### Title and Subtitle
Railroad Accident Report: Brief Format, Issue Number 4, 1984

### Performing Organization Name and Address
National Transportation Safety Board  
Bureau of Field Operations  
Washington, D.C. 20594

### Sponsoring Agency Name and Address
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

### Abstract
This publication contains briefs of selected railroad accidents occurring in U.S. Railroad operations. 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.

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### Security Classification
| (of this report) | (of this page) |
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NTSB Form 1765.2 (Rev. 9/74)
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 58 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 six railroad field offices. (See figure 1.) 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 four 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

Effective June 1, 1984
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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.
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<th>COLLISION</th>
<th>DERAILMENT</th>
<th>EMPLOYEE FATALITY</th>
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(2) TWO INVOLVED FIRE ONLY
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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.
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<td><strong>58</strong></td>
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(1) Not included in total railroad accidents investigated.
(2) "Other" includes 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.
(3) Two involved fire only.
### Accident Description

Passenger commuter train No. 3864, consisting of 6 self-propelled cars, had one truck of the 6th car derail when it struck a broken coupler while the train was moving 100 mph. A Conrail freight train on track 2 had the coupler break out of the 24th car and land on track 1. The freight train crew could not locate the coupler in the dark. They did not provide flag protection for adjacent tracks, as required by Amtrak Operating Rule 102. Rule 102 also requires Operators or Train Dispatchers to notify passing trains to proceed at restricted speed past the first train, and this was not done. Extensive damage was done to undercar equipment. There were 14 passengers on the train.

### Probable Cause

1. Failure of freight train crew to protect adjacent tracks (Rule 102)
2. Failure of train director to warn train 3864 to travel at restricted speed (Rule 102)

### Fatalities

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>-0-</td>
<td></td>
<td></td>
<td>-0-</td>
<td></td>
</tr>
</tbody>
</table>

### Probable Cause of Casualty

1. 
2. 
3. 

### Property Losses

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>5225.000</td>
<td>-0-</td>
</tr>
</tbody>
</table>
Reported by: Atchison Topeka & Santa Fe Ry Co.  
Brief of Railroad No.: FTH84FR007

Location: Belen, New Mexico  
Time: 0245 MST  
Date: 11/17/83  
Weather: Clear  
Visibility: Dark/1900 ft.

Train:  
Railroad: Atchison Topeka & Santa Fe Ry Co.  
Class: Freight  
Direction: East  
Operating Phase: En route  
Track No.: 1

Accident Description: Train No. Extra 308-01, consisting of 4 locomotive units and 78 cars, had 56 cars derail while moving downgrade at a speed of 49 mph. Previous to the accident, a coupler knuckle had broken off one end of the 26th car. In the dark, the train crew did not notice it. Moving downgrade, the train had a tendency to stay together at the broken knuckle, but 5 times in less than 8 miles, the 26th and 27th cars moved apart, the air hose separated, and the train brakes went into emergency. The conductor told the brakemen to cut out the air in the last 52 cars and they went on. The train came apart again, unknown to the crew, and finally the rear portion of the train caught up with the front of the train on the long downgrade, resulting in the derailment. The rear 52 cars had no operable brakes at that time.

Probable Cause:  
1. Operating train with insufficient operable brakes.
2. 
3. 

Other Factors:  
1. Broken coupler knuckle
2. 

Fatalities:  
Number: - 0 -  
Description:

Injuries:  
Number: - 0 -  
Description:

Probable Cause of Casualty:  
1. 
2. 

Property Losses:  
Railroad: $7,224,000  
Non-Railroad: - 0 -
Accident Description: Freight train No. 508 V-1, consisting of 4 locomotive units and 34 cars, had the first 25 cars derail. The locomotive units became disconnected from the first derailed car and they travelled 2,350 feet with emergency braking applied before stopping. The derailment was in a 5-degree 58-minute curve which had a speed restriction of 30 mph. An NTSB investigator estimated the train was moving through the curve at about 50 mph when a brake application was made.
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Atchison, Topeka & Santa Fe Railway
Brief of Railroad No.: CHI-84-FR001

Location: Lacon, Illinois
Time: 1905 CST
Date: 04-23-84
Weather: Rain
Visibility: Dark/300 feet

Train:
1. Atchison, Topeka & Santa Fe Railway
2. 
3. 

Railroad:

Class:
1. Freight
2. 
3. 

Direction:
1. West
2. 
3. 

Operating Phase:
1. En Route
2. 
3. 

Track No.: 1

Accident Description:
Truck carrying heavy equipment drove onto crossing grade crossing and struck side of train, resulting in derailment and fatality. Truck driver drove past flashing light signals and around crossing gates. 18 cars derailed. Speed of train was 40 mph.

Probable Cause:
1. Failure of person to stop at grade crossing due to willful act of individual
2. 
3. 

Other Factors:
1. 
2. 
3. 

Fatalities:
Number: 1
Description: Truck driver
Injuries: 0

Number: 
Description: 

Probable Cause of Casualty:
1. Truck struck train
2. 
3. 

Property Losses:
Railroad: $138,000
Non-Railroad: 50,000
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Atchison, Topeka & Santa Fe Railway Company
Brief of Railroad No.: D84NPR0009

<table>
<thead>
<tr>
<th>Location: Glorieta, New Mexico</th>
<th>Time: 2054 MST</th>
<th>Date: 12/21/85</th>
<th>Weather: Clear</th>
<th>Visibility: Dark/1000 FT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
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<th>Railroad:</th>
<th>Class:</th>
<th>Direction: West</th>
<th>Operating Phase: West</th>
<th>Track No.: 1</th>
</tr>
</thead>
</table>

1. Failure to properly control the train brakes
2. Failure to set sufficient handbrakes

Probable Cause:

Other Factors:

<table>
<thead>
<tr>
<th>Fatalities:</th>
<th>Number:</th>
<th>Description:</th>
<th>Injuries:</th>
<th>Number:</th>
<th>Description:</th>
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</thead>
<tbody>
<tr>
<td>- 0 -</td>
<td></td>
<td></td>
<td>- 0 -</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:

1. Property Losses:
   Railroad: $2,011,000
2. Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Baltimore and Ohio Railroad Company
Brief of Railroad No.: ATL85FR002

Location: Martinsburg, West Virginia
Time: 1648 EST
Date: 10/31/84
Weather: Cloudy
Visibility: Dark/800 FT

Train: Baltimore and Ohio Railroad Company
Class: Loco
Direction: East
Operating Phase: En route
Track No.: 1

Accident Description: The fireman of the 4:00 p.m. Pearson Yard Drill had completed the storing of Amtrak Train No. 701 and she was attempting to join the rest of her crew located across the main tracks. Approaching on the No. 2 main track was a two-unit helper locomotive moving at a recorded speed of 15 mph. The helper headlight was dimmed. The fireman was caught on the rear of the helper locomotive as it was moving at a speed of 7 mph. She was dragged for 39 feet. She sustained fatal injuries.

Probable Cause: 1. Failure of person to detect approaching train

Other Factors: 1.

Fatalities: Number: Description
1. Employee on duty

Injuries: Number: Description
- 0 -

Probable Cause of Casualty: 1. Struck by locomotive

Property Losses:
Railroad: - 0 -
Non-Railroad: - 0 -
**Probable Cause:**

1. Loosely secured tiedown equipment.

2. 

3. 

**Other Factors:**

1. 

2. 

**Fatalities:**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 0 -</td>
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</table>

**Injuries:**

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<thead>
<tr>
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<th>Description</th>
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<tr>
<td>- 0 -</td>
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**Property Losses:**

<table>
<thead>
<tr>
<th>Railroad</th>
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</tr>
</thead>
<tbody>
<tr>
<td>$148,000</td>
<td>0</td>
</tr>
</tbody>
</table>
Reported by: Burlington Northern Inc.  

