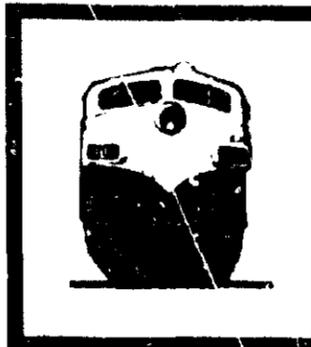


PB85-917201



# **NATIONAL TRANSPORTATION SAFETY BOARD**



WASHINGTON, D.C. 20594



## **RAILROAD ACCIDENT REPORTS**

**BRIEF FORMAT  
ISSUE NUMBER 1 -- 1983**



NTSB/RAB-85/01



**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 26 U. S. Railroad Accidents occurring between 1/1/83 and 3/31/83 and some from prior quarters	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract <p>This publication contains briefs of selected railroad accidents occurring in U.S. Railroad operations during calendar 1981. 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.</p> <p align="center">Sequence Numbers: 83-12 83-20 83-28 through 32 83-37 through 43 83-45 through 48 83-50 and 51 83-54 83-56 through 60</p>					
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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 were 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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Washington, D.C. 20594



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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
ATCHISON TOPEKA AND SANTA FE RY CO.	0	4	0	0	0	4	0
BOSTON & MAINE CORP.	0	2	0	0	0	2	0
BURLINGTON NORTHERN INC.	1	1	0	0	0	2	0
CHESAPEAKE AND OHIO RY CO. (TNE)	0	0	1	0	0	1	0
COLUMBUS AND GREENVILLE RY CO.	1	0	0	0	0	1	0
CONSOLIDATED RAIL CORP.	2	3	0	0	0	5	1
DENVER AND RIO GRANDE WESTERN RR CO.	0	1	0	0	0	1	0
MISSOURI PACIFIC RR CO.	0	2	0	0	0	2	1
SE PENNSYLVANIA TRANSPORTATION AUTHORITY	0	0	1	0	0	1	0
SEABOARD COAST LINE RR	0	0	0	0	1	1	0
SOUTHERN PACIFIC TRANSP. CO.	0	2	0	0	0	2	0
SOUTHERN RY CO.	0	1	0	0	0	1	0
ILLINOIS CENTRAL GULF RR	0	1	0	0	0	1	0
METRO NORTH COMMUTER RR	1	0	0	0	0	1	0
WESTERN PACIFIC RR	1	0	0	0	0	1	0
TOTAL	7	14	2	0	1	22	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
CALIFORNIA	0	2	0	0	0	2	0
COLORADO	0	2	0	0	0	2	0
GEORGIA	0	1	0	0	0	1	0
IDAHO	0	1	0	0	0	1	0
KANSAS	0	1	0	0	0	1	0
KENTUCKY	0	1	0	0	0	1	0
MISSISSIPPI	1	0	0	0	0	1	1
MISSOURI	0	1	0	0	0	1	0
NEVADA	1	0	0	0	0	1	0
NEW HAMPSHIRE	0	2	0	0	0	2	0
NEW YORK	1	0	0	0	0	1	0
NORTH CAROLINA	0	0	0	0	1	1	0
PENNSYLVANIA	0	1	2	0	0	3	0
TEXAS	0	3	0	0	0	3	1
WASHINGTON	1	0	0	0	0	1	0
TOTAL	4	15	2	0	1	22	3

(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.....	1	0	1	0	2
INJURIES.....	2	0	0	0	2
<b>PASSENGERS</b>					
FATALITIES.....	0	0	0	0	0
INJURIES.....	0	0	0	0	0
<b>GENERAL PUBLIC</b>					
FATALITIES.....	0	0	1	0	1
INJURIES.....	0	0	0	15	15

