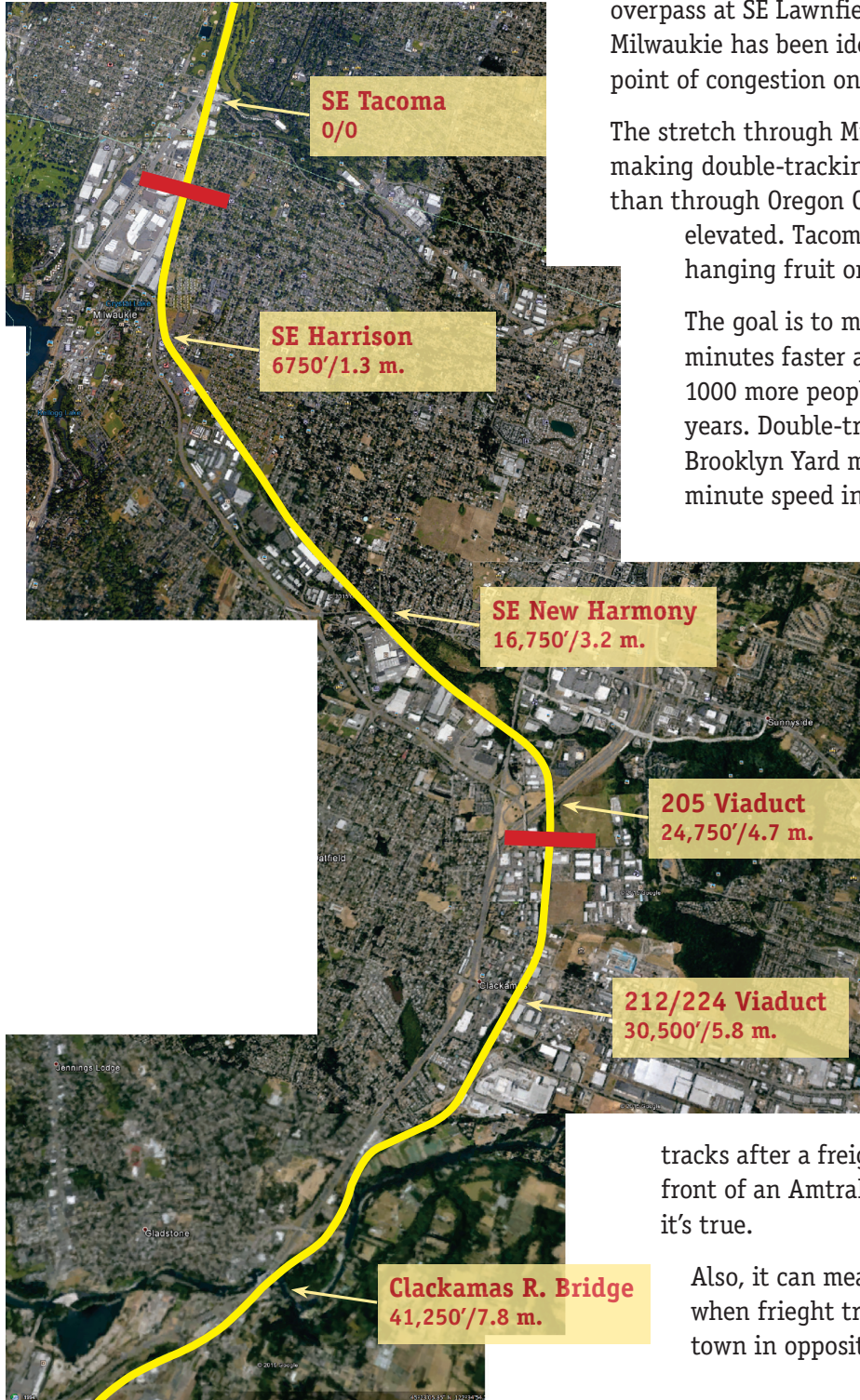


Dear AJC Board & Neighbors,

I want to follow up some comments I've made to people at the city, elected and staff, and from a talk I gave to the Historic Milwaukie NDA last Monday about double-tracked rail through Milwaukie. I'm speaking about my experience with the Oregon Passenger Rail CAG.