Location: Beardstown, Illinois  

Time: 1425 CST  

Date: 01/18/83  

Weather: Cloudy  

Train: 

<table>
<thead>
<tr>
<th>Class</th>
<th>1</th>
<th>Burlington Northern Inc.</th>
<th>Yard/switching</th>
<th>South</th>
<th>Switching</th>
<th>4</th>
</tr>
</thead>
</table>

Direction: Operating Phase: Track No.: 

Visibility: 

Accident Description: The conductor of a yard switching operation was fatally injured when he stepped in front of the moving yard train. The conductor was 56 years old and had diabetes, atherosclerotic heart disease, and severe emphysema.

Probable Cause: 

1. Fatigue due to illness.

Other Factors: 

<table>
<thead>
<tr>
<th>Number</th>
<th>Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Employee on duty</td>
</tr>
</tbody>
</table>

Fatalities: 

<table>
<thead>
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<th>Number</th>
<th>Description:</th>
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<tbody>
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Injuries: 

<table>
<thead>
<tr>
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<th>Description:</th>
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</thead>
<tbody>
<tr>
<td>0</td>
<td>- 0 -</td>
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</tbody>
</table>

Probable Cause of Casualty: 

1. Struck by train

Property Losses: 

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 0 -</td>
<td>- 0 -</td>
</tr>
</tbody>
</table>
Accident Description: Train Extra 7132 West, consisting of 4 locomotive units and 111 cars, had 24 cars derail in the middle of the train. Some cars ended up near Route 111, but traffic was not blocked. Some power lines were broken, disrupting power in Nodaway for a short period. The rail was 112 lb. rail that had been laid in 1957 and carried freight, heavy unit coal trains.

Probable Cause: 1. Broken joint bar
2. Improperly maintained rail joint
3. 

Other Factors: 1. 
2. 

Fatalities: Number: Description: Injuries: Number: Description:
- 0 -

Probable Cause of Casualty:
1. 
2. 

Property Losses:
Railroad: $270,000
Non-Railroad: 10,000
Accident Description: Freight train No. Extra 7084 East, consisting of 3 locomotive units and 112 cars, had the 49th through 81st cars (33 cars) derail while moving 50 mph at a grade crossing. Track work had been going on there for 2 days preceding the accident and the temperature for 2 days was over 90°. The traincrew stated they saw a "ripple" in the welded rails as they approached the site.

Probable Cause:
1. Failure of alignment due to previous repair
2. Failure to properly comply with Maintenance of Way Circular 61
3. Inadequate training in maintenance of way procedures

Other Factors:
1. Extreme heat
2. 

Fatalities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries:</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:

1. 
2. 

Property Losses:

<table>
<thead>
<tr>
<th>Railroad:</th>
<th>Non-Railroad:</th>
</tr>
</thead>
<tbody>
<tr>
<td>$815,000</td>
<td>$0</td>
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</tbody>
</table>
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Burlington Northern Inc.  
Brief of Railroad No.: 84-144

Location: Cicero, Illinois  
Time: 2330 CDT  
Date: 09/21/84  
Weather: Clear  
Visibility: Dark/500 ft.

Train:  
Class: Passenger commuter  
Direction: East  
Operating Phase: En route  
Track No.: 2

Accident Description: Commuter train No. 2 struck a box car door that was lying on the track and had 2 passenger coaches derailed while moving at a speed of 58 mph. The train consisted of 3 coaches being pushed by one locomotive unit. There were no fatalities, but 2 crewmembers and 10 passengers were treated for minor injuries. The lead coach was totally destroyed. Prior to the accident, a yard train had made switching moves in the area for several hours. Vandals had opened a box car door on the yard train. The door then fell off of the box car during the switching movements in an area known for vandalism.

Probable Cause:  
1. Vandalism of box car.  
2.  
3.  

Other Factors:  
1.  
2.  

Fatalities:  
Number: 0  
Description:  
Injuries: 2  
Number: 10  
Description: Employees on duty  
2. Passengers (All minor injuries)

Property Losses:  
Railroad: $500,000  
Non-Railroad: 0
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Burlington Northern Inc.  Brief of Railroad No.: DEN85PR001

Location: Commerce City, Colorado  Time: 2052 MDT

Date: 10/03/84  Weather: Rain  Visibility: Dark/6000 FT

Train: Burlington Northern Inc.  Class: Freight

Direction: East  Operating Phase: En route  Track No.: 1

Accident Description: A 4-door Pontiac sedan carrying five occupants was traveling eastbound on Colorado Highway 2 and turned onto East 80th Ave., headed north in Commerce City approaching a signal-protected railroad/highway grade crossing. The vehicle was driven onto the crossing and was struck broadside by the lead locomotive of Exra 5683 east. Four of the vehicle occupants were killed and one received minor injuries. The train speed was 40 mph. The engineer placed the automatic brake valve in emergency about the time of impact. A witness noticed the crossing lights were unobstructed. An analysis of the driver’s BAC disclosed a level of 0.085 percent. Train crew members tested negative for alcohol or drugs. The locomotive whistle was sounded for the crossing.

Probable Cause: 1. Failure to stop at protected grade crossing due to use of drugs or intoxicants

2. 

Other Factors: 1. 

Fatalities:  Number: Description: Injuries: Number: Description:

4 Public on RR Property 1 Public on RR Property

Probable Cause of Casualty: Property Losses:

1. Struck by train Railroad: $1,000

2. 

Non-Railroad: $3,000
**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C. 20594**

**Reported by:** Burlington Northern Inc.  
**Brief of Railroad No.:** DEN85FR003

<table>
<thead>
<tr>
<th>Location: Wellsberg, North Dakota</th>
<th>Time: 2030 CDT</th>
<th>Date: 10/06/84</th>
<th>Weather: Cloudy</th>
<th>Visibility: Dark/8200 FT</th>
</tr>
</thead>
</table>

**Train:** 1  
**Railroad:**  
**Class:** Freight  
**Direction:** East  
**Operating Phase:** En route  
**Track No.:** 1

**Accident Description:** Thirty-four cars of an eastbound freight train Extra 5498 east derailed at mile post 115. There were no injuries or hazardous materials involved. First marks indicated a wheel truck side had marked the cross rail ends for nearly 3168 feet before striking the switch at Wellsberg siding. The left No. 4 journal roller bearing (Borce 6x11 inch) in the trailing truck of the 13th head car, SSW 57819, failed at mp 155.6.

**Probable Cause:**

1. Failure of axle hub due to an overheated journal bearing

**Other Factors:**

1. 

**Fatalities:**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

**Injuries:**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
</tr>
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</table>

**Probable Cause of Casualty:**

1.  
2.  

**Property Losses:**

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>$723,000</td>
<td>- 0 -</td>
</tr>
</tbody>
</table>
REPORT

NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Measured by: Burlington Northern Inc. Brief of Railroad No.: DEN85F005

Location: Holbrook, Nebraska Time: 11:25 CDT Date: 10/30/84 Weather: Cloudy Visibility: Day/8000 FT

Train: Railroad: Class: Direction: Operating Phase: Track No.
1 Burlington Northern Inc. Freight East on route 1

Accident Description: Eight locomotives and 36 cars in train Extra 8018 east derailed near mile post 254.6 while moving through a 1 degree 30 minute curve at a speed of 60 mph. The R-1 wheel on the fourth locomotive (6340) derailed in about the middle of the curve. The track for about two miles approaching the accident site did not meet the minimum standards of the FRA Track Safety Standards for Class 4 track. Carrier personnel repaired the defects before any traffic was allowed over the track.