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>COMPONENT FAILURES:</b>						
FAILURE OF TRACK GEOMETRY DUE TO FORCES OVER DESIGN LIMITS	0	1	0	0	0	1
FAILURE OF BRAKES DUE TO PREVIOUS DAMAGE	0	1	0	0	0	1
FAILURE OF RAIL DUE TO CORROSION	0	1	0	0	0	1
FAILURE OF TRACK GEOMETRY DUE TO PREVIOUS REPAIR	0	1	0	0	0	1
FAILURE OF SWITCH ASSEMBLY DUE TO NORMAL DETERIORATION/WEAR	0	2	0	0	0	2
FAILURE OF CAR/LOCO BODY DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
LOOSELY SECURED BRAKES	0	1	0	0	0	1
OVER HEATED AXLES AND JOURNALS	0	2	0	0	0	2
OVER HEATED WHEELS	0	1	0	0	0	1
DAMAGE TO WHEELS FROM TRAIN OPERATIONS	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>
<b>PROCEDURAL FAILURES:</b>						
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	0	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY FEDERAL REGULATIONS FOR RR POWER BRAKES AND DRAWBARS	1	0	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>
<b>PROCEDURAL FAILURES:</b> -----						
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS	0	1	0	0	0	1
FAILURE TO PROPERLY SUPERVISE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	0	0	0	0	1
PROCEDURAL FAILURE (UNSPECIFIED)	2	4	0	0	0	6
TOTAL (PROCEDURAL FAILURE)	5	5	0	0	0	10
<b>HUMAN FAILURES:</b> -----						
FAILURE OF PERSONNEL TO RECCGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	1	0	1	0	0	2
INATTENTIVENESS TO DUTIES	1	0	0	0	0	1
LACK OF EXPERIENCE	0	0	1	0	0	1
LACK OF SKILL/TRAINING	0	0	1	0	0	1
WILLFUL ACT OF INDIVIDUAL	0	1	0	0	0	1
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	1	1
TOTAL (HUMAN FAILURES)	2	1	3	0	1	7

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>NON-RAILROAD ACTIVITIES:</b> -----						
VANDALISM, MALICIOUS MISCHIEF	0	1	0	0	0	1
TOTAL (NON-RAILROAD ACTIVITIES)	0	1	0	0	0	1
<b>NATURAL FORCES:</b> -----						
WEATHER	1	0	0	0	0	1
MOISTURE-RELATED EARTH SLIDE/MOVEMENT	1	0	0	0	0	1
ROADBED SETTLEMENT	0	1	0	0	0	1
ICE OR SNOW BUILDUP	1	0	0	0	0	1
TOTAL (NATURAL FORCES)	3	1	0	0	0	4
<b>SYSTEM DESIGN INADEQUACIES:</b> -----						
FAILURE TO PROVIDE BACKUP/REDUNDANT OPERATING MODE	1	0	0	0	0	1
LACK OF INFORMATION FOR PERFORMING NECESSARY TRAIN OPERATIO PROCEDURE	0	1	0	0	0	1
LACK OF INFORMATION FOR PERFORMING NECESSARY MECHANICAL PRO EDURE	0	1	0	0	0	1

TABLE: 4

CAUSAL FACTORS BY ACCIDENT TYPE

(FIGURES BELOW REPRESENT A 5 MONTH PERIOD)

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
<u>SYSTEM DESIGN INADEQUACIES:</u>						
INADEQUATE SUPERVISION OF TRAIN OPERATION PROCEDURE	1	0	0	0	0	1
GRAND TOTAL	12	26	3	0	1	42

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	0	4	0	0	0	4	0
EQUIPMENT FAILURES	0	7	0	0	0	7	0
OPERATING PRACTICES	4	1	1	0	0	6	1
OTHER (2)	1	2	1	0	1	5	0
TOTAL	5	14	2	0	1	22	1

(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

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR010

83-0043

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
HOUSTON, TEXAS	0950 CST	02/12/83	CLOUDY	DAY/5000 FT

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

\*\*\*\*\* 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. OVER HEATED AXLE JOURNAL
2. FAILURE OF AXLE BEARING - - BRENCO BEARING FAILED CAUSING BURNED OFF JOURNAL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 732,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
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BRIEF OF RAILROAD ACCIDENT #DEN83FR016

83-0050

REPORTED BY:  
 ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME--	---DATE--	WEATHER	-----VISIBILITY-----	
OTTAWA, KANSAS		1350 CST	03/04/83	CLEAR	DAY/8000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	WEST	EN ROUTE		MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
 SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

----- PROBABLE CAUSES -----  
 1. FAILURE OF AXLE NUB DUE TO OVERHEATED JOURNAL BEARING

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
NONE	RAILROAD	NON-RAILROAD
	\$ 621,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0056

NOTICE OF RAILROAD ACCIDENT #07283FR014

REPORTED BY:  
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
RIO VISTA, TEXAS	1600 CST	03/19/83	CLOUDY	DAY/5000 FT

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS, RESULTING IN DERAILED LOCO, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK. SPEED OF TRAIN 1 WAS 043 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

- PROBABLE CAUSES -----
1. FAILURE OF ROLLER BEARING - BRENCO BEARING FAILURE CAUSED BURN OFF JOURNAL
  2. OVER HEATED AXLE JOURNAL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 2,700,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN93FR018

