

PB85-917202



NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

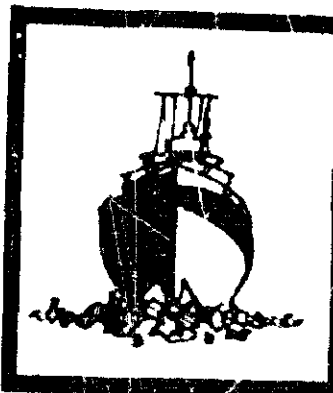
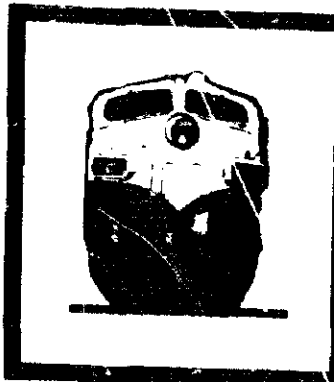
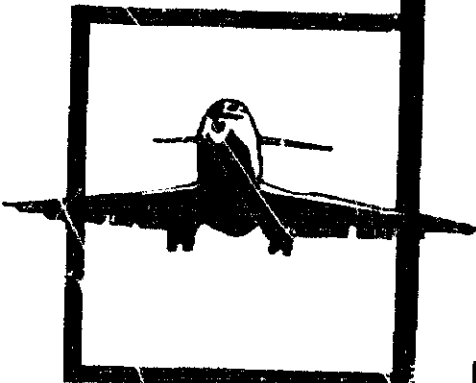
RAILROAD ACCIDENT REPORTS

**BRIEF FORMAT
ISSUE NUMBER 2 - - 1983**

NTSB/RAB-85/02

UNITED STATES GOVERNMENT

REPRODUCED BY
NATIONAL TECHNICAL
INFORMATION SERVICE
U.S. DEPARTMENT OF COMMERCE
SPRINGFIELD, VA. 22151



TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/RAB-85/02		2. Government Accession No. PB85-917202		3. Recipient's Catalog No.	
4. Title and Subtitle Railroad Accident Report Brief Format, Issue Number 2, 1983				5. Report Date	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address National Transportation Safety Board Bureau of Accident Investigation Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered 42 U. S. Railroad Accidents occurring between 4/1/83 and 6/30/83 and some from prior quarters	
				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 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. Sequence Numbers: 83-85 83-44 83-49 83-61 83-63 through 69 83-72 through 77 83-79 through 93 83-95 through 103 83-106					
17. Key Words Railroad Accident; Common Carrier; Probable Cause; Improper Operations Procedure; Collision; Derailment; Impending Accident; Train Speed; Failure of Person; Failure of Component; Causal Factor				18. Distribution Statement This document is available through the National Technical Information Service, Springfield, Virginia 22161.	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 59	
				22. Price	

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 42 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):

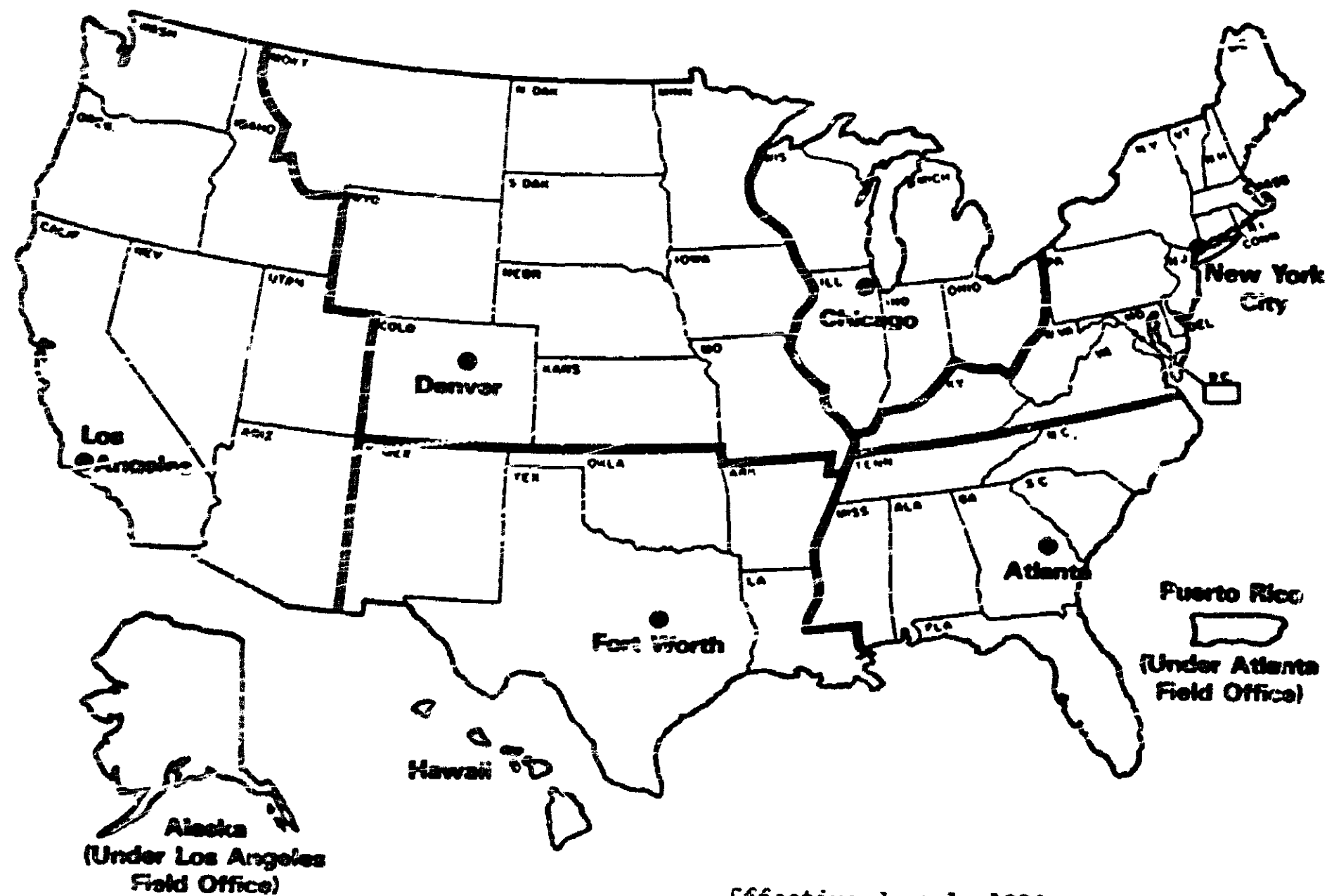
No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damages growing out of any matter mentioned in such report or reports.