Possible 1. Failure of a rail due to head/web separation.
Cause: 2.

Other Factors: 1.

Fatalities: Number: Description Injuries: Number: Description:
- 0 - - 0 -

Probable Cause of Casualty: Property Losses:
1. Railroad: $1,161,000

2. Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Burlington Northern Railroad

Brief of Railroad No.: DEN85F0010

Location: Commerce City, Colorado

Time: 2015 MST

Date: 12/24/84

Weather: Cloudy

Visibility: Dark/2500 FT

Train:

<table>
<thead>
<tr>
<th>#</th>
<th>Railroad</th>
<th>Class</th>
<th>Direction</th>
<th>Operating Phase</th>
<th>Track No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Burlington Northern Railroad</td>
<td>Unit freight</td>
<td>West</td>
<td>En route</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Accident Description: 27 hopper cars loaded with coal in a westbound Burlington Northern Railroad Company unit coal train, No. 94290, derailed at Mile Post 524.6. This location was at the point of a switch that connects the main track to the Rocky Mountain Arsenal track. The accident occurred near Commerce City, Colorado.

Probable Cause:

1. Failed roller bearing due to excessive heat.
2. 
3. 

Other Factors:

1. 
2. 
3. 

Fatalities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:

1. 
2. 
3. 

Property Losses:

- Railroad: $937,000
- Non-Railroad: 0
Accident Description: Amtrak train No. 61 (The Montrealer), consisting of 2 locomotive units, 1 baggage car, 4 sleeping cars, 1 cafe car and 3 coaches, derailed while moving 46 mph. The locomotive units and all but the last 4 cars derailed in a 5 degree that had a speed restricting of 40 mph. None of the cars uncoupled or turned over; however, the first car broke loose from the locomotive.

Probable Cause:
1. Failure to operate train in compliance with speed restriction.
2. 
3. 

Other Factors:
1. Failure of engineer to recognize speed restriction area due to fog.
2. 

Fatalities: 

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
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<tbody>
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<td>0</td>
<td></td>
<td>0</td>
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</tr>
</tbody>
</table>

Probable Cause of Casualty:
1. 
2. 

Property Losses:

Railroad: $355,000 
Non-Railroad: 0
Accident Description: Freight train No. Extra 8204 West, consisting of 2 locomotive units and 139 cars, had the second locomotive unit and the following 24 cars derail. The train was moving through a 5 degree curve at a speed of 22 mph. A defective piece of welded rail had been cut out of the outside rail and replaced with a single piece of jointed rail that was 9'11" long. The short rail was not anchored and showed evidence of swinging outward under load conditions.

Probable Cause:
1. Failure of track alignment due to lack of rail anchors.
2. 
3. 

Other Factors:
1. 
2. 

Fatalities: 
-0-

Injuries: 
-0-

Probable Cause of Casualty:
1. 
2. 

Property Losses:
Railroad: $161,000
Non-Railroad: -0-
Reported by: Chicago, Milwaukee, St. Paul & Pacific Railroad  
Brief of Railroad No.: DEM85PR002

<table>
<thead>
<tr>
<th>Location</th>
<th>Time</th>
<th>Date</th>
<th>Weather</th>
<th>Visibility</th>
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</thead>
<tbody>
<tr>
<td>Bettendorf, Iowa</td>
<td>2330 CDT</td>
<td>10/05/84</td>
<td>Cloudy</td>
<td>Dark/600 FT</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Train</th>
<th>Railroad</th>
<th>Class</th>
<th>Direction</th>
<th>Operating Phase</th>
<th>Track no.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Chicago, Milwaukee, St. Paul &amp; Pacific RR</td>
<td>Freight</td>
<td>South</td>
<td>En route</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>2 Chicago, Milwaukee, St. Paul &amp; Pacific RR</td>
<td>Freight</td>
<td>North</td>
<td>En route</td>
<td>4</td>
<td></td>
</tr>
</tbody>
</table>

Accident Description: Chicago, Milwaukee, St. Paul & Pacific (MILW) train Extra 188 south struck the front of MILW train Extra 2066 north in a yard. Both trains were operating under the same train order, which instructed one to go into a siding and the other one to enter yard limits at restricted speed. Both train crews failed to properly observe the train order. Train 2066 remained on the main track and 188 entered yard limits at a speed of 17 mph and was unable to stop before the collision. Both crews safely jumped from their trains.

Possible Cause: 1. Failure of crew of train 2066 to comply with train order  
2. Failure of crew of train 188 to comply with Rule 93 (yard limits)

Other Factors: 1. 

<table>
<thead>
<tr>
<th>Fatalities</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 0 -</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 0 -</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty: 
1. 
2. 

Property Losses:

Railroad: $141,000  
Non-Railroad: - 0 -
Reported by: Consolidated Rail Corporation  
Brief of Railroad No.: DCA 84-FR-001

<table>
<thead>
<tr>
<th>Location: Hillbury, Ohio</th>
<th>Time: 11:22 EST</th>
<th>Date: 11/11/83</th>
<th>Weather: Snow</th>
<th>Visibility: Day/500 FT</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Train:</th>
<th>Railroad:</th>
<th>Class:</th>
<th>Direction:</th>
<th>Operating Phase:</th>
<th>Track No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Conrail MAIL-8</td>
<td>Freight</td>
<td>East</td>
<td>En route</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Conrail OIEL-9</td>
<td>Freight</td>
<td>West</td>
<td>En route</td>
<td>2 &amp; 1</td>
</tr>
</tbody>
</table>

Accident Description: Train No. MAIL-8 en route eastbound on track No. 2 collided into side of westbound train No. OIEL-9 which was crossing over from track No. 2 onto track No. 1, resulting in 3 injuries and 1 fatality. The speed of train No. MAIL-8 was 64 mph, the speed of train No. OIEL-9 was 30 mph. The engineer of train No. MAIL-8 was aware of the impending accident; brakes were applied. The engineer of train No. OIEL-9 was not aware of the impending accident. The accident also resulted in derailment of 4 locomotive units and 30 cars.

Probable Cause: 1. Engineer of train No. MAIL-8 failed to operate according to signal indications
2. 
3.

Other Factors: 1. Visibility of signals obscured by freezing rain and snow.
2. 
3.

Fatalities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Head brakeman</td>
</tr>
</tbody>
</table>

Injuries:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Engineer</td>
</tr>
</tbody>
</table>

Property Losses:

<table>
<thead>
<tr>
<th></th>
<th>Railroad:</th>
<th>Non-Railroad:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$4,219,000</td>
<td>0</td>
</tr>
</tbody>
</table>
Accident Description: A brakeman, age 56, was walking alongside a yard train moving on track 35 in the Enola Yard. A cut of 11 cars came from the hump track into track 34 and struck a cut of 16 cars, derailing one of the 16 cars. The derailed car struck the brakeman and then sideswiped the train on track 35. The brakeman was seriously injured and died 7 days later. A blood analysis after the accident revealed a blood alcohol content of 0.167% in the brakeman.

Probable Cause: 1. Excessive number of cars being humped caused derailment.
2. 
3. 

Other Factors: 1. Failure to vacate position due to use of alcohol.
2. 

Fatalities: | Number | Description | Injuries | Number | Description |
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Employee on duty</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty: | Property Losses: |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Struck by train</td>
<td>Railroad: $2,000</td>
</tr>
<tr>
<td>2.</td>
<td>Non-Railroad: 0</td>
</tr>
</tbody>
</table>
Accident Description: An empty flat car on a siding had been moved in order to remove debris from the track. The car soon started to roll down the sidetrack toward the main line where a freight train was moving by. A brakeman who was flagging at a nearby grade crossing ran behind the car in an attempt to get on it and set the handbrake. The car struck the side of the passing train and bounced backward, striking the brakeman and fatally injuring him.

