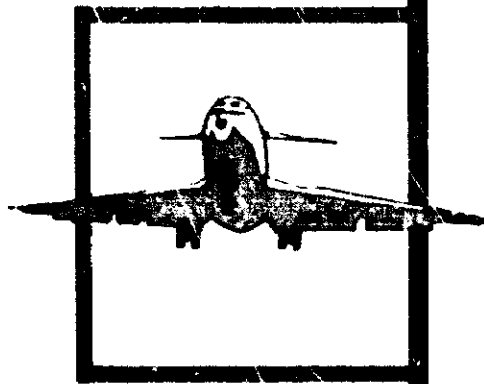
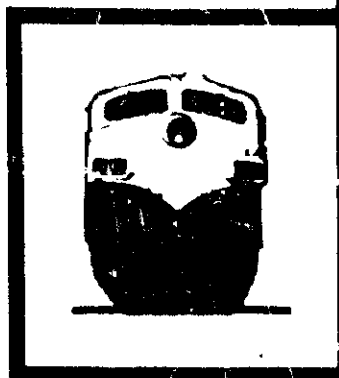




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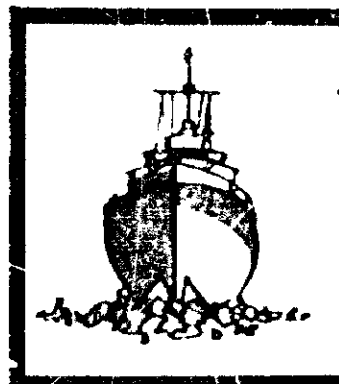


NATIONAL TRANSPORTATION SAFETY BOARD

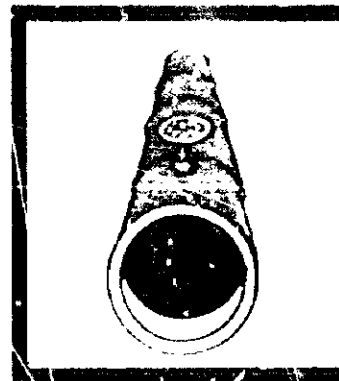


WASHINGTON, D.C. 20594

RAILROAD ACCIDENT REPORTS



**BRIEF FORMAT
ISSUE NUMBER 3 - - 1983**



NTSB/RAB-85/03



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 41 U.S. Railroad Accidents occurring between 7/1/83 & 10/31/83 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: <table border="0"> <tr> <td>82-201</td> <td>83-107 through 111</td> </tr> <tr> <td>82-224 and 225</td> <td>83-113 through 115</td> </tr> <tr> <td>82-302</td> <td>83-124</td> </tr> <tr> <td></td> <td>83-126 through 132</td> </tr> <tr> <td></td> <td>83-134</td> </tr> <tr> <td>83-52</td> <td>83-136 through 146</td> </tr> <tr> <td>83-70</td> <td>83-148</td> </tr> <tr> <td>83-94</td> <td>83-150 and 151</td> </tr> <tr> <td>83-104 and 105</td> <td>83-153</td> </tr> </table>						82-201	83-107 through 111	82-224 and 225	83-113 through 115	82-302	83-124		83-126 through 132		83-134	83-52	83-136 through 146	83-70	83-148	83-94	83-150 and 151	83-104 and 105	83-153
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83-70	83-148																						
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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 41 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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**National Transportation Safety Board
Railroad Field Offices**