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

National Transportation Safety Board **Railroad Field Offices**



Effective June 1, 1984

Figure 1

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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 \$100,000 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	DEPARTMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
AMTRAK	1	1	0	0	1	3	0
ATCHISON TOPEKA AND SANTA FE RR CO.	0	2	0	0	0	2	0
BALTIMORE & OHIO RR CO.	0	1	0	0	0	1	0
CHAMPLAIN NORTHERN INC.	0	7	0	0	0	7	0
CHESAPEAKE AND OHIO RR CO. (THE)	1	1	0	0	0	2	0
CONSOLIDATED RAIL CORP.	0	1	1	0	0	2	0
DENVER AND RIO GRANDE WESTERN RR CO.	1	1	0	0	0	2	0
ILLINOIS CENTRAL GULF RR	0	0	1	0	0	1	1
MASSACHUSETTS BAY TRANSPORTATION AUTH.	1	0	0	0	0	1	0
MISSOURI PACIFIC RR CO.	1	2	2	0	0	5	0
NEW YORK CITY TRANSIT AUTHORITY	0	1	0	4	0	5	0
PATAPSCO & JACK RIVERS RR	0	0	1	0	0	1	0
SOUTHERN PACIFIC TRANSP. CO.	0	3	0	0	0	3	0
UNION PACIFIC RR	1	1	0	0	0	2	0
LONG ISLAND RAILROAD (THE)	0	0	0	1	0	1	0
NORFOLK AND WESTERN RR CO.	0	1	0	0	0	1	1
TOTAL	6	22	5	5	1	39	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
ALABAMA	0	1	0	0	0	1	0
ARIZONA	0	1	0	0	0	1	0
ARKANSAS	1	1	0	0	0	2	0
CALIFORNIA	0	2	0	0	0	2	0
COLORADO	1	3	0	0	0	4	1
CONNECTICUT	0	1	0	0	0	1	0
IDAHO	1	1	0	0	0	2	0
ILLINOIS	0	2	2	0	0	4	0
MARYLAND	0	0	1	0	0	1	0
MASSACHUSETTS	1	0	0	0	0	1	0
MICHIGAN	0	1	0	0	0	1	0
NEVADA	0	1	0	0	0	1	0
NEW YORK	1	1	0	5	0	7	0
OHIO	0	0	1	0	0	1	0
OKLAHOMA	0	1	0	0	0	1	0
OREGON	0	2	0	0	0	2	0
PENNSYLVANIA	0	2	0	0	1	3	0
TEXAS	0	1	1	0	0	2	0
WEST VIRGINIA	1	1	0	0	0	2	0
WYOMING	0	1	0	0	0	1	0
TOTAL	6	22	5	5	1	39	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
RAILROAD EMPLOYEES					
FATALITIES.....	2	1	5	0	8
INJURIES.....	2	0	0	0	2
PASSENGERS					
FATALITIES.....	0	1	4	0	5
INJURIES.....	0	2	0	0	2
GENERAL PUBLIC					
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)

	COLLISION -----	DERAILMENT -----	EMPLOYEE FATALITY -----	PERSONAL FATALITY -----	GRADE CROSSING -----	TOTAL -----
COMPONENT FAILURES: -----						
FAILURE OF TRACK GEOMETRY DUE TO FORCES OVER DESIGN LIMITS	0	1	0	0	0	1
FAILURE OF RAIL DUE TO FORCES OVER DESIGN LIMITS	0	1	0	0	0	1
FAILURE OF TRACK GEOMETRY DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR	0	2	0	0	0	2
FAILURE OF RAIL AND TRACK HARDWARE DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF AXLES AND JOURNALS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF TRACK GEOMETRY DUE TO UNUSUAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF TRUCKS DUE TO UNUSUAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF AXLES AND JOURNALS DUE TO UNUSUAL DETERIORATION/WEAR	0	2	0	0	0	2
IMPROPERLY SECURED RAIL	0	1	0	0	0	1
IMPROPERLY SECURED CAR/LOCO BODY	0	1	0	0	0	1
LOOSELY SECURED RAIL	0	1	0	0	0	1
BROKEN RAIL AND TRACK HARDWARE	0	1	0	0	0	1
BROKEN RAIL	0	1	0	0	0	1
BROKEN COUPLER/DRAFT GEAR	0	1	0	0	0	1
BROKEN WHEELS	0	1	0	0	0	1