93-0059

REPORTED BY:  
ATKINSON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CASTLE ROCK, COLORADO	2225 MST	03/29/83	CLOUDY	DARK/6000 FT

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
SPEED OF TRAIN 1 WAS 026 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. SYSTEM DESIGN INADEQUACY - EXCESSIVE L/V FORCES CAUSED  
WHEEL CLIMB OVER RAIL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 173,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

83-0041

BRIEF OF RAILROAD ACCIDENT #NYC83FR009

REPORTED BY:  
 BOSTON & MAINE CORP.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
CHARLESTOWN, NEW HAMPSHIRE		1430 EST	02/03/83	CLOUDY	DAY/1000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BOSTON & MAINE CORP.	FREIGHT		SOUTH	EN ROUTE	MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.  
 SPEED OF TRAIN 1 WAS 036 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. FAILURE OF RAIL DUE TO CORROSION	
2. PROCEDURAL FAILURE - SPERRY CAR INSPECTION DID NOT DETECT SPLIT WHEEL	

----- CASUALTIES -----	----- PROPERTY LOSSES -----	
	RAILROAD	NON-RAILROAD
NONE	\$ 365,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FR016

83-0054

REPORTED BY:  
BOSTON & MAINE CORP.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
ROCHESTER, NEW HAMPSHIRE	1045 EST	03/16/83	CLOUDY	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BOSTON & MAINE CORP.	LOCAL FREIGHT	NORTH	SETOUT/PICKUP NOT IN YARD	MAIN 001

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

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.  
SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. FAILURE OF SWITCH TIES DUE TO NORMAL DETERIORATION/WEAR

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

1. FAILURE OF ROADBED DRAINAGE DUE TO NORMAL DETERIORATION/WEAR

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 30,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0028

BRIEF OF RAILROAD ACCIDENT #D063F009

REPORTED BY:  
BURLINGTON NORTHERN INC.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
SOUTH BELLINGHAM, WASHINGTON	2310 PST	01/09/83	RAIN	DARK/0300 FT

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

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

TRAIN 1 STRUCK OBSTRUCTION, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE  
APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. MOISTURE-RELATED EARTH SLIDE/MOVEMENT
2. DAMAGE BY NATURAL FORCES - TRAIN STRUCK ROCK SLIDE CAUSED BY RAIN

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 371,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

03-0067

BRIEF OF RAILROAD ACCIDENT #DEN83FR015

REPORTED BY:  
 BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
ATHOL, IDAHO		0930 PST	02/24/83	CLEAR	DAY/9990 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN	001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
 SPEED OF TRAIN 1 WAS 044 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

- PROBABLE CAUSES -----
1. OVER HEATED WHEEL
  2. DAMAGE TO WHEEL FROM TRAIN OPERATIONS
  3. WHEEL PLATE FAILED DUE TO OVERHEATING

- OTHER FACTORS -----
1. LACK OF INFORMATION FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE
  2. LACK OF INFORMATION FOR PERFORMING NECESSARY MECHANICAL PROCEDURE
  3. FAILURE OF BRAKE CONTROL VALVE DUE TO MALFUNCTION OF CONTROL DEVICES

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

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

RAILROAD	NON-RAILROAD
\$ 225,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0048

BRIEF OF RAILROAD ACCIDENT #NYC83IR012

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

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
PITTSBURGH, PENNSYLVANIA		1055 EST	02/27/83	CLEAR	DAY/UNKNOWN	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK NO---
1	CHESAPEAKE AND OHIO RY CO. (TME)	YARD/SWITCHING	WEST	MOVEMENT IN YARD		YARD 028

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 STRUCK EMPLOYEE, RESULTING IN CASUALTY.  
 SPEED OF TRAIN 1 WAS 605 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. HUMAN FAILURE - CONDUCTOR STEPPED IN FRONT OF MOVING CUT OF CARS

----- 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 #ATL83FR004

83-0042

REPORTED BY:  
 COLUMBUS AND GREENVILLE RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
INDIANOLA, MISSISSIPPI	0930 CST	01/11/83	CLEAR	DAY/9990 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	COLUMBUS AND GREENVILLE RY CO.	LOCO	WEST	RE-RAILING CAR	SIDING 001