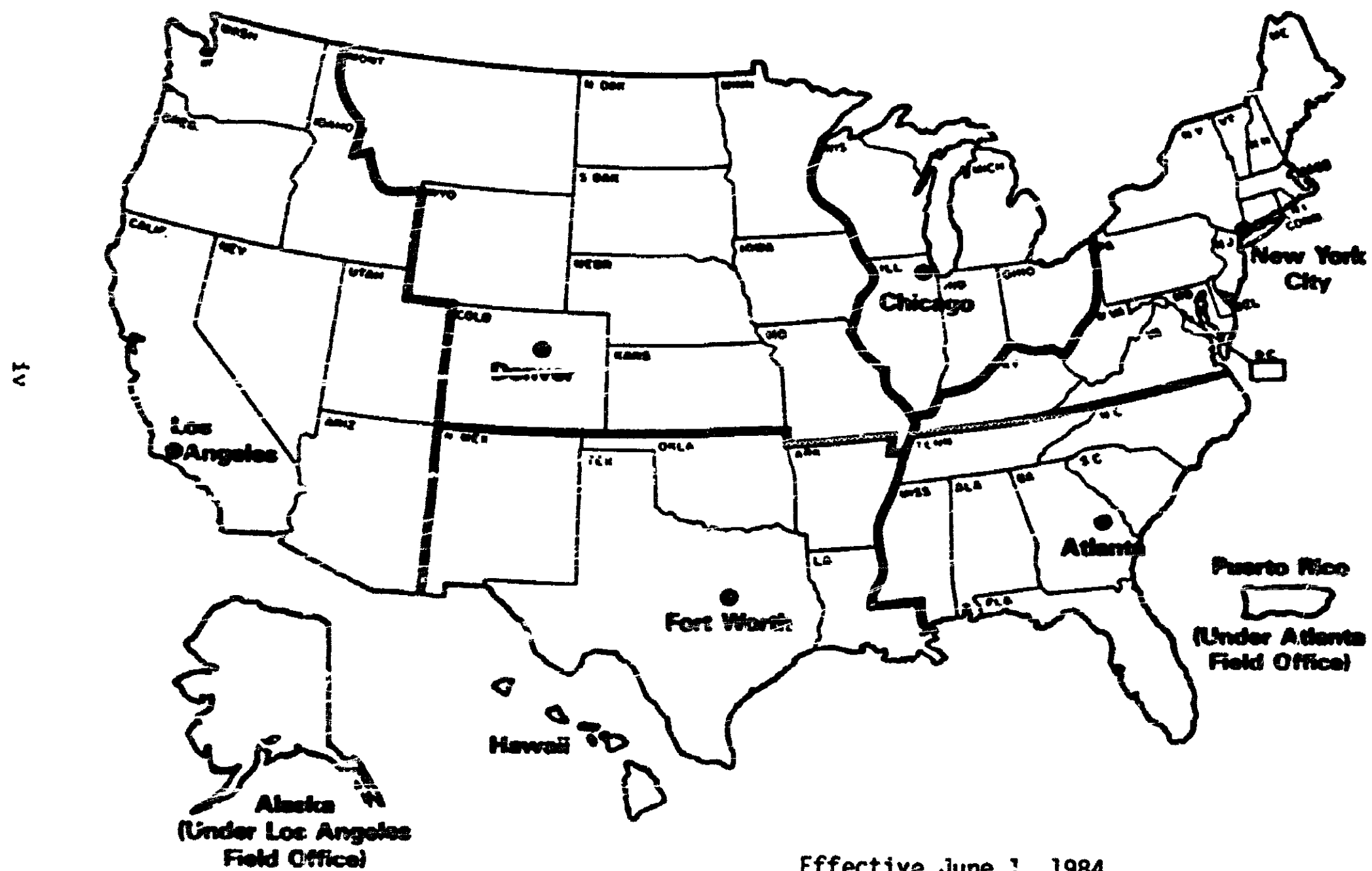


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EXPLANATORY NOTES

Scope

The accidents included herein are those occurrences incidental to railroad operations which fall within the scope of Section 304 of the Independent Safety Board Act of 1974. As provided in that Section, the Board investigates and determines facts, conditions, circumstances, and probable cause of any railroad accident in which there is a fatality or substantial property damage, or which involves a passenger train. The following definitions, as set forth in Part 840 of the National Transportation Safety Board's regulations (49 CFR 840), effective April 1, 1976, and as amended August 14, 1980, are applicable.

Railroad - 840.2(a)

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

Accident - 840.2(b)

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

Joint Operations - 840.2(c)

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

Fatality 840.2(d)

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

Substantial Damage - 840.3

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

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

Causes and Other Factors

In determining probable cause(s) of an accident, all facts, conditions, and circumstances are considered. The object is to ascertain those cause-effect relationships in the accident sequence about which action may be taken to prevent recurrence. Accordingly, for statistical purposes, where two or more causes or contributing factors exist in an accident, each is recorded with no attempt to establish a primary cause or factor. Therefore, in the causal factor tables, the figures shown may exceed the total number of accidents.

TABLE 1:

ACCIDENTS BY REPORTING RAILROAD AND TYPE

(FIGURES BELOW REPRESENT A 3 MONTH PERIOD)

REPORTING RAILROAD	COLLISION	DERAILMENT	EMPLOYEE FATALITY	PERSONAL FATALITY	GRADE CROSSING	TOTAL	HAZ. MAT. (1) INVOLVED
ATCHISON TOPEKA AND SANTA FE RY CO.	1	1	0	0	1	3	0
BALTIMORE & OHIO RR CO.	0	1	0	0	0	1	1
BOSTON & MAINE CORP.	0	1	0	0	0	1	1
BURLINGTON NORTHERN INC.	0	7	0	0	0	7	0
CHATTANOOCHEE INDUSTRIAL RR	0	0	1	0	0	1	0
CHICAGO AND NORTH WESTERN TRANSP CO.	0	2	0	0	0	2	0
CONSOLIDATED RAIL CORP.	0	1	0	0	0	1	0
ILLINOIS CENTRAL GULF RR	0	1	0	0	0	1	0
KANSAS CITY SOUTHERN RY CO.	0	0	1	0	0	1	0
MASSACHUSETTS BAY TRANSPORTATION AUTH.	1	0	0	0	0	1	0
MISSOURI PACIFIC RR CO.	0	0	0	0	1	1	1
SOUTHERN PACIFIC TRANSP. CO.	1	3	0	0	0	4	0
ST. LOUIS SOUTHWESTERN RY CO.	0	2	0	0	0	2	0
UNION PACIFIC RR	0	1	1	0	0	2	0
AMTRAK	0	0	1	0	0	1	0
TOTAL	3	20	4	0	2	29	4

(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
ARIZONA	0	1	0	0	0	1	0
CALIFORNIA	1	2	0	0	0	3	1
GEORGIA	0	0	1	0	0	1	0
ILLINOIS	0	3	0	0	0	3	1
IOWA	0	2	0	0	0	2	1
KANSAS	1	1	0	0	0	2	1
LOUISIANA	0	0	1	0	1	2	1
MASSACHUSETTS	1	1	0	0	0	2	1
MISSOURI	0	1	0	0	0	1	0
NEBRASKA	0	2	0	0	0	2	0
NEW JERSEY	0	0	1	0	0	1	0
OREGON	0	1	0	0	0	1	0
PENNSYLVANIA	0	1	0	0	0	1	0
TEXAS	0	2	0	0	1	3	0
WASHINGTON	0	1	0	0	0	1	0
WISCONSIN	0	1	0	0	0	1	0
WYOMING	0	1	1	0	0	2	0
TOTAL	3	20	4	0	2	29	4

(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.....	1	0	5	0	6
INJURIES.....	0	2	0	0	2
PASSENGERS					
FATALITIES.....	0	0	0	0	0
INJURIES.....	0	0	0	0	0
GENERAL PUBLIC					
FATALITIES.....	0	0	0	2	2
INJURIES.....	0	1	0	0	1

