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Trains CAN use the SPTC Corridor also!

Bob Snyder

to:

Ron Briggs, Thomas Fossum, Bo Grebitus, John Knight, Ray Nutting, Russell Nygaard, Norman Santiago, Jeff Sellwood, James Sweeney, Michael White

12/07/2010 12:34 PM

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12-07-2010. Noon.

I wanted to set aside any fears that you may have of mixing Train with Trail use of the SPTC Corridor. Please take the time to read my attached letter.

Thank you,
Bob Snyder

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12-07-2010

Rail vs. Trail use of the former SP Transportation Corridor

I can understand how some folks would be opposed to mixing "Train" traffic with Bicycles, Walkers/Joggers, & Equestrian use. Please allow me to try and set those concerns aside. The railroad system in the United States is regulated by some very strict rules, one of which is Maximum Speed allowed on the tracks. This is determined largely by the type of track.

All High-speed (70 MPH) track is classified as "Class 1 Rail", in that it is "Welded Rail", where each piece of rail is welded to each other. AND they use concrete ties with Bolts holding the rail in place. This type of construction is used on "Main Line" track, such as that in place from Sacramento outward, where high speed freight and passenger trains operate.

The Placerville/ Sacramento track has ALWAYS been rated as "Class 4" track that has a Maximum speed rating of 10 MPH. The rails are BOLTED to each other and are held in place by spikes hammered into WOODEN ties. This type of construction is IMPOSSIBLE to get entirely smooth, thus the speed restrictions.

Considering that many modern bicycles can easily reach 25 MPH and more, you can see where the speed of the train has little effect on safety issues. More of a safety issue is keeping the two apart. This can easily be accomplished with a short fence. Noting that there is from 60 to 20 feet of Right of Way, there is PLENTY of room to separate the Tracks from the Trail!

While I'm on the subject of Train vs. Trail, I want to make some important facts available:

1. The "friends of El Dorado Trails" keeps referring to the dollars generated by the Trail system in Sacramento County. BUT they fail to mention that the income from the trail does NOT meet the expenses involved in maintaining it!
2. Whereas we "Train" folks not only PAY a fee (typically \$500.00 or more per "Run"), to the Railroad for use of the tracks, but in this case, also MAINTAIN the tracks at ZERO cost to the County/JPA!

Respectfully yours,

Bob Snyder