



This is the crossing of the old ATSF at Azusa, California over Foothill Blvd between Pasadena and San Bernardino. This line is being rebuilt to extend the LA Metro Gold Line 11 miles from Pasadena to Azusa. This \$810 million dollar project is one of the least expensive Light Rail Projects in Los Angeles County with lower population density and less need for tunnels or elevated grade crossings. Completion of the project is expected by 2015. Photo by Noel T. Braymer

We get Emails

Re: LA Union Station renovation

Stop wasting money and get the high speed train up and running then do these things. DARN IT
Donald Heffernan

Re: LA Union Station renovation

The curvature looks like it was laid out by an urban planner or someone similar who has never laid out a railroad curve. Appears to be way too sharp to handle anything but a trolley car.

Shades of the AlamoDome project at SAS ("just jog the tracks over a block")

Dr. Bill Hamilton P.E.

Austin, Texas

What has me concerned and what so far no one has mentioned is the drawings don't show in clear detail the new run-through tracks for LA Union Station. These are planned to be built long before HSR will be built. Maybe I'm dumb, but I can't see the need for separate HSR platforms if you have 8 run through tracks at LAUS. CHSRA is talking about 5 to 8 trains an hour when up to speed. The Chunnel is double tracked and is designed for 20 trains an hour or one train every three minutes in each direction. Crossrail in London will be a suburban rail service with 24 trains an hour. Do they need more than 2 tracks to run those trains at most stations in London? The new HSR tracks will save a few minutes maybe at LAUS, but could cost billions extra to build. NB.

Re: Question on the LAUS redevelopment plans?

It is mentioned that the parking in front of the station is to be replaced with open space. That is all well and good, but where are people supposed to park when they have to drive to the station? What about pickups and drop-offs and other shorter term parking? Do airports close off parking lots and cater only to transit riders? I am sure that there is still some parking in the area, but let's not go overboard trying to force transit use! There are some legitimate needs for driving and parking and I think that should be recognized and published as part of the overall plan.

Ralph James

There are parking structures at Union Stations now, they are underground or out of sight. We will see if there are plans to increase parking as part of these plans. The LAUS redevelopment plans are proposals for now. It is a question of running it up the flag pole and see if anybody salutes. I think their idea is to take traffic off of Alameda Blvd which is at the front of LAUS and have more of it on the sides on Cesar Chavez Ave and the El Monte Busway. NB

Re: This country needs a 1st class rail passenger system.

It cannot be achieved by parceling out train service to individuals or individual states. We had that in the old days when passenger service was king and look what happened to that. Pres Obama apparently is in favor of a national system unlike poor visionaries like Mica.

It would take time but I believe a national system could become profitable. We see signs of it in the increase in passengers on most trains. It would take intelligent management, something lacking today. Ticketing should not be a problem if there is more than one carrier. Look distance travel in the old days usually required more than one. I traveled from NYC to Nashville for school on the PRR and L&N but purchase my ticket at Penn Station from one agent. In this modern computer age it would be a piece of cake.

I just had to throw my two cents in. Keep up the good fight.

Robert H Smith

Oceanside

Dr. Ronald Sheck wrote how Amtrak could become profitable in 1982 [Amtrak 90:A Route to Success](#). Dr. Sheck pointed out that the main problem at Amtrak was overly high overhead and not enough revenues coming from the trains. He showed how cutbacks in train service increased losses due to lower revenue while not reducing Amtrak's overhead. Dr. Sheck recommended that Amtrak be greatly expanded nationally with more service and longer trains increasing revenues faster than expenses. All transportation services have high overhead costs. But government usually covers many of these costs owning the roads, harbors, air traffic services and airports. Amtrak could save a great deal of money if it didn't own trains stations or tracks particularly on the Northeast Corridor. Amtrak is organized in theory as a private for profit company. Private companies seek to have government take over their overhead costs whenever possible. NB

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