Probable Cause: 1. Failure to set handbrake on unattended car.
2. Error in judgment.
3. 

Other Factors: 1. 
2. 

Fatalities: Number: Description: Injuries: Number: Description: 
1. Employee on duty - 0 - 
2. 
3. 
4. 
5. 
6. 

Probable Cause of Casualty: 1. Struck by train 
2. 

Property Losses: Railroad: $1,000 
Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD

Reported by: Greater Cleveland Regional Transit Auth.

Location: Cleveland, Ohio

Time: 2125 EST

Brief of Railroad No.: NYC54FR020

Date: 04/16/94

Weather: Clear

Visibility: Dark/1,000 ft.

Train:
1 Greater Cleveland Regional Transit Authority
2
3

Railroad:

Class:

Direction: Passenger transit West

Operating Phase: En route

Track No.: 1

Accident Description: Two signal maintainers were working on the relay case at the 49th Street crossovers to correct a malfunctioning signal. After closing the signal case, they crossed the 2 tracks to pick up their tools and return to headquarters. Commuter trains were approaching on both tracks. The westbound train (No. 811) made a sudden stop and one signalmen saw the other man had been struck and fatally injured. The train operator had seen the signalman on the track but could not stop in time.

Probable Cause:
1. Failure to detect approaching train due to distraction of other train.
2.
3.

Other Factors:
1.
2.

Fatalities:
Number: 1
Description: Employee on duty
Injuries: 0

Probable Cause of Casualty:
1. Struck by train
2.
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

84-142

Reported by: Greater Cleveland Rapid Transit Authority
Brief of Railroad No.: CHR-84-F-201

Location: Cleveland, Ohio
Time: 0702 EST
Date: 09/10/84
Weather: N/A
Visibility: Tunnel/100 ft.

Train: Greater Cleveland Rapid Transit Auth.
Railroad: Passenger transit
Class: Paar
Direction: Enroute
Operating Phase: 5
Track No.: 6

Accident Description: A Light Rail Vehicle (LRV) passenger train, consisting of 2 self-propelled passenger cars, struck the side of a standing LRV train in the underground station at Cleveland Union Terminal. The second train was waiting to go to the shop and had no passengers aboard. No one was injured on the first train, No. 6702. The operator of No. 6702 had just started up to depart the station and went through a switch into the side of the standing train at an estimated speed of 20 mph. The operator was witnessed adjusting the rear view mirror at the time. There is no automatic signal system in the area. The maximum allowable speed is 5 mph.

<table>
<thead>
<tr>
<th>Probable Cause</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Failure to control speed of train</td>
<td></td>
</tr>
<tr>
<td>2. Distraction from other events</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Factors</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Limited sight distance</td>
<td></td>
</tr>
<tr>
<td>2. Lack of automatic block signal system</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Fatalities:</th>
<th>Description:</th>
</tr>
</thead>
<tbody>
<tr>
<td>0:</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Injuries:</td>
<td>Description:</td>
</tr>
<tr>
<td>-------------</td>
<td>-------------</td>
</tr>
<tr>
<td>0:</td>
<td></td>
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<tr>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Probable Cause of Casualty:</th>
<th>Property Losses:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Railroad: $60,000</td>
</tr>
<tr>
<td>2.</td>
<td>Non-Railroad: 0</td>
</tr>
</tbody>
</table>
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

| Reported by: | Illinois Central Gulf Railroad | Brief of Railroad No.: | DEN85PR004 |
| Location: | | Time: | 0500 CDT |
| Location: | Higbee, Missouri | Time: | 0500 CDT |
| Date: | 10/25/84 | Weather: | Cloudy |
| Visibility: | Dark/760 FT |
| Train: | Illinois Central Gulf Railroad | Class: | Freight |
| Direction: | Operating Phase: | Track No.: | En route |
| 1 | Illinois Central Gulf Railroad | 1 |
| 2 | Illinois Central Gulf Railroad | 1 |

**Accident Description:** Illinois Central Gulf Railroad Company eastbound train, third No. 92, and westbound train, second No. 91, collided head-on at mile post 367.9 about six miles west of Higbee, Missouri. The train dispatcher had elected to operate two sections of No. 92 and two sections of No. 91. He arranged, by train order instructions, for second 92 and second 91 to meet at Centralia, Missouri. He also instructed the crew of second 92 to display green signals on the front of the lead locomotive to signify a following section (third 92). The crew of second 92 failed to display the green signals when second 92 and second 91 met at Centralia. The crew of second 92 failed to sound the proper whistle signal as required by ICC Operating Rule 14K at the meeting point to call the attention of the crew of second 91 that there would be another second of No. 92 to follow. The crew of second 91 proceeded on westbound from Centralia without any knowledge that there would be a third 92 operating. The two locomotives of third 92 and two locomotives and ten head cars of second 91 were derailed.

**Probable Cause:**
1. Failure of a crew to display proper signals on the locomotive to signify a following train.
2. Failure of engineer to use proper whistle signal.

**Other Factors:**
1.

**Fatalities:**
- Number: - 0 -  
- Description: - 0 -

**Injuries:**
- Number: - 0 -  
- Description: - 0 -

**Probable Cause of Casualty:**
1.

**Property Losses:**
- Railroad: $552,000
- Non-Railroad: - 0 -
Reported by: Indiana Harbor Belt Railroad  
Brief of Railroad No.: CHI-85-F-8001  

<table>
<thead>
<tr>
<th>Location</th>
<th>Time</th>
<th>Date</th>
<th>Weather</th>
<th>Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>La Grange, Illinois</td>
<td>0512 CDT</td>
<td>10/04/86</td>
<td>Clear</td>
<td>Dark/590 Ft.</td>
</tr>
<tr>
<td>Train:</td>
<td>Railroad:</td>
<td>Class:</td>
<td>Direction:</td>
<td>Operating Phase:</td>
</tr>
<tr>
<td>1</td>
<td>Indiana Harbor Belt Railroad</td>
<td>Freight</td>
<td>East</td>
<td>Enroute</td>
</tr>
<tr>
<td>2</td>
<td>Baltimore &amp; Ohio Chicago Terminal</td>
<td>Freight</td>
<td>East</td>
<td>Standing</td>
</tr>
<tr>
<td>3</td>
<td>Railroad Company</td>
<td></td>
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<td></td>
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</tbody>
</table>

Accident Description: Indiana Harbor Belt (IHB) train No. BP-6 collided with the rear of Baltimore & Ohio Chicago Terminal (BOCT) train No. 209. Train 209 was stopped due to air hose problems. The caboose of train 209 was unoccupied and was destroyed. Two locomotive units and one car of BP-6 derailed and the caboose and one car of 209 derailed. Estimated speed at collision was 5 mph. There were no casualties.

Probable Cause:  
1. Failure to comply with Railroad Operating Rule No. 93 (restricted speed)  
2. Failure of train No. 209 to provide flag protection at rear  
3.  

Other Factors:  
1. BOCT train did not have IHB radio frequency  
2.  

Fatalities:  
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries:</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td>0</td>
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<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:  
1.  
2.  

Property Losses:  
Railroad: $96,000  
Non-Railroad: $0
Accident Description: Freight unit train No. Extra 661 South had 20 cars derail. The train consisted of 4 locomotive units, 112 cars, and 3 remote controlled locomotive units. A joint bar broke that was holding together a previously broken rail at the point of derailment.


Other Factors: 1.

Fatalities: Number: Description: Injuries: Number: Description:
- 0 -

Probable Cause of Casualty:
1.
2.