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>
<u>COMPONENT FAILURES:</u>						
FAILURE OF TRACK GEOMETRY DUE TO FORCES OVER DESIGN LIMITS	0	1	0	0	0	1
FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF SWITCH ASSEMBLY DUE TO NORMAL DETERIORATZON/WEAR	0	1	0	0	0	1
FAILURE OF CAR/LOCO BODY DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF TRUCKS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
FAILURE OF WHEELS DUE TO NORMAL DETERIORATION/WEAR	0	1	0	0	0	1
IMPROPERLY SECURED RAIL AND TRACK HARDWARE	0	2	0	0	0	2
IMPROPERLY SECURED CAR/LOCO BODY	0	0	1	0	0	1
LOOSELY SECURED CAR/LOCO BODY	0	1	0	0	0	1
BROKEN RAIL	0	1	0	0	0	1
BROKEN SWITCH ASSEMBLY	0	1	0	0	0	1
OVER HEATED AXLES AND JOURNALS	0	4	0	0	0	4
DAMAGE TO SWITCH ASSEMBLY FROM DRAGGING EQUIPMENT	0	1	0	0	0	1
COMPONENT FAILURE (UNSPECIFIED)	0	11	0	0	0	11
TOTAL (COMPONENT FAILURES)	0	27	1	0	0	28

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>PROCEDURAL FAILURES:</u>						
FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	0	0	0	0	1
FAILURE TO SUPERVISE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR MAINTENANCE OF WAY INSTRUCTIONS	0	0	0	0	1	1
PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	0	1	0	0	0	1
LACK OF INFORMATION FOR SUPERVISING PERFORMANCE OF PROCEDURE PRESCRIBED BY RR GENERAL NOTICE/BULLETIN	1	0	0	0	0	1
LACK OF EXPERIENCE IN PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	0	0	0	0	1
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE	1	1	2	0	0	4
FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE	0	2	0	0	0	2
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	4	2	0	1	9
TOTAL (PROCEDURAL FAILURE)	6	8	5	0	2	21
<u>HUMAN FAILURES:</u>						
FAILURE OF PERSONNEL TO RECOGNIZE COMPONENT MALFUNCTION AS HAZARDOUS	0	1	0	0	0	1

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

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
HUMAN FAILURES: -----						
FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS	0	2	1	0	1	4
USE OF DRUGS OR INTOXICANTS	0	0	1	0	0	1
INATTENTIVENESS TO DUTIES	0	0	0	0	1	1
LACK OF INSTRUCTION/SUPERVISION	0	0	0	0	1	1
LACK OF INFORMATION ABOUT THE STATE OF THE SYSTEM	1	0	0	0	0	1
ERROR IN JUDGMENT	0	0	2	0	0	2
FAILURE OF PERSON TO DETECT APPROACHING TRAIN	0	0	1	0	0	1
FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS	0	0	1	0	0	1
FAILURE TO STOP AT PROTECTED GRADE CROSSING	0	0	0	0	1	1
HUMAN FAILURE (UNSPECIFIED)	1	2	1	0	0	4
TOTAL (HUMAN FAILURES)	2	5	7	0	4	18
NATURAL FORCES: -----						
EXTREME HEAT	0	1	0	0	0	1

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

	<u>COLLISION</u>	<u>DERAILMENT</u>	<u>EMPLOYEE FATALITY</u>	<u>PERSONAL FATALITY</u>	<u>GRADE CROSSING</u>	<u>TOTAL</u>
<u>NATURAL FORCES:</u>						
DAMAGE BY NATURAL FORCES (UNSPECIFIED)	0	1	0	0	0	1
TOTAL (NATURAL FORCES)	0	2	0	0	0	2
<u>SYSTEM DESIGN INADEQUACIES:</u>						
LACK OF OR INADEQUATE COMMUNICATIONS	1	0	0	0	0	1
LACK OF ADEQUATE INSTRUCTIONS FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE	2	0	0	0	0	2
LACK OF TRAINING IN PERFORMING NECESSARY TRAIN OPERATION PROCEDURE	1	0	0	0	0	1
LACK OF SUPERVISION OF MAINTENANCE OF WAY PROCEDURE	0	2	0	0	0	2
GRAND TOTAL	12	44	13	0	6	75

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	RAIL. MAT. (1) INVOLVED	
TRACK AND STRUCTURE DEFECTS	0	4	0	0	0	4	1	
EQUIPMENT FAILURES	0	10	1	0	0	11	0	
OPERATING PRACTICES	2	4	1	0	1	8	1	
OTHER (2)	1	2	2	0	1	6	2	
	-----	-----	-----	-----	-----	-----	-----	1
TOTAL	3	20	4	0	2	29	4	00 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 #DC82AR012

82-0201

REPORTED BY:
AMTRAK

LOCATION		TIME	DATE	WEATHER	VISIBILITY	
BRISTOL, PENNSYLVANIA		0235 EST	03/29/82	CLEAR	DARK/1200 FT	

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO	
1	AMTRAK	PASSENGER	WEST	EN ROUTE	MAIN	003
2	AMTRAK	LOCO	EAST	EN ROUTE	MAIN	003

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

TRAIN 2 STRUCK FRONT OF STANDING TRAIN 1, RESULTING IN DERAILMENT, RESULTING IN RUPTURE OF LOCO FUEL TANK & OIL SPILLAGE. TRAIN 1 WAS STOPPED; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. SPEED OF TRAIN 2 WAS 022 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. PROCEDURAL FAILURE - FOR PROBABLE CAUSE SEE NTSB PUBLICATION RAR-82-5

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1
PASSENGERS	0	2

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

RAILROAD	NON-RAILROAD
\$ 824,000	\$ 0

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

THROWN FROM SEAT/POSITION IN COLLISION

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC831R045

83-0148

REPORTED BY:
ANTRAK

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
KEARNY, NEW JERSEY		2356 EDT	09/30/83	RAIN	DARK/5000 FT

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

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

TRAIN 1 STRUCK EMPLOYEES, RESULTING IN FATALITIES.
SPEED OF TRAIN 1 WAS 050 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; HORN
WAS SOUNDED.

