



Sign for the train crew on the right of way at the Chapman Ave. Quiet Zone crossing in Orange, California where like in most of Orange County with upgraded crossing protection most of the time the trains horns don't have to be sounded. Photo by Noel T. Braymer

[Project promises to speed coastal rail](#)

U-T San Diego- Jun 28, 2013

Plans call for adding a third rail track and additional platform at the Oceanside Transit Center, which serves more than 1.2 million people annually, according to the San Diego Association of Governments.

This \$19.5 million dollar funded project is expect to begin construction next year and be in service by 2015. This will create a layover track and platform for Coaster and Metrolink trains and increase track capacity of the line. Also included will be a Quiet Zone crossing at Wisconsin Ave, 1,000 feet south of the Transportation Center. NB

[A Straighter Extension of Caltrain/HSR Into Downtown SF: Is it Worth ...](#)

Streetsblog San Francisco (blog)- Jun 27, 2013

But some advocates and planners say the planned rail alignment for the downtown extension of Caltrain and California High-Speed Rail, which will share tracks along the Peninsula, needs to be revisited because it includes too many sharp turns, which they say could slow the trains down and create a bottleneck.

[BART Workers Could Strike Monday](#)

NBC Bay Area-Jun 26, 2013

Bay Area Rapid Transit workers are ready to strike.

Leaders of the two unions representing BART's train drivers, mechanics, station agents and maintenance workers announced Wednesday they have voted to walk off the job if current negotiations fail.

[BART workers announce Monday strike plans](#)

SF Examiner Jun 28, 2013

Contract talks to avert a BART strike that could plunge the Bay Area into traffic chaos continued throughout the weekend after no progress Friday.

Thursday night, BART's unions gave management 72-hour notice of plans to strike if no agreement is reached by 12:00 a.m. Monday. In case of a strike, Sunday service will conclude in the wee hours of Monday, but no trains will be operational for regular Monday service.

[AC Transit Set To Strike At Same Time As BART](#)

CBS Local - Jun 29, 2013

AC Transit, AC Transit Strike, BART Strike, Strike. OAKLAND (CBS SF) — East Bay commuters have more than just a potential Bay Area Rapid Transit strike to worry about Monday morning. AC Transit issued a warning Saturday evening urging passengers to ...

[SamTrans and Caltrain Service in the Event of a BART Strike](#)

June 27, 2013

SamTrans and Caltrain riders are advised to expect delays and crowds in the event of a BART strike. Commuters are encouraged, if possible, to use alternatives such as carpools, flexible hours or telecommuting.

[San Rafael residents oppose high-density housing near Civic Center](#)

Marin Independent Journal- Jun 24, 2013

Critics of the plan to use the development area for high-density affordable housing argue it will lead to more traffic congestion, a loss of local control, put more stress on community services and result in development incompatible with Marin neighborhoods.

[OCTA Directors Still Wary of Anaheim Streetcar Price Tag](#)

Voice of OC Jun 25, 2013

The Orange County Transportation Authority board of directors Monday postponed for two weeks action that would have provided Anaheim with access to OCTA funds for the city's streetcar project because several directors remain uncomfortable with the transit system's \$100-million per mile price tag.

[Anthony Foxx confirmed as 17th U.S. Secretary of Transportation](#)

Smart Growth America Jun 27, 2013

Earlier today the Senate voted unanimously to confirm former Charlotte, NC mayor Anthony Foxx as the next U.S. Secretary of Transportation.

[How to Have More Rail Passengers](#)

By Noel T. Braymer

Simple: run more passenger trains faster, more often to more places. While you are at it also offer travel deals and discounts for rail service to fill up trains that have extra room.



2013 Steel Wheels Conference Joint RailPAC-NARP members meeting

Saturday, October 5, 2013
Port of San Francisco Community Room
Pier 40 • Embarcadero, San Francisco

10:30 am-3:00 pm with a break for lunch (*not provided*)

Doors Open 10:00 am

RailPAC members business meeting 3:00 pm

2013 Conference Program Includes

High Speed Rail – Dan Richard, CHSRA

Northern California Regional Rail – Dan Leavitt, SJVJPA

Caltrain Modernization – Marian Lee, PCJPB

Amtrak and the National Network – Robert Stewart, Chairman, NARP

For more information about Registration for the October 5th Meeting go to
[Conference Registration](#)

We Get Emails

Re: Last weeks top photo

GREAT picture of the lovely Glendale, Calif. train station. Thanks for posting!

Axel Vogt

San Diego

Thank You. It gave me something to do while waiting for my Ambus to Bakersfield.NB

Re:NASCAR Special

My wife and I took the NASCAR Special from Sacramento yesterday, went to the race, and returned on the train. We had a great time. The train appeared to simply be two five-car sets of Capitols hooked up end to end with a locomotive on each end. My wife was pleased with the conditions of the two rest rooms she visited. There was a food service car on each end with what I assume were expanded menus. I only saw conditions in cars 6 through 8. I heard of no food items being sold out. I saw no one that was rowdy or appeared to have consumed too much alcohol. However the food car I visited was extremely slow which at least in part may be the design of the food service area. The train was not more than 20 minutes later than the advertised times anywhere.

Running time from Suisun-Fairfield to the race track was about an hour and forty minutes with speeds seeming to be between 10 and 30 mph. Needless to say, it was quite scenic. The grade up and down between Cordelia and Napa Jct. seemed pretty steep like three to four per cent.

Boarding at the Sonoma Raceway needs some development although should be easy. A company with the improbable name of Amramp was hired to place a nice wheel chair ramp from one door about 30 or 40 feet to solid ground. This looked great for wheel chairs, although none was seen. It also worked great for all the passengers. But it was removed as soon as the train loaded. At other doors it wasn't so

good with some people having to negotiate a fairly steep embankment about five feet high. This trip sparks ideas of all sorts of possibilities: like connecting with the Napa Wine Train, or running Capitol Corridor trains on weekends from Sacramento to San Rafael or Santa Rosa, or Santa Rosa to the East Bay.

Michael Snyder

Sounds like a great service. The more productive new markets and connections to the California Passenger Rail Network the better. NB

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

The RailPAC Mission: Passenger Rail advocacy, Publications...both print and electronic, Representation at regional meetings, and Rail education.

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

For those who would like an additional copy of the eNewsletter with plain text (minus photos and graphics) just email me at nbraymer@railpac.org with your name and email address. NB

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