get your reservation Now!

From: Rail Passenger Association of California (noelnoelt@cox.net)

To: ntbraymer@yahoo.com;

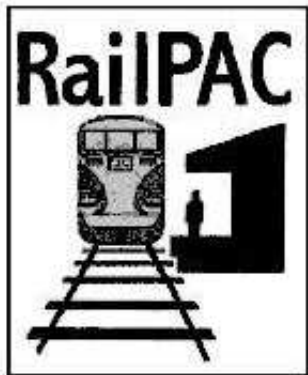
Date: Monday, January 27, 2014 9:31 AM

RailPAC Weekly E-Newsletter for January 27, 2014

Edited by Noel T. Braymer

Feel free to forward copies of this E-Newsletter to your friends or someone who can use this information.

If you would like to subscribe to the E-Newsletter just send me your name and email address to nbraymer@railpac.org



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



The 2014 Annual Steel Wheels Conference
 Saturday, February 1, 2014
 Los Angeles Metro Board Room
 at Union Station, Los Angeles
 9:30 am – 3:30 pm • Doors Open 9:00 am
 with a break for lunch (not provided)
 2014 Conference Program Includes

Some of the officials coming to the February 1 Meeting;
 Not in order of appearance!

LA City Council Member Tom La Bonge,
 California Senator Carol Liu,

Amtrak

Mark Murphy - General Manager, Long Distance Services

Joy Smith - Business Liaison Director of Service Excellence, Long Distance Services

Mike Dwyer - Route Director, Coast Starlight and Southwest Chief

California High Speed Rail Authority

Michelle Boehm

LOSSAN Corridor Joint Powers Authority

Fred Strong, Chair, LOSSAN

Dave Golonski, Vice Chair, LOSSAN

Jacki Bacharach, former Vice Chair, LOSSAN

Jennifer Bergener, LOSSAN staff.

LA Metro
Don Sepulveda,

Armin Kick, Siemens
Roy Van Wynaesberghe, Alstom
Dave Cook, Energy Conversions
Penny White, La Vegas X Train

Send the [attached registration form](#) with a check to RailPAC, c/o Marcus Jung, PO Box 22344, San Francisco, CA 94122 Today!

OR

Online, [use this link to the Steel Wheels Conference](#) on EventBrite

[Amtrak plans fewer trains Wednesday](#)

Philly.com - Jan 21, 2014

Amtrak will operate fewer trains Wednesday on the Northeast Corridor and the Keystone Corridor, following Tuesday's delays on the rails. Acela Express and Northeast Regional service will operate between Boston and Washington, ...

[Amtrak operating on modified schedule](#)

Washington Post (blog)-Jan 23, 2014

With extreme cold temperatures hitting the Northeast, Amtrak said it will run its trains between Washington and Boston on a modified schedule.

[Extreme cold causing train trouble for Amtrak](#)

6abc.com- Jan 23, 2014

Amtrak riders will face delays for the fourth day in a row tomorrow, and it is all because the trains ... Yesterday, 23 of its 33 Acelas were cancelled along with 8 of 42 Northeast Regional trains.

[Metro-North Grinds to Halt for 2 Hours](#)

New York Times-Jan 23, 2014

A power failure at Metro-North Railroad's control center at Grand Central Terminal cut service to its three main lines on Thursday night, ...

[Officials Blame Human Error for the Latest Blow to the Reputation of ...](#)

New York Times-Jan 24, 2014

The sprawling shutdown that halted commutes for nearly two hours across Metro-North Railroad on Thursday night was traced to a simple ...

[Smoke Condition In Penn Station Causes Delays, Canceled Trains ...](#)

CBS Local-Jan 24, 2014

NEW YORK (CBSNewYork) – An earlier smoke condition in Penn Station is affecting train service for the Long Island Rail Road, Amtrak and NJ ...

[Amtrak canceling certain trains from Chicago to St. Louis due to weather](#)

KMOV.com-Jan 26, 2014

Any cancellations for Tuesday will be announced Monday by 4 p.m. Amtrak said passengers who have paid, but choose not to travel due to the service disruption can receive a refund or voucher for future

travelservice disruption can receive a refund or voucher for future travel

[Garcia introduces Amtrak bill](#)

Pueblo Chieftain-Jan 22, 2014

One of the first bills to be introduced by Pueblo's state representative has the potential for implications throughout Southern Colorado.[Leroy Garcia]

Leroy GarciaRep. Leroy Garcia, D-Pueblo, has introduced a bill into the session this year that could help to solve the funding and ridership issues on Amtrak's Southwest Chief and add a new stop on the route in Pueblo.

