

The Year of the Train

China Positioned as Global Leader in High-Speed Rail

By Pete Goldin

On the Chinese calendar, 2010 could be called the “Year of the Train,” as China quickly becomes a major player in the global high-speed rail market.

On December 3, CRH380A train reached a speed of 302 mph during a test run, breaking the previous record for world’s fastest production HSR train by 44 mph. China also held the prior record, which it set on September 28 (France holds the record for the fastest train at 357.2 mph which was set on April 3, 2007 by a modified TGV).

The test was conducted on a new 818-

mile, high-speed line between Beijing and Shanghai. China’s Ministry of Railways (MOR) finished laying track for that line in mid-November with completion expected

continued on page 9



4 of the 5 sleeper trains boarding passengers in Shanghai Hongqiao for Beijing on November 17, 2010.

Election Could Derail Midwest Rail Improvement Programs

By Pete Goldin

The November election resulted in leadership changes in the U.S. House that could impact high-speed rail programs in the Midwest. Most significantly, Rep. John Mica (R-FL), the ranking Republican member of the House Transportation Committee, has stated that he wants to re-examine \$10 billion in federal grants for HSR from the Obama administration. Mica did not say he would cut HSR programs but stated that he will focus on saving taxpayer dollars. His goals included “cost effective passenger rail transportation, including a better direct high-speed rail program.”

In addition, the election of Republican governors who have been outspoken against HSR in both Ohio and Wisconsin, could have a major impact in Midwest HSR programs, especially with the additional back-

ing of a Republican-controlled House of Representatives.

Wisconsin May Cancel Project

Republican Scott Walker was elected Governor of Wisconsin, putting the state’s Amtrak extension to Madison in jeopardy. Walker’s opposition to the Milwaukee-to-Madison extension of the Chicago-Milwaukee Hiawatha route, to be funded by \$810 million from ARRA, was a major part of his campaign, and because of his election win, the state has temporarily shut down the entire project.

“At the Governor’s request, I have asked contractors and consultants working on the high speed rail project to temporarily interrupt their work for a few days,” Secretary of

continued on page 11

FRA Awards \$2.4B for HSR

US Transportation Secretary Ray LaHood announced that 54 passenger rail projects in 23 states will share \$2.4 billion in funds. The money will cover a range of projects, such as construction of track and stations, purchase of new passenger equipment, and planning studies to develop new high-speed rail service.

“Demand for high-speed rail dollars is intense and it demonstrates just how important this historic initiative is,” said Secretary LaHood. “States understand that high-speed rail represents a unique opportunity to create jobs, revitalize our manufacturing base, spur economic development and provide people with an environmentally friendly transportation option.”

States awarded HSR funds include:

- California: \$901 million including \$715 million for the construction of new high-speed rail lines in the Central Valley.
- Florida: \$800 million for the Tampa to Orlando high-speed rail corridor.
- Iowa and Illinois: \$230 million to create a new intercity passenger rail service between Iowa City and Chicago through the Quad Cities.
- Michigan: \$161 million for a passenger rail corridor connecting Detroit and Chicago.

“In the 20th century, our vision led to the interstate highway system,” said FRA Administrator Joe Szabo. “In the 21st century, our vision will give us a world-class network of high-speed passenger rail corridors.”

IN THIS ISSUE

3 Illinois Wins Funding
Construction begins north of Alton

6 Mercury Rising
UK supertrain: Concorde of the Tracks



8 New HSR lines in Europe
France and Portugal expand service

Richard Harnish

Stand Up for Trains



Barack Obama was three years old when the Tokaido Shinkansen debuted in 1964, transporting passengers between Tokyo and Shin-Osaka at 130 mph. 45 years later, in April 2009, he became the first President to promote and allocate funds toward high-speed rail systems in the U.S.

Now, a short 19 months after the President announced his first allocation of \$8 billion in American Recovery and Reinvestment Act (ARRA) funds for intercity rail enhancement projects, passenger trains are under attack.

Leading the charge are Wisconsin Governor-Elect Scott Walker and Ohio Governor-Elect

John Kasich. Both based their political campaigns in part on refusing the ARRA funds for new intercity rail lines in their states, criticizing the program as reckless and irresponsible. As of the printing of this issue, Florida Governor-elect Rick Scott is undecided about whether he will accept \$1.25 billion his state was awarded to build a 165-mph line between Tampa and Orlando. And Iowa Governor-elect Terry Brandstad is on the fence about the new ARRA-funded "Green Line" between Iowa City and Chicago (see page 4).

These four Republicans are breaking new – and dangerous – ground by making passenger rail in the U.S. a partisan issue for the first time in our history. It's dangerous because it's nearly impossible to develop and execute 20-year transportation infrastructure investment strategies when you're punting a political football back and forth every two-year election cycle. And we need to be thinking long-term about healthy regional rail systems because we need alternatives to cars and airlines.

As PIRG's Dan Smith pointed out in a recent editorial, Amtrak, passenger trains, and more recently the idea of high-speed rail have traditionally received bipartisan support. The Republican Party Platform in 2000 stated "Republicans support a healthy intercity passenger rail system, and where economically viable, the development of a national high-speed passenger railroad system as an instrument of economic development, and enhanced mobility."

