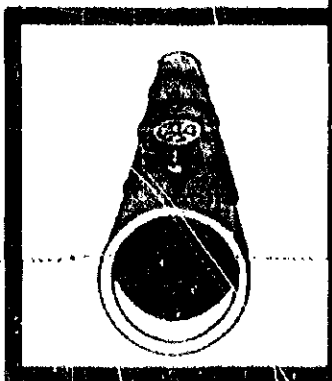
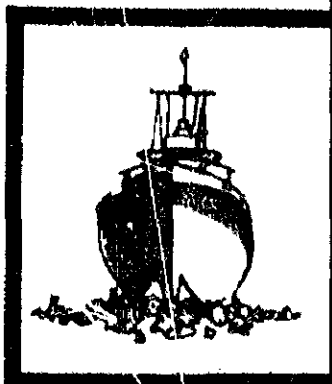
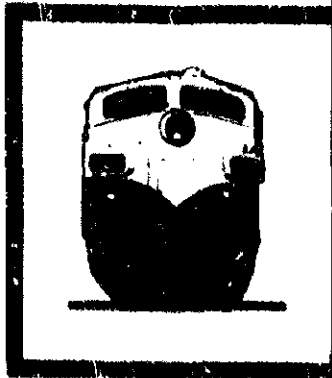
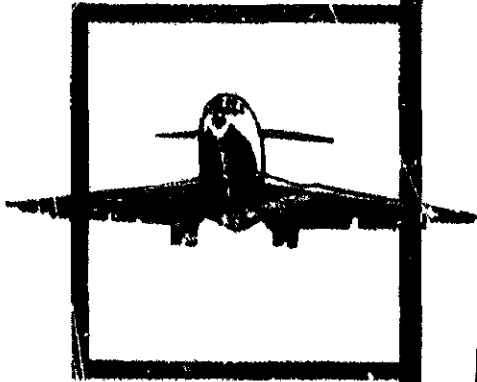


PB83-917204



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

RAILROAD ACCIDENT REPORTS

**BRIEF FORMAT
ISSUE NUMBER 1--1982**

NTSB/RAB-83/04

UNITED STATES GOVERNMENT

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 47 U.S. Railroad Accidents occurring between 1/1/82 and 3/31/82															
				14. Sponsoring Agency Code															
15. Supplementary Notes																			
16. Abstract This publication contains briefs of selected railroad accidents occurring in U.S. Railroad operations during calendar year 1982. 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. Sequence Numbers: <table border="0"> <tr> <td>82-128 thru 128</td> <td>82-168</td> </tr> <tr> <td>82-130</td> <td>82-170</td> </tr> <tr> <td>82-132</td> <td>82-172 thru 175</td> </tr> <tr> <td>82-134 thru 135</td> <td>82-177 thru 179</td> </tr> <tr> <td>82-139 thru 153</td> <td>82-181 thru 187</td> </tr> <tr> <td>82-156 thru 160</td> <td></td> </tr> <tr> <td>82-163 thru 166</td> <td></td> </tr> </table>						82-128 thru 128	82-168	82-130	82-170	82-132	82-172 thru 175	82-134 thru 135	82-177 thru 179	82-139 thru 153	82-181 thru 187	82-156 thru 160		82-163 thru 166	
82-128 thru 128	82-168																		
82-130	82-170																		
82-132	82-172 thru 175																		
82-134 thru 135	82-177 thru 179																		
82-139 thru 153	82-181 thru 187																		
82-156 thru 160																			
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FOREWORD

The National Transportation Safety Board is an independent Federal agency that serves as the overseer of safety in railroad, highway, pipeline, marine, and civil aviation transportation. The Safety Board was created by the Transportation Act of 1966 at which time it functioned as an autonomous agency under the Department of Transportation. In 1974, Congress enacted the Independent Safety Board Act which established the Safety Board as a totally independent agency of the Federal Government and broadened the Board's investigative role in the surface modes of transportation.

Under the Independent Safety Board Act, the Board has the authority to investigate, determine the facts, conditions, circumstances, and probable cause(s) of accidents, issue safety recommendations, conduct special studies on transportation safety, assess techniques of accident investigation, evaluate effectiveness of other government agencies with respect to transportation safety, and evaluate the adequacy of safeguards and procedures for transporting hazardous materials.

In accordance with the provisions of the Independent Safety Board Act of 1974, the NTSB has determined the probable cause of the accidents reported herein.

This publication contains the reports of 47 U.S. railroad accidents arranged in alphabetical order by railroad company name and tabulations of selected accident information including (1) types of accidents by carrier, (2) types of accidents by state, (3) casualties by types of accident and classes of persons, and (4) causal factors arranged by categories, types and numbers of accidents. These brief format reports are published quarterly on a calendar year basis and mostly include summaries of field investigations conducted by the Board's former eight railroad field offices and the District of Columbia. (See figure 1.) As of January 8, 1982 there were seven railroad field offices; as of April 2, 1982 there are four railroad field offices. The briefs also contain data extracted from reports of investigations of major accidents which may be distinguished from the field investigations by the reference to the published National Transportation Safety Board major accident report under the probable cause section.

Care should be taken in interpreting the data contained in the five tables as they reflect only a three-month period and thus do not reflect an accurate long-term statistical distribution. At the end of each calendar year, an annual review of railroad accident data is published which contains tables and graphs compiled from that year's accident data.

These Briefs are summaries of reports of the National Transportation Safety Board and are thereby subject to the limitation of 49 USC 1903(c):

