
Subject: Surfliners are not commuter trains!

From: Rail Passenger Association of California (noelnoelt@cox.net)

To: ntbraymer@yahoo.com;

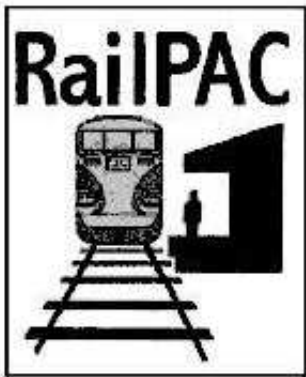
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RailPAC Weekly E-Newsletter for April 8, 2013

Edited by Noel T. Braymer

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If you would like to subscribe to the E-Newsletter just send me your name and email address to nbraymer@railpac.org



Rail Passenger Association of California
www.railpac.org
Traffic? Gas Pains? We need more Trains!

2014 Enhanced Amtrak

- Stops at All COASTER Stations
 - Weekdays: Six Trips
 - Weekends: Six Trips

Annual Corridor Benefits

	Diverted Trips	347,000
	Diverted Passenger-Miles	30,000,000
	Diverted Vehicles	290,000
	VMT Reduction	25,000,000
	Gallons of Fuel Saved	1,001,000

CAMP PENDLETON/CROSS COUNTY RIDERSHIP FORECASTS - 2013



Station	Ar	DP	12 15P	3 35P	4 55P	7 10P	7 15P	9 45P
LOS ANGELES, CA	222	● 6, 07	11 10A	12 30P	3 00P	4 10P	5 10P	7 30P
Fullerton, CA	248	● 6, 07	11 39A	12 59P	3 29P	4 39P	5 39P	7 59P
Anaheim, CA (Disneyland®)	253	● 6, 07	11 48A	1 08P	3 38P	4 48P	5 48P	8 11P
Santa Ana, CA	258	● 6, 07	12 02P	1 17P	3 46P	4 56P	5 57P	8 19P
Irvine, CA	268	● 6, 07	12 17P	1 29P	3 56P	5 07P	6 09P	8 32P
San Juan Capistrano, CA	280	● 6, 07	12 36P	1 43P	4 11P	5 22P	6 22P	8 48P
San Clemente Pier, CA	288	○	12 46P	1 53P	4 22P	5 33P	6 32P	8 57P
Oceanside, CA (LEGOLAND)	309	● 6, 07	1 19P	2 18P	4 45P	5 56P	7 03P	8 19P
Carlsbad Village, CA (21)	312	○					7 03P	8 19P
Carlsbad Poinsettia, CA (21)	316	○					7 03P	8 19P
Encinitas, CA (21)	321	○					7 03P	8 19P
Solana Beach, CA	325	● 6, 07	1 38P	2 33P	5 02P	6 12P	7 25P	8 41P
Sorrento Valley, CA (21)	332	○					7 25P	8 41P
San Diego (Old Town), CA	347	○ 6, 07	D2 16P	D3 07P	D6 55P	D7 57P	D10 16P	D10 16P
SAN DIEGO, CA (Tijuana)	350	● 6, 07	2 25P	3 15P	5 47P	7 03P	8 05P	10 24P

*This train operates only on Saturdays and Sundays

Amtrak has already listed all the Coaster Stations in the latest April 1, 2013 Surfliner Schedule . It has the footnote : (21) Service begins at a date to be announced. **That won't confuse anyone will it?**

This is a really bad idea from North County Transit District to have 3 of the 11 Pacific Surfliners in San Diego County make all the Coaster Train stops and becoming in effect commuter trains. The Surfliners are corridor trains. Commuter trains such as the Coaster work best with lightweight equipment and locomotives geared for high acceleration but lower top speeds than corridor trains. Adding these 5 stops will raise the running time of these trains to almost 3 hours between Los Angeles and San Diego if they are on time. That is a commuter train average speed of 43 miles per hour. Trying to make these extra stops with short distance between them will likely disrupt schedule keeping for these Surfliners. The most profitable market for the Surfliner is extended service north of Los Angeles up to San Luis Obispo and bus connections to the Bay Area, San Joaquin Valley and beyond. Over a billion dollars has been spent improving the railroad between Los Angeles and San Diego for reduced running times in this corridor. In