Property Losses:
Railroad: $804,000
Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Long Island Railroad (The)

Brief of Railroad No.: NVO-84-F-03

Location: Babylon, New York

Time: 1225 EDT

Date: 08/14/84

Weather: Clear

Visibility: Day/1,000 ft.

Train: 1

Long Island Railroad (The)

Railroad: Passenger Commuter

Class: East

Direction: Enroute

Operating Phase: 2

Track No.:

Accident Description: Passenger commuter train No. 112 was crossing over from a main track to a station track when the 6th car derailed and struck a station platform. The train consisted of 10 self-propelled passenger cars. Signal maintainers were working on nearby rail joints and one of them improperly wired a relay switch so that the train could cross over without signal protection. While the train moved through the crossover switch, a block operator operated the switch, causing the train to derail. The block operator had requested the signal maintainer to improperly "jump" the protective relay devices.

Probable Cause: 1. Failure of block operator and signal maintainer to comply properly with signal procedures.

Probable Cause of Casualty: 1. Property Losses:

Railroad: $1,248,000

Non-Railroad: 0
Accident Description: Subway train No. 1448, consisting of 4 subway cars, struck a displaced third rail in a river tunnel. A small fire broke out due to electric arcing between the train and the third rail. The damaged third rail resulted in a loss of power. Train 1448 and another train were stalled in the tunnel, resulting in 1600 passengers being evacuated. Earlier that morning, a track crew had lapped and realigned 500 feet of track in that area. An improperly installed track insulator was discovered at the site of the arcing and fire. Two trains preceding train 1448 had contact shoes broken off while passing the site.

Probable Cause:
1. Improper installation of third rail pedestal insulator.
2. 
3. 
4. 

Other Factors:
1. Failure to properly inspect third rail.
2. 

Fatalities: 

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:

1. 
2. 

Property Losses:

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>$4,000</td>
<td>- 0 -</td>
</tr>
</tbody>
</table>
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Metro-North Commuter RR
Brief of Railroad No.: NYC84FRO13

Location: New York City, New York
Time: 0821 EST
Date: 01/30/84
Weather: N/A
Visibility: Tunnel/500 ft.

Train:
1. Metro-North Commuter RR
2.
3.

Railroad:
Class: Locomotive
Direction: South
Operating Phase: En route
Track No.: 33 (Ladder 1)

Accident Description: Two diesel locomotive units were being moved under Grand Central Terminal when a switch was thrown as they passed over it. Both units derailed. One struck a column, rupturing a locomotive fuel tank and starting a fire. The New York City Fire Department responded within 2 minutes. Dense smoke filled the tunnels. About 2,000 passengers were evacuated from 4 trains trapped in the tunnel behind the burning locomotive. The one locomotive unit was destroyed by fire. A New York state law prohibits the use of combustion engines under Park Avenue, but Metro-North runs diesel locomotives there. The New York City Fire Department has expressed their concern over this.

Probable Cause:
1. Inadequate system design - insufficient fail-safe times in operation of signals and switches.
2.
3.

Other Factors:
1.
2.

Fatalities:
- Number: 0
- Description:

Injuries:
- Number: 10
- Description: Employees on duty (minor injuries)

Property Losses:
Railroad: $870,000
Non-Railroad: - 0 -
Accident Description: Rapid transit train No. 103, consisting of 4 multiple-unit cars, ran off the end of the track about 1,000 feet west of the Hightower Station. The lead car ran through a sand pile that is a momentum attenuator to stop runaway trains. The two lead cars derailed. Speed of the train was estimated to be 25 mph. All passengers had disembarked at the Hightower Station. The train operator had been taking Dimetane, a prescription decongestant that should not be taken when operating machinery or vehicles.

Probable Cause: 1. Human failure - operator not alert due to effects of antihistamine

Probable Cause of Casualty: Property Losses:
1. Railroad: $420,000
2. Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

Reported by: Missouri Pacific RR Co.  
Brief of Railroad No.: CH85FRO03

Location: South Holland, Illinois  
Time: 1510 CST  
Date: 11/03/84  
Weather: Clear  
Visibility: Day/5,000 ft.

Train: Missouri Pacific RR Co.  
Railroad: Yard switching  
Class: South  
Direction: Makeup/breakup  
Operating Phase: Track No.: 15

Accident Description: A carman fell from a yard train and was fatally injured when the train ran over him. He was attempting to walk from a departing freight train to the yard office when the yard train, consisting of a switch engine and 47 cars, came by and blocked his path. He climbed onto the moving cut of cars and fell on the track. The speed of the yard train was about 3 mph.

Probable Cause: 1. Failure to comply with Safety Rule No. 1075 (Employees boarding moving trains)

Other Factors: 1. 

Fatalities:  

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Employee on duty</td>
<td>- 0 -</td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty: 1. Struck by train  
Property Losses:  
Railroad: - 0 -  
Non-Railroad: - 0 -
### Accident Description:
Unit coal train No. MP-CN1-28, consisting of 5 locomotive units and 29 cars, derailed when the train struck track that was damaged by a rockslide. Some large boulders had broken loose from a bluff and rolled down across the track. The speed of the train was 39 mph. Five inches of rain had fallen in the previous week.

### Probable Cause:
1. Damage from natural forces - large boulders rolled across track
2. Earthslide, moisture related
3. 

### Other Factors:
1. 
2. 
3. 

### Fatalities:
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
</table>

### Property Losses:
- **Railroad:** $1,364,000
- **Non-Railroad:** $0
Accident Description: Subway train No. Pelham 625 reported smoke issuing from the train at 125th Street Station. The passengers were off-loaded and the train went on to 116th Street, then was backed into a tunnel spur track. After a series of problems, the fire got worse under the train. The tunnels and the 125th Street Station started to fill with thick smoke. The fire and smoke had been made worse by the continued operation of the train resulting in continued flow of electrical current through the burning motor controls. The New York City Fire Department was not called until 29 minutes after the first report of smoke in the train. It took until 0815 for the firemen to start extinguishing the fire. During this time, trains continued to be operated through the smoke-filled tunnel.

Probable Cause: 1. Failure of primary circuit controls in motor control group.
   2. __________________________________________________________________________
   3. __________________________________________________________________________

Other Factors: 1. Inadequate maintenance of motor control group.
   2. __________________________________________________________________________

Fatalities: Number: - 0 - Description: ________________________________
           __________________________________________________________________________
           __________________________________________________________________________
           __________________________________________________________________________

Injuries: Number: - 0 - Description: ________________________________
           __________________________________________________________________________
           __________________________________________________________________________
           __________________________________________________________________________

Probable Cause of Casualty: 1. __________________________________________________________________________
   2. __________________________________________________________________________

Property Losses:
Railroad: $40,000
Non-Railroad: - 0 -
Reported by: New York City Transit Authority
Brief of Railroad No.: NYC8308015

Location: Bronx, New York
Time: 0945 EST
Date: 03/05/83
Weather: Clear
Visibility: Day/1,000 ft.

Train: New York City Transit Authority
Railroad: Passenger Transi
Class: South
Direction: En route
Operating Phase: 2
Track No.

Accident Description: A subway train, consisting of 10 cars, had the 5 rear cars derail while entering the Jackson Street Station on the IRT White Plains Line. At this location, the train is on an elevated structure. Passengers were off-loaded onto the platform through the head cars. A third of the west rail was overturned. The track gage had widened due to broken elevation blocks and worn rails. This condition had been reported on January 1, 1983, in a "Trackwalker's Immediate Action Report." The only corrective action taken at that time was to place a turnbuckle on the rail and re-"wipe" it.

