
Subject: "I've derailed,... I ****ed up!"

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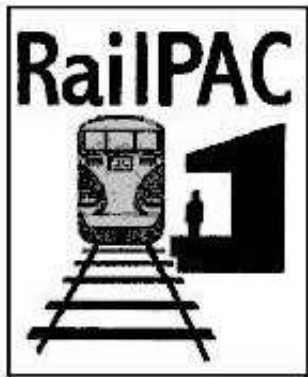
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RailPAC Weekly E-Newsletter for July 29, 2013

Edited by Noel T. Braymer

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Rail Passenger Association of California
www.railpac.org
Traffic? Gas Pains? We need more Trains!



Early morning in Bakersfield 2009 before the first of 3 trains leave for Oakland and Sacramento. Photo by Noel T. Braymer

Francisco Jose Garzon Amo the operator of the Spanish train that crashed killing 79 people and injured at least 130 of the 247 on board was recorded telling dispatchers shortly after the crash. " I've derailed, What do I do? What am I supposed to do? I **ed up. I want to die."**

[Spain train crash: What happened](#)

BBC News 25 July 2013

It was on the express route between Madrid and the ship-building city of Ferrol on the Galician coast. The line to Santiago de Compostela has stretches of high speed track, where trains reach up to 220km/h (136.7mph), before having to slow to 80km/h (**50 miles per hour**) before the section where the accident took place.

According to eyewitnesses and media reports, the first four carriages derailed on the bend, causing the middle and rear carriages to either flip into the air or crash into those in front.

The train in this crash was on a conventional railroad, not a High Speed one. The High Speed Trains of Spain generally operate on brand new exclusive HSR right of ways at speeds over 190 miles per hours. This train is a hybrid train than can operate with electric catenary or diesel power and can run on High Speed standard gauge or conventional Spanish board gauge.

The train involved in the crash [is a Alvia s-730](#) which can run at up to 155 mph on high speed tracks, 137 mph on conventional electrified tracks or 112 miles per hour under diesel power.

The trackage where this crash happened had a top speed of 137 miles per hour and was an improved conventional electrified Spanish Broad Gauge line, not a new High Speed Rail Line. The curve was a 50 mph curve and clearly not built for high speeds. What killed most of the

passengers on this train going 118 miles mph on a 50 mph curve was not the train derailing. It was hitting a solid concrete wall next to the tracks that was deadly. If that wall hadn't been there it is likely no one would have been killed.

[Spanish derailment: Possible causes](#)

BBC News 25 Jul 2013

With a system such as the European Train Control System (ETCS), a driver would not be able to break the speed limit.

While parts of Spain's rail network - including a large section of the route the train had travelled from Madrid - do have the ETCS in operation, the curve where Wednesday's derailment took place relies on a less sophisticated safety system known as ASFA.

ETCS is the European version of Positive Train Control (PTC) only more developed and based on one standard system. If this conventional railroad had been protected by ETCS like the High Speed Rail Lines of Spain it would have stopped the train for going too fast. ASFA is more like Automatic Train Stop (ATS) in that it sounds an alarm for passing red lights, but it also alarms for trains going over a segment's speed limit. But with ASFA like ATS it only stops the train if the operator fails to acknowledge the alarm. If the operator does acknowledge the alarm the brakes won't automatically be applied. If the operator then fails to apply the brakes there can be trouble. NB

[Spain train crash: Video shows moment of deadly derailment](#)

ABC Online - Jul 25, 2013

Video has emerged of the horrific moment a train derailed in Spain's north-western Galicia region, killing at least 80 people. The footage shows the eight-carriage train, operated by state rail company Renfe, entering a sharp bend at high speed near the city of ...