TABLE: 4

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

	COLLISION -----	DEPARTMENT -----	EMPLOYEE FATALITY -----	PERSONAL FATALITY -----	GRADE CROSSING -----	TOTAL -----
COMPONENT FAILURES: -----						
BENT COUPLER/DRAFT GEAR	0	1	0	0	0	1
OVER HEATED AXLES AND JOURNALS	0	3	0	0	0	3
ERRONEOUS PROCEDURE USED IN MFG/CONSTRUCTION RAIL	0	1	0	0	0	1
DAMAGE TO CAR/LOCO BODY FROM EXCESSIVE SPEED IN COUPLING	0	1	0	0	0	1
DAMAGE TO TRACK GEOMETRY FROM NATURAL FORCES	0	3	0	0	0	3
COMPONENT FAILURE (UNSPECIFIED)	0	8	0	0	0	8
TOTAL (COMPONENT FAILURES)	0	35	0	0	0	35
PROCEDURAL FAILURES: -----						
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS	0	1	0	0	0	1
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE	0	0	1	0	0	1
INADEQUATE COMPLIANCE WITH PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	0	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	6	0	0	0	0	6

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>
PROCEDURAL FAILURES: -----						
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR GENERAL NOTICE/BULLETIN	0	1	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE	0	0	1	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY FEDERAL RR FREIGHT CAR SAFETY STANDARDS	0	1	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY AAP WHEEL & AXLE MANUAL	0	1	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE	0	0	1	0	0	1
PROCEDURAL FAILURE (UNSPECIFIED)	2	3	2	0	0	7
TOTAL (PROCEDURAL FAILURE)	9	7	5	0	0	21
HUMAN FAILURES: -----						
FAILURE OF PERSONNEL TO DETECT COMPONENT MALFUNCTION	0	2	0	0	0	2
FAILURE OF PERSONNEL TO DETECT SIGNAL	2	0	0	0	0	2
FAILURE OF PERSONNEL TO DETECT OTHER TRAIN	0	0	1	0	0	1

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

	<u>COLLISION</u>	<u>DEPARTMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
HUMAN FAILURES:						
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	3	1	0	1	0	5
USE OF DRUGS OR INTOXICANTS	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	2	0	0	2
LACK OF EXPERIENCE	0	0	0	0	1	1
LACK OF INSTRUCTION/SUPERVISION	0	0	0	1	1	2
AMBIGUOUS OR UNCLEAR INSTRUCTIONS GIVEN	0	1	0	0	0	1
ERROR IN JUDGMENT	1	0	0	1	0	2
WILLFUL ACT OF INDIVIDUAL	0	0	0	2	0	2
VEHICLE OPERATOR'S ERROR IN JUDGMENT	1	0	0	0	1	2
OBSTRUCTED VIEW	0	0	1	1	0	2
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	1	0	0	1
FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS	0	1	0	1	0	2
HUMAN FAILURE (UNSPECIFIED)	2	3	1	3	1	10
TOTAL (HUMAN FAILURES)	11	5	7	10	4	40

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

	COLLISION -----	DERAILMENT -----	EMPLOYEE FATALITY -----	PERSONAL FATALITY -----	GRADE CROSSING -----	TOTAL -----
NON-RAILROAD ACTIVITIES: -----						
VANDALISM, MALICIOUS MISCHIEF	0	1	0	1	0	2
SABOTAGE	0	1	0	0	0	1
DAMAGE BY NON-RAILROAD ACTIVITIES (UNSPECIFIED)	0	2	0	1	0	3
TOTAL (NON-RAILROAD ACTIVITIES)	0	4	0	2	0	6
NATURAL FORCES: -----						
ROADBED SETTLEMENT	0	1	0	0	0	1
EXTREME HEAT	0	2	0	0	0	2
TRENCH SETTLEMENT DUE TO WATER ACTION	0	1	0	0	0	1
DAMAGE BY NATURAL FORCES (UNSPECIFIED)	0	3	0	0	0	3
TOTAL (NATURAL FORCES)	0	7	0	0	0	7
SYSTEM DESIGN INADEQUACIES: -----						
FAILURE TO PROVIDE BACKUP/REDUNDANT OPERATING MODE	1	0	0	0	0	1
LACK OF OR INADEQUATE COMMUNICATIONS	0	0	1	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>SYSTEM DESIGN INADEQUACIES:</u>						
LACK OF ADEQUATE INSTRUCTIONS FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE	0	1	0	0	0	1
LACK OF EXPERIENCE IN PERFORMING NECESSARY MAINTENANCE OF W Y PROCEDURE	0	1	0	0	0	1
GRAND TOTAL	21	63	13	12	4	113

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	9	0	0	0	9	0
EQUIPMENT FAILURES	0	3	0	0	0	3	1
OPERATING PRACTICES	6	1	3	1	0	11	0
OTHER (2)	0	4	2	4	1	11	1
TOTAL	6	22	5	5	1	39	2

(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 #NYC83FP019

83-0069

REPORTED BY:
AMTRAK

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
PHILADELPHIA, PENNSYLVANIA		0049 EST	04/14/83	CLEAR	DARK/3000 FT	

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

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

TRAIN 1 STRUCK VEHICLE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 060 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED; HORN WAS SOUNDED.