[Amtrak funding rally set for Saturday](#)

Pueblo Chieftain-Jan 24, 2014

The bill also creates a state commission to help plan for the improvements. Amtrak has said that without upgrades to a 650-mile stretch of track ...

[Next stop: Amarillo? Lawmakers scramble for Amtrak fix](#)

Amarillo.com-Jan 25, 2014

"I've been waiting to find out if there's a real chance Amtrak will change the route," said state Rep. John Smithee, R-Amarillo. "If that's the case, we'll be all in.

[Made in China for us: Air pollution as well as exports](#)

UC Irvine News Jan 20, 2014

"We've outsourced our manufacturing and much of our pollution, but some of it is blowing back across the Pacific to haunt us," said UC Irvine Earth system scientist Steve Davis, a co-author. "Given the complaints about how Chinese pollution is corrupting other countries' air, this paper shows that there may be plenty of blame to go around."

[Natural Gas Locomotives May Prove Cheaper, Cleaner](#)

ABC News-Jan 22, 2014

Rail companies want to take advantage of booming natural gas production that has cut the price of the fuel by as much as 50 percent. So they are preparing to experiment with redesigned engines capable of burning both diesel and liquefied natural gas.

Natural gas "may revolutionize the industry much like the transition from steam to diesel," said Jessica Taylor, a spokeswoman for General Electric's locomotive division, one of several companies that will test new natural gas equipment later this year.

This will also help the railroads meet stricter air quality standards in the near future.NB

[New Report Sets a Course for Cleaner Freight Transportation in California](#)

Union of Concerned Scientists-Jan 21, 2014

The new study commissioned by the California Cleaner Freight Coalition, Moving California Forward, Zero and Low-Emissions Freight Pathways, evaluates strategies for modernizing how goods are moved through California. By evaluating alternatives to conventional diesel vehicles, the analysis aims to inform a statewide plan for cleaning up freight transportation....

Electrification is a key strategy for reducing air pollution that harms health and contributes to climate change .

This report proposes electrification of some of the railroads of California as well as using electric powered trucks for hauling local freight. It proposes direct rail connection at the ports to eliminate container transfer by truck to rail yards. It also proposed increased use of rail for carrying freight in the San Joaquin Valley.

The railroads won't support some of these proposals. The railroads want standardized equipment

nationwide and won't want to operate separate electric locomotives for California. They certainly won't want to pay electrification. The major railroads are not interested in short haul freight. To carry more intra-California freight by rail will likely require faster running times and more capacity than the current route between LA and Bakersfield, with running times up to 5 or more hours. To carry more local freight in the San Joaquin Valley by rail would best be done with a short haul railroad sharing High Speed Rail tracks in the future with some interchange traffic with the major railroads. NB

[Gov's Cap-and-Trade Budget Proposal a Good Start for Sustainable Transport](#)

TransForm: Jan 16, 2014

Of the \$850 million, \$600 million would be dedicated to "sustainable communities and clean transportation". This is an appropriate focus given the need to transform our transportation system and foster smart land-use to meet both our 2020 greenhouse gas emission reduction targets and the far more ambitious goal of reducing emissions 80 percent below 1990 levels by 2050.

[All Aboard: Why America's Second Rail Boom Has Plenty Of Room To Run](#)

Forbes Jan 22, 2014

Rail is on a roll, and not just in North Platte. Thanks to leaps in technology, the rising price of diesel and improved delivery speeds, more and more freight traffic has moved from roads to rails, where trains can move one ton of goods about 500 miles on a single gallon of fuel.

[NTSB: Oil train crash risks 'major loss of life](#)

'USA TODAY - Jan 23, 2014

WASHINGTON (AP) — Warning that a "major loss of life" could result from an accident involving the increasing use of trains to transport large amounts of crude oil, U.S. and Canadian accident investigators urged their governments Thursday to impose new ...

[Report: US rail spilled more oil in 2013 than in past 37 years combined \(+video\)](#)

Christian Science Monitor - Jan 23, 2014

A new analysis of data from the Pipeline and Hazardous Materials Safety Administration (PHMSA) has shown that more crude oil was spilled in US rail incidents last year than during the previous 37 years, since the federal government began to collect data on ...

