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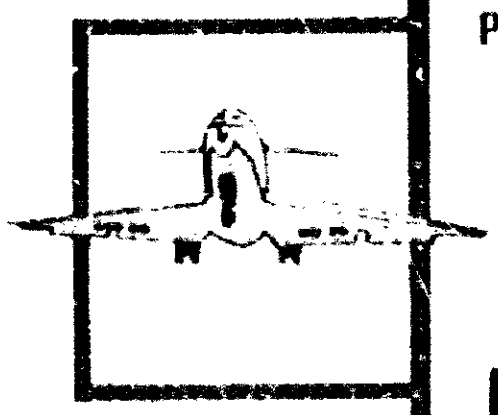

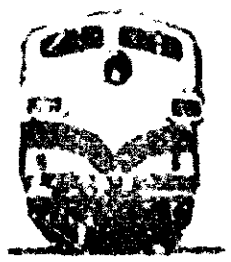

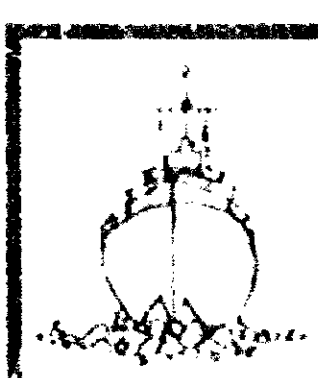

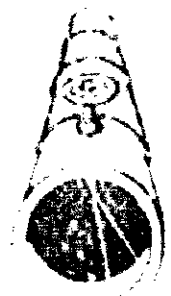

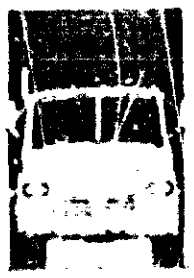

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

RAILROAD ACCIDENT REPORTS

BRIEF FORMAT
OF 1987 ACCIDENTS

NTSB/RAB-89/02

UNITED STATES GOVERNMENT

REPRODUCED BY
U.S. DEPARTMENT OF COMMERCE
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16. 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.

Sequence numbers:

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7046 - 7074
7076 - 7086
7088 - 7089
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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, evaluation 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 149 U.S. railroad accidents arranged in file number order. These brief format reports are published on a calendar year basis and 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 references to the published National Transportation Safety Board major accident report in the narrative section.

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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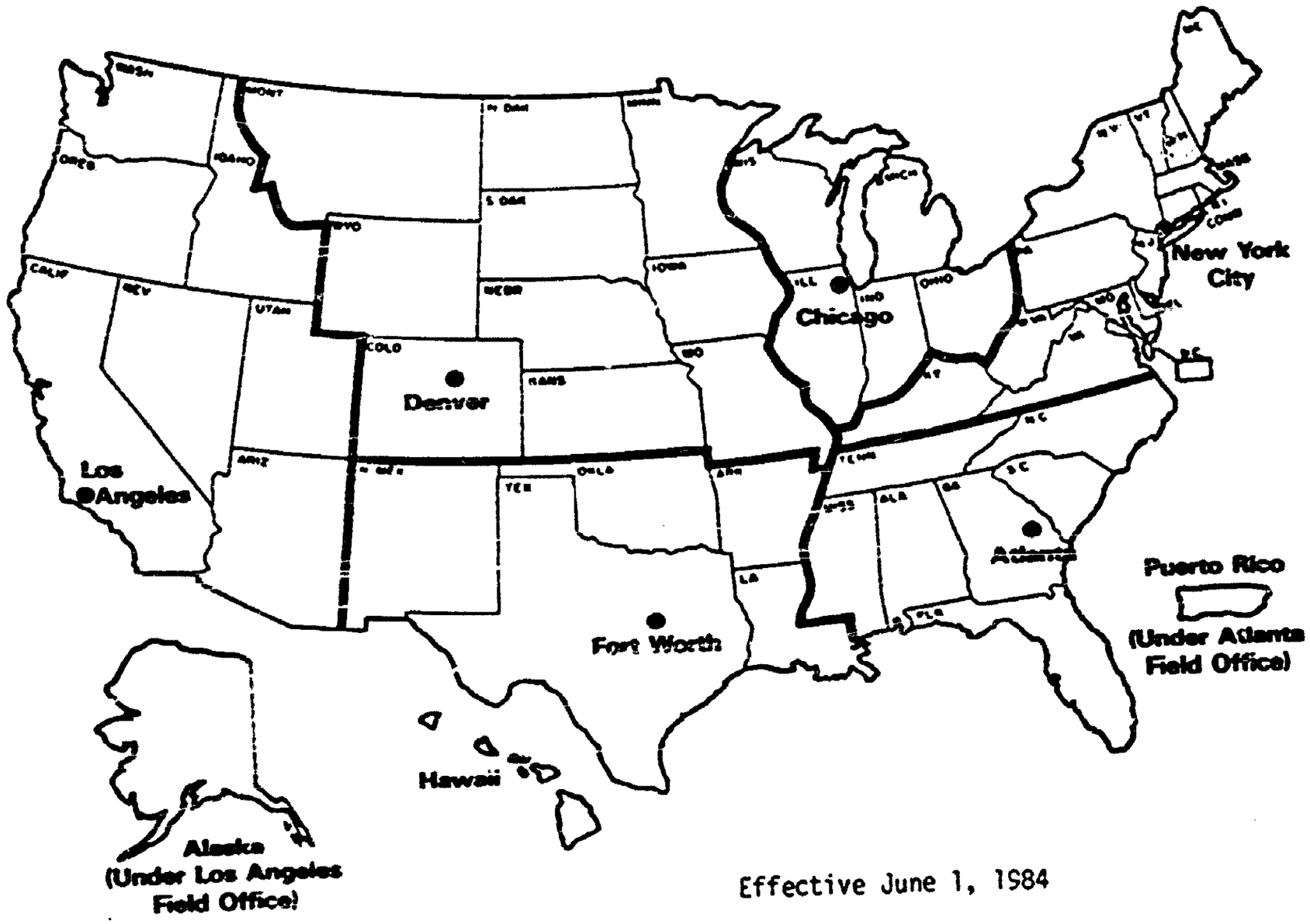
Railroad Field Offices



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.

File Order Listing

File Number	Date	Location	Railroad Involved	Type of Accident	Page
7001	01/03/87	YORK, AL	AMTRAK (NATIONAL RAILROAD PASS	HIGHWAY CROSSING	2
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7002	01/04/87	CHASE, MD	AMTRAK (NATIONAL RAILROAD PASS	COLLISION, REAR-END	4
7003	01/04/87	CALLICOON, NY	CONSOLIDATED RAIL CORPORATION	DERAILMENT	10
7004	01/04/87	HOOD RIVER, OR	UNION PACIFIC RAILROAD COMPANY	DERAILMENT	8
7005	01/06/87	EMERSON, AR	LOUISIANA & NORTH WEST RAILROA	DERAILMENT	12
7006	01/15/87	CANBY, OR	SOUTHERN PACIFIC TRANSPORTATIO	HIGHWAY CROSSING	14
7007	01/16/87	PHOENIX, AZ	SOUTHERN PACIFIC TRANSPORTATIO	DERAILMENT	16
7008	01/19/87	DEATSVILLE, AL	CSX TRANSPORTATION	DERAILMENT	18
7009	01/23/87	WASHINGTON, DC	WASHINGTON METRO. AREA TRANS.	EMPLOYEE FATALITY	20
7010	01/26/87	ARDMORE, PA	SOUTHEASTERN PENN. TRANS. AUTH	COLLISION, REAR-END	24
7010	01/26/87	ARDMORE, PA	SOUTHEASTERN PENN. TRANS. AUTH	COLLISION, REAR-END	26
7011	01/26/87	LARGO, FL	CSX TRANSPORTATION	EMPLOYEE FATALITY	22
7012	01/31/87	CORINTH, MS	SOUTHERN RAILWAY COMPANY	DERAILMENT	28
7013	02/03/87	COOK, MN	DULUTH, WINNIPEG AND PACIFIC R	DERAILMENT	30
7014	02/06/87	EAST CONCORD, NY	CSX TRANSPORTATION	COLLISION, HEAD-ON	32
7014	02/06/87	EAST CONCORD, NY	CSX TRANSPORTATION	COLLISION, HEAD-ON	34
7015	02/07/87	EXETER, NE	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	36
7016	02/09/87	MORRISVILLE, PA	CONSOLIDATED RAIL CORPORATION	DERAILMENT	38
7017	02/13/87	MC COOK, IL	BALTIMORE & OHIO CHICAGO TERMI	COLLISION, SIDE	40
7018	02/15/87	EL PASO, TX	SOUTHERN PACIFIC TRANSPORTATIO	DERAILMENT	42
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7021	02/27/87	TURKEY, NC	CSX TRANSPORTATION	HIGHWAY CROSSING	50
7022	02/27/87	CLEVELAND, TX	SOUTHERN PACIFIC TRANSPORTATIO	DERAILMENT	52
7023	03/04/87	JUSTICEBURG, TX	ATCHISON, TOPEKA AND SANTA FE	DERAILMENT	54
7024	03/05/87	ALTOONA, PA	CONSOLIDATED RAIL CORPORATION	EMPLOYEE FATALITY	56
7025	03/08/87	FRANKLIN, NJ	NEW YORK, SUSQUEHANNA AND WEST	DERAILMENT	62
7026	03/08/87	MEADOW CREEK, ID	UNION PACIFIC RAILROAD COMPANY	DERAILMENT	60
7027	03/11/87	GLENDIVE, MT	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	64
7028	03/12/87	BARGERVILLE, IN	INDIANA RAIL ROAD COMPANY	DERAILMENT	66
7029	03/08/87	OVERLAND, MO	ST. LOUIS SOUTHWESTERN RAILWAY	EMPLOYEE FATALITY	58
7030	03/19/87	ALVORD, TX	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	68
7031	03/23/87	TOPOCK, AZ	ATCHISON, TOPEKA AND SANTA FE	DERAILMENT	70
7032	03/27/87	LAWRENCE, KS	UNION PACIFIC RAILROAD COMPANY	HIGHWAY CROSSING	72
7033	03/28/87	HAYWARD, WI	CHICAGO AND NORTH WESTERN TRAN	EMPLOYEE FATALITY	74
7034	03/28/87	FORT WAYNE, IN	NORFOLK SOUTHERN RAILWAY COMPA	EMPLOYEE FATALITY	76
7035	03/30/87	RICHMOND, VA	SEABOARD SYSTEM RAILROAD, INCO	COLLISION, HEAD-ON	78
7035	03/30/87	RICHMOND, VA	SEABOARD SYSTEM RAILROAD, INCO	COLLISION, HEAD-ON	80
7036	03/31/87	MADISON, IL	CHICAGO AND NORTH WESTERN TRAN	COLLISION, HEAD-ON	82
7036	03/31/87	MADISON, IL	CHICAGO AND NORTH WESTERN TRAN	COLLISION, HEAD-ON	84
7037	04/01/87	BURNHAM, IL	CHICAGO SOUTH SHORE AND SOUTH	COLLISION, HEAD-ON	86
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7039	04/07/87	BAKER, OR	UNION PACIFIC RAILROAD COMPANY	DERAILMENT	94
7039	04/07/87	BAKER, OR	UNION PACIFIC RAILROAD COMPANY	COLLISION, SIDE	92
7040	04/08/87	FORSYTH, MT	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	96
7041	04/10/87	MANHATTAN, NY	AMTRAK (NATIONAL RAILROAD PASS	EMPLOYEE FATALITY	98
7042	04/11/87	BUNNELL, FL	FLORIDA EAST COAST RAILWAY COM	COLLISION, REAR-END	100
7042	04/11/87	BUNNELL, FL	FLORIDA EAST COAST RAILWAY COM	COLLISION, REAR-END	102
7043	04/11/87	PITTSBURGH, PA	CONSOLIDATED RAIL CORPORATION	DERAILMENT	104
7043	04/11/87	PITTSBURGH, PA	CONSOLIDATED RAIL CORPORATION	COLLISION, SIDE	106
7044	04/13/87	PALMETTO, FL	MANATTEE COUNTY PORT AUTHORITY	COLLISION, SIDE	108
7046	04/18/87	NEW YORK, NY	NEW YORK CITY TRANS. AUTHORITY	EMPLOYEE FATALITY	110
7047	04/21/87	ASTORIA, QUEENS, NY	NEW YORK CITY TRANS. AUTHORITY	PASSENGER FATALITY	112
7048	04/25/87	TEXARKANA, TX	UNION PACIFIC RAILROAD COMPANY	COLLISION, SIDE	116
7048	04/25/87	TEXARKANA, TX	KANSAS CITY SOUTHERN RAILWAY C	COLLISION, SIDE	114
7049	04/27/87	NEW YORK CITY, NY	PORT AUTHORITY TRANS HUDSON	COLLISION, REAR-END	122
7049	04/27/87	NEW YORK CITY, NY	PORT AUTHORITY TRANS HUDSON	COLLISION, REAR-END	124
7050	04/27/87	MORAVIA, IA	SOO LINE RAILROAD COMPANY	COLLISION, REAR-END	118
7050	04/27/87	MORAVIA, IA	SOO LINE RAILROAD COMPANY	COLLISION, REAR-END	120
7051	04/30/87	TOLONO, IL	NORFOLK SOUTHERN RAILWAY COMPA	COLLISION, SIDE	128
7051	04/30/87	TOLONO, IL	ILLINOIS CENTRAL GULF RAILROAD	COLLISION, SIDE	126
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7058	05/11/87	ELM CITY, NC	CSX TRANSPORTATION	DERAILMENT	146
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7065	06/02/87	HUNTINGDON, TN	CSX TRANSPORTATION	COLLISION, REAR-END	162
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7066	06/03/87	LIGURTA, AZ	SOUTHERN PACIFIC TRANSPORTATIO	DERAILMENT	166
7067	06/07/87	GREEN SPRING, WV	CSX TRANSPORTATION	DERAILMENT	168
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7080	07/22/87	GREAT CACAPON, WV	CSX TRANSPORTATION	DERAILMENT	198
7081	07/23/87	MANHATTAN, NY	METRO. TRANSPORTATION AUTHORIT	EMPLOYEE FATALITY	206
7082	07/23/87	WELLSVILLE, KS	ATCHISON, TOPEKA AND SANTA FE	COLLISION, HEAD-ON	200
7082	07/23/87	WELLSVILLE, KS	ATCHISON, TOPEKA AND SANTA FE	COLLISION, HEAD-ON	202
7083	07/23/87	COMPTON, CA	SOUTHERN PACIFIC TRANSPORTATIO	HIGHWAY CROSSING	204
7084	07/25/87	GALLITZIN, PA	CONSOLIDATED RAIL CORPORATION	DERAILMENT	210
7085	07/25/87	INDIANAPOLIS, IN	CONSOLIDATED RAIL CORPORATION	HAZARDOUS MATERIALS RELEASED	208
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7089	08/04/87	MCGREGOR, MN	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	216
7091	08/12/87	CLARENCE, MO	BURLINGTON NORTHERN RAILROAD C	DERAILMENT	218
7092	08/15/87	CAMERON, TX	ATCHISON, TOPEKA AND SANTA FE	DERAILMENT	220

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7096	09/04/87	WEST PALM BEACH, FL	AMTRAK (NATIONAL RAILROAD PASS	HIGHWAY CROSSING	228
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7099	09/11/87	DIXON, CA	AMTRAK (NATIONAL RAILROAD PASS	HIGHWAY CROSSING	232
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7117	10/07/87	HALIFAX, NC	CSX TRANSPORTATION	HIGHWAY CROSSING	272
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7119	10/12/87	RUSSELL, IA	BURLINGTON NORTHERN RAILROAD C	COLLISION, HEAD-ON	278
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7127	10/30/87	GREENSBORO, NC	SOUTHERN RAILWAY COMPANY	HIGHWAY CROSSING	294
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7128	11/08/87	KEMMERER, WY	UNION PACIFIC RAILROAD COMPANY	COLLISION, HEAD-ON	298
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7133	11/12/87	BOSTON, MA	AMTRAK (NATIONAL RAILROAD PASS	COLLISION, REAR-END	308

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RAILROAD ACCIDENT REPORTS

BRIEF FORMAT

1987 ACCIDENTS

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FX006 **BRIEF OF ACCIDENT** **RUNDATE:** 04/27/89

File No. - 7001 01/03/87 YORK, AL Time (Lcl) - 1504 CST

---Basic Information---

Reporting Railroad - SOU
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 500.00
Non-Railroad - $ 2,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	165
Motorist	3	0	0	0
Other	0	0	0	16

SOU - SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - 819
Direction - SOUTH
Speed (Est.) - 75
Speed (Auth.) - 75

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 10/0
End of Train Monitor - N/A
Length (Feet) - 907
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 1700 FT.

Evacuation - NO

Itinerary
Last Departure Point
FLEMING, AL

Destination
NEW ORLEANS, LA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AMTRAK PASSENGER TRAIN #19, TRAVELLING SOUTHBOUND AT 75 MPH, STRUCK A 1982 CHEVROLET CAVALIER AT A RAIL/HIGHWAY GRADE CROSSING IN YORK, ALABAMA. THE ACCIDENT TOOK PLACE AT THE INTERSECTION OF MALLARD DRIVE AND THE SOUTHERN RAILROAD'S MAIN TRACK WHICH IS INSTALLED WITH STANDARD CROSSBUCKS AND HIGHWAY STOP SIGNS. THE THREE ADULT OCCUPANTS OF THE AUTO WERE EJECTED AND FATALLY INJURED. THERE WERE NO INJURIES TO PERSONS ABOARD THE TRAIN. THE AUTO WAS DRIVEN ONTO THE CROSSING IMMEDIATELY IN FRONT OF THE TRAIN. THE ENGINEER APPLIED THE TRAIN BRAKES FOLLOWING THE IMPACT WITH THE AUTO. THE OCCUPANTS OF THE AUTO HAD EACH JUST COMPLETED THEIR DAYS WORK AT AN INDUSTRY LOCATED A FEW HUNDRED FEET FROM THE ACCIDENT SITE.

File No. - 7001 01/03/87 YORK, AL Time (Lcl) - 1504 CST

Occurrence #1 - COLLISION
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. INATTENTIVE - DRIVER OF VEHICLE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA87MR002A | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7002 | 01/04/87 | CHASE, MD | Time (Lcl) - 1330 EST

---Basic Information---

Reporting Railroad - ATK
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 15,236,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	3	8	0
Passengers	15	21	140	484
Motorist	0	0	0	0
Other	0	1	1	0

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - NO. 94
Direction - NORTH
Speed (Est.) - 107
Speed (Auth.) - 105

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 12/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 1
Rear End - 4
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 5181 FT.

Evacuation - NO

Itinerary
Last Departure Point
BALTIMORE, MD

Destination
BOSTON, MA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 1330 EST ON JANUARY 4, 1987, AMTRAK PASSENGER TRAIN 94, CONSISTING OF 2 ELECTRIC LOCOMOTIVE UNITS AND 12 PASSENGER CARS, STRUCK THE REAR OF CONRAIL TRAIN ENS-121, CONSISTING OF 3 FREIGHT LIGHT LOCOMOTIVE UNITS. ENS-121 HAD JUST SLID THROUGH A SWITCH FROM AN ADJACENT TRACK ONTO THE TRACK IN FRONT OF TRAIN 94. ENS-121 HAD PASSED AN APPROACH SIGNAL AND A STOP SIGNAL. TRAIN 94 WAS MOVING 120-125 MPH BEFORE BRAKE APPLICATION. TOXICOLOGICAL SAMPLES FROM THE ENGINEER AND BRAKEMAN OF ENS-121 WERE POSITIVE FOR METABOLITE OF MARIJUANA. THE ENGINEER HAD 212 NG/ML IN URINE AND 52 NG/ML IN BLOOD. THE BRAKEMAN TESTED 15 NG/ML IN BLOOD AND 109 NG/ML IN URINE; AND 64 NG/ML OF PCP IN URINE. AUTOMATIC SAFETY BACKUP DEVICES WERE NOT REQUIRED ON ALL TRAINS ON NORTHEAST CORRIDOR. CREWMEMBERS OF ENS-121 HAD NOT TESTED THE CAB SIGNALS; ALSO THE CAB SIGNAL ALERTER WHISTLE HAD BEEN MUTED. THE FRA LACKED OVERSIGHT OF AMTRAK'S AND CONRAIL'S SUPERVISION. SEE REPORT NTSB/RAR- 88/01 FOR ADDITIONAL INFORMATION.

