

2014 Business Plan - RECORD #43 DETAIL**Record Date :** 2/14/2014**Submission Date :** 2/14/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Robert**Last Name :** Allen**Business/Organization :****City :** Livermore**County :** Alameda**Zip Code :** 94551**Stakeholder Comments/Issues :** Phase further planning to truncate HSR from the South at San Jose Diridon, with cross-platform transfer there to Caltrain and Capitol Corridor.

Stop any further expenditure for HSR on Caltrain north from San Jose.

Plan later HSR along an upgraded Amtrak East Bay route to Oakland, a new intermodal station where BART crosses overhead at I-880/7th St. (BART trains about every four minutes would serve all four downtown San Francisco stations within six to ten minutes.)

This route would be much better, safer, more reliable, and less costly than adding HSR on Caltrain tracks, with their many commuter station platforms and 43 grade crossings. No tunneling; no HSR bond subsidy for Caltrain electrification; no new trans-Bay tube for HSR extension to Sacramento.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #85 DETAIL

Record Date : 2/15/2014
Submission Date : 2/15/2014
Affiliation Type : Public Meeting
Interest As : Public Meeting Participant
Submission Method : Website
First Name : Rober
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : HSR added on Caltrain tracks - "Blended Rail" - would be vulnerable to accident and sabotage. HSR needs a secure right of way, fenced and without grade crossings. Trackside platforms and 43 grade crossings dot the 47 miles of Caltrain. Prop 1-A in 2008 called for "Safe, Reliable" HSR. "Blended Rail" would be neither safe nor reliable.

Please consider truncating HSR from the south at San Jose, the largest city in the Bay Area, with cross-platform transfers there to Caltrain and Capitol Corridor. No tunneling. No HSR subsidy for Caltrain electrification. No HSR trans-Bay tube, now or later.

Later consider (jointly with UP, Amtrak, and Capitol Corridor) up-grading the Amtrak East Bay route with grade separations, additional tracks, fencing, etc., from Santa Clara via Mulford to a new intermodal station at the BART overpass in Oakland.

BART trains from there about every four minutes reach all four downtown San Francisco BART stations in six to ten minutes. The route would be faster and safer also for Capitol Corridor.

This intermodal station (I'd call it the Bay Rail Hub) - with passenger trains to Sacramento, to the Central Valley by both Martinez and the Altamont, and to the Silicon Valley connecting to trans-Bay BART - would revitalize rail travel in Central California. It could well be the prime HSR station in the Bay Area. Evidently (Page 3 of the new Business Plan) HSR can tolerate stations on curved track.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #75 DETAIL

Record Date : 2/17/2014
Submission Date : 2/17/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : HSR on Caltrain tracks is highly vulnerable to accident and sabotage. Many trackside passenger platforms and 43 grade crossings line the 47 miles between San Jose and San Francisco. HSR needs a secure fenced and grade separated right of way.

Californians in 2008 approved Prop 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." Blended Rail as proposed is NEITHER SAFE NOR RELIABLE.

The first phase of HSR from the South should end at San Jose, with cross-platform transfers there to/from Caltrain and Capitol Corridor. No more HSR funding should go to Blended Rail, including Caltrain electrification, tunneling, a terminal and extension in San Francisco. The cost savings would be immense.

Phase 2 HSR should go to Oakland along a secure, up-graded Amtrak East Bay route (via Mulford), with full grade separation and additional trackage. It should include an intermodal Bay Rail Hub station in Oakland at the BART overhead (I-880/7th Street). (This would make a better, safer, and more reliable for Capitol Corridor also.)

BART trains about every four minutes would run to/from the four downtown San Francisco BART stations in six to ten minutes. This rail hub would transform travel between the Bay Area and Sacramento and the Central Valley, making rail travel a viable alternative to driving.

Regional government and shipping agencies would find the Bay Rail Hub an ideal locus for their offices - with superb transit access for employees and the public.

Page 3 depicts a station on curved track. To minimize the gap and let train operators see the full train, BART requires stations to be on tangent. Evidently HSR stations can be on curved track.

