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NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

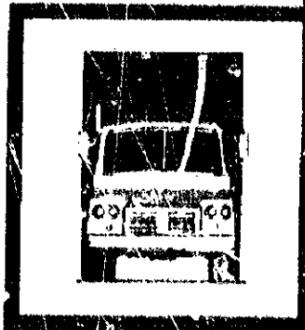
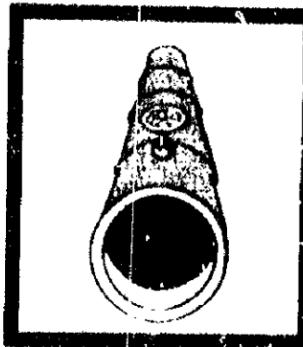
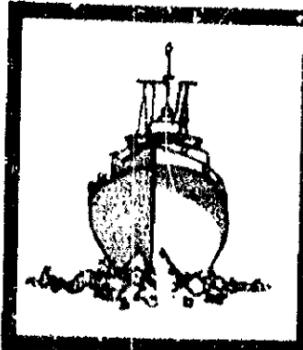
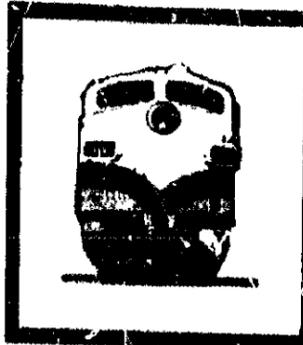
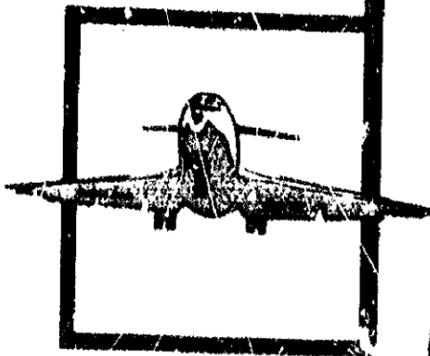
RAILROAD ACCIDENT REPORTS

BRIEF FORMAT
ISSUE NUMBER 1 - - 1976

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16. Abstract This publication contains briefs of selected railroad accidents, occurring in U.S. railroad operations during calendar year 1976. The brief format presents basic facts, conditions, circumstances, and probable cause(s) in each instance. Additional statistical information is tabulated by types of accidents, and casualties related to types of accidents, carriers involved, and causal factors. File Numbers: R-76-001 through R-76-006, R-76-008 through R-76-022, R-76-024, R-76-026 through R-76-034, R-76-036, R-76-037, R-76-039, R-76-042			
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FOREWORD

The National Transportation Safety Board, in accordance with the provisions of the Independent Safety Board Act of 1974, has determined the probable cause of the accidents reported herein.

This publication contains the reports of 35 U. S. railroad accidents arranged in chronological order; and tabulations of selected accident information, including (1) types of accidents broken down by carriers, (2) casualties broken down by types of accidents and classes of persons, and (3) causal factors arranged categorically and broken down by types of accidents. This information is compiled from a random selection of accident reports and does not necessarily reflect an accurate long-term statistical distribution. Hence, care should be used in interpreting the data. A future issue will contain similar tables.

The enclosed briefs are the reports of the National Transportation Safety Board and are thereby subject to the limitations of 49 USC 1903(c):

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports."

For those readers who wish more detailed information, the original factual reports are on file in the Washington, D.C., office of the National Transportation Safety Board and may be examined. These reports will be reproduced for a fee covering reproduction cost and postage. Orders for material are also subject to a user charge by the Board for special services, and such charge will be included in the bill.

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EXPLANATORY NOTES

Scope

The accidents included herein are those occurrences incidental to railroad operations which fall within the scope of Section 304 of the Independent Safety Board Act of 1974. As provided in this Section, the Board shall investigate and determine facts, conditions, circumstances, and the probable cause of any railroad accident in which there is a fatality, substantial property damage, or which involves a passenger train. The following definitions, as set forth in Part 840 of the National Transportation Safety Board's regulations, effective April 1, 1976, are used.

Railroad - 840.2(a)

"Railroad" means any system of surface transportation of persons or property over rails. It includes, but is not limited to, line-haul freight and passenger-carrying railroads, and rapid transit, commuter, scenic, subway and elevated railways.