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

1. VEHICLE OPERATOR'S ERROR IN JUDGEMENT
2. LACK OF EXPERIENCE
3. LACK OF INSTRUCTION/SUPERVISION
4. HUMAN FAILURE - OPERATOR DID NOT LEAVE VEHICLE WHEN WARNED

----- CASUALTIES -----

	FATALITIES	INJURIES
PERSONS ON OFFICIAL BUSINESS	1	0

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

RAILROAD	NON-RAILROAD
\$ 1,000	\$ 25,000

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

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BRIEF OF RAILROAD ACCIDENT #NYC83FR023

83-0079

REPORTED BY:
AMTRAK

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
CLINTON, CONNECTICUT		9430 EST	04/28/83	CLEAR	DAY/2000 FT	

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
SPEED OF TRAIN 1 WAS 075 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

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

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

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 387,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FR027

83-0087

REPORTED BY:
AMTRAK

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK		0220 EST	05/24/83	N/A	TUNNEL/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	TRANSPORT OF NEW JERSEY	CUT OF CARS	WEST	MOVEMENT IN YARD	MAIN 001
2	AMTRAK	PASSENGER	EAST	EN ROUTE	MAIN 001

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

CUT OF CARS STRUCK FRONT OF TRAIN 2; TRAIN 1 DERAILED, RESULTING IN DERAILED CARS;
TRAIN 2 DERAILED, RESULTING IN DERAILED LOCO.
SPEED OF TRAIN 1 IS UNKNOWN. TRAIN 2 WAS STOPPED; ENGINEER WAS AWARE OF IMPENDING
ACCIDENT; HORN WAS SOUNDED.

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR
OPERATING RULE #931
2. PROCEDURAL FAILURE - NJT CONDUCTOR DID NOT SET SUFFICIENT
HANDBRAKES

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 34,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0049

BRIEF OF RAILROAD ACCIDENT AFTW83FR011

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SAN BERNADINO, CALIFORNIA		0510 PDT	03/03/83	CLOUDY	DAWN OF DUSK/0100 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 VEHICLE, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 023 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED; HORN WAS SOUNDED.

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

1. INADEQUATE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR
MAINTENANCE OF WAY INSTRUCTIONS #767
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO ERROR IN
JUDGEMENT

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

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

RAILROAD	NON-RAILROAD
\$ 372,000	\$ 3,000

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR024

83-0075

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CADIZ, CALIFORNIA	2145 PST	04/21/83	CLOUDY	DARK/5280 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 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 045 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. VANDALISM, MALICIOUS MISCHIEF
2. DAMAGE BY NON-RAILROAD ACTIVITIES - FACING POINT SWITCH GAPPED OPEN

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 862,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FP021

83-0082

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
FLAGSTAFF, ARIZONA		0415 MDT	05/12/83	CLEAR	DARK/3000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	FREIGHT	EAST	EN ROUTE	MAIN	002

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 033 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. BENT COUPLER STRIKING CASTING
2. FAILURE OF COUPLER STRIKING CASTING - BENT STRIKER PLATE
CAUSED SEVERE FORCES IN CURVE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 394,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83F024

83-0085

REPORTED BY:
BALTIMORE & OHIO RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
ECHO, PENNSYLVANIA	0750 EDT	05/06/83	CLOUDY	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BALTIMORE & OHIO RR CO.	FREIGHT	NORTH	EN ROUTE	MAIN 001

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

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR DAMAGE.
SPEED OF TRAIN 1 WAS 031 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF TRACK CROSS ELEVATION - EXCESSIVE LATERAL FORCES TO
CAN WHEEL IN CURVE

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

1. FAILURE OF TRACK CROSS ELEVATION DUE TO NORMAL
DETERIORATION/WEAR

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 2,200,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR015

83-0063

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
PICKENSVILLE, ALABAMA		0535 CST	04/05/83	RAIN	DARK/0500 FT
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT	NORTH	EN ROUTE	RAIN 001

***** ACCIDENT DESCRIPTION *****
 TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
 SPEED OF TRAIN 1 WAS 038 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----
 1. OVER HEATED ROLLER BEARING
 2. FAILURE OF ROLLER BEARING

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

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

RAILROAD	NON-RAILROAD
\$ 510,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR019

83-0073

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CHICAGO, ILLINOIS	1604 CST	04/19/83	CLEAR	DAY/3000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BURLINGTON NORTHERN INC.	PASSENGER COMMUTER	EAST	EN ROUTE	MAIN 003