So, what happened? Short-sighted political expediency happened. Now suddenly thrust into the limelight, high-speed rail and passenger rail have become larger and more visible issues. Many Americans have never seen a high-speed train or seen how a busy train station can energize a community. Walker and Kasich capitalized on this lack of awareness and a growing fear about federal spending to recast the ARRA program as an expensive "boondoggle," disregarding the many economic benefits generated by trains. It was an easy way to score political points and get elected.

Scott Walker was born in 1967, the year the Tokaido Shinkansen transported its 100 millionth passenger. He was nine years old when it transported its 1 billionth passenger in 1976 (keep in mind: that's for a single rail line). Now he is Wisconsin's incoming governor, and he is rejecting his own party's decades-old commitment to trains and completely ignoring the explosive success of high-speed rail around the world for nearly 50 years.

More than ever, we need you to stand up for trains. Please send your elected leaders a message. Ask them to stand up in favor of better, faster and more frequent trains. Take action on our new website www.StandUpForTrains.org.

MIDWEST RAIL REPORT

MIDWEST HIGH SPEED RAIL
ASSOCIATION
773.334.6758
MIDWESTHSR.ORG

EDITOR IN CHIEF

Dave Goldin

NEWS EDITOR

Pete Goldin

EXECUTIVE DIRECTOR

Richard Harnish

BOARD OF DIRECTORS

Joseph P. Schwieterman
PRESIDENT
Director
Chaddick Institute - DePaul University

Dennis Minichello, Esq.
VICE PRESIDENT
Shareholder
Marwedel, Minichello & Reeb

Ira Silver
TREASURER
Accountant

Keith Kalinowski
SECRETARY
Attaché Commercial
Quebec Trade Office

William Moore
President
Moore Consulting Group

Terry Mulcahy
Major General (Retired)
United States Army
Former Secretary of Transportation
State of Wisconsin

Keith Plasterer
Retired
Wisconsin Dept. of Transportation

GENERAL COUNSEL

Stan Miller, Esq.
Partner
Schwartz & Freeman

Illinois Projects Win Major Funding

By Pete Goldin

Chicago–St. Louis Upgrades Begin

Upgrading work on the Chicago to St. Louis rail route started in September. The Illinois Department of Transportation (IDOT) and Union Pacific Railroad have an agreement to enhance a 90-mile segment of Union Pacific track as part of a \$98-million dollar Amtrak modernization project funded through the federal American Recovery and Reinvestment Act (ARRA).

The work is the first step in a series of \$1.2 billion ARRA-funded corridor improvements slated for the Chicago–St. Louis route. The improvements – which include new locomotives and passenger cars, rebuilding of track, additional signaling devices at grade crossings, and implementation of state-of-the-art signal technology – will enable trains on the route to operate at speeds up to 110 mph.

The project will support an estimated 900 jobs, the main objective of ARRA, and is a major step towards increasing speeds of

passenger trains in Illinois, said Gov. Pat Quinn.

“When the corridor is completed, travelers will be able to move from Chicago to St. Louis in under four hours, making Illinois the high-speed rail hub of the Midwest,” Quinn said.

Construction began in September on the 90-mile segment that extends from just north of Alton to south of Springfield and on the 30-mile segment just north of Springfield to south of Lincoln. Work could be completed as early as December. A study is currently being conducted to determine the best route through Springfield.

According to Joe Shacter, Director of Public and Intermodal Transportation, Illinois DOT, the first segment of the Chicago–St. Louis route, between Dwight and Pontiac, is expected to be running at 110 mph as early as 2012, with the full Dwight–Alton portion of the route completed by 2014.

In a joint statement in January, Quinn and US Senator Dick Durbin (D-IL) said, “Illinois was one of only three states to be awarded more than



one billion dollars in funding from the federal government’s total nationwide investment of \$8 billion. This is a massive investment into the future of transportation. It is seventeen times more funding than the federal government has invested into passenger rail over the last ten years combined.”

The Chicago–St. Louis route is part of the Midwest system, which has received more than \$3 billion in competitive federal awards in 2010. When completed, the system will connect more than 40 of the largest cities in the Midwest with passenger rail, including 60 daily round trips out of Chicago.



Midwest Rail Report correspondent Dave Randall took this photo of the upgraded Union Pacific tracks and rail bed on September 5 just north of Brighton, Illinois. Randall reports that there were over 100 workers at two points on the track, one a mile north and the other a mile south of this point.

Illinois Funds New Joliet Station

The State of Illinois has committed \$32 million from the Illinois Jobs Now! capital program to construct a multi-modal transportation station in downtown Joliet.

The new station solves immediate problems of safety and reliability, as well as prepares the station for high-speed rail service in the future. In the near term, the new station separates passenger and freight rail traffic, so passengers no longer have to cross freight tracks, and freight trains no longer have to stop while passengers cross in front of them.

“This positions the Joliet station very nicely in terms of its capability of handling 110-mph service in the future,” said Shacter. “It is one of those projects that is a winner now and tomorrow.”

The total cost of the project is \$42 million, which came from a variety of sources.

Illinois and the City of Joliet jointly applied for a Transportation Investment Generating Economic Recovery (TIGER) Grant for \$26 million, while Illinois pledged matching funds of \$6.5 million out of the Illinois Jobs Now! capital program. When the grant was not approved, Illinois Governor Pat Quinn authorized an additional \$26 million out of the capital program, bringing the total commitment of Illinois to \$32 million. In addition, the



continued on page 4

Interior of proposed multi-modal transportation station in downtown Joliet.