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #99 DETAIL

Record Date : 2/22/2014
Submission Date : 2/22/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Defer Blended Rail:

Trackside commute station platforms and 43 grade crossings leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. HSR on such "Blended Rail" would be NEITHER SAFE NOR RELIABLE. HSR really needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.) References to "One-seat ride" to/from San Francisco appear inappropriate.

HSR trains on Caltrain tracks would be pretty much limited to the running times of express Caltrain runs. Changing trains in San Jose would delay passengers but a few minutes, while ending HSR in San Jose would greatly reduce the cost of construction, operation, and maintenance. It would not depend on Caltrain modifications.

North from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

An intermodal transfer station at that BART overhead (I'd call it "San Francisco Bay Rail Hub") would be six to ten minutes from all four downtown San Francisco BART stations, with trains about every four minutes. The station could be a rail hub for trains serving the Silicon Valley, over the Altamont, the Central Valley, the North Bay, and Sacramento. It would tie well into all of BART. Regional government and port Rail Hub area offices would be ideal for public and employee transit access from most of the Bay Area and rail to/from Sacramento.

This consolidates my comments at recent CHSRA meetings.

Robert S. Allen 925-449-1387

BART Director, District 5, 1974-1988

Retired, SP (now UP) Western Division, Engineering/Operations

**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #100 DETAIL

Record Date : 2/22/2014
Submission Date : 2/22/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Defer Blended Rail:

Trackside commute station platforms and 43 grade crossings leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. HSR on such "Blended Rail" would be NEITHER SAFE NOR RELIABLE. HSR really needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.) References to "One-seat ride" to/from San Francisco appear inappropriate.

HSR trains on Caltrain tracks would be pretty much limited to the running times of express Caltrain runs. Changing trains in San Jose would delay passengers but a few minutes, while ending HSR in San Jose would greatly reduce the cost of construction, operation, and maintenance. It would not depend on Caltrain modifications.

North from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

An intermodal transfer station at that BART overhead (I'd call it "San Francisco Bay Rail Hub") would be six to ten minutes from all four downtown San Francisco BART stations, with trains about every four minutes. The station could be a rail hub for trains serving the Silicon Valley, over the Altamont, the Central Valley, the North Bay, and Sacramento. It would tie well into all of BART. Regional government and port Rail Hub area offices would be ideal for public and employee transit access from most of the Bay Area and rail to/from Sacramento.

This consolidates my comments at recent CHSRA meetings.

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**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #107 DETAIL

Record Date :	2/24/2014
Submission Date :	2/24/2014
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Website
First Name :	Robert
Last Name :	Allen
Business/Organization :	
City :	Livermore
County :	Alameda
Zip Code :	94551

Stakeholder Comments/Issues : California voters in 2008 approved Prop. 1-A, "The Safe, Reliable High Speed Passenger Train Bond Act..." CHSRA plans "Blended Rail", with HSR on Caltrain tracks between San Jose and San Francisco.

Not on Caltrain!

Trackside commute station platforms and 43 grade crossings would leave added HSR trains on Caltrain tracks between San Jose and San Francisco vulnerable to accident and vandalism. Unsafe. Unreliable. HSR needs a secure, fenced and grade-separated right of way.

The CHSRA Business Plan should phase HSR from southern California just to San Jose at first, with cross-platform transfers there to Caltrain and Capitol Corridor. Costs not yet committed to modify and electrify Caltrain should be deferred indefinitely. (This may require legislative action.)

Running times for HSR trains on Caltrain tracks could hardly beat those of express Caltrain runs. Passengers would save little time going "one-seat". Avoiding "Blended Rail" would greatly reduce the cost of construction, operation, and maintenance.

Route north from San Jose:

Better, safer, more reliable, and probably less costly north of San Jose: Grade separate, fence, and multi-track the UP/Amtrak East Bay route via Mulford from San Jose to the BART overhead in Oakland (I-880/7th Street) and on to Sacramento. This would come later and would probably require legislative approval. This route would not require a Bay crossing. It would be safer and shorter for Capitol Corridor trains also.

RAIL Hub transfer station:

From a transfer station at the BART overhead, trains would run about every four minutes to/from the four downtown San Francisco BART stations in six to ten minutes. Rail lines run to the Silicon Valley, the Altamont, the North Bay, and the Central Valley. Make this the central Bay Area hub for HSR, with convenient freeway and transit access throughout the region and on to Sacramento.