***** ACCIDENT DESCRIPTION *****
EQUIPMENT COMPONENT STRUCK BRIDGE; TRAIN 1 STRUCK EQUIPMENT COMPONENT, RESULTING
IN DERAILMENT; TRAIN 1 DERAILED, RESULTING IN INJURIES.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

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

1. IMPROPERLY SECURED CAR/LOCO DOOR
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY FEDERAL RR
FREIGHT CAR SAFETY STANDARD 215.13
3. PROCEDURAL FAILURE - UNSECURED PLUG DOOR NOT DETECTED

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	0	2

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

RAILROAD	NON-RAILROAD
\$ 527,000	\$ 0

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20596

BRIEF OF RAILROAD ACCIDENT #FTW83FR020

83-0081

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
HALLETT, OKLAHOMA		0945 CDT	05/06/83	CLOUDY	DAY/5000 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 CARS.
SPEED OF TRAIN 1 WAS 032 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. BROKEN JOINT BAR
2. FAILURE OF JOINT BAR - RAIL BADLY BATTERED NOT HELD IN PLACE BY GRAS

----- CASUALTIES -----

NONE

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

	RAILROAD	NON-RAILROAD
\$	388,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL83FR011

83-0083

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
CICERO, ILLINOIS		1255 CDT	05/13/83	CLOUDY	DAY/UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	BURLINGTON NORTHERN INC.	CUT OF CARS	WEST	MAKEUP/BREAKUP	YARD	052

***** ACCIDENT DESCRIPTION *****
 TRAIN 1 STRUCK TRACK COMPONENT; TRACK COMPONENT STRUCK EMPLOYEE; TRAIN 1 STRUCK
 EMPLOYEE, RESULTING IN FATALITY; TRAIN 1 DERAILED.
 SPEED OF TRAIN 1 WAS 003 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
 WERE APPLIED.

----- PROBABLE CAUSES -----
 1. HUMAN FAILURE - ERROR IN JUDGEMENT BY GANG FOREMAN
 2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE
 AS HAZARDOUS

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

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20596

BRIEF OF RAILROAD ACCIDENT #DEN83FRO28

83-0088

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
MALIN, OREGON		0720 PDT	05/26/83	CLEAR	DAY/0700 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	BURLINGTON NORTHERN INC.	FREIGHT	WEST	EN ROUTE	MAIN	004

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

PERSONS TAMPERED WITH TRACK COMPONENT.
TRAIN 1 DERAILED, RESULTING IN DERAILED CARS.
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. SABOTAGE
2. DAMAGE BY NON-RAILROAD ACTIVITIES - VANDALS OPENED SWITCH FROM
MAIN INTO SIDING

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 385,000	\$ 10,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR030

R3-0096

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
MOPE, IDAHO		1745 PDT	06/07/85	CLEAR	DAY/5000 FT	

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

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

TRACK FAILURE: TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 046 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. IMPROPERLY SECURED RAIL
2. DAMAGE TO TRACK ALIGNMENT FROM NATURAL FORCES
3. EXTREME HEAT
4. DAMAGE BY NATURAL FORCES - TRACK BUCKLED DUE TO HEAT

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 571,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20596

BRIEF OF RAILROAD ACCIDENT #DEN83FR032

83-0103

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
COMMERCE CITY, COLORADO	0825 EDT	06/29/83	CLOUDY	DAY/5000 FT

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

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

TRACK COMPONENT COLLAPSED BENEATH TRAIN 1; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 052 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR
2. LOOSELY SECURED RAIL
3. FAILURE OF PERSONNEL TO DETECT COMPONENT MALFUNCTION
4. LACK OF EXPERIENCE IN PERFORMING NECESSARY MAINTENANCE OF WAY PROCEDURE
5. FAILURE OF CROSSTIES - TRACK INSPECTOR MISSED DAMAGED CROSSTIES

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

1. BROKEN RAIL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 394,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0065

BRIEF OF RAILROAD ACCIDENT #ATLBSF0008

REPORTED BY:

CHESAPEAKE AND OHIO RY CO. (THE)

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
LOST CREEK, WEST VIRGINIA		0100 EST	04/06/83	CLEAR	DARK/4640 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CHESAPEAKE AND OHIO RY CO. (THE)	FREIGHT	WEST	SETOUT/PICKUP NOT IN YARD	BRANCH	001

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

TRAIN 1 STRUCK REAR OF TRAIN 1, RESULTING IN EMPLOYEE CASUALTY; LOCOMOTIVE STRUCK REAR OF TRAIN 1. SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS NOT 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 #449
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #107C
3. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

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

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

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83F030

83-0097

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

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
WILLIAMSTON, MICHIGAN		1605 EDT	06/13/83	CLEAR	DAY/1000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACKING-----
1	CHESAPEAKE AND OHIO RY CO. (THE)	FREIGHT UNIT TRAIN	WEST	EN ROUTE	MAIN 001

***** 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. DAMAGE TO TRACK ALIGNMENT FROM NATURAL FORCES
 2. EXTREME HEAT
 3. DAMAGE BY NATURAL FORCES - SUN KINK DUE TO HEAT

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

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

RAILROAD	NON-RAILROAD
\$ 671,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR000