Accident - 840.2(b)

"Accident" means any collision, derailment, or explosion involving railroad trains, locomotives, and cars; or any other loss-causing event involving the operation of such railroad equipment that results in a fatality or the emergency evacuation of persons.

Joint Operations - 840.2(c)

"Joint Operations" means rail operations conducted on a track used jointly or in common by two or more railroads subject to this part, or operation of a train, locomotive, or car by one railroad over the track of another railroad.

Fatality - 840.2(d)

"Fatality" means the death of a person either at the time an accident occurs or within 24 hours thereafter.

Substantial Damage - 840.3

"Substantial Damage" in nonfatal railroad accidents is defined as follows:

- a) Damage of \$500,000 or more to railroad and nonrailroad property; or
- b) accidents involving passenger trains where damages to railroad and nonrailroad property is \$10,000 or more.

Causes and Related Factors

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which action may be taken to prevent recurrence. Accordingly, for statistical purposes, where two or more causes exist in an accident, each is recorded with no attempt made to establish a primary cause. Therefore, in the causal factor table the figures shown in the columns headed "Causes" may exceed the total number of accidents. The "Factor" columns are used to denote known elements which may have contributed to or aggravated the cause(s). This provision was incorporated into the coding system to improve its flexibility and to provide a means for collecting essential information which could not be readily categorized elsewhere in the system.

TABLE 1 - Accidents By Types And Railroads

Line-haul Common Carrier	Collision	Derailement	Personal Casualty	Total
- Santa Fe			1	1
- Burlington Northern		1	2	3
- Chessie System		1		1
- Chicago & North Western			1	1
- Milwaukee Road	1		4	5
- Rock Island			1	1
- Illinois Central Gulf			1	1
- Norfolk & Western			1	1
- Conrail		3	5	8
- Richmond Fredericksburg & Potomac		1		1
- Seaboard Coast Line			1	1
- Southern			4	4
- Southern Pacific		1		1
- Toledo, Peoria & Western			1	1
- Union Pacific	1		2	3
TOTALS	2	7	24	33

TABLE 1 - Accidents By Types And Railroads (cont.)

Commuter Roads	Collision	Derailment	Personal Casualty	Total
Long Island			2	2
TOTALS	0	0	2	2
Rapid Transit Lines	0	0	0	0
GRAND TOTALS	2	7	26	35

TABLE 2 - Casualties By Types Of Accident
And Classes Of Persons

Type of Accident	Railroad Employees		Trespassers	Public, Other Than Trespassers	
	Fatal	Nonfatal		Fatal	Nonfatal
Collisions	5				
Derailments	1	5			5
Personal Casualty	3		22	1	
Totals	9	5	22	1	5

TABLE 3 - Causal Factors By Type of Accident

Human Factors	Collisions		Derailments		Personal Casualty	
	Cause	Factor	Cause	Factor	Cause	Factor
Improper operating procedures - - - - -	2				2	
Improper repair and maint. procedures - -	1			1		
Failure to vacate position on track/ right-of-way - - - -					20	
Failure to recognize unath. position on train as haz. - - - -					2	
Inadequate consideration for adverse weather cond. - - - -		1				
Failure to conform with Federal regulations - - - - -				2		1
Use of intoxicants or drugs - - - - -				2		6
Distraction - - - - -						1
Inattention to duties - - - - -					1	
Failure to detect approaching train - -					2	
Willful act of individual - - - - -						1
Homicide - - - - -					1	
Failure of supervisor to enforce standards			1		1	

TABLE 3 - Causal Factors By Type of Accident (cont.)

Car/Loco Component Malfunction	Collisions		Derailments		Personal Casualty	
	Cause	Factor	Cause	Factor	Cause	Factor
Failure of wheel due to overheating -			1			
Failure of wheel due to manuf. defect - -			1			
Failure of roller- bearing due to overheating - - - -			1			
Failure of truck- ride control device			1			
Failure of traction motor component - -			1			
Normal deterioration and wear - - - - -			1	1		
Track/Structure Component Failure						
Malfunction of power switch component - -					1	
Bridge damage due to train operation -			1			
Deficient roadbed ballast - - - - -			1			
Rail anchors located improperly - - - -			1			
Switch ties in poor condition - - - - -					1	
Fire damage to bridge from train equipment			1			

