

government won't fund it later. The City Council could ask voters for a special tax to fund the work if the government says no, but he sees that as unlikely, too.

Bill Hart of the Coastal Advisory Committee said, "The eventual solution is either sand replenishment or the entire rail corridor will be lined with riprap."

The railroad at San Clemente both needs the beach and is a barrier protecting property along the nearby cliffs. Also the railroad is an economical way to carry sand and equipment to the beach.

NB

[Riding the Train the Day the World was suppose to End](#)

Report and Photos by Noel T. Braymer

I woke up early on December 21st and noticed that the world hadn't ended so I decided that it was good day to go for a train ride. I arrived at my local station in Oceanside for the 7:35 AM departure of Metrolink 850 to Riverside. I like this train because I can sleep later than the trains going directly to Los Angeles for the morning commute and I can also use it to go to Riverside or make a connection to San Bernardino. The 850 is never crowded and I think that is because few know about the connections with this train. Metrolink doesn't recognize the connections on its web site or when buying tickets. I'd like to see all Metrolink trains from Oceanside connect with Coaster Trains and in Orange County connect to Inland Empire Metrolink trains. This would boost ridership and increase the places you can go by train at little extra cost.

[Lawyers could profit from high-speed rail land battles](#)

Fresno Bee-Dec 26, 2012

With 1,100 or more pieces of property in the path of the proposed route between Merced and Bakersfield, lawyers who specialize in eminent domain cases could see business spike over the coming months as the state's High-Speed Rail Authority starts trying to buy land for rights of way.

[Construction contract approved for Devore bridge project](#)

Contra Costa Times- Dec 25, 2012

Construction of a \$26 million bridge over railroad tracks in Devore to end a long-standing problem of traffic delays due to passing freight trains is expected to begin in the spring.

No doubt waiting at a grade crossing at Devore in the Cajon Pass area can lead to some long waits on that busy rail corridor. NB

[Amtrak train, 358 aboard, stalls 4 hours in Oregon](#)

Sacramento Bee - Dec 24, 2012

CHEMULT, Ore. -- A passenger train running from Los Angeles to Seattle was stalled for about four hours in the snowy mountains of Southern Oregon.

[More Seattle-Everett passenger train cancelations](#)

The Seattle Times - Dec 28, 2012

Spokesman Gus Melonas says the shutdown of the train line affects Amtrak and Sounder services. The passenger line has been closed since December 17. A line used by freight trains continues to be used. Earlier this week, BNSF has said they hoped to ...

[Signal problems fixed that caused Caltrain delays](#)

Mountain View Voice-Dec 26, 2012

Caltrain officials said Wednesday afternoon that signal problem that caused system-wide Caltrain delays this morning are now resolved.

[Man On Tracks Killed By Amtrak Train Near OC Beach](#)

CBS Local-Dec 24, 2012

SAN CLEMENTE (AP) — Authorities say a man who stepped on beachfront railroad tracks in Orange County has been killed by an Amtrak ...

Death from people walking on the tracks is so common that it is rarely news. What makes this story different is this happened in San Clemente. The area by the tracks there are fenced by the beach to keep people off. The few grade crossing there are built for maximum safety so there is no need to sound train horns in San Clemente unless there is a problem. Somehow this person still walked on the tracks. NB

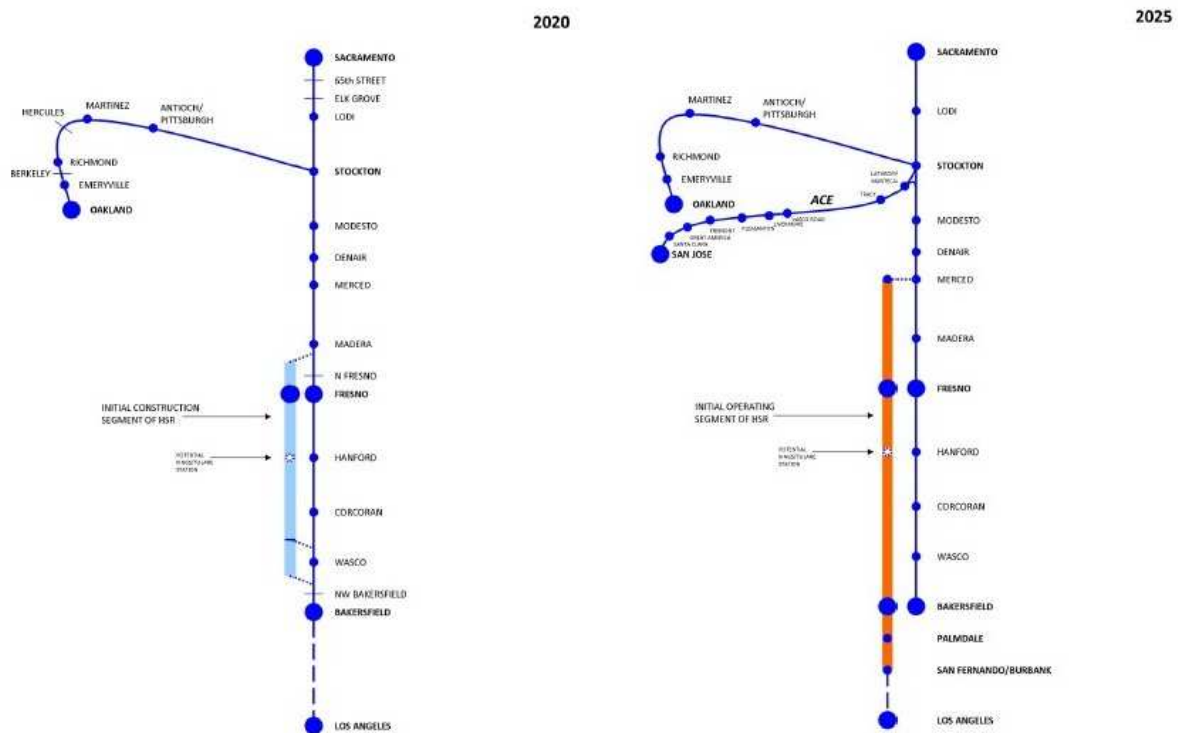
Silicon Valley's light rail among least efficient

Fresno Bee-Dec 27, 2012

SAN JOSE, Calif. -- A \$2 billion light-rail system built to serve San Jose and some surrounding cities in Silicon Valley has become among the least efficient in the country and suffers from low ridership and high operating costs.

California State Rail Plan

The State of California is putting together a new State Rail Plan, input and participation in this process from RailPAC Members is important for better future rail passenger service



These 2 maps shows what the planning as of late October 2012 is for the San Joaquin Trains and future HSR prepared by Stacey Mortensen and Dan Leavitt of the San Joaquin Regional Rail Commission.

Planning for Rail Service up to 2030 in the San Joaquin Valley

Prepared by Noel T. Braymer

Here are some excerpts from a report from October 26, 2012 by Stacey Mortensen and Dan Leavitt of the San Joaquin Regional Rail Commission. This report makes very clear that the San Joaquin Trains will continue to run on the BNSF with possible additional stops after 2020 with express trains using the new HSR tracks. It is unclear if there will be joint stations between services at Bakersfield, Hanford, Fresno and Merced after 2020. There is planning for expanded connecting ACE service and improved direct

service to Sacramento after 2020. Nothing was said about future improvements for the feeder bus services to the Valley or faster bus service to connect with express trains. With the updating for the State Rail Plan by Caltrans now underway it is critical to know what is in the works and to insure good connections are planned.

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

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