



# MIDWEST RAIL REPORT

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## Midwest nets over \$2 billion in ARRA rail projects

By JON DAVIS

The Midwest region fared well on Jan. 28, 2010, when the Obama administration handed out \$8 billion in American Recovery and Reinvestment Act funds for high-speed rail projects. Midwestern states captured a combined \$2.6 billion – just over one

quarter of the national ARRA high-speed rail kitty.

That topped the Northeast Corridor, where Amtrak's Acela is the closest operation the United States has to true high-speed rail. The NEC was awarded \$1.91 billion from ARRA Amtrak and high-speed rail grants for myriad projects including a new passenger train tunnel in Baltimore and station at Baltimore-Washington International Airport to track and signal upgrades, and service expansions across Mid-Atlantic and New

England states.

California and Florida were the biggest single-state winners. California got \$2.34 billion for its planned system linking San Diego and Los Angeles to the Inland Empire, Bay Area, and Sacramento. Florida was awarded \$1.25 billion for a high-speed line from Tampa Bay to Orlando along Interstate 4 – the first leg of a system whose plans include an Orlando-Miami link.

See pages 4 and 5 for a map of ARRA-funded Midwest rail projects.

Lesser awards included \$620 million for the Charlotte-Raleigh-Richmond-Washington, D.C., corridor; \$598 million for the Cascades Corridor from Eugene, Ore., to Seattle, and Vancouver, B.C.



## China's CRH Leaps Forward

By CARL KRAUSE

The People's Republic of China's quest to develop the world's largest high speed rail network continued in 2009 and 2010.

The Chinese government accelerated construction of several lines as part of an economic stimulus package: the line that will link Beijing with Shanghai will be completed at least two years earlier than initially planned.

Two new 220-mph corridors opened much to the Chinese airline industry's chagrin: the 601-mile Wuhan-Guangzhou line, which opened December 26th, expects to carry 1.6 million passengers over the 40-day Spring Festival at 98% capacity. Xi'an (home to the Terracotta Warriors) was linked with the central city of Zhengzhou on February 6th, and early data suggests



*continued on page 11*

CRH Siemens Velaro trains stand at the ready in Beijing South Railway Station.

# A big year for high-speed rail



The first quarter of 2010 was as exciting as ever for the Midwest High Speed Rail Association.

First of all, "high-speed rail" is finally becoming a

household word in America. Hundreds of news sources covered the January announcement of President Obama's federal high-speed and Amtrak improvement projects grants. Never before have so many local tv stations broadcast footage of Talgos, TGVs, Shinkansens, ICE trains, and Acelas while news anchors extolled the virtues of flying down the tracks at 200 mph.

Our region did very well. Out of the \$8 billion in stimulus funds, Midwest states were awarded over \$2.6 billion. Together, the awards offer a template for modernizing all of Amtrak's services.

There are two grants in particular that I would like to highlight: Ohio and Iowa.

## Ohio

In an upset to most of the odds makers, Ohio received \$400 million to launch the 3-C quick-start service. It would be fantastic if every Midwest Governor showed the level of support Ohio's Ted Strickland has towards passenger trains.

## Iowa

The BNSF Railway and the State of Iowa have demonstrated another inexpensive way to quickly improve the Amtrak network. A portion of the funds will be dedicated to building four crossovers at key locations where California Zephyrs regularly encounter freight congestion.

Allocating \$20 million per state to upgrade their portion of the Amtrak network like this would cost less than \$1 billion. If completed in a systematic way, the investments would result in reduced travel times and increased frequencies.

This newsletter celebrates the huge progress that we have made in the last two years, but there is much more to be done.

2010 will be a pivotal year. The next several months will be critical for maintaining our momentum. To this end, we will be focusing on two major advocacy campaigns:

### The Midwest Bullet Train Campaign

Building upon our feasibility study of a Chicago – St. Louis bullet train line, the Midwest High Speed Rail Association will be focusing on nine major metros areas to build support for 220-mph trains.

We have already made progress. Illinois Governor Quinn has called for a 220-mph train linking Champaign to Chicago. Just before we went press, the Illinois Senate voted 59-0 to create the Illinois and Midwest High Speed Rail Commission with the intent of issuing a roadmap for the creation of bullet train lines in Illinois and neighboring states.