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Brief of Accident

R-76- 001

RAILROAD ACCIDENT:

FY 1976 , 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Union Pacific	Common Carrier	Freight Train	3-1-76	Dingle, Idaho
Union Pacific	Common Carrier	Motor Car	3-1-76	Dingle, Idaho

ACCIDENT: Freight train enroute collided with a track motor car. Four male M/W employees on duty were killed. Train speed was 50 mph on main track. Engineer was aware of the impending accident 200 feet prior to the collision. Horn was sounding. Accident occurred during snow storm which reduced visibility to 200 feet. Time of accident was 13:44 MST.

LOSSES: fatalities 4; reportable injuries 0; RR damage \$ 3,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. improper operations procedure involving communication equipment.
2. Failure to recognize improper operating procedure as hazardous.
3.

OTHER FACTORS: 1. Inadequate considerations in procedures for adverse weather conditions.
2.
3.

PROBABLE CAUSE OF CASUALTIES: 1. Thrown from seat in collision.

2. Thrown from seat in collision.

3. Thrown from seat in collision.

4. Thrown from seat in collision.

OTHER CASUALTY FACTORS:

1.

2.

3.

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Brief of Accident

R-76-002

RAILROAD ACCIDENT:

FY 1975, 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Richmond, Fredericksburg & Potomac	Common Carrier	Passenger Train	2-7-76	Possum Point, VA.

ACCIDENT: Passenger train enroute derailed from track, causing injuries to one passenger and two crewmembers. Train speed was 52 mph. on main track. Engineer was not aware of impending accident. Visibility was 2,000 feet. Accident occurred at 18:10 EST.

LOSSES: fatalities 0; reportable injuries 3; RR damage \$ 340,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Wheel overheated due to train operation damage.

2. Wheel broken.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Due to falling/tripping as result of accident.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 003

RAILROAD ACCIDENT:

FY 1976, 3rd Qtr.

<u>RAILROAD</u>	<u>TYPE</u>	<u>CLASSIFICATION</u>	<u>DATE</u>	<u>LOCATION</u>
Long Island Railroad	Common Carrier	Passenger Commuter	3-12-76	New York City, New York

ACCIDENT: A passenger commuter train enroute struck a male employee walking in the vicinity of the tracks. Train speed at the time of the brake application was estimated to be 65 mph on main track. Engineer was aware of the impending accident 170 feet prior to the collision. The accident occurred in a tunnel at 22:05 EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0

PROBABLE CAUSES: 1. Failure of person to vacate his position on tracks/right-of-way.
2. Inattentiveness to duties.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 004

RAILROAD ACCIDENT:

FY 1976 , 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Penn Central (Amtrak)	Common Carrier	Passenger Train	3-12-76	Harrison, N.J.

ACCIDENT: Passenger train enroute derailed from track. No casualties. Speed at time of brake application was 90 mph on main track. Engineer was unaware of impending accident. Weather was clear. Accident occurred during daytime at 1239 EST.

LOSSES: fatalities 0; reportable injuries 0; RR damage \$8,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Wheel plate broken due to manufacturing defect.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. None

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 005

RAILROAD ACCIDENT:

FY 1976, 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Penn Central (Amtrak)	Common Carrier	Passenger	3-28-76	Havre DeGrace, MD.

ACCIDENT: A passenger train enroute struck a female child trespasser standing in the vicinity of the track. Train speed at the time of brake application was 95 mph on the main track. The engineer was aware of the impending accident 1,400 feet prior to the collision. The horn was sounding. Weather was clear. Time of accident was 11:04 EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on tracks/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 006

RAILROAD ACCIDENT:

FY 1976, 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Southern Railway	Common Carrier	Cut of Cars	3-17-76	Knoxville, Tenn.

ACCIDENT: A cut of cars in break-up phase in yard struck a male adult employee on duty engaged in making repairs. Cars were moving five to ten mph on yard track. Engineer was unaware of impending accident. Weather was dark and cloudy. Time of accident was 0456 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$14,000 Non-RR damage \$ 0.

PROBABLE CAUSES:

1. Power switch open, should be closed, due to failure of associated part.
2. Switch ties poor condition due to material failure.
3. Failure of supervisor to enforce installation standards.