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

TRAIN 1 STRUCK SIDE OF TRACK VEHICLE, RESULTING IN CASUALTY.  
 SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. PROCEDURAL FAILURE - LOCOMOTIVE MOVED WITH BRAKES CUT OUT AND HIT CAR
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY FEDERAL REGULATIONS FOR RR POWER BRAKES AND DRAWBARS 232.20

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

RAILROAD	NON-RAILROAD
\$ 17,000	\$ 0

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

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83F0008

83-0030

REPORTED BY:  
CONSOLIDATED RAIL CORP.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
BOWIE, MARYLAND	0615 EST	11/19/82	CLOUDY	DARK/2900 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	CONSOLIDATED RAIL CORP.	LOCAL FREIGHT	NORTH	EN ROUTE	BRANCH 001
2	CONSOLIDATED RAIL CORP.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	BRANCH 001

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

TRAIN 1 STRUCK TRAIN 2, RESULTING IN DERAILMENT.  
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. SPEED OF  
TRAIN 2 WAS 012 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.  
VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #271
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #937
3. INADEQUATE SUPERVISION OF TRAIN OPERATION PROCEDURE
4. FAILURE OF PERSONNEL TO DETECT OTHER TRAIN DUE TO INATTENTIVENESS TO DUTIES
5. HUMAN FAILURE - ENGINEER OF TRAIN 1 FELL ASLEEP

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

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

RAILROAD	NON-RAILROAD
\$ 384,000	\$ 0

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

1. JUMPED FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0045

BRIEF OF RAILROAD ACCIDENT #NYC83IR013

REPORTED BY:  
CONSOLIDATED RAIL CORP.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
LUCAS, OHIO		0952 EST	12/20/82	SNOW	DAY/0250 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	CONSOLIDATED RAIL CORP.	FREIGHT		EAST	EN ROUTE	MAIN 001

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

SHIFTED LOAD STRUCK BRIDGE; SHIFTED LOAD STRUCK EMPLOYEES, RESULTING IN EMPLOYEE CASUALTY. SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	1

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

NONE

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

1. THROWN FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

83-0058

BRIEF OF RAILROAD ACCIDENT #NYC83FR017

REPORTED BY:  
 CONSOLIDATED RAIL CORP.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
PHILADELPHIA, PENNSYLVANIA		1957 EST	03/24/83	CLEAR	DARK/0900 FT
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	CONSOLIDATED RAIL CORP.	FREIGHT	EAST	EN ROUTE	MAIN

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
 SPEED OF TRAIN 1 WAS 032 MPH, ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

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

1. FAILURE OF BRAKE RIGGING - BROKEN RING LET OPERATING ROD FALL UNDER WHEELS

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 780,000	\$ 17,000

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR019

83-0040

REPORTED BY:  
 DENVER AND RIO GRANDE WESTERN RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
TEXAS CREEK, COLORADO	2300 MST	03/29/83	CLOUDY	DARK/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	DENVER AND RIO GRANDE WESTERN RR CO.	FREIGHT	EAST	EN ROUTE	MAIN 001

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

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS  
 SPEED OF TRAIN 1 WAS 028 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. FAILURE OF TRACK CROSS ELEVATION DUE TO PREVIOUS REPAIR
2. FAILURE OF CROSS ELEVATION - EXCESSIVE RAIL JOINT HEIGHT CAUSED HARMONIC ROCK

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 243,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83IR006

83-0020

REPORTED BY:  
ILLINOIS CENTRAL GULF RR

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
ZEE, LOUISIANA		1205 CST	12/11/82	CLOUDY	DAY/ 9000 FT
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	ILLINOIS CENTRAL GULF RR	LOCAL FREIGHT	NORTH	INDUSTRY SWITCHING	INDUSTRIAL 055

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

EMPLOYEE FELL FROM TRAIN 1, RESULTING IN FATALITY.  
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. FAILURE IN COMPLYING WITH THE PROCEDURE FOR RAILROAD OPERATING RULE 226
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
3. HUMAN FAILURE - FELL FROM TRAIN WHILE RIDING BETWEEN CARS

----- 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 #ATL83FR007

83-0040

REPORTED BY:  
ILLINOIS CENTRAL GULF RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
VINE GROVE, KENTUCKY		0220 CST	02/06/83	SNOW	DARK/0500 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	ILLINOIS CENTRAL GULF RR	FREIGHT		NORTH	EN ROUTE	MAIN 001

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 RODE INSIDE OF TRACK, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
 SPEED OF TRAIN 1 WAS 028 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES  
 WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.  
 \*\*\*\*\*