File No. - 7002 01/04/87 CHASE, MD Time (Lcl) - 1330 EST

Occurrence #1 - COLLISION, REAR
Phase - SLOWING

Finding(s)
1. HOME SIGNAL - STOP
2. SIGNAL INDICATION - NOT COMPLIED - ENGINEER OF OTHER TRAIN
3. IMPAIRMENT (drugs) - ENGINEER OF OTHER TRAIN
4. EQUIPMENT INADEQUATE - EXECUTIVE/GENERAL OFFICER
5. USE OF DRUGS - OTHER CREW MEMBER
6. SIGNAL INDICATION - NOT OBSERVED - OTHER CREW MEMBER
7. CAB SIGNAL - NOT PERFORMED - OTHER CREW MEMBER
8. WARNING DEVICE - OBSTRUCTED
9. INADEQUATE SURVEILLANCE OF OPERATION - FRA

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 5, 6, 7, 8, 9

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA87MR002B | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7002 | 01/04/87 | CHASE, MD | Time (Lcl) - 1330 EST

---Basic Information---

Reporting Railroad - ATK
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 1,325,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	1	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	16	24	148	484

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - LIGHT LOCOMOTIVE
Train ID - ENS 121
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - N/A
End of Train Monitor NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 3/2
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 5181 FT.

Evacuation - NO

Itinerary
Last Departure Point
BALTIMORE, MD

Destination
HARRISBURG, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 1330 EST ON JANUARY 4, 1987, AMTRAK PASSENGER TRAIN 94, CONSISTING OF 2 ELECTRIC LOCOMOTIVE UNITS AND 12 PASSENGER CARS, STRUCK THE REAR OF CONRAIL TRAIN ENS-121, CONSISTING OF 3 FREIGHT LIGHT LOCOMOTIVE UNITS. ENS-121 HAD JUST SLID THROUGH A SWITCH FROM AN ADJACENT TRACK ONTO THE TRACK IN FRONT OF TRAIN 94. ENS-121 HAD PASSED AN APPROACH SIGNAL AND A STOP SIGNAL. TRAIN 94 WAS MOVING 120-125 MPH BEFORE BRAKE APPLICATION. TOXICOLOGICAL SAMPLES FROM THE ENGINEER AND BRAKEMAN OF ENS-121 WERE POSITIVE FOR METABOLITE OF MARIJUANA. THE ENGINEER HAD 212 NG/ML IN URINE AND 52 NG/ML IN BLOOD. THE BRAKEMAN TESTED 15 NG/ML IN BLOOD AND 109 NG/ML IN URINE; AND 64 NG/ML OF PCP IN URINE. AUTOMATIC SAFETY BACKUP DEVICES WERE NOT REQUIRED ON ALL TRAINS ON NORTHEAST CORRIDOR. CREWMEMBERS OF ENS-121 HAD NOT TESTED THE CAB SIGNALS; ALSO THE CAB SIGNAL ALERTER WHISTLE HAD BEEN MUTED. THE FRA LACKED OVERSIGHT OF AMTRAK'S AND CONRAIL'S SUPERVISION. SEE REPORT NTSB/RAR- 88/01 FOR ADDITIONAL INFORMATION.

File No. - 7002 01/04/87 CHASE, MD Time (Lcl) - 1330 EST

Occurrence #1 - COLLISION, REAR
Phase - STANDING

Finding(s)
1. HOME SIGNAL - STOP
2. SIGNAL INDICATION - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. IMPAIRMENT (drugs) - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
4. EQUIPMENT INADEQUATE - EXECUTIVE/GENERAL OFFICER
5. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
6. SIGNAL INDICATION - NOT OBSERVED - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
7. CAB SIGNAL - NOT PERFORMED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
8. WARNING DEVICE - OBSTRUCTED
9. INADEQUATE SURVEILLANCE OF OPERATION - FRA

Occurrence #1 - COLLISION, REAR
Phase - STANDING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 5, 6, 7, 8, 9

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR007 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7004 | 01/04/87 | HOOD RIVER, OR | Time (Lcl) - 0745 PST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 686,151.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3736 WEST
Direction - WEST
Speed (Est.) - 38
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 103/1
End of Train Monitor - NO
Length (Feet) - 6285
Trailing Tons - 9385
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 18/18

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DAYLIGHT

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
HINKLE, OR

Destination
PORTLAND, OR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 4 D O M

---Narrative---

EXTRA 3736 WEST CONSISTING OF 2 LOCOMOTIVE UNITS AND 103 CARS WAS OPERATING ON A SINGLE MAIN TRACK AT ABOUT 38 MPH WHEN 18 CARS DERAILED. A BROKEN WHEEL FROM TANK CAR DOWX 3692 WAS FOUND IN THE WRECKAGE. LABORATORY ANALYSIS OF THE BROKEN WHEEL REVEALED THAT MANUFACTURING DEFECTS HAD CAUSED THE WHEEL RIM TO FAIL. THE WHEEL WAS MANUFACTURED BY STANDARD STEEL COMPANY IN NOVEMBER 17, 1966.

File No. - 7004 01/04/87 HOOD RIVER, OR Time (Lcl) - 0745 PST

Occurrence #1 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Finding(s)
1. WHEEL - DEFECT, INTERNAL
2. EQUIPMENT - MANUFACTURER
3. TREAD - BROKEN

Occurrence #2 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR008 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7003 — 01/04/87 — CALLICOON, NY — Time (Lcl) - 1805 EST

---Basic Information---

Reporting Railroad - CR
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 463,200.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - BUOI-4
Direction - SOUTH
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 44/0
End of Train Monitor - N/A
Length (Feet) - 3162
Trailing Tons - 4199
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 27/27

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weathe Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - YES

Itinerary
Last Departure Point
BUFFALO, NY

Destination
OAK ISLAND, NJ

Hazardous Materials
Involved - YES
Cars Involved - 3

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 3 D O M

---Narrative---
CONRAIL'S TRAIN BUOI-4 SOUTH DERAILED THREE ENGINES AND 27 CARS IN CALICOON, NY. AMONG THE DERAILED CARS WERE THREE TANK CARS. ONE CONTAINING ACETALDEHYDE LEAKED 2000 GALLONS OF THE CONTENTS. THE REMAINING TANK CARS CONTAINING PHOSPHORIC ACID AND ANHYDROUS AMMONIA DERAILED BUT DID NOT LEAK. SEVENTY NEARBY RESIDENTS WERE EVACUATED FOR APPROXIMATELY 16 HOURS WHILE RE-RAILING OPERATIONS OF THE TANK CARS WERE GOING ON. A BROKEN RAIL WAS RECOVERED AT THE DERAILMENT SITE, NEAR THE LOCATION WHERE THE LEAD LOCOMOTIVE UNIT DERAILED.

File No. - 7003 01/04/87 CALLICOON, NY Time (Lcl) - 1805 EST

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - BROKEN

Occurrence #2 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - MAINTAINING SPEED

Finding(s)
2. BOTTOM OUTLET VALVES - LEAK

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR011 — BRIEF OF ACCIDENT — UPDATE: 04/27/89

File No. - 7005 — 01/06/87 — EMERSON, AR — Time (Lcl): 1030 CST

---Basic Information---

Reporting Railroad - LNW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE TRAIN ORDERS

Property Losses
Railroad - $ 170,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

LNW - LOUISIANA & NORTH WEST RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - LNW
Type of Train - FREIGHT
Train ID - #15
Direction - SOUTH
Speed (Est.) - 30
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 23/1
End of Train Monitor - NO
Length (Feet) - 1600
Trailing Tons - 1160
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

LNW - LOUISIANA & NORTH WEST RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - YES

Itinerary
Last Departure Point
MCNIEL, AR

Destination
GIBSLAND, AR

Hazardous Materials
Involved - YES
Cars Involved - 3

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 2 D 0 M

---Narrative---

A southbound LNW freight train with 23 cars had 12 cars derail about one mile south of Emerson, Arkansas while moving at a speed of about 30 mph. A tank car, GATX 20702 containing ethylene dibromide was among the cars derailed. The car turned over on its left side and a few gallons leaked from the dome seal. The leak was stopped in a few hours by chemical company employees. A precautionary evacuation of about 175 people was ordered by the mayor of Emerson, Arkansas. A broken joint bar and a broken rail with a bolt-hole brake were found at the point of derailment.

File No. - 7005 01/06/87 EMERSON, AR Time (Lcl) - 1030 CST

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. JOINT BAR, NONCOMPROMISE - BROKEN
2. RAIL - DEFECTIVE

Occurrence #2 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

Finding(s)
3. TANK CAR ONLY - OVER
4. DOME - LEAK

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FX005 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7006 | 01/15/87 | CANBY, OR | Time (Lcl) - 1305 PST

---Basic Information---

Reporting Railroad - SP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 28,022.00
Non-Railroad - $ 21,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	1	167
Motorist	0	0	0	1
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - AMTRAK NO. 14
Direction - EAST
Speed (Est.) - 35
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 14/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 3190 FT.

Evacuation - NO

Itinerary
Last Departure Point
EUGENE, OR

Destination
PORTLAND, OR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.88
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 14 STRUCK A LOW-BOY TRACTOR/TRAILER AT A GRADE CROSSING. ONE PASSENGER ON NO. 14 RECEIVED MINOR INJURIES. ONE PAIR OF LOCOMOTIVE WHEELS WERE DERAILED. THE TRUCK DRIVER GOT THE TRAILER HUNG UP ON THE HIGH CENTERED ROADWAY. HE EXITED THE TRUCK AND MADE AN ATTEMPT TO SIGNAL THE TRAIN, BUT THE TRAIN COULD NOT GET STOPPED IN TIME.

File No. - 7006 01/15/87 CANBY, OR Time (Lcl) - 1305 PST

Occurrence #1 - COLLISION WITH OBJECT
Phase - DECELERATING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - POOR - DRIVER OF VEHICLE
3. HORN - SOUNDED
4. BRAKES - APPLIED EMERGENCY
5. HIGHWAY GRADE CROSSING - HUMPED

Occurrence #2 - DERAILMENT
Phase - DECELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR012 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7007 | 01/16/87 | PHOENIX, AZ | Time (Lcl) - 0430 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 741,057.00
Non-Railroad - $ 30,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - LAPXQ-15
Direction - EAST
Speed (Est.) - 50
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 28/0
End of Train Monitor - MONITOR
Length (Feet) - 2747
Trailing Tons - 1828
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 13/13

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
LOS ANGELES, CA

Destination
TUSCON, AZ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 1 D 0 M

---Narrative---

UP freight train operating LAPXQ-15 with 3 locomotive units and 28 cars, derailed the 3 units and 13 head cars while moving about 50 mph. The derailed equipment tore down an overhead high voltage power line which was owned by the public service company. The power line was parallel to the railroad track on the north side of the track. The three man train crew was transported to a local hospital for examination, and were treated and released. Broken joint bolts and a stripped joint were found at the derailment site.

File No. - 7007 01/16/87 PHOENIX, AZ Time (Lcl) - 0430 MST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. TRACK BOLTS - BROKEN
2. RAIL ANCHOR - INADEQUATE
3. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR007 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7008 | 01/19/87 | DEATSVILLE, AL | Time (Lcl) - 1200 CST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL RADIO

Property Losses
Railroad - $ 1,492,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 8926 NORTH
Direction - NORTH
Speed (Est.) - 45
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - 138/0
End of Train Monitor - MARKER
Length (Feet) - 8305
Trailing Tons - 7157
Loco. Damaged/Derailed - 6/6
Cars Damaged/Derailed - 41/41

Crew Information
Front End - 1
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
MONTGOMERY, AL

Destination
BIRMINGHAM, AL

Hazardous Materials
Involved - YES
Cars Involved - 3

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.21
Alignment - TANGENT

---Narrative---

EXTRA 8926 NORTH CONSISTING OF 8 LOCOMOTIVE UNITS AND 138 CARS DERAILED 8 LOCOMOTIVES AND 41 CARS AFTER STRIKING DEBRIS THAT HAD WASHED ONTO THE TRACK. THE DEBRIS WAS WASHED ONTO THE TRACK BY WATER THAT WAS RELEASED FROM A NEARBY EARTHEN DAM. THE EARTHEN DAM FAILED AFTER ABNORMALLY HEAVY RAIN HAD FALLEN IN THE AREA. THREE TANK CARS WERE PUNCTURED SPILLING 35,000 GALLONS OF PHOSPHORIC ACID AND TWO LOCOMOTIVES SPILLED 24,000 GALLONS OF DIESEL FUEL. THERE WAS NO EVACUATION AND THERE WERE NO INJURIES.

File No. - 7008 01/19/87 DEATSVILLE, AL Time (Lcl) - 1200 CST

Occurrence #1 - COLLISION WITH OBJECT
Phase - SLOWING

Finding(s)
1. WEATHER - RAIN
2. RESERVOIR - BURNT OUT
3. OBJECT ON TRACK - DEBRIS

Occurrence #2 - DERAILMENT
Phase - SLOWING

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR010 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7009 | 01/23/87 | WASHINGTON, DC | Time (Lcl) - 1530 EDT

---Basic Information---

Reporting Railroad - XWMA
Type of Accident - EMPLOYEE FATALITY
Operating Phase - FN ROUTE
Method of Operation - AUTOMATIC TRAIN ST
AUTOMATIC TRAIN CO

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	1	1
Passengers	0	0	0	200
Motorist	0	0	0	0
Other	0	0	0	0

XWMA - WASHINGTON METRO. AREA TRANS. AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - XWMA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 303
Direction - SOUTH
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 450
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XWMA - WASHINGTON METRO. AREA TRANS. AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
GALLERY PLACE, WASH., DC

Destination
HUNTINGTON, VA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.37
Alignment - TANGENT

---Narrative---

WMATA train #303, consisting of six electric passenger cars, struck and killed a maintenance worker near the National Airport station. The maintenance worker was one of two mechanics working at a switch and signal near the platform area. They were made aware of trains approaching and had moved out of the way for previous trains. They gave permission to traffic control to use the track nearby. The train operator was not aware that his train struck one of the workers.

File No. - 7009 01/23/87 WASHINGTON, DC Time (Lcl) - 1530 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - MAINTAINING POWER

Finding(s)
1. SPRING/POWER SWITCH - MALFUNCTION
2. PROTECTION OF TRACK WORK RULES - NOT COMPLIED - SIGNALMAN AND SIGNAL MAINTAINER
3. MOTIVATION - SIGNALMAN AND SIGNAL MAINTAINER
4. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT
5. AUTOMATIC TRAIN CONTROL - NORMAL
6. SIGHT DISTANCE - RESTRICTED - ROAD PASSENGER ENGINEER/MOTORMAN
7. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1, 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR008 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7011 | 01/26/87 | LARGO, FL | Time (Lcl) - 2358 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - MANUAL BLOCKS TIMETABLE

Property Losses
Railroad - $ 60.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - LOCAL FREIGHT
Train ID - EXTRA 1976 SOUTH
Direction - SOUTH
Speed (Est.) - 01
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 14/1
End of Train Monitor - N/A
Length (Feet) - 2160
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 150 FT.

Evacuation - NO

Itinerary
Last Departure Point
CLEARWATER, FL

Destination
CLEARWATER, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
EXTRA 1976 SOUTH CONSISTING OF 1 LOCOMOTIVE UNIT AND 14 CARS WAS SWITCHING CARS. WHILE INVOLVED IN SWITCHING 10 CARS INTO AN INDUSTRY TRACK, THE FLAGMAN WAS FATALLY CRUSHED BETWEEN CARS. THE CREW WAS ATTEMPTING TO PUSH A CUT OF CARS ACROSS A FOULED SWITCH, USING A POLE BETWEEN 2 CARS. THE POLE SLIPPED OUT AND THE FLAGMAN WAS CAUGHT BETWEEN THE CARS. THE CREW WAS ATTEMPTING AN UNSAFE PROCEDURE THAT WAS CONDONED BY MANAGEMENT.

File No. - 7011 01/26/87 LARGO, FL Time (Lcl) - 2358 EST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - SHOVING CARS

Finding(s)
1. SAFETY RULES - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (local and way freight)
2. COMPLACENCY - ROAD FREIGHT BRAKEMAN/FLAGMAN (local and way freight)
3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR009A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7010 — 01/26/87 — ARDMORE, PA — Time (Lcl) - 2029 EST

---Basic Information---

Reporting Railroad - XSPT
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 48,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	1
Passengers	0	0	9	1
Motorist	0	0	0	0
Other	0	0	9	5

XSPT - SOUTHEASTERN PENN. TRANS. AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - XSPT
Type of Train - COMMUTER
Train ID - 202
Direction - NORTH
Speed (Est.) - 30
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XSPT - SOUTHEASTERN PENN. TRANS. AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK ARTIFICIAL

Line of Sight - 500 FT

Evacuation - NO

Itinerary
Last Departure Point
69TH ST. TERMINAL, PA

Destination
NORRISTOWN, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.30
Alignment - TANGENT

---Narrative---

TRANSIT CAR 202 STRUCK THE REAR OF STANDING TRANSIT CAR 207, WHICH IN TURN STRUCK STANDING WORK CAR 401 THAT WAS BROKEN DOWN. CAR 207 HAD MOVED UP BEHIND WORK CAR 401 TO HELP MAINTAIN RADIO CONTACT. CAR 202 HAD PASSED AN AMBER SIGNAL ADVISING THE OPERATOR TO PREPARE TO STOP AT THE NEXT SIGNAL. THE OPERATOR SAW THE NEXT SIGNAL WHICH WAS RED, AND APPLIED THE BRAKES. HE SAW THE RED MARKER LIGHTS ON THE REAR OF CAR 207 AND RAN TO THE REAR OF HIS CAR (202) BEFORE IT STRUCK THE REAR OF CAR 207. TOXICOLOGICAL TESTING (1 1/2 HRS. AFTER ACCIDENT) OF THE OPERATOR OF CAR 202 WAS POSITIVE FOR COCAINE (1 MCG/ML IN URINE), COCAINE METABOLITE (82 MCG/ML IN URINE AND 0.3 MCG/G IN BLOOD CLOT) AND MARIJUANA METABOLITE (26 NG/ML IN URINE). TESTING OF THE OPERATOR OF CAR 207 (3 1/2 HRS. AFTER ACCIDENT) WAS POSITIVE FOR MARIJUANA METABOLITE (26 NG/ML IN URINE). SEE REPORT NTSB/RAR-88/01/SUM FOR ADDITIONAL INFORMATION.

File No. - 7010 01/26/87 ARDMORE, PA Time (Lcl) - 2029 EST

Occurrence #1 - COLLISION, REAR
Phase - SLOWING

Finding(s)
1. SIGNAL INDICATION - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
2. PHYSICAL IMPAIRMENT (drugs) - ROAD PASSENGER ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR009B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7010 — 01/26/87 — ARDMORE, PA — Time (Lcl) - 2029 EST

---Basic Information---

Reporting Railroad - XSPT
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 100,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	1
Passengers	0	0	9	4
Motorist	0	0	0	0
Other	0	0	9	2

XSPT - SOUTHEASTERN PENN. TRANS. AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - XSPT
Type of Train - COMMUTER
Train ID - 207
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XSPT - SOUTHEASTERN PENN. TRANS. AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
UPPER DARBY, PA

Destination
NORRISTOWN, PA

Hazardous Materials
Involved NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.30
Alignment - TANGENT

---Narrative---

TRANSIT CAR 202 STRUCK THE REAR OF STANDING TRANSIT CAR 207, WHICH IN TURN STRUCK STANDING WORK CAR 401 THAT WAS BROKEN DOWN. CAR 207 HAD MOVED UP BEHIND WORK CAR 401 TO HELP MAINTAIN RADIO CONTACT. CAR 202 HAD PASSED AN AMBER SIGNAL ADVISING THE OPERATOR TO PREPARE TO STOP AT THE NEXT SIGNAL. THE OPERATOR SAW THE NEXT SIGNAL WHICH WAS RED, AND APPLIED THE BRAKES. HE SAW THE RED MARKER LIGHTS ON THE REAR OF CAR 207 AND RAN TO THE REAR OF HIS CAR (202) BEFORE IT STRUCK THE REAR OF CAR 207. TOXICOLOGICAL TESTING (1 1/2 HRS. AFTER ACCIDENT) OF THE OPERATOR OF CAR 202 WAS POSITIVE FOR COCAINE (1 MCG/ML IN URINE), COCAINE METABOLITE (82 MCG/ML IN URINE AND 0.3 MCG/G IN BLOOD CLOT) AND MARIJUANA METABOLITE (26 NG/ML IN URINE). TESTING OF THE OPERATOR OF CAR 207 (3 1/2 HRS. AFTER ACCIDENT) WAS POSITIVE FOR MARIJUANA METABOLITE (26 NG/ML IN URINE). SEE REPORT NTSB/RAR-88/01/SUM FOR ADDITIONAL INFORMATION.

