



## Diesel Multiple Unit (DMU)

- Each train is self propelled
- Performance not affected by train length
- Top Speed 110 - 125 mph

This is from the San Joaquin Regional Rail Commission operator of ACE showing the type of equipment which is expected to reduce by more than half the running time now between Stockton and San Jose.

**RailPAC President Paul Dyson and VP North Art Lloyd announce that the 2013 Meeting will be Saturday, October 5 in San Francisco! Save the date! [Time, reservation info and speakers to be announced.](#)**

**Location: Port of San Francisco Community Room, Pier 40, Embarcadero, San Francisco, next to the ballpark.**

## We Get Emails

### **Rep. Jeff Denham Urges Shift in High-Speed Rail Funds to Northeast**

Mr. Denham clearly demonstrates a selfish, arrogant point-of-view. Trying to take away another state's funds just to benefit the already-developed rail system is wrong. True, the Northeast corridor needs upgrades, but it should Not be at the expense of another state - the state that has suffered from inadequate transportation for decades.

What right does Mr. Denham have - just to think Northeast corridor should have everything, while California should have nothing?!

California is undergoing major revitalization and rebuilding its mobility. Los Angeles and San Francisco are major cities, with density in some areas comparable to New York or Washington D.C. Also, "proven ridership" (as Mr. Denham puts it) exists not just on the Northeast corridor, but in California as well. In

fact, the L.A. - San Diego corridor is the 2nd busiest in the country, with San Joaquin / Capital Corridor - the 3rd.

California has both proven train ridership and density - the two major factors necessary for creating a successful high-speed rail. Mr. Denham is yet to learn that California urgently needs high-speed rail, to get our Golden state from the Stone age it's currently in, and to provide people mobility they deserve.

Alexander Friedman  
Hollywood, California

**These comments from Rep. Denham like much that comes out of Washington are nonsense but perfect for making headlines. There is little chance that the current money for California High Speed Rail will be diverted. To do this would require the cooperation of the administration which is unlikely. To do this through legislation would have to pass in the Senate which is also unlikely as would overcoming a likely veto. The greater issue is will money be forth coming in the future for rail service improvements for California and the rest of the county. With congressmen who play partisan political budget games over emergency relief, funding for rail projects will continue to be a fight. NB**

### **Re: Problems with TAP Cards**

Although I don't visit the Bay Area often enough to warrant buying a Clipper card, I do have a TAP card for LA Metro. The trouble with both of these systems is that they are apparently designed by computer geeks with insufficient data from "normal people", especially older normal people and normal people from other countries. We have seen delay after delay in making the TAP system fully operational. In its never ending quest to cut "platform charges" (operating personnel wage costs) the transit industry winds up with these "user hostile" (the opposite of "user friendly") systems. I realize that we can't go back to the days of conductors with change-makers and Ohmer fare registers, but some of these schemes seem to do what you suspect--discouraging casual riders from using the transit system (after all, they might have to ask the bus driver some questions! This would either slow down the trip or make the driver look like an ignoramus).

Bob Davis

**Tap Cards sound like a great idea. It would be convenient if Tap Cards from different transit agencies worked together when traveling and visiting away from home. When riding the train and transferring to transit it would be great if all ticketing could be downloaded on one Tap Card instead of stopping and buying multiple tickets on the run. As it is it has taken months to find a solution for Metrolink riders who transfer to LA Metro trains and buses in Los Angeles County. Los Angeles County has done away with paper ticketing. But Metrolink's ticket machines are not built to issue TAP Cards. Finally a solution was found by putting TAP chips in paper ticket stock for Metrolink riders. These paper TAP tickets would be a good idea for any passenger who are not regular riders who don't want a card for travel for one day in Los Angeles County. There are lots of marketing types who want to sell technology or gimmicks as solutions for sometime nonexistent problems. My father who was an electronic engineer told me when a vendor promises that a software product in the future will do such and such it means they haven't figured out how to do it yet and may never find the solution. This is what we are seeing with these TAP Cards. New products by nature are prone to problems and failures. The longer a product is in production the more reliable it becomes as the bugs are worked out. 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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policymakers at all levels!

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

**For those who would like an additional copy of the eNewsletter with plain text (minus photos and graphics) just email me at [nbraymer@railpac.org](mailto:nbraymer@railpac.org) with your name and email address. NB**

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Write:

Rail Passenger Association of California  
1017 L Street, PMB-217  
Sacramento, CA95814-3805  
Email us at [info@railpac.org](mailto:info@railpac.org)

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