OTHER FACTORS:

1. System change made without adequate system test.
2. Conforming with Federal Regulations inadequate to prevent accident.
- 3.

PROBABLE CAUSE OF CASUALTIES:

1. Struck by car.
- 2.
- 3.

OTHER CASUALTY FACTORS:

- 1.
- 2.
- 3.

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Brief of Accident

R-76- 008

RAILROAD ACCIDENT:

FY 1976, 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Southern Pacific	Common Carrier	Freight Train	3-30-76	Calvert, Texas

ACCIDENT: Freight train enroute derailed from track killing one and injuring two employees on duty who were members of train crew. Speed was 50 mph on main track. Engineer was aware of impending accident. Track alignment afforded 1,750 feet visibility to accident site. Weather was cloudy. It was dark at the 0550 CST time of accident.

LOSSES: fatalities 1; reportable injuries 2; RR damage \$ 1,200,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Damage to bridge due to train operations.
2. Fire from train equipment.
3. Derailment from track.

OTHER FACTORS: 1. Lack of adequate control device.
2. Conformance with Federal Regulations inadequate to prevent accident.
3.

PROBABLE CAUSE OF CASUALTIES: 1. Thrown from seat position in collision/derailment.
2.
3.

OTHER CASUALTY FACTORS: 1.
2.
3.

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Brief of Accident

R-76- 009

RAILROAD ACCIDENT:

FY 1976 , 3rd Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago Rock Island & Pacific	Common Carrier	Freight Unit Train	3-31-76	Kansas City, MO.

ACCIDENT: Freight unit train enroute struck adult male trespasser lying on grade, speed about one mph on main track. Engineer was not aware of impending accident. Weather was clear. Accident occurred at 1622 hours CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on tracks/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 010

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago, Milwaukee, St Paul and Pacific	Common Carrier	Locomotive	4-2-76	Jasoville, Indiana

ACCIDENT: Locomotive moving in yard collided with car not in train killing adult male employee on duty making repairs. Speed was 8 mph on yard track. Engineer was not aware of impending accident. Track alignment obstructed visibility. Weather was clear. It was dark. Time of accident was 1930 hours CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$?

- PROBABLE CAUSES:
1. Failure to execute operating procedure properly.
 2. Failure to execute repair procedure properly.
 - 3.

- OTHER FACTORS:
- 1.
 - 2.
 - 3.

- PROBABLE CAUSE OF CASUALTIES:
1. Struck by car not in train.
 - 2.
 - 3.

- OTHER CASUALTY FACTORS:
- 1.
 - 2.
 - 3.

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Brief of Accident

R-76-011

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Southern Railway	Common Carrier	Freight Train	4-3-76	Augusta, GA.

ACCIDENT: Freight train enroute struck adult male trespasser boarding train. Speed was 4 mph on main track. Engineer was not aware of impending accident. The weather was clear. It was dark. Time of accident was 0045 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to recognize unauthorized position on train as hazardous condition.

2.

3.

OTHER FACTORS: 1. Use of drugs or intoxicants.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 012

RAILROAD ACCIDENT:

FY 1976, 4th Qt.:

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Southern Railway	Common Carrier	Freight Local	4-3-76	Rockwood, Tenn.

ACCIDENT: Local freight train enroute struck adult male trespasser driving motobike over trestle. Train speed was 40 mph on main track. Engineer was aware of impending accident when 250 feet from collision. Horn was sounding. Track alignment affected visibility. Weather was clear. Accident occurred at 1005 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 013

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail (Amtrak)	Common Carrier	Passenger Train	4-5-76	Arbutus, MD.

ACCIDENT: Passenger train enroute struck adult male trespasser occupying grade crossing. Speed at brake application 105 mph on main track. Engineer was aware of impending accident 1,200 feet from collision. Horn was sounding. Weather was clear. Accident occurred during daytime at 1530 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. ruck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 014

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail	Common Carrier	Passenger Train	4-8-76	Crogers, N.Y.