83-0035

REPORTED BY:
CHICAGO MILWAUKEE ST PAUL & PACIFIC RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
LANSING, IOWA	1805 CST	01/23/83	CLOUDY	DAWN OR DUSK/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	CHICAGO MILWAUKEE ST PAUL & PACIFIC RR	FREIGHT	NORTH	EN ROUTE	MAIN 001

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 032 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT;
VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. DETERIORATION OF TRACK ALIGNMENT FROM TRAIN OPERATIONS
2. FAILURE OF TRACK CROSS ELEVATION DUE TO NORMAL DETERIORATION/WEAR

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 448,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FR010

83-0044

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
COLUMBIA, PENNSYLVANIA		0750 EST	02/14/93	CLEAR	DAY/1800 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION		-----OPERATING PHASE-----	---TRACK/NO---
2	CONSOLIDATED RAIL CORP.	FREIGHT	EAST		EN ROUTE	MAIN 002

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

TRAIN 1 STRUCK REAR OF TRAIN 2, RESULTING IN DERAILMENT.
TRAIN 2 WAS STOPPED; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS
AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF PERSONNEL TO DETECT SIGNAL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 193,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FR018

83-0064

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
COCHRANTON, PENNSYLVANIA	0110 EST	04/05/83	CLEAR	DARK/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	CONSOLIDATED RAIL CORP.	FREIGHT UNIT TRAIN	WEST	WAKEUP/BREAKUP	BRANCH 001

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

TRAIN 1 DERAILED, RESULTING IN FIRE.
SPEED OF TRAIN 1 WAS 021 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF TRACK CROSS ELEVATION DUE TO UNUSUAL
DETERIORATION/WEAR

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 112,000	\$ 30,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83IR028

83-0101

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CLEVELAND, OHIO	1245 EDT	05/26/83	CLEAR	DAY/1500 FT

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

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

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 046 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
MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #3208
2. PROCEDURAL FAILURE - GANG WATCHMAN WAS NOT STATIONED CLEAR OF
TRACKS

----- 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

83-0089

BRIEF OF RAILROAD ACCIDENT #FTW83FR022

REPORTED BY:
DENVER AND RIO GRANDE WESTERN RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
PALMER LAKE, COLORADO	1300 MDT	05/27/93	CLEAR	DAY/5000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	SOUTH	EN ROUTE	MAIN 002
2	DENVER AND RIO GRANDE WESTERN RR CO.	FREIGHT	NORTH	EN ROUTE	MAIN 002

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

TRAIN 1 STRUCK SIDE OF TRAIN 2, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 018 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. SPEED
OF TRAIN 2 WAS 20 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF PERSONNEL TO DETECT SIGNAL DUE TO FATIGUE
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #321
3. HUMAN FAILURE - HEAD END CREW WAS ASLEEP AND MISSED STOP SIGNAL

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

1. FAILURE TO PROVIDE BACKUP/REDUNDANT OPERATING MODE

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	2

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

RAILROAD	NON-RAILROAD
\$ 1,831,000	\$ 0

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

1. FIRE

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR031

83-0102

REPORTED BY:
DENVER AND RIO GRANDE WESTERN RR CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
GRAND JUNCTION, COLORADO		0225 MDT	06/16/83	CLEAR	DARK/0900 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	DENVER AND RIO GRANDE WESTERN RR CO.	CUT OF CARS	WEST	MAKEUP/BREAKUP	YARD	031

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

CUT OF CARS STRUCK TRACK COMPONENTS; CUT OF CARS DERAILED, RESULTING IN DERAILED CARS
CONTNG. HAZARDOUS MATL..
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

- PROBABLE CAUSES -----
1. PROCEDURAL FAILURE - CARS ROLLED OUT OVER DERRAIL TRACK NOT SKATED
 2. AMBIGUOUS OR UNCLEAR INSTRUCTIONS GIVEN
 3. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR GENERAL NOTICE/BULLETIN #1671
 4. LACK OF ADEQUATE INSTRUCTIONS FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 137,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0090

BRIEF OF RAILROAD ACCIDENT NATL83FR012

REPORTED BY:
ILLINOIS CENTRAL GULF RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
HARVEY, ILLINOIS		1408 CDT	05/31/83	CLOUDY	DAY/9990 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	ILLINOIS CENTRAL GULF RR	YARD/SWITCHING	SOUTH	EN ROUTE	MAIN	003

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

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

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

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO
DISTRACTION BY OTHER EVENTS
2. HUMAN FAILURE - COULD NOT HEAR TRAIN DUE TO NOISE OF TAMPER

----- 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 #NYC83IP031

83-0098

REPORTED BY:
LONG ISLAND RAILROAD (THE)

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CENTRAL ISLIP, NEW YORK	1843 EDT	06/14/83	CLEAR	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	LONG ISLAND RAILROAD (THE)	PASSENGER COMMUTER	EAST	EN ROUTE	MAIN 001

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

PASSENGER ALIGHTED FROM TRAIN 1; TRAIN 1 STRUCK PASSENGER.
SPEED OF TRAIN 1 WAS 020 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

