

PB84-917202



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

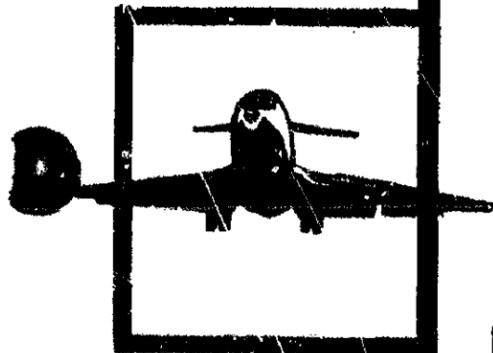
## RAILROAD ACCIDENT REPORTS

BRIEF FORMAT  
ISSUE NUMBER 4--1982

NTSB/RAB-84/02

UNITED STATES GOVERNMENT

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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 26 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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## 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, 1978, 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

**D** 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	0	3	1	0	1	0
ATCHISON TOPEKA AND SANTA FE RY CO.	1	2	1	0	0	4	0
BURLINGTON NORTHERN INC.	0	1	2	0	0	3	1
KANSAS CITY SOUTHERN RY CO.	0	1	0	0	0	1	0
MISSOURI PACIFIC RR CO.	1	0	0	0	1	2	0
NEW YORK CITY TRANSIT AUTHORITY	0	1	1	0	0	2	0
NORFOLK AND WESTERN RY CO.	0	1	0	0	0	1	0
SEABOARD COAST LINE RR	0	1	0	0	0	1	0
SOUTHERN PACIFIC TRANSP. CO.	0	2	0	0	0	2	1
UNION PACIFIC RR	0	0	1	0	0	1	0
BALTIMORE & OHIO RR CO.	0	1	0	0	0	1	0
LOUISVILLE & NASHVILLE RR	0	0	1	0	0	1	0
TOTAL	2	10	6	1	1	20	2

(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
ARKANSAS	1	0	0	0	0	1	0
CALIFORNIA	1	1	1	0	0	3	0
COLORADO	0	2	0	0	0	2	0
GEORGIA	0	0	1	0	0	1	0
ILLINOIS	0	0	1	0	1	2	0
KANSAS	0	1	0	0	0	1	1
LOUISIANA	0	1	0	0	0	1	0
NEBRASKA	0	0	1	0	0	1	0
NEW JERSEY	0	0	0	1	0	1	0
NEW YORK	0	1	1	0	0	2	0
NORTH CAROLINA	0	1	0	0	0	1	0
NORTH DAKOTA	0	1	0	0	0	1	0
TEXAS	0	1	0	0	0	1	1
WEST VIRGINIA	0	1	0	0	0	1	0
WYOMING	0	0	1	0	0	1	0
TOTAL	2	10	6	1	1	20	2

(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
<b>RAILROAD EMPLOYEES</b>					
FATALITIES.....	2	0	6	1	9
INJURIES.....	1	0	0	0	1
<b>PASSENGERS</b>					
FATALITIES.....	0	0	1	0	1
INJURIES.....	0	0	0	0	0
<b>GENERAL PUBLIC</b>					
FATALITIES.....	0	0	0	1	1
INJURIES.....	0	0	0	0	0

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

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>
<b><u>COMPONENT FAILURES:</u></b>						
FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF TRUCKS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF LOCOMOTIVE CONTROLS AND DRIVE DUE TO UNUSUAL DETERIORATION/WEAR	0	1	0	0	0	1
BROKEN RAIL	0	1	0	0	0	1
BROKEN TRUCKS	0	2	0	0	0	2
BROKEN WHEELS	0	1	0	0	0	1
OVER HEATED WHEELS	0	1	0	0	0	1
INPROPER INSTALLATION OF LOCOMOTIVE CONTROLS AND DRIVE	0	1	0	0	0	1
INPROPER INSPECTION OF RAIL	0	1	0	0	0	1
INPROPER INSPECTION OF LOCOMOTIVE CONTROLS AND DRIVE	0	1	0	0	0	1
DAMAGE TO TRACK GEOMETRY FROM EXCESSIVE BUFF FORCES	0	1	0	0	0	1
COMPONENT FAILURE (UNSPECIFIED)	0	4	0	0	0	4
<b>TOTAL (COMPONENT FAILURES)</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>