[The U.S. keeps predicting that we're driving more than we actually do](#)

Washington Post Jan 22, 2014

Sundquist and Tony Dutzik of the Frontier Group sifted through a half-dozen old U.S. Department of Transportation reports to Congress and found a trend: Since 1999, the agency has consistently predicted that U.S. vehicle-miles traveled would rise dramatically (based on state and local forecasts). In reality, the opposite happened. The growth in vehicle travel slowed and then appeared to "peak" around 2007.

[Ryanair 'defeated' by high-speed train services](#)

Business Traveller-Jan 20, 2014

It's unusual for Ryanair to surrender to anyone.

But it appears the Irish budget carrier has conceded defeat to the train in its attempt to operate a viable air service between Milan and Rome.

Ryanair will cease flying between Italy's two most important cities with effect from the end of March, reports Swiss aviation website ch-aviation.ch.

[Strategic analysis targets high speed rail decision-makers](#)

Railway Gazette International-Jan 22, 2014

EUROPE: An economic study published on January 21 aims to help determine how best to expand the current European high speed network.

[Ex-Fort Worth councilman expected to chair high-speed rail ...](#)

Fort Worth Star Telegram-Jan 23, 2014

As high-speed rail advocates get more serious about connecting Houston, Dallas, Arlington and Fort Worth with bullet trains, the Interstate 30 ...

[Amtrak, CHSRA issue trainset RFP](#)

RailwayAge Magazine - Jan 24, 2014

CHSRA requires operation at speeds of a minimum of 200 mph (324 kph), similar to what Amtrak expects it will need to realize its "Vision for High-Speed Rail" on the NEC. Amtrak said it initially intends to operate the new trainsets at peak speeds of 160 mph "because that is the expected maximum allowable speed permitted by the NEC infrastructure at the time these trainsets will be delivered."

[Calif. high court asked to take up high-speed rail](#)

San Francisco Chronicle - Jan 24, 2014

SACRAMENTO, Calif. — Gov. Jerry Brown's administration on Friday petitioned the California Supreme Court to overturn two lower-court rulings that have stalled progress on the state's high-speed rail project, one of the nation's most expensive public works projects.

[LOSSAN's Top Priority](#)

By Noel T. Braymer

Increasing ridership and passenger revenues on the LOSSAN Corridor, particularly on the Surfliners should be the priority for LOSSAN. The question is how to do this? What is needed to get passenger growth is a combination of faster running times for trains with better on-time performance for better connections by train more often to more places.

[Big Boy locomotive leaving Fairplex](#)

Inland Valley Daily Bulletin-Jan 24, 2014

After weeks of preparations, Union Pacific's massive Big Boy steam locomotive, will leave Fairplex on Sunday and embark on the next leg of a multi-phase move ending later this year when it reaches Wyoming where it will undergo restoration.

[Metrolink to offer trains to March 23 Auto Club Speedway event](#)