Probable Cause:
1. Inadequate maintenance condoned by management.
2. Other

Factors:
1. Fatalties: Number: Description: Injuries: Number: Description:
   - 0 -
   0 -
   0 -

Probable Cause of Casualty:
1. Property Losses:
   Railroad: $12,000
   Non-Railroad: 0
Accident Description: The conductor of an "A" subway train was fatally injured when he fell from a station platform and was struck by the train. The conductor had closed the train doors from outside the train and the operator started the train out of the station. The conductor apparently tried to board the moving train between the 4th and 5th cars and fell under the train. The train was being operated under an unauthorized procedure by the operator and conductor, using the door closing as a signal to start. It is not known why the conductor closed the train doors while he was outside on the platform.

Probable Cause: 1. Failure to comply with NYCTA Rule 39 (procedure for starting a train out of a terminal).

Probable Cause of Casualty: 1. Struck by train

Fatalities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
</tr>
</thead>
</table>
| 1      | Employee on duty | - 0 - | }

Property Losses:

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>- 0 -</td>
<td>- 0 -</td>
</tr>
</tbody>
</table>
Reported by: New York City Transit Authority  Brief of Railroad No.: NYC84FR026

Location: New York City, New York  Date: 06/23/84  Weather: N/A  Visibility: Tunnel/700 ft.

<table>
<thead>
<tr>
<th>Train:</th>
<th>Railroad:</th>
<th>Class:</th>
<th>Direction:</th>
<th>Operating Phase:</th>
<th>Track No.:</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New York City Transit Authority</td>
<td>Passenger Transit</td>
<td>North</td>
<td>En route</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td></td>
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</tbody>
</table>

Accident Description: A signal maintainer, working in the subway tunnel north of Times Square Station, called the signal department supervisor to say he was going to check a track fire. A train was departing Times Square when the operator saw the signal maintainer step out from behind a column onto the track in front of the train. The man was struck and fatally injured.

Probable Cause:
1. Failure of employee to detect approaching train

Other Factors:
1.  
2.  

Fatalities:

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number:</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Employee on duty</td>
<td>- 0 -</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:
1. Struck by train
2.  

Property Losses:
Railroad: 0
Non-Railroad: 0
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: New York City Transit Authority
Brief of Railroad No.: NYC84FR027

Location: Bronx, New York
Time: 0234 EDT
Date: 06/28/84
Weather: N/A
Visibility: Tunnel/1,000 ft

Train: New York City Transit Authority
Railroad: Passenger Transit
Class: South
Direction: En route

Operating Phase: Track No.: 3

Accident Description: A 10-car "D" subway train was moving through the tunnel under the Harlem River on its way from the Bronx to Manhattan. The train passed a track gang in the tunnel when one of the trackmen fell against the 6th car and was later found under the 7th car, fatally injured. The speed of the train was 10 mph.

Probable Cause: 1. Trackman fell against passing train.
   2. 
   3. 

Other Factors: 1. 
   2. 

Fatalities: Number: Description: Injuries: Number: Description:
1. Employee on duty - 0 -
   
   
   
   

Probable Cause of Casualty:
1. Struck by train
   
   
2. 

Property Losses:
Railroad: - 0 -
Non-Railroad: - 0 -
### Accident Description:
A 14-year-old male was riding between the 9th and 10th car of a 10-car subway train. As the train was leaving 110th Street Station, he leaned over to pick up a bag and fell between the cars. A passenger pulled the conductor's emergency valve in the 9th car, setting the train's brakes in emergency. Emergency forces responded promptly, but the person was fatally injured. There are signs on the car end doors warning: "Do not use. More passengers are killed between cars than any other subway accident."

### Probable Cause:
1. Failure of person to recognize unauthorized position on car as hazardous
2. Willful act of individual
3. 

### Other Factors:
1. 
2. 
3. 

### Fatalities:
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Passenger</td>
<td>-0-</td>
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</tr>
</tbody>
</table>

### Probable Cause of Casualty:
1. Struck by train
2. 
3. 

### Property Loss:
<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>-0-</td>
<td>-0-</td>
</tr>
</tbody>
</table>
Accident Description: A switchman was struck by his train and fatally injured while switching cars in the Detroit Union Produce Terminal Yard. Nobody witnessed the accident. The conductor found the switchman under a box car during a switching move. The conductor had seen him a few minutes earlier walking near the cars being switched. The switching moves were being conducted by hand signals and lanterns.

Probable Cause: 1. Failure of switchman to recognize improper operating procedures as hazardous

Other Factors: 1.

Injuries: Number: Description: Number: Description:
1 - 0 -

Fatalities: Number: Description: Number: Description:
1 - 0 -

Probable Cause of Casualty:
1. Struck by train

Property Losses:
Railroad: - 0 -
Non-Railroad: - 0 -
### Accident Description:
Freight train No. 7/8C-01, consisting of 3 locomotive units and 101 cars, had the 3 units and 29 cars derail while moving 40 mph on a fill next to the Illinois River. The river was 5 feet above flood stage at the time and later analysis revealed disturbance to the roadbed due to water saturation and large root masses.

### Probable Cause:
1. Damage to fill from natural forces
2. Ground water saturation and erosion of fill
3. Roadbed settlement

### Other Factors:
1. 
2. 

### Fatalities:
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Employees on duty</td>
<td>2</td>
</tr>
</tbody>
</table>

### Probable Cause of Casualty:
1. 
2. 

### Property Losses:
- Railroad: $878,000
- Non-Railroad: $0
Accident Description: An automobile with 2 occupants missed a grade crossing and the vehicle got hung up on the track. They were unable to back the car up onto the pavement. Freight train No. 4/DA=01, consisting of 2 locomotive units and 117 cars, struck the vehicle and drug it to a nearby switch where the vehicle caught on a facing throwing lever of a switch stand, derailing the 2 units and 14 cars, plus 4 cars standing on adjacent tracks. The driver of the automobile was arrested and charged with driving under the influence of alcohol, illegal transportation of liquor and leaving the scene of an accident. The train speed at impact was about 20 mph.

Probable Cause: 1. Error in judgment (vehicle operator) due to use of alcohol

Other Factors: 1. Switch stand throwing lever was facing rather than trailing

Fatalities:  

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>-0-</td>
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<td>-0-</td>
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</tr>
</tbody>
</table>

Property Losses:  

| Railroad: | $697,000 |
| Non-Railroad: | $10,000 |
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

Reported by: St. Louis Southwestern Railway Company  
Brief of Railroad No.: FTW-84-FR025

<table>
<thead>
<tr>
<th>Location: Malakoff, Texas</th>
<th>Time: 1120 CST</th>
<th>Date: 03-30-84</th>
<th>Weather: Clear</th>
<th>Visibility: Day/3.000 feet</th>
</tr>
</thead>
</table>

Train: St. Louis Southwestern Railway Company  
Class: Freight  
Direction: West  
Operating Phase: Enroute  
Track No.: 1

Accident Description:  
Tractor trailer dump truck drove onto grade crossing with railroad crossing signs and was struck by train, resulting in derailment of 3 locomotives and 24 cars; fire; fatality; release of hazardous materials; evacuation of over 300 persons.

Probable Cause: 1. Truck driver saw train too late and drove onto tracks in front of train

Other Factors: 1.  
2.  
3.  

Fatalities:  
Number: 1  
Description: Public on RR Property (truck driver)

Injuries: Number: 0

Property Losses:  
Railroad: $4,700,000  
Non-Railroad: 30,000

Probable Cause of Casualty: 1. Train struck truck  
2.  
3.  