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

1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO USE OF INTOXICANTS

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

1. FAILURE TO PROPERLY PERFORM PROCEDURES PRESCRIBED BY RR MAINTENANCE OF WAY DEPT. EMPLOYEE SAFETY RULE #4120

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	2	0

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

NONE

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

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR014

83-0052

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
ALVA, OKLAHOMA		1405 CST	03/23/83	CLOUDY	DAY/1500 FT	

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

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

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

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 815,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FV83FR025

85-0107

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
ELKHART, KANSAS		0045 CDT	07/08/93	CLEAR	DARK/0100 FT	

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	---TRACK/NO---	
1	ATCHISON TOPEKA AND SANTA FE RY CO.	CUT OF CARS	WEST	MOVEMENT IN YARD	YARD	006

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

CUT OF CARS STRUCK OBSTRUCTION, RESULTING IN DERAILMENT; DERAILED EQUIPMENT FELL ON EMPLOYEE, RESULTING IN FATALITY; TRAIN 1 DERAILED. SPEED OF TRAIN 1 WAS 004 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. PROCEDURAL FAILURE - TRACK CAPACITY BOOK OUT OF DATE AND INACCURATE
2. LACK OF INFORMATION FOR SUPERVISING PERFORMANCE OF PROCEDURE PRESCRIBED BY RR GENERAL NOTICE/BULLETIN #CLIC
3. LACK OF INFORMATION ABOUT THE STATE OF THE SYSTEM
4. LACK OF ADEQUATE INSTRUCTIONS FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

RAILROAD	NON-RAILROAD
\$ 4,000	\$ 0

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83/R034

83-0132

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
CORANQUE, TEXAS	0950 CDT	08/23/83	CLEAR	DAY/0600 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; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 034 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE TO SUPERVISE PERFORMANCE OF PROCEDURE PRESCRIBED BY RR
MAINTENANCE OF WAY INSTRUCTIONS #332A
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE
AS HAZARDOUS DUE TO LACK OF INSTRUCTION/SUPERVISION
3. PROCEDURAL FAILURE - BULLDOZER CROSSED TRACK WITHOUT
PERMISSION

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 158,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR035

83-0138

REPORTED BY:
ATCHISON TOPEKA AND SANTA FE RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SNYDER, TEXAS		1605 CDT	08/31/83	CLEAR	DAY/6000 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 *****
EQUIPMENT COMPONENT FAILED; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 35 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----
1. FAILURE OF AXLE JOURNAL - FAILURE OF JOURNAL DUE TO SURFACE
PITTING

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

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 879,000 \$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTM83FR036

83-0140

REPORTED BY:
BALTIMORE & OHIO RR CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
MURDOCK, ILLINOIS	1530 CDT	09/02/83	CLEAR	DAY/5000 FT

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

***** A. ENT DESCRIPTION *****

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

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

1. IMPROPERLY SECURED JOINT BAR
2. FAILURE OF PERSONNEL TO RECOGNIZE COMPONENT MALFUNCTION AS
HAZARDOUS

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 801,000	\$ 50,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC63FR041

83-0127

REPORTED BY:
BOSTON & MAINE CORP.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
WESTFORD, MASSACHUSETTS	1850 EDT	08/03/83	CLEAR	DARK/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BOSTON & MAINE CORP.	FREIGHT	EAST	EN ROUTE	SIDING 002

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

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

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. HUMAN FAILURE - TRAIN HAD SLACK RUN IN DUE TO IMPROPER HANDLING

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 127,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0109

BRIEF OF RAILROAD ACCIDENT #DEN83FROB3

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
DESCHUTES, OREGON		0115 PDT	07/08/83	CLOUDY	DARK/6200 FT	

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 053 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR
BRAKE RULE #518
2. PROCEDURAL FAILURE - IMPROPER BRAKING CAUSED BUFF FORCES TO
LIFT WHEEL

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

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

	RAILROAD	NON-RAILROAD
\$	495,000	\$ 0

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

1. STRIKING INJURIOUS ENVIRONMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #1W83FR030

83-0115

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
MELROSE, IOWA	1458 EDT	07/28/83	CLEAR	DAY/0600 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BURLINGTON NORTHERN INC.	FREIGHT	EAST	EM ROUTE	MAIN 002

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 037 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #527
2. PROCEDURAL FAILURE - FAILED TO CONTROL BUFF FORCES ON DESCENDING GRADE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 385,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #ATL83FR014

83-0130

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
SHELBYNA, MISSOURI		1805 CDT	08/13/83	CLEAR	DAY/9990 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	BURLINGTON NORTHERN INC.	FREIGHT		WEST	EN ROUTE	MAIN 001

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

EQUIPMENT COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY
DAMAGE.
SPEED OF TRAIN 1 WAS 054 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. OVER HEATED AXLE JOURNAL
2. FAILURE OF AXLE JOURNAL - AXLE JOURNAL OVERHEATED AND BURNED OFF

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,080,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR036

83-0731

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
BRIDGEPORT, NEBRASKA		2015 HDT	08/22/83	CLOUDY	DARK/5000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		-----TRACK/NO-----
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN	EAST	EN ROUTE		MAIN 001