File No. - 7010 01/26/87 ARDMORE, PA Time (Lcl) - 2029 EST

Occurrence #1 - COLLISION, REAR
Phase - SLOWING

Finding(s)
1. SIGNAL INDICATION - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. PHYSICAL IMPAIRMENT (drugs) - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR009 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7012 | 01/31/87 | CORINTH, MS | Time (Lcl) - 0840 CST

---Basic Information---

Reporting Railroad - SOU
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 545,160.00
Non-Railroad - $ 20,302.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SOU - SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOU
Type of Train - FREIGHT
Train ID - EXTRA 5105 EAST
Direction - EAST
Speed (Est.) - 36
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 103/1
End of Train Monitor - N/A
Length (Feet) - 6141
Trailing Tons - 9428
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 9/9

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SOU - SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - N/A

Line of Sight - 999 FT.

Evacuation - YES

Itinerary
Last Departure Point
MEMPHIS, TN

Destination
TUSCUMBIA, AL

Hazardous Materials
Involved - YES
Cars Involved - 7

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.91
Alignment - TANGENT

---Narrative---

EXTRA 5105 EAST CONSISTING OF 4 LOCOMOTIVE UNITS AND 103 CARS WAS OPERATING ABOUT 36 MPH WHEN 9 CARS DERAILED. A TANK CAR CONTAINING TOLUENE WAS BREACHED DURING DERAILMENT SPILLING PRODUCT WHICH IGNITED. THE FIRE BURNED FOR TWO DAYS FOLLOWING THE DERAILMENT. AN EVACUATION OF LOCAL RESIDENTS WAS IN EFFECT DURING THE PERIOD. THERE WERE NO PERSONAL INJURIES. A BOXCAR IN THE TRAIN WAS FOUND TO HAVE HAD AN IMPROPER REPAIR MADE TO A COUPLER BY ANOTHER RAILROAD. DUE TO THIS IMPROPER REPAIR THE COUPLER FELL FROM THE CAR.

File No. - 7012 01/31/87 CORINTH, MS Time (Lcl) - 0840 CST

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. COUPLER (WHOLE COMPONENT) - LOSS (TOTAL)
2. EQUIPMENT MAINTENANCE - IMPROPER - CARMAN

Occurrence #2 - TANK CAR PUNCTURED
Phase - STOPPING

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STANDING

Occurrence #4 - FIRE
Phase - STANDING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR006 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7013 — 02/03/87 — COOK, MN — Time (Lcl) - 1158 CST

---Basic Information---

Reporting Railroad - DWP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 784,456.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

DWP - DULUTH, WINNIPEG AND PACIFIC RAILWAY

---Railroad/Personnel Information---

Train Data
Railroad - DWP
Type of Train - FREIGHT
Train ID - 417
Direction - WEST
Speed (Est.) - 48
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 70/1
End of Train Monitor - NO
Length (Feet) - 4353
Trailing Tons - 2885
Loco. Damaged/Derailed - 5/5
Cars Damaged/Derailed - 17/17

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

DWP - DULUTH, WINNIPEG AND PACIFIC RAILWAY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
SOUTH SUPERIOR, WI

Destination
RAINIER, MN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 3 D 0 M

---Narrative---

DWP NORTHBOUND FREIGHT TRAIN DERAILED 5 LOCOMOTIVES AND 17 CARS NEAR COOK, MN. THE ON-SCENE INVESTIGATION REVEALED A BROKEN 100 POUND RAIL WITH AN INTERNAL DEFECT AT THE POINT OF DERAILMENT.

File No. - 7013 02/03/87 COOK, MN Time (Lcl) - 1158 CST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - BROKEN
2. RAIL - DEFECT
3. EXTRA TRAIN - OVERSPEED
4. TIMETABLE SPECIAL INSTRUCTIONS - IMPROPER - EXECUTIVE/GENERAL OFFICER

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87MR010A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7014 — 02/06/87 — EAST CONCORD, NY — Time (Lcl) - 0850 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Op-ration - RADIO
TRAIN ORDERS

Property Losses
Railroad - $ 1,315,950.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	2	1	1	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	1	4	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4443 NORTH
Direction - NORTH
Speed (Est.) - 32
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 24/1
End of Train Monitor - NO
Length (Feet) - 1640
Trailing Tons - 860
Loco. Damaged/Derailed - 2/4
Cars Damaged/Derailed - 8/8

Crew Information
Front End - 4
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
PUNXSUTAWNEY, PA

Destination
BUFFALO, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 1.25
Alignment - TANGENT

---Narrative---
ABOUT 0850 EST ON FEBRUARY 6, 1987, FREIGHT TRAINS EXTRA 4443 NORTH AND EXTRA 4309 SOUTH COLLIDED HEAD-ON ON SINGLE MAIN LINE TRACK. THE TRAINS WERE BEING OPERATED ON TRAIN DISPATCHER-ISSUED TRAIN ORDER TERRITORY. BOTH TRAINS WERE MOVING ABOUT 30 MPH IN A 5 DEGREE, 6 MINUTE CURVE. NO HAZMAT INVOLVED. 2 FATALITIES, 1 SERIOUS AND 6 MINOR INJURIES. TOTAL DAMAGE ESTIMATED AT $2,943,000. PROBLEMS WERE DISCOVERED IN THE TRANSMISSION OF TRAIN ORDERS. FOR MORE DETAILED INFORAMTION, SEE REPORT NTSB/RAR-88/03.

File No. - 7014 02/06/87 EAST CONCORD, NY Time (Lcl) - 0850 EST

Occurrence #1 - COLLISION, HEAD-ON
Phase - MAINTAINING SPEED

Finding(s)
1. TRAIN ORDER - NOT RECEIVED - TRAIN ORDER OPERATOR
2. DIVERTED ATTENTION - TRAIN ORDER OPERATOR
3. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87MR010B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7014 — 02/06/87 — EAST CONCORD, NY — Time (Lcl) - 1147 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - RADIO
TRAIN ORDERS

Property Losses
Railroad - $ 694,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	4	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	2	1	1	1

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4309 SOUTH
Direction - SOUTH
Speed (Est.) - 30
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 10/0
End of Train Monitor - MARKER
Length (Feet) - 2568
Trailing Tons - 1141
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 4/3

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
BUFFALO, NY

Destination
PUNXSUTAWNEY, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 1.25
Alignment - TANGENT

---Narrative---

ABOUT 0850 EST ON FEBRUARY 6, 1987, FREIGHT TRAINS EXTRA 4443 NORTH AND EXTRA 4309 SOUTH COLLIDED HEAD-ON ON SINGLE MAIN LINE TRACK. THE TRAINS WERE BEING OPERATED ON TRAIN DISPATCHER-ISSUED TRAIN ORDER TERRITORY. BOTH TRAINS WERE MOVING ABOUT 30 MPH IN A 5 DEGREE, 6 MINUTE CURVE. NO HAZMAT INVOLVED. 2 FATALITIES, 1 SERIOUS AND 6 MINOR INJURIES. TOTAL DAMAGE ESTIMATED AT $2,943,000. PROBLEMS WERE DISCOVERED IN THE TRANSMISSION OF TRAIN ORDERS. FOR MORE DETAILED INFORMATION, SEE REPORT NTSB/RAR-88/03.

File No. - 7014 02/06/87 EAST CONCORD, NY Time (Lcl) - 1147 EST

Occurrence #1 - COLLISION, HEAD-ON
Phase - MAINTAINING SPEED

Finding(s)
1. TRAIN ORDER - NOT RECEIVED - TRAIN ORDER OPERATOR
2. DIVERTED ATTENTION - TRAIN ORDER OPERATOR
3. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR007 **BRIEF OF ACCIDENT** **RUNDATE:** 04/27/89

File No. - 7015 02/07/87 EXETER, NE Time (Lcl) - 1425 CST

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 901,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7473 EAST
Direction - EAST
Speed (Est.) - 59
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 59/0
End of Train Monitor - MONITOR
Length (Feet) - 4304
Trailing Tons - 5910
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 35/35

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
HASTINGS, NE

Destination
LINCOLN, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.26
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 5, WITH 309 PERSONS ON BOARD AND CONSISTING OF 2 LOCOMOTIVE UNITS AND 14 CARS, WAS SLOWING TO MAKE A STATION STOP AT HASTINGS, NE, WHEN FIRE WAS DISCOVERED IN A COACH/DORMITORY CAR. THE OCCUPANTS OF THE COACH/DORMITORY CAR AND AN ADJOINING SLEEPING CAR WERE EVACUATED. ONE EMPLOYEE DIED, NINE OTHERS WERE HOSPITALIZED WITH SMOKE INHALATION. FOUR PASSENGERS FROM THE ADJOINING SLEEPER CAR WERE ALSO HOSPITALIZED FOR SMOKE INHALATION AND OBSERVATION. THE INVESTIGATION DETERMINED THE FIRE RESULTED FROM AN ELECTRICAL SHORT IN THE COACH/DORMITORY CAR'S BASEBOARD ELECTRIC HEATER CIRCUIT. WIRE INSULATION HAD WORN, ALLOWING A SHORT CIRCUIT OF A HIGH RESISTANCE, LOW

File No. - 7015 02/07/87 EXETER, NE Time (Lcl) - 1425 CST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. WEATHER - TEMPERATURE EXTREMES
2. BALLAST - INADEQUATE
3. TRAIN ORDER - NOT PERFORMED - TRACK GANG FOREMAN
4. PRESSURE INDUCE BY OTHER - ROADMASTER

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
5. EXTRA TRAIN - LATERAL SHIFT AND/OR LONGITUDINAL SHIFT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 5

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR011 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7016 | 02/09/87 | MORRISVILLE, PA | Time (Lcl) - 0645 EST

---Basic Information---

Reporting Railroad - CR
Type of Accident - DERAILMENT
Operating Phase - SWITCHING
Method of Operation - YARD RULES
RADIO

Property Losses
Railroad - $ 1,055,137.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - YPMO-60
Direction - EAST
Speed (Est.) - 15
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 8/0
End of Train Monitor - NO
Length (Feet) - 110
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 4/3

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - SNOW
Condition of Light - DARK

Line of Sight - 600 FT.

Evacuation - YES

Itinerary
Last Departure Point
MORRISVILLE, PA

Destination
MORRISVILLE, PA

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - YARD/53
Gradient - DES. 0.90
Alignment - TANGENT

---Narrative---

DURING A SNOW STORM WITH 40 MPH WIND, A TRAIN CREW SHOVED TWO CARS OVER A HUMP. THEY COLLIDED WITH OTHER STANDING CARS, AT EXCESSIVE SPEED. THE COUPLER ON THE LEAD CAR, BYPASSED THE COUPLER ON THE LEAD STATIONARY CAR. THE VISUAL PERCEPTION OF THE SWITCHMAN ON THE TRAIN CREW WAS OBSCURED DUE TO BLOWING SNOW. A DERAILMENT OF THREE CARS OCCURRED AT IMPACT, AND A TANK CAR LOAD OF PHOSPHOROUS WAS PUNCTURED BY A COUPLER AND CAUGHT FIRE. AS A RESULT OF THE HAZARDOUS MATERIAL LEAK, AN EVACUATION OF ABOUT 2500 PEOPLE WAS ORDERED AND CARRIED OUT BY THE FIRE DEPARTMENT.

File No. - 7016 02/09/87 MORRISVILLE, PA Time (Lcl) - 0645 EST

Occurrence #1 - ENCOUNTER WITH WEATHER
Phase - HUMPING CARS

Finding(s)
1. WEATHER - HIGH WIND
2. WEATHER - SNOW

Occurrence #2 - HARD COUPLING
Phase - HUMPING CARS

Finding(s)
3. CUT OF CARS - HUMPED
4. SIGHT DISTANCE - RESTRICTED - YARD MASTER
5. SPEED - EXCESSIVE - YARD MASTER
6. COUPLER (WHOLE COMPONENT) - MISALIGN
7. VISUAL/AURAL PERCEPTION - OTHER CREW MEMBER

Occurrence #3 - DERAILMENT
Phase - HUMPING CARS

Occurrence #4 - TANK CAR PUNCTURED
Phase - HUMPING CARS

Occurrence #5 - FIRE
Phase - HUMPING CARS

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 5, 6, 7

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR003 | **BRIEF OF ACCIDENT** | **RUNDATE: 04/27/89**

File No. - 7017 | 02/13/87 | MC COOK, IL | Time (Lcl) - 1315 CST

---Basic Information---

Reporting Railroad - BOCT
Type of Accident - COLLISION, SIDE
Operating Phase - SWITCHING
Method of Operation - YARD RULES TIMETABLE

Property Losses
Railroad - $ 2,800.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BOCT - BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD CO.

---Railroad/Personnel Information---

Train Data
Railroad - BOCT
Type of Train - YARD
Train ID - 27
Direction - NORTH
Speed (Est.) - 10
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 5/0
End of Train Monitor - NO
Length (Feet) - 280
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 2/1

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - NO

BOCT - BALTIMORE & OHIO CHICAGO TERMINAL RAILROAD CO.

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
BARR YARD, IL

Destination
REYNOLDS ALUM.YARD, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/6
Gradient - DES. 0.01
Alignment - CURVE 5 D 10 M

---Narrative---

A SWITCH CREW HAD BEEN WORKING AT THE SOUTH END OF AN INDUSTRY YARD SHOVING CARS NORTHWARD INTO TRACK D. THE CARS WERE ALLOWED TO ROLL FREE UNTIL THEY CAME TO REST. UNKNOWN TO THE SWITCH CREW THE CARS HAD ROLLED BEYOND THE CLEARANCE POINT AT THE NORTH END OF TRACK D WHICH RENDERED ADJACENT TRACK C IMPASSABLE. LATER IN THE DAY, THE SWITCH ENGINE WAS SHOVING 4 CARS NORTHWARD THROUGH THE ADJACENT TRACK C WITH THE BRAKEMAN RIDING ON THE SIDE OF THE LEAD CAR GIVING INSTRUCTIONS TO THE ENGINEER VIA PORTABLE RADIO. THE LEAD CAR SIDESWIPED A CAR ON TRACK D THAT WAS FOULING THE CLEARANCE ON TRACK C. THE BRAKEMAN WAS FATALLY CRUSHED BETWEEN CARS.

File No. - 7017 02/13/87 MC COOK, IL Time (Lcl) - 1315 CST

Occurrence #1 - COLLISION, RAKING
Phase - STOPPING

Finding(s)
1. CUT OF CARS - FOULED
2. GENERAL RULES - NOT COMPLIED - YARD CONDUCTOR/YARD FOREMAN
3. COMPLACENCY - YARD CONDUCTOR/YARD FOREMAN
4. GENERAL RULES - NOT COMPLIED - YARD ENGINEER/MOTORMAN
5. COMPLACENCY - YARD ENGINEER/MOTORMAN
6. LIGHT CONDITION - DAYLIGHT
7. SIGHT DISTANCE - RESTRICTED - YARD BRAKEMAN/YARD HELPER
8. SIGHT DISTANCE - RESTRICTED - YARD ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 4

Factor(s) relating to this accident is/are finding(s) 3, 5, 7, 8

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR013 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7018 — 02/15/87 — EL PASO, TX — Time (Lcl) - 0525 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 398,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7946 WEST
Direction - WEST
Speed (Est.) - 27
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 95/1
End of Train Monitor - MONITOR
Length (Feet) - 5867
Trailing Tons - 8454
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 11/11

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 900 FT.

Evacuation - NO

Itinerary
Last Departure Point
EL PASO, TX

Destination
LORDSBURG, NM

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.60
Alignment - CURVE 3 D 0 M

---Narrative---

Westbound SP train derailed three trailing locomotives and eleven cars as it moved through a 3 degree curve at a speed of about 27 mph. A broken rail found in the wreckage contained a vertical split head measuring in excess of 3 feet. Weakened by the defect a sudden rupture of the rail occurred as the locomotives passed over the rail. Nine pieces of broken rail were found in the wreckage. Five of these pieces clearly displayed the internal defect in the rail. The 136 pound rail was 10 years old and was transposed from the high rail of the curve to the low rail in 1984.

File No. - 7018 02/15/87 EL PASO, TX Time (Lcl) - 0525 MST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING POWER

Finding(s)
1. TRANSPOSED RAIL - DEFECT, INTERNAL
2. TRACK INSPECTION - PREMATURE - OTHER PERSON
3. MATERIAL DEFECT - MANUFACTURER
4. TRANSPOSED RAIL - BROKEN

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 4

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR012A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7019 — 02/17/87 — BRONX, NY — Time (Lcl) - 1910 EST

---Basic Information---

Reporting Railroad - MNCW
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK INTERLOCKING

Property Losses
Railroad - $ 9,310.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	20	323

MNCW - METRO NORTH COMMUTER RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - MNCW
Type of Train - COMMUTER
Train ID - 2388
Direction - SOUTH
Speed (Est.) - 20
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 425
Trailing Tons - 290
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

MNCW - METRO NORTH COMMUTER RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
MOUNT VERNON WEST, NY

Destination
GRAND CENTRAL TERM., NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/7
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ON FEBRUARY 17, 1987 AT 1910 EST, PASSENGER TRAIN NO. 777, WHILE CROSSING FROM TRACK 1 TO 3, WAS STRUCK HEAD-ON BY SOUTHBOUND DEADHEADING TRAIN NO 2388 AT MO INTERLOCKING, THE BRONX, NEW YORK CITY. 30 PASSENGERS WERE TRANSPORTED BY EMERGENCY MEDICAL SERVICE TO LOCAL HOSPITALS WHERE 10 REFUSED MEDICAL AID AND 20 WERE TREATED AND RELEASED. POST ACCIDENT INVESTIGATION REVEALED THE ENGINEER OF TRAIN NUMBER 2388 HAD DISREGARDED SEVERAL SIGNAL INDICATIONS. TOXICOLOGY TESTS WERE PERFORMED ON 5 EMPLOYEES. TOX SAMPLES TAKEN FROM THE ENGINEER OF TRAIN 777 ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF METABOLITE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 18 NG/ML; URINE, 289 NG/ML.

File No. - 7019 02/17/87 BRONX, NY Time (Lcl) - 1910 EST

Occurrence #1 - COLLISION, HEAD-ON
Phase - DECELERATING

Finding(s)
1. SIGNAL INDICATION - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
2. USE OF DRUGS - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR012B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7019 — 02/17/87 — BRONX, NY — Time (Lcl) - 1910 EST

---Basic Information---

Reporting Railroad - MNCW
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK INTERLOCKING

Property Losses
Railroad - $ 10,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	20	320
Motorist	0	0	0	0
Other	0	0	0	2

MNCW - METRO NORTH COMMUTER RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - MNCW
Type of Train - COMMUTER
Train ID - 777
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 340
Trailing Tons - 130
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

MNCW - METRO NORTH COMMUTER RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
GRAND CENTRAL TERM, NY

Destination
CROTON-HARMON, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/7
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ON FEBRUARY 17, 1987 AT 1910 EST, PASSENGER TRAIN NO. 777, WHILE CROSSING FROM TRACK 1 TO 3, WAS STRUCK HEAD-ON BY SOUTHBOUND DEADHEADING TRAIN NO 2388 AT MO INTERLOCKING, THE BRONX, NEW YORK CITY. 30 PASSENGERS WERE TRANSPORTED BY EMERGENCY MEDICAL SERVICE TO LOCAL HOSPITALS WHERE 10 REFUSED MEDICAL AID AND 20 WERE TREATED AND RELEASED. POST ACCIDENT INVESTIGATION REVEALED THE ENGINEER OF TRAIN NUMBER 2388 HAD DISREGARDED SEVERAL SIGNAL INDICATIONS. TOXICOLOGY TESTS WERE PERFORMED ON 5 EMPLOYEES. TOX SAMPLES TAKEN FROM THE ENGINEER OF TRAIN 777 ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF METABOLITE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 18 NG/ML; URINE, 289 NG/ML.

BRIEF OF ACCIDENT, continued

File No. - 7019 | 02/17/87 | BRONX, NY | Time (Lcl) - 1910 EST

Occurrence #1 - COLLISION, HEAD-ON
Phase - STANDING

Finding(s)
1. SIGNAL INDICATIONS - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. USE OF DRUGS - ROAD PASSENGER ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR011 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7020 | 02/19/87 | WADLEY, AL | Time (Lcl) - 1725 CST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 1,407,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 7518 SOUTH
Direction - SOUTH
Speed (Est.) - 42
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 73/0
End of Train Monitor - N/A
Length (Feet) - 4499
Trailing Tons - 9315
Loco. Damaged/Derailed - 4/4
Cars Damaged/Derailed - 19/19

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DUSK

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
BIRMINGHAM, AL

Destination
MANCHESTER, GA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 1.00
Alignment - CURVE 5 D 0 M

---Narrative---

CSX freight train extra 7518 south, consisting of 4 locomotive units and 73 cars was moving at 42 mph when it collided with a rock slide. The four locomotive units and 19 head cars derailed. The four man crew, all on the locomotive, received minor injuries. The area had experienced several days of rainfall prior to the accident. The carrier had installed a slide protection system in the vicinity of the collision but it did not extend into the area of the accident involved rock slide.

