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**Subject:** No More "free" Pillows on Amtrak for LD Trains

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

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**To:** ntbraymer@yahoo.com;

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**Date:** Monday, July 22, 2013 9:30 AM

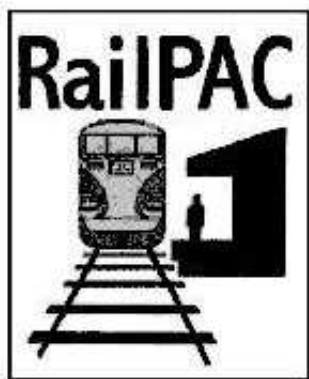
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## **RailPAC Weekly E-Newsletter for July 22, 2013**

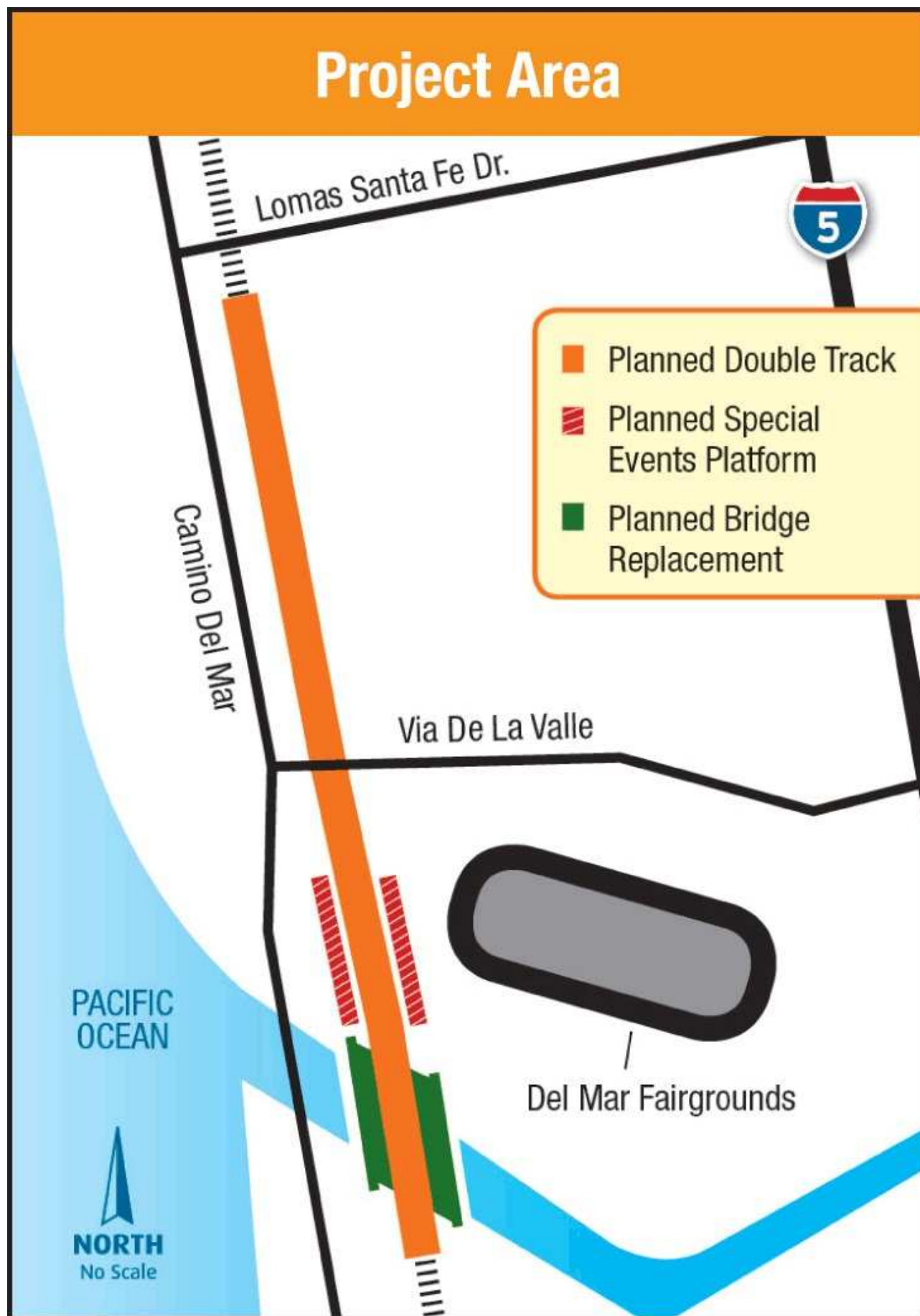
**Edited by Noel T. Braymer**

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**Rail Passenger Association of California**  
**[www.railpac.org](http://www.railpac.org)**  
**Traffic? Gas Pains? We need more Trains!**



It's Del Mar Racing Season again and 12% of racing fans (77,250) got there by train with a bus connection at Solana Beach last year. In the future there will be double tracked platforms at the

Fairgrounds for special events like horse racing and the County Fair. This is part of double tracking of this line which will include a new double tracked bridge over the San Dieguito River. This 1.1 mile of double tracking will connect the double tracking at Solana Beach to the Del Mar siding greatly improving track capacity. Now in planning, construction for this project is slated between 2020 and 2030. San Diego County plans to have 97% of the Surf Line doubled tracked by 2050. The last 3 percent requires a tunnel through Del Mar which is planned to be built between 2040 and 2050.