Train wrecks are popular with the media because they photograph well and are spectacular. But to put this in perspective this July Britain had a heat wave with temperature in many places up to and over 86 degree for 6 days. This is a country with limited air conditioning where temperatures over 70 is considered hot. During this heat wave an estimated 760 people died from the heat or from drowning trying to cool off in Britain. No good pictures and so very little news coverage outside of Europe. NB

[San Joaquin JPA: a trip and meeting report](#)

Reported, with an editorial, by Paul Dyson, RailPAC President

I traveled to Fresno Friday 26th July for the San Joaquin JPA meeting, the third of this newly formed corridor agency. Travel both ways from Burbank Airport via Thruway bus and San Joaquin train was on time and uneventful. The trains were well loaded, about 95% in my coach both ways, and the buses about 50% northbound (including 8 from Burbank!) and 33% southbound. Both modes deployed clean equipment and courteous and helpful crews.

[Agency chosen to handle takeover of Amtrak's San Joaquin ...](#)

Fresno Bee- Jul 26, 2013

The San Joaquin Joint Powers Authority, representing 10 counties in the Central Valley and the East Bay, voted Friday to hire the San Joaquin Regional Rail Commission to handle the takeover of Amtrak's San Joaquin trains, which run through the Valley from Sacramento and Oakland in the north to Bakersfield in the south.

[It's Hard to get Around California by Train](#)

By Noel T. Braymer

Currently it takes more or less 6 hours and 10 minutes by train between Bakersfield and Oakland. The bus connection between Los Angeles and Bakersfield with intermediate stops is now scheduled for 2 hour and 15 minutes. That is roughly 8 and a half hours by bus and train between Los Angeles and Oakland. What would it take to create a decent one day service for most of California?

[High-speed rail looks for contractors even as lawsuit looms](#)

Fresno Bee-Jul 23, 2013

The California High-Speed Rail Authority is looking for firms to handle engineering and surveying for its prospective route south of Fresno, even as a lawsuit threatens to derail plans to start construction this summer between Fresno and Madera.

This kind of contradiction is typical for an agency that has about a \$6 billion starting bankroll and a deadline of September 2017 to spend the federal portion of it.

[High-speed rail agency accused of stalling on settlement](#)

Fresno Bee- Jul 24, 2013

The Madera County Farm Bureau and other organizations are accusing the California High-Speed Rail Authority of failing to live up to key ..

[High Speed Rail Authority ramping up IT projects](#)

Techwire.net- Jul 26, 2013

The California High Speed Rail Authority (HSR) will be partnering with suppliers of cloud services for a construction package that will start up in about a month, according to CIO Jeff Vargas.

In an interview with Techwire's Christina Gagnier, Vargas said the HSR has doubled its workforce within the past six months, particularly in the engineering and IT fields, and plans to double again within the next six months due to project CP1, or Construction Package 1.

[High-speed rail work to affect some Amtrak service](#)

Bloomington Pantagraph- Jul 23, 2013

NORMAL — High-speed rail work north of the Twin Cities will move some Amtrak passengers traveling between St. Louis and Chicago to bus service for about a week in mid-August.

The five Lincoln Service and Texas Eagle trains will be affected, said Amtrak spokesman Marc Magliari.

[\\$1.45 Billion for High Speed Rail So Far](#)

WICS-TV-Jul 24, 2013

The Illinois Department of Transportation says about \$1.45 billion in contracts have been awarded so far for high speed rail construction.

From The Source

Posted July 24, 2013 by Steve Hymon about

[Are you ready for a trillion dollar train?](#) (Daily News)

The Howard Jarvis Taxpayers Assn. uses the Wild West that is the Los Angeles Newspaper Group's opinion page to argue that because the new Bay Bridge is behind schedule and over budget, it's also inevitable that the California High-Speed Rail Authority will miss its \$68-billion project price for the L.A.-S.F. bullet train by hundreds of millions of dollars. Don't waste time looking for things like facts to support the skepticism — it's just a stew of rhetoric and conjecture.

[Amtrak puts balky dining car back in service](#)

Richmond Times Dispatch- Jul 24, 2013

Amtrak has put back in service the nearly 67-year-old dining car whose wheel problems delayed a train and its passengers almost 14 hours July 7-8 in Henrico County, according to the national passenger rail