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>
<b><u>PROCEDURAL FAILURES:</u></b>						
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	3	0	0	0	0	3
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE	0	0	1	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE	0	0	3	0	0	3
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	0	0	2	0	0	2
PROCEDURAL FAILURE (UNSPECIFIED)	1	2	2	0	0	5
TOTAL (PROCEDURAL FAILURE)	4	3	8	0	0	15
<b><u>HUMAN FAILURES:</u></b>						
FAILURE OF PERSONNEL TO DETECT OTHER TRAIN	0	0	1	0	0	1
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	0	0	2	0	0	2
INDIVIDUAL ACCEPTED RISKS BEYOND SKILL LEVEL, UNKNOWN TO MANAGEMENT	0	0	1	0	0	1
IMPROPER TRAIN HANDLING ON UNDULATING GRADE	0	1	0	0	0	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>HUMAN FAILURES:</u>						
PHYSICAL DISABILITY	0	0	1	0	0	1
FATIGUE	1	0	0	0	0	1
INATTENTIVENESS TO DUTIES	1	0	0	0	0	1
DISTRACTION FROM OTHER EVENTS	0	0	1	0	0	1
LACK OF INSTRUCTION/SUPERVISION	0	0	1	0	0	1
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	1	0	0	1
FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE	0	0	1	0	0	1
FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS	0	0	0	1	0	1
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	1	1
HUMAN FAILURE (UNSPECIFIED)	1	0	3	1	0	5
TOTAL (NON-RAILROAD ACTIVITIES)	0	0	0	0	0	0

**TABLE 5:**

**CAUSAL FACTORS BY MAJOR CATEGORY AND ACCIDENT TYPE**

**(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)**

	<b>COLLISION</b>	<b>DERAILMENT</b>	<b>EMPLOYEE FATALITY</b>	<b>PERSONAL FATALITY</b>	<b>GRADE CROSSING</b>	<b>TOTAL</b>	<b>HAZ. MAT. (1) INVOLVED</b>
<b>TRACK AND STRUCTURE DEFECTS</b>	0	3	0	0	0	3	1
<b>EQUIPMENT FAILURES</b>	0	5	0	0	0	5	1
<b>OPERATING PRACTICES</b>	1	2	2	0	0	5	0
<b>OTHER (2)</b>	1	0	4	1	1	7	0
<b>TOTAL</b>	<u>2</u>	<u>10</u>	<u>6</u>	<u>1</u>	<u>1</u>	<u>20</u>	<u>2</u>

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

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

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0014

BRIEF OF RAILROAD ACCIDENT #NYC83IR002

REPORTED BY:  
ANTRAK

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEWARK, NEW JERSEY	0010 EST	12/03/82	FOG	DARK/1000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ANTRAK	PASSENGER COMMUTER	WEST	EN ROUTE	MAIN 004

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

PASSENGER FELL FROM TRAIN 1, RESULTING IN FATALITY.  
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. HUMAN FAILURE - WALKED ONTO VESTIBULE PLATFORM OF MOVING TRAIN
2. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	1	0

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

NONE

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

1. FELL FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

82-0313

BRIEF OF RAILROAD ACCIDENT #DEN82FR033

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEEDLES, CALIFORNIA	0857 PST	09/19/82	CLEAR	DAY/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	EN ROUTE	RAIN
2	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	UNATTENDED/STORAGE	RAIN

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS. SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED; HORN WAS SOUNDED. TRAIN 2 WAS STOPPED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - FAILURE OF ENGINEER TO STOP BEFORE PASSING SIGNAL

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

1. LACK OF EXPERIENCE IN PERFORMING NECESSARY TRAIN OPERATION PROCEDURE
2. LACK OF TRAINING IN PERFORMING NECESSARY TRAIN OPERATOR PROCEDURE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 839,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN03FR001

