

[Amtrak service on FEC stalled as money shifted elsewhere](#)

Sun-Sentinel- Feb 22, 2013

But federal funding never became available, and the state money set aside is no longer dedicated to that project, said Fred Wise, director of the Florida Department of Transportation's Florida Rail Enterprise.

[A Day In The Life Of 3 Million London Commuters, In 1 Minute](#)

The Atlantic: Cities Feb 19, 2013

How do you make some useful sense of the patterns in a dataset that large? For one thing, you visualize it.

[Study: LRT ridership gains are spectacular](#)

RailwayAge Magazine (blog)-Feb 18, 2013

But some of the LRT results were really spectacular. St. Louis's St. Clair Extension of Metrolink, for example, was racing towards its ridership goals at over 7 times the predicted rate; Minneapolis's Hiawatha line (pictured above) at six times; and Denver's Southwest LRT at more than 6 times.

[Expo Line West Rising \(construction photos\)](#)

LA Observed Feb 18, 2013

[Still No Cell Phone Coverage For SF Muni But LA Metro Considers Plan](#)

The Transit Wire Feb 22, 2013

The San Francisco Chronicle says it's like being stuck on a desert island. San Francisco Muni (CA) has no cell phone coverage in its tunnels or underground stations and no plans to change.

[Plan for trolley linking Fairfax and San Rafael to be studied](#)

Marin Independent Journal- Feb 23, 2013

SAUSALITO ARCHITECT Allan Nichol and former San Anselmo Councilman Peter Breen would like to take Marin County back to the future by constructing an electric trolley system that would run from Fairfax through San Anselmo all the way to San Rafael.

[Beverly Hills Sues Federal Government Over Subway Aimed At Local High School](#)

LA Weekly Feb 21, 2013

The city announced this week that it is suing the Federal Transit Administration (FTA) for approving the Metro subway's Westside extension funding eligibility while relying on a "flawed" environmental-impact report:

[Transit News Shorts From Around The Region: FlyAway Fare Hike, Najarian v Antonovich, LOSSAN And More...](#)

StreetsBlog LA Feb 20, 2013

Here are tidbits and some updates on transportation happenings in our region.

I got what looks to be a press release about another reroute of the Startlight. I don't have any information who released this but this has created some excitement. NB

Trackwork - train 11 detour Oakland - Los Angeles in March and April

February 21, 2013

The Union Pacific Railroad will be replacing over 27,000 ties south of San Jose on a number of dates in March and April 2013. To accommodate the work:

On the following dates –

Wednesday, March 13 through Friday, March 15
Sunday, March 24 through Saturday, March 30, and
Monday, April 8 through Wednesday, April 10 (this subject to change if the work ends early) –

Train 11 will detour from Oakland to Los Angeles through the San Joaquin Valley and Tehachapi Pass , missing all stops in between. The origin date of affected trains from Seattle is one day earlier than shown above.

No alternate transportation will be provided to missed stops, however, passengers may use frequent Capitol Corridor trains, California Coast Thruway service, and Pacific Surfliner trains, both for local travel between Oakland and Los Angeles , and for connections from train 11. Arrow shows these connections; display availability for the passenger's specific day of travel to see them.

Train 14 operates through the work area after the work is done for the day and will operate on its normal route.

[Korean Mass Transit Moving Towards Wireless Power](#)

Slash Gear Feb 18, 2013

The world is slowly making the switch over to electric power, and while some mass transit systems have been powered by electricity for a while, it’s usually delivered through overhead cables that connect to the buses and trains at all times. However, Korea is moving away from overhead cables in favor of wireless power to its mass transit vehicles.



This is the 572 seven minutes late at Oceanside with the one remaining low level trainset for the Surfliners. This older equipment would be great for start up service or non-corridor service without high level platforms. But with manual doors needing train crews to monitor and high narrow steps makes for slow loading particularly for people with mobility problems this equipment often runs late. On a busy

corridor with low level platforms to run trains on time and quickly needs low floor loading cars with many powered doors. Photo by Noel T. Braymer

We Get Email

Re: LAUS run through tracks needed for north-south trains

Consider the practical benefits of improving service for all of Southern California by prioritizing the north-south flow through project at L.A. Union Station. This would speed up service for all of us in this area; which in turn would attract more rail passengers and with it the needed additional revenue to help solve the many local problems expeditiously on a one by one basis. Furthermore it would attract more freight business away from our clogged highways.

Charles H. Cheyney

The planning for the new run-through tracks at LAUS are being designed to allow trains to connect with all the tracks in downtown Los Angeles in at one throat track and out the other. NB

Opinions expressed in this newsletter are those of the authors and not necessarily those of the Rail Passenger Association of California.

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