File No. - 7020 02/19/87 WADLEY, AL Time (Lcl) - 1725 CST

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. EMBANKMENT - SLIPPED
2. CURVED TRACK - FOULED
3. SLIDE DETECTOR - NOT USED - DIVISON OFFICER

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR004 | **BRIEF OF ACCIDENT** | **RUNDATE: 04/27/89**

File No. - 7021 | 02/27/87 | TURKEY, NC | Time (Lcl) - 1627 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 500.00
Non-Railroad - $ 5,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	1	0
Other	0	0	9	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - LOCAL FREIGHT
Train ID - EXTRA 5515 EAST
Direction - EAST
Speed (Est.) - 20
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 25/0
End of Train Monitor - MARKER
Length (Feet) - 1300
Trailing Tons - 2000
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DAYLIGHT

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
CLINTON, NC

Destination
WARSAW, NC

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.43
Alignment - TANGENT

---Narrative---
CSX freight train extra 5515 east, traveling at 20 MPH with 15 loads and 10 empties, struck a school bus at State Raod 1108 near Turkey, N.C. There were no injuries to train crew members. The bus driver, a seventeen year old high school student, and nine student passengers had minor injuries. The driver stated he stopped at the crossing, looked both ways, neither saw nor heard the train, and proceeded. As the bus was driven onto the tracks, he saw the train, seven feet away. The head brakeman stated he saw the bus stop at the crossing, and then proceed as the train was almost upon the crossing. The engineer then applied emergency braking. The proper whistle signal was sounded for the crossing and the engine headlight and oscillating light were operating. Several bus passengers said they heard and saw the train while the bus was stopped. The bus driver was inattentive to his driving duties.

File No. - 7021 02/27/87 TURKEY, NC Time (Lcl) - 1627 EST

Occurrence #1 - COLLISION WITH OBJECT
Phase - SLOWING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. INATTENTIVE - DRIVER OF VEHICLE
3. WEATHER - RAIN
4. LIGHT CONDITION - DAYLIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR014 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7022 | 02/27/87 | CLEVELAND, TX | Time (Lcl) - 1445 CST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE TRAIN ORDERS

Property Losses
Railroad - $ 6,065,723.00
Non-Railroad - $ 100,000.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	7	40

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - 1-SPASM-K27
Direction - EAST
Speed (Est.) - 48
Speed (Auth.) - 49

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Cabcose - 62/1
End of Train Monitor - NO
Length (Feet) - 3844
Trailing Tons - 7117
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 24/24

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - YES

Itinerary
Last Departure Point
HOUSTON, TX

Destination
LUFKIN, TX

Hazardous Materials
Involved - YES
Cars Involved - 13

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.10
Alignment - TANGENT

---Narrative---
ABOUT 1445 CST ON FEBRUARY 27, 1987, FREIGHT TRAIN 1-SPASM- K27, CONSISTING OF 4 LOCOMOTIVE UNITS AND 62 CARS, HAD 24 CARS DERAIL. 11 CARS CONTAINED HAZARDOUS MATERIALS AND 3 WERE BREACHED. THE NEXT DAY, A TORCH USED BY THE WRECK CREW IGNITED THE WRECKAGE. 7 PEOPLE WERE TREATED FOR SMOKE INHALATION. INVESTIGATION REVEALED A BROKEN RAIL AT THE POINT OF DERAILMENT. TOXICOLOGY SAMPLES TAKEN FROM THE CONDUCTOR ABOUT 6 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 2 NG/ML THC (MARIJUANA), AND 58 NG/ML METABOLITE OF MARIJUANA; AND URINE, 201 NG/ML METABOLITE OF MARIJUANA.

File No. - 7022 02/27/87 CLEVELAND, TX Time (Lcl) - 1445 CST

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - DEFECT, INTERNAL
2. RAIL - BROKEN
3. IMPAIRMENT (drugs) - ROAD FREIGHT CONDUCTOR (through freight)

Occurrence #2 - TANK CAR PUNCTURED
Phase - STOPPING

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

Occurrence #4 - FIRE
Phase - STANDING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR015 | **BRIEF OF ACCIDENT** | **RUNDATE: 04/27/89**

File No. - 7023 | 03/04/87 | JUSTICEBURG, TX | Time (Lcl) - 1545 CST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 332,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - MAINT. EQUIPMENT
Train ID - ATSF 5059 WEST
Direction - WEST
Speed (Est.) - 54
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 94/1
End of Train Monitor - NO
Length (Feet) - 5318
Trailing Tons - 5120
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 18/18

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - YES

Itinerary
Last Departure Point
SWEETWATER, TX

Destination
LUBBOCK, TX

Hazardous Materials
Involved - YES
Cars Involved - 3

Track Information
Type/No. of Tracks - MAIN/3
Gradient - DES. 0.60
Alignment - TANGENT

---Narrative---
ATSF westbound freight train Extra 5059 operating on a single main track derailed 18 cars in the sparsely populated community of Justiceburg, Texas. Three cars containing hazardous material were involved in the derailment. One tank car containing acrylic acid (corrosive) was ruptured causing the evacuation of 18 people from a one half mile radius. There were no injuries. The evacuation was in effect for about 16 hours. Initial derailment of one axle occurred on tangent track just after exiting a one degree thirty minute curve. The derailed axle moved along in the train for 4.3 miles before derailing in a trailing point turnout. Track surface and alignment were good in the vicinity of the initial derailment. Excessive wear on the truck bolster bowl and truck-sides indicated "truck hunting" characteristics on empty gondola car ATSF 73204.

File No. - 7023 03/04/87 JUSTICEBURG, TX Time (Lcl) - 1545 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. CENTER PLATE - ELONGATED
2. SIDE FRAME - WORN

Occurrence #2 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Occurrence #3 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

Occurrence #4 - RUPTURE OF TANK CAR
Phase - STOPPING

Occurrence #5 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR013 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7024 — 03/05/87 — ALTOONA, PA — Time (Lcl) - 1659 EST

---Basic Information---

Reporting Railroad - CR
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 1,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - YARD
Train ID - YAAL-20
Direction - SOUTH
Speed (Est.) - 5
Speed (Auth.) - 5

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 6/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - 2/0

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 50 FT.

Evacuation - NO

Itinerary
Last Departure Point
ALTOONA, PA

Destination
ALTOONA, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - SIDING/3
Gradient - DES. 0.80
Alignment - TANGENT

---Narrative---

THE CREW OF CONRAIL TRAIN YAAL-20 WAS ATTEMPTING TO DROP SIX BOXCARS INTO A SIDE TRACK. THE CARS LOST MOMENTUM AND STALLED HALFWAY INTO THE SIDE TRACK. THE CREW ATTEMPTED TO MOVE THE CARS WITH A CABLE BUT WERE UNSUCCESSFUL. THEY WERE ABLE TO ROLL TWO CARS INTO THE SIDETRACK. WHEN THE THIRD CAR WAS ROLLED THE HEAD BRAKEMAN WAS CRUSHED BETWEEN THE FRONT CORNER OF THE LOCOMOTIVE AND THE FRONT CORNER OF THE FREE ROLLING BOXCAR. A CROSSOVER WAS AVAILABLE TO THE CREW TO RUN AROUND AND SHOVE THE CARS INTO THE SIDETRACK. THE CREW OF YAAL-20 DID NOT HAVE A THOROUGH UNDERSTANDING BETWEEN EACH OTHER AS TO THE OPERATION TO BE PERFORMED AND THE DUTIES OF EACH EMPLOYEE. CONTRIBUTING TO THE ACCIDENT WAS THE FAILURE OF CONRAIL TO ESTABLISH SPECIFIC PROCEDURES FOR HOW A DROP OF CARS IS TO BE PERFORMED.

File No. - 7024 03/05/87 ALTOONA, PA Time (Lcl) - 1659 EST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - DROPPING CAR(S)

Finding(s)
1. SAFETY RULES - NOT FOLLOWED - YARD CONDUCTOR/YARD FOREMAN
2. INADEQUATE TRAINING - YARD CONDUCTOR/YARD FOREMAN
3. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR006 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7029 | 03/08/87 | OVERLAND, MO | Time (Lcl) - 0840 CST

---Basic Information---

Reporting Railroad - SSW
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 40,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	3	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SSW
Type of Train - YARD
Train ID - YARD ENGINE #010
Direction - N/A
Speed (Est.) - 20
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 3/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 3
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
OVERLAND, MO

Destination
OVERLAND, MO

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.10
Alignment - TANGENT

---Narrative---

A TRACK GANG FOREMAN WAS KILLED AND THREE TRACKMEN WERE INJURED WHEN THE TAMPING MACHINE THEY WERE WORKING WITH WAS STRUCK BY THREE RUNAWAY FREIGHT CARS. THE RUNAWAY FREIGHT CARS HAD BEEN LEFT STANDING ON THE MAIN TRACK, UNATTENDED, BY A YARD SWITCH ENGINE CREW WHO WERE WORKING NEARBY.

File No. - 7029 03/08/87 OVERLAND, MO Time (Lcl) - 0840 CST

Occurrence #1 - COLLISION
Phase - STANDING

Finding(s)
1. CUT OF CARS - NOT SECURED
2. GENERAL RULES - NOT COMPLIED - YARD CONDUCTOR/YARD FOREMAN
3. HANDBRAKE - NOT APPLIED
4. TERRAIN CONDITION - DOWNHILL
5. LIGHT CONDITION - DAYLIGHT

Occurrence #2 - FATALITY, EMPLOYEE
Phase - STANDING

Finding(s)
6. PROTECTION OF TRACK WORK RULES - INADEQUATE - EXECUTIVES AND OFFICIALS
7. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR008 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7026 | 03/08/87 | MEADOW CREEK, ID | Time (Lcl) - 0215 PST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 823,608.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - HKCP-07
Direction - NORTH
Speed (Est.) - 31
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - 112/0
End of Train Monitor - MONITOR
Length (Feet) - 9460
Trailing Tons - 7022
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 21/21

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, SNOW
Condition of Light - DARK

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
BONNER'S FERRY, ID

Destination
EASTPORT, ID

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.30
Alignment - CURVE 6 D 0 M

---Narrative---

AT 0215 MST ON MARCH 8, 1987, FREIGHT TRAIN HKCP-70 DERAILED THE REAR 3 LOCOMOTIVES AND 21 HEAD CARS. THE TRAIN CONSISTED OF 8 LOCOMOTIVE UNITS, 112 FREIGHT CARS, AND WAS TRAVELING 31 MPH. THE TRAIN ENGINEER AND A CONDUCTOR WERE RIDING IN THE CAB OF THE LEAD LOCOMOTIVE UNIT. THE TWO BRAKEMAN WERE RIDING IN THE CABS OF THE SECOND AND FOURTH UNITS. THE BRAKEMAN IN THE CAB OF THE FOURTH UNIT FELT THE LOCOMOTIVE WHEELS STRIKE A BROKEN RAIL. A RAIL WITH A HEAD AND WEB SEPARATION WAS FOUND AT THE POINT OF DERAILMENT. TOXOLOGICAL TESTS ON THE 4 CREW MEMBERS INDICATED THE REAR BRAKEMAN, RIDING THE FOURTH LOCOMOTIVE, TESTED POSITIVE FOR METABOLITE OF COCAINE AT 254 NG/ML IN BLOOD AND 502 NG/ML IN URINE, APPROXIMATELY 7 HOURS AFTER THE ACCIDENT.

File No. - 7026 03/08/87 MEADOW CREEK, ID Time (Lcl) - 0215 PST

Occurrence #1 - DERAILMENT
Phase - ACCELERATING

Finding(s)
1. RAIL - DEFECTIVE
2. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
3. RAIL HEAD - SEPARATION
4. RAIL WEB - SEPARATION
5. RAIL - BROKEN
6. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3, 4, 5

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR014 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7025 — 03/08/87 — FRANKLIN, NJ — Time (Lcl) - 2355 EST

---Basic Information---

Reporting Railroad - NYSW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - MANUAL BLOCKS TIMETABLE

Property Losses
Railroad - $ 365,000.00
Non-Railroad - $ 150,000.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NYSW - NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD CORPORA

---Railroad/Personnel Information---

Train Data
Railroad - NYSW
Type of Train - FREIGHT
Train ID - EXTRA 6509 EAST
Direction - EAST
Speed (Est.) - 23
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 44/0
End of Train Monitor - MONITOR
Length (Feet) - 3416
Trailing Tons - 3100
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 3/4

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

NYSW - NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD CORPORA

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - YES

Itinerary
Last Departure Point
BINGHAMTON, NY

Destination
LITTLE FERRY, NJ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.66
Alignment - CURVE 5 D 0 M

---Narrative---
NYSW FREIGHT TRAIN, CONSISTING OF A 4 UNIT LOCOMOTIVE AND 44 CARS, DERAILED 4 CONTAINER CARS IN A FIVE DEGREE CURVE. FIRE ERUPTED IN ONE OF THE DERAILED CARS, PROMPTING AN EVACUATION OF 70 PERSONS. THE INVESTIGATION DETERMINED THERE WAS CONCENTRATION OF DEFECTIVE TIES IN THE AREA OF THE CURVE.

File No. - 7025 03/08/87 FRANKLIN, NJ Time (Lcl) - 2355 EST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. TRACK GAGE - OUT OF ADJUSTMENT
2. CROSSTIES - DEFECTIVE

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR008 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7027 | 03/11/87 | GLENDIVE, MT | Time (Lcl) - 1445 MST

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 655,082.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7892 WEST
Direction - WEST
Speed (Est.) - 51
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 10
No. Cars/Caboose - 116/0
End of Train Monitor - NO
Length (Feet) - 6610
Trailing Tons - 3458
Loco. Damaged/Derailed - 5/5
Cars Damaged/Derailed - 26/26

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
DICKINSON, ND

Destination
GLENDIVE, MT

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.89
Alignment - CURVE 1 D 40 M

---Narrative---
A WESTBOUND BN FREIGHT TRAIN DERAILED FIVE LOCOMOTIVES AND 26 EMPTY COAL CARS WHILE MOVING AT 51 MPH. THERE WERE NO INJURIES, FATALITIES, OR FIRE INVOLVED IN THE ACCIDENT. THE INVESTIGATION REVEALED A TRACTION MOTOR ARMATURE FAILURE ON THE 6TH LOCOMOTIVE RESULTING IN LOCKED WHEELS, DERAILING AT A TRAILING POINT SWITCH.

File No. - 7027 03/11/87 GLENDIVE, MT Time (Lcl) - 1445 MST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. PINION GEAR - LOCKED

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR005 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7028 | 03/12/87 | BARGERVILLE, IN | Time (Lcl) - 0110 EST

---Basic Information---

Reporting Railroad - INRD
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAIN ORDERS

Property Losses
Railroad - $ 612,000.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

INRD - INDIANA RAIL ROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - INRD
Type of Train - FREIGHT
Train ID - EXTRA 2546 NORTH
Direction - NORTH
Speed (Est.) - 25
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 51/0
End of Train Monitor - MARKER
Length (Feet) - 3300
Trailing Tons - 6600
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 17/17

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

INRD - INDIANA RAIL ROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
SWITZ CITY, IN

Destination
INDIANAPOLIS, IN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.10
Alignment - CURVE 4 D 0 M

---Narrative---
INRD FREIGHT TRAIN EXTRA 2546 NORTH HAD 1 LOCOMOTIVE AND 17 CARS DERAIL. THE ENGINEER STATED THAT HE WAS PROCEEDING AT ABOUT 25 MPH DOWN A 1 PERCENT GRADE AND WAS IN THE SPIRAL OF A 4 DEGREE RIGHT HAND CURVE WHEN HE SAW A BROKEN RAIL IMMEDIATELY IN FRONT OF HIM. HE SET THE BRAKES AND THEN THE TRAIN WENT INTO EMERGENCY. THE RAIL AND A WHEEL SET WERE SENT TO THE AAR LAB. FOR TEST. THEY DETERMINED THAT THE RAIL SHOWED NO EVIDENCE OF A PRIOR DEFECT. THE WHEEL AND AXLE ALSO SHOWED NO PREEXISTING DEFECT.

File No. - 7028 03/12/87 BARGERVILLE, IN Time (Lcl) - 0110 EST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - DECELERATING

Finding(s)
1. RAIL - BROKEN
2. TRACK INSPECTION - PERFORMED - MAINTENANCE OF WAY INSPECTOR
3. TERRAIN CONDITION - DOWNHILL
4. LIGHT CONDITION - NIGHT

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR016 **BRIEF OF ACCIDENT** **RUNDATE:** 04/27/89

File No. - 7030 03/19/87 ALVORD, TX Time (Lcl) - 2230 CST

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 1,255,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7232 EAST
Direction - EAST
Speed (Est.) - 35
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 113/1
End of Train Monitor - NO
Length (Feet) - 6688
Trailing Tons - 14654
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 39/39

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - NO

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
WICHITA FALLS, TX

Destination
FORT WORTH, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 1.24
Alignment - TANGENT

---Narrative---
ON MARCH 19, 1987, AT ABOUT 2230 CST, A BURLINGTON NORTHERN COMPANY UNIT COAL TRAIN DERAILED 39 CARS OF A 113 CAR TRAIN AT ALVORD, TEXAS. THE TRAIN WAS MOVING AT 35 MPH. INVESTIGATION REVEALED A BROKEN COUPLER SHANK AT THE POINT OF DERAILMENT. THERE WERE NO INJURIES OR FIRES. THE DAMAGE COST WAS ESTIMATED TO BE $1,255,500. TOXICOLOGICAL TESTING WAS PERFORMED ON THE 4 MAN CREW. TOXICOLOGY SAMPLES OF THE REAR BRAKEMAN REVEALED THE BLOOD CONTAINED 2.8 NG/ML OF THC (MARIJUANA), AND 59 NG/ML OF THE CARBOXYLIC ACID METABOLITE OF THC. THE URINE WAS FOUND TO CONTAIN 92 NG/ML OF METABOLITE OF MARIJUANA.

File No. - 7030 03/19/87 ALVORD, TX Time (Lcl) - 2230 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING POWER

Finding(s)
1. COUPLER SHANK - BROKEN
2. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

Occurrence #2 - TRAIN SEPARATION
Phase - MAINTAINING POWER

Occurrence #3 - COLLISION IN TRAIN
Phase - STOPPING

Occurrence #4 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR009 **BRIEF OF ACCIDENT** **RUNDATE:** 04/27/89

File No. - 7031 03/23/87 TOPOCK, AZ Time (Lcl) - 1445 MST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 573,100.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 5360 WEST
Direction - WEST
Speed (Est.) - 39
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 62/0
End of Train Monitor - MONITOR
Length (Feet) - 5667
Trailing Tons - 4118
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 15/15

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
KINGMAN, AZ

Destination
NEEDLES, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 1.20
Alignment - CURVE 3 D 30 M

---Narrative---
ATSF FREIGHT TRAIN, EXTRA 5360 WEST HAD 14 CARS DERAIL AT A FACING POINT SWITCH NEAR TOPOCK, AZ. THE ON-SCENE INVESTIGATION REVEALED IRREGULAR CROSS LEVEL DEVIATIONS, AND RESTRICTED TRUCK MOVEMENT ON THE A-END OF A PIGGY-BACK CAR.