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

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 028 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF SWITCH POINTS DUE TO NORMAL DETERIORATION/WEAR
2. BROKEN SWITCH POINTS
3. FAILURE OF SWITCH POINTS - EXCESSIVE WEAR NOT DETECTED BY INSPECTIONS
4. LACK OF SUPERVISION OF MAINTENANCE OF WAY PROCEDURE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 663,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEM83FR037

83-013

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
OTIS ORCHARDS, WASHINGTON	2235 PDT	08/23/83	CLOUDY	DARK/8200 FT

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

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 054 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF CAR/LOCO CENTER PLATE DUE TO NORMAL
DETERIORATION/WEAR
2. FAILURE OF CAR/LOCO CENTER PLATE - CAUSED EXCESSIVE TRUCK
HUNTING AND WHEEL CLIMB

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 520,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR042

83-0143

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
SUPERIOR, WISCONSIN		0925 CDT	09/12/83	CLEAR	DAY/2000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----		DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	BURLINGTON NORTHERN INC.	FREIGHT UNIT TRAIN		EAST	EN ROUTE	BRANCH 001

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

TRAIN 1 DERAILED; DERAILED EQUIPMENT STRUCK BRIDGE.
SPEED OF TRAIN 1 WAS 027 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----	----- OTHER FACTORS -----
1. HUMAN FAILURE - SLACK RUN-IN ON 7-DEGREE CURVE CAUSED WHEEL LIFT	1. FAILURE OF TRUCK SIDE BEARING DUE TO NORMAL DETERIORATION/WEAR

----- CASUALTIES -----	----- PROPERTY LOSSES -----
FATALITIES INJURIES	RAILROAD NON-RAILROAD
PUBLIC NOT ON RR PROPERTY 0 1	\$ 367,000 \$ 85,000

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

AUTOMOBILE FELL FROM BRIDGE; OCCUPANT
RESTRAINTS PREVENTED SERIOUS INJURIES

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0146

BRIEF OF RAILROAD ACCIDENT IDEN83FR043

REPORTED BY:
BURLINGTON NORTHERN INC.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
CAIRO, NEBRASKA		0425 CDT	09/19/83	CLOUDY	DARK/5000 FT	

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

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

TRACK COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN DERAILED LOCO.
SPEED OF TRAIN 1 WAS 042 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; HORN
WAS SOUNDED.

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

1. BROKEN RAIL
2. FAILURE OF RAIL - DUE TO UNDETECTED DETAIL FRACTURE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 226,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT NATL83FR013

83-0104

REPORTED BY:
CHATTANOOCHEE INDUSTRIAL RR

LOCATION	TIME	DATE	WEATHER	VISIBILITY
CEDAR SPRINGS, GEORGIA	0500 EDT	07/02/83	CLEAR	DARK/0000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/MO
1	CHATTANOOCHEE INDUSTRIAL RR	YARD/SWITCHING	NORTH	MOVEMENT IN YARD	MAIN 001

***** 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. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK
STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO ERROR IN JUDGEMENT
2. HUMAN FAILURE - EMPLOYEE STRUCK BY TRAIN WHILE SWITCHING CARS

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

NONE

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

STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0124

BRIEF OF RAILROAD ACCIDENT #FTW83FR031

REPORTED BY:
CHICAGO AND NORTH WESTERN TRANSP CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
COURTLAND, ILLINOIS		1445 CDT	08/10/83	CLOUDY	DAY/5000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	CHICAGO AND NORTH WESTERN TRANSP CO.	FREIGHT UNIT TRAIN	EAST	EN ROUTE	MAIN 001

***** ACCIDENT DESCRIPTION *****
EQUIPMENT COMPONENT FAILED; TRAIN 1 DERAILED, RESULTING IN SUBSTANTIAL RR PROPERTY
DAMAGE.
SPEED OF TRAIN 1 WAS 640 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

----- PROBABLE CAUSES -----
1. OVER HEATED ROLLER BEARING
2. FAILURE OF ROLLER BEARING - HOT BOX DETECTOR DID NOT DETECT
AXLE BURNING OFF

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

----- PROPERTY LOSSES -----
RAILROAD NON-RAILROAD
\$ 1,130,000 \$ 10,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83F033

83-0129

REPORTED BY:
CHICAGO AND NORTH WESTERN TRANSP CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
DUNLAP, IOWA		0900 CDT	08/11/83	CLEAR	DAY/5000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACKING-----	
1	CHICAGO AND NORTH WESTERN TRANSP CO.	FREIGHT	EAST	EN ROUTE	TRAIN	001

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

EQUIPMENT COMPONENT FAILED; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 065 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. OVER HEATED ROLLER BEARING
2. FAILURE OF ROLLER BEARING - NOT BOX DETECTED BUT NOT IN TIME TO STOP TRAIN

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 402,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

82-0225

BRIEF OF RAILROAD ACCIDENT #NYC82FR038

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
FAIR LAWN, NEW JERSEY		2131 EDT	07/07/82	CLOUDY	DARK BUT LIGHTED/1000 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	CONSOLIDATED RAIL CORP.	PASSENGER COMMUTER	EAST	EN ROUTE	SIDING	001

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

PERSONS TAMPERED WITH TRACK COMPONENT, RESULTING IN DERAILMENT; DERAILED EQUIPMENT STRUCK BUILDING NOT ON RR PROPERTY, RESULTING IN SUBSTANTIAL NON-RR DAMAGE, RESULTING IN FATALITY, RESULTING IN INJURIES.

SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. VANDALISM, MALICIOUS MISCHIEF
2. DAMAGE BY NON-RAILROAD ACTIVITIES - JUVENILES THREW SWITCH IN FRONT OF MOVING TRAIN

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

----- PROPERTY LOSSES -----	
RAILROAD	NON-RAILROAD
\$ 4,005,000	\$ 1,500,000

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

1. COLLAPSE OF STRUCTURE (TRAIN)

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT SNYC83FR044

83-0145

REPORTED BY:
CONSOLIDATED RAIL CORP.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
GALLITZIN, PENNSYLVANIA	1535 EDT	09/17/83	CLEAR	DAY/0400 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	CONSOLIDATED RAIL CORP.	FREIGHT	EAST	EN ROUTE	MAIN 003

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 049 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED.

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #16
3. PROCEDURAL FAILURE - USED BRAKE FEED VALVE IMPROPERLY TO APPLY BRAKES

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 330,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN82FR031

92-0302

REPORTED BY:
DENVER AND RIO GRANDE WESTERN RR CO.

-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----
HOT SULPHUR SPRINGS, COLORADO	0200 MDT	08/07/82	CLEAR	DARK/7200 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 EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 52 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS DUE TO INATTENTIVENESS TO DUTIES
2. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #10J
3. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #821A
4. HUMAN FAILURE - TRAIN WAS RUN 52 MPH IN 20 MPH SPEED RESTRICTION

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83FRO35

83-0126

REPORTED BY:
GREATER CLEVELAND REGIONAL TRANSIT AUTH.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
CLEVELAND, OHIO	0740 EDT	06/20/83	CLEAR	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	GREATER CLEVELAND REGIONAL TRANSIT AUTH.	PASSENGER TRANSIT	EAST	EN ROUTE	MAIN 002

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

TRAIN 1 DERAILED; DERAILED EQUIPMENT STRUCK STRUCTURE.
SPEED OF TRAIN 1 WAS 015 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF STOCK RAIL DUE TO NORMAL DETERIORATION/WEAR
2. BENT STOCK RAIL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 101,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

93-0144

BRIEF OF RAILROAD ACCIDENT #ATL83F0015

REPORTED BY:
ILLINOIS CENTRAL GULF RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
EDGEWOOD, ILLINOIS	0400 CDT	09/13/83	CLOUDY	DARK/0500 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	ILLINOIS CENTRAL GULF RR	FREIGHT UNIT TRAIN	NORTH	EN ROUTE	MAIN 001

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

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

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

1. OVER HEATED ROLLER BEARING
2. FAILURE OF ROLLER BEARING - CAUSED BURNED OFF JOURNAL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 609,000	\$ 3,000

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83F028

83-0111

REPORTED BY:
KANSAS CITY SOUTHERN RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
BATON ROUGE, LOUISIANA		1457 CDT	07/13/83	CLOUDY	DAY/4000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---	
1	KANSAS CITY SOUTHERN RY CO.	YARD/SWITCHING	WEST	MAKEUP/BREAKUP	YARD	004

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

EMPLOYEE FELL FROM TRAIN 1, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 008 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #1
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS DUE TO ERROR IN JUDGEMENT
3. PROCEDURAL FAILURE - EMPLOYEE USED IMPROPER COUPLING METHOD

----- 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

83-0134

BRIEF OF RAILROAD ACCIDENT #NYC83FR043

REPORTED BY:
MASSACHUSETTS BAY TRANSPORTATION AUTH.

	-----LOCATION-----	---TIME---	---DATE---	WEATHER	-----VISIBILITY-----		
	NEEDFORD, MASSACHUSETTS	0950 EDT	08/29/83	RAIN	DAY/1000 FT		
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----		
1	MASSACHUSETTS BAY TRANSPORTATION AUTH.	YARD/SWITCHING	SOUTH	MOVEMENT IN YARD	YARD 011		
2	MASSACHUSETTS BAY TRANSPORTATION AUTH.	YARD/SWITCHING	SOUTH	MOVEMENT IN YARD	YARD 011		

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

TRAIN 1 STRUCK SIDE OF STANDING TRAIN 2; TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK. SPEED OF TRAIN 1 IS UNKNOWN; ENGINEER WAS AWARE OF IMPENDING ACCIDENT. SPEED OF TRAIN 2 WAS 006 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.

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

1. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #57
2. LACK OF EXPERIENCE IN PROCEDURE PRESCRIBED BY RR OPERATING RULE #57
3. PROCEDURAL FAILURE - TEST TRAIN OPERATED AND SUPERVISED IMPROPERLY

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

1. LACK OF TRAINING IN PERFORMING NECESSARY TRAIN OPERATOR PROCEDURE
2. LACK OF ADEQUATE INSTRUCTIONS FOR PERFORMING NECESSARY TRAIN OPERATION PROCEDURE
3. INADEQUATE SUPERVISION OF TRAIN OPERATION PROCEDURE DUE TO LACK OF SKILL/TRAINING

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 98,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR029

83-0113

REPORTED BY:
MISSOURI PACIFIC RR CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
EDMOND, KANSAS		1338 CDT	07/20/83	CLEAR	DAY/5000 FT	

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

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

TRUCK WITH HAZARDOUS MATERIAL STRUCK SIDE OF TRAIN 1; TRAIN 1 DERAILED, RESULTING
IN RELEASE OF TOXIC AGENTS.
SPEED OF TRAIN 1 WAS 023 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE
APPLIED; HORN WAS SOUNDED.