### FourBillion.com

This is our effort to organize everyone involved in passenger rail advocacy to work for an increased federal appropriation for high-speed rail.

The highest priority is the federal appropriation for FY2011. We are in the process of relaunching the FourBillion.com coalition with the goal of increasing the FY2011 appropriation for high-speed and intercity passenger rail to \$4 billion from the proposed \$1 billion. The surface transportation reauthorization is also looming on the horizon.

### HSR Tour in Paris

We have put together a study tour of high-speed rail and transit facilities in France next September to do just that. I will be your tour guide.

Highlights of the trip include: a tour of the TGV factory; presentations by SNCF, DB and others; a tour of a light rail line powered by an in-street third rail; a ride on the fastest train in Europe.

We have a very full schedule, but there are several days that you can skip the events and sightsee instead. The cost for the week is \$2,995 per person, double occupancy, first class hotels and train tickets included. Space is limited to 15 people. Visit the events page at [MidwestHSR.org](http://MidwestHSR.org) for details on the trip.

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# \$850 million for rail in Illinois capital plan

By JON DAVIS

Gov. Patrick Quinn and Illinois' legislative leaders have approved a capital spending plan that includes hundreds of millions of dollars for Amtrak expansion and high-speed rail development.

The new 5-year, \$31 billion capital plan includes \$400 million for high-speed rail projects, \$150 million for Amtrak, which will help pay to re-instate passenger service between Chicago and the Quad Cities, and Chicago and Rockford, Freeport, Galena, and Dubuque, Iowa.

It also includes \$2 billion for local transit – of which \$1.8 billion is slated for the Chicago Transit Authority, Metra, and Pace – and \$300 million for the CREATE project to improve freight and passenger rail lines in and around Chicago.



On October 9, 2009, the Midwest High Speed Rail Association honored Illinois Senator Martin Sandoval, Illinois Representative Elaine Nekritz, and Illinois Governor Pat Quinn (second, third, and fourth from left, respectively). Also pictured here are MHSRA Executive Director Richard Harnish (far left), MHSRA Board President Dave Goldin (far right), and Chicago Alderman Toni Preckwinkle (second from right).

## MHSRA releases 220-mph rail study

By JON DAVIS

The Midwest High Speed Rail Association has released the first ever transportation engineering study and ridership study of a 220-mph rail corridor in the Midwest.

Among the findings of the report:

- The infrastructure for the high speed rail passenger line between O'Hare Airport, Chicago and St. Louis could be built for a cost of \$12.6 billion in 2012 dollars.

- Express trains from Chicago to St. Louis, with stops only in Champaign and Springfield, could make the run in 1 hour 52 minutes, while operating once per hour in each direction.

- Trains that stop at McCormick Place, Kankakee, Champaign, Decatur, Springfield, and somewhere in Metro East could make the run in 2 hours 4 minutes.

- Travel times would be reduced to 43 minutes from Chicago to Champaign, and 1 hour 15 minutes from Chicago to Springfield. It would also put Springfield within half an hour of Champaign and 37 minutes of St. Louis.

- Construction of the high-speed line would utilize 87,412 job-years which translates to 12,487 jobs over the seven-year

period to fully construct the line. Including indirect support jobs, the total would be 26,224 new project positions, most in Illinois.

- A total of 904 permanent jobs will be created due to operations and maintenance of the new line and service and support services.

- 16,000 new permanent jobs would be created through the direct regional economic expansion and development impacts of the new high-speed line.

- The corridor would serve approximately 3 million passengers per year, generating approximately \$110 million in ticket revenue.

- Time savings due to the faster and more frequent service would save users \$35,656,000 a year.

- Reductions in accident costs would save \$56,371,000 a year.

- Cost savings due to lower transportation costs would result in a \$62,636,000 benefit per year.

- Time savings for auto users due to the necessary grade crossing elimination program would result in a \$2,570,000 benefit per year.

- The annual net savings in emissions from diverted auto miles driven is estimated

to be more than 187,000,000 pounds of carbon dioxide. This is the equivalent of having more than 900,000 additional trees along the Chicago-St. Louis corridor each year.