File No. - 7031 03/23/87 TOPOCK, AZ Time (Lcl) - 1445 MST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - DECELERATING

Finding(s)
1. ROADBED - IRREGULAR
2. ALIGNMENT - IRREGULAR
3. ELEVATION - IRREGULAR
4. TRACK INSPECTION - POOR - MAINTENANCE OF WAY INSPECTOR

Occurrence #2 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - DECELERATING

Finding(s)
5. TRUCKS - BINDING (MECHANICAL)
6. TRUCKS - MOVEMENT RESTRICTED
7. PLATE - WARPED

Occurrence #3 - DERAILMENT,INITIAL
Phase - DECELERATING

Occurrence #4 - DERAILMENT, GENERAL
Phase - DECELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3, 5, 6

Factor(s) relating to this accident is/are finding(s) 1, 4, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR010 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7032 | 03/27/87 | LAWRENCE, KS | Time (Lcl) - 2245 CST

---Basic Information---

Reporting Railroad - UP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 2,000.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	4	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 5054 WEST
Direction - WEST
Speed (Est.) - 65
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 22/0
End of Train Monitor - MONITOR
Length (Feet) - 2044
Trailing Tons - 1627
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
KANSAS, MO

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AN AUTOMOBILE WITH 4 PASSENGERS WAS STRUCK BY A UP FREIGHT TRAIN NEAR LAWRENCE, KS. THE DRIVER AND 3 PASSENGERS WERE FATALLY INJURED. INVESTIGATION INDICATED THE DRIVER FAILED TO STOP BEFORE ENTERING A GRADE CROSSING WITH A TRAIN CLOSELY APPROACHING, WHICH IS A VIOLATION OF KANSAS LAW. POST ACCIDENT TOXICOLOGICAL TESTING REVEALED ALL FOUR OCCUPANTS OF THE AUTOMOBILE TO BE UNDER THE INFLUENCE OF ALCOHOL.

File No. - 7032 03/27/87 LAWRENCE, KS Time (Lcl) - 2245 CST

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - POOR - DRIVER OF VEHICLE
3. PHYSICAL IMPAIRMENT (alcohol) - DRIVER OF VEHICLE

Occurrence #2 - FATALITY
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR007 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7033 — 03/28/87 — HAYWARD, WI — Time (Lcl) - 1250 CST

---Basic Information---

Reporting Railroad - CNW
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - LOCAL FREIGHT
Train ID - EXTRA 5503
Direction - NORTH
Speed (Est.) - 9
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 5/0
End of Train Monitor - NO
Length (Feet) - 300
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
SPOONER, WI

Destination
SPOONER, WI

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
A CNW brakeman was fatally injured while placing empty boxcars at a loading dock in Hayward, Wisconsin. The conductor had instructed the brakeman to stand by at the mainline switch and wait for the train to return from the dock. The brakeman did not follow those instructions, choosing instead to mount the south side of the fourth car and ride it into the warehouse. As the cars entered the warehouse the brakeman encountered a close clearance situation and was caught between the car on which he was riding and the dock.

File No. - 7033 03/28/87 HAYWARD, WI Time (Lcl) - 1250 CST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - SHOVING CARS

Finding(s)
1. CUT OF CARS - CLEARANCE
2. VERBAL/RADIO/TELEPHONE PERMISSION - NOT COMPLIED - YARD BRAKEMAN/YARD HELPER
3. LIGHT CONDITION - DAYLIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR008 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7034 | 03/28/87 | FORT WAYNE, IN | Time (Lcl) - 1045 CST

---Basic Information---

Reporting Railroad - NS
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - CUT OF CARS
Train ID - 0715 YARD
Direction - EAST
Speed (Est.) - 4
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 4/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
EAST WAYNE YARD, IN

Destination
EAST WAYNE YARD, IN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/1
Gradient - DES. 0.10
Alignment - TANGENT

---Narrative---

AT ABOUT 1045 CST, MARCH 28, 1987, A BRAKEMAN, EMPLOYED BY THE NORFOLK SOUTHERN RAILROAD AT THE EAST WAYNE YARD, FT. WAYNE INDIANA, WAS FATALLY INJURED WHEN HE ATTEMPTED TO ASCEND THE LADDER OF A MOVING CAR, LOST HIS FOOTING, AND FELL UNDER THE WHEELS OF THE CAR. TOXICOLOGY SAMPLES WERE TAKEN ON THE FOUR-MAN CREW ABOUT EIGHT HOURS AFTER THE ACCIDENT. THE TOXICOLOGY RESULTS OF THE SECOND BRAKEMAN ON THE CREW REVEALED THE PRESENCE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 2.5 NG/ML THC (MARIJUANA); BLOOD, 33 NG/ML METABOLITE OF MARIJUANA; AND URINE, 217 NG/ML METABOLITE OF MARIJUANA. AN OBSTRUCTION (DETACHED BOX DOOR) WAS IN THE WALKWAY WHERE THE CREW WAS WORKING.

File No. - 7034 03/28/87 FORT WAYNE, IN Time (Lcl) - 1045 CST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - SETOUT IN YARD

Finding(s)
1. INATTENTIVE - YARD BRAKEMAN/YARD HELPER
2. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
3. OBJECT ON RIGHT-OF-WAY - OTHER
4. PHYSICAL IMPAIRMENT (drugs) - YARD BRAKEMAN/YARD HELPER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR015A | **BRIEF OF ACCIDENT** | **RUNDATE:** 05/18/89

File No. - 7035 | 03/30/87 | RICHMOND, VA | Time (Lcl) - 2115 EST

---Basic Information---

Reporting Railroad - SBD
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - MANUAL BLOCKS
TIMETABLE

Property Losses
Railroad - $ 55,530.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	2	0	2	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SBD - SEABOARD SYSTEM RAILROAD, INCORPORATED

---Railroad/Personnel Information---

Train Data
Railroad - SBD
Type of Train - LOCAL FREIGHT
Train ID - BELLWOOD SWITCHER
Direction - SOUTH
Speed (Est.) - 14
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 8/1
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 1
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SBD - SEABOARD SYSTEM RAILROAD, INCORPORATED

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
BELLWOOD, VA

Destination
HOPEWELL, VA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - BRANCH/1
Gradient - ASC. 1.00
Alignment - TANGENT

---Narrative---
A SBD TRAIN SHOVING BACKWARDS (CABOOSE FIRST) DURING DARKNESS ON A NON-SIGNALED MAIN TRACK ON THE HOPEWELL SUB-DIVISION, NEAR RICHMOND, VA, SHOVED INTO A CUT OF CARS STANDING ON THE MAIN TRACK, WHICH HAD ROLLED OUT OF A SIDE TRACK. TWO CREWMEN WERE KILLED AND TWO WERE INJURED. INVESTIGATION REVEALED THAT THE CUT OF CARS HAD BEEN LEFT ON THE SIDE TRACK PREVIOUSLY BY ANOTHER CREW AND WERE IMPROPERLY SECURED.

File No. - 7035 03/30/87 RICHMOND, VA Time (Lcl) - 2115 EST

Occurrence #1 - COLLISION, HEAD-ON
Phase - BACKING

Finding(s)
1. CUT OF CARS - NOT SECURED
2. SWITCHING RULES - NOT COMPLIED - ROAD FREIGHT CONDUCTOR (local and way freight)
3. INATTENTIVE - OTHER CREW MEMBER
4. SWITCHING RULES - NOT COMPLIED - OTHER CREW MEMBER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR015B **BRIEF OF ACCIDENT** **RUNDATE:** 05/18/89

File No. - 7035 03/30/87 RICHMOND, VA Time (Lcl) - 2115 EST

---Basic Information---

Reporting Railroad - SBD
Type of Accident - COLLISION, HEAD-ON
Operating Phase - UNATTENDED/STORAGE
Method of Operation - YARD RULES

Property Losses
Railroad - $ 40,550.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	2	0	2	0

SBD - SEABOARD SYSTEM RAILROAD, INCORPORATED

---Railroad/Personnel Information---

Train Data
Railroad - SBD
Type of Train - CUT OF CARS
Train ID - CUT OF CARS
Direction - SOUTH
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 8/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/1

Crew Information
Front End - 0
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - NO
Operational - N/A

SBD - SEABOARD SYSTEM RAILROAD, INCORPORATED

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
N/A, VA

Destination
N/A, VA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - SIDING/1
Gradient - DES. 1.00
Alignment - TANGENT

---Narrative---
A SBD TRAIN SHOVING BACKWARDS (CABOOSE FIRST) DURING DARKNESS ON A NON-SIGNALED MAIN TRACK ON THE HOPEWELL SUB-DIVISION, NEAR RICHMOND, VA, SHOVED INTO A CUT OF CARS STANDING ON THE MAIN TRACK, WHICH HAD ROLLED OUT OF A SIDE TRACK. TWO CREWMEN WERE KILLED AND TWO WERE INJURED. INVESTIGATION REVEALED THAT THE CUT OF CARS HAD BEEN LEFT ON THE SIDE TRACK PREVIOUSLY BY ANOTHER CREW AND WERE IMPROPERLY SECURED.

File No. - 7035 03/30/87 RICHMOND, VA Time (Lcl) - 2115 EST

Occurrence #1 - COLLISION, REAR
Phase - SETOUT IN YARD

Finding(s)
1. CUT OF CARS - NOT SECURED
2. SWITCHING RULES - NOT COMPLIED - OTHER CREW MEMBER
3. INATTENTIVE - OTHER CREW MEMBER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR017A | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7036 | 03/31/87 | MADISON, IL | Time (Lcl) - 0958 CST

---Basic Information---

Reporting Railroad - CNW
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 1,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - TRACK CAR
Train ID - HYRAIL VEHICLE
Direction - NORTH
Speed (Est.) - 5
Speed (Auth.) - 35

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/1

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
MADISON, IL

Destination
VIRDEN, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.74
Alignment - CURVE 3 D 45 M

---Narrative---
A northbound hyrail vehicle occupied by the local roadmaster and train master were operating on a non-signalled single main track. Operating in hilly terrain, that was heavily wooded with numerous curves, they collided with a southbound train. The accident occurred on a 3 degree 45 minute curve. Visibility was restricted to about 500 feet. The roadmaster, who was operating the hyrail pickup truck was not wearing a seat belt and was able to evacuate the vehicle before impact. The trainmaster was wearing a seat belt and shoulder harness and was unable to release the seat belt in time to evacuate. He was fatally injured on impact. As required the occupants of the hyrail vehicle had a current train lineup in their possession. Hyrail vehicle operators are required to maintain accurate train information and clear the main track prior to train arrival.

File No. - 7036 03/31/87 MADISON, IL Time (Lcl) - 0958 CST

Occurrence #1 - COLLISION, HEAD-ON
Phase - STOPPING

Finding(s)
1. EXTRA TRAIN - ON TRACK
2. VERBAL/RADIO/TELEPHONE PERMISSION - INACCURATE - YARDMASTER
3. DIVERTED ATTENTION - YARDMASTER
4. VERBAL/RADIO/TELEPHONE PERMISSION - MISJUDGED - ROADMASTER
5. MOTIVATION - ROADMASTER
6. VERBAL/RADIO/TELEPHONE PERMISSION - MISJUDGED - TRAIN MASTER
7. MOTIVATION - TRAIN MASTER
8. SIGHT DISTANCE - RESTRICTED - ROADMASTER

Occurrence #2 - FATALITY, EMPLOYEE
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 4, 6, 8

Factor(s) relating to this accident is/are finding(s) 3, 5, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR017B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7036 — 03/31/87 — MADISON, IL — Time (Lcl) - 0958 CST

---Basic Information---

Reporting Railroad - CNW
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	1	0	0	1

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - FREIGHT
Train ID - EXTRA 6880 SOUTH
Direction - SOUTH
Speed (Est.) - 32
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 119/1
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - 7776
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
SOUTH PEKIN, IL

Destination
EAST ST.LOUIS, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.74
Alignment - CURVE 3 D 45 M

---Narrative---

A northbound hyrail vehicle occupied by the local roadmaster and train master were operating on a non-signalled single main track. Operating in hilly terrain, that was heavily wooded with numerous curves, they collided with a southbound train. The accident occurred on a 3 degree 45 minute curve. Visibility was restricted to about 500 feet. The roadmaster, who was operating the hyrail pickup truck was not wearing a seat belt and was able to evacuate the vehicle before impact. The trainmaster was wearing a seat belt and shoulder harness and was unable to release the seat belt in time to evacuate. He was fatally injured on impact. As required the occupants of the hyrail vehicle had a current train lineup in their possession. Hyrail vehicle operators are required to maintain accurate train information and clear the main track prior to train arrival.

File No. - 7036 03/31/87 MADISON, IL Time (Lcl) - 0958 CST

Occurrence #1 - COLLISION, HEAD-ON
Phase - STOPPING

Finding(s)
1. HIGH RAIL VEHICLE - ON TRACK
2. SIGHT DISTANCE - RESTRICTED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR009 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7037 — 04/01/87 — BURNHAM, IL — Time (Lcl) - 1654 CST

---Basic Information---

Reporting Railroad - CSS
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK INTERLOCKING

Property Losses
Railroad - $ 62,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSS - CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

---Railroad/Personnel Information---

Train Data
Railroad - CSS
Type of Train - COMMUTER
Train ID - 216
Direction - WEST
Speed (Est.) - 15
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSS - CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DAYLIGHT

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
GARY, IN

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

CSS COMMUTER TRAIN #216 STRUCK ONE OF 21 BALLAST CARS THAT HAD ROLLED OUT OF STATE LINE SIDING AND FOULED THE WESTWARD MAIN TRACK. TRAIN #216 WAS OPERATING ON A CLEAR SIGNAL INDICATION AND WAS TRAVELING AT ABOUT 20-25 MPH WHEN THE ENGINEER PERCEIVED THE PROBLEM. TRAIN SPEED WAS REDUCED TO UNDER 10 MPH AT IMPACT. THE RIGHT FRONT ENGINEER'S COMPARTMENT WAS CRUSHED, KILLING THE ENGINEER. ONE BALLAST CAR DERAILED, BUT TRAIN 216 REMAINED ON THE RAILS. THERE WERE NO INJURIES ON BOARD TRAIN 216. A LOCAL SWITCH CREW HAD BEEN WORKING AT STATE LINE SIDING. SWITCH CREW FAILED TO APPLY HAND BRAKES ON CUT OF CARS. SIGNAL DID NOT FUNCTION AS DESIGNED BECAUSE OF RUST CONDITIONS ON RAIL AND WHEELS OF BALLAST CARS. CARS HAD BEEN IN STORAGE ABOUT 2 MONTHS. NO DERAIL DEVICE ON TRACK.

File No. - 7037 04/01/87 BURNHAM, IL Time (Lcl) - 1654 CST

Occurrence #1 - TRAIN SEPARATION
Phase - STOPPING

Finding(s)
1. CUT OF CARS - FOULED
2. GENERAL RULES - NOT FOLLOWED - BRAKEMAN
3. GENERAL RULES - NOT FOLLOWED - CONDUCTOR

Occurrence #2 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - STANDING

Finding(s)
4. CUT OF CARS - FOULED
5. SIGNAL INDICATION - IMPROPER - DIVISON OFFICER
6. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY OPERATOR/MGMT
7. CIRCUIT CONTROLLER - CLEAR
8. TRACK INSPECTION - INADEQUATE - SIGNALMAN AND SIGNAL MAINTAINER

Occurrence #3 - COLLISION, HEAD-ON
Phase - STOPPING

Finding(s)
9. SCHEDULED TRAIN - APPLIED EMERGENCY
10. SPEED - REDUCED - ASSISTANT ROAD PASSENGER CONDUCTOR/TICKET COLLECTOR
11. VISUAL/AURAL PERCEPTION - ROAD PASSENGER ENGINEER/MOTORMAN
12. LIGHT CONDITION - DAYLIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5, 7, 8

Factor(s) relating to this accident is/are finding(s) 11

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR018A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7038 — 04/04/87 — BUCKHOLTS, TX — Time (Lcl) - 1740 CST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 603,500.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	5

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 2348 EAST
Direction - EAST
Speed (Est.) - 25
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 9
No. Cars/Caboose - 84/1
End of Train Monitor - NO
Length (Feet) - 4892
Trailing Tons - 5162
Loco. Damaged/Derailed - 5/5
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DUSK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
SOMERVILLE, TX

Destination
TEMPLE, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.25
Alignment - CURVE 1 D 1 M

---Narrative---

A westbound ATSF freight train moving on a CTC control single main track at about 30 mph and entering a siding turnout was sideswiped by an eastbound ATSF freight train. Seven cars of the westbound train and five locomotives of the eastbound train were derailed. Ruptured fuel tanks on the eastbound locomotives resulted in a fire. There were no injuries. The weather was clear, and there were no obstructions to visibility at the eastbound approach signal. Inspection and tests performed on the signal system revealed no malfunctions. An engineer and head brakeman were positioned in the lead locomotive of the eastbound train. The conductor and rear brakeman were riding in the caboose and did not observe previous signal indications.

File No. - 7038 04/04/87 BUCKHOLTS, TX Time (Lcl) - 1740 CST

Occurrence #1 - COLLISION, SIDE
Phase - STOPPING

Finding(s)
1. SIGNAL INDICATIONS - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. SIGNAL INDICATIONS - NOT COMPLIED - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
4. INATTENTIVE - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
5. SPEED - UNCONTROLLED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
6. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - DERAILMENT
Phase - STOPPING

Occurrence #3 - FIRE
Phase - STOPPING

Finding(s)
7. FUEL TANK - RUPTURED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR018B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7038 — 04/04/87 — BUCKHOLTS, TX — Time (Lcl) - 1740 CST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 308,100.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 8084 WEST
Direction - WEST
Speed (Est.) - 30
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 27/C
End of Train Monitor - MARKER
Length (Feet) - 2263
Trailing Tons - 1879
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 7/7

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DUSK

Line of Sight - 7500 FT.

Evacuation - NO

Itinerary
Last Departure Point
TEMPLE, TX

Destination
HOUSTON, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - SIDING/2
Gradient - DES. 0.03
Alignment - CURVE 3 D 42 M

---Narrative---

A westbound ATSF freight train moving on a CTC control single main track at about 30 mph and entering a siding turnout was sideswiped by an eastbound ATSF freight train. Seven cars of the westbound train and five locomotives of the eastbound train were derailed. Ruptured fuel tanks on the eastbound locomotives resulted in a fire. There were no injuries. The weather was clear, and there were no obstructions to visibility at the eastbound approach signal. Inspection and tests performed on the signal system revealed no malfunctions. An engineer and head brakeman were positioned in the lead locomotive of the eastbound train. The conductor and rear brakeman were riding in the caboose and did not observe previous signal indications.

File No. - 7038 04/04/87 BUCKHOLTS, TX Time (Lcl) - 1740 CST

Occurrence #1 - COLLISION, SIDE
Phase - STOPPING

Finding(s)
1. SIGNAL INDICATIONS - COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. SIGNAL INDICATIONS - NOT COMPLIED - ENGINEER OF OTHER TRAIN

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR009A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7039 — 04/07/87 — BAKER, OR — Time (Lcl) - 1515 MDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 91,500.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 9003 EAST
Direction - EAST
Speed (Est.) - 12
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 46/0
End of Train Monitor - MONITOR
Length (Feet) - 4131
Trailing Tons - 3170
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT

Evacuation - NO

Itinerary
Last Departure Point
LA GRANDE, OR

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.65
Alignment - CURVE 2 D 3 M

---Narrative---

EXTRA 3363 WEST WAS ENTERING THE SIDE TRACK AT THE EAST SIDE TRACK SWITCH AT BAKER, OR., AT A SPEED OF ABOUT 18 MPH WHEN IT WAS SIDESWIPED BY EXTRA 9003 EAST WHICH WAS OPERATING ON THE MAIN TRACK AT A SPEED OF ABOUT 12 MPH. ONE LOCOMOTIVE AND 12 CARS WERE DERAILED. TESTS PERFORMED ON THE CENTRALIZED TRAFFIC CONTROL SYSTEM REVEALED NO MALFUNCTION IN THE SIGNAL SYSTEM. THERE WERE NO INJURIES.

File No. - 7039 04/07/87 BAKER, OR Time (Lcl) - 1515 MDT

Occurrence #1 - COLLISION, SIDE
Phase - STOPPING

Finding(s)
1. SIGNAL INDICATION - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - DERAILMENT
Phase - STOPPING

Occurrence #3 - FIRE
Phase - STOPPING

Finding(s)
3. FUEL TANK - PUNCTURED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR009B | **BRIEF OF ACCIDENT** | **RUNDATE: 04/27/89**

File No. - 7039 | 04/07/87 | BAKER, OR | Time (Lcl) - 1515 MDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 145,325.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3363 WEST
Direction - WEST
Speed (Est.) - 18
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 60/0
End of Train Monitor - MONITOR
Length (Feet) - 3475
Trailing Tons - 3321
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
NAMPA, ID

Destination
PORTLAND, OR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - DES. 0.65
Alignment - CURVE 2 D 3 M

---Narrative---
EXTRA 3363 WEST WAS ENTERING THE SIDE TRACK AT THE EAST SIDE TRACK SWITCH AT BAKER, OR., AT A SPEED OF ABOUT 18 MPH WHEN IT WAS SIDESWIPED BY EXTRA 9003 EAST WHICH WAS OPERATING ON THE MAIN TRACK AT A SPEED OF ABOUT 12 MPH. ONE LOCOMOTIVE AND 12 CARS WERE DERAILED. TESTS PERFORMED ON THE CENTRALIZED TRAFFIC CONTROL SYSTEM REVEALED NO MALFUNCTION IN THE SIGNAL SYSTEM. THERE WERE NO INJURIES.