83-0001

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION		TIME	DATE	WEATHER	VISIBILITY	
ESSEX, CALIFORNIA		0330 PDT	10/03/82	CLEAR	DARK / UNKNOWN	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE		TRACK/NO
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	ON ROUTE		MAIN
2	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	ON ROUTE		MAIN

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS.  
SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; HORN WAS SOUNDED. SPEED OF TRAIN 2 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

- PROBABLE CAUSES -----
1. HUMAN FAILURE - DID NOT COMPLY WITH RESTRICTED SPEED SIGNAL
  2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #290
  3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #30
  4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #8020

- OTHER FACTORS -----
1. FATIGUE
  2. INATTENTIVENESS TO DUTIES

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 641,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DENE377002

83-0003

REPORTED BY:

ATCHEISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
COLORADO SPRINGS, COLORADO	5715 MST	10/07/82	CLEAR	DARK/UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ATCHEISON TOPEKA AND SANTA FE RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED, RESULTING IN DERAILED CARS. DERAILED EQUIPMENT STRUCK CUT OF CARS, RESULTING  
 IN SUBSTANTIAL RR PROPERTY DAMAGE.  
 SPEED OF TRAIN 1 WAS 029 MPH. ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

PROBABLE CAUSES

1. PROCEDURE FAILURE - WHEEL LIFT DUE TO HIGH L/V FROM HEAVY DYNAMIC BRAKING.

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
\$ 426,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0013

BRIEF OF RAILROAD ACCIDENT #DEN831R005

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
LOS ANGELES, CALIFORNIA		0812 PST	11/29/82	CLOUDY	DAY/8500 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	ATCHISON TOPEKA AND SANTA FE RY CO.	CUT OF CARS	EAST	MOVEMENT IN YARD		YARD 004

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.  
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - GAVE KICK SIGNAL THEN STEPPED BETWEEN CARS
2. INDIVIDUAL ACCEPTED RISKS BEYOND SKILL LEVEL, UNKNOWN TO MANAGEMENT
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE 968

----- 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

83-0023

BRIEF OF RAILROAD ACCIDENT #DEN83F007

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CASTLE ROCK, COLORADO	0300 MST	12/13/82	CLEAR	DARK BUT LIGHTED/4600 FT

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

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.  
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. FAILURE OF DIESEL ELECTRIC SYSTEM - LOCO LOST POWER IN  
CURVES/WHEEL DROPPED IN GAGE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 220,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT INVESTIGATION

83-0826

REPORTED BY:  
BALTIMORE & OHIO RR CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY	
ELENDORO, WEST VIRGINIA	1648 EST	12/28/82	SNOW	DAYFOG 50 FT	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BALTIMORE & OHIO RR CO.	FREIGHT	WEST	EN-ROUTE	RAIS 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.  
SPEED OF TRAIN 1 WAS 015 MPH. ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY  
WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

PROBABLE CAUSES

1. BROKEN TRUCK CENTER PLATE LINER
2. FAILURE OF TRACK ALIGNMENT DUE TO NORMAL DETERIORATION/WEAR

OTHER FACTORS

1. FAILURE OF TRUCK CENTER PLATE LINER DUE TO NORMAL DETERIORATION/WEAR

CASUALTIES

NONE

PROPERTY LOSSES

RAILROAD	NON-RAILROAD
387,000	0

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

85-0004

BRIEF OF RAILROAD ACCIDENT #D02651R003

REPORTED BY:  
 BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY	
UPTON, WYOMING	1420 HDT	10/13/82	CLEAR	DAY/6000 FT	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	WEST	EN ROUTE	MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.  
 SPEED OF TRAIN 1 WAS 066 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. HUMAN FAILURE - WORKING ON SIGNAL WHILE ANOTHER TRAIN WAS PASSING
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS DUE TO DISTRACTION BY OTHER EVENTS

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

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #60
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #58C
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #602

----- 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 #ATL63IR002

83-0011

REPORTED BY:  
BURLINGTON NORTHERN INC.