The report compared the current Chicago-St. Louis route with its preferred route, concluding that while the eastern alignment is 23 miles longer than the current line, it “has the advantages of requiring substantially less construction to provide a faster entry into Chicago” and could allow a station in Edwardsville, “which is more centrally located than Alton in the Metro East area.”

The report notes that those extra 23 miles would require “only 6 minutes at 220 mph.”

The report also envisions Chicago-area stops at O'Hare International Airport, Chicago Union Station, and even McCormick Place. The report's cost estimate does not include rolling stock, maintenance, or construction of an optional new Mississippi River bridge at St. Louis, stations, replacing viaducts on the CN right-of-way between McCormick Place and University Park, rail tunnels to the planned “West Loop Transportation Center,” or other program costs.

## CHICAGO-ROCKFORD

**\$60 million Illinois Jobs Now! funding to link Chicago, Rockford and Dubuque, IA**

- Service will begin in 2012
- Advocates split on whether to use route through Genoa (CN) or Belvidere (UP)
- Rockford station likely to be at South Main site

## MOLINE SERVICE

**\$45 million Illinois Jobs Now! funding to link Chicago and Moline**

- Construction should take two years; service expected to begin with two daily round trips
- State officials estimate 825 new jobs will be created, including 440 construction-related jobs

## IOWA

**\$18 million in ARRA funds including:**

- \$17 million for improvements to BNSF tracks that currently host Amtrak service
- \$1 million for a planning study of a proposed Chicago-Omaha service with stops in the Quad Cities and Des Moines

## MISSOURI

**Received \$31 million in ARRA funds to:**

- Build a second bridge over the Osage River to eliminate delays
- Add a universal crossover at the Kirkwood Amtrak station
- Improve safety at rail crossings west of Sedalia
- Funding also includes preliminary engineering for six future improvement projects

## WISCONSIN

**\$47 million in state funds to purchase two Ta**

**\$823 million ARRA award to initiate service and Madison**

- Construction will begin later this year, with se
- 144 miles of track will be upgraded, along w
- Station upgrades and installation of positive funding for planning work on a future Madison
- Funds will also be used to purchase two addi

**Current Chicago-Milwaukee Hiawatha Line**

- Crossovers near Truesdale will be installed, a extensions at Milwaukee's Mitchell Field

**IN**

Talgo trainsets

between Milwaukee

service by 2013

with 32 miles of new track

train control, as well as

on-Twin Cities route

itional Talgo trainsets

as well as platform

**CREATE**

\$133 million in ARRA passenger funds to construct flyover at Englewood

\$100 million in TIGER grants for other CREATE projects

**INDIANA AND MICHIGAN**

ARRA provided \$244 million for improvements on the Detroit-Chicago route (including Englewood flyover)

- Station renovations in Battle Creek and Troy
- New station in Dearborn
- Trackwork will relieve congestion between Chicago and Porter

**OHIO**

\$400 million to launch 3C Quick Start

- 255 miles
- 3 daily round trips
- 8 stations
- 5 new trainsets

**CHICAGO-ST. LOUIS**

**\$1.2 billion in ARRA funds will:**

- Upgrade 183 track miles between Dwight and St. Louis
- Double-track 23 miles of track
- Rehabilitate platforms and stations between Dwight and St. Louis
- Add enhanced warning devices at crossings
- 12 new locomotives and 30 passenger cars (procurement likely to begin late in 2010)

**\$22 million TIGER grant to construct intermodal station at Normal, IL**

**Midwest High-Speed Rail Association releases 220 mph rail study**

- Route would connect cities in less than two hours

Map by Yonah Freemark / The Transport Politic

# Is Ohio finally getting on board?

By KEN PRENDERGAST  
Executive Director  
All Aboard Ohio

Thanks to the leadership of Ohio Gov. Ted Strickland and the bi-partisan backing of its two U.S. senators and Congressional delegation, the nation's eighth-most densely populated state won \$400 million to start passenger rail on its busiest travel corridor.

