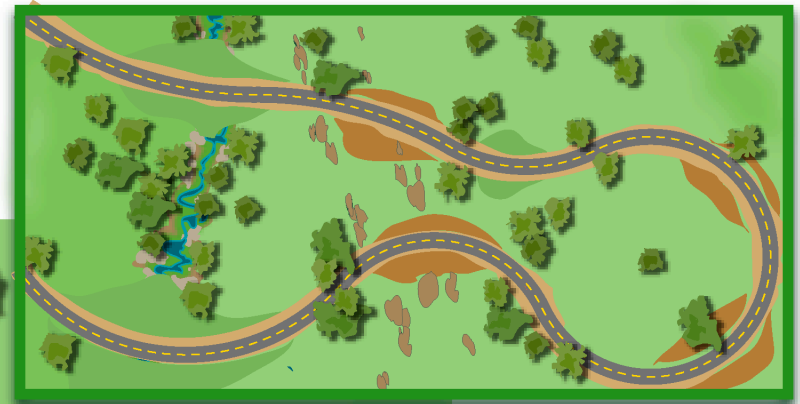


# Railway & Land

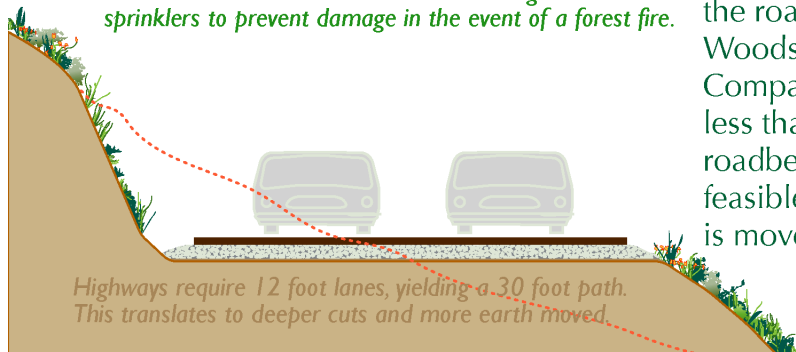
*A railway that minimizes impact and maximizes passenger's experience*



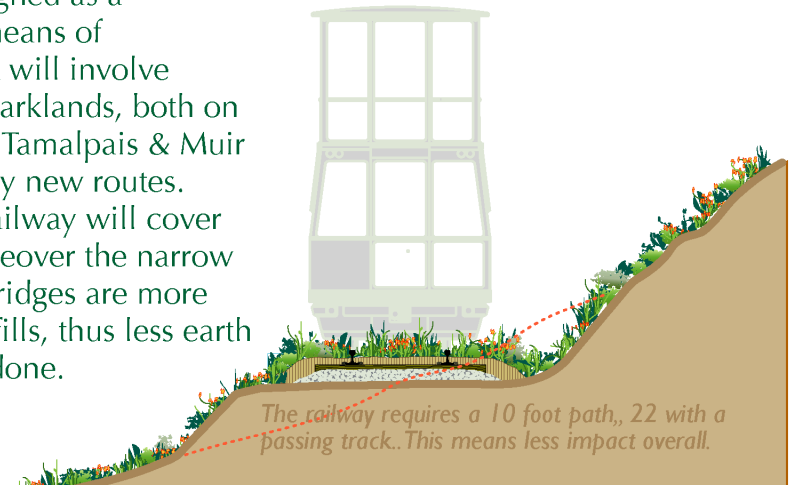
Plan at left shows a typical segment of landscaped track on the slopes of Mt. Tamalpais. A trail is shown roughly paralleling the route. Note the size of the two-car train. The tunnel at right allows the route to switchback and gain elevation. The tunnel is shown with a passing track. The other two tunnels go under a ridge. Typically the same route developed as a highway (above) would involve significant cuts and fills; tunnels and bridges would be much more costly.

Bridges will be designed as open steel arches in order to minimize physical impact on the creek environment. The steel structure will resemble a trellis, allowing sunlight to pass through. The steel will be a type that forms a protective coating of rust and doesn't require painting. In many cases vines would claim the structure. Steel bridges will include sprinklers to prevent damage in the event of a forest fire.

The Tamalpais Railway is designed as a transportation service *and* a means of experiencing the landscape. It will involve construction of new track in parklands, both on the roadbed of the former Mt. Tamalpais & Muir Woods Railroad and on wholly new routes. Compared to a highway the railway will cover less than a third the land. Moreover the narrow roadbed means tunnels and bridges are more feasible, rather than cuts and fills, thus less earth is moved and less damage is done.



Highways require 12 foot lanes, yielding a .30 foot path. This translates to deeper cuts and more earth moved.



The railway requires a 10 foot path,, 22 with a passing track..This means less impact overall.