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

1. PROCEDURAL FAILURE - AUTHORIZED SPEED TOO HIGH FOR CURVE ELEVATION
2. FAILURE OF TRACK ALIGNMENT DUE TO FORCES OVER DESIGN LIMITS

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FR011

83-0046

REPORTED BY:  
METRO NORTH COMMUTER RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CROTON-ON-HUDSON, NEW YORK	0728 EST	02/12/83	SNOW	DAY/2500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	METRO NORTH COMMUTER RR	PASSENGER COMMUTER	SOUTH	EN ROUTE	MAIN 002
2	METRO NORTH COMMUTER RR	PASSENGER COMMUTER	SOUTH	LOADING/UNLOADING	MAIN 002

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

TRAIN 1 STRUCK TRAIN 2, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.  
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

- 25 -

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. FAILURE TO PROVIDE BACKUP/REDUNDANT OPERATING MODE
3. SYSTEM DESIGN INADEQUACY - COMMUTER TRAIN NOT EQUIPPED WITH SNOW BRAKES

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

1. WEATHER
2. ICE OR SNOW BUILDUP
3. FAILURE TO PROVIDE "FAIL SAFE" MODE IN KNOWN FAILURE MODE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 3,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW03FRO08

83-0031

REPORTED BY:  
 MISSOURI PACIFIC RR CO.

-----LOCATION-----		---TIME--	---DATE--	WEATHER	-----VISIBILITY-----	
ST. LOUIS, MISSOURI		2330 CST	01/14/83	CLOUDY	DARK/0450 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	AMTRAK	PASSENGER	SOUTH	EN ROUTE		RAIN 002

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

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.  
 SPEED OF TRAIN 1 WAS 024 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES  
 WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

\*\*\*\*\*

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

1. FAILURE OF CAR/LOCO UNDERFRAME DUE TO NORMAL DETERIORATION/WEAR
2. WHEEL CLIMB DUE TO AIR CUSHION DEVICE FAILURE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 32,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #2183FR012

83-0051

REPORTED BY:  
MISSOURI PACIFIC RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
HALLSBERG, TEXAS	0220 CST	03/14/65	CLOUDY	DARK/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACE/NO-----
1	MISSOURI PACIFIC RR CO.	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 017 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. FAILURE OF WHEEL FLANGE - THIN FLANGE CAUSED WHEEL CLIMB OVER SWITCH POINT

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

1. FAILURE TO PROPERLY COMPLY WITH PROCEDURE OF AAR INTERCHANGE RULE #41

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 36,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0029

BRIEF OF RAILROAD ACCIDENT #NYC83IN007

REPORTED BY:  
SE PENNSYLVANIA TRANSPORTATION AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
PRIMOS, PENNSYLVANIA	1045 EST	01/12/83	CLEAR	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	SE PENNSYLVANIA TRANSPORTATION AUTHORITY	PASSENGER COMMUTER	SOUTH	EN ROUTE	MAIN 002

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

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN CASUALTY.  
SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES  
WERE APPLIED.

\*\*\*\*\*

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

1. LACK OF SKILL/TRAINING
2. LACK OF EXPERIENCE
3. HUMAN FAILURE - CONTRACTOR EMPLOYEE HAD ONE WEEK ON JOB

----- CASUALTIES -----

PERSONS ON OFFICIAL BUSINESS

FATALITIES INJURIES

1 0

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

NONE

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

STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

83-32

Reported by: Seaboard System Railroad Brief of Railroad No.: ATL-83-FR005

Location: Jacksonville (Belgrade), North Carolina Time: 1520 EST Date: 01-14-83 Weather: Clear Visibility: Day/200 ft.

Train:	Railroad:	Class:	Direction:	Operating Phase:	Track No.:
1	<u>Seaboard System Railroad</u>	<u>Local freight</u>	<u>North</u>	<u>En Route</u>	<u>1</u>
2	_____	_____	_____	_____	_____
3	_____	_____	_____	_____	_____

Accident Description:

Train 1 struck side of schoolbus on grade crossing with railroad signs. Schoolbus had stopped, then lurched onto crossing in front of train. Speed of train was 20 mph. Bus driver was 17-year-old with 1 month part time bus driving experience. ~~Grade crossing~~ SRET

Probable Cause:

1. Bus driver failed to stop at grade crossing due to lack of bus driving experience.
2. \_\_\_\_\_
3. \_\_\_\_\_

Other Factors:

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

Fatalities:	Number:	Description:	Injuries:	Number:	Description:
	<u>0</u>	_____		<u>32</u>	<u>Public on RR property</u>
	_____	_____		_____	_____
	_____	_____		_____	_____
	_____	_____		_____	_____

Probable Cause of Casualty:

1. Schoolbus struck by train
2. \_\_\_\_\_
3. \_\_\_\_\_

Property Losses:

Railroad: \$25  
Non-Railroad: \$6,000

NATIONAL TRANSPORTATION SAFETY BOARD  
 WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FRO02

83-0012

REPORTED BY:  
 SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
HOUSTON, TEXAS		1310 CST	11/21/82	CLEAR	DAY/7000 FT
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	AMTRAK	PASSENGER	EAST	EN ROUTE	YARD

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
 TRAIN 1 DERAILED.  
 SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.  
 \*\*\*\*\*

- PROBABLE CAUSES -----
1. FAILURE OF STOCK RAIL DUE TO NORMAL DETERIORATION/WEAR
  2. FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR
  3. FAILURE OF BALLAST DUE TO NORMAL DETERIORATION/WEAR

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

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

RAILROAD	NON-RAILROAD
\$ 3,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR013

83-0037

REPORTED BY:  
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----		
FRESNO, CALIFORNIA	0915 PST	01/29/83	RAIN	DAY/1000 FT		
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN	001

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.  
SPEED OF TRAIN 1 WAS 044 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. ROADBED SETTLEMENT
2. PROCEDURAL FAILURE - SOIL SURVEY WARNINGS WERE IGNORED BY RAILROAD

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,137,000	\$ 35,000

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR017

83-0057

REPORTED BY:  
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
LOS ANGELES, CALIFORNIA	1715 PST	03/21/83	CLOUDY	DAY/2500 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 EQUIPMENT OBSTRUCTING TRACK.  
SPEED OF TRAIN 1 WAS 018 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

\*\*\*\*\*

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

1. VANDALISM, MALICIOUS MISCHIEF DUE TO A WILLFUL ACT OF THE INDIVIDUAL
2. SWITCH ON MAIN TRACK WAS VANDALIZED

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 77,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

83-0039

BRIEF OF RAILROAD ACCIDENT NATL83F006

REPORTED BY:  
SOUTHERN RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
WILLIAMSBURG, GEORGIA	1205 EST	02/01/83	CLOUDY	DAY/9990 FT

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

\*\*\*\*\* ACCIDENT DESCRIPTION \*\*\*\*\*  
EQUIPMENT COMPONENT FELL FROM TRAIN 1; EQUIPMENT COMPONENT DRAGGED; TRAIN 1 DERAILED  
SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.  
\*\*\*\*\*

- PROBABLE CAUSES -----
1. FAILURE OF AIR BRAKE RESERVOIRS DUE TO PREVIOUS DAMAGE
  2. LOOSELY SECURED AIR BRAKE RESERVOIRS
  3. FAILURE OF AIR BRAKE RESERVOIR - RESERVOIR DRAGGED UNDER CAR AND CAUGHT ON SWITCH

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

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

RAILROAD	NON-RAILROAD
\$ 215,000	\$ 0

U.S. GOVERNMENT PRINTING OFFICE: 1985 O-461-136/10098

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR014

83-0038

REPORTED BY:  
WESTERN PACIFIC RAILROAD COMPANY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
WINNEMUCCA, NEVADA	0453 PST	01/30/83	CLEAR	DARK/5000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	WESTERN PACIFIC RAILROAD COMPANY	FREIGHT	EAST	SETOUT NOT IN YARD	SIDING
2	AMTRAK	PASSENGER	EAST	EN ROUTE	003 001

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

TRAIN 1 STRUCK STANDING CUT OF CARS, RESULTING IN DERAILED EQUIP. OBSTRUCTING ADJ. TRACK; DERAILED EQUIPMENT IMPINGED ON LOCOMOTIVE; TRAIN 2 STRUCK DERAILED EQUIPMENT, RESULTING IN DERAILMENT. SPEED OF TRAIN 2 WAS 070 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

\*\*\*\*\*

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #103T
2. FAILURE TO PROPERLY SUPERVISE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR OPERATING RULE #500T
3. INADEQUATE SUPERVISION OF TRAIN OPERATION PROCEDURE
4. INATTENTIVENESS TO DUTIES
5. PROCEDURAL FAILURE - CREW BACKING TRAIN IN SPUR IGNORED REAR OF TRAIN

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	2

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

RAILROAD	NON-RAILROAD
\$ 800,000	\$ 0

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT