

THE MUSEUM MISSIVE I

San Jose-Sacramento, California

4 October 2014

A Capital Idea

Many thanks to an anonymous and accommodating Amtrak engineer who broke the rules and allowed our church photography group access to the cab end of our passenger car on Amtrak California's *Capitol Corridor*. We're headed to Sacramento over the Benicia-Martinez drawbridge that crosses the Carquinez Strait between the spans of Interstate 680. *Capitol Corridor* trains operate in a push-pull configuration with the locomotive on the San Jose (west) end of the train. Eastbound trains are controlled from a compartment at the end of a cab/coach. This means trains don't have to be turned at either end of the line, cutting time and costs.



A Capitol Idea

It wouldn't have been right for our photo group at Stone Church to visit the California State Railroad Museum in Sacramento and not take the train.

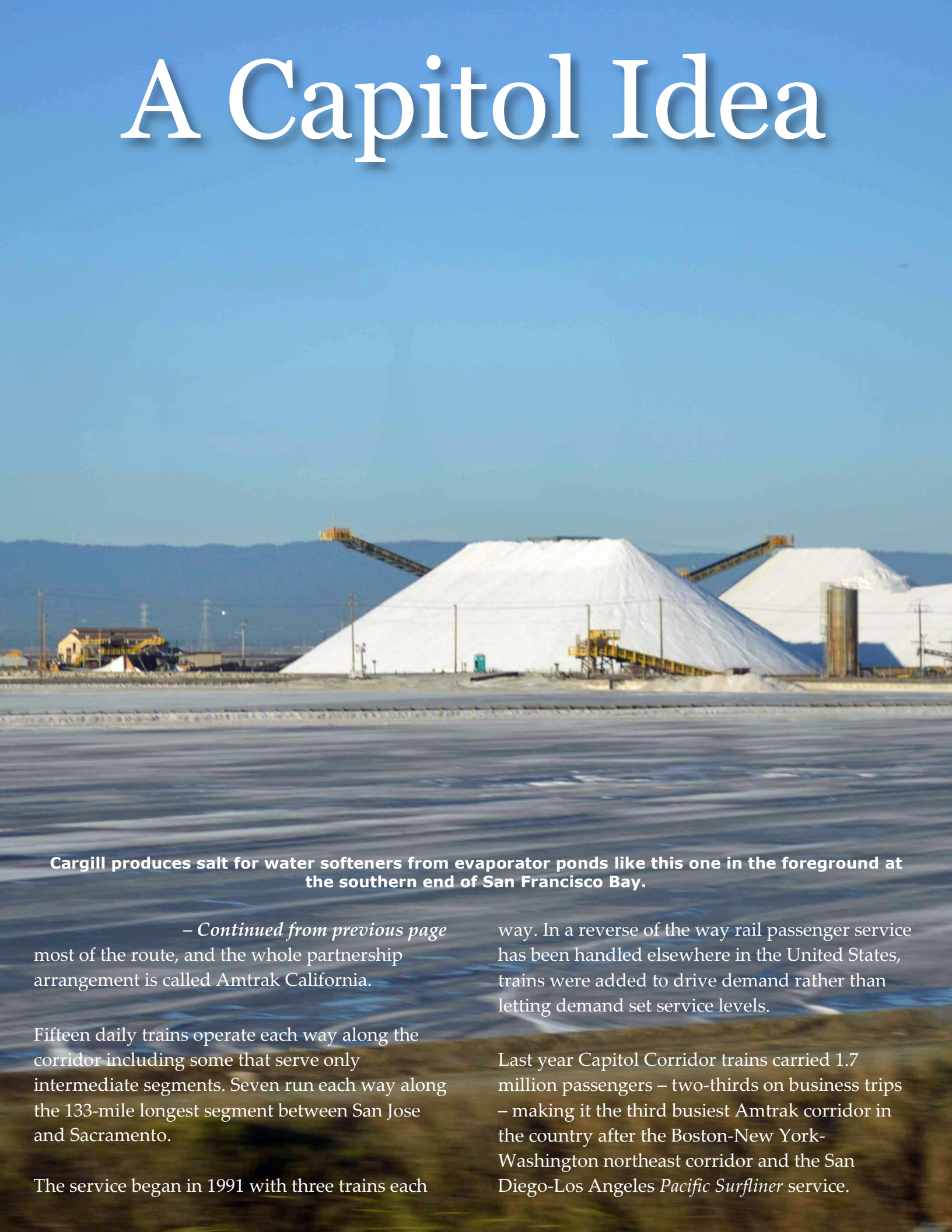
Dan and Jean Raby, Jay Evans, David McCreath, Guy Lohman and I like to look for interesting things to take pictures of, and the *Capitol Corridor* trains we took to Sacramento were at least as interesting as why we went there.

Amtrak operates this rail service over a 170-mile Union Pacific Railroad corridor originating in California's first state capital, San Jose, through Sacramento, the current capital, to its termination in Auburn. It serves all the other state capitals either directly (Benicia/Martinez) or via bus connection (San Francisco and Vallejo). The state owns the custom-built passenger cars and locomotives, paid Union Pacific to double-track

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The Panamanian-flagged *Aegean Leader*, an automobile carrier, is docked at the Port of Benicia as we cross the Benicia-Martinez drawbridge. Cars off-loaded at Benicia are loaded into Union Pacific auto rack trains for shipment north and east. The ship, owned by NYK Line, sailed from Toyohashi – Japan's largest shipping port for Toyota and Mitsubishi automobiles – on Sept. 9 and stopped in the Port of Long Beach, Calif., on Friday, Oct. 3. This picture was shot Saturday, Oct. 4. Sunday, www.marinetraffic.com showed the ship sailing west across the Pacific, presumably back to Japan.

A Capitol Idea



Cargill produces salt for water softeners from evaporator ponds like this one in the foreground at the southern end of San Francisco Bay.

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most of the route, and the whole partnership arrangement is called Amtrak California.

Fifteen daily trains operate each way along the corridor including some that serve only intermediate segments. Seven run each way along the 133-mile longest segment between San Jose and Sacramento.

The service began in 1991 with three trains each

way. In a reverse of the way rail passenger service has been handled elsewhere in the United States, trains were added to drive demand rather than letting demand set service levels.

Last year Capitol Corridor trains carried 1.7 million passengers – two-thirds on business trips – making it the third busiest Amtrak corridor in the country after the Boston-New York-Washington northeast corridor and the San Diego-Los Angeles *Pacific Surfliner* service.



Crossing a slough in the Sacramento River Delta near Suisun/Fairfield.

| Amtrak California Passenger Cars | | | |
|---|-----------|---|---|
| Typical consist order (west to east): Locomotive, coach, coach/baggage, café, coach, cab/coach. All trains WiFi equipped. | | | |
| Type | Numbers | Car Naming System | Accommodations |
| Coach | 8001-8032 | California rivers: Sacramento, San Joaquin, American, San Gabriel, Kern, Merced, Russian, Stanislaus, Santa Ana, Truckee, Yuba, San Lorenzo, Klamath, Colorado, Salinas, San Luis Rey, Tuolumne, Trinity, Eel, Feather, Kings, Pit, Calaveras, Consumnes, Mokelumne, Petaluma, Smith, Mad, Pajaro, Noyo, Mattole, Santa Clara. | Upper level: 76 seats (6 groups of 4 around tables, 2 groups of 4 w/out tables). Lower level: 13 seats, 2 restrooms, 3 bicycle racks. |
| Coach/baggage | 8201-8206 | California bays: San Francisco, San Diego, Bodega, Drakes, Monterey, Humboldt. | Upper level: 76 seats (6 groups of 4 around tables, 2 groups of 4 w/out tables). Lower level: 7 seats, 1 restroom, checked baggage compartment. |
| Cab/coach | 8301-8314 | California mountains: Whitney, Shasta, Diablo, Wilson, Tamalpais, Soledad, Baldy, San Gordonio, San Jacinto, Hamilton, Palomar, Inyo, Lassen, Piños. | Upper level: Engineer & assistant engineer's compartments, 68 seats. Lower level: 7 seats, 2 restrooms, 13 bicycle racks. |
| Café | 8801-8814 | California valleys: San Joaquin, Sacramento, San Gabriel, Napa, Yosemite, Salinas, Imperial, Coachella, Santa Maria, Owens, Antelope, Sonoma, San Fernando, Mission. | Upper level: Galley, 48 seats at window-facing tables, booths for 2, 3 and 4. Lower level: 1 restroom, table seating, storage. |



MAIN: For years after the completion of the transcontinental railroad to Sacramento in 1869, San Francisco-bound passengers finished their journey with an overnight steamboat trip down the Sacramento River and across the Bay. The *Delta King*, now permanently moored in Sacramento as a floating hotel and restaurant, served this route from 1927 until 1940.

INSET: Lunch on the *Delta King*. L-R: The Rabys, Guy Lohman, Jay Evans and David McCreath.