LOCATION	TIME	DATE	WEATHER	VISIBILITY	
CICERO, ILLINOIS	1721 CST	11/10/82	CLEAR	DARK/4440 FT	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	PASSENGER	EAST	EN ROUTE	MAIN 003

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.  
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

PROBABLE CAUSES

- FAILURE OF PERSON TO VACATE POSITION ON TRACK STRUCTURE DUE TO LACK OF INSTRUCTION/SUPERVISION
- FAILURE OF PERSONNEL TO DETECT OTHER TRAIN

OTHER FACTORS

- PROCEDURAL FAILURE - IMPROPER PROTECTION OF SIGNALMAN FROM TRAINS

CASUALTIES

EMPLOYEES ON DUTY	FATALITIES	INJURIES
	1	0

PROPERTY LOSSES

NONE

PROBABLE CAUSES OF CASUALTIES

- STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0022

BRIEF OF RAILROAD ACCIDENT #DEN83FR006

REPORTED BY:  
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
PAOLA, KANSAS		1700 CST	12/12/82	CLEAR	DAWN OR DUSK/4000 FT	
TRAIN	-----RAILROAD-----	---CLASS---	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	NORTH	EN ROUTE		MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS, RESULTING IN RELEASE OF TOXIC AGENTS.  
SPEED OF TRAIN 1 WAS 855 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. BROKEN TRUCK BOLSTER

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
	RAILROAD	NON-RAILROAD
NONE	\$ 503,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC79DR060

79-0327

REPORTED BY:  
CONSOLIDATED RAIL CORP.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
NEW YORK, NEW YORK	0749 EST	04/20/79	CLEAR	DAY/ UNKNOWN

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	WEST	EX ROUTE	MAIN 003

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
EQUIPMENT COMPONENT FELL FROM TRAIN 1; TRAIN 1 RODE ON TOP OF EQUIPMENT COMPONENT,  
RESULTING IN DERAILED CARS.  
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
\*\*\*\*\*

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

1. FAILURE OF 3RD RAIL COLLECTOR SHOE DUE TO FORCES OVER DESIGN LIMITS

----- CASUALTIES -----

NONE

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

NONE

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

82-0311

BRIEF OF RAILROAD ACCIDENT #WY82FR043

REPORTED BY:  
CONSOLIDATED RAIL CORP.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
MCCALLS FERRY, PENNSYLVANIA		0730 EDT	09/15/82	CLOUDY	DAY/0500 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	CONSOLIDATED RAIL CORP.	FREIGHT	WEST	EN ROUTE		MAIN 002
2	CONSOLIDATED RAIL CORP.	FREIGHT	WEST	EN ROUTE		MAIN 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK REAR OF STANDING TRAIN 2, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS, RESULTING IN INJURY, RESULTING IN MINOR INJURIES. SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. TRAIN 2 HAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - HEAD END CREW DID NOT STOP AT STOP STAY SIGNAL
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #292
3. FAILURE OF PERSONNEL TO DETECT SIGNAL DUE TO INATTENTIVENESS TO DUTIES

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

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

RAILROAD	NON-RAILROAD
\$ 115,000	\$ 0

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

83-0005

BRIEF OF RAILROAD ACCIDENT #FTB3FRJ01

REPORTED BY:  
 KANSAS CITY SOUTHERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BOSSIER CITY, LOUISIANA	0345 CDT	10/26/82	CLOUDY	DARK/0300 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	KANSAS CITY SOUTHERN RY CO.	LOCAL FREIGHT	SOUTH	EN ROUTE	SIDING 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED, RESULTING IN DERAILED CARS. DERAILED EQUIPMENT STRUCK BUILDING NOT ON RR PROPERTY, RESULTING IN SUBSTANTIAL NON-RAILROAD DAMAGE. SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - EXCEEDED SPEED THRU TURNOUT AND APPLIED BRAKES
2. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR TIMETABLE SPECIAL INSTRUCTION #RRTT

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 577,000	\$ 10,000

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0021

BRIEF OF RAILROAD ACCIDENT #FTW63FR005

REPORTED BY:

LOUISVILLE & NASHVILLE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
ELLIJAY, GEORGIA	0300 EST	12/12/82	SLEET	DARK/0500 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	LOUISVILLE & NASHVILLE RR	FREIGHT	SOUTH	SETOUT/PICKUP NOT IN YARD	BRANCH 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN CASUALTY.  
TRAIN 1 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS  
AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #20-4
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #P061
3. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS

----- 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 RA183AR001

83-0002

REPORTED BY:  
MISSOURI PACIFIC RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
POSSUM GRAPE, ARKANSAS		0415 EST	10/03/82	CLOUDY	DARK/ UNKNOWN	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION		-----OPERATING PHASE-----	-----TRACK/NO-----
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH		EN ROUTE	MAIN 001
2	MISSOURI PACIFIC RR CO.	FREIGHT	NORTH		EN ROUTE	MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 STRUCK TRAIN 2, RESULTING IN DERAILMENT. RUPTURE OF LOCOMOTIVE FUEL TANK, INJURY.  
 DERAILED LOCO CAUGHT ON FIRE, RESULTING IN FATALITIES.  
 SPEED OF TRAIN 1 WAS 045 MPH; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 050 MPH;  
 ENGINEER WAS AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.  
 \*\*\*\*\*

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

1. PROCEDURAL FAILURE - FOR PROBABLE CAUSE SEE NTSB PAR-83 06

----- CASUALTIES -----

	FATALITIES		INJURIES	
EMPLOYEES ON DUTY	2		1	

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

RAILROAD	NON-RAILROAD
\$ 1,047,000	\$ 0

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

1. FIRE
2. STRIKING INJURIOUS ENVIRONMENT

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0017

BRIEF OF RAILROAD ACCIDENT #FTU83FR004

REPORTED BY:  
MISSOURI PACIFIC RR CO.

LOCATION		TIME	DATE	WEATHER	VISIBILITY	
PANA, ILLINOIS		1435 CST	12/07/82	CLOUDY	DAY/5000 FT	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE		TRACK/NO
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE		MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK TRUCK, RESULTING IN DERAILMENT.  
SPEED OF TRAIN 1 WAS 031 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0
PUBLIC ON RR PROPERTY	1	0

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

RAILROAD	NON-RAILROAD
\$ 101,000	\$ 10,000

- 23 -

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

DATA NOT AVAILABLE

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DCA79AR018

79-0111

REPORTED BY:  
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
NEW YORK, NEW YORK		1638 EST	12/12/78	N/A	TUNNEL/0500 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE		MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED; DERAILED EQUIPMENT STRUCK OBSTRUCTION, RESULTING IN DERAILED EQUIPMENT  
OBSTRUCTING TRACK.  
SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. BROKEN WHEEL
2. FOR PROBABLE CAUSE SEE NTSB PUBLICATION RAR-79-8

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 668,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DCAS2ARD08

81-0382

REPORTED BY:  
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
BRONX, NEW YORK	1433 EDT	06/08/81	CLEAR	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	MAIN 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

EQUIPMENT COMPONENT FELL FROM TRAIN 1, RESULTING IN DERAILMENT.  
SPEED OF TRAIN 1 WAS 85 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - FOR PROBABLE CAUSE SEE NTSB PUBLICATION  
SIR-82-2

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 120,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT INVESTIGATION

83-010

REPORTED BY:  
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
NEW YORK, NEW YORK		0953 EST	11/09/82	N/A	TUNNEL/ UNKNOWN	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT		SOUTH	EN ROUTE	MAIN 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

EQUIPMENT COMPONENT FELL FROM TRAIN 1, RESULTING IN DERAILMENT, RESULTING IN FIRE  
, RESULTING IN MINOR INJURIES.  
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. IMPROPER INSTALLATION OF TRACTION MOTOR
2. FAILURE OF TRACTION MOTOR NOSE SUPPORT DUE TO UNUSUAL DETERIORATION/WEAR
3. IMPROPER INSPECTION OF TRACTION MOTOR NOSE SUPPORT