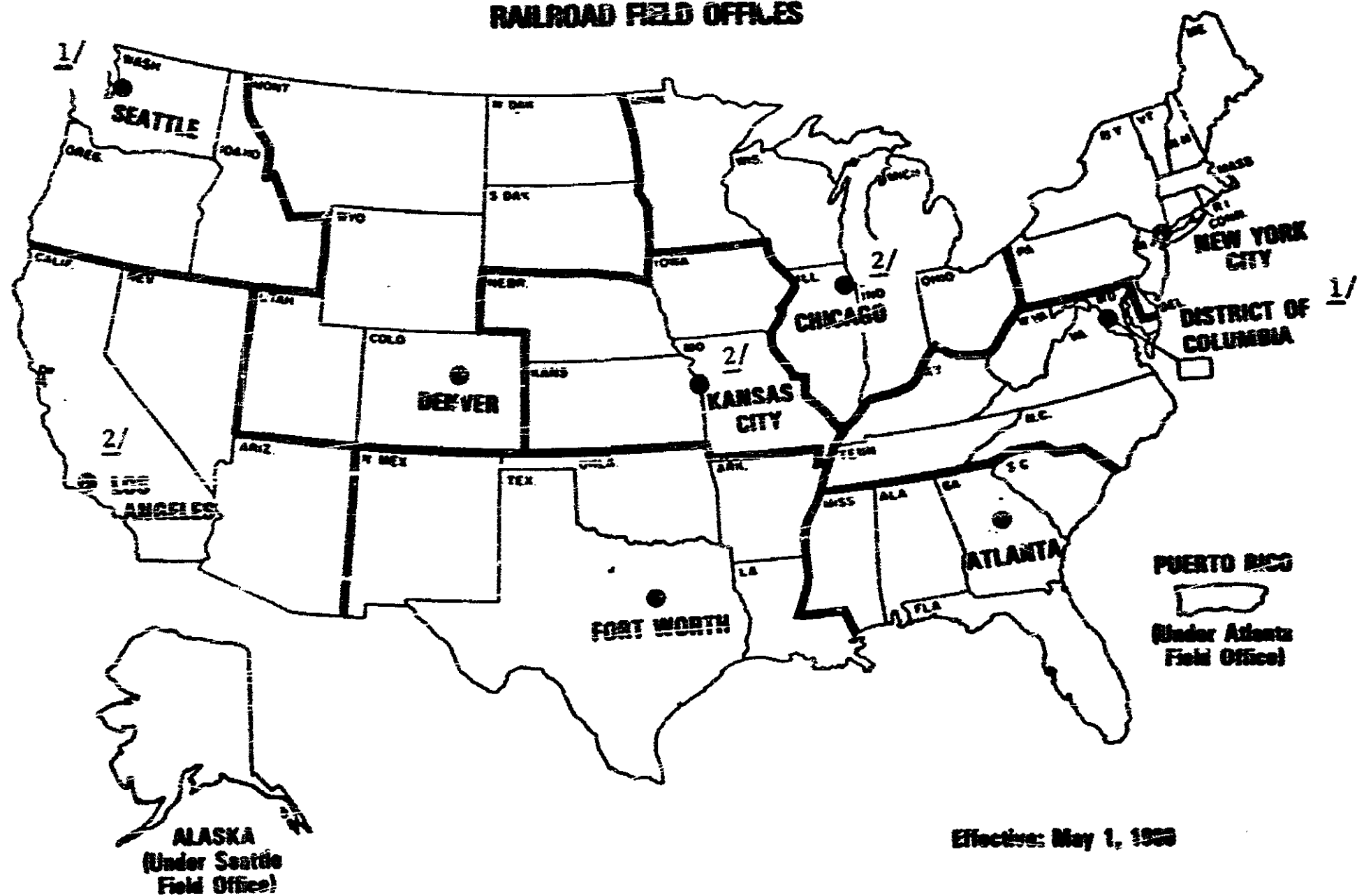
No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports.

For those readers who wish more detailed information, the original factual reports for both field and major accidents 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 also are subject to a user charge by the Board for special services, and such charge will be included in the bill.

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National Transportation Safety Board
Public Inquiries Section
Washington, D.C. 20594

**NATIONAL TRANSPORTATION SAFETY BOARD
RAILROAD FIELD OFFICES**



Effective: May 1, 1983

FIGURE 1

1/ As of January 8, 1982, railroad accident investigations are no longer assigned in these field offices.

2/ As of April 2, 1982, railroad accident investigations are no longer assigned in these field offices.

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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 that Section, the Board investigates and determines facts, conditions, circumstances, and probable cause of any railroad accident in which there is a fatality or 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 (49 CFR 840), effective April 1, 1976, and as amended August 14, 1980, are applicable.

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:

1. Damage of \$150,000 or more to railroad and nonrailroad property; or
2. All accidents involving passenger trains.

Causes and Other 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 or contributing factors exist in an accident, each is recorded with no attempt to establish a primary cause or factor. Therefore, in the causal factor tables, the figures shown may exceed the total number of accidents.

TABLE 1:
ACCIDENTS BY REPORTING RAILROAD AND TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

REPORTING RAILROAD	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
AMTRAK	0	1	1	0	0	2	0
ATCHISON TOPEKA AND SANTA FE RY CO.	1	0	0	2	0	3	0
BALTIMORE & OHIO RR CO.	0	1	0	0	0	1	0
BESSEMER & LAKE ERIE RR CO.	1	0	0	0	0	1	0
BOSTON & MAINE CORP.	0	1	0	0	0	1	0
BURLINGTON NORTHERN INC.	2	6	0	0	0	8	2
CLINTONFIELD RAILROAD COMPANY	0	2	0	0	1	3	0
CHESAPEAKE AND OHIO RY CO. (THE)	0	1	0	0	0	1	0
CHICAGO AND NORTH WESTERN TRANSP CO.	0	1	0	0	0	1	0
CONSOLIDATED RAIL CORP.	1	0	0	1	1	3	0
DELAWARE AND HUDSON RY CO.	0	1	0	0	0	1	0
GEORGIA RR	0	1	0	0	0	1	0
ILLINOIS CENTRAL GULF RR	1	0	0	0	0	1	0
LOUISVILLE AND NASHVILLE RR CO.	0	3	0	0	0	3	0
MISSOURI PACIFIC RR CO.	2	3	0	0	0	5	1
NEW YORK CITY TRANSIT AUTHORITY	0	0	0	1	0	1	0
NORFOLK AND WESTERN RY CO.	0	2	0	0	1	3	1
PORT AUTHORITY TRANS-HUDSON CORP.	0	0	0	0	1*	1	0
SEABOARD COAST LINE RR	0	1	0	1	0	2	0
SOUTHERN PACIFIC TRANSP. CO.	0	1	0	0	0	1	0
ST. LOUIS SOUTHWESTERN RY CO.	0	1	0	0	0	1	0
TERMINAL RR ASSOC. OF ST. LOUIS	1	0	0	0	0	1	0
UNION PACIFIC RR	0	3	0	0	0	3	0
TOTAL	7	29	1	6	4	47	4

* ACCIDENT WAS A FIRE

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

TABLE 2:
ACCIDENTS BY STATE AND TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