Here's the UP Main Line. The double track stops at SE Malcolm and picks up again just past the 205 overpass at SE Lawnfield. The stretch through Milwaukie has been identified as the biggest point of congestion on the Eugene/Portland run.



The stretch through Milwaukie is also at grade, making double-tracking much more attractive than through Oregon City, which is mostly elevated. Tacoma to 205 is the lowest-hanging fruit on a UP Main Line upgrade.

The goal is to move 1000 people 10 minutes faster and maybe attract another 1000 more people over the next 20 years. Double-tracking the 4 miles out of Brooklyn Yard might make up 5 of that 10 minute speed increase. It will certainly

improve the flow of freight traffic in the West Coast corridor.

Freight trains are slow getting out of Brooklyn Yard and slowing down getting into the yard. Imagine seeing the end of one slow train getting up speed heading south only to find the front end of a northbound slowing up for Brooklyn.

And, on double tracks, people get killed stepping onto the

tracks after a freight clears only to step in front of an Amtrak. Not really relevant, but it's true.

Also, it can mean much longer delays when freight trains are passing through town in opposite directions.



So where to from here?

We need a viaduct under the UP line near the public safety building. I talked to Brett and Bill about this at the volunteers' dinner. We talked about Oak and Harrison. I talked about what my town in Illinois did back around 1960.

We were a town that grew from 11,000 to 30,000, where it stabilized. Unlike Milwaukie, which was built on Milwaukie Bay on the Willamette, Northbrook was built on the Milwaukee Road main line north from Chicago. A double-tracked railway, carrying freight, commuter rail and Amtrak bisected our original downtown.

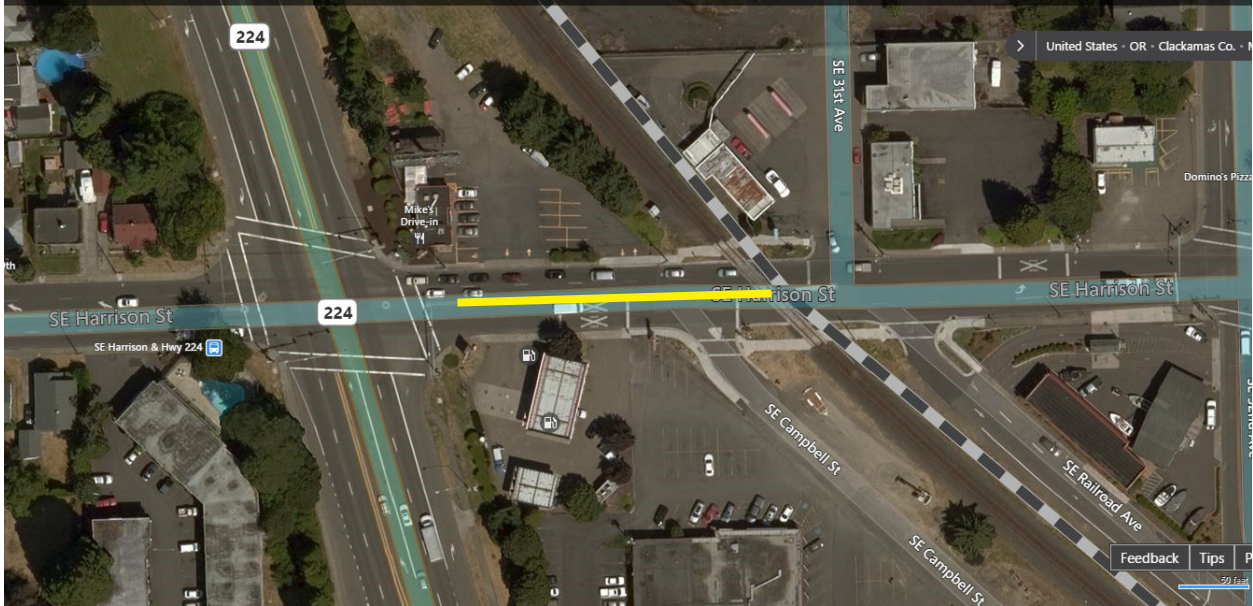
Our police and [volunteer] fire were on the west side and we needed a viaduct under the rail for public safety. I want to compare the Northbrook Cherry Lane viaduct with the Harrison, Oak and 37th UP crossings. It is not an exact comparison, as our Northbrook viaduct went under an embankment, way easier than going underneath a grade-level road bed. The following pictures are on the same scale from Bing Maps.



