

spokeswoman said.

## [Hired guns pushing Caltrain forward](#)

San Mateo Daily Journal-Jul 1, 2013

Although the Caltrain corridor will not be electrified for more than six years, a team of engineers is busy now designing the first system needed to modernize the tracks — the Communication Based Overlay Signal System or CBOSS.



Moorpark is just one of the places Metrolink is storing some of their original bi-level cars since the delivery of newer Rotem cars. These currently surplus cars are only about 20 years old and with upgrades can easily be kept in productive revenue service for another 20. If Metrolink doesn't have plans of what to do with this equipment, given the shortage of passenger rail cars in this county, RailPAC does!  
Photo by Noel T. Braymer

## We Get Emails

### **Re: The Princeton Dinky truncation.**

The New Jersey Association of Railroad Passengers (NJ-ARP) has filed a petition with the Surface Transportation Board (STB) to prevent Princeton University from truncating NJT's Princeton Branch "Dinky."

If we are successful, this could establish a new case law precedent, applicable to all passenger rail situations where a private entity (here Princeton University) attempts to advance its own cause at the expense of the riding public.

Let's hope that the STB does, in fact, accept jurisdiction and, once it does, rules conclusively in favor of the public.

See Railway Age, Jun 25, 2013 [STB urged to halt Princeton Dinky truncation](#) "Two advocacy groups on Monday, June 24, 2013 filed a petition with the Surface Transportation Board to block New Jersey Transit Corp. and Princeton University from hacking away at NJT's Princeton Branch, a branch line linking its namesake town with Amtrak's Northeast Corridor."

Albert L. Papp, Jr.

New Jersey Association of Railroad Passengers (NJ-ARP), President

### **Re: No rail service to LAX**

Both the Green Line and Crenshaw Line will still miss LAX and require Shuttle Bus. LAWA may put in a people mover. Neither Line goes to LAUS like commented on and the Green Line is still short meeting Amtrak/Metrolink (SCRRA) in Norwalk by about 2-1/2 miles.

Remember, NIMBYs Rule! If not already, the U.S. is very close at becoming a third world country.

Bob

**The problem at LAX isn't the people in the neighborhood (NIMBYs) because the airport is moving most of the people who live by the airport out. Most of the residents in the area would love relief from the traffic congestion around LAX. LAWA, the city agency that runs LAX is largely responsible for blocking rail service to LAX all these years. Not that rail transit officials haven't helped. When the Green Line was being planned a track connection was needed to the Blue Line. A connection could have been built for service from downtown Los Angeles towards LAX in the 1990's. Instead planners deliberately put the connection between Norwalk and Long Beach which has the least need for direct service. When I asked the engineer in charge at the time of Light Rail for Los Angeles County about this his answer was in effect a direct connecting passenger service would complicate trains operations too much.**

**LAWA is going to build their People Mover. It will be used not only by Metro passengers, but also rental car customers and people using airport parking outside of the terminal area. This will cut down a great deal on the shuttle bus traffic around LAX. I am concerned about how good the connections to the People Mover will be to Light Rail. Will it be a cross platform transfer or a block and a half away, across the street and at a different level? There are 3 potential joint Light Rail/People Mover stations. One is at Aviation and Century on the planned Light Rail ROW. The second is at an airport owned parking lot with a transit bus station east of the terminals. The third would be at the edge of the terminals which would still require a People Mover transfer to most of the airport. I wouldn't want anything like the BART SFO Airport Station. It is a stub end station (always a bad idea particularly for transit) built at great expense that ends at the edge of the international terminal. To get to the other terminals requires a long walk or a transfer to the SFO People Mover. 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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