Rendering of proposed multi-modal transportation station in downtown Joliet. This view looks southwest with the Chicago–St. Louis corridor running from upper left to lower right in this image.

ILLINOIS *continued from page 3*

City of Joliet is contributing \$7.5 million and Burlington Northern Santa Fe Railway is contributing \$2.2 million.

New Chicago–Iowa City “Green Line”

The FRA awarded Iowa and Illinois \$230 million to launch passenger rail service between Iowa City, Moline and Chicago. In addition, Governor Quinn is investing \$45 million from the Illinois Jobs Now! capital program for the line’s reconstruction, and Iowa is contributing \$20.6 million. Service between Chicago and Moline is expected to begin in 2013 with full service to Iowa City to follow in 2015.

The plan for the Illinois segment is two daily round trips from Chicago to Moline, taking just over three hours. This is an important development for the Quad Cities, which have not had passenger rail service since the late 1970s. The project is also expected to create more than 2,100 jobs in Illinois.

“Securing Amtrak passenger rail service for the Quad City region and further connecting the Great Lakes to the Great River is a critical economic opportunity to be a part of the Chicago metroplex and its global growth,” said James Bowman, Executive Director of Renew Moline.

Nicknamed “The Green Line,” the new corridor will set the standard for environmentally-friendly rail service, including the use of biofuels and soy-based lubricants produced in Illinois and Iowa.

As part of the Quad Cities project, Illinois is also funding a new \$16.6 million multi-modal Amtrak station in Moline, in the O’Rourke Building at 1201 4th Avenue, which will be part of the John Deere Commons. A Federal TIGER grant of \$10 million for the Moline station was one of only 75 projects funded through the US DOT, which received nearly one thousand applications nationwide. The remainder of the project is funded by \$4.9 million from the Illinois Jobs Now! capital program and \$1.7 million from the City of Moline.

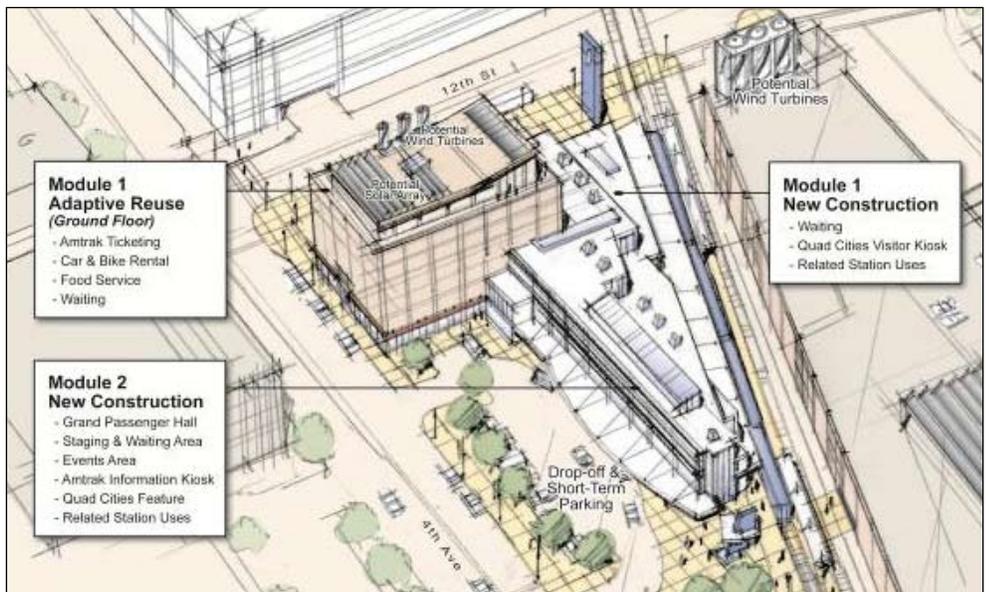
The project’s design and engineering phases will take place this winter. Construction will start in the spring, with the facility opening in

late 2012.

As part of the Green Line, the new LEED-Certified Moline station will be the key component of the city’s Green Enterprise Zone, which aims to transform Moline’s riverfront into a focal point for green technology, innovation, energy efficiency, and river restoration.

“The return of passenger rail to the Quad Cities with its Moline depot location will open up business and recreational travel to the Chicago area and significantly increase economic development opportunities in the Quad Cities,” said Moline Mayor Don Welvaert. “Hotels, restaurants, tourism and connections to Chicago markets will help expand the Quad cities economy. Future extension of passenger rail to Iowa City will provide transportation for hundreds of University of Iowa students from the Chicago vicinity.”

“These are very exciting developments,” Shacter said. “Both the Chicago–St. Louis and Chicago–Iowa City routes are going to brand new equipment too, thanks to the funding opportunities provided through Obama administration’s program. This is a wonderful step forward for rail service.”



Renderings of proposed Amtrak multi-modal station in Moline at 4th Avenue and 12th Street.

National News

Amtrak Sets New Records

By Jon Davis

Amtrak set record ridership marks nationwide, including the Chicago-St. Louis corridor. Between October 2009 and July 31, 2010, 530,648 passengers traveled the line — an 11 percent jump over the previous year. Construction has begun on upgrading 90 miles of track between St. Louis and Springfield for 110-mph service.