Ohio had requested \$564 million in no-match federal funding from the American Reinvestment & Recovery Act for trains linking Cleveland, Columbus, Dayton and Cincinnati. Built into that request was a 30 percent contingency. The \$400 million awarded represents 71 percent of the amount sought.

The amazing part is that, in early 2009, Ohio had no federally recognized planning work underway for 3C. But when Gov. Strickland and Ohio Department of Transportation Director Jolene Molitoris realized there would be \$8 billion in no-match ARRA funds for passenger rail, they throttled the planning activities forward

into run 8. ODOT, Parsons Brinckerhoff, Amtrak and ODOT officials brought together a capital improvements plan, environmental assessment, an operating plan, ridership modeling and more in under six months.

The environmental assessment, which normally takes a year, was finished in less than three months as planners worked 20-hour days. When the 3C application arrived at the Federal Railroad Administration's office on Oct. 2, they reportedly were amazed. Not only did Ohio make the application deadline, but its application was quite thorough.

Proposed are eight trains a day linking the Downtown Cleveland Amtrak station, the Puritas-West 150th Rapid Station near the Cleveland Airport, Downtown Columbus Convention Center, Springfield, Riverside/Wright-Patterson AFB, Downtown Dayton Main Street Station, Sharonville by I-275 and Cincinnati Lunken Field.

More stations are proposed, such in the Hamilton/Middletown area, North suburban Columbus and West Mansfield. The Cincinnati station would be moved to the Amtrak facility at Union Terminal if significant additional funding is found.

Under state law, the ODOT and its Ohio Rail Development Commission must get a supermajority of approval from the seven-member State Controlling Board before spending any money on passenger rail. If they win a 5-2 vote or better, construction work on adding passing tracks, grade

crossing improvements and stations could start as early as this summer. If they don't win the board's support, the 3C Corridor startup project could die.

Republican state lawmakers are concerned that subsidizing passenger rail at up to \$17 million will be too costly for the state budget to afford. But that amount would represent less than one-half of one percent of ODOT's annual budget – 99.75 percent of which is poured into roads today. The rest, \$10 million, is a token amount for public transit. Meanwhile, newly released Federal Highway Administration data shows Ohio's local and state governments subsidize roads to the tune of \$1.2 billion per year to make up for shortfalls in user fees.

Concern is also being expressed by media as to whether people will ride trains whose average speeds will start out at 40 mph, although the top speed will be 79 mph. Most Ohioans are unaware that state-supported Amtrak services in California, Maine, New Mexico, North Carolina, Oregon, Washington started out with similarly modest beginnings.

None had average speeds exceeding 43 mph at the outset or offered more than several round trips per day. Yet they attracted more ridership than was projected thanks to low fares. The ridership numbers doubled, tripled or quadrupled as more trains were added and average speeds were increased.

Planning for the next level of improved Ohio rail services is about to begin. Engineering firm AECOM will conduct for ODOT a Program-level Environmental Impact Study of passenger trains operating at up to 110 mph on five corridors – Toledo-Cleveland, Toledo-Columbus, Cleveland-Pittsburgh, Cleveland-Columbus and Columbus-Cincinnati.



Proposed station for the west side of Cleveland.

## ARRA Iowa fixes will help Zephyr schedule

By JON DAVIS

Iowa won \$18 million in ARRA HSR funds: \$17 million for improvements to BNSF tracks hosting Amtrak's current service, and \$1 million for a planning study of proposed Chicago-Omaha service via the Quad Cities and Des Moines.

Paul Nowicki, spokesman for the

BNSF Railroad, said four powered CTC crossovers will be installed in the railroad's Ottumwa Subdivision, which covers territory from Mount Pleasant to Creston. The new crossovers will give dispatchers that flexibility in an area where slow coal trains (which can reach speeds of 50 mph) and the California Zephyrs, which can run at 79 mph, share the line.

"That's where Trains 5 and 6 (the California Zephyr) encounter most of their delays" due to freight congestion and a lack of flexibility in dispatchers' ability to use the tracks efficiently, Nowicki said.

Work will be handled by BNSF track gangs; two crossovers will be installed this year, two in 2011, Nowicki said.

