

## We Get Email

### Re: Rising Train Fares

With Metrolink's board voting to increase the fares to ride on Metrolink Trains do you ever think we will see Metrolink's fares being at or even higher than Amtrak's fares? With all the increases we have with Metrolink fares it seems like the fares will match Amtrak's fares

Jerry Martin

**My concern about raising train fares is in the long run it is self-defeating. Both Metrolink and Amtrak have empty seats on many of their trains, particularly the shorter distance trains on Amtrak. Higher fares discourages ridership growth and plans to expand service. More should be done to discount tickets to fill up trains when there are plenty of seats available. This is what the airlines and bus companies do. The emphasis should be on increasing revenue with increased ridership. As Metro North in New York learned expanding service increases ridership and revenue. The same thing happened in the 70's when service was expanded between Los Angeles and San Diego on Amtrak with State support. NB**

### Re: Why China is building High Speed Rail

I've read that one of the main reasons that China has built so many miles of high speed rail is to relieve congestion on freight lines that they depend upon for export shipments.

This suggests the Chinese are doing this to deal with problems with sharing freight and passenger service. Here are some links to stories on this issue.

Norton Bell

["The overall plan calls](#) for over 12,000 km of lines in a national high-speed passenger network by 2012, plus intercity lines like Beijing-Tianjin and Guangzhou-Zhuhai that are administered separately. As that network comes online, many existing lines will become freight-only lines so overall freight capacity will be improved as well." From wiki travel.com

["The new bullet train will serve as an important link](#) between China's political center and its dynamic southern provinces, as well as with Hong Kong, the former British colony and global financial hub located just two hours from Guangzhou by commuter rail. It will also help link China's northern factories to the important southern port of Shenzhen: with more passengers opting for high-speed rail, the thinking goes, older lines can be devoted to freight that would otherwise travel more slowly and expensively by truck." Times NewsFeed Dec 26, 2012

["Railways are vital to the Chinese economy.](#) China moves 54 percent of domestic trade by train, more than any other major country. Around 2.5 billion tons of freight is carried every year and the rate is growing at a 11 percent rate a year. Most of the coal and oil is moved by train. Iron ore and coal are carried in by train to steel mills and the steel is transported out by train. " Factsanddetails.com

**With double tracking and reliable operations long distance passenger trains at speed topping at 79 miles per hour should be able to operate on major freight lines with no problems. For higher speeds up over 110 miles per hour are best run with separate tracks (such are planned between LA and Fullerton) sharing the right of way with freight and slower passenger trains. For some High Speed Rail projects using freeway right of ways in open country maybe the best choice for fast passenger service. Some freight service on higher speed passenger lines such as for Trailer on Flatcar (TOFC) for high priority freight to relieve truck traffic on freeways could also be considered. NB**

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For information about RailPAC, contact the Membership Office

Write:

Rail Passenger Association of California

1017 L Street, PMB-217

Sacramento, CA95814-3805

Email us at [info@railpac.org](mailto:info@railpac.org)

Call at **(415) 7-TRACK-2**  
(415) 787-2252

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