

vehicles to make them compliant with the California Public Utilities Commission's standards for light rail vehicle brake rates. These specially-made brakes are unique to California and are not found on any of the approximately 600 other similar models running in Europe. Once mechanics and engineers saw the "unusual wear pattern" on the discs about a year after the SPRINTER began service, they started planning for their eventual replacement -- "when the time came," according to Berk's email on March 10, 2013.

["Operation Lifesaver" Railroad Enforcement Detail in San Diego](#)

ScoopSanDiego.com-Mar 18, 2013

Operation Lifesaver Southern California representatives will pass out train safety flyers at both intersections to promote railway safety.

[American Society Of Civil Engineers](#)

2013 Infrastructure Report Card

[California Report Card](#)

Grade: C, "California has 1,395,563 annual unlinked passenger trips via transit systems – motor bus, heavy rail, light rail, and commuter rail," with 68% of roads in poor or mediocre quality costing motorists \$586 per hour and 2,978 structurally deficient bridges

[Parking Is Hell: A New Freakonomics Radio Podcast](#)

Mar 13, 2013

The episode begins with Stephen Dubner talking to parking guru Donald Shoup, a professor of urban planning at UCLA and author of the landmark book *The High Cost of Free Parking*. In a famous *Times* op-ed, Shoup argued that as much as one-third of urban congestion is caused by people cruising for curb parking. But, as Shoup tells Dubner, there ain't no such thing as a free parking spot:

[The Economic Case For Rail Subsidies](#)

The Atlantic: Cities Mar 18, 2013

Germany recouped its public investment in rail through environmental and public health savings alone.



This is the view from the current end of the Expo Line at Culver City looking across Venice Blvd. The construction has started on the of extension of the elevated structure over Venice Blvd as can be seen in this photo. The plan is to open service to Santa Monica by 2015. Photo by Noel T. Braymer

We Get emails

Re: Star Light and the Starlight

THANKS for your always relevant and interesting RR news.

I am an astronomer (The Olde Stargeezer) and with your Starlight email headline...

It took me about at least half a minute to wrap my head around the fact that, of course you are referring to the Coast Starlight... tee hee...

Thanks again amigo



Victor Sunstar astronomer writer creator

When trying to write a headline it is hard to write a short sentence without dropping a few words. NB

Re: Coast Daylight would be a boon for Cyclists

Regarding the proposed extension of a Surfliner run up to San Francisco, one major benefit would be providing an easy way to bring bikes on board from NorCal to SoCal. Presently the long distance Starlight requires bikes to be disassembled and boxed, and bikes can only be carried to and from stations with checked baggage service. Bikes on board are a natural partner of trains as they extend the range of travel and solve the "last mile" problem at the destination.

While the San Joaquin trains can carry several bikes, the present bus connection to LA requires one to put bikes in the luggage compartment, where there is risk of damage and also little space - a full bus with 50 passenger's bags has room for at most 1 bike. In contrast, each Surfliner car can handle 3 to 6 bikes, and some Capitol Corridor cars up to 12. Perhaps this is an issue we can work with bike advocacy groups on.

Alfred Twu

Berkeley, CA

I like the idea of bike rentals and storage lockers at stations, saves room and bother carrying a bike with you. The Coast Daylight has been in the works for over 20 years and it will take political muscle and money to get the cooperation of the UP to get it on track. My first train ride back in 1978 was after a bike ride from Los Angeles to San Diego . I took the train back with the bike in the baggage car because I didn't feel like riding back home. NB

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