ACCIDENT: Passenger train enroute struck adult male trespasser walking on track. Train speed 40 mph at time of brake application, main track. Engineer was aware of impending accident. Horn was sounding. Track alignment affected visibility. Weather was clear. Accident occurred at dusk at 1835 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

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Brief of Accident

R-76- 015

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Atchison Topeka & Santa Fe	Common Carrier	Single Car	4-11-76	Kansas City, Kansas

ACCIDENT: A single car in wakeup/breakup phase killed an adult male trespasser riding in car. Speed of accident unknown. Location of incident unknown. Engineer was not aware of accident. Weather conditions unknown. Time of death unknown.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to recognize unauthorized position on train as a hazardous condition.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by loose flying objects in train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 016

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Union Pacific	Common Carrier	Freight Unit Train	4-12-76	Sidney, Neb.

ACCIDENT: A freight unit train enroute struck a male adult employee on duty engaged in making repairs. Train speed at brake application was 50 mph on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred during daylight at 0820 hours MST.

LOSSES: Fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to recognize improper operating procedure as hazardous.

- 2.
- 3.

OTHER FACTORS: 1. Distraction from other events.

- 2.
- 3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

- 2.
- 3.

OTHER CASUALTY FACTORS:

- 1.
- 2.
- 3.

NATIONAL TRANSPORTATION SAFETY BOARD
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Brief of Accident

R-76-017

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

<u>RAILROAD</u>	<u>TYPE</u>	<u>CLASSIFICATION</u>	<u>DATE</u>	<u>LOCATION</u>
Burlington Northern	Common Carrier	Freight Train	4-10-76	Commerce City, Colorado

ACCIDENT: Freight train enroute derailed from track. No casualties. Speed at time of brake application 36 mph on main track. Engineer was not aware of impending accident. Weather was clear. Accident occurred during dark at 2218 hours MST.

LOSSES: fatalities 0; reportable injuries 0; RR damage \$ 688,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Roller bearing failure due to overheating.
2. Axle journal burned off.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

NATIONAL TRANSPORTATION SAFETY BOARD
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Brief of Accident

R-76- 018

RAILROAD ACCIDENT: FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago, Milwaukee, St Paul and Pacific	Common Carrier	Passenger Commuter	4-12-76	Chicago, ILL.

ACCIDENT: Passenger commuter train enroute struck adult female trespasser on track. Speed at time of brake application was 40 mph on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred during daylight at 0757 CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

3.

NATIONAL TRANSPORTATION SAFETY BOARD
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Brief of Accident

R-76- 019

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago, Milwaukee, St Paul and Pacific	Common Carrier	Passenger Train	4-10-76	Milwaukee, Wisc.

ACCIDENT: Passenger train enroute struck male child trespasser on track. Speed at time of brake application was 70 mph on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred in daylight at 1153 Hours CST.

LOSSES: fatalities 1 ; reportable injuries 0 ; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-75-020

RAILROAD ACCIDENT:

FY 1976, 4th Qt.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Seaboard Coast Line	Common Carrier	Yard Switching	4-12-76	Jacksonville, Fla.

ACCIDENT: A yard switching train enroute struck an adult female trespasser placed under train. Speed at time of brake application was 3 mph on yard track. Engineer was not aware of impending accident. Track alignment did not affect visibility. Weather was clear. Accident occurred during darkness at 2220 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate her position on railroad track/right-of-way.

2. Homicide

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 021

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail	Common Carrier	Freight Train	4-7-76	Allentown, PA.

ACCIDENT: Freight train enroute struck adult male trespasser on track. Train speed unknown on main track. Engineer was unaware of impending accident. Weather was clear. Accident occurred during daylight about 0830 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 022

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago, Milwaukee, St Paul and Pacific	Common Carrier	Freight Train	4-13-76	Portland, Ore.

ACCIDENT: Freight train enroute struck adult male trespasser on track. Speed 8 mph at time of brake application on yard track. Engineer was aware of impending accident. Weather was cloudy. Accident occurred during daylight at 1115 hours PST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 024

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail	Common Carrier	Passenger Commuter	4-16-76	New York City, N.Y.

ACCIDENT: Passenger commuter train enroute derailed from turnout injuring three passengers. Speed was 6 mph on station interlocking track. Accident occurred in tunnel. Engineer was not aware of impending accident. Accident occurred at 0822 hours EST.

LOSSES: fatalities 0; reportable injuries 3; RR damage \$ 232,000 Non-RR damage \$ 0.

PROBABLE CAUSES:

1. Track de control device damaged due to material failure.
2. Normal deterioration.
3. Failure to provide "Fail-safe" mode.