# Illinois gets upgrades for 110 mph service

By JON DAVIS

The \$1.2 billion in ARRA funds awarded to Illinois will pay to upgrade 183 miles of track between Dwight and St. Louis, add 23 miles of new double track in three locations, upgrade 13 sidings, install Positive Train Control systems, rehabilitate stations and platforms between Dwight and St. Louis, and erect “enhanced warning devices” – any grade crossings where train speeds will be more than 79 mph will get quad-gates.

Track work along the Union Pacific Railroad’s mainline from Chicago to St. Louis will be handled mostly by the UP’s own track gangs, said George Weber, bureau chief of the Illinois Department of Transportation’s Bureau of Railroads. Anything they can’t do will be put out to bid, Weber said, adding that determining what – if anything – must be bid will take about two months.

About \$200 million will be spent on 12 new locomotives and 30 passenger cars, although the process for procuring that new rolling stock “will probably be a little bit yet,” toward the fall of 2010, Weber said. IDOT will be hiring a project manager to help oversee that process, “and then it will be three or four years,” he added.

“We’ll be looking for equipment that can operate at 110[m.p.h.] with top speeds of 125, but that can be used anywhere (in Illinois),” Weber said.

The award also includes \$133 million to build the Englewood Flyover

on Chicago’s South Side – a Chicago Region Environmental and Transportation Efficiency (CREATE) project that will clear one of the largest rail bottlenecks in the nation and eliminate significant delays for Amtrak, Metra, and freight trains. CREATE is a Track 1 project, which means it has to be completed within a tight, two-year timeline. Weber said the Flyover work ought to be in final design complete by year’s end, “and construction will begin on that in 2011, maybe earlier.”

Illinois also got \$1.25 million to complete an environmental impact study to double-track the entire Chicago-St. Louis route.

is yet to be decided. Advocates are split between running the line through Genoa (CN) or Belvidere (UP). IDOT officials maintain that local leaders must decide the route. The Rockford Register-Star reported in its Jan. 30 edition that the Rockford station is likely to be sited in the South Main station, although some city-funded restoration may be required. State officials estimate this will create up to 2,000 new jobs, of which 650 will be construction-related. This line will eventually be extended to Galena, and to Dubuque, Iowa.

- \$45 million for Chicago-Quad Cities service that envisions two daily round trips on a schedule of approximately 3 hours.

State officials estimate this will create up to 825 new jobs, of which 440 will be construction-related. They added that work could begin later this year. Trains will use Moline’s Centre Station.

Weber said precise timelines for construction and inauguration of service “will all be determined in discussions and negotiations with the particular railroads that will be involved.”

Those negotiations should begin in the spring of 2010 for the Quad Cities service. Weber said negotiations for Rockford, however, await an answer to the question: “Operationally, what is the best alignment in terms of schedules, operations, which route is going to get you over the road better?”

Once begun, work should take two construction seasons (two years) from start to finish, Weber said.



The Town of Normal received a TIGER grant to construct a new intermodal center.

From Springfield came Gov. Pat Quinn’s Jan. 30 announcements of \$105 million from the “Illinois Jobs Now!” capital fund to begin restoration of Chicago-Quad Cities and Chicago-Rockford passenger rail service:

- \$60 million for Chicago-Rockford service that will reconnect the state’s two largest cities for the first time since 1981. State officials said preliminary work will begin immediately, with construction in 2011 and service starting in 2012 – but a final route