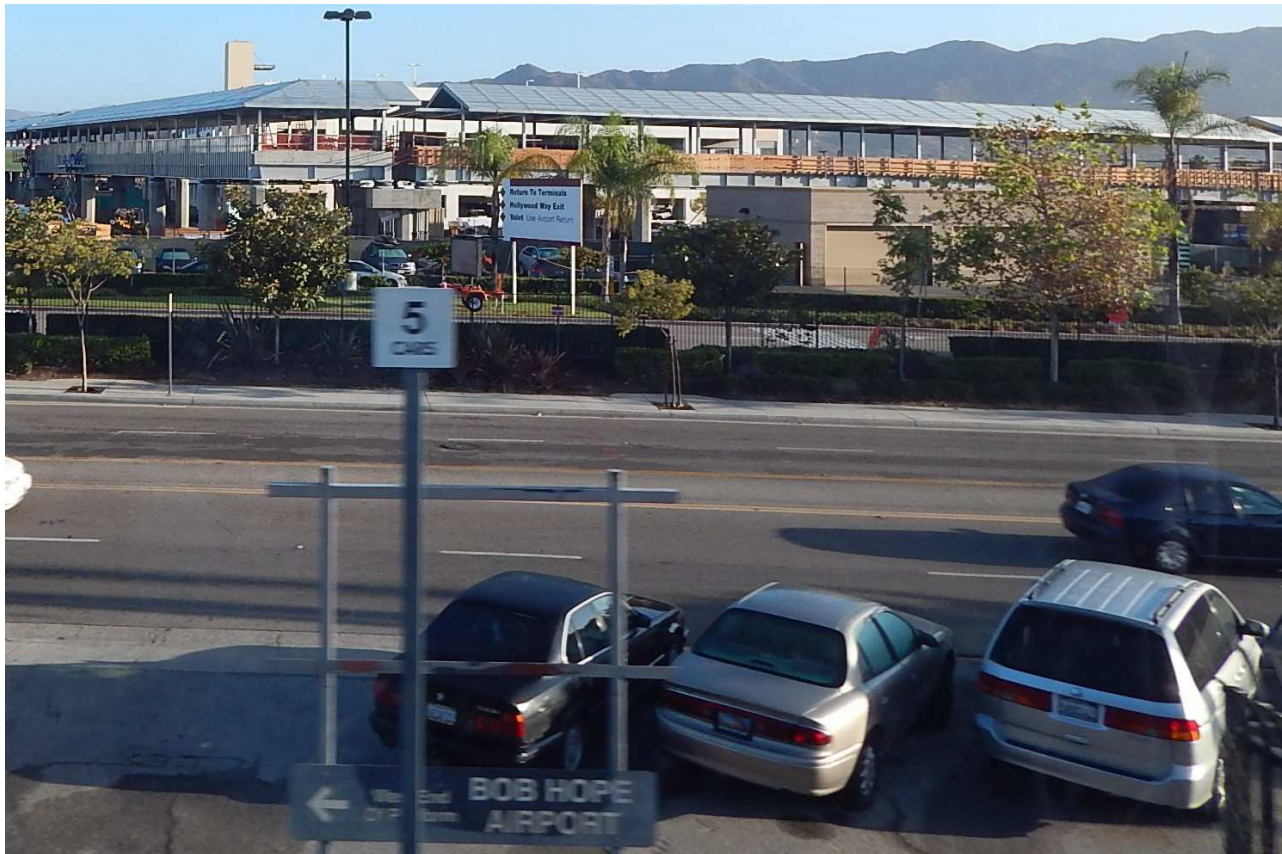
Inland Valley Daily Bulletin-Jan 22, 2014

FONTANA >> For the 15th time since Auto Club Speedway started hosting NASCAR Sprint Cup Series in 1997, Metrolink will provide special ...

[Grants clear path for walkway between airport and Metrolink station](#)

Glendale News Press-Jan 22, 2014

Funding has been secured for a \$15-million pedestrian bridge that will cross over Empire Avenue and end inside a new transportation center, making access to Bob Hope Airport easier from a Metrolink station south of the airfield.



This is the view as of October 2013 from the airport station of the construction at Bob Hope Airport of the new transportation center. The new pedestrian bridge will connect the train station to the airport at the site. NB Photo by Noel T. Braymer

[Metrolink to replace contractor to avoid train control project delays](#)

Los Angeles Times-Jan 23, 2014

The passenger railroad's board of directors is expected to approve a \$6.8-million contract to Wabtec Corp. for an important component of the "Positive Train Control" system that will help dispatchers keep track of trains on Metrolink's 500-mile network. Officials said the current subcontractor, ARINC, failed to meet deadlines and agreed to the change.

[Crenshaw Line Breaks Ground—Now Let's Get it to LAX, WeHo](#)

CURBED LA Jan 21, 2014

The \$2-billion rail line—costly because much of it is elevated or underground and supposed to open in just five years, somehow—will connect to LAX, likely via a people mover near or at the future Century/Aviation station, though that's not yet confirmed. Besides allowing a connection to the airport and boosting ridership on the intersecting Expo and Green Lines, the Crenshaw Line is likely the only opportunity for West Hollywood to get rail.

On a per mile basis the Crenshaw Line is costing \$235 million dollars a mile with few complaints about cost. By comparison the first 300 mile leg of High Speed Rail which is suppose to bankrupt California is budgeted at \$103 million a mile which will produce many more passenger miles. NB

[Airlines likely to balk at transit link](#)

Daily Breeze Jan 18, 2014

As chief of Los Angeles International Airport, Gina Marie Lindsey knows what airlines want — and what they don't want.

And what they're not particularly interested in, she told Los Angeles airport commissioners at a meeting last week, are two ground transportation projects important to Mayor Eric Garcetti — an intermodal transportation center and an automated people mover.