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

1. FAILURE OF MOTORIST TO STOP AT PROTECTED GRADE CROSSING DUE TO
INATTENTIVENESS TO DUTIES

----- CASUALTIES -----

	FATALITIES	INJURIES
PUBLIC ON RR PROPERTY	2	0

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

	RAILROAD	NON-RAILROAD
	\$ 131,000	\$ 105,000

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

1. ASPHYXIATION

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0151

BRIEF OF RAILROAD ACCIDENT #NYC831025

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----		
BROOKLYN, NEW YORK		2330 EDT	05/03/83	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	003	

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

----- PROBABLE CAUSES -----
1. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO LACK OF INSTRUCTION/SUPERVISION
2. HUMAN FAILURE - CONTRACT EMPLOYEE LEANED INTO PATH OF TRAIN

----- CASUALTIES -----
FATALITIES INJURIES
PERSONS ON OFFICIAL BUSINESS 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 #NYC83FR037

#3-0153

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
NEW YORK, NEW YORK	1745 EDT	06/21/83	N/A	TUNNEL/1000 FT

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

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

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

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

1. FAILURE OF SPIKES AND RAIL FASTENERS DUE TO NORMAL
DETERIORATION/WEAR
2. LOOSELY SECURED RAIL

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 20,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0150

BRIEF OF RAILROAD ACCIDENT NYCB31R039

REPORTED BY:
NEW YORK CITY TRANSIT AUTHORITY

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
NEW YORK, NEW YORK		0924 EDT	06/23/83	N/A	TUNNEL/0010 FT	

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	---TRACK/NO---	
1	NEW YORK CITY TRANSIT AUTHORITY	PASSENGER TRANSIT	SOUTH	LOADING/UNLOADING	MAIN	004

***** ACCIDENT DESCRIPTION *****
PASSENGER FELL FROM STATION PLATFORM; TRAIN 1 STRUCK PASSENGER, RESULTING IN FATALITY.
SPEED OF TRAIN 1 WAS 605 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON STRUCTURE AS HAZARDOUS DUE TO PHYSICAL DISABILITY
2. HUMAN FAILURE - PERSON WITH IMPAIRED VISION STEPPED BETWEEN CARS

----- 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 NFTW83FR024

83-0094

REPORTED BY:
NORFOLK AND WESTERN RY CO.

-----LOCATION-----		---TIME---	---DATE---	WEATHER	-----VISIBILITY-----	
CLIFTON HILL, MISSOURI		0425 EDT	06/07/83	CLEAR	DARK/2000 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.
SPEED OF TRAIN 1 WAS 055 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF TRACK ALIGNMENT DUE TO NORMAL DETERIORATION/WEAR
2. LOOSELY SECURED RAIL ANCHORAGES
3. LOOSELY SECURED TIEPLATES

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,154,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #NYC83IR034

83-0105

REPORTED BY:
PITTSBURGH & LAKE ERIE RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
BRADDOCK, PENNSYLVANIA	0754 EDT	06/20/83	CLOUDY	DAY/1000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	PORT AUTHORITY OF ALLEGHENY COUNTY	PASSENGER COMMUTER	SOUTH	EN ROUTE	MAIN 005

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

TRAIN 1 STRUCK PASSENGERS, RESULTING IN FATALITIES.
SPEED OF TRAIN 1 WAS 025 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

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

1. FAILURE OF PERSON TO RECOGNIZE POSITION ON TRACK
STRUCTURE/RIGHT-OF-WAY AS HAZARDOUS DUE TO DISTRACTION BY
OTHER EVENTS
2. FAILURE OF PERSON TO DETECT APPROACHING TRAIN DUE TO
DISTRACTION BY OTHER EVENTS
3. HUMAN FAILURE - PASSENGERS BOARDING STRUCK BY OPPOSING TRAIN

----- CASUALTIES -----

	FATALITIES	INJURIES
PASSENGERS	2	0

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

NONE

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

1. STRUCK BY TRAIN

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR026

83-0109

REPORTED BY -

ST. LOUIS SOUTHWESTERN RY CO.

LOCATION	TIME	DATE	WEATHER	VISIBILITY
TYLER, TEXAS	0700 CDT	07/08/83	CLOUDY	DAY/4000 FT

TRAIN	RAILROAD	CLASS	DIRECTION	OPERATING PHASE	TRACK/NO
1	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	SOUTH	EN ROUTE	MAIN 001

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

TRAIN 1 DRAGGED EQUIPMENT COMPONENT; STRUCK SWITCH; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 618 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. LOOSELY SECURED SANDING PIPING
2. DAMAGE TO SPRING/POWER SWITCH FROM DRAGGING EQUIPMENT

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	0	1

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

RAILROAD	NON-RAILROAD
\$ 1,329,000	\$ 70,000

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILEMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0110

BRIEF OF RAILROAD ACCIDENT #FTW83FR027

REPORTED BY:
ST. LOUIS SOUTHWESTERN RY CO.

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
KANSAS CITY, KANSAS		0215 CDT	07/11/83	CLEAR	DARK/0800 FT	

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----	
1	ST. LOUIS SOUTHWESTERN RY CO.	FREIGHT	WEST	EN ROUTE	MAIN	005

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

TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 007 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. VISIBILITY
WAS AFFECTED BY TRACK ALIGNMENT.

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

1. FAILURE OF SPIKES AND RAIL FASTENERS DUE TO FORCES OVER DESIGN LIMITS
2. PROCEDURAL FAILURE - EXCESSIVE DRAFT FORCES DUE TO TRAIN HANDLING
3. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #28

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW82FR031

82-0224

REPORTED BY:
SEABOARD COAST LINE RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
LA GRANGE, GEORGIA	1820 EDT	06/29/82	CLOUDY	DAY/4000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SEABOARD COAST LINE RR	FREIGHT	EAST	EN ROUTE	MAIN 000

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

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

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

1. PROCEDURAL FAILURE - BUFF FORCES IN CURVE FROM IMPROPER BRAKING
2. FAILURE OF PERSONNEL TO RECOGNIZE IMPROPER OPERATING PROCEDURE AS HAZARDOUS
3. FAILURE TO PERFORM PROCEDURE PRESCRIBED BY RR AIR BRAKE RULE #1022