## Proposed Schedule

HS Standard 300	Texas Eagle 22	HS Standard 302	Lincoln Service 304	HS Standard 306	←Train Name→ ←Train Number→	HS Express 301	Lincoln Service 303	Texas Eagle 21	HS Standard 305	HS Standard 307
5:51	7:55	8:11	15:00	19:01	St. Louis	11:10	15:00	19:21	21:25	23:10
6:17	8:43	8:37	15:46	19:27	Alton	10:42	13:59	18:22	20:57	22:42
6:45	9:15	9:05	16:15	19:55	Carlinville	10:14	13:28	17:49	20:29	22:14
7:15	9:55	9:35	16:57	20:25	Springfield	9:44	12:50	17:14	19:59	21:44
7:40	10:25	10:00	17:25	20:50	Lincoln	9:19	12:10	16:37	19:34	21:19
8:06	11:08	10:26	17:56	21:16	Normal-Bloomington	8:53	11:39	16:04	19:08	20:53
8:29	11:39	10:49	18:23	21:39	Pontiac	8:28	11:06	15:27	18:43	20:28
8:45	--	11:05	18:41	21:55	Dwight	8:12	10:49	--	18:27	20:12
9:13	12:59	11:33	19:26	22:23	Joliet	7:45	10:15	14:40	18:00	19:45
9:38	--	11:58	20:18	22:48	Summit	7:23	9:48	--	17:37	19:22
10:00	13:59	12:20	20:40	23:10	Chicago	7:00	9:25	13:45	17:15	19:00

# High-speed trains reopen factory in Milwaukee

At a time when factories across the country are shutting their doors for good, high-speed trains are reversing that trend in Milwaukee.

Spanish train manufacturer Talgo announced this month that it will reopen the old Tower Automotive plant to build

new high-speed trains in Milwaukee. The state of Wisconsin has already ordered two trainsets, with plans to order more later. Oregon recently announced its order for two trainsets.

“The new Talgo facility will create 125 direct jobs in our state, manufacturing

and assembling Talgo trains for Wisconsin and states across the country,” Wisconsin Governor Jim Doyle said. “Through the Recovery Act and this facility, Wisconsin will see real economic benefits of high speed rail for generations to come. High speed rail is the future of transportation

– and it is a really great thing for the state of Wisconsin to be leading the way.”

Talgo cited the area’s highly skilled workforce and the potential for future growth as the rationale behind selecting Milwaukee. As more states embrace high-speed rail, the Milwaukee factory will be poised to serve this new market, bringing new jobs not only to the city, but to companies all across the region.



## In Memoriam

John S. Gallagher, Jr. was a “transportation economist,” who developed passenger studies for the New York, New Haven & Hartford Railroad, and then was appointed to lead New York Central’s passenger research bureau by Robert R. Young. It was Jack Gallagher who, along with his small department, undertook passenger studies that resulted in the passenger service plan bearing his name, and was manifested in NYC’s short-lived Travel Tailored Schedules of 1956-57 during Young’s crusade to revolutionize America’s passenger service. Young’s “new trains” were highly publicized during his brief leadership of NYC 1954-1958.

Although the passenger research bureau was disbanded following the death of Young in January 1958, the bureau’s findings were later implemented by Alfred Perlman in his drive to eliminate passenger losses...and passenger service altogether. NYC’s (and later Amtrak’s “Empire Service”) was based on Gallagher’s findings. Indeed, he was one of the corporation’s early advisors and the overall results of his studies have served as an economic cornerstone of fundamental passenger service operations.

After leaving the railroad, he became a transportation consultant and at 90 years of age was still involved with the development of high-speed passenger rail transport and a leading advocate of new lightweight passenger trains.

On a personal level, he was a sincere, thoughtful, and kind

individual who eagerly and generously helped a platoon of younger passenger transportation advocates (and historians) understand the past while looking to the future of passenger rail transport.

He is survived by his loving wife, Caroline, five children, and four grandchildren.



Gallagher played a key role in the development of the UA Turbo Train.

# Sapsan links Moscow to St. Petersburg

Velaro RUS on May 2 set a new Russian speed record during trial runs of the new “Sapsan” (Russian for peregrine falcon) high-speed train between Moscow and St. Petersburg. The train hit 174.6 mph – 10 percent higher than planned operating speeds – between Okulovka and Mstinskiy Most.

Siemens-built “Sapsan” trains entered regular passenger service on the Moscow-St. Petersburg line in late 2009, cutting travel time between the cities to 3 hours 45 minutes. The trains are expected to cut travel times on the Moscow-Nizhny Novgorod route to 3½ hours in 2010. The lines are part of a 12-year program to build 18 high-speed rail routes by 2020. The Russian government has allocated 68 billion rubles (\$2.2 billion) for the period 2008-2010.