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

1. WILLFUL ACT OF INDIVIDUAL DUE TO ERROR IN JUDGMENT
2. HUMAN FAILURE - PASSENGER MISSED STOP, JUMPED FROM MOVING TRAIN

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	1	0

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

NONE

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

1. JUMPED FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC87R038

83-0106

REPORTED BY:
MASSACHUSETTS BAY TRANSPORTATION AUTH.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
BOSTON, MASSACHUSETTS	0825 EDT	06/23/81	N/A	TUNNEL/0100 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	MASSACHUSETTS BAY TRANSPORTATION AUTH.	PASSENGER TRANSIT	EAST	EN ROUTE	MAIN 001
2	MASSACHUSETTS BAY TRANSPORTATION AUTH.	PASSENGER TRANSIT	EAST	EN ROUTE	MAIN 001

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

TRAIN 1 STRUCK REAR OF TRAIN 2.
SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS 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 -----
1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR
OPERATING RULE #74
 2. FAILURE OF PERSONNEL TO DETECT SIGNAL DUE TO INATTENTIVENESS
TO DUTIES
 3. PROCEDURAL FAILURE - TROLLEY CARS OPERATED WITH EXCESSIVE
SPEED

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 27,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83F016

83-0066

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
FORT WORTH, TEXAS		1350 CST	04/08/83	CLOUDY	DAY/1000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	MISSOURI PACIFIC RR CO.	FREIGHT	WEST	EN ROUTE		MAIN 002

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

TRAIN 1 STRUCK EMPLOYEE, RESULTING IN CASUALTY.
SPEED OF TRAIN 1 WAS 052 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

- PROBABLE CAUSES -----
1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF
WAY DEPT. EMPLOYEE SAFETY RULE #SL35
 2. FAILURE OF PERSONNEL TO DETECT OTHER TRAIN DUE TO OBSTRUCTED
VIEW OF RAILROAD
 3. LACK OF OR INADEQUATE COMMUNICATIONS DUE TO DISTRACTION BY
OTHER EVENTS

----- 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 #FTW83FR017

83-0068

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
MALVERN, ARKANSAS		1915 CST	04/17/83	CLEAR	DAWN OR DUSK/1200 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	MISSOURI PACIFIC RR CO.	LOCAL FREIGHT	SOUTH	MOVEMENT IN YARD	YARD 006

***** ACCIDENT DESCRIPTION *****
 TRAIN 1 STRUCK FRONT OF CUT OF CARS; TRAIN 1 DERAILED; DERAILED EQUIPMENT
 STRUCK CUT OF CARS; CUT OF CARS STRUCK EMPLOYEE, RESULTING IN FATALITY.
 SPEED OF TRAIN 1 WAS 011 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

- PROBABLE CAUSES -----
1. INADEQUATE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR OPERATING RULE #103
 2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS DUE TO VEHICLE OPERATOR'S ERROR IN JUDGEMENT
 3. HUMAN FAILURE - FAILED TO CONTROL TRAIN SPEED WHEN COUPLING CARS

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

RAILROAD	NON-RAILROAD
\$ 26,000	\$ 0

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR025

83-0077

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
EADS, COLORADO	1330 MDT	04/24/83	CLEAR	DAY/5000 FT

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 035 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. BROKEN WHEEL
2. FAILURE OF WHEEL - WHEEL HAD SUBSURFACE RIM CRACKS

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY AAR
WHEEL & AXLE MANUAL #41

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 321,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0080

BRIEF OF RAILROAD ACCIDENT #ATLB3FR010

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
VILLA GROVE, ILLINOIS		2200 EDT	05/03/83	CLEAR	DARK/UNKNOWN	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----	
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	MAKEUP/BREAKUP	YARD	006

***** 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. USE OF INTOXICANTS
2. FAILURE OF EMPLOYEE TO RECOGNIZE POSITION ON TRACK 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. 20596

BRIEF OF RAILROAD ACCIDENT #FTW83FR023

63-0091

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
PYATT, ARKANSAS	0255 EST	05/30/83	CLOUDY	DARK/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	MISSOURI PACIFIC RR CO.	FREIGHT	SOUTH	EN ROUTE	MAIN 001

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 028 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. DAMAGE TO TRACK CROSS ELEVATION FROM NATURAL FORCES
2. ROADBED SETTLEMENT
3. TRENCH SETTLEMENT DUE TO WATER ACTION
4. DAMAGE BY NATURAL FORCES - POOR DRAINAGE CAUSED TRACK
SUBSIDENCE

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT BNYC83IR020

83-0074

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	2130 EST	04/19/83	N/A	TUNNEL/0070 FT

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

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

PASSENGER FELL FROM TRAIN 1, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. OBSTRUCTED VIEW
3. DAMAGE BY NON-RAILROAD ACTIVITIES - CONDUCTORS VIEWS LIMITED DUE TO MISSING MIRROR
4. VANDALISM, MALICIOUS MISCHIEF
5. FAILURE OF CREW TO OBSERVE PASSENGER BOARDING TRAIN

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

1. LACK OF INSTRUCTION/SUPERVISION

----- 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 #NYC83FR026

83-0086

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	1730 EDT	05/10/83	N/A	TUNNEL/0100 FT

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

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

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY DAMAGE.
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 CROSSTIES DUE TO NORMAL DETERIORATION/WEAR
2. FAILURE OF SPIKES AND RAIL FASTENERS DUE TO FORCES OVER DESIGN LIMITS
3. FAILURE OF CURVE SUPERELEVATION DUE TO NORMAL DETERIORATION/WEAR
4. FAILURE OF PERSONNEL TO DETECT COMPONENT MALFUNCTION
5. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 84,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT ENYC83IR029