File No. - 7039 04/07/87 BAKER, OR Time (Lcl) - 1515 MDT

Occurrence #1 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
1. SIGNAL INDICATION - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. INATTENTIVE - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR011 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7040 | 04/08/87 | FORSYTH, MT | Time (Lcl) - 1930 CST

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 481,468.00
Non-Railroad - $ 0.00
Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7918 EAST
Direction - EAST
Speed (Est.) - 25
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 113/1
End of Train Monitor - NO
Length (Feet) - 5978
Trailing Tons - 14706
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 15/15

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN, SLEET
Condition of Light - DARK

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
SHERIDAN, WY

Destination
FORSYTH, MT

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
BN UNIT COAL TRAIN, EXTRA 7918 EAST, HAD 15 CARS DERAIL. THE ENGINEER WAS SLOWING TO STOP THE TRAIN FOR INSPECTION AFTER RECEIVING A WAYSIDE HOT BOX DETECTOR ALARM. THE TRAIN'S BRAKES ACTUATED IN UNDESIRED EMERGENCY AT A SPEED OF 25 MPH. THE ON-SCENE INVESTIGATION REVEALED AN AXLE JOURNAL FAILED ON ONE OF THE LOADED COAL CARS DUE TO THE ROLLER BEARING OVERHEATING.

File No. - 7040 04/08/87 FORSYTH, MT Time (Lcl) - 1930 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. ROLLER BEARING - OVERHEATED
2. HOT BOX DETECTOR - OBSERVED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - DERAILMENT
Phase - SLOWING

Finding(s)
3. AXLE JOURNAL - BURN-OFF

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR016 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7041 | 04/10/87 | MANHATTAN, NY | Time (Lcl) - 2052 EDT

---Basic Information---

Reporting Railroad - ATK
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - LIGHT LOCOMOTIVE
Train ID - LOCOMOTIVE 917
Direction - EAST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - TUNNEL ARTIFICI

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
MANHATTAN, NY

Destination
MANHATTAN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - TUNNEL/24
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AT 2052 EDT APRIL 10, 1987, AMTRAK ASSISTANT CONDUCTOR WAS FATALLY INJURED WHEN CAUGHT BETWEEN THE COUPLERS OF A STANDING AMTRAK MAIL CAR (AMT 1171) AND MOVING LOCOMOTIVE NUMBER 917 WHILE ATTEMPTING TO MAKE THE COUPLING. TOXICOLOGY SAMPLES WERE TAKEN FROM THE 3 CREWMEMBERS. THE CONDUCTOR HAD METABOLITE OF COCAINE PRESENT IN THESE CONCENTRATIONS: BLOOD, 0.054 MCG/ML, AND URINE, 4.13 MCG/ML. THE ASSISTANT CONDUCTOR HAD METABOLITE OF MARIJUANA PRESENT IN THESE CONCENTRATIONS: BLOOD, 4.1 NG/ML, AND URINE, 66 NG/ML.

File No. - 7041 04/10/87 MANHATTAN, NY Time (Lcl) - 2052 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - PICKUP IN YARD

Finding(s)
1. IMPAIRMENT (drugs) - YARD CONDUCTOR/YARD FOREMAN
2. IMPAIRMENT (drugs) - YARD BRAKEMAN/YARD HELPER
3. SAFETY RULES - NOT COMPLIED YARD ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR012A | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7042 | 04/11/87 | BUNNELL, FL | Time (Lcl) - 0728 EDT

---Basic Information---

Reporting Railroad - FEC
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 466,333.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	2	0	0	0

FEC - FLORIDA EAST COAST RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - FEC
Type of Train - FREIGHT
Train Id - EXTRA 429 NORTH
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 83/0
End of Train Monitor - MONITOR
Length (Feet) - 5800
Trailing Tons - 1245
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 4/5

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

FEC - FLORIDA EAST COAST RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - FOG
Condition of Light - DAWN

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
WEST PALM BEACH, FL

Destination
JACKSONVILLE, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

FEC TRAIN 429 NORTH CONSISTING OF 2 LOCOMOTIVE UNITS AND 83 CARS HAD STOPPED TO BE INSPECTED FOR A REPORTED CAR DEFECT WHEN IT WAS STRUCK FROM BEHIND BY FEC TRAIN 423 NORTH CONSISTING OF 2 LOCOMOTIVE UNITS AND 83 CARS. A TWO MAN CREW WAS POSITIONED IN THE LEAD LOCOMOTIVE OF EACH TRAIN. THE ENGINEER AND CONDUCTOR OF TRAIN 423 WERE KILLED. TRAIN 423 HAD PASSED A RESTRICTED PROCEED SIGNAL, WHICH REQUIRED THAT THE TRAIN BEHIND STOP SHORT OF THE TRAIN AHEAD.

File No. - 7042 04/11/87 BUNNELL, FL Time (lcl) - 0728 EDT

Occurrence #1 - COLLISION, REAR
Phase - STOPPING

Finding(s)
1. AUTOMATIC BLOCK SIGNAL - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - FATALITY
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR012B | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7042 | 04/11/87 | BUNNELL, FL | Time (Lcl) - 0728 EDT

---Basic Information---

Reporting Railroad - FEC
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	2	0	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

FEC - FLORIDA EAST COAST RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - FEC
Type of Train - FREIGHT
Train ID - EXTRA 423 NORTH
Direction - NORTH
Speed (Est.) - 20
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 69/0
End of Train Monitor - MONITOR
Length (Feet) - 5700
Trailing Tons - 2500
Loco. Damaged/Derailed - 2/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

FEC - FLORIDA EAST COAST RAILWAY COMPANY

---Environment/Operations Information--

Weather Data
Weather Condition - FOG
Condition of Light - DAWN

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
HIALEAN, FL

Destination
JACKSONVILLE, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

FEC TRAIN 429 NORTH CONSISTING OF 2 LOCOMOTIVE UNITS AND 83 CARS HAD STOPPED TO BE INSPECTED FOR A REPORTED CAR DEFECT WHEN IT WAS STRUCK FROM BEHIND BY FEC TRAIN 423 NORTH CONSISTING OF 2 LOCOMOTIVE UNITS AND 83 CARS. A TWO MAN CREW WAS POSITIONED IN THE LEAD LOCOMOTIVE OF EACH TRAIN. THE ENGINEER AND CONDUCTOR OF TRAIN 423 WERE KILLED. TRAIN 423 HAD PASSED A RESTRICTED PROCEED SIGNAL, WHICH REQUIRED THAT THE TRAIN BEHIND STOP SHORT OF THE TRAIN AHEAD.

File No. - 7042 04/11/87 BUNNELL, FL Time (Lcl) - 0728 EDT

Occurrence #1 - COLLISION, REAR
Phase - STANDING

Finding(s)
1. AUTOMATIC BLOCK SIGNAL - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. INATTENTIVE - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87MR010A | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7043 | 04/11/87 | PITTSBURGH, PA | Time (Lcl) - 1230 EDT

---Basic Information---

Reporting Railroad - CR
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 1,707,100.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	122	3

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - EXTRA 3188 WEST
Direction - WEST
Speed (Est.) - 60
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 89/0
End of Train Monitor - MARKER
Length (Feet) - 7600
Trailing Tons - 4580
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 34/34

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - YES

Itinerary
Last Departure Point
HARRISBURG, PA

Destination
CHICAGO, IL

Hazardous Materials
Involved - YES
Cars Involved - 6

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.98
Alignment - CURVE 6 D 45 M

---Narrative---

ABOUT 1235 EDT ON APRIL 11, 1987, FREIGHT TRAIN EXTRA 3188 WEST HAD CARS TURN OVER IN A CURVE AND STRIKE FREIGHT TRAIN EXTRA 6278 EAST, DERAILING A TOTAL OF 44 CARS IN BOTH TRAINS. A DERAILED TANK CAR RELEASED PHOSPHOROUS OXYCHLORIDE, RESULTING IN AN EVACUATION OF 22,000 PEOPLE. TRAIN EXTRA 3188 WEST WAS MOVING 55-60 MPH IN A 30 MPH RESTRICTED AREA. TOXICOLOGY SAMPLES TAKEN FROM CREWMEMBERS RESULTED IN THE ENGINEER OF EXTRA 3188 WEST TESTING POSITIVE FOR THESE SUBSTANCES: BUTALBITAL (BLOOD, 3.4 MCG/ML, AND URINE, 3.8 MCG/ML) AND CODEINE (URINE, 1.0 MCG/ML), DRUGS FROM A PRESCRIPTION WHICH BELONGED TO ANOTHER PERSON.

File No. - 7043 04/11/87 PITTSBURGH, PA Time (Lcl) - 1230 EDT

Occurrence #1 - LOSS OF CONTROL
Phase - ACCELERATING

Finding(s)
1. EXTRA TRAIN - OVERSPEED
2. BLOCK SIGNAL - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. IMPAIRMENT (drugs) - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
4. TIMETABLE SPECIAL INSTRUCTIONS - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
5. GENERAL RULES - NOT COMPLIED - CONDUCTOR
6. GENERAL RULES - NOT COMPLIED - BRAKEMAN

Occurrence #2 - DERAILMENT
Phase - STOPPING

Finding(s)
7. EXTRA TRAIN - APPLIED EMERGENCY
8. TRAIN HANDLING - INADEQUATE - PILOT ENGINEER

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STANDING

Finding(s)
9. DOME - CRACKED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3, 8

Factor(s) relating to this accident is/are finding(s) 4, 5, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87MR010B — BRIEF OF ACCIDENT — RUNDATE: 05/18/89

File No. - 7043 — 04/11/87 — PITTSBURGH, PA — Time (Lcl) - 1230 EDT

---Basic Information---

Reporting Railroad - CR
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 246,128.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	122	3

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - EXTRA 6278 EAST
Direction - EAST
Speed (Est.) - 15
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 101/0
End of Train Monitor - MARKER
Length (Feet) - 6500
Trailing Tons - 8720
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 10/10

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - YES

Itinerary
Last Departure Point
PITTSBURGH, PA

Destination
CAMDEN, NJ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.98
Alignment - CURVE 6 D 45 M

---Narrative---
ABOUT 1235 EDT ON APRIL 11, 1987, FREIGHT TRAIN EXTRA 3188 WEST HAD CARS TURN OVER IN A CURVE AND STRIKE FREIGHT TRAIN EXTRA 6278 EAST, DERAILING A TOTAL OF 44 CARS IN BOTH TRAINS. A DERAILED TANK CAR RELEASED PHOSPHOROUS OXYCHLORIDE. RESULTING IN AN EVACUATION OF 22,000 PEOPLE. TRAIN EXTRA 3188 WEST WAS MOVING 55-60 MPH IN A 30 MPH RESTRICTED AREA. TOXICOLOGY SAMPLES TAKEN FROM CREWMEMBERS RESULTED IN THE ENGINEER OF EXTRA 3188 WEST TESTING POSITIVE FOR THESE SUBSTANCES: BUTALBITAL (BLOOD, 3.4 MCG/ML, AND URINE, 3.8 MCG/ML) AND CODEINE (URINE, 1.0 MCG/ML), DRUGS FROM A PRESCRIPTION WHICH BELONGED TO ANOTHER PERSON.

File No. - 7043 04/11/87 PITTSBURGH, PA Time (Lcl) - 1230 EDT

Occurrence #1 - LOSS OF CONTROL
Phase - ACCELERATING

Finding(s)
1. EXTRA TRAIN - OVERSPEED
2. BLOCK SIGNAL - NOT COMPLIED - ENGINEER OF OTHER TRAIN
3. IMPAIRMENT (drugs) - ENGINEER OF OTHER TRAIN
4. TIMETABLE SPECIAL INSTRUCTIONS - NOT COMPLIED - ENGINEER OF OTHER TRAIN
5. GENERAL RULES - NOT COMPLIED - OTHER CREW MEMBER

Occurrence #2 - DERAILMENT
Phase - STOPPING

Finding(s)
6. EXTRA TRAIN - APPLIED EMERGENCY
7. TRAIN HANDLING - INADEQUATE - ENGINEER OF OTHER TRAIN

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STANDING

Finding(s)
8. DOME - CRACKED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3, 7

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR019 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7044 | 04/13/87 | PALMETTO, FL | Time (Lcl) - 0845 EDT

---Basic Information---

Reporting Railroad - MCPA
Type of Accident - COLLISION, SIDE
Operating Phase - SWITCHING
Method of Operation - YARD RULES
RADIO

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

MCPA - MANATTEE COUNTY PORT AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - MCPA
Type of Train - FREIGHT
Train ID - SWITCHER
Direction - N/A
Speed (Est.) - 6
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 15/0
End of Train Monitor - NO
Length (Feet) - 960
Trailing Tons - 1965
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

MCPA - MANATTEE COUNTY PORT AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
PALMETTO, FL

Destination
PALMETTO, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/2
Gradient - LEVEL
Alignment - CURVE 3 D 0 M

---Narrative---

A SWITCH ENGINE, OPERATING IN YARD LIMITS, WAS SHOVING 15 COVERED HOPPER CARS IN A WESTWARD DIRECTION. TWO SWITCHMEN WERE RIDING ON EACH SIDE OF THE LEADING CAR (WEST END). AS THE LEADING CAR PASSED THROUGH A FACING POINT TURNOUT IT SIDESWIPED A LOCOMOTIVE THAT WAS STANDING ON AN ADJACENT TRACK NEAR THE TURNOUT FROG. THE STANDING LOCOMOTIVE HAD BEEN STORED WITH INADEQUATE CLEARANCE FOR THE ADJACENT TRACK. THE SWITCHMAN, WHO WAS RIDING ON THE SIDE LADDER ON THE NORTH SIDE OF THE LEAD CAR DID NOT DETECT THE APPROACHING CLOSE CLEARANCE AND WAS FATALLY CRUSHED BETWEEN THE TWO VEHICLES.

File No. - 7044 04/13/87 PALMETTO, FL Time (Lcl) - 0845 EDT

Occurrence #1 - COLLISION, RAKING
Phase - SHOVING CARS

Finding(s)
1. YARD TRACK - FOULED
2. YARD LIMIT RULES - DISREGARDED - YARD BRAKEMAN/YARD HELPER
3. VISUAL/AURAL PERCEPTION - YARD BRAKEMAN/YARD HELPER
4. COMPLACENCY - YARD BRAKEMAN/YARD HELPER
5. EQUIPMENT - CONTRACTOR PERSONNEL

Occurrence #2 - FATALITY, EMPLOYEE
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 4

Factor(s) relating to this accident is/are finding(s) 1, 3, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR018 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7046 | 04/18/87 | NEW YORK, NY | Time (Lcl) - 2323 EDT

---Basic Information---

Reporting Railroad - XMTA
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 1,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Railroad/Personnel Information---

Train Data
Railroad - XMTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 1033P 241/FLA
Direction - SOUTH
Speed (Est.) - 33
Speed (Auth.) - 35

Train Consist/Damage
No. Loco. Units - 10
No. Cars/Caboose - N/A
End of Train Monitor - MARKER
Length (Feet) - 850
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK TUNNEL

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
WHITE PLAINS, NY

Destination
NEW YORK, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/6
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

A SUBWAY TRANSIT TRAIN ON THE IRT LINE STRUCK AND FATALLY INJURED A MAINTENANCE-OF-WAY EMPLOYEE ON NUMBER 2 TRACK. THE TRAIN WAS APPROACHING THE NORTH END OF THE 72ND STREET STATION FOR A REGULAR STATION STOP. IT HAD JUST COMPLETED A LEFT HAND CURVE WITH RESTRICTED VIEW IN THE AREA. THE TRACK CREW WAS TO BEGIN WORK ON TRACK 3 AFTER MIDNIGHT. WARNING LIGHTS WERE BEING PUT UP FOR TRAINS ON TRACKS 2 AND 4, BUT WERE NOT IN PLACE YET. A GENERAL ORDER WAS TO GO IN EFFECT AT MIDNIGHT TO PROTECT THE WORK AREA. THE EMPLOYEE STARTED TO DRAG MACHINERY AIR HOSES ACROSS TRACK 2 TO TRACK 3 IN PREPARATION FOR BEGINNING WORK BEFORE FLAGGING LIGHTS WERE IN PLACE, AND PRIOR TO THE GENERAL ORDER BECOMING EFFECTIVE, CONTRARY TO NYCTA RULES. TWO FOREMAN WERE STANDING ON TRACK 3 AND THE TRACK LABORERS WERE ON THE STATION PLATFORM.

File No. - 7046 04/18/87 NEW YORK, NY Time (Lcl) - 2323 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - SLOWING

Finding(s)
1. OBJECT ON TRACK - OTHER PERSON
2. SIGHT DISTANCE - INADEQUATE - MAINTENANCE OF WAY LABORER
3. PROTECTION OF TRACK WORK RULES - NOT COMPLIED - MAINTENANCE OF WAY LABORER
4. SELF-INDUCED PRESSURE - MAINTENANCE OF WAY LABORER
5. PROTECTION OF TRACK WORK RULES - NOT COMPLIED - TRACK GANG FOREMAN
6. INADEQUATE SUPERVISION - TRACK GANG FOREMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1, 2, 4, 5, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR019 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7047 | 04/21/87 | ASTORIA, QUEENS, NY | Time (Lcl) - 1703 EDT

---Basic Information---

Reporting Railroad - XMTA
Type of Accident - PASSENGER FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	1	0	0	400
Motorist	0	0	0	0
Other	0	0	0	0

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Railroad/Personnel Information---

Train Data
Railroad - XMTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 0520P DIT/STL
Direction - SOUTH
Speed (Est.) - 5
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - N/A
End of Train Monitor - MARKER
Length (Feet) - 940
Trailing Tons - 560
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
ASTORIA, QUEENS, NY

Destination
BROOKLYN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 1.00
Alignment - CURVE 0 D 30 M

-- Narrative---

AN ELEVATED TRANSIT TRAIN WAS DEPARTING THE ASTORIA BOULEVARD-HOYT AVENUE STATION. A 31 YEAR OLD FEMALE PASSENGER EXITED THE END DOOR OF THE COACH SHE WAS RIDING IN AND JUMPED, OR FELL, FROM THE UNENCLOSED VESTIBULE AREA BETWEEN CARS. A WITNESS REPORTED THAT THE CASUALTY APPEARED TO BE ATTEMPTING TO DETRAIN, BUT THE TRAIN HAD CLEARED THE END OF THE PLATFORM. THE PASSENGER FELL FROM THE ELEVATED TRACK STRUCTURE TO THE STREET BELOW, SUSTAINING FATAL INJURIES. TOXICOLOGICAL TESTING OF THE PASSENGER REVEALED 0.2 MG/LITER CONCENTRATION OF METHADONE IN THE BLOOD.

File No. - 7047 04/21/87 ASTORIA, QUEENS, NY Time (Lcl) - 1703 EDT

Occurrence #1 - FATALITY, PASSENGER
Phase - ACCELERATING

Finding(s)
1. SLIPPED/FELL - PASSENGER
2. USE OF DRUGS - PASSENGER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR020A | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7048 | 04/25/87 | TEXARKANA, TX | Time (Lcl) - 2120 CDT

---Basic Information---

Reporting Railroad - KCS
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 37,601.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

KCS - KANSAS CITY SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - KCS
Type of Train - FREIGHT
Train ID - EXTRA 670 NORTH
Direction - NORTH
Speed (Est.) - 22
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 110/0
End of Train Monitor - MARKER
Length (Feet) - 7475
Trailing Tons - 3465
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

KCS - KANSAS CITY SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
SHREVEPORT, LA

Destination
DE QUEEN, AR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.30
Alignment - TANGENT

---Narrative---

ABOUT 2120 CDT ON APRIL 25, 1987, A KCS FREIGHT TRAIN MOVING 22 MPH COLLIDED WITH A UP FREIGHT TRAIN MOVING 36 MPH, AT A RAILROAD CROSSING OF THE 2 SINGLE TRACK MAINLINES. BOTH ENGINEERS PUT THEIR TRAINS IN EMERGENCY BRAKING BEFORE THE COLLISION WHEN IMPACT WAS IMMINENT. INVESTIGATION INDICATED THAT THE UNION PACIFIC TRAIN DISREGARDED THE STOP INDICATION OF A BLOCK SIGNAL. THERE WERE 2 KCS LOCOMOTIVES DERAILED WITH SLIGHT DAMAGE. TOXICOLOGY TESTS WERE PERFORMED ON THE 4 MAN CREW OF EACH TRAIN. TOXICOLOGY SAMPLES TAKEN FROM THE REAR BRAKEMAN OF THE UNION PACIFIC TRAIN ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 1.3 NG/ML THC (MARIJUANA), AND METABOLITE OF MARIJUANA 26 NG/ML IN BLOOD AND 85 NG/ML IN URINE.