5-County BART:

Half a century ago the voters of three counties formed and funded BART. These and two other counties (San Mateo and Santa Clara), with a total population of over six million people, ring San Francisco Bay. The monumental SFBARTC 1957 "Report to the Legislature" depicted unified rapid transit around the Bay, with annexation of Santa Clara County to the BART District. (San Mateo and Marin Counties were already in at that time.)

BART extends to Millbrae in San Mateo County and is funded and under construction to Berryessa in Santa Clara County. I look for CHSRA to encourage planning with other agencies for a unified 5-County rapid transit network around the Bay.

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**Draft Business Plan Comment
Type :**

2014 Business Plan - RECORD #127 DETAIL

Record Date : 3/20/2014
Submission Date : 3/20/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : I protest using 2008 Prop 1A and other HSR money to electrify Caltrain for "Blended Rail".

Most (about 7/8) of the planned funding would be federal or state and related to High Speed Rail. HSR on Caltrain tracks ("Blended Rail") would be vulnerable to accident or sabotage - far from the "Safe, Reliable High Speed Passenger Train..." for which Californians voted in 2008.

A moment of inattention by passengers on suburban station platforms inches from rushing HSR trains, and pedestrians close to the tracks can bring death, injury, and long service delays. Motor vehicles at Caltrain's 43 grade crossings stand little chance against heavy locomotives, but the result can be different when there is no locomotive in front.

Hit a truck loaded with heavy, flammable, or caustic substances, and the result can be far different. Amtrak found that out 15 years ago at Boubannais, Illinois. on 79 mph track. Two locomotives derailed, 11 of 14 cars scattered like toothpicks, with 11 passengers dead and 228 injured. That was before suicidal terrorists' 9/11/01 attack on New York's World Trade Center.

Grade crossings are a hazard at 79 mph, and on high speed rail they could be far worse. Adding HSR trains on Caltrain track is an invitation to disaster. HSR from the south would better stop at San Jose, with a cross-platform transfer there to Caltrain, Later it could follow an up-graded UP/Amtrak East Bay Mulford route to a new transfer station at the BART overhead in Oakland.

BART about every four minutes from there is just six to ten minutes from four San Francisco downtown stations.

High Speed Rail does not belong on Caltrain tracks until they are grade separated. There should be no joint operation on Caltrain tracks until then, and no reason to spend HSR funds to electrify Caltrain.

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/2/2014
Submission Date : 4/2/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen

Business/Organization :

City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : Don't squander any more money on Caltrain/HSR Blended Rail! Avoid those grade crossings!

Bourbonnais was an accident - on 79 mph track like Caltrain. Could a saboteur leave such a truck, or one laden with flammable or hazardous cargo, at a crossing in front of an HSR train? What if it were part of a coordinated attack like that of 9/11/01?

Allow no grade crossings of track used by HSR. Truncate HSR to the Bay Area at San Jose, with cross-platform transfers there to Caltrain and Capitol Corridor. BART is also planned (but un-funded) to there also.

Forget that "one-seat ride". Safety and Reliability are more important.

Draft Business Plan Comment Type :

2014 Business Plan RECORD DETAIL**Record Date :** 4/4/2014**Submission Date :** 4/4/2014**Affiliation Type :** Individual**Interest As :** Individual**Submission Method :** Website**First Name :** Robert**Last Name :** Allen**Business/Organization :****City :** Livermore**County :** Alameda**Zip Code :** 94551

Stakeholder Comments/Issues : Google "Bourbonnais Train Wreck". Two Amtrak locomotives and 11 of 14 cars derailed at a grade crossing on 79 mph track (same speed as Caltrain, but slow for HSR). 11 people killed. 228 injured. That was an accident, a couple of years before the 9/11/01 attack on the World Trade Center that made terrorism a real threat.

2008 Prop 1A was for "The Safe, Reliable High Speed Passenger Train..." HSR needs a secure trackway, fenced and without grade crossings. The "Blended Rail" of HSR on Caltrain (with its scores of grade crossings) would be NEITHER SAFE NOR RELIABLE.

HSR should truncate at San Jose, with easy transfers there to Caltrain, Capitol Corridor, and the planned Silicon Valley BART line.