The *Downeaster* (Boston-Portland, Maine) carried 474,058 passengers — up 1 percent from the previous year — and is being extended to Brunswick, Maine, in a \$38 million project (\$35 million from ARRA funds) expected to be complete by 2012.

In the Northwest, the *Cascades* (Eugene, Ore.-Vancouver, B.C., Canada) carried 398,414 passengers in the first half of 2010, up 17.3 percent from the same period in 2009. In California, San Joaquin (Bay Area-Bakersfield) ridership is expected to top 1 million for the first time.

Amtrak also announced a 5-year, \$298.1-million deal with CAF USA to buy 130 new single-level cars: 55 baggage cars, 25 sleepers, 25 diners, and 25 baggage/dormitories. Officials said passengers will enjoy modern layouts, better lighting, and more efficient heating and air conditioning. The cars will replace the last of Amtrak's 1940s- and '50s-vintage rolling stock.

Al Engel to Head Amtrak HSR Dept.

Amtrak announced in September that Al Engel will become its Vice President of High Speed Rail, heading up a new department.

Amtrak said Al Engel “will lead initiatives to grow Amtrak’s role as the premier operator of high-speed passenger rail service in the US.”

Engel, described by Amtrak as a recognized rail transportation professional and passionate high-speed rail advocate, previously served as VP and High-Speed Rail director with AECOM, a global provider of professional, technical and management support services. He has also served as chairman of the High-Speed Rail Association.

Engel will pursue partnerships with states and others in the passenger rail industry to develop high-speed rail corridors such as the new projects moving forward in California and Florida. In addition, he will conduct planning activities to significantly improve Amtrak high-speed rail operations in the Northeast.

Obama Requests \$50 Billion for Infrastructure

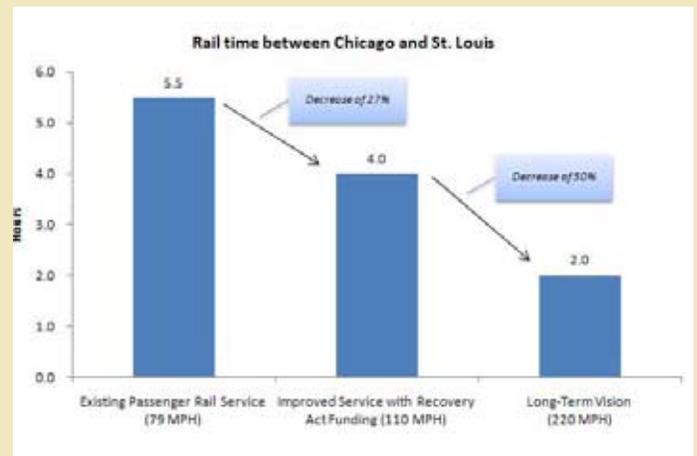
In early September, President Obama called for Congress to approve major upgrades to the nation’s roads, rail lines and runways — part of a six-year plan that would cost tens of billions of dollars and create a government-run bank to finance innovative transportation projects.

The plan includes a \$50 billion up-front investment connected to a six-year reauthorization of the surface transportation program and the creation of a National Infrastructure Bank to leverage private capital and select projects of regional and national significance. The President’s plan proposes upgrades to 4,000 miles of passenger rail.

Biden Cites MHSRA Study

Vice President Biden has released a report on the innovative programs funded by the Recovery Act (main illustration from report below). The Chicago - St. Louis corridor was highlighted in the report, including the vision of 220-mph trains linking the two cities.

The Study references the Midwest High Speed Rail Association corridor study.



Rochester High-Speed Rail Still on Track

Although some media reports claimed that federal stimulus money from the Passenger Rail Investment Act can be used only for improving existing rail lines, not building new rail lines, MnDOT confirms that a new Rochester-Twin-Cities high-speed rail line is still planned.

“Rochester is eligible for some FRA planning funds,” said Dan Krom, Director of MnDOT’s Passenger Rail Office.

“Our state rail plan states that Rochester, as a regional center, needs to have a direct connection to the Twin Cities,” Krom explained. “Our intent would be to provide services above 110 mph, but practically speaking, in the Midwest no one is looking at that for the next 20-25 years. But we would acquire the land for 110 mph service between

Rochester and the Twin Cities to accommodate higher speed so we wouldn’t have to do right-of-way acquisition later.

“There are a lot of issues that need to be looked at, a lot of environmental concerns,” he continued. “We are moving a new line into an urban area and that is going to take a lot of time and a lot of study to get a new direct line done.”

Minnesota Congressman Tim Walz has requested \$2 million in federal funding to study the feasibility of a new direct high-speed passenger rail line between Rochester and the Twin Cities.

When asked about statements in the media in which he said the Rochester line “will happen” Krom responded, “Maybe it is too definitely stated there, but we are pursuing the Rochester-to-Twin-Cities

line as part of implementing our state-wide rail plan. In our plan we declare it needs to happen. If there is enough



interest and momentum, if we have the resources, it will happen in the future.”

“It is not on a back burner,” Krom clarifies, “but money is always the key to these projects and we are willing to begin that work once the money has been identified.”



The UK could have its own icon of the railways to rival globally-renowned names such as Concorde if an ambitious concept for a futuristic high-speed train becomes reality.