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 31,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83IR003

83-0816

REPORTED BY:  
NEW YORK CITY TRANSIT AUTHORITY

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BRONX, NEW YORK	0025 EST	12/04/82	CLOUDY	DARK/0200 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	EN ROUTE	RAIN 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.  
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. HUMAN FAILURE - GOT DIZZY AND FELL AGAINST MOVING TRAIN
2. PHYSICAL DISABILITY

----- CASUALTIES -----

FATALITIES    INJURIES

EMPLOYEES NOT 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 #FTW83FR003

83-0015

REPORTED BY:  
NORFOLK AND WESTERN RY CO.

-----LOCATION-----	-----TIME-----	-----DATE-----	WEATHER	-----VISIBILITY-----
BLOOMINGTON, ILLINOIS	0345 CST	12/03/82	RAIN	DARK/2400 FT

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

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK WASHED OUT TRACK, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED CARS, RESULTING IN EMPLOYEE CASUALTY. SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. ROADBED WASHOUT
2. PROCEDURAL FAILURE - INCOMPLETE PATROL OF TRACK AFTER HEAVY RAIN
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS #REXI

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

1. INADEQUATE FEDERAL REGULATIONS

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

RAILROAD	NON-RAILROAD
\$ 322,000	\$ 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 #NYC83FR004

83-0024

REPORTED BY:  
SEABOARD COAST LINE RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
LATTIMORE, NORTH CAROLINA	0215 EST	12/13/82	CLEAR	DARK/1000 FT

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

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.  
SPEED OF TRAIN 1 WAS 030 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. DAMAGE TO TRACK GEOMETRY FROM EXCESSIVE TRAIN BUFF FORCES
2. IMPROPER TRAIN HANDLING ON UNDULATING GRADE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 889,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0209

BRIEF OF RAILROAD ACCIDENT #DEN83FR004

REPORTED BY:  
SOUTHERN PACIFIC TRANSP. CO.

LOCATION		TIME	DATE	WEATHER	VISIBILITY	
CANBY, CALIFORNIA		1030 PST	11/09/82	CLOUDY	DAY/5200 FT	
TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	EAST	EN ROUTE	MAIN	001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS, RESULTING IN DERAILED LOCO.  
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY  
WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. FAILURE OF TRUCKS - WHEELCLIMB IN CURVE FROM CAR BEING OFF CENTER

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 534,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR007

83-0027

REPORTED BY:  
SOUTHERN PACIFIC TRANSP. CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
FINLAY, TEXAS	2135 CST	12/27/82	CLOUDY	DARK/0500 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 CARS, RESULTING IN RELEASE OF HAZARDOUS MATERIAL.  
SPEED OF TRAIN 1 WAS 048 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. BROKEN RAIL
2. FAILURE OF RAIL - 65 PERCENT DETAIL FRACTURE
3. IMPROPER INSPECTION OF RAIL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 507,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW82FR035

82-0312

REPORTED BY:  
ST. LOUIS SOUTHWESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
RANDLES, MISSOURI	10:15 EDT	09/20/82	CLEAR	DAY/3500 FT

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

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILED LOCO.  
SPEED OF TRAIN 1 WAS 012 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. SPEED OF TRAIN 2 WAS 002 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - DID NOT STOP FOR STOP AND STAY SIGNAL
2. LACK OF EXPERIENCE
3. INATTENTIVENESS TO DUTIES
4. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #327

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 398,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

83-0019

BRIEF OF RAILROAD ACCIDENT #DEN83FR008

REPORTED BY:  
 UNION PACIFIC RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
PAXTON, NEBRASKA	1255 MST	12/10/82	CLOUDY	DAY/9000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	UNION PACIFIC RR	FREIGHT	WEST	EN ROUTE	MAIN 002

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.  
 SPEED OF TRAIN 1 WAS 057 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN
2. HUMAN FAILURE - STEPPED OFF TAMPER MACHINE BETWEEN MAIN TRACKS

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

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #757

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

NONE

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

1. STRUCK BY TRAIN