**Caltrain Electric Train Configuration**

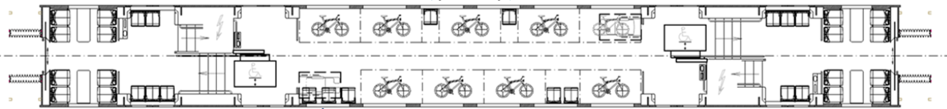
**6-car electric train, 7th car to be added is E (powered)**



B (cab) C (bathroom) D (unpowered) E (powered) F (unpowered) A (cab)

**Caltrain’s Approved Layout: Two Bike Cars**

D/F car (unpowered) -- two per trainset

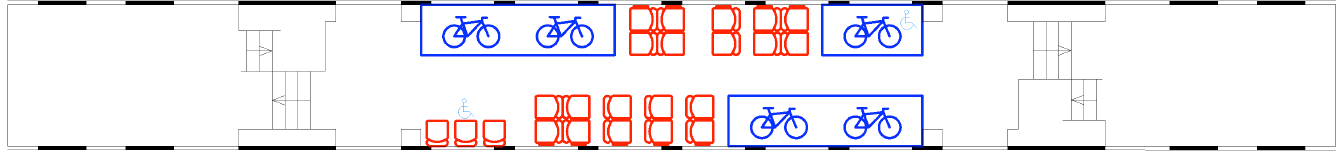


*Problems:*

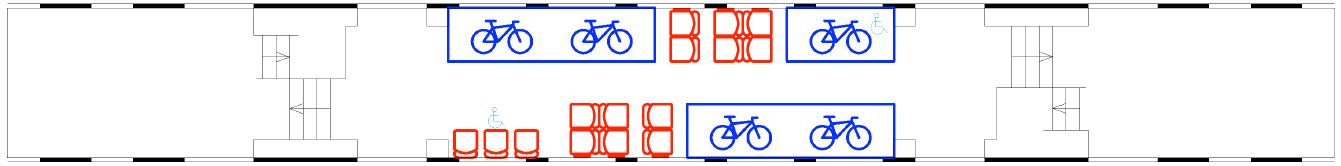
* Increases risk of bike theft with only seven folding seats within view of 36 bikes
* Causes congestion in bike cars with people standing to guard their bikes during both peak and off-peak
* Increases dwell time by forcing people with bicycles to board at only two cars
* Emergency exit windows blocked by stacked bikes
* Only 72 bike spaces per train, fewer than today’s diesel trains which have 77 bike spaces per train

**Recommended Compromise Layout: Four Bike Cars**

D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



*Features:*

* Each bike car has at least half as many fixed seats as bikes (same as today) to deter bike theft
* Minimal congestion in bike-car aisles to keep trains on time
* Reduces dwell time by enabling people with bicycles to board at four cars
* Emergency exit windows accessible, not blocked by stacked bikes
* 80 bike spaces per train, a nominal increase over today’s diesel trains