The British Government made public its plans to develop a \$47 billion high-speed rail network in March of this year, with the aim of building a new line capable of carrying trains at speeds of up to 225mph between London and Birmingham in the UK's Midlands and then north to Scotland.

Now those plans feature more than just dry data on line speed and wrangles about planning consent. A UK-based design agency has unveiled its own concept for the network, dubbed Mercury.

The "Concorde of the Tracks" concept is the brainchild of design house Priestmangoode, which designed the Pendolino tilting trains for Virgin in the UK in the 1990s and is now involved in a major high-speed rail project in China.

The double-deck design includes an open atrium luxury first-class area featuring comfortable sofas with soft furnishings, a bar and observation deck. There are also glass-enclosed private pods designed for family groups or business travelers

in a modern take on the UK's compartment trains of old. Passengers will be able to take advantage of seat-back music, movies and gaming, challenging the services offered to air travelers.

Designer Paul Priestman hopes to inject some excitement and passion into the Government's plans:, stating, "We believe that the UK railways should have an iconic design in the same way as Concorde and the London Routemaster bus are recognised around the world as great symbols of UK transport.

"We decided to take the initiative and put forward a concept to show people exactly what could be

achieved with imagination. It's about creating something with real sense of identity, a British icon that's recognizable."

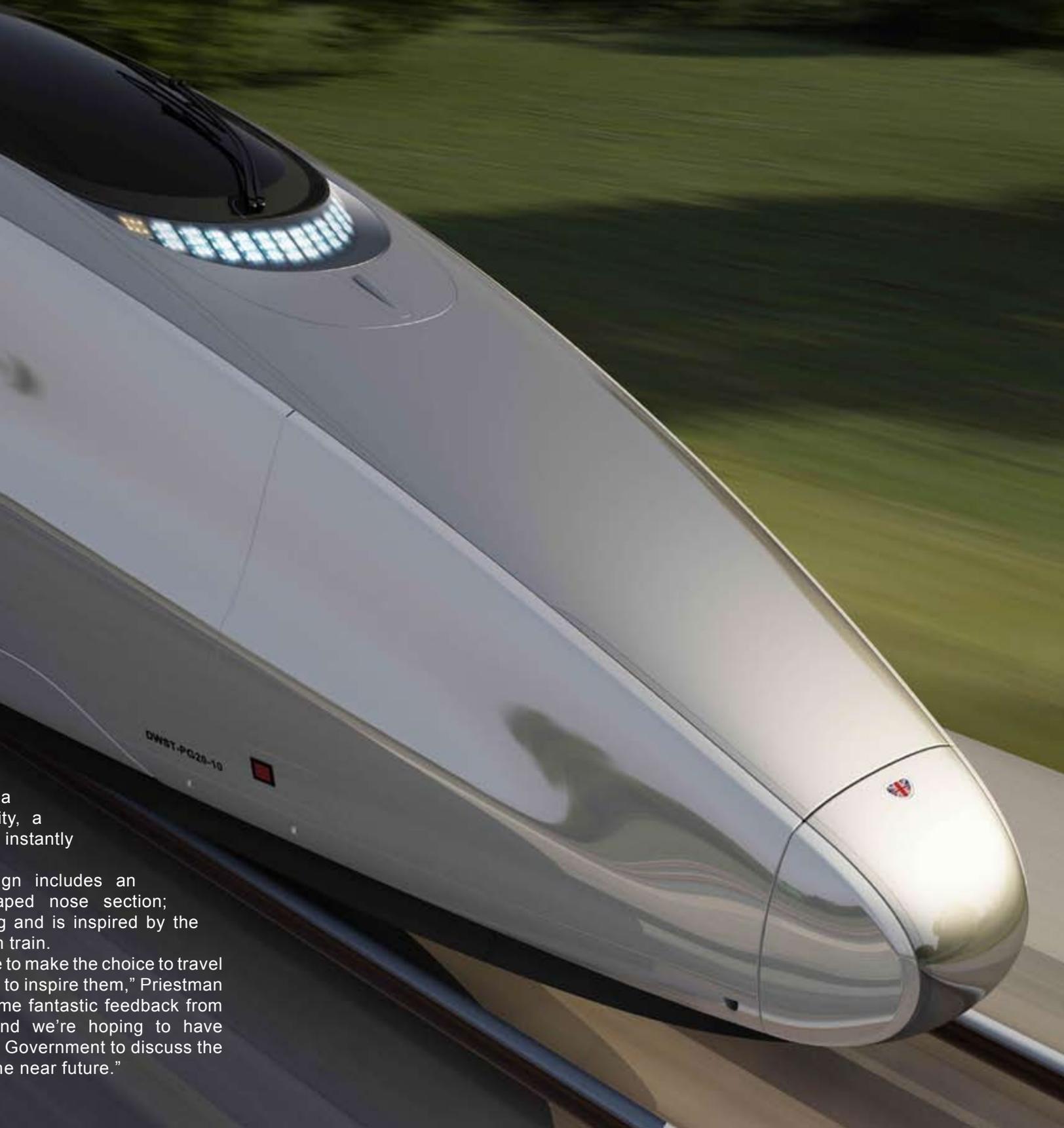
Priestman's design is aerodynamically shaped and it sports a Union flag livery. The classic Mallard steam locomotive.