STATE	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
ALABAMA	0	1	0	0	0	1	0
ARKANSAS	0	1	0	0	0	1	0
CALIFORNIA	0	1	0	1	0	2	0
COLORADO	0	2	0	0	0	2	0
CONNECTICUT	0	0	0	1	1	2	0
FLORIDA	0	0	0	1	0	1	0
GEORGIA	0	1	0	0	0	1	0
ILLINOIS	1	2	0	0	0	3	0
INDIANA	0	1	0	0	0	1	0
IOWA	0	1	0	0	0	1	0
KENTUCKY	0	1	0	0	0	1	1
LOUISIANA	0	1	0	0	0	1	0
MARYLAND	0	0	1	0	0	1	1
MASSACHUSETTS	0	1	0	0	0	1	0
MISSISSIPPI	1	0	0	0	0	1	0
MISSOURI	0	3	0	0	0	3	0
MONTANA	1	0	0	0	0	1	0
NEBRASKA	0	1	0	0	0	1	0
NEW YORK	0	1	0	1	1*	3	1
NORTH CAROLINA	0	3	0	0	0	3	0
NORTH DAKOTA	0	1	0	0	0	1	0
OHIO	0	2	0	0	1	3	1
OREGON	0	1	0	0	0	1	0
PENNSYLVANIA	2	1	0	0	0	3	0
SOUTH CAROLINA	0	0	0	0	1	1	0
TEXAS	1	0	0	2	0	3	0
UTAH	0	1	0	0	0	1	0
WEST VIRGINIA	0	1	0	0	0	1	0
WYOMING	1	1	0	0	0	2	0
TOTAL	7	29	1	6	4	47	4

* ACCIDENT WAS A FIRE

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

TABLE: 3
CASUALTIES BY CLASS OF PERSON AND ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	PERSONAL CASUALTY	GRADE CROSSING	TOTAL
RAILROAD EMPLOYEES					
FATALITIES.....	2	3	1	1	7
INJURIES.....	2	2	0	6*	10
PASSENGERS					
FATALITIES.....	0	0	1	0	1
INJURIES.....	0	1	0	20*	21
GENERAL PUBLIC					
FATALITIES.....	0	0	5	0	5
INJURIES.....	0	0	6	0	6

NOTE: "GENERAL PUBLIC" CONSISTS OF ALL PERSONS WHO ARE NEITHER RAILROAD EMPLOYEES NOR PASSENGERS, INCLUDING BUT NOT LIMITED TO PERSONS ON OFFICIAL BUSINESS ON THE RAILROAD, EMERGENCY FORCES, AND MEMBERS OF THE PUBLIC NOT ON RAILROAD PROPERTY

* ACCIDENT WAS A FIRE

TABLE: 4
CAUSAL FACTORS BY ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
<u>COMPONENT FAILURES:</u>						
FAILURE OF CAR/LOCO BODY DUE TO PREVIOUS REPAIR	0	1	0	0	0	1
FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR	0	3	0	0	0	3
FAILURE OF WHEELS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
BROKEN RAIL	0	6	0	0	0	6
BROKEN AXLES AND JOURNALS	0	2	0	0	0	2
BROKEN WHEELS	0	1	0	0	0	1
OVER HEATED AXLES AND JOURNALS	0	3	0	0	0	3
MANUFACTURING/CONSTRUCTION DEFECT IN TRUCKS	0	1	0	0	0	1
IMPROPER MATERIALS USED IN MFG/CONSTRUCTION OF TRUCKS	0	1	0	0	0	1
DAMAGE TO TRUCKS FROM LOADS EXCEEDING CAPABILITY	0	1	0	0	0	1
DAMAGE TO SWITCH ASSEMBLY FROM DRAGGING EQUIPMENT	1	0	0	0	0	1
BURN RAIL	0	1	0	0	0	1
BURN WHEELS	0	1	0	0	0	1
DAMAGE TO ROADBED FROM NATURAL FORCES	0	2	0	0	0	2
DAMAGE TO TRACK GEOMETRY FROM NATURAL FORCES	0	1	0	0	0	1
COMPONENT FAILURE (UNSPECIFIED)	1	21	0	0	0	22
TOTAL (COMPONENT FAILURES)	2	46	0	0	0	48

TABLE: 4
CASUAL FACTORS BY ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
PROCEDURAL FAILURES:						
FAILURE TO PERFORM PROCEDURE FOR MAINTENANCE OF TRACK GEOMETRY	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	3	0	0	0	0	3
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	4	0	0	0	0	4
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMSTABLE SPECIAL INSTRUCTION	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE	2	0	0	0	0	2
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL RR FREIGHT CAR SAFETY STANDARDS	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR MANUAL OF STANDARDS AND RECOMMENDED PRACTICES - MECH. DIV.	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR INTERCHANGE RULES	0	2	0	0	0	2
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE	0	0	1	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS	0	3	0	0	0	3
PROCEDURAL FAILURE (UNSPECIFIED)	4	3	0	0	0	7
TOTAL (PROCEDURAL FAILURE)	13	12	1	0	0	26

TABLE: 4
CAUSAL FACTORS BY ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION -----	DERAILMENT -----	EMPLOYEE FATALITY -----	PERSONAL FATALITY -----	GRADE CROSSING -----	TOTAL -----
HUMAN FAILURES: -----						
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	1	0	0	0	0	1
USE OF DRUGS OR INTOXICANTS	3	0	0	1	0	4
FATIGUE	1	0	0	0	0	1
ERROR IN JUDGMENT	1	0	1	0	0	2
OBSTRUCTED VIEW	0	0	0	1	0	1
PANICKING	0	0	0	1	0	1
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	0	1	0	1
FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE	0	0	0	3	0	3
FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS	0	0	0	1	0	1
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	1	1
HUMAN FAILURE (UNSPECIFIED)	2	0	0	3	1	6
TOTAL (HUMAN FAILURES)	8	0	1	11	2	22
NON-RAILROAD ACTIVITIES: -----						
DAMAGE BY NON-RAILROAD ACTIVITIES (UNSPECIFIED)	0	0	0	0	1	1
TOTAL (NON-RAILROAD ACTIVITIES)	0	0	0	0	1	1