Accident Description: Freight train No. 01-0KESP-08, consisting of 7 locomotive units and 92 cars, had 50 cars derail while moving about 60 mph. The train was moving through the bottom of a vertical curve. The track had just been raised 2 inches and ballast surfaced the preceding day.
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: St. Louis, Southwestern Railway Company
Brief of Railroad No.: DEN85P006

Location: White City, Kansas
Time: 2050 CST
Date: 11/18/84
Weather: Clear
Visibility: Dark/1000 FT

Train: 1 St. Louis, Southwestern Railway Company
Class: Freight
Direction: West
Operating Phase: En route
Track No.: 1

Accident Description: Freight Train Extra 8278 west, consisting of 6 locomotive units and 98 cars, had 47 cars derail while moving 58 mph. Joint bars had broken under the train as it passed over a joint of 112-pound rails. Twenty-six of the derailed cars carried trailers/containers that resulted in lading damages in excess of $1,000,000.

Probable Cause:
1. Broken joint bars

Other Factors:
1. 

Fatalities: Number: Description
- 0 -

Injuries: Number: Description
- 0 -

Probable Cause of Casualty:

Property Losses:
Railroad: $3,026,000
Non-Railroad: - 0 -
Accident Description: Freight train No. FLOW-11, consisting of 5 locomotive units and 139 cars, had the 5 units and 25 cars derail. The train had split a facing point switch while moving at a speed of 40 mph. Investigation revealed that a missing cotter key in the switch machine prevented the switch motor circuit from completely functioning, which in turn allowed the switch points to gap open after the switch had been moved to a closed position.

Probable Cause: 1. Component malfunction -- missing cotter key in switch circuit controller.

Probable Cause of Casualty:
1. 
2. 

Property Losses:
Railroad: $704,000
Non-Railroad: - 0 -
A hostler was attending switches for a three unit locomotive movement. While waiting for a yard crew to clear the switching lead, the hostler walked away from the switch he was to attend. The hostler was standing next to the east yard switching lead when the Y205 yard crew with a GP16 type locomotive, with the long hood end forward, struck the hostler, causing fatal injuries. Crew Y209 tried to warn the hostler by blowing the locomotive whistle, yelling and waving their lamps. MAC analysis of the hostler's blood and urine samples were negative.
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Seaboard System RR Inc.  Brief of Railroad No.: ATL85FR003

Location: Allentown, North Carolina  Time: 0755 EST  Date: 11/10/86  Weather: Clear  Visibility: Day/9990

Train:
1. Seaboard System RR Inc.  Class: Freight  Direction: West  Operating Phase: En route  Track No.: 1
2. 
3. 

Accident Description: Seaboard System Railroad, Inc. train had 12 cars derail in Allentown, N.C. The derailed cars involved 4 tank cars containing methanol which were damaged, leaking their contents which ignited. The derailed cars also included a tank car containing fuel oil and another tank car containing sulphuric acid, neither of which leaked. Several local fire departments responded and the fire was extinguished. There was no personal injury. Approximately 125 persons were evacuated.

Probable Cause:
1. Broken rail.
2. 
3. 

Other Factors:
1. 
2. 
3. 

Fatalities:
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
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</table>

Probable Cause of Casualty:
1. 
2. 
3. 

Property Losses:
Railroad: $440,000
Non-Railroad: - 0 -
**NATIONAL TRANSPORTATION SAFETY BOARD**

**Washington, D.C. 20594**

Reported by: Soo Line RR Co.  
Brief of Railroad No.: NYC83FR022

<table>
<thead>
<tr>
<th>Location: Armstrong Creek, Wisconsin</th>
<th>Time: 1330 LST</th>
<th>Date: 04/25/83</th>
<th>Weather: Clear</th>
<th>Visibility: Daylight, 1 mile</th>
</tr>
</thead>
</table>

**Train:** Soo Line RR Co.  
**Railroad:** Freight  
**Class:**  
**Direction:** East  
**Operating Phase:** En route  
**Track No.:** 1

**Accident Description:** Freight train No. 912, consisting of 2 locomotive units and 100 cars, had the 29th through 30th car derail (30 cars) while moving through a 2-degree right hand curve at a speed of 41 mph. The bottom outlet of a derailed tank car was damaged and 12,000 gallons of fuel oil leaked into a nearby creek.

**Probable Cause:**
1. Improper train handling caused severe buff force.
2. 
3. 

**Other Factors:**
1. 
2. 

**Fatalities:**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
</table>

**Probable Cause of Casualty:**
1. 
2. 

**Property Losses:**

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Non-Railroad</th>
</tr>
</thead>
<tbody>
<tr>
<td>$844,000</td>
<td>- 0 -</td>
</tr>
</tbody>
</table>
Trolley Car No. 2120 was moving north on Germantown Avenue when it derailed and struck an automobile that was southbound. The automobile driver was fatally injured. Two trolley cars had derailed at the same area in the preceding two weeks. Prior to that, the street had been rebuilt. During construction, the track geometry of the trolley line had been disturbed. The trolley speed is unknown.
Commuter Train No. 008 was moving eastbound toward Philadelphia when it overshot the Havertford Station in Narberth. The train then backed toward the station. As the train was backing through a curve near the station, Train No. 310 was coming through the station area and struck the rear of No. 008. No. 008 was backing at about 20 mph and No. 310 was moving at about 10 mph. The engineer of No. 310 called to No. 008 on the radio to stop, and both trains made emergency brake applications. Almost simultaneously, a passenger attendant riding in the rear of No. 008 saw No. 310 and signalled the engineer of No. 008 to make an emergency stop. Estimates of how far No. 008 had initially run past the station varied from 400 feet to over 3,200 feet.

Probable Cause:
1. Failure of crew train No. 008 to provide a flagman while backing.
2.
3.

Other Factors:
1.
2.
3.

Fatalities:
- Number: 0
- Description: 
- Injuries: 2
  - Description: Employees on duty
  - Number: 3
    - Description: Passengers - hospitalized
    - Number: 204
      - Description: Passenger - minor

Probable Cause of Casualty:
1. Thrown from seat/position in collision
2.
3.
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

Reported by: Southern Pacific Transportation Company  
Brief of Railroad No.: FTW-83-FR032

<table>
<thead>
<tr>
<th>Location: Houston, Texas</th>
<th>Time: 2010 CDT</th>
<th>Date: 08-11-83</th>
<th>Weather: Cloudy</th>
<th>Visibility: Day/5000 Yt</th>
</tr>
</thead>
</table>

Train: 1  
1 Southern Pacific Transportation Company  
2  
3  

Railroad:  
Class: Yard/switching  
Direction: East  
Operating Phase: Makeup/breakup  
Track No.: 10  

Accident Description:  
Train 1 derailed 17 cars while moving through a yard. A tank car of formaldehyde was punctured. Over 60 persons were evacuated from nearby residences.

Probable Cause:  
1. Train separated between 22nd and 23rd cars on grade. Train then ran together, causing derailment and puncture  
2.  
3.  

Other Factors:  
1.  
2.  
3.  

Fatalities:  
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries:</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td></td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Probable Cause of Casualty:  
1.  
2.  
3.  

Property Losses:  
Railroad: $57,000  
Non-Railroad: - 0 -
National Transportation Safety Board
Washington, D.C. 20594

Reported by: Southern Pacific Transportation Co. Brief of Railroad No.: FT83PR037

Location: Houston, Texas
Time: 2145 CDT
Date: 09/16/83
Weather: Clear
Visibility: Dark/1,500 ft.

Train: Railroad:
1 Southern Pacific Transportation Co. Yard/switching
2
3

Direction: West
Operating Phase: Makeup/breakup
Track No.: 2

Accident Description: The conductor of a yard train was fatally injured when his train ran over him while making switching movements in the Deer Park industrial area. He was 57 year old with 35 years of service. The yard job was a regular night job for the crew. Nobody witnessed the accident, but it was believed he fell off the lead end of a moving cut of cars while attempting to set a handbrake.