83-0093

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
BRONX, NEW YORK	0921 EDT	06/06/83	N/A	TUNNEL/0000 FT

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

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

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

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

1. WILLFUL ACT OF INDIVIDUAL
2. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS
HAZARDOUS
3. HUMAN FAILURE - PASSENGER WARNED TO GET INSIDE CAR BUT FELL OFF

----- 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 #NYC83IR032

83-0099

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	0809 EDT	06/15/83	CLEAR	DAY/0800 FT

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

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

PASSENGER FELL FROM TRAIN 1; TRAIN 1 STRUCK PASSENGER, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 005 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

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

1. HUMAN FAILURE - POLICEMAN FELL BOARDING TRAIN BETWEEN CARS

----- CASUALTIES -----

FATALITIES INJURIES

PASSENGERS

1

0

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

NONE

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

1. FALLING/TRIPPING

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC831033

83-0100

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	1745 EDT	06/16/93	N/A	TUNNEL/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	NORTH	EN ROUTE	MAIN 004

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

----- PROBABLE CAUSES -----
1. FAILURE OF PERSON TO RECOGNIZE UNAUTHORIZED POSITION ON CAR AS HAZARDOUS
2. HUMAN FAILURE - YOUTH WAS DANCING ON GATES BETWEEN SUBWAY CARS

----- CASUALTIES -----
FATALITIES INJURIES
PASSENGERS 1 0

----- PROPERTY LOSSES -----
NONE

----- PROBABLE CAUSES OF CASUALTIES -----
1. THROWN FROM TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL83FROD9

83-0061

REPORTED BY:
NORFOLK AND WESTERN RY. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
MATEMAN, WEST VIRGINIA	0820 EST	04/03/83	CLEAR	DAY/9990 FT

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

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

TRAIN 1 DERAILED, RESULTING IN RELEASE OF TOXIC AGENTS.
SPEED OF TRAIN 1 WAS 042 MPH.

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

1. HUMAN FAILURE - UNDETERMINED--POSSIBLY OVERSPEED TURNED RAIL
OVER IN 6-DEGREE CURVE WITH 35 MPH SPEED RESTRICTION

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 45,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83IR021

83-0076

REPORTED BY:
PATAPSCO & BACK RIVERS RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
SPARROUS POINT, MARYLAND		2050 EST	04/22/83	CLEAR	DARK/0550 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	PATAPSCO & BACK RIVERS RR	YARD/SWITCHING		N/A	MOVEMENT IN YARD	MAIN

***** ACCIDENT DESCRIPTION *****
 EMPLOYEE FELL ON TRACK, RESULTING IN EMPLOYEE CASUALTY; TRAIN 1 STRUCK EMPLOYEE,
 RESULTING IN FATALITY.
 SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. PROCEDURAL FAILURE - BRAKEMAN CROSSED IN FRONT OF MOVING CARS
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR TRAIN CREW SAFETY RULE #4

----- 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 #DEN83F021

83-0067

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
ELKO, NEVADA	0715 PST	04/09/83	CLEAR	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 EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. OVER HEATED ROLLER BEARING
2. FAILURE OF AXLE JOURNAL - THERMAL DAMAGE DUE TO LACK OF LUBRICATION

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 698,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FP026

83-0084

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
MODOC POINT, OREGON	0120 PDT	05/15/83	CLOUDY	DARK/6000 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 030 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF ROLLER BEARING ADAPTER DUE TO NORMAL DETERIORATION/WEAR
2. FAILURE OF ROLLER BEARING DUE TO UNUSUAL DETERIORATION/WEAR
3. OVER HEATED ROLLER BEARING
4. FAILURE OF AXLE JOURNAL DUE TO UNUSUAL DETERIORATION/WEAR

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 570,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR027

83-0095

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
MARCEL, CALIFORNIA		1415 PDT	05/20/83	CLEAR	DAY/NOON 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 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. ERRONEOUS PROCEDURE USED IN MFG/CONSTRUCTION RAIL
2. PROCEDURAL FAILURE - RAIL WELD IMPROPERLY COOLED

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 350,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR023

83-0072

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
SODA SPRINGS, IDAHO	0200 MST	04/17/83	CLEAR	DARK/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	UNION PACIFIC RR	LOCAL FREIGHT	WEST	SETOUT/PICKUP NOT IN YARD	MAIN 001

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

TRAIN 1 STRUCK SIDE OF CUT OF CARS, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #8040

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. ERROR IN JUDGEMENT

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN03FRO29

83-G092

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
POINT OF ROCKS, WYOMING		1520 HDT	05/03/83	CLEAR	DAY/9000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		-----TRACK/NO-----
1	UNION PACIFIC RR	FREIGHT UNIT TRAIN	EAST	EN ROUTE		MAIN 003

***** 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. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF RAIL TREAD DUE TO NORMAL DETERIORATION/WEAR
2. FAILURE OF RAIL - WORN RAIL HIGH LATERAL FORCE CAUSED WHEEL CLIMB

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 937,000	\$ 0