File No. - 7048 04/25/87 TEXARKANA, TX Time (Lcl) - 2120 CDT

Occurrence #1 - COLLISION, SIDE
Phase - SLOWING

Finding(s)
1. HOME SIGNAL - STOP
2. BLOCK SIGNAL - DISREGARDED - ENGINEER OF OTHER TRAIN
3. IMPAIRMENT (drugs) - OTHER CREW MEMBER

Occurrence #2 - DERAILMENT
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR020B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7048 — 04/25/87 — TEXARKANA, TX — Time (Lcl) - 2120 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 21,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 4071 NORTH
Direction - NORTH
Speed (Est.) - 36
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 111/0
End of Train Monitor - MONITOR
Length (Feet) - 7395
Trailing Tons - 7633
Loco. Damaged/Derailed - 2/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
SHREVEPORT, LA

Destination
LITTLE ROCK, AR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 2120 CDT ON APRIL 25, 1987, A KCS FREIGHT TRAIN MOVING 22 MPH COLLIDED WITH A UP FREIGHT TRAIN MOVING 36 MPH, AT A RAILROAD CROSSING OF THE 2 SINGLE TRACK MAINLINES. BOTH ENGINEERS PUT THEIR TRAINS IN EMERGENCY BRAKING BEFORE THE COLLISION WHEN IMPACT WAS IMMINENT. INVESTIGATION INDICATED THAT THE UNION PACIFIC TRAIN DISREGARDED THE STOP INDICATION OF A BLOCK SIGNAL. THERE WERE 2 KCS LOCOMOTIVES DERAILED WITH SLIGHT DAMAGE. TOXICOLOGY TESTS WERE PERFORMED ON THE 4 MAN CREW OF EACH TRAIN. TOXICOLOGY SAMPLES TAKEN FROM THE REAR BRAKEMAN OF THE UNION PACIFIC TRAIN ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 1.3 NG/ML THC (MARIJUANA), AND METABOLITE OF MARIJUANA 26 NG/ML IN BLOOD AND 85 NG/ML IN URINE.

File No. - 7048 04/25/87 TEXARKANA, TX Time (Lcl) - 2120 CDT

Occurrence #1 - COLLISION, SIDE
Phase - SLOWING

Finding(s)
1. HOME SIGNAL - STOP
2. BLOCK SIGNAL - DISREGARDED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR012A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7050 — 04/27/87 — MORAVIA, IA — Time (Lcl) - 1324 CDT

---Basic Information---

Reporting Railroad - SOO
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - MANUAL BLOCKS TIMETABLE

Property Losses
Railroad - $ 230,110.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	1	1	1

SOO - SOO LINE RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOO
Type of Train - FREIGHT
Train ID - EXTRA 149 WEST
Direction - WEST
Speed (Est.) - 10
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 96/1
End of Train Monitor - NO
Length (Feet) - 6968
Trailing Tons - 8103
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 3/3

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SOO - SOO LINE RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 599 FT.

Evacuation - NO

Itinerary
Last Departure Point
OTTUMWA, IA

Destination
KANSAS CITY, MO

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.15
Alignment - CURVE 3 D O M

---Narrative---
SOO LINE FREIGHT TRAIN EXTRA 6308 WEST COLLIDED WITH THE CABOOSE OF SOO LINE EXTRA 140 WEST. TWO CREWMEMBERS OF EXTRA 6308 WEST WERE INJURED. THE INVESTIGATION DETERMINED THE PRECEDING TRAIN CREW FAILED TO PROTECT, AS REQUIRED BY OPERATING RULE 99.

File No. - 7050 04/27/87 MORAVIA, IA Time (Lcl) - 1324 CDT

Occurrence #1 - COLLISION, REAR
Phase - MAINTAINING SPEED

Finding(s)
1. HAND/FLAG/LANTERN - IMPROPERLY PLACED
2. OPERATING RULES - NOT PERFORMED - ROAD FREIGHT CONDUCTOR (through freight)
3. RADIO RULES - NOT FOLLOWED - ROAD FREIGHT CONDUCTOR (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR012B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7050 — 04/27/87 — MORAVIA, IA — Time (Lcl) - 1324 CDT

---Basic Information---

Reporting Railroad - SOO
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - MANUAL BLOCKS TIMETABLE

Property Losses
Railroad - $ 40,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	1	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	3

SOO - SOO LINE RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOO
Type of Train - FREIGHT
Train ID - EXTRA 6308 WEST
Direction - WEST
Speed (Est.) - 39
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 72/1
End of Train Monitor - NO
Length (Feet) - 6358
Trailing Tons - 5237
Loco. Damaged/Derailed - 2/3
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SOO - SOO LINE RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 599 FT.

Evacuation - NO

Itinerary
Last Departure Point
OTTUMWA, IA

Destination
KANSAS CITY, MO

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.15
Alignment - CURVE 3 D 0 M

---Narrative---

SOO LINE FREIGHT TRAIN EXTRA 6308 WEST COLLIDED WITH THE CABOOSE OF SOO LINE EXTRA 140 WEST. TWO CREWMEMBERS OF EXTRA 6308 WEST WERE INJURED. THE INVESTIGATION DETERMINED THE PRECEDING TRAIN CREW FAILED TO PROTECT, AS REQUIRED BY OPERATING RULE 99.

File No. - 7050 04/27/87 MORAVIA, IA Time (Lcl) - 1324 CDT

Occurrence #1 - COLLISION, REAR
Phase - DECELERATING

Finding(s)
1. HAND/FLAG/LANTERN - IMPROPERLY PLACED
2. OPERATING RULES - NOT PERFORMED - OTHER CREW MEMBER
3. RADIO RULES - NOT FOLLOWED - OTHER CREW MEMBER

Occurrence #2 - DERAILMENT
Phase - DECELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR020A | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7049 | 04/27/87 | NEW YORK CITY, NY | Time (Lcl) - 0818 EDT

---Basic Information---

Reporting Railroad - PATH
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 7,293.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	12	588
Motorist	0	0	0	0
Other	0	0	12	590

PATH - PORT AUTHORITY TRANS HUDSON

---Railroad/Personnel Information---

Train Data
Railroad - PATH
Type of Train - HEAVY RAIL TRANSIT
Train ID - 811 HOB
Direction - EAST
Speed (Est.) - 10
Speed (Auth.) - 12

Train Consist/Damage
No. Loco. Units - 7
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 357
Trailing Tons - N/A
Loco. Damaged/Derailed - 3/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

PATH - PORT AUTHORITY TRANS HUDSON

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - TUNNEL

Line of Sight - 125 FT.

Evacuation - NO

Itinerary
Last Departure Point
HOBOKEN, NJ

Destination
MANHATTAN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 33 D 45 M

---Narrative---

ABOUT 0818 EDT ON APRIL 27, 1987, PORT AUTHORITY TRANS- HUDSON CORPORATION (PATH) TRANSIT TRAIN 7:57 JOURNAL SQUARE TO 33RD ST. (757 JO SQ), WHILE STANDING IN THE CHRISTOPHER STREET STATION, WAS STRUCK IN THE REAR BY PATH'S 811 HOB TRANSIT TRAIN. APPROXIMATELY 1200 PASSENGER WERE ON THE 2 TRAINS AND 24 PASSENGERS (APPROXIMATELY 12 FROM EACH TRAIN) RECEIVED MINOR INJURIES. TESTING REVEALED TRAIN 811 HOB WAS OPERATED AT A SPEED IN EXCESS OF THAT PERMITTED BY SIGNAL INDICATIONS. TOXICOLOGY SAMPLES TAKEN FROM THE OPERATOR OF TRAIN 811 HOB ABOUT THREE HOURS AFTER THE ACCIDENT REVEALED THE PRESENCE OF MARIJUANA IN THE THE FOLLOWING CONCENTRATIONS: BLOOD, 1.7 NG/ML THC (MARIJUANA); AND OF THE METABOLITE OF MARIJUANA, 80 NG/ML IN BLOOD AND 422 NG/ML IN URINE.

File No. - 7049 04/27/87 NEW YORK CITY, NY Time (Lcl) - 0818 EDT

Occurrence #1 - COLLISION, REAR
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. SPEED - EXCESSIVE - ROAD PASSENGER ENGINEER/MOTORMAN
2. IMPAIRMENT (drugs) - ROAD PASSENGER ENGINEER/MOTORMAN
3. SIGNAL INDICATION - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR020B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7049 — 04/27/87 — NEW YORK CITY, NY — Time (Lcl) - 0818 EDT

---Basic Information---

Reporting Railroad - PATH
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	12	588
Motorist	0	0	0	0
Other	0	0	12	590

PATH - PORT AUTHORITY TRANS HUDSON

---Railroad/Personnel Information---

Train Data
Railroad - PATH
Type of Train - HEAVY RAIL TRANSIT
Train ID - 757 JOSQ
Direction - EAST
Speed (Est.) - 0
Speed (Auth.) - 12

Train Consist/Damage
No. Loco. Units - 7
No. Cars/Caboose - N/A
End of Train Monitor - MARKER
Length (Feet) - 357
Trailing Tons - N/A
Loco. Damaged/Derailed - 2/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

PATH - PORT AUTHORITY TRANS HUDSON

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - TUNNEL

Line of Sight - 125 FT.

Evacuation - NO

Itinerary
Last Departure Point
JERSEY CITY, NJ

Destination
MANHATTAN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 0818 EDT ON APRIL 27, 1987, PORT AUTHORITY TRANS- HUDSON CORPORATION (PATH) TRANSIT TRAIN 7:57 JOURNAL SQUARE TO 33RD ST. (757 JO SQ), WHILE STANDING IN THE CHRISTOPHER STREET STATION, WAS STRUCK IN THE REAR BY PATH'S 811 HOB TRANSIT TRAIN. APPROXIMATELY 1200 PASSENGER WERE ON THE 2 TRAINS AND 24 PASSENGERS (APPROXIMATELY 12 FROM EACH TRAIN) RECEIVED MINOR INJURIES. TESTING REVEALED TRAIN 811 HOB WAS OPERATED AT A SPEED IN EXCESS OF THAT PERMITTED BY SIGNAL INDICATIONS. TOXICOLOGY SAMPLES TAKEN FROM THE OPERATOR OF TRAIN 811 HOB ABOUT THREE HOURS AFTER THE ACCIDENT REVEALED THE PRESENCE OF MARIJUANA IN THE THE FOLLOWING CONCENTRATIONS: BLOOD, 1.7 NG/ML THC (MARIJUANA); AND OF THE METABOLITE OF MARIJUANA, 80 NG/ML IN BLOOD AND 422 NG/ML IN URINE.

File No. - 7049 04/27/87 NEW YORK CITY, NY Time (Lcl) - 0818 EDT

Occurrence #1 - COLLISION, REAR
Phase - STANDING

Finding(s)
1. SPEED - EXCESSIVE - ENGINEER OF OTHER TRAIN
2. IMPAIRMENT (drugs) - ENGINEER OF OTHER TRAIN
3. SIGNAL INDICATION - NOT COMPLIED - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR011A | **BRIEF OF ACCIDENT** | **RUNDATE:** 05/18/89

File No. - 7051 | 04/30/87 | TOLONO, IL | Time (Lcl) - 2358 CST

---Basic Information---

Reporting Railroad - ICG
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 180,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	5

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ICG
Type of Train - LIGHT LOCOMOTIVE
Train ID - EXTRA 3077 SOUTH
Direction - SOUTH
Speed (Est.) - 20
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - N/A
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 700 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHAMPAIGN, IL

Destination
BLUFORD, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.19
Alignment - TANGENT

---Narrative---

NORFOLK SOUTHERN FREIGHT TRAIN EXTRA 6146 WEST, CONSISTING OF 3 LOCOMOTIVE UNITS AND 156 CARS COLLIDED WITH THE SIDE OF ILLINOIS CENTRAL GULF FREIGHT TRAIN EXTRA 3077 SOUTH. EXTRA 3077 SOUTH CONSISTED OF 2 LIGHT LOCOMOTIVE UNITS. THREE LOCOMOTIVE UNITS AND SIX FREIGHT CARS OF THE EXTRA 6146 WEST WERE DERAILED. BOTH LOCOMOTIVE UNITS OF THE EXTRA 3077 SOUTH WERE DERAILED. THE INVESTIGATION DETERMINED THAT THE EXTRA 6146 WEST WAS OPERATING ON A CLEAR SIGNAL, AND THE EXTRA 3077 SOUTH HAD PASSED A STOP SIGNAL.

File No. - 7051 04/30/87 TOLONO, IL Time (Lcl) - 2358 CST

Occurrence #1 - COLLISION, SIDE
Phase - STOPPING

Finding(s)
1. INTERLOCKING SIGNAL - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. INTERLOCKING SIGNAL - NOT COMPLIED - BRAKEMAN
4. INATTENTIVE - BRAKEMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FRC11B | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7051 | 04/30/87 | TOLONO, IL | Time (Lcl) - 2358 CST

---Basic Information---

Reporting Railroad - ICG
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 269,734.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA NW 6146 WEST
Direction - WEST
Speed (Est.) - 23
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 156/0
End of Train Monitor - MONITOR
Length (Feet) - 8850
Trailing Tons - 10141
Loco. Damaged/Derailed - 3/0
Cars Damaged/Derailed - 6/6

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
PERU, IN

Destination
DECATUR, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.19
Alignment - TANGENT

---Narrative---
NORFOLK SOUTHERN FREIGHT TRAIN EXTRA 6146 WEST, CONSISTING OF 3 LOCOMOTIVE UNITS AND 156 CARS COLLIDED WITH THE SIDE OF ILLINOIS CENTRAL GULF FREIGHT TRAIN EXTRA 3077 SOUTH. EXTRA 3077 SOUTH CONSISTED OF 2 LITE LOCOMOTIVE UNITS. THREE LOCOMOTIVE UNITS AND SIX FREIGHT CARS OF THE EXTRA 6146 WEST WERE DERAILED. BOTH LOCOMOTIVE UNITS OF THE EXTRA 3077 SOUTH WERE DERAILED. THE INVESTIGATION DETERMINED THAT THE EXTRA 6146 WEST WAS OPERATING ON A CLEAR SIGNAL, AND THE EXTRA 3077 SOUTH HAD PASSED A STOP SIGNAL.

File No. - 7051 04/30/87 TOLONO, IL Time (Lcl) - 2358 CST

Occurrence #1 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
1. INTERLOCKING SIGNAL - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. INATTENTIVE - ENGINEER OF OTHER TRAIN
3. INTERLOCKING SIGNAL - NOT COMPLIED - CREW MEMBER OF OTHER TRAIN
4. INATTENTIVE - CREW MEMBER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR012A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7052 — 05/02/87 — GILMAN, IL — Time (Lcl) - 1152 CST

---Basic Information---

Reporting Railroad - ICG
Type of Accident - COLLISION, SIDE
Operating Phase - STANDING
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 35,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ICG
Type of Train - FREIGHT
Train ID - EXTRA 2006 NORTH
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 6/0
End of Train Monitor - NO
Length (Feet) - 400
Trailing Tons - 470
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 4/4

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
CLINTON, IL

Destination
MARKHAM, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.36
Alignment - TANGENT

---Narrative---

AT 1152 CST, MAY 2, 1987, ATSF TRAIN EXTRA 6414 EAST WITH 30 CARS AND TWO LOCOMOTIVE UNITS STRUCK ICG TRAIN EXTRA 2006 NORTH (IAN-I) AT THE RAILROAD CROSSING AT GILMAN, IL. THE ATSF TRAIN WAS MOVING AT A SPEED OF 30 MPH GOVERNED BY A CLEAR SIGNAL ASPECT DISPLAYED. THE ICG TRAIN WAS PERFORMING SWITCHING MOVES AND SHOVING 6 CARS ACROSS THE RAILROAD CROSSING WITH THE SIGNAL INDICATING A STOP (RED) ASPECT. TOXICOLOGICAL ANALYSIS WERE PERFORMED ON 5 ICG EMPLOYEES, 4 CREWMEN AND TOWER OPERATOR, AND PRODUCED ONE POSITIVE RESULT. TOXICOLOGY SAMPLES TAKEN FROM THE BRAKEMAN CONTROLLING THE SHOVING MOVEMENT FROM THE LEADING CAR ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF THE METABOLITE OF COCAINE, BENZOYLECGONINE IN THE FOLLOWING CONCENTRATIONS: URINE, 0.43 MCG/ML; AND BLOOD WAS NEGATIVE.

File No. - 7052 05/02/87 GILMAN, IL Time (Lcl) - 1152 CST

Occurrence #1 - COLLISION, SIDE
Phase - SHOVING CARS

Finding(s)
1. INTERLOCKING SIGNAL - NOT COMPLIED - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
2. PHYSICAL IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
3. RADIO RULES - NOT COMPLIED - BRAKEMAN
4. RADIO RULES - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (local and way freight)
5. INTERLOCKING RULES - NOT COMPLIED - BRAKEMAN
6. INTERLOCKING RULES - NOT COMPLIED - CONDUCTOR
7. INTERLOCKING - IMPROPERLY PLACED

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR012B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7052 — 05/02/87 — GILMAN, IL — Time (Lcl) - 1152 CST

---Basic Information---

Reporting Railroad - ICG
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 90,600.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	5

ICG - ILLINOIS CENTRAL GULF RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 6414 EAST
Direction - EAST
Speed (Est.) - 30
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 30/0
End of Train Monitor - MARKER
Length (Feet) - 2670
Trailing Tons - 1910
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
EAST PEORIA, IL

Destination
LOGANSPORT, IN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AT 1152 CST, MAY 2, 1987, ATSF TRAIN EXTRA 6414 EAST WITH 30 CARS AND TWO LOCOMOTIVE UNITS STRUCK ICG TRAIN EXTRA 2006 NORTH (IAN-1) AT THE RAILROAD CROSSING AT GILMAN, IL. THE ATSF TRAIN WAS MOVING AT A SPEED OF 30 MPH GOVERNED BY A CLEAR SIGNAL ASPECT DISPLAYED. THE ICG TRAIN WAS PERFORMING SWITCHING MOVES AND SHOVING 6 CARS ACROSS THE RAILROAD CROSSING WITH THE SIGNAL INDICATING A STOP (RED) ASPECT. TOXICOLOGICAL ANALYSIS WERE PERFORMED ON 5 ICG EMPLOYEES, 4 CREWMEN AND TOWER OPERATOR, AND PRODUCED ONE POSITIVE RESULT. TOXICOLOGY SAMPLES TAKEN FROM THE BRAKEMAN CONTROLLING THE SHOVING MOVEMENT FROM THE LEADING CAR ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF THE METABOLITE OF COCAINE, BENZOYLECGONINE IN THE FOLLOWING CONCENTRATIONS: URINE, 0.43 MCG/ML; AND BLOOD WAS NEGATIVE.

File No. - 7052 05/02/87 GILMAN, IL Time (Lcl) - 1152 CST

Occurrence #1 - COLLISION, SIDE
Phase - SHOVING CARS

Finding(s)
1. INTERLOCKING SIGNAL - NOT COMPLIED - OTHER CREW MEMBER
2. IMPAIRMENT (drugs) - OTHER CREW MEMBER
3. RADIO RULES - NOT COMPLIED - BRAKEMAN
4. RADIO RULES - NOT COMPLIED - CONDUCTOR
5. INTERLOCKING RULES - NOT COMPLIED - BRAKEMAN
6. INTERLOCKING RULES - NOT COMPLIED - CONDUCTOR
7. INTERLOCKING - IMPROPERLY PLACED

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR013A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7053 — 05/04/87 — EAST POINT, GA — Time (Lcl) - 1000 EDT

---Basic Information---

Reporting Railroad - XMAT
Type of Accident - COLLISION.REAR-END
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 155,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	1	2	0

XMAT - METROPOLITAN ATLANTA RAPID TRANSIT AUTH.

---Railroad/Personnel Information---

Train Data
Railroad - XMAT
Type of Train - HEAVY RAIL TRANSIT
Train ID - 279
Direction - SOUTH
Speed (Est.) - 10
Speed (Auth.) - 3

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 300
Trailing Tons - N/A
Loco. Damaged/Derailed - 4/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XMAT - METROPOLITAN ATLANTA RAPID TRANSIT AUTH.

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 25 FT.