While the Crenshaw/Green Lines should have connections to LAX; Light Rail has a larger market carrying workers to the area around LAX which is a major employment center and traffic generator. NB

[Los Angeles Mayor Eric Garcetti: The urban transit revolution depends on federal dollars](#)

The Source Jan 17, 2014

On my first trip to Washington D.C. as Mayor, I met with President Barack Obama and with U.S. Secretary of Transportation Anthony Foxx to advocate for nearly \$2 billion of transit funds from a federal program called New Starts...

Still, nationwide, New Starts was scheduled to invest about \$2.1 billion this fiscal year to 27 transit projects. It's not enough. The money is spread too thin. Congress must do more.

[Expo Line Hits 2020 Ridership Goal But Still Has Room For Future ...](#)

Curbed LA-Jan 22, 2014

Metro's rail operations chief, Bruce Shelburne, brings up a very important point, though: That extra room will come in handy when the extension to Santa Monica opens next year or early '16. "We're not breathing hard and we're at 27,000," he said. "If we were at 40,000 I'd be awfully nervous." By 2030, the full Expo Line is expected to attract 64,000 daily riders, more than double the ridership now.

[Could Metro Put Two Subway Stations in the Arts District?](#)

DTLA News Jan 17, 2014

Metropolitan Transportation Authority CEO Art Leahy this week said that he has instructed agency staff to evaluate building stations at First and Sixth streets alongside existing track...

In an interview after the address, Leahy said he thinks the stop or stops could be an extension of the Red or Purple lines. Rail tracks coming out of Union Station already pass through the area west of Santa Fe Avenue and alongside the Los Angeles River.



Caltrain on January 18 celebrated its 150 anniversary with a trip from San Francisco to Santa Clara and a party at Santa Clara. Many supporters of passenger rail service came to celebrate. Here we see State Senator Jerry Hill with Ca. Rep. Jackie Spier. Photo provided by Bruce Jenkins



Also at the Caltrain 150th Anniversary party at Santa Clara were seen here from left to right: Ash Karla of the Santa Clara Board of Supervisors and Caltrain Board, Adrienne Tissier of the San Mateo Board of Supervisors and Caltrain Board, There is Carl Gaurdino of Silicon Valley Leadership with this faced turned towards Jeff Morales of CHSRA, In the back is Ca Rep Mike Honda and wearing his father's SP coveralls is Rod Diridon. Photo provided by Bruce Jenkins.

[Caltrain Operates Martin Luther King Freedom Train](#)

NBC Bay Area-Jan 20, 2014

There used to be plenty of these around the country, but now there is only one: Caltrain's annual Martin Luther King Jr. Freedom Train.

Monday morning in San Jose, passengers boarded a ride through history. Since the 1980s, the Freedom Train has carried riders from San Jose to San Francisco, evoking the journey of MLK.

[Caltrain fatality halts service near Santa Clara station](#)

San Francisco Chronicle-Jan 20, 2014

Caltrain service near the Santa Clara station was halted Monday evening because of a fatality on the ..

[Capitol Corridor Statistics for December, 2013](#)

by David B. Kutrosky, Managing Director

Capitol Corridor Joint Powers Authority Ridership on Capitol Corridor in December 2013 was 111,722, an increase of three percent over December 2012. This was the first time in FY2014 that for a given

month was higher than the ridership of its prior year

[Opening Date of Green Line Light Rail to be Announced](#)

KSTP.com-Jan 22,2014

The new light rail line connecting downtown St. Paul and Minneapolis ... to be delivered; they're being assembled in California and shipped here." There are 47 new trains and the total cost for all of it comes in at \$957 million, ...



Photo from about 2010 with RailPAC Director Neil Bjornsen on the left with then Chairman of SCRRA (Metrolink) Keith Mullhouse of Moorpark at center and at right RailPAC President Paul Dyson.

On behalf of the Board of RailPAC it is with great sadness that we announce the death of Board Member Neil Bjornsen, at age 68, of a heart attack during the past week.

Arrangements are being made for a memorial on Friday 7th February at the Metro HQ at Los Angeles Union Station. Details will be circulated as soon as they are available.

Paul Dyson
President, Rail Passenger Association of California and Nevada

We Get Emails

Re: Disagrees with Andrew Selden

I am disappointed that RailPAC would choose to publish the commentary by Andrew Selden, titled "What

Do The Long Haul Trains Really Cost? The commentary contains unsubstantiated claims and incorrect information.