TABLE: 4
CAUSAL FACTORS BY ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
<u>NATURAL FORCES:</u>						
WASHOUT FROM RAIN AND/OR EROSION	0	1	0	0	0	1
TEMPERATURE-RELATED EARTH SLIDE/MOVEMENT	1	0	0	0	0	1
ROADBED WASHOUT	0	1	0	0	0	1
ICE OR SNOW BUILDUP	0	1	0	0	0	1
HEAVY RAIN	0	1	0	0	0	1
DAMAGE BY NATURAL FORCES (UNSPECIFIED)	0	1	0	0	0	1
TOTAL (NATURAL FORCES)	1	5	0	0	0	6
<u>SYSTEM DESIGN INADEQUACIES:</u>						
INADEQUATE FEDERAL REGULATIONS	0	2	0	0	0	2
TOTAL (SYSTEM DESIGN INADEQUACIES)	0	2	0	0	0	2
<u>UNDETERMINED:</u>	0	1	0	0	0	1
GRAND TOTAL	24	66	2	11	3	106

TABLE 5:
CAUSAL FACTORS BY MAJOR CATEGORY AND ACCIDENT TYPE
(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
TRACK AND STRUCTURE DEFECTS	1	14	0	0	0	15	2
EQUIPMENT FAILURES	1	10	0	0	1*	12	2
OPERATING PRACTICES	4	3	1	0	0	8	0
OTHER (2)	1	2	0	6	3	12	0
	-----	-----	-----	-----	-----	-----	-----
TOTAL	7	29	1	6	4	47	4

(1) NOT INCLUDED IN TOTAL RAILROAD ACCIDENTS/INCIDENTS INVESTIGATED

(2) "OTHER" INCLUDES HUMAN FAILURE, DAMAGE FROM NATURAL FORCES, VANDALISM, SABOTAGE, SYSTEM DESIGN INADEQUACIES,
 FAILURE OF RADIO AND RADIO COMPONENTS, AND FAILURE OF CARGO AND CARGO TIEDOWN AND/OR BLOCKING

* ACCIDENT WAS A FIRE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0145

BRIEF OF RAILROAD ACCIDENT #NYC82IR023

REPORTED BY:
AMTRAK

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
ODENTON, MARYLAND		0847 EST	01/19/82	CLEAR	DAY/4200 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	AMTRAK	PASSENGER	SOUTH	EA ROUTE	MAIN 002

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 090 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

- PROBABLE CAUSES -----
1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF
WAY DEPT. EMPLOYEE SAFETY RULE #4128
 2. ERROR IN JUDGEMENT

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

----- PROPERTY LOSSES -----

NONE

- PROBABLE CAUSES OF CASUALTIES -----
1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT 8NYCS2FR026

82-0159

REPORTED BY:
AMTRAK

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
PHILADELPHIA, PENNSYLVANIA		1348 EST	02/01/82	CLEAR	DAY/1000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN	007

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF TRACK GEOMETRY - DETERIORATED CROSSTIES CAUSING
WIDE GAGE

----- OTHER FACTORS -----

1. FAILURE TO FOLLOW PROCEDURE FOR MAINTENANCE OF TRACK
GEOMETRY

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 25,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0141

BRIEF OF RAILROAD ACCIDENT #FTW82DR017

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
MUSELBERG, TEXAS		1900 CST	01/14/82	CLEAR	DARK/0600 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT UNIT TRAIN	WEST	EM ROUTE	MAIN 001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

----- PROBABLE CAUSES -----

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO
OBSTRUCTED VIEW OF RAILROAD
2. HUMAN FAILURE - WORE RADIO HEADPHONES. COULD NOT HEAR TRAIN

----- CASUALTIES -----

	FATALITIES	INJURIES
PERSONS	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW82FR019

82-0152

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
ABELL, TEXAS		2207 CST	01/21/82	FOG	DARK/0120 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	ATCHISON TOPEKA AND SANTA FE RY CO.	LOCAL FREIGHT	NORTH	SETOUT/PICKUP NOT IN YARD	BRANCH 001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK STANDING TRAIN 1, RESULTING IN DERAILED CARS , RESULTING IN DERAILED
LOCO.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

----- PROBABLE CAUSES -----

1. PROCEDURAL FAILURE - DIDNOT PLACE TORPEDOES BY STANDING TRAIN
PORTION
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE
AS HAZARDOUS DUE TO ERROR IN JUDGEMENT
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RP OPERATING RULE
#110

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 212,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0168

BRIEF OF RAILROAD ACCIDENT #LAX82DR019

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

	-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
	PLACENTIA, CALIFORNIA	0635 PST	02/04/82	CLOUDY	DAY/3000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---	TRACK/NO---
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK PERSON, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

----- PROBABLE CAUSES -----

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK
STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS
2. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO
USE OF INTOXICANTS

----- CASUALTIES -----

	FATALITIES	INJURIES
PERSONS	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #CHI82FR012

82-0149

REPORTED BY:
BALTIMORE & OHIO RR CO.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
WALKERTON, INDIANA	0805 CST	01/24/82	CLOUDY	DAY/2640 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BALTIMORE & OHIO RR CO.	FREIGHT	WEST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF BRAKE BEAM - DISLODGED AND DRAGGED UNDER WHEELS OF CAR

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 784,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0142

BRIEF OF RAILROAD ACCIDENT #NYC62FR022

REPORTED BY:
BESSEMER & LAKE ERIE RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SHEPHERD, PENNSYLVANIA		0640 EST	01/16/82	SNOW	DAWN OR DUSK/0480 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BESSEMER & LAKE ERIE RR CO.	FREIGHT	NORTH	EN ROUTE	MAIN
2	BESSEMER & LAKE ERIE RR CO.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILMENT, RESULTING IN FATALITY, RESULTING IN INJURIES, RESULTING IN MINOR INJURIES.
SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 025 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----
1. PROCEDURAL FAILURE - DID NOT STOP AT RED SIGNAL. FELL ASLEEP
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #292

----- OTHER FACTORS -----
1. FATIGUE
2. USE OF INTOXICANTS
3. FAILURE TO COMPLY WITH RULE G.