"If we want people to travel by train then we need to make it exciting," says Priestman. "We've had some meetings with the UK Government around the world a few meetings with the UK Government around the Mercury concept in the



Mercury Rising

By Paul Derby
Midwest Rail Report UK Correspondent



a
ity, a
instantly

gn includes an
aped nose section;
g and is inspired by the
n train.
to make the choice to travel
to inspire them," Priestman
me fantastic feedback from
nd we're hoping to have
Government to discuss the
ne near future."

Eurostar Free to Contract with Siemens

By Pete Goldin

Eurostar is free to move ahead on plans for a £612 million (\$980 million) contract to purchase German-made trains from Siemens, after Britain's High Court rejected the request by French engineering company Alstom SA to stop the deal. Alstom and France's Transport Ministry both claimed the trains do not meet Channel Tunnel safety standards.

"This new contract was made possible by the fact that Eurostar, formerly a cooperative effort among three national railroads, has recently changed into a separate train operating company," said Rick Harnish, Executive Director of the Midwest High Speed Rail Association. "Now that Eurostar has become independent, they have the freedom to choose among manufacturers."

"The transformation of Eurostar into a single entity has created a company well placed to attract the resources and investment needed to deliver a world-class service," said Philip Hammond, UK Secretary of State for Transport. "That's good news for passengers but also for the UK taxpayer as well, who owns 40% of Eurostar International."

Per the contract, Eurostar plans to purchase 10 new e320 trainsets from Siemens. The investment in the fleet will be funded privately by Eurostar with a combination of cash and bank financing.

The new Eurostar e320 trains will be "interoperable", meaning they can operate

over any national rail system within the European high-speed rail network and can provide direct services between London and a range of destinations throughout Europe. With capacity to carry more than 900 passengers and their luggage, the Eurostar e320 will have 20% more seats than the existing Eurostar trains, which can handle 750 travelers.

Capable of 200 mph, the Eurostar e320 could reduce journey times between London and Paris to just over two hours, London to Amsterdam to under four hours, and London to Geneva to around five hours.

Starting in 2011, Eurostar will also embark on a complete overhaul and refurbishment of the existing fleet of Eurostar trains with a design created by Pininfarina, the world-famous Italian design house renowned for its iconic car designs. In addition to offering a contemporary, stylish environment, the new Eurostar fleet will be equipped with the most advanced wi-fi and on-board

infotainment on any train in Europe, offering real-time travel and destination information, and interactive entertainment including video-on-demand, music and news-feeds.

Further progress was made in UK-German rail relations in late October, when a Deutsche Bahn ICE train was displayed at St. Pancras International in London to demonstrate the feasibility of running the German trains through the Chunnel, and to announce Deutsche Bahn's plans to start running services to the UK from Frankfurt and Cologne, in 2013. Journey time between Frankfurt and London will be just over 5 hours.



Presentation of the high-speed Velaro train from Siemens as designed for the operator Eurostar in front of Albert Memorial in London's Hyde Park.

New High Speed Lines in Europe

RFF Moves forward with Tours-Bordeaux and LGV Bretagne-Pays de la Loire Lines



Réseau Ferré de France (RFF) has started negotiations with Vinci regarding the concession for the high-speed line between Tours and Bordeaux, Europe's largest railway project. The project involves construction of 340 km of new line, including 302 km of high-speed rail.

The ultimate goal is to place Paris at 2 hours from Bordeaux by the

end of 2016, reducing journey time by one hour and connecting with the existing stations in Tours, Châtelleraut, Poitiers, Angoulême and Bordeaux. At a later stage it will link up with the South Europe Atlantic project.

RFF also confirmed on July 21 that it issued the final tender documents to the three bidders for the contract to build LGV Bretagne-Pays de la Loire between Le Mans and Rennes. The three bidders - Bouygues, Vinci and Eiffage - have been given until mid-October to submit their final offers, and RFF expects to select a preferred bidder by year-end.

Portugal Signs HSR Contract

The Portuguese government and the Elos consortium have signed a Public-Private-Partnership in May to design, build, maintain, and finance the first segment of a high-speed rail network in Portugal that will eventually link Lisbon to Madrid.

Per the contract, Elos will construct and maintain 165 km of high speed railway line between Poceirão, near Lisbon, and Caia, near the Spanish border. The railway is expected to cost 1.5 billion Euros and begin operation in 2013.

CHINA continued from page 1

as early as next year. The new line will cut travel time between Beijing and Shanghai from 10-14 hours down to 5 hours.

In addition, several other key high-speed rail lines are open or under construction across the country, many also serving the area around Shanghai, China's economic powerhouse. Recent route openings have led MOR to claim the title of world leader in high-speed rail.

The 187-mile high-speed rail line between Shanghai and Nanjing launched operations on July 1, after two years of

construction, a timeline called "a miracle in the history of railway construction" by Liu Zhijun, China's Minister of Railways, at the opening ceremony.

The Shanghai-Nanjing Intercity High-Speed Rail trains can run up to 217 mph, cutting the 2-4 hour time between the cities down to a 73-minute ride. The line has 21 stations, with the goal of creating a "same city effect" and enhancing competitiveness of the Yangtze River Delta region.