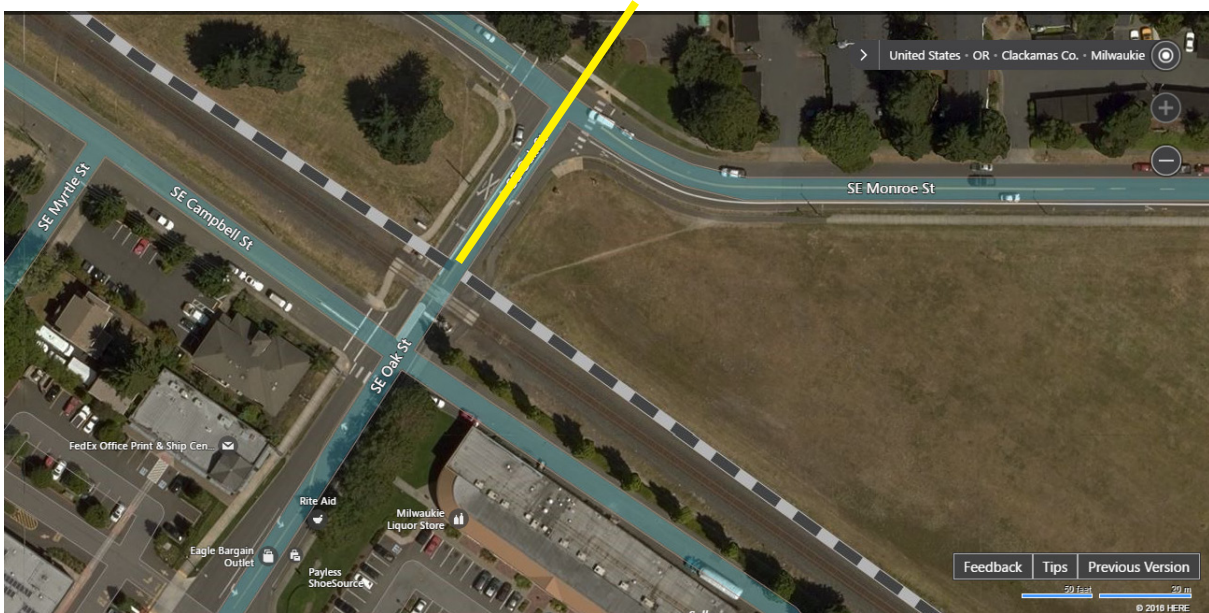
Cherry Lane, Northbrook, Illinois.







Above is Harrison and below is Oak. The yellow line is the same distance as the Cherry Lane Viaduct, which went under an embankment and not at grade level. There is, I think, little way you could dig under the UP line at Harrison, Monroe or Oak, in spite of what I might have said to Brett or Bill earlier.



The only crossing that could easily accommodate a viaduct—or, more likely given the slope, an overpass—near the Public Safety building is the 37th crossing, in my admittedly amateur opinion. At any event, I would certainly start examining the engineering on this before the UP pops their government-funded upgrade plan. [See 37th photo on following page.]

You guys are all great.

Russ Stoll



37th Avenue, the only place with room. And this is based on cutting under an embankment. And overpass may work better here. Railroad Ave. could cross at grade level here with the railroad and then other connections could be made.

Good luck!