----- CASUALTIES -----
FATALITIES INJURIES
EMPLOYEES ON DUTY 1 1

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 1,403,000 \$ 0

----- PROBABLE CAUSES OF CASUALTIES -----
1. COLLAPSE OF STRUCTURE (TRAIN)

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC32FR031

82-0172

REPORTED BY:
BOSTON & MAINE CORP.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
HOLYOKE, MASSACHUSETTS		0115 EST	02/14/82	CLEAR	DARK/0500 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	AMTRAK	PASSENGER		NORTH	EN ROUTE	MAIN 001

***** ACCIDENT DESCRIPTION *****

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO, RESULTING IN
DERAILED CARS, RESULTING IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

----- PROBABLE CAUSES -----

1. FAILURE OF CROSS TIES DUE TO NORMAL DETERIORATION/WEAR
2. FAILURE OF TRACK GEOMETRY - WIDENING OF GAGE UNDER TRAIN
FRACTURING RAIL

----- OTHER FACTORS -----

1. FAILURE OF INSPECTION TO DETECT DEFECT TRACK GEOMETRY
2. ICE OR SNOW BUILDUP

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 266,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0134

BRIEF OF RAILROAD ACCIDENT #MKC82FR012

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
HANNIBAL, MISSOURI		1930 CST	01/09/82	CLEAR	DARK/0900 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT		EAST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****
TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN DERAILED LOCU.
SPEED OF TRAIN 1 WAS 043 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. DAMAGE BY NATURAL FORCES - JOINT PULL APART DUE TO EXTREME TEMP CHANGE

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 294,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #MKC82FR013

82-0146

REPORTED BY:
BURLINGTON NORTHERN INC.

	-----LOCATION-----	---TIME--	---DATE--	WEATHER	-----VISIBILITY-----	
	ANAZONIA, MISSOURI	1145 CST	01/12/82	SNOW	DAY/3000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	ON ROUTE		MAIN

+++++ ACCIDENT DESCRIPTION +++++

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

+++++

----- PROBABLE CAUSES -----

1. DAMAGE BY NATURAL FORCES - JOINT PULL APART DUE TO EXTREME TEMP CHANGE

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 241,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0147

BRIEF OF RAILROAD ACCIDENT #DEN82FR009

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
BREMEN, NORTH DAKOTA		0430 MST	01/21/82	CLEAR	DARK/4000 FT

TRAINS	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. BROKEN AXLE
2. OVER HEATED AXLE JOURNAL

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 134,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN82FR010

82-0153

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
FISHER, WYOMING		1600 MST	01/28/82	CLEAR	DAY/8500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN 961

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING IN MINOR INJURIES.
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

- PROBABLE CAUSES -----
1. FAILED TO USE BRAKES PROPERLY TO CONTROL TRAIN SPEED.
 2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #4408
 3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #505A
 4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #523
 5. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #501

- OTHER FACTORS -----
1. INOPERATIVE SPEED INDICATOR

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 575,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0164

BRIEF OF RAILROAD ACCIDENT #MKCB2FR014

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
CRESTON, IOWA	1405 CST	02/03/82	CLEAR	DAY/9990 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. BROKEN AXLE JOURNAL
2. FAILURE OF AXLE JOURNAL - SHARP BREAK. NO TAPERED END.CAUSE UNKNOWN

----- CASUALTIES -----

ZONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 318,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT JMKC82FR015

82-0172

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
SALEN, NEBRASKA	2325 CST	02/09/82	CLEAR	DARK/9990 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	RAIN 001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. BROKEN RAIL
2. FAILURE OF RAIL - 15 PERCENT DETAIL FRACTURE

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 718,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0181

BRIEF OF RAILROAD ACCIDENT IDENTIFICATION

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
ECHEA, WYOMING		0110 MST	02/20/82	CLEAR	DARK/1200 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	BURLINGTON NORTHERN INC.	FREIGHT	EAST	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK, RESULTING IN
DERAILED CARS.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. OVER HEATED AXLE JOURNAL
2. FAILURE OF ROLLER BEARING - SEIZED FOR UNKNOWN REASON CAUSING
BURN OFF

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 467,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN02FR013

82-0182

REPORTED BY:
BURLINGTON NORTHEAST INC.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
LIBBY, MONTANA	1530 MST	02/23/82	SNOW	DAY/ UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BURLINGTON NORTHEAST INC.	FREIGHT	WEST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK OBSTRUCTION; EQUIPMENT COMPONENT FELL FROM TRAIN 1; EQUIPMENT COMPONENT
STRUCK TRACK COMPONENT, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 049 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED; HORN WAS SOUNDED.

----- PROBABLE CAUSES -----

1. DAMAGE TO SWITCH POINTS FROM DRAGGING EQUIPMENT
2. FAILURE OF CUT - ROCKSLIDE DAMAGED LOCO PILOT. PILOT STRUCK SWITCH
3. TEMPERATURE-RELATED EARTH SLIDE/MOVEMENT

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 1,030,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82FR024

82-0126

REPORTED BY:
CHESAPEAKE AND OHIO RY CO. (THE)

-----LOCATION-----	---TIME--	---DATE--	WEATHER	-----VISIBILITY-----
CABIN CREEK, WEST VIRGINIA	0220 EST	01/04/82	RAIN	DARK/ UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	CHESAPEAKE AND OHIO RY CO. (THE)	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN 691

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 036 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

----- PROBABLE CAUSES -----
1. PROBABLE CAUSE UNDETERMINED - EVIDENCE LACKING-CAUSE
UNDETERMINED

----- CASUALTIES -----
NONE

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 533,000 \$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0177

BRIEF OF RAILROAD ACCIDENT #NCS2FR016

REPORTED BY:
CHICAGO AND NORTH WESTERN TRANSP CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
EDWARDSVILLE, ILLINOIS		1415 CST	02/12/82	CLOUDY	DAY/9990 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	CHICAGO AND NORTH WESTERN TRANSP CO.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 057 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. PROCEDURAL FAILURE - EXCESSIVE SPEED IN CURVE TIPPED OUTER RAIL OVER

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 1,752,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82FK025

82-0143

REPORTED BY:
CLINGFIELD RAILROAD COMPANY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
CHESNEE, SOUTH CAROLINA		0035 EST	01/17/82	CLEAR	DARK/1500 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/ED-----	
1	CLINGFIELD RAILROAD COMPANY	FREIGHT	NORTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK AUTOMOBILE, RESULTING IN DERAILMENT; TRAIN 1 STRUCK STANDING CUT OF CARS, RESULTING IN DERAILED LOGS, RESULTING IN DERAILED CARS, RESULTING IN FATALITY. SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. DAMAGE BY NON-RAILROAD ACTIVITIES - TRAIN COLLIDED WITH STALLED AUTO AND DERAILED

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	1

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 440,000	\$ 0

----- PROBABLE CAUSES OF CASUALTIES -----

1. COLLAPSE OF STRUCTURE (TRAIN)

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82FR027

82-0158

REPORTED BY:
CLINCHFIELD RAILROAD COMPANY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SPARR, NORTH CAROLINA		1210 EST	01/31/82	RAIN	DAY/1000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CLINCHFIELD RAILROAD COMPANY	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. PROCEDURAL FAILURE - PUSHER LOCO EXCEEDED THROTTLE LIMIT IN CURVE	1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #2