With the addition of the Shanghai-Nanjing route, China now has over 2,500 miles of high-speed rail operations, with almost half capable of 217 mph, plus an

additional 1,272 miles of railway capable of acceleration to 155 mph, according to the Shanghai Railway Bureau which also states that China is now the world leader in terms of high-speed rail mileage.

By 2012, China's railway mileage is expected to reach more than 68,000 miles, of which 8,000 miles will be high-speed rail, says Zhijun, Minister of Railways. By 2020, China's railway mileage is expected to reach more than 75,000 miles, with nearly 10,000 miles of high-speed rail, connecting all provincial capitals and cities with populations over 500,000, covering over 90% of the country's population.

High-Speed Tour of China

By Richard Harnish

I had the honor of presenting at a railroad trade show in Beijing this November. Before the event, I took the opportunity to ride several recently opened high-speed rail lines. The highlights included:

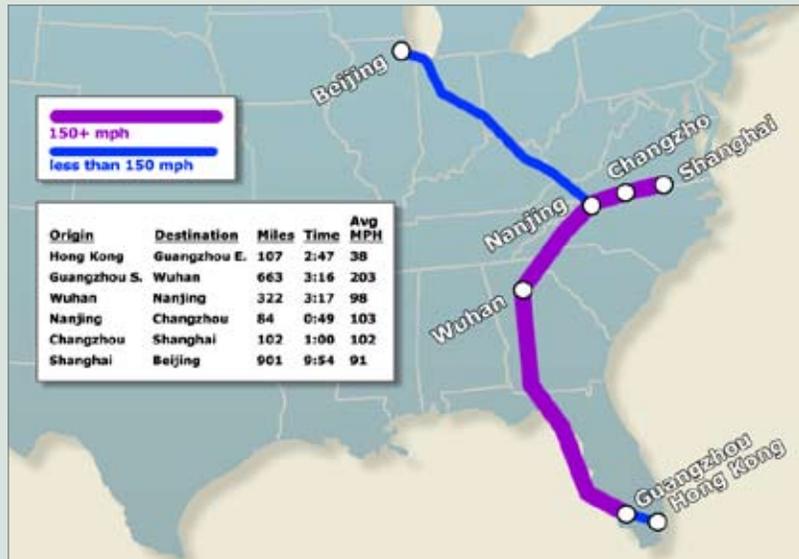
- The Guangzhou - Wuhan line which boasts the world's fastest average speed, covering 640 miles (roughly Chicago to Harrisburg, PA) in 3 hours 16 minutes.
- The Nanjing - Shanghai line, which is basically a 200mph commuter line.
- The CRH380A, a Kawasaki train which recently set the world speed record for a production train.

Based on my observations, high-speed rail opponents' claims that Chinese bullet trains are lightly used is complete fabrication. The trains are filled, the fares are cheap, and the system provides a lot of flexibility.

For example, I bought my ticket in Guangzhou just 15 minutes before we departed for Wuhan, paid only \$117 for a first-class seat, and was not forced to take off my shoes or get a full body scan. If I had missed that train, there were five others leaving within the hour. Despite the high frequency of departures, there were enough people on my train to fill two airliners.

The stations are huge! The new station in Wuhan would take up much of the West Loop in Chicago. Hankou, the older downtown station, is in the process of being replaced and is bigger than Penn Station in New York City. These stations have enough capacity to fill all of O'Hare Airport's terminals many times over.

You can check out some of my pictures at Flickr.com/MidwestHSR.



This diagram overlays Chinese cities and rail corridors on a map of the U.S. at the same scale to illustrate China's high-speed rail progress. Compare Guangzhou-Wuhan at 3:16 hours to 9 hours driving the 575 miles from Fort Myers to Atlanta. The 180 miles from Lynchburg, VA to Washington DC is 3.5 hours by car and Amtrak vs Nanjing-Shanghai at less than 2 hours.



TOP: Shanghai Hongqiao, that city's newest station. It's huge! MIDDLE: Platform level at Wuhan Station. BOTTOM: Guangzhou South Station arrivals hall. This is ground level. The tracks and platforms are supported by the arches. It is a long escalator ride up to the departures hall.

- I'm not sure; please send a sample newsletter
- I have enclosed a check made out to:
Midwest High Speed Rail Association
4765 N. Lincoln Ave., Chicago, IL 60625
- Patron \$500
- Advocate \$250
- Benefactor \$100
 - send me a poster
- Supporter \$50
 - send me a hat
- Associate \$25
- Senior/Student \$15

NAME

COMPANY

ADDRESS

CITY, STATE, ZIP

EMAIL

PHONE

Please add me to the email news list

mrr18n2 11/10

Shinkansen Next Stop: U.S.

By Pete Goldin

Japan Bank for International Cooperation (JBIC) is now allowed to support Japanese firms with high-speed railway projects connecting major cities in developed countries, due to the passing of Cabinet Order for Amendment of Part of

the Enforcement Order of the Japan Finance Corporation Act on April 23, 2010.

In the past, JBIC overseas investments have been permissible only for projects located in developing countries, but the Cabinet Order now makes railway projects

in developed countries eligible - restricted to high-speed rail connecting major cities.

“Are Japanese bullet trains coming to the US?” US Secretary of Transportation Ray LaHood asked in his USDOT blog in

continued on page 12

ELECTION *continued from page 1*

Transportation Frank J. Busalacchi said in a November 4 statement.