OTHER FACTORS:

- 1.
- 2.
- 3.

PROBABLE CAUSE OF CASUALTIES:

1. Thrown from seat/posn. in collision/derailment.
- 2.
- 3.

OTHER CASUALTY FACTORS:

- 1.
- 2.
- 3.

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Brief of Accident

R-76- 026

RAILROAD ACCIDENT:

FY 1976, 4th Qt.:

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chessie System	Common Carrier	Freight Train	4-17-76	Chester, PA.

ACCIDENT: Freight train enroute derailed from track while moving 52 mph on main track. Engineer was unaware of impending accident. Weather was clear. Accident occurred during day at 1215 hours EST.

LOSSES: fatalities 0; reportable injuries 0; RR damage \$ 795,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Roadbed ballast poor condition due to construction deficiency.
2. Rail anchors improperly located.
3. Failure of supervisor to enforce installation standard.

OTHER FACTORS: 1. Failure to comply with Federal Regulations.
2.
3.

PROBABLE CAUSE OF CASUALTIES: 1.
2.
3.

OTHER CASUALTY FACTORS: 1.
2.
3.

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Brief of Accident

R-76- 027

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

<u>RAILROAD</u>	<u>TYPE</u>	<u>CLASSIFICATION</u>	<u>DATE</u>	<u>LOCATION</u>
Chicago & North Western	Common Carrier	Passenger Commuter	4-22-76	Des Plaines, ILL.

ACCIDENT: Passenger commuter train enroute struck male child trespasser on track. Train speed 42 mph at time of brake application on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred in daylight at 0707 hours CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1. Use of drugs or intoxicants.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS:

1.

2.

3.

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Brief of Accident

R-76- 028

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Long Island	Common Carrier	Passenger Commuter	4-22-76	Massapequa, N.Y.

ACCIDENT: Passenger commuter train enroute struck male adult on track. 40 mph speed at time of brake application operating on main track. Engineer was aware of impending accident. Horn was sounding. Visibility not affected by track alignment. Weather was clear. Accident occurred during daylight at 1253 EST.

LOSSES: fatalities 1 ; reportable injuries 0 ; RR damage \$ 0 Non-RR damage \$ 0 .

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1. Willful act of individual.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 029

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail	Common Carrier	Freight Train	4-20-76	North Haven, Conn.

ACCIDENT: Freight train enroute struck male adult trespasser sitting on track. Train speed was 25 mph at time of brake application. Accident occurred on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred during dark at 0030 hours EST.

LOSSES: fatalities 1 ; reportable injuries 0 ; RR damage \$ 0 Non-RR damage \$ 0 .

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2. Use of drugs or intoxicants.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 031

RAILROAD ACCIDENT:

FY 1976, 4th Qt.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Toledo, Peoria & Western	Common Carrier	Freight Unit Train	4-22-76	Peoria County, ILL.

ACCIDENT: Freight unit train enroute was struck by a vehicle not at a road crossing. Casualty was an adult male trespasser occupant of vehicle. Train speed at brake application was 3 mph on yard track. Engineer was not aware of impending accident. Horn was not sounding. Track alignment had no affect on visibility. Weather was cloudy. Accident occurred during darkness at 2355 hours CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 2,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to execute operating procedure properly.

2. Use of drugs or intoxicants.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 030

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Southern	Common Carrier	Freight Train	4-23-76	Gibson County, Indiana

ACCIDENT: Freight train enroute struck male adult trespasser standing on track. Train speed was 27 mph at time of brake application. Accident occurred on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred during darkness at 0245 hours CST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 032

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Union Pacific	Common Carrier	Freight Train	4-22-76	Ogallala, Neb.

ACCIDENT: Freight train enroute struck adult male trespasser. Speed at time of accident could not be determined. Accident occurred on main track. Engineer was unaware of impending accident. Track alignment did not affect visibility. Weather was clear. Accident occurred during daylight at 1330 hours MST.

LOSSES: fatalities 1; reportable injuries 0; RP damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure to vacate position on railroad track/right-of-way.
2. Failure to detect approaching train.
3.

OTHER FACTORS: 1. Use of drugs or intoxicants.
2.
3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.
2.
3.

OTHER CASUALTY FACTORS: 1.
2.
3.