Russian Prime Minister Vladimir Putin pours a cup of tee in the newly launched Sapsan bullet train constructed by Siemens AG on December 19, 2009 on the way from St.Petersburg to Moscow. (Alexey Druzhinin/AFP/Getty Images)

# Turkey launches high-speed service



Turkey opened the first segment of a planned nation-wide, high-speed rail network in March 2009.

The new high-speed trains, built by CAF in Spain, link capital city Ankara with Eskişehir, the midway point between Ankara and Istanbul. They cover the 130-mile run in ninety minutes – half the travel time achieved with the prior rail service.

The new line is the first stage of a

two-stage construction project. The second stage, heading north and west to Istanbul, covers mountainous terrain and includes building nearly 70 bridges and tunnels.

When completed, the corridor will serve 17 million people, cutting the travel time between the two cities from 6½ hours down to 3 hours.

Turkey’s ambitious plans call for 2,500 miles of high-speed rail infrastructure to be completed by 2023.

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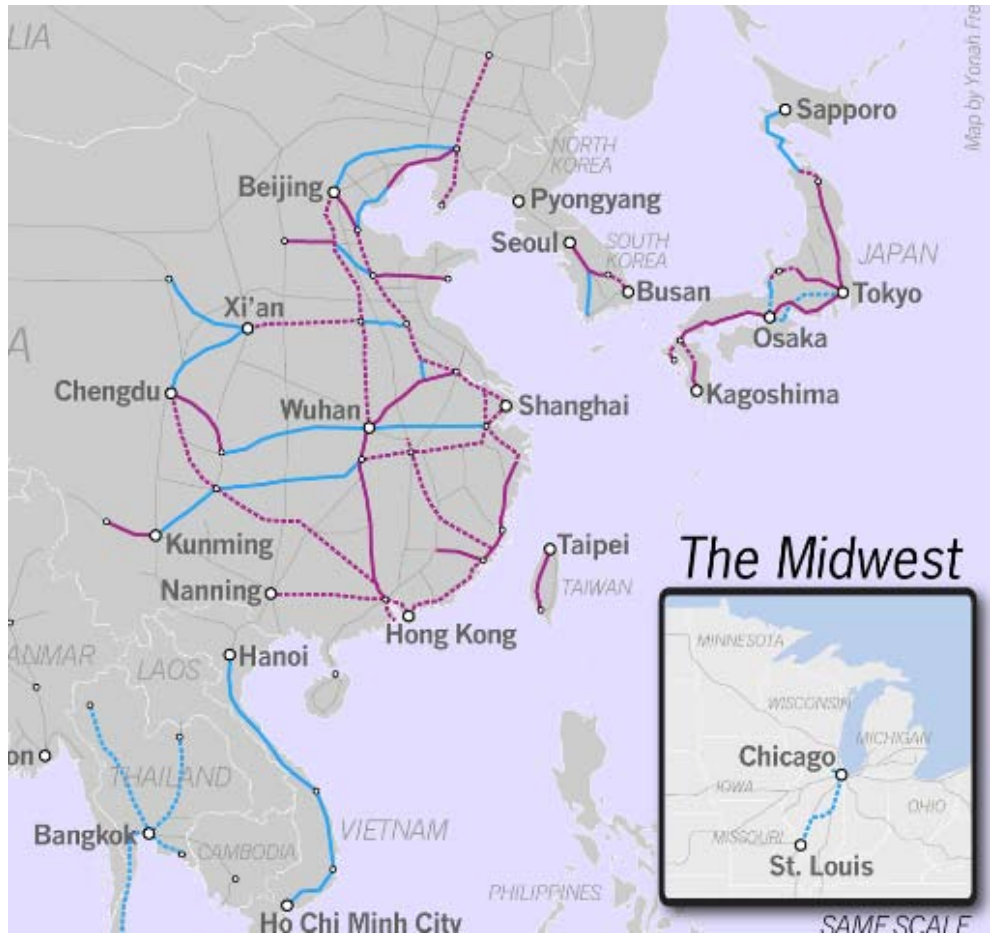
**CHINA** continued from page 1

the 313-mile line is also very popular.