As a (now former) employee of the Federal Railroad Administration, I worked for almost seven years with Amtrak and US DOT's Volpe National Transportation Systems on Amtrak's new cost allocation model, Amtrak Performance Tracking (APT). This multi-year cooperative effort between Amtrak and the FRA (using the Volpe Center to do the actual work) which culminated in a replacement for Amtrak's Route Profitability Systems (RPS) which is now in use. While much of the costs are allocated, that is due to the way Amtrak does business and our mandate was to improve the cost allocation system but didn't include addressing business practices. While it's true, Amtrak could have changed the way it does business, so that more costs for running trains could be directly assigned instead of allocated that would have increased Amtrak's operating costs and produced only marginal benefits to the accuracy of the cost accounting system.

Despite Mr. Selden's claims that, "the costs are drawn from Amtrak's deeply-flawed internal cost accounting system, which cannot and does not measure the costs of discrete activities but instead allocates costs out to particular activities using formulas made up by management," the APT system is actually based on a methodology blessed by the United States Department of Transportation. I would recommend that readers look at the following US DOT report and DOT OIG report on the new APT system before taking Mr. Selden's claims at face value:

<http://www.fra.dot.gov/eLib/Details/L04154> <http://www.oig.dot.gov/library-item/6087>

Dharm Guruswamy

I am not qualified to discuss the technical details of the merits of your opinions against those of Andrew Selden. In high school I wasn't the best student and instead of taking a second year of algebra which I should have taken: I took drama instead. What I was good at in school however was reading and history. My senior year in high school I was in a honors class for American History with many of the straight A students who also took calculus and physics. At the end of the school year everyone in this class took the Advanced Placement Test for American History. This would allow us to skip American History 101 in college if we passed the test. The test grades ranged from 1 to 5, with passing being a score of 3 or higher. I got the highest grade of anyone taking that test in my class: I got the only 5. I understand things and can explain things best from a historical basis and not from a technical one.

While the Department of Transportation may approve of APT's cost accounting for Amtrak, this is not universal in the Federal Government. From the Office of Inspector General there was an Audit Report published last year titled AMTRAK'S NEW COST ACCOUNTING SYSTEM IS A SIGNIFICANT IMPROVEMENT BUT CONCERNS OVER PRECISION AND LONG TERM VIABILITY REMAIN. This report shared many of Mr. Selden's issues over the new APT cost accounting using allocated costing instead of giving a more detailed audit of the actual costs.

I have known and considered Andy Selden as a friend for over 30 years. We don't agree on everything, but we are in agreement about the problems facing the Long Distance Trains and the solutions. I have fond memories of a private meeting and dinner in Los Angeles in the 1980's with the then Federal Railroad Administration head, John Reily for the Reagan Administration. I was part of a RailPAC delegation that also included Byron Nordberg and Dr. Adrian Herzog. With Mr. Reily was an old friend of his and former law partner before John Reily moved to Washington: Andrew Selden esq. John Reily recruited Graham Claytor to become President of Amtrak after his retirement from Southern Railway. Through John Reily; Byron, Adrian, Andy and others were able to present their ideas to improve Amtrak's finances by increasing ridership

revenue and equipment productivity on the Long Distance Trains. Two examples of this were the extension of the Sunset east of New Orleans to Orlando, Florida and the extension of the Palmentto south of Savannah to Jacksonville.

It is clear that Graham Claytor understood what Andrew Selden was saying. Amtrak was in trouble because of growing deficits by 1978 which had grown to \$578 million dollars. Based on the then RPS accounting, to save money Amtrak cut 4 long distance trains in 1979. Instead of saving money and reducing the deficit which RPS predicted, Amtrak's deficit rose to \$729 million by 1981. It was shortly after this time that Mr. Claytor took over at Amtrak. To keep the Reagan Administration from eliminating Amtrak , Claytor had to make major progress in reducing its deficit. To do this Claytor ignored RPS and expanded Amtrak's Long Distance service. Mr. Claytor was quoted about how he was reducing Amtrak's deficit.

“That is one of the ways we hope to reach it 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.” – Interview with Graham Claytor, Trains magazine, June 1991

Needless to say after Mr Claytor retired, his policies were reversed and within 10 year Amtrak almost shut down after almost running out of cash. The cost to the Federal Government supporting Amtrak has greatly increased since 2002. While the reported operating subsidy has decreased, government spending has increased with greater subsidy from the States and Federal Funding for Capital expenses, almost all of which is limited to the NEC. 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

If you are not a member, go to [RailPAC Membership...Join Us!](#) to get information about RailPAC and a FREE copy of our regular newsletter .

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