spite of this **running times today are still slower than before 1979!** With the future run-through tracks at LAUS, quick passenger loading equipment and no more than 7 station stops with short dwell times the Surfliners should have running times of 2 hours and 15 minutes between Los Angeles and San Diego. That is an average speed of 56 miles per hour and almost as fast as auto travel. What are needed are sweep trains, local all stop trains that meet with faster trains like the Surfliner to allow passengers to transfer quickly from all stations. As it is current Surfliner running times are held back because to make the current 11 daily train schedule older, slower to load cars and long distance train locomotives with slower acceleration are used on some of these trains. As acknowledged by Amtrak the "morning Surfliner Express" use of this equipment often caused late running trains. The Surfliners would be better off running fewer frequencies but with the proper equipment for faster running times with improved bus connections and travel north of Los Angeles. Some of these Surfliner time slots could be used to run all stop service as a joint Metrolink/Coaster service and equipment between Los Angeles and San Diego. The Surfliners are State supported trains meant to serve the interest of the whole State not just one county. The measure of the Surfliners value is not in headcounts but in revenue. Despite stagnant ridership the Surfliners have been able to increase revenue because of growth in longer distance travel. Under the Rail2Rail program Amtrak will gain the princely sum of \$4.25 per head for each Coaster pass rider, riding this train while discouraging trips from San Diego to Los Angeles at \$37 and higher for longer trips! Why would the other passengers want to pay \$37 for commuter service? Turning 3 Surfliners into a commuter trains may save one county money to expand its commuter service but cost the State income by discouraging higher income ridership of these trains. NB

[SPRINTER Funds Used For Buses — And Studies](#)

KPBS- Apr 3, 2013

SAN DIEGO — Money that was budgeted to fix the brakes and pay for other maintenance on North County Transit District's SPRINTER was instead used to pay for buses and transit studies, the KPBS and inewsourc Investigations Desk has learned.

The SPRINTER, a passenger train system that runs between Oceanside and Escondido, has been shut down since March because of worn brake rotors.

[Sprinter back to tracks for tests](#)

U-T San Diego- Apr 4, 2013

This week, the agency hopes to install newly arrived 100g split disc rotors on one of its 12 Sprinter trains, according to a blog post by Tom Tulley, the agency's safety chief.

[Bullet train draws a bull's eye on downtown Bakersfield](#)

Bakersfield Californian-Apr 2, 2013

California High Speed Rail officials have released a preliminary track alignment through Bakersfield that would steer clear of several notable local sites but would require the bulldozing of others.

[Madera County drops suit against high-speed rail](#)

Fresno Bee- Apr 1, 2013

A divided Madera County Board of Supervisors voted Tuesday to drop the county's lawsuit against the California High-Speed Rail Authority.

[Rail board to talk routes in Fresno](#)

Fresno Bee- Apr 3, 2013

Engineers' recommendations for high-speed train routes around Chowchilla and Hanford will be presented Thursday when the California High-Speed Rail Authority's board meets in Fresno.

[Engineers suggest west-of-Hanford route for high-speed trains](#)

Bakersfield Californian- Apr 3, 2013

The authority's board will receive a report about the proposed route when it meets Thursday in Fresno. The board is not expected to formally vote on a preferred route until May.

[California high-speed rail costs soar again -- this time just for planning](#)

Contra Costa Times- April 2, 2013

California rail leaders said Tuesday it will cost an extra \$97 million in office and field work to design the rail line, which has famously seen its construction cost double to \$69 billion since voters approved it five years ago. The extra state and federal funds set aside for planning will wind up in the pockets of private consulting firms, including some that earn billions of dollars in annual revenue.

[High-speed rail a highlight of Brown's China trip](#)

Ventura County Star- Apr 4, 2013

Brown and the business leaders who are accompanying him on the seven-day trip plan to ride the Chinese system. Brown said he would welcome Chinese investment in California's high-speed rail project, or anything else.

"I'm open. I'm going there, if they want to invest," he said. "I think we've got to get it further down the road before people want to come in and invest in it. Maybe they can buy part of it at some point."

[Police called after naked woman on Amtrak train refuses to put ...](#)

Today's TMJ4-Apr 3, 2013

OAK CREEK - Employees and passengers on an Amtrak train got more scenery than they bargained for last week when a woman disrobed, sat ...

This is a common symptom of mental illness. NB

[Poll shows GOP love for Amtrak ...](#)

Politico- Apr 5, 2013

AMTRAK POPULAR IN GOP STRONGHOLDS: Any keen MT reader knows that Amtrak isn't the most popular thing for some Republicans.

Long Distance Rail service which serve many rural areas are very popular and ignored too often by Amtrak management. NB

[The Railroad Destroying Santa Margarita River](#)

Story by Noel T. Braymer

Finally this year, 2013 the new double track railroad bridge over the Santa Margarita River will replace the old single track bridge there since 1916. Well not exactly, the current bridge is a hybrid wood trestle bridge with a steel truss span in the middle which is what most people see from the I-5 when driving through Camp Pendleton. The bridge before 1916 was washed away that year. Only 10 years later in 1926 the center span of the bridge was washed away so that only the wood trestle part of the current bridge dates to 1916. So from 1926 until today this entire bridge has survived the wrath of the Santa Margarita.

[A First Look At The "Grand Central Station" Of San Francisco](#)

Fast Company Design

This spring, a slew of new renderings and videos give us a glimpse of some of the project's details.

[Crews on verge of completing final bridge at San Francisco ...](#)

San Francisco Examiner-by Mike Billings-Apr 2, 2013