Probable Cause:
1. Error in judgment
2. Failure to have proper position on car
3.

Other Factors:
1.
2.

Fatalities:
Number: Description: Injuries: Number: Description:
1. Employer on duty - 0 -
2.
3.
4.
5.

Property Losses:
Railroad: - 0 -
Non-Railroad: - 0 -
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C.  20594

Reported by:  Southern Pacific Transportation Co.
Brief of Railroad No.:  FTN-84-FR018

Location:  Schriever, Louisiana  
Time:  0650 CST
Date:  02/07/84
Weather:  Clear
Visibility:  Dawn/7,000 ft.

Train:
1.  Southern Pacific Transportation Co.
2.  
3.  

Class:  Freight
Direction:  East
Operating Phase:  En route
Track No.:  2

Accident Description:  Freight train No. 01-MOSY-05, consisting of 6 locomotive units and 165 cars; had 4 trailing units and 50 cars derail while moving through a facing point switch at about 45 mph. The first 2 locomotive units went through the switch with no problem, but the switch then partly opened under the 3rd unit, starting the general derailment. The derailing cars knocked down part of an overhead highway bridge. A 36-foot railroad bridge was also destroyed. Twenty minutes before the derailment, another train crew lined and locked the switch, and observed the switch to be properly fitted.

Probable Cause:
1.  Failure of switch points due to normal deterioration/wear
2.  
3.  

Other Factors:
1.  
2.  
3.  

Fatalities:
- Description:
  -0-
  
Injuries:
- Description:
  -0-
  

Probable Cause of Casualty:
1.  
2.  
3.  

Property Losses:
Railroad:  $1,336,000
Non-Railroad:  $210,000
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Southern Pacific Transportation Company
Brief of Railroad No.: LAX85PB001

Location: Carpenteria, California
Time: 1150 PDT
Date: 10/04/84
Weather: Clear
Visibility: Day/900 FT

Train: Amtrak
Railroad:
Class: Passenger
Direction: West
Operating Phase: En route
Track No.: 1

Accident Description: Amtrak Train No. 13 traveling westbound on Southern Pacific Transportation Company Railroad tracks struck a vehicle stopped on the grade crossing on Sand Point Road at Carpenteria, CA. The two persons riding in the vehicle, mother and daughter ages 40 and 3 respectfully, were injured during the collision. The weather was clear with a temperature of 75 degrees (F). The train was traveling at approximately 53 mph when the engineer viewed an automobile on the grade crossing approximately 1/4 mile ahead of the train. The train's whistle and engine bell were being sounded for the crossing.

Probable Cause:
1. Failure of motorists to stop at protected grade crossing.

Other Factors:
1.

Fatalities:
Number: Description
0          

Injuries:
Number: Description:
1          Driver of auto
1          Passenger in auto

Probable Cause of Casualty:
1. Train struck car
2.

Property Losses:
Railroad: $3,000
Non-Railroad: $935,000
NATIONAL TRANSPORTATION SAFETY BOARD
Washington, D.C. 20594

Reported by: Texas, Oklahoma & Eastern RR Co.  Brief of Railroad No.: FTH85FR002

Location: Valliant, Oklahoma  Time: 1230 CST  Date: 11/15/84  Weather: Cloudy  Visibility: Day/4,000 ft.

Train:  Railroad:  Class:  Direction:  Operating Phase:  Track No.:
1. Texas, Oklahoma & Eastern RR Co.  Single car  North  Unloading  4
2. 
3. 

Accident Description: A maintenance-of-way employee was crushed between 2 cars in the woodchip car yard at a paper mill while performing his duties as a coupler/oiler. He was supposed to oil car bearings and couple cars while empty cars were being rolled into the yard. This is in violation of the "Blue Flag" rule of the Code of Federal Regulations, 49 CFR 218.27. After the accident, the railroad changed its operations to discontinue car oiling in the chip car yard and to provide blue flag protection where cars are being coupled.

Probable Cause:
1. Failure to comply with Federal Operating Rule 49 CFR 218.27 (Blue Flag protection).
2. Failure to detect approaching car.
3. 

Other Factors:
1. Undertook risks condoned by management.
2. 

Fatalities:
<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Employee on duty</td>
<td>- 0 -</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
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</tr>
</tbody>
</table>

Probable Cause of Casualty:
1. Struck by train
2. 

Property Losses:
- Railroad: - 0 -
- Non-Railroad: - 0 -
Accident Description: Train No. BM125 departed Northport, Nebraska, at 1030 on December 9, 1984, bound for North Platte, Nebraska. The crew members stated that they were unaware of any problems with the train until an unwanted application of the train's automatic air brakes occurred. The train's speed at this time was 40 mph. After the train stopped, the head end crew found that the 8th through 44th head cars had derailed and were in various positions on the track structure. Car UP 3470, the 8th head car, de-wired when the L-1 axle broke on the journal end, damaging the track structure. The damage included 4 switches, and the following 35 cars derailed.

Probable Cause: 1. Failed roller bearing due to excessive heat.

Other Factors: 1. 

Fatalities: Number: Description Injuries: Number: Description

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</table>

Probable Cause of Casualty: Property Losses:

1. Railroad:

$861,000

2. Non-Railroad:

- 0 -
NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

Reported by: Union Pacific Railroad Company  
Brief of Railroad No.: LAX85PR002

<table>
<thead>
<tr>
<th>Location</th>
<th>Time</th>
<th>Date</th>
<th>Weather</th>
<th>Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>LaGrande, Oregon</td>
<td>1120 PST</td>
<td>12/15/84</td>
<td>Snow</td>
<td>Day/1000 FT</td>
</tr>
</tbody>
</table>

Train: Amtrak  
Class: Passenger  
Direction: West  
Operating Phase: En route  
Track No.: 1

Accident Description: One locomotive, one baggage car and two passenger cars, comprising the entire consist of westbound Amtrak passenger train No. 25, derailed at mile post 283.5. There were 118 passengers and 5 crew members on board at the time of the accident. There were no injuries. The locomotive recorded a speed of 38 mph. The maximum authorized speed is 25 mph. The train derailed while attempting to round a 7 degree seven minute right hand curve. The outside rail of the curve rolled over to the outside and the wheels of the rear truck of the locomotive dropped between the rails.

Probable Cause: 1. Failure of personnel to recognize improper operating procedure as hazardous (excessive speed)

2. Ambiguous or unclear instructions given

3. Lack of compliance with railroad operating rules

4. Lack of compliance with timetable special instruction

Other Factors: 1.

<table>
<thead>
<tr>
<th>Fatalities</th>
<th>Number</th>
<th>Description</th>
<th>Injuries</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td></td>
<td>0</td>
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</tr>
</tbody>
</table>

Probable Cause of Casualty:

1. 

2. 

Property Losses:

| Railroad | Non-Railroad | $26,000 | 0 |

Railroad: 
Non-Railroad: 

- 0 -
Accident Description: Train No. 02-W T-075, consisting of 4 locomotive units and 74 cars, had 18 cars derail that were loaded with grain. The derailed cars were the 48th through 65th cars. The speed of the train was 47 mph. A wheel on the 48th car had broken about 3 miles before the derailment site, but the crew could not see it due to darkness and dense fog.

Probable Cause:
1. Broken wheel
2. 
3. 

Other Factors:
1. 
2. 

Fatalities: Number: Description: Injuries: Number: Description:
0 

Probable Cause of Casualty:
1. 
2. 

Property Losses: Railroad: $865,000
Non-Railroad: -0-