

**a great deal of travel that is not downtown to downtown which future rail service should serve. Populations of urban areas are growing because rising energy costs are making urban living more economic with lower transportation costs than driving from the suburbs. Even with this there is still a great deal of travel that is not downtown to downtown which can be quite competitive by train with average speeds just above 50 miles per hour and prices competitive with the cost of auto travel. NB**

### **Re: Getting Railroaded**

Amtrak news clippings contains a Chicago Times Editorial called "Getting railroaded" on the impact PRIIA on state rail passenger service. I copied the following from the first paragraph of the article.

“Beginning Oct. 1, the federal government no longer will subsidize Amtrak routes that run less than 750 miles. The annual cost, about \$166 million as of fiscal 2012, will shift to 14 states, including Illinois, that are served by those routes.”

The \$166 million figure, to be shared among 14 states, is either lower than the expected at \$30 million or California is skewed more than expected.

Bill Kerby

**If the cost of all State Supported Trains is \$166 million, California is already paying \$100 million or so of that for trains that have the highest ridership and revenues of all the States! The States or at least California should demand an independent audit of Amtrak's billing before agreeing to any rate hikes. This sound too much like a bill from a hospital for \$2 aspirin pills. NB**

### **Re: Welcome Sign**

I was tantalized by your caption on the last photo of the 3/11 newsletter. This is the "Welcome Sign" at San Diego for Coaster and Trolley Passengers who no longer can get to their trains going through the station but now must walk around it to get to the platforms,

What's the story? Please tell us more!

Lars Helstrom



**This is the view from the southern crosswalk across the tracks including those for the San Diego Trolley at the Santa Fe Depot. The area around the station is fenced next to the tracks with gates at both crosswalks. This gate is closed at all times except when a Surfliner train arrives or before departure for use by Amtrak passengers. This gate might make sense for crossing safety on the Trolley Tracks except the other crossing gate is always open and passengers still cross the Trolley Tracks there. As it is this gate doesn't stop people from crossing the Trolley Tracks, only from taking a direct route into the station. I don't know why non-Amtrak passengers are not welcomed at the Santa Fe Station. NB**

**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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**You can send your comments to me at [nbraymer@railpac.org](mailto:nbraymer@railpac.org)**

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