### [Take the Pony Express to the Del Mar Races](#)

NCTD and the Del Mar Thoroughbred Club are teaming up again this year to offer special ticket sales encouraging race fans to take transit to the track. The Pony Express ticket was so popular last year, we have expanded it to be available all race season, except opening day. And we have reduced the price by \$2. This year it is \$11 which is a 35% savings for you!

### [UPDATE: Amtrak train had two incidents before stalling in Oceano](#)

KSBY San Luis Obispo News- Jul 16, 2013

At around 4:05 pm, Amtrak says the train hit a tree north of Santa Margarita, but it continued on. Just before 5:30 pm, the train had an equipment issue related to the tree strike and stopped in Oceano. The train was delayed for 2 ½ hours before it continued south.

**First the Starlight got hit by a truck near Salinas, then ran into a tree north of San Luis Obispo. Seems the crew was able to nurse the lead unit until it got down the hill before they had to drop it off at a sliding and limp to LA the rest of the way.NB**

### [Why is it so Hard to get More Passenger Trains on the Coast Line?](#)

By Noel T. Braymer

The Coast Line between Los Angeles and San Jose is a natural for more passenger rail service. The demand is there to fill up more passenger trains. For over 15 years there have been plans to start up day service between Los Angeles and San Francisco on the Coast Line. Yet we are no closer today than 15 years ago. Why? The conventional wisdom is that it is because the Union Pacific is opposed to passenger rail service.

### [Feds: XPressWest failed to meet 'Buy America' rules for high-speed ...](#)

Las Vegas Review-Journal- Jul 16, 2013

While foreign companies might struggle to meet the Buy America requirements, LaHood said the government has encouraged loan recipients to combine their rail procurements to create a market large enough to attract domestic manufacturers. He said the priority could not be overridden, “especially given the size of the requested loan.”

Generally, nobody in the U.S. builds bullet trains. XPressWest renderings of its proposed electric trains were supplied by Bombardier, a company headquartered in Montreal, with its train division, Bombardier Transportation, based in Berlin.

“In the absence of a U.S. High speed rail network, there is little or no onshore high speed rail manufacturing capability,” XPressWest states on its website.

**These Bombardier trains are also built in China, might China be interested in a bank loan for this project? NB**

### [Harry Reid on high-speed rail project: 'It's not over yet'](#)

Las Vegas Sun- Jul 17, 2013

Sen. Harry Reid will be doing some shuttle diplomacy with the White House next week to get things moving on a suspended federal loan application for the XpressWest high-speed rail project.

### [How “Buy America” Restrictions Can Cost America Jobs](#)

streetblog.net Jul 17, 2013

Network blog Systemic Failure points to Ray LaHood's rejection of a \$5.5 billion loan application by a private group seeking to build high-speed rail between Los Angeles and Las Vegas. LaHood cited Buy America rules to justify the rejection, but ironically, that means Nevada won't be getting a whole bunch of jobs, the blogger writes:

Note that the loan was not going to be spent on the train-sets. They would have been purchased separately. But the mere fact that any non-US goods were to be used was enough to kill the project.

### [California High-Speed Rail To Have Net Zero Emissions](#)

CleanTechnica-Jul 16, 2013

The system is to run on 100% clean energy. "To estimate GHG emissions associated with the electricity purchased by the Authority for traction power, which is the power needed to propel the train along the rails, and facilities operations, the Authority assumed a mix of 20 percent solar, 30 percent wind, 45 percent geothermal, and 5 percent biogas (methane capture)." Thus the GHG emission reduction is calculated in terms of the number of passengers that choose to ride the high-speed rail system rather than use a car or airplane.

### [Mexico Sets \\$100 Billion Rail, Ports, Roads Plan](#)

ABC News Jul 15, 2013

The Mexican government announced plans Monday to invest about \$100 billion in rail, road, telecom and port projects over the next five years, including Mexico's first high-speed rail links.

### [Hitachi lands deal to supply 30 high-speed trains in Britain](#)

Asahi Shimbun- Jul 18, 2013

The value of the entire deal for the 866 high-speed train cars, which can run either on electricity or diesel fuel, totaled 5.8 billion pounds, the ...

### [German Aerospace Centre investigates ultra high-speed](#)

International Railway Journal-Jul 16, 2013

The DLR's Next Generation Train (NGT) project, designed to create a double-deck very-high-speed train, involves researchers from nine DLR institutes, including the Institute of Aerodynamics and Flow Technology in Göttingen, where model trains have been undergoing tests in specially-built wind tunnels since October 2010. The aim is to increase the maximum commercial speed of high-speed trains to 400km/h, **(248 mph)** while at the same time halving energy consumption, increasing passenger comfort, cutting aerodynamic noise, improving safety standards and reducing wear and life-cycle costs.