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
NONE	RAILROAD	NON-RAILROAD
	\$ 181,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FT#02FR020

82-0160

REPORTED BY:
CLINCHFIELD RAILROAD COMPANY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SPRUCE PINE, NORTH CAROLINA		2130 EST	02/01/82	RAIN	DARK/0500 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CLINCHFIELD RAILROAD COMPANY	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN	001
2	CLINCHFIELD RAILROAD COMPANY	FREIGHT UNIT TRAIN	NORTH	EN ROUTE	SIDING	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS; DERAILED EQUIPMENT STRUCK SIDE OF STANDING TRAIN 2, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE. SPEED OF TRAIN 1 WAS 022 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. WORN WHEEL FLANGE. 2. INADEQUATE INSPECTION OF WHEEL.	1. FAILURE TO COMPLY WITH FEDERAL RR FREIGHT CAR SAFETY STANDARD 215.103.

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----- CASUALTIES -----		----- PROPERTY LOSSES -----	
		RAILROAD	NON-RAILROAD
NONE		\$ 189,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0146

BRIEF OF RAILROAD ACCIDENT #NYC23FR024

REPORTED BY:
CONSOLIDATED RAIL CORP.

	-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
	SOUTH NORWALK, CONNECTICUT	1136 EST	01/20/82	CLEAR	DAY/1000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---	---TRACK/NO---
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	SOUTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK TRACTOR-TRAILER, RESULTING IN SUBSTANTIAL RM PROPERTY DAMAGE.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

----- PROBABLE CAUSES -----

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 90,000	\$ 1,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC82DR025

82-0151

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
MILFORD, CONNECTICUT		0920 EST	01/25/82	CLEAR	DAY/2000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CONSOLIDATED RAIL CORP.	PASSENGER	EAST	EN ROUTE	MAIN	002

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK PERSON, RESULTING IN CASUALTY.
SPEED OF TRAIN 1 WAS 070 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. FAILURE OF PERSON TO VACATE POSITION UP TRACK STRUCTURE DUE TO
PANICKING

----- CASUALTIES -----

	FATALITIES	INJURIES
PERSONS	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0174

BRIEF OF RAILROAD ACCIDENT #NYC82FR029

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
DUNCARNOH, PENNSYLVANIA		0120 EST	02/10/82	CLEAR	DARK/ UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CONSOLIDATED RAIL CORP.	FREIGHT	WEST	EN ROUTE	MAIN	002
2	CONSOLIDATED RAIL CORP.	FREIGHT	EAST	EN ROUTE	MAIN	002

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED
CAPS , RESULTING IN INJURY , RESULTING IN MINOR INJURIES.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED. SPEED OF TRAIN 2 IS UNKNOWN; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

----- PROBABLE CAUSES -----

1. HUMAN FAILURE - ENGINEER DID NOT STOP FOR RESTRICTED SIGNAL
2. USE OF INTOXICANTS
3. FAILURE TO COMPLY WITH RULE C.

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

----- PROPERTY LOSSES -----

	RAILROAD	NON-RAILROAD
\$	272,000	0

----- PROBABLE CAUSES OF CASUALTIES -----

1. JUMPED FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0139

BRIEF OF RAILROAD ACCIDENT #NYC62FR021

REPORTED BY:
DELAWARE AND HUDSON RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
BLUFF POINT, NEW YORK		1135 EST	01/12/82	CLEAR	DAY/ UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF RAIL - BROKEN. CAUSE UNKNOWN

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD		NON-RAILROAD	
\$	6,000	\$	0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82FR030

62-0184

REPORTED BY:
GEORGIA RR

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
GREENSBORO, GEORGIA		0705 EST	02/25/82	CLEAR	DAWN OR DUSK/1000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	GEORGIA RR	FREIGHT	WEST	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS, RESULTING IN RELEASE OF TOXIC AGENTS.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF TRUCK BOLSTER - 25 PERCENT OLD BREAK. SAND POCKETS IN METAL
2. MANUFACTURING/CONSTRUCTION DEFECT IN TRUCK BOLSTER

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 386,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

92-0132

BRIEF OF RAILROAD ACCIDENT #ATL82FR023

REPORTED BY:
ILLINOIS CENTRAL GULF RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----		
RENSHAW, MISSISSIPPI		1440 EST	01/03/82	RAIN	DAY/0300 FT		
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---		
1	ILLINOIS CENTRAL GULF RR	FREIGHT	SOUTH	EN ROUTE	MAIN	001	

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN DERAILED LOCO, RESULTING IN
DERAILED CARS, RESULTING IN MINOR INJURIES; DERAILED EQUIPMENT STRUCK SIDE OF TRAIN
3, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 610 MPH. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. PROCEDURAL FAILURE - VIOLATED RESTRICTED SPEED RULE
 2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE
- 893

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 699,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0128

BRIEF OF RAILROAD ACCIDENT #NKC82FR010

REPORTED BY:
LOUISVILLE AND NASHVILLE RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
WOFFORD, KENTUCKY		0755 EST	01/05/82	CLEAR	DAY/UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	LOUISVILLE AND NASHVILLE RR CO.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. BROKEN RAIL
2. FAILURE OF RAIL - 60 PERCENT COMPOUND FISSURE IN BALL OF RAIL

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 602,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT 8ATL82FR028

82-0165

REPORTED BY:
LOUISVILLE AND NASHVILLE RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
MOBILE, ALABAMA		1817 CST	02/03/82	CLOUDY	DARK/0800 FT	

-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1 LOUISVILLE AND NASHVILLE RR CO.	LOCAL FREIGHT	SOUTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCU, RESULTING IN DERAILED CARS, RESULTING IN EMPLOYEE CASUALTIES.

SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. DAMAGE TO ROADBED FILL FROM NATURAL FORCES
2. WASHOUT FROM RAIN AND/OR EROSION

CASUALTIES	FATALITIES INJURIES		PROPERTY LOSSES	
			RAILROAD	NON-RAILROAD
EMPLOYEES ON DUTY	2	1	\$ 458,000	\$ 0

----- PROBABLE CAUSES OF CASUALTIES -----

1. THROWN FROM TRAIN
2. COLLAPSE OF STRUCTURE (TRAIN)

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT 8AKC82FR011

82-0130

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----	---TIME--	---DATE--	WEATHER	-----VISIBILITY-----
MARIONVILLE, MISSOURI	0320 CST	01/07/82	SNOW	DARK/0600 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN DERAILED CARS CONTNG.
HAZARDOUS MATL..
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. BROKEN RAIL
2. FAILURE OF RAIL - HEAD AND WEB BREAK. CAUSE UNKNOWN

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 629,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-9173

BRIEF OF RAILROAD ACCIDENT #FT#02FR022

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
SHREVEPORT, LOUISIANA	1210 CST	02/10/82	CLOUDY	DAY/5000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	MISSOURI PACIFIC RR CO.	FREIGHT	EAST	EN ROUTE	MAIN 901

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS, RESULTING IN RELEASE OF TOXIC AGENTS.
SPEED OF TRAIN 1 WAS 634 RPM; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR	1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL TRACK SAFETY STANDARDS 213.109
2. FAILURE OF TRUCK SIDE BEARING - EXCESSIVE SIDE BEARING CLEARANCE	2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY FEDERAL RR FREIGHT CAR SAFETY STANDARD 215.119

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
	RAILROAD	NON-RAILROAD
NONE	\$ 248,000	\$ 15,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #CHI82FR018

82-0179

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
BLEACHER, ILLINOIS	0415 CST	02/16/82	CLOUDY	DARK/UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	LOUISVILLE AND NASHVILLE RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 058 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. BROKEN RAIL
2. FAILURE OF RAIL - SEVERE RAIL END BATTER AT FRACTURE FACE

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 2,119,000	\$ 17,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0185

BRIEF OF RAILROAD ACCIDENT #DEN82FR014

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
ARLINGTON, COLORADO		1850 MST	03/04/82	CLOUDY	DARK/2000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	MISSOURI PACIFIC RR CO.	FREIGHT	WEST	EN ROUTE		MAIN 001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF TRUCKS - HUNTING DUE TO CRITICAL SPEED; SHORT EMPTY CAR

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 200,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC92DR028

82-0163

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK		1813 EST	01/27/82	N/A	TUNNEL/0100 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	NORTH	EN ROUTE	MAIN 003

***** ACCIDENT DESCRIPTION *****

PASSENGER FELL FROM TRAIN 1; TRAIN 1 STRUCK PASSENGER, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. HUMAN FAILURE - FELL WHILE BOARDING MOVING TRAIN

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #CHI82FR010

82-0135

REPORTED BY:
NORFOLK AND WESTERN RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
MCDEPOT, OHIO		0130 EST	01/07/82	CLOUDY	DARK/2500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	NORFOLK AND WESTERN RY CO.	FREIGHT	EAST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS, RESULTING IN INJURY.
SPEED OF TRAIN 1 WAS 055 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. PROCEDURAL FAILURE - EXCEEDED SPEED LIMIT IN CURVE ROLLING
FAIL OVER

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 313,000	\$ 0

----- PROBABLE CAUSES OF CASUALTIES -----

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILEMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0157

BRIEF OF RAILROAD ACCIDENT #CHI82FR014

REPORTED BY:
NORFOLK AND WESTERN RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
LOCKBOURNE, OHIO		1340 EST	01/31/82	RAIN	DAY/UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
*	NORFOLK AND WESTERN RY CO.	FREIGHT	EAST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS , RESULTING IN PUNCTURE OF TANK CARS
, RESULTING IN RELEASE OF TOXIC AGENTS , RESULTING IN FIRE.
SPEED OF TRAIN 1 WAS 049 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. DAMAGE TO TRUCK SPRING ASSEMBLY FROM LOADS EXCEEDING CAPABILITY
2. IMPROPER MATERIALS USED IN MFG/CONSTRUCTION OF TRUCK SPRING ASSEMBLY
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR INTERCHANGE RULES #91

----- OTHER FACTORS -----

1. DAMAGE TO TRACK CROSS ELEVATION FROM NATURAL FORCES
2. HEAVY RAIN

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 2,397,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0165

BRIEF OF RAILROAD ACCIDENT #NYC82FR027

REPORTED BY:
NORFOLK AND WESTERN RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
LAWRENCE, OHIO		1645 EST	02/03/82	RAIN	DAY/1800 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	NORFOLK AND WESTERN RY CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK TRUCK, RESULTING IN DERAILED CARS , RESULTING IN DERAILED LOCO , RESULTING IN INJURY , RESULTING IN MINOR INJURY.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED; HORN WAS SOUNDED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

----- PROBABLE CAUSES -----

1. HUMAN FAILURE: TRUCK FELL OFF GRADE CROSSING AND BECAME STUCK WITHIN THE TRACK.

----- CASUALTIES -----		----- PROPERTY LOSSES -----	
	FATALITIES INJURIES	RAILROAD	NON-RAILROAD
EMPLOYEES ON DUTY	0 1	\$ 962,000	\$ 0

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRIKING INJURIOUS ENVIRONMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC82FR032

82-0186

REPORTED BY:
PORT AUTHORITY TRANS-HUDSON CORP.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	0708 EST	03/16/82	N/A	TUNNEL/ UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	PORT AUTHORITY TRANS-HUDSON CORP.	PASSENGER TRANSIT	EAST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 CAUGHT ON FIRE, RESULTING IN INJURIES.
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----
1. FAILURE OF PRIMARY CIRCUIT CONTROLS - OVER LOAD RELAY FAILED
TO LIMIT FAULT CURRENT

----- OTHER FACTORS -----
1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR GENERAL
NOTICE/BULLETIN

1
46
-

----- CASUALTIES -----
FATALITIES INJURIES
EMPLOYEES ON DUTY 0 4
PASSENGERS 0 20

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 300,000 \$ 0
\$ 300,000 \$ 0

----- PROBABLE CAUSES OF CASUALTIES -----
1. ASPHYXIATION

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82DR026

82-0150

REPORTED BY:
SEABOARD COAST LINE RR

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
HAYNES CITY, FLORIDA		0224 EST	01/24/82	CLEAR	DARK/0800 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SEABOARD COAST LINE RR	FREIGHT	NORTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK PERSON, RESULTING IN CASUALTY.
SPEED OF TRAIN 1 WAS 949 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

----- PROBABLE CAUSES -----

1. FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE

----- CASUALTIES -----

	FATALITIES	INJURIES
PERSONS	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL82FR029