China's investment in high speed rail is immense: over 16,000 miles of high speed track will criss-cross China once the network is complete in 2020. In 2009 alone, China invested \$50 billion in its network, employing hundreds of thousands of construction workers who poured millions of tons of concrete. Like the United States, China is a large country with a need to transport people across large distances. The leadership has sought to use CRH as a method of addressing burgeoning demand for intercity travel, while also making large investments inland to shrink the large economic disparities between coastal and inland China.

CRH has utilized trainsets from Bombardier, Siemens, Alstom, and a Japanese consortium that includes Kawasaki, Hitachi, and Mitsubishi.

While the cost of building the network is large, the Chinese government says it will encourage efficiency and growth throughout the country, as well as mitigate severe pollution and prevent accelerating growth of carbon emissions.



**Harnish present on JR 205 m.p.h. demonstration run**

At the invitation of Japan Central Railway, Executive Director Rick Harnish was on hand for a demonstration of high speed capabilities on the Tokyo-Osaka line. The demonstration train reached speeds of 205mph – far higher than the 168mph achieved during normal operation.

Harnish's visit also included a tour of the company's research facility in suburban Kyoto, where they are investigating how to avoid derailments and protect rail infrastructure during earthquakes. JR is also examining noise reduction methods both inside and outside their trains.

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## International News

**France** Veolia Environment on Sept. 3 sold its freight rail operations to the French national railway, SCNF, and Groupe Eurotunnel, pending approval by national and European competition oversight. In 2008, Veolia Cargo carried 4.9 billion tons of freight, earning €188 million/\$265 million.

RFF sought bids on Sept. 2 for engineering work on the Ligne a Grande Vitesse Est (High Speed Line East) route from Paris to Strasbourg, and the Duchy of Luxemburg, as part of a €2 billion/\$2.8 billion project to reduce travel times on the Paris-Strasbourg line by 30 minutes (to 1 hour 50 minutes) and from Strasbourg-Luxemburg to 1 hour 25 minutes.

**Germany** Siemens will begin testing the Galileo satellite navigation system at its Wegberg-Wildenrath testing center, thanks to the installation of eight signal generators atop 164-foot masts. That will allow Siemens to test train operations – including tracking and automatic shunting – across the test site using Galileo signals. The Galileo system is currently scheduled to go online in 2013.

**The Netherlands** High-speed service between Amsterdam and Rotterdam began Sept. 7. Initial (interim) service by NS Hispeed is 17 weekday return trips being handled by Bombardier electric locomotives and ICR coaches. Run time between the cities is 43 minutes over 44.7 miles, at maximum speeds of 99.5 miles per hour. Future plans call for shifting trains from Amsterdam

Centraal to Amsterdam Zuid stations, which will cut the conventional electric rail run from 16.7 miles to 11.8 miles.

**Russia** German industrial giant Siemens and Russian railcar manufacturer Tverskoy Vagonostroitelny Zavod AG (TVZ) are building 200 modern sleepers for the Russian Railways AG (RZD), in a €320 million/\$452 million deal announced last year. The new coaches will be operable in both the Russian and standard-gauge European railway networks, making them available for RZD's cross-border service and for operation across Central and Western Europe. Construction begins this year at Siemens' Vienna, Austria, plant, and at TVZ's factory in Tver, Russia – Siemens is building the standard-gauge coaches, TVZ the Russian-gauge ones.

**UK** A new high-speed rail line from London to Glasgow and Edinburgh would reduce travel times between England's and Scotland's largest cities to 2 hours 15 minutes – and just 1 hour 6 minutes from London to Manchester, or 46 minutes to Birmingham, according to a study released Aug. 26 by Network Rail. While the study's proposal would

mirror the current West Coast Main Line, its authors intend the study to influence planning of the initial London-Birmingham high-speed line being planned by the High Speed 2 company.

Hitachi entered the European high-speed market in June when its Class 395 trainsets entered regular service between London's St. Pancras International station, Ashford International, and Ebbw Vale International. They will become the UK's fastest domestic passenger trains, capable of 140-mph service on the High-Speed 1 line, and Kent's DC network. Twenty-nine trainsets will be in service on the Southeastern Trains network.



140-mph Hitachi Javelin commuter trains begin service in the UK between London and Kent.