Later HSR should follow an upgraded East Bay Mulford UP/Amtrak route toward Sacramento with an Oakland transfer at the BART overhead six to ten minutes from four downtown San Francisco BART stations. (BART trains there run about every four minutes.)

**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/6/2014
Submission Date : 4/6/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen
Business/Organization :
City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : High Speed Rail needs a secure route: fenced, with no grade crossings. "Blended Rail" as proposed would be highly vulnerable to accident, sabotage, and train delays. It would be neither safe nor reliable, as postulated in 2008 Prop 1A.

North from Merced, plan HSR in these phases:

Phase 1: Merced to San Jose
Transfer at San Jose to Caltrain, Capitol Corridor, and planned Silicon Valley BART.

Phase 2: Merced to Sacramento

Phase 3: San Jose to Oakland
Upgrade UP/Amtrak East Bay Mulford route to BART overpass in Oakland ("San Francisco Bay Rail Hub"?).

Phase 4: Oakland to Sacramento
Upgrade UP/Capitol Corridor route.

Phase 5: Oakland to San Francisco
Defer pending Caltrain total grade separation.

* BART trains about every 4 minutes to four downtown San Francisco stations in 6-10 minutes.

Squander no more HSR funding on Caltrain or unsafe "Blended Rail". Delete reference to "One-seat ride".

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**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/6/2014
Submission Date : 4/6/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Website
First Name : Robert
Last Name : Allen

Business/Organization :

City : Livermore
County : Alameda
Zip Code : 94551

Stakeholder Comments/Issues : Corrected copy Phase 5 s/b San Jose to San Francisco;
High Speed Rail needs a secure route: fenced, with no grade crossings.
"Blended Rail" as proposed would be highly vulnerable to accident, sabotage,
and train delays. It would be neither safe nor reliable, as postulated in 2008
Prop 1A.

North from Merced, plan HSR in these phases:

Phase 1: Merced to San Jose

Transfer at San Jose to Caltrain, Capitol Corridor, and planned
Silicon Valley BART.

Phase 2: Merced to Sacramento

Phase 3: San Jose to Oakland

Upgrade UP/Amtrak East Bay Mulford route to BART overpass
in Oakland ("San Francisco Bay Rail Hub"?).

Phase 4: Oakland to Sacramento

Upgrade UP/Capitol Corridor route.

Phase 5: San Jose to San Francisco

Defer pending Caltrain total grade separation.

* BART trains about every 4 minutes to four downtown San Francisco
stations in 6-10 minutes.

Squander no more HSR funding on Caltrain or unsafe "Blended Rail". Delete
reference to "One-seat ride".

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**Draft Business Plan Comment
Type :**

2014 Business Plan RECORD DETAIL

Record Date : 4/7/2014
Submission Date : 4/7/2014
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Business/Organization :
City :
County :
Zip Code : 00000
Stakeholder Comments/Issues : *Corrected Copy*

High Speed Rail needs a secure route: fenced, with no grade crossings. "Blended Rail" as proposed would be highly vulnerable to accident, sabotage, and train delays. It would be neither safe nor reliable, as postulated in 2008 Prop 1A.

North from Merced, plan HSR in these phases:

Phase 1: *Merced to San Jose*

Transfer at San Jose to Caltrain, Capitol Corridor, and planned Silicon Valley BART.

Phase 2: *Merced to Sacramento*

Phase 3: *San Jose to Oakland*

Upgrade UP/Amtrak East Bay Mulford route to BART overpass in Oakland ("San Francisco Bay Rail Hub"?). BART about every four minutes runs to four downtown San Francisco stations in 6 to 10 minutes.

Phase 4: *Oakland to Sacramento*

Upgrade UP/Capitol Corridor route.

Phase 5: *San Jose to San Francisco*

Defer pending Caltrain total grade separation. Squander no more HSR funding on Caltrain or "Blended Rail". Delete references to "One-seat ride."

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**Draft Business Plan Comment
Type :**

For CHSRA Board, ^{10 April} ~~11 March~~ 2014

Suggestions for re-phasing HSR north of Merced (after IOS):

Phase 1: **Merced to San Jose.**

Cross-Platform transfer at San Jose to Caltrain and Capitol Corridor.