82-0183

REPORTED BY:
SEABOARD COAST LINE RR

-----LOCATION-----		---TIME--	---DATE--	WEATHER	-----VISIBILITY-----	
Pembroke, North Carolina		2050 EST	02/24/82	CLEAR	DARK/UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SEABOARD COAST LINE RR	FREIGHT	SOUTH	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK, RESULTING IN
DERAILED CARS.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. BROKEN WHEEL	1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR MANUAL OF STANDARDS AND RECOMMENDED PRACTICES - MECH. DIV. #M107
2. FAILURE OF WHEEL - DESIGN INADEQUACY IN D-28 WHEEL	

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
NONE	RAILROAD	NON-RAILROAD
	\$ 1,233,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0127

BRIEF OF RAILROAD ACCIDENT #LAX82FR016

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
RICHMOND, CALIFORNIA		1505 PST	01/04/82	RAIN	DAY/1500 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ANTRAK	PASSENGER	EAST	EN ROUTE	MAIN	001

***** ACCIDENT DESCRIPTION *****

WASHED OUT TRACK COLLAPSED BENEATH TRAIN 1, RESULTING IN DERAILED CARS; TRAIN 1 DERAILED, RESULTING IN INJURY, RESULTING IN MINOR INJURIES.

SPEED OF TRAIN 1 WAS 057 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. ROADBED #ASHOUT
2. DAMAGE TO ROADBED FROM NATURAL FORCES

----- OTHER FACTORS -----

1. FAILURE OF CULVERTS - PARTIALLY BLOCKED BY VEGETATION AND DEBRI
2. INADEQUATE FEDERAL REGULATIONS

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	0	1

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 655,000	\$ 0

----- PROBABLE CAUSES OF CASUALTIES -----

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT 8FTW82DR018

82-0148

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SAN ANTONIO, TEXAS		0615 CST	61/21/82	FOG	DARK OR DUSK/0050 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT UNIT TRAIN		WEST	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK PERSON, RESULTING IN CASUALTY.
SPEED OF TRAIN 1 WAS 012 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. HUMAN FAILURE - UNAUTHORIZED PERSON FELL WHILE BOARDING TRAIN

----- CASUALTIES -----

PERSONS	FATALITIES INJURIES	
	1	0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FT#82FR021

82-0170

REPORTED BY:
ST. LOUIS SOUTHWESTERN RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
WHEATLEY, ARKANSAS		1600 CST	02/08/82	FOG	DAY/1500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. OVER HEATED AXLE JOURNAL
2. FAILURE OF AXLE JOURNAL - JOURNAL BURNOFF FROM UNKNOWN CAUSE

----- CASUALTIES -----		----- PROPERTY LOSSES -----	
		RAILROAD	NON-RAILROAD
NONE		\$ 218,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0156

BRIEF OF RAILROAD ACCIDENT #CHI82IR013

REPORTED BY:
TERMINAL RR ASSOC. OF ST. LOUIS

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
VERICE, ILLINOIS	0035 CST	01/28/82	CLOUDY	DARK/UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	TERMINAL RR ASSOC. OF ST. LOUIS	YARD/SWITCHING	NORTH	MAKEUP/BREAKUP	YARD 039

***** ACCIDENT DESCRIPTION *****

TRAIN 1 STRUCK OUT OF CARS, RESULTING IN EMPLOYEE CASUALTY.
SPEED OF TRAIN 1 WAS 003 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. PROCEDURAL FAILURE - TRIED TO ALINE COUPLERS DURING SWITCH MOVEMENT
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE #24
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE #27

----- OTHER FACTORS -----

1. USE OF INTOXICANTS
2. FAILURE TO COMPLY WITH NLR C.

1
52
1

----- CASUALTIES -----

FATALITIES INJURIES

EMPLOYEES ON DUTY

1 0

----- PROPERTY LOSSES -----

NONE

----- PROBABLE CAUSES OF CASUALTIES -----

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0144

BRIEF OF RAILROAD ACCIDENT #DEN82FR008

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----		
PENULETON, OREGON	1855 PST	01/17/82	CLEAR	DARK/6200 FT		
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	UNION PACIFIC RR	FREIGHT	EAST	EN ROUTE	SIDING	003

***** ACCIDENT DESCRIPTION *****
TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO , RESULTING IN DERAILED CARS , RESULTING
IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----	
1. FAILURE OF TRACK GEOMETRY - GAGE WIDENED IN CURVE UNDER MOVING TRAIN	1. INADEQUATE FEDERAL REGULATIONS	1
2. FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR		
3. WORN RAIL		

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
NONE	RAILROAD	NON-RAILROAD
	\$ 200,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN82FR011

82-0175

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
OVID, COLORADO	0105 MST	02/10/82	CLEAR	DARK/3000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	UNION PACIFIC RR	FREIGHT	WEST	EN ROUTE	RAIN

***** ACCIDENT DESCRIPTION *****

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS; DERAILED EQUIPMENT STRUCK BRIDGE, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.
SPEED OF TRAIN 1 WAS 049 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----

1. FAILURE OF TRACK FROG - FAILURE OF WING RAIL DUE TO UNDETECTED FRACTURE

----- CASUALTIES -----

NONE

----- PROPERTY LOSSES -----

RAILROAD	NON-RAILROAD
\$ 597,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0187

BRIEF OF RAILROAD ACCIDENT #DEN82FR015

REPORTED BY:
UNION PACIFIC RR

	-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
	PAYSON, UTAH	1245 MST	03/26/82	RAIN	DAY/ UNKNOWN

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	UNION PACIFIC RR	FREIGHT	NORTH	EN ROUTE	MAIN

***** ACCIDENT DESCRIPTION *****
TRAIN 1 DERAILED RESULTING IN DERAILED EQUIP. OBSTRUCTING TRACK. DERAILED EQUIP. STRUCK SIDE
OF STANDING CUT OF CARS RESULTING IN DERAILED CARS. DERAILED CARS FELL ON EMPLOYEE RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 039 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----
1. FAILURE OF CAR/LOCO CENTER PLATE - FAILURE OF CAR WHEELS TO
NEGOTIATE A LEFT HAND CURVE.
2. FAILURE OF CAR/LOCO CENTER PLATE DUE TO PREVIOUS REPAIR

----- OTHER FACTORS -----
1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY AAR INTERCHANGE
RULES #60

1
55
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----- CASUALTIES -----
FATALITIES INJURIES
EMPLOYEES ON DUTY 1 0

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 566,000 \$ 0

----- PROBABLE CAUSES OF CASUALTIES -----
1. STRUCK BY TRAIN