

more up-front investment from the state before they get to the point where it's really ripe for Chinese or any other outside investment."

This means California is going to have to raise funding to build a new fast rail line between Palmdale and Bakersfield first before anybody is going to invest in California High Speed Rail. But we need that link for a real inter-California Rail service. NB



This is a blow-up of a recent drawing from the CHSRA showing the proposed new high speed tracks in Fresno. This is suppose to be by Shaw Avenue which is in northern Fresno. The HSR tracks are suppose to split off of the BNSF in south Fresno and be near the UP Mainline for most of Fresno. But this picture shows both a San Joaquin Train and Santa Fe locomotive on a railroad next to the HSR tracks? Does someone know something that I don't? NB

We Get Emails

Re: Rail Passenger News

As a resident of the Coachella Valley, rail service is not at the top of my weekly concerns, because, of course, there is none local or regional nor likely to be any for the foreseeable future. Never-the-less, the possibilities of rail travel in other locations are of interest to me and therefore the extensive passenger rail news of your Newsletter is much appreciated. Thank you.

Michael Howard Palm Springs, CA

You are Welcome. NB

Re: Surfliner Commuter Trains

For years I have campaigned to have more Surfliners stop at Moorpark and Camarillo en route to/from Santa Barbara/Goleta. The reason given for omitting these stops is that it would overly lengthen travel time for the longer distance passenger. This even though Ventura County does not support weekend Metrolink service, leaving those stops under-served.

I find it puzzling that the NCTD has the clout to get Surfliners to stop at Coaster stations in San Diego County.

Don Bing

The clout the NCTD has boils down to having local sale tax money which Ventura County does not have and the possibility they could derail the new LOSSAN JPA if they didn't get what they want. What is most disturbing is this "plot" is it has been largely hatched in secret with little

public notice and no critical analysis. The Surfliner morning express disaster was predicted yet was only fixed with the April 2013 timetable. Not only will both connecting Surfliners to the Coast Starlight become Coasters, but also the Southbound 790 which is the afternoon departure from San Luis Obispo to San Diego. These 3 trains are some of the more productive Surfliner trains and these extra stops will add few big ticket long distance passengers but likely turn many more away. NB.

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

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You can send your comments to me at nbraymer@railpac.org

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