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Brief of Accident

R-76- 033

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Norfolk & Western	Common Carrier	Freight Train	4-24-76	Front Royal, VA.

ACCIDENT: Freight train enroute struck male adult trespasser. Train speed was 46 mph on main track at time of brake application. Engineer was aware of impending accident. Horn was sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred during daylight at 1550 hours EST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1. Use of drugs.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 034

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Eurlington Northern	Common Carrier	Freight train	4-26-76	Winton, Wash.

ACCIDENT: Freight train enroute. Adult male trespasser jumped/fell from train. Speed 40 mph on main track. Engineer unaware of impending accident. Weather clear. Accident occurred in daylight 1705 hours PDST.

LOSSES: fatalities 1 ; reportable injuries 0 ; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to recognize unauthorized position on train as a hazardous condition.

2.

3.

OTHER FACTORS: 1.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Thrown from train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 036

RAILROAD ACCIDENT:

FY 1976 , 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Illinois Central Gulf	Common Carrier	Freight Train	4-27-76	East Alton, ILL.

ACCIDENT: Freight train enroute struck male child trespasser not at road crossing. Speed at brake application was 25 mph on main track. Engineer was not aware of impending accident. Horn was sounded before accident. Vegetation affected visibility. Rain was falling. Accident occurred during daylight at 1451 hours CS.

LOSSES: fatalities 1 ; reportable injuries 0 ; RR damage \$ 0 Non-RR damage \$ 0 .

PROBABLE CAUSES: 1. Failure of person to vacate his position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1. Use of drugs or intoxicants.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 037

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Conrail	Common Carrier	Passenger Commuter	4-28-76	Steelton, PA.

ACCIDENT: Passenger commuter train enroute derailed from track injuring one crewmember and one passenger. Speed at time was 74 mph on main track. Engineer was not aware of impending accident. Weather was clear. Accident occurred in daylight at 0805 hours EDT.

LOSSES: fatalities 0; reportable injuries 2; RR damage \$ 100,000 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of traction motor suspension bolt due to normal deterioration and wear.
2.
3.

OTHER FACTORS: 1. Improper maintenance procedures for suspension bolt.
2. Lack of equip./supplies required by procedures.
3.

PROBABLE CAUSE OF CASUALTIES: 1. Thrown from seat/position in collision/derailment.
2.
3.

OTHER CASUALTY FACTORS: 1.
2.
3.

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Brief of Accident

R-76- 039

RAILROAD ACCIDENT:

FY 1976, 4th Qtr.

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Burlington Northern	Common Carrier	Passenger Commuter	4-28-76	Riverside, ILL.

ACCIDENT: Passenger commuter train enroute struck male adult trespasser. Speed at brake application 45 mph on main track. Engineer was aware of the impending accident. Horn was not sounding. Track alignment did not affect visibility. Weather was clear. Accident occurred in daylight at 1801 hours CDST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 0.

PROBABLE CAUSES: 1. Failure of person to vacate position on railroad track/right-of-way.

2.

3.

OTHER FACTORS: 1. Use of drugs or intoxicants.

2.

3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.

3.

OTHER CASUALTY FACTORS: 1.

2.

3.

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Brief of Accident

R-76- 042

RAILROAD ACCIDENT:

FY 1976, 4th Qt.:

RAILROAD	TYPE	CLASSIFICATION	DATE	LOCATION
Chicago, Milwaukee, St Paul and Pacific	Common Carrier	Freight Train	5-1-76	Spencer, Iowa

ACCIDENT: Freight train enroute contacted vehicle not at rail/highway crossing. Casualty was adult male driving vehicle. Train speed 30 mph at time of brake application on main track. Engineer was aware of impending accident. Horn was sounding. Track alignment had no effect on visibility. Weather was clear. Accident occurred during daylight at 0705 hours CDST.

LOSSES: fatalities 1; reportable injuries 0; RR damage \$ 0 Non-RR damage \$ 9,000.

PROBABLE CAUSES: 1. Failure to detect approaching train.
2. Failure of person to vacate position on railroad track/right-of-way.

3.
OTHER FACTORS: 1.
2.
3.

PROBABLE CAUSE OF CASUALTIES: 1. Struck by train.

2.
3.

OTHER CASUALTY FACTORS: 1.
2.
3.