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,847,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #FTW83FR018

83-0070

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
VICTORIA, TEXAS	1015 CST	04/20/83	CLOUDY	DAY/0770 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	-----TRACK/NO-----
1	SOUTHERN PACIFIC TRANSP. CO.	LOCAL FREIGHT	WEST	SETOUT/PICKUP NOT IN YARD	INDUSTRIAL 001

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

TRUCK STRUCK TRAIN 1, RESULTING IN FATALITY.
TRAIN 1 WAS STOPPED; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF MOTOMIST TO STOP AT PROTECTED GRADE CROSSING
2. HUMAN FAILURE - TRUCK DRIVER IGNORED FLAGMAN AT GRADE CROSSING

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

	RAILROAD	NON-RAILROAD
	\$ 1,000	\$ 2,000

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

1. THROWN FROM SEAT/POSITION IN COLLISION/DERAILMENT

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR034

83-0114

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
WATTS, CALIFORNIA	1855 PDT	07/29/83	CLEAR	DAY/0670 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SOUTHERN PACIFIC TRANSP. CO.	LOCAL FREIGHT	EAST	EN ROUTE	BRANCH 002
2	SOUTHERN PACIFIC TRANSP. CO.	LOCAL FREIGHT	WEST	EN ROUTE	BRANCH 002

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

TRAIN 1 STRUCK FRONT OF TRAIN 2, RESULTING IN DERAILMENT.
SPEED OF TRAIN 1 WAS 010 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT. SPEED
OF TRAIN 2 WAS 001 MPH; ENGINEER WAS AWARE OF IMPENDING ACCIDENT; BRAKES WERE APPLIED.
VISIBILITY WAS AFFECTED BY TRACK ALIGNMENT.

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

1. HUMAN FAILURE - CONDUCTOR HD BRAKENAN FAILED TO APPLY EMERG
BRK
2. LACK OF OR INADEQUATE COMMUNICATIONS
3. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR
OPERATING RULE #93

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 730,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

83-0128

BRIEF OF RAILROAD ACCIDENT #DEN83FRO35

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
MOOR PARK, CALIFORNIA	1510 PDT	08/06/83	CLOUDY	DAY/5000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	MAIN 001

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

TRACK FAILED; TRAIN 1 DERAILED, RESULTING IN DERAILED CARS CONTNG. HAZARDOUS MATL..
SPEED OF TRAIN 1 WAS 650 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT; BRAKES
WERE APPLIED.

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

1. EXTREME HEAT
2. FAILURE OF CROSSTIES DUE TO NORMAL DETERIORATION/WEAR
3. IMPROPERLY SECURED RAIL ANCHORAGES
4. DAMAGE BY NATURAL FORCES - TRACK BUCKLED DUE TO HEAT EXPANSION

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

1. LACK OF SUPERVISION OF MAINTENANCE OF WAY PROCEDURE

----- CASUALTIES -----

NONE

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

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

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FRO07

33-0141

REPORTED BY:
SOUTHERN PACIFIC TRANSP. CO.

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
REDDING, CALIFORNIA	0805 PST	09/05/83	CLEAR	DAY/5000 FT

TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----	---TRACK/NO---
1	SOUTHERN PACIFIC TRANSP. CO.	FREIGHT	WEST	EN ROUTE	NAI 001

***** ACCIDENT DESCRIPTION *****
EQUIPMENT COMPONENT FAILED; TRAIN 1 DERAILED.
SPEED OF TRAIN 1 WAS 040 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF ROLLER BEARING - DUE TO THERMAL DAMAGE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,075,000	\$ 0

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR033

83-0137

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----		--TIME--	--DATE--	WEATHER	-----VISIBILITY-----	
CHEYENNE, WYOMING		0535 PDT	08/28/83	CLEAR	DAY/5000 FT	
TRAIN	-----RAILROAD-----	-----CLASS-----	DIRECTION	-----OPERATING PHASE-----		---TRACK/NO---
1	UNION PACIFIC RR	YARD/SWITCHING	NORTH	SETOUT/PICKUP NOT IN YARD		INDUSTRIAL 000

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

EQUIPMENT COMPONENT FELL ON EMPLOYEE, RESULTING IN FATALITY.
TRAIN 1 WAS STOPPED; ENGINEER WAS AWARE OF IMPENDING ACCIDENT.

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

1. IMPROPERLY SECURED CAR/LOCO DOOR
2. PROCEDURAL FAILURE - UNREPAIRED RETAINER LET PLUG DOOR FALL OFF CAR
3. FAILURE TO PROPERLY PERFORM PROCEDURE PRESCRIBED BY RR OPERATING RULE #804H

----- CASUALTIES -----

	FATALITIES	INJURIES
EMPLOYEES ON DUTY	1	0

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

NONE

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

FAILURE OF RESTRAINT MECHANISM

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

BRIEF OF RAILROAD ACCIDENT #DEN83FR039

83-0139

REPORTED BY:
UNION PACIFIC RR

-----LOCATION-----	--TIME--	--DATE--	WEATHER	-----VISIBILITY-----
WANSUTTER, WYOMING	1755 HRT	09/02/83	CLEAR	DAY/9000 FT

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

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

TRAIN 1 DERAILED, RESULTING IN DERAILED EQUIPMENT OBSTRUCTING TRACK.
SPEED OF TRAIN 1 WAS 054 MPH; ENGINEER WAS NOT AWARE OF IMPENDING ACCIDENT.

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

1. FAILURE OF WHEEL - DUE TO PREVIOUS THERMAL DAMAGE

----- CASUALTIES -----

NONE

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

RAILROAD	NON-RAILROAD
\$ 1,372,000	\$ 0