“We have gotten this project to the point where construction work is ready to begin immediately,” said Governor Doyle on November 8. “Right now, people could be at work constructing land bridges and more. I could push forward full steam ahead on this project, play brinkmanship. In fact, we could spend or obligate hundreds of millions of dollars.

“While I could force the issue, I believe that this project will only be successful in the long run if the State of Wisconsin and the U.S. Department of Transportation are strong partners,” Doyle continued. “For that reason, I have put the project on pause, so that the U.S. DOT and the Governor-elect can confer about the future of the high speed rail project. If Governor-elect Walker opposes the project, U.S. DOT has made it clear that the money will go to one of the many other states that intend to move forward with high speed passenger rail.

“To me, it doesn’t make sense to not move ahead, but we have had an election,” he added. “There has been a lot of politics played with this issue, but I have to deal in the real world and think about how this

affects real jobs and the real lives of people in Wisconsin.”

Doyle said if the project is stopped, more than 400 Wisconsin workers scheduled to work on the project over the next several months would be laid off; more than \$14 million in expenses incurred over the last six months will need to be paid for by Wisconsin taxpayers; and upgrades to the existing Hiawatha line between Milwaukee and Chicago totaling \$82 million will no longer be eligible for federal assistance, shifting costs from the federal government to the state.

Kasich Wants to Halt 3C

Ohio Governor-Elect John Kasich, has asked current governor Ted Strickland to immediately cease all activity related to the \$400 million American Recovery and Reinvestment Act grant awarded to the state to establish a 256-mile passenger rail corridor linking Cleveland, Columbus, and Cincinnati.

Strickland had secured approval from the controlling board to spend only \$25 million of the total to conduct a design and environmental review. “I am writing to request that you immediately cancel all contracts relating to your passenger rail program in the most cost-effective manner

possible, and that you spend no additional taxpayer money on this program,” Kasich wrote to Strickland in a letter on November 8. “As you are aware, I am opposed to this program and will terminate it upon taking office. Given that, I am sure that you will agree that it would simply be wasteful to spend any additional money on this program.”

Strickland has refused Kasich’s request, stating that the study is important and that it will provide useful information, perhaps not for Kasich, but for a future governor or legislature.

Kasich sent a similar letter to President Obama, asking that the federal government allow the \$400 million in ARRA stimulus money awarded to Ohio for the 3C project to be used for other transportation projects.

Hope for the Midwest

In the face of these major election wins by anti-HSR officials it is important to note, however, that most of the other governors elected in the Midwest are supporters of high-speed rail, including Iowa’s Terry Branstad and Michigan’s Rick Snyder, both Republicans, as well as Democrats Pat Quinn in Illinois and Mark Dayton in Minnesota.



4765 N. Lincoln Avenue, Chicago, IL 60625
773-334-6758
www.midwesthsr.org

Advocating for fast, frequent, and dependable trains connecting the entire Midwest.
Learn more at www.midwesthsr.org or call 773-334-6758

South Africa Launches Airport Express

The Gautrain, Africa's first rapid-rail transport system, became operational on June 8 in South Africa. Gautrain is a 50-mile airport express system linking Johannesburg and Pretoria with OR Tambo International Airport at a top speed of 100 mph. On the first weekend of operations, the Gautrain served about 40,000 passengers.

No cash is accepted on the Gautrain trains, buses or at the parking exit gates. Commuters access all services via a contactless smart card – the Gautrain Gold Card.

Delivery of the Gautrain is being



made possible through the structuring of a partnership between the Gauteng Provincial Government and the Bombela Concession Company. Construction started in September 2006 and is scheduled to be

completed by mid-2011.

“Six months ago no one thought this would be possible given the Gauteng Provincial Government's budgetary constraints and the programme challenge of meeting an accelerated full phase one system in time for the FIFA Soccer World Cup,” says Bombela Concession Company's CEO, Jerome Govender.

“So, Bombela had to find an innovative alternative for a modified specification. Our teams have been working around the clock for the past three months to achieve this.”

JAPAN *continued from page 11*

May. “Now, to be fair, I may have started this buzz by riding a couple of Japan's lightning fast trains while visiting that country earlier in the week. And I have to say, those trains are fast. Very fast.”

LaHood was referring to a 312-mph ride on a Japanese maglev that was part of Japan's marketing effort to gain billions of dollars in US high-speed rail contracts.

“My short answer to the question? No, Japanese and Chinese trains are not

coming to the US,” LaHood confirms. “BUT, Japanese and Chinese high-speed rail technology and expertise may be on its way. And, when an American high-speed rail system is up and running - thanks to President Obama's initial \$8 billion down-payment and future rail grants authorized by Congress - those familiar with Japan's Shinkansen or Spain's AVE or Germany's ICE or Russia's Sapsan may find similar designs and components.

“If we do end up benefiting from foreign expertise, whether it's Japanese or

Chinese or Canadian or European, another thing you can bet on is those trains and their components will be made by skilled American workers,” adds LaHood.

Currently, Central Japan Railway Company (JRC) has teamed up with US-Japan High-Speed Rail (USJHSR), a US company, to market the N700-I Bullet Train. Another US company, US-Japan MAGLEV (USJMAGLEV) is marketing JRC's Superconducting MAGLEV (SCMAGLEV) system and technology in the US.