Phase 2: **Merced to Sacramento.**

Phase 3: **San Jose to Oakland**

Upgrade UP/Amtrak East Bay Mulford route (Grade separate, fence, multi-track).

Include new transfer station at BART overhead (I-880/7th Street).

Phase 4: **Oakland to Sacramento.**

Upgrade UP/Amtrak line (Grade separate, fence, multi-track).

Phase 5: **San Jose to San Francisco:**

Defer, pending plans to upgrade (grade separate, jointly operate).

Better, safer, more reliable, and far less costly. Stop further subsidy to Caltrain.

From new transfer station ("San Francisco Bay Rail Hub"?) BART trains about every four minutes would reach all four downtown San Francisco BART stations in six to ten minutes.

2008 Prop 1-A was for "The Safe, Reliable High Speed Passenger Train Bond Act..." HSR on Caltrain tracks, with their many commuter station platforms and 43 grade crossings, would be vulnerable to accident and vandalism - NEITHER SAFE NOR RELIABLE. HSR needs a secure, grade-separated trainway.

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1999 Bourbonnais, Illinois, train accident

From Wikipedia, the free encyclopedia

The **1999 Bourbonnais, Illinois, train accident** was a train-truck collision between Amtrak's southbound *City of New Orleans* passenger train and a semi truck in the village of Bourbonnais, Illinois, near the city of Kankakee. Almost the entire train derailed, costing 11 lives. A National Transportation Safety Board (NTSB) investigation into the accident attributed the cause to the truck driver trying to beat the train across a grade crossing. However, the Illinois State Police investigation found Track Circuit malfunction as the cause. The NTSB's recommendations from the accident included increased enforcement of grade crossing signals, the installation of event recorders at all new or improved grade crossings, and procedures to provide emergency responders with accurate lists of all crew members and passengers aboard trains. The city of Bourbonnais erected a memorial near the site to commemorate those killed in the accident.

Contents

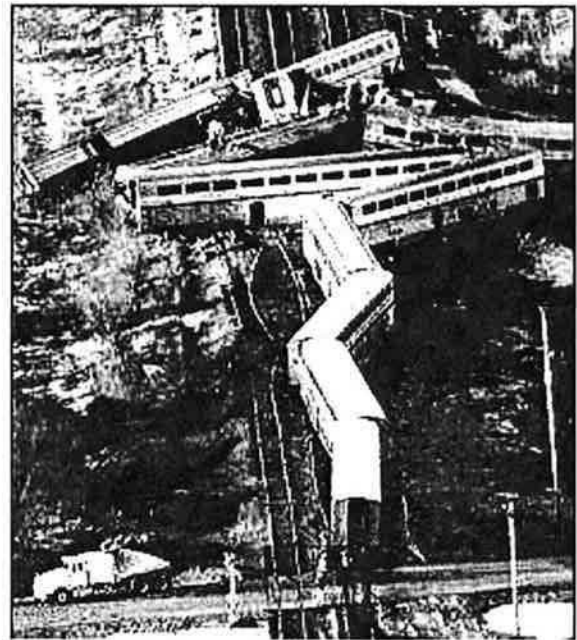
- 1 Accident and investigation
- 2 NTSB recommendations
- 3 Followup
- 4 See also
- 5 References

Accident and investigation

The accident occurred at 9:47 pm Central (local) time on March 15, 1999, in Bourbonnais, Illinois, in the United States on the Illinois Central Railroad. The southbound Amtrak train 59, the *City of New Orleans*, hit a semi truck, loaded with steel, that was blocking a grade crossing. The accident resulted in the deaths of at least 11 of the train's passengers, 122 injuries and over US\$14 million in damages.

Both of the train's locomotives and 11 of the train's 14 passenger cars derailed, the derailed cars hit two of the 10 freight cars on a siding next to the mainline.

1999 Bourbonnais, Illinois, train accident



Details

Date	March 15, 1999
Time	9:47 pm
Location	Bourbonnais, Illinois
Country	United States
Operator	Illinois Central Railroad
Type of incident	Derailement
Cause	Track Circuit (Approach Circuit) failure to detect the Amtrak train immediately.

Statistics

Trains	1
Deaths	11
Injuries	122