Evacuation - NO

Itinerary
Last Departure Point
EAST POINT, GA

Destination
EAST POINT, GA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/2
Gradient - DES. 0.56
Alignment - TANGENT

---Narrative---

AT 1000 EDT, MAY 4, 1987, A 4 CAR METROPOLITAN ATLANTA RAPID TRANSIT (MARTA) TRAIN MOVING SOUTH OF THE STATION AT EAST POINT, GEORGIA INTO A TURNBACK AREA TO REVERSE THE TRAIN'S DIRECTION COLLIDED WITH A STANDING TWO CAR TEST TRAIN. THE TWO CAR TEST TRAIN WAS IN TURN PROPELLED INTO TWO STORED CARS STANDING NEAR A BUMPING POST WHICH WAS STRUCK AS A RESULT OF THE COLLISION. THERE WAS NO DERAILMENT OR FIRE. THREE MARTA EMPLOYEES AND A CAR MANUFACTURER'S REPRESENTATIVE WERE INJURED. DAMAGES WERE ESTIMATED TO BE $410,000. TOXICOLOGICAL ANALYSIS OF THE PASSENGER MOTORMAN OF THE STRIKING TRAIN WAS NEGATIVE FOR CONTROLLED SUBSTANCES; HOWEVER, HE WAS TAKING PRESCRIBED MEDICATION FOR A HEART CONDITION AND SHOULD NOT HAVE BEEN OPERATING EQUIPMENT.

File No. - 7053 | 05/04/87 | EAST POINT, GA | Time (Lcl) - 1000 EDT

Occurrence #1 - COLLISION, REAR
Phase - SLOWING

Finding(s)
1. SAFETY RULES - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
2. USE OF DRUGS - ROAD PASSENGER ENGINEER/MOTORMAN
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
4. PHYSICAL IMPAIRMENT (other cardiovascular) - ROAD PASSENGER ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 4

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR013B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7053 — 05/04/87 — EAST POINT, GA — Time (Lcl) - 1000 EDT

---Basic Information---

Reporting Railroad - XMAT
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 250,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	2	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	1	0

XMAT - METROPOLITAN ATLANTA RAPID TRANSIT AUTH.

---Railroad/Personnel Information---

Train Data
Railroad - XMAT
Type of Train - HEAVY RAIL TRANSIT
Train ID - 293
Direction - N/A
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 150
Trailing Tons - N/A
Loco. Damaged/Derailed - 2/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XMAT - METROPOLITAN ATLANTA RAPID TRANSIT AUTH.

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
EAST POINT, GA

Destination
EAST POINT, GA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/2
Gradient - DES. 0.56
Alignment - TANGENT

---Narrative---

AT 1000 EDT, MAY 4, 1987, A 4 CAR METROPOLITAN ATLANTA RAPID TRANSIT (MARTA) TRAIN MOVING SOUTH OF THE STATION AT EAST POINT, GEORGIA INTO A TURNBACK AREA TO REVERSE THE TRAIN'S DIRECTION COLLIDED WITH A STANDING TWO CAR TEST TRAIN. THE TWO CAR TEST TRAIN WAS IN TURN PROPELLED INTO TWO STORED CARS STANDING NEAR A BUMPING POST WHICH WAS STRUCK AS A RESULT OF THE COLLISION. THERE WAS NO DERAILMENT OR FIRE. THREE MARTA EMPLOYEES AND A CAR MANUFACTURER'S REPRESENTATIVE WERE INJURED. DAMAGES WERE ESTIMATED TO BE $410,000. TOXICOLOGICAL ANALYSIS OF THE PASSENGER MOTORMAN OF THE STRIKING TRAIN WAS NEGATIVE FOR CONTROLLED SUBSTANCES; HOWEVER, HE WAS TAKING PRESCRIBED MEDICATION FOR A HEART CONDITION AND SHOULD NOT HAVE BEEN OPERATING EQUIPMENT.

File No. - 7053 05/04/87 EAST POINT, GA Time (Lcl) - 1000 EDT

Occurrence #1 - COLLISION, REAR
Phase - STANDING

Finding(s)
1. SAFETY RULES - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
2. USE OF DRUGS - ENGINEER OF OTHER TRAIN
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
4. PHYSICAL IMPAIRMENT (other cardiovascular) - ENGINEER OF OTHER TRAIN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 4

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR021 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7054 | 05/06/87 | CONFLUENCE, PA | Time (Lcl) - 0410 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,106,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4274 WEST
Direction - WEST
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 117/1
End of Train Monitor - MARKER
Length (Feet) - 7378
Trailing Tons - 5159
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 27/27

Crew Information
Front End - 3
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, FOG
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - YES

Itinerary
Last Departure Point
CUMBERLAND, MD

Destination
CONNELLSVILLE, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 1.02
Alignment - CURVE 5 D 45 M

---Narrative---

EXTRA 4274 WEST CONSISTING OF 3 LOCOMOTIVE UNITS AND 117 CARS WAS OPERATING ABOUT 40 MPH WHEN 27 CARS DERAILED. THE DERAILED CARS STRUCK AND DESTROYED THE INTERLOCKER TOWER BUILDING. TWENTY ONE EMPTY TANK CARS THAT LAST CONTAINED HAZARDOUS MATERIAL WERE INVOLVED IN THE DERAILMENT WHICH PROMPTED THE FIRE CHIEF TO EVACUATE 990 PEOPLE FROM THE AREA. IT WAS DETERMINED THAT EMPTY CAR ACFX 17570 WAS EQUIPPED WITH IMPROPER SIZED TRUCK SIDES. THE INTERLOCKER TOWER OPERATOR WAS KILLED AND THERE WERE NO OTHER INJURIES.

File No. - 7054 05/06/87 CONFLUENCE, PA Time (Lcl) - 0410 EDT

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. SIDE FRAME - INCORRECT ASSEMBLY/PART
2. EQUIPMENT INSPECTION - INADEQUATE - CARMAN
3. MANUFACTURER - MANUFACTURER

Occurrence #2 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Occurrence #3 - FATALITY, EMPLOYEE
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR010 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7055 | 05/07/87 | COOKS, WA | Time (Lcl) - 1450 PDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 1,613,694.00
Non-Railroad - $ 9,847.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7896 WEST
Direction - WEST
Speed (Est.) - 55
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 34/0
End of Train Monitor - NO
Length (Feet) - 4418
Trailing Tons - 2765
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 20/20

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
WISHRAM, WA

Destination
PORTLAND, OR

Hazardous Materials
Involved - YES
Cars Involved - 5

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 3 D O M

---Narrative---

BN FREIGHT TRAIN EXTRA 7896 WEST, CONSISTING OF 3 LOCOMOTIVE UNITS, 33 LOADED CARS AND A CABOOSE DERAILED 22 CARS OF THE TRAIN NEAR COOKS, WA. FIVE OF THE DERAILED CARS CONTAINED HAZARDOUS MATERIALS. A FIRE STARTED, DESTROYING TWO OF THESE CARS. SEVERAL OF THE OTHER DERAILED CARS WERE DESTROYED. THE INVESTIGATION DETERMINED THAT A LARGE BOULDER BECAME DISLODGED, ROLLED DOWN AN EMBANKMENT, AND COLLIDED WITH THE FOURTH HEAD CAR.

File No. - 7055 05/07/87 COOKS, WA Time (Lcl) - 1450 PDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - DEBRIS
2. TERRAIN CONDITION - LOOSE OBJECTS
3. EMBANKMENT - DISENGAGED

Occurrence #2 - FIRE
Phase - STOPPING

Finding(s)
4. TRAILER - BURNED
5. BLOCKING/BRACING/BANDING - BURNED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR013 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7056 — 05/09/87 — CINCINNATI, OH — Time (Lcl) - 0605 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4302
Direction - WEST
Speed (Est.) - 6
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 47/1
End of Train Monitor - MARKER
Length (Feet) - 2500
Trailing Tons - 2658
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
LIMA, OH

Destination
CINCINNATI, OH

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/60
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

A CSX TRANSPORTATION ROAD CONDUCTOR WAS FATALLY INJURED WHEN STRUCK BY A PASSING CUT OF CARS IN A YARD. PRIOR TO DYING THE CONDUCTOR INFORMED ANOTHER RAILROAD EMPLOYEE THAT HE HAD STOPPED IN FRONT OF THE CARS AFTER GETTING OFF HIS TRAIN'S CABOOSE.

File No. - 7056 05/09/87 CINCINNATI, OH Time (Lcl) - 0605 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - SHOVING CARS

Finding(s)
1. CUT OF CARS - APPROACHING
2. SAFETY RULES - NOT COMPLIED - ROAD FREIGHT CONDUCTOR (through freight)
3. LIGHT CONDITION - DAYLIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR022 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7057 | 05/10/87 | PALM, KY | Time (Lcl) - 1458 EDT

---Basic Information---

Reporting Railroad - NS
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 579,700.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA 3817 NORTH
Direction - NORTH
Speed (Est.) - 45
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 70/0
End of Train Monitor - MONITOR
Length (Feet) - N/A
Trailing Tons - 5373
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 24/24

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHATTANOOGA, TN

Destination
FORT WAYNE, IN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.30
Alignment - TANGENT

---Narrative---
NORFOLK & SOUTHERN FREIGHT TRAIN EXTRA 3817 NORTH DERAILED 24 OF ITS 70 CAR CONSIST AT MILE POST 130.6, PALM, KY. A BURNT OFF AXLE, CAUSED BY A ROLLER BEARING FAILURE, WAS FOUND ON THE 22ND HEAD CAR.

File No. - 7057 05/10/87 PALM, KY Time (Lcl) - 1458 EDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. ROLLER BEARING - OVERHEATED
2. AXLE JOURNAL - BURN-OFF

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR014 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7058 | 05/11/87 | ELM CITY, NC | Time (Lcl) - 1030 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 703,479.00
Non-Railroad - $ 347,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 7007 NORTH
Direction - NORTH
Speed (Est.) - 40
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 137/1
End of Train Monitor - N/A
Length (Feet) - 8776
Trailing Tons - 9889
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 26/26

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1300 FT.

Evacuation - YES

Itinerary
Last Departure Point
HAMLET, NC

Destination
RICHMOND, VA

Hazardous Materials
Involved - YES
Cars Involved - 5

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

CSX freight train Extra 7007 North, consisting of 6 locomotive units and 137 freight cars, traveling at 40 mph, had 25 cars derail. There was a spill of Oleum from a damaged tank car and the entire population of about 2500 persons was evacuated from town. There was no fire or personal injury. A failed freight car journal and overheated bearing associated with one of the derailed cars was found at the site. The train had passed over a hotbox detector without any indication of hot bearing about 15 miles prior to the derailment location. The roller bearing equipped truck had been modified from a friction bearing type about 15 years prior to the derailment.

File No. - 7058 05/11/87 ELM CITY, NC Time (Lcl) - 1030 EDT

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. ROLLER, TRUCK-SIDE - FAILURE (TOTAL)
2. AXLE JOURNAL - BURN-OFF

Occurrence #2 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Finding(s)
3. WHEEL(S) - SHIFTED

Occurrence #3 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

Occurrence #4 - RUPTURE OF TANK CAR
Phase - STOPPING

Finding(s)
4. DOME - PENETRATED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR013A — BRIEF OF ACCIDENT — RUNDATE: 05/18/89

File No. - 7059 — 05/13/87 — TAMA, IA — Time (Lcl) - 0435 CDT

---Basic Information---

Reporting Railroad - CNW
Type of Accident - DERAILMENT
Operating Phase - STANDING
Method of Operation - CAB SIGNALS
AUTOMATIC TRAIN CO

Property Losses
Railroad - $ 285,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	1	3

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - FREIGHT
Train ID - EXTRA 5078 WEST
Direction - WEST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 116/0
End of Train Monitor - MONITOR
Length (Feet) - 9424
Trailing Tons - 6640
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 7/7

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
CLINTON, IA

Destination
BOONE, IA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.12
Alignment - CURVE 1 D 0 M

---Narrative---
CNW EXTRA 5051 EAST STRUCK A DERAILED CAR IN EXTRA 5078 WEST, 72 CARS BEHIND THE LOCOMOTIVES. IMPACT DERAILED 3 LOCOMOTIVES AND 15 CARS IN EXTRA 5051 EAST AND 7 CARS IN EXTRA 5078 WEST. CREWMEMBER ABOARD EXTRA 5051 EAST RECEIVED MINOR INJURIES. THE INVESTIGATION DETERMINED THE WEST BOUND CREW FAILED TO STOP THE EASTBOUND TRAIN ON THE ADJACENT TRACK. CONTRIBUTING TO THE ACCIDENT WAS A FAULTY ATC PENALTY OVERRIDE BUTTON ON THE LEAD LOCOMOTIVE OF THE WESTBOUND TRAIN.

File No. - 7059 05/13/87 TAMA, IA Time (Lcl) - 0435 CDT

Occurrence #1 - DERAILMENT,INITIAL
Phase - SLOWING

Finding(s)
1. EXTRA TRAIN - BLOCKED (PARTIAL)
2. TRAIN HANDLING - POOR - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - COLLISION, SIDE
Phase - STANDING

Finding(s)
3. EXTRA TRAIN - BLOCKED (PARTIAL)
4. GENERAL RULES - NOT PERFORMED - ROAD FREIGHT CONDUCTOR (through freight)
5. AUTOMATIC TRAIN CONTROL - DEFECTIVE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 4

Factor(s) relating to this accident is/are finding(s) 1, 3, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR013B — BRIEF OF ACCIDENT — RUMDATE: 05/18/89

File No. - 7059 — 05/13/87 — TAMA, IA — Time (Lcl) - 0435 CDT

---Basic Information---

Reporting Railroad - CNW
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC TRAIN CO

Property Losses
Railroad - $ 141,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - FREIGHT
Train ID - EXTRA 5051 EAST
Direction - EAST
Speed (Est.) - 50
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 110/0
End of Train Monitor - MONITOR
Length (Feet) - 8775
Trailing Tons - 7448
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 15/15

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 600 FT.

Evacuation - NO

Itinerary
Last Departure Point
BOONE, IA

Destination
CLINTON, IA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.12
Alignment - CURVE 1 D 0 M

---Narrative---

CNW EXTRA 5051 EAST STRUCK A DERAILED CAR IN EXTRA 5078 WEST, 72 CARS BEHIND THE LOCOMOTIVES. IMPACT DERAILED 3 LOCOMOTIVES AND 15 CARS IN EXTRA 5051 EAST AND 7 CARS IN EXTRA 5078 WEST. CREWMEMBER ABOARD EXTRA 5051 EAST RECEIVED MINOR INJURIES. THE INVESTIGATION DETERMINED THE WEST BOUND CREW FAILED TO STOP THE EASTBOUND TRAIN ON THE ADJACENT TRACK. CONTRIBUTING TO THE ACCIDENT WAS A FAULTY ATC PENALTY OVERRIDE BUTTON ON THE LEAD LOCOMOTIVE OF THE WESTBOUND TRAIN.

File No. - 7059 05/13/87 TAMA, IA Time (Lcl) - 0435 CDT

Occurrence #1 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - OTHER
2. LIGHT CONDITION - DARK NIGHT
3. AUTOMATIC TRAIN CONTROL - DEFECTIVE

Occurrence #2 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR021 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7060 — 05/17/87 — KENNARD, NE — Time (Lcl) - 1830 CDT

---Basic Information---

Reporting Railroad - CNW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 2,272,366.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - FREIGHT
Train ID - NPBI-A
Direction - EAST
Speed (Est.) - 45
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 122/0
End of Train Monitor - MONITOR
Length (Feet) - 8401
Trailing Tons - 12186
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 16/16

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
FREMONT, NE

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.50
Alignment - TANGENT

---Narrative---

AT 1830 CDT ON MAY 17, 1987, FREIGHT TRAIN NPBIA-71, CONSISTING OF 4 LOCOMOTIVE UNITS AND 122 CARS, HAD 16 CARS DERAIL WHILE MOVING 45 MPH AT THE WEST SIDING SWITCH. THE DERAILED CARS STRUCK AND DESTROYED A DOUBLE TRACK PILE TRESTLE BRIDGE. THE FOUR MAN CREW WAS LOCATED ON THE LOCOMOTIVES, EVEN THOUGH THERE WAS A CABOOSE ON THE REAR OF THE TRAIN. INVESTIGATION REVEALED A DRAWBAR PULLED OUT AND FELL TO THE TRACK. TOXICOLOGY SAMPLES WERE TAKEN FROM THE 4 CREW MEMBERS. TOXICOLOGY SAMPLES TAKEN FROM A BRAKEMAN ABOUT SIX HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF METABOLITE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 39 NG/ML, AND URINE, 96 NG/ML.

File No. - 7060 05/17/87 KENNARD, NE Time (Lcl) - 1830 CDT

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. DRAFT GEAR - REPLACED
2. DRAFT GEAR - INCORRECT ASSEMBLY/PART
3. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
4. COUPLER (WHOLE COMPONENT) - FAILURE (TOTAL)
5. TURNOUT GUARD RAILS - DAMAGE

Occurrence #2 - TRAIN SEPARATION
Phase - MAINTAINING SPEED

Occurrence #3 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR023 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7061 | 05/20/87 | MANHATTAN, NY | Time (Lcl) - 2110 EDT

---Basic Information---

Reporting Railroad - XMTA
Type of Accident - PASSENGER FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	0
Passengers	1	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Railroad/Personnel Information---

Train Data
Railroad - XMTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 0840 WDL/UTI
Direction - SOUTH
Speed (Est.) - 10
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 10/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - TUNNEL ARTIFICI

Line of Sight - 5 FT.

Evacuation - NO

Itinerary
Last Departure Point
WOODLAWN, BRONX, NY

Destination
UTICA AVE, BROOKLYN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.20
Alignment - TANGENT

---Narrative---

A 27-YEAR-OLD MALE PASSENGER FELL BETWEEN CARS AND WAS KILLED WHEN HE ATTEMPTED TO PASS BETWEEN CARS OF A MOVING NEW YORK CITY TRANSIT AUTHORITY SUBWAY TRAIN.

File No. - 7061 05/20/87 MANHATTAN, NY Time (Lcl) - 2110 EDT

Occurrence #1 - FATALITY, PASSENGER
Phase - MAINTAINING SPEED

Finding(s)
1. SAFETY RULES - DISREGARDED - PASSENGER
2. PHYSICAL IMPAIRMENT (alcohol) - PASSENGER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR014 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7062 | 05/22/87 | OSHKOSH, NE | Time (Lcl) - 2105 MDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 493,950.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 5030 EAST
Direction - EAST
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 114/1
End of Train Monitor - NO
Length (Feet) - 6089
Trailing Tons - 14641
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 32/32

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
SOUTH MORRILL, NE

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.14
Alignment - TANGENT

---Narrative---

ABOUT 2105 MDT ON MAY 22, 1987, UNIT COAL TRAIN EXTRA 5030 EAST HAD 32 CARS DERAIL WHILE MOVING ABOUT 40 MPH. ALL DERAILED CARS WERE DESTROYED. THE FIRST CAR TO DERAIL (THE 11TH CAR) WAS FOUND TO HAVE A BROKEN AXLE. THERE WERE NO INJURIES OR FATALITIES. TOXICOLOGY SAMPLES WERE TAKEN FROM ALL 4 CREWMEMBERS. TOXICOLOGY SAMPLES TAKEN FROM THE BRAKEMAN ABOUT SEVEN HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 11 NG/ML, METABOLITE OF MARIJUANA; AND URINE, 27 NG/ML FOR METABOLITE OF MARIJUANA.

File No. - 7062 05/22/87 OSHKOSH, NE Time (Lcl) - 2105 MDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. AXLE (ENTIRE COMPONENT) - BROKEN
2. MATERIAL DEFECT (inadequate quality control) - MANUFACTURER
3. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR015 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7063 | 05/26/87 | CARLTON, MN | Time (Lcl) - 2040 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 538,700.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7290 EAST
Direction - EAST
Speed (Est.) - 22
Speed (Auth.) - 35

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 181/1
End of Train Monitor - NO
Length (Feet) - 6549
Trailing Tons - 22689
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 27/27

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
CASS LAKE, MN

Destination
SUPERIOR, WI

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.40
Alignment - CURVE 5 D 8 M

---Narrative---
EXTRA 7290 EAST CONSISTING OF 3 LOCOMOTIVES 181 CARS AND 22,689 TONS WAS OPERATING ABOUT 22 MPH ON A DESCENDING GRADE WHEN 27 CARS DERAILED. ADJUSTMENTS TO THE BRAKES AND THROTTLE HAD BEEN MADE JUST PRIOR TO DERAILMENT. DERAILMENT OCCURRED ON A CURVE THAT HAD SLIGHT IRREGULARITIES IN THE TRACK SURFACE.

File No. - 7063 05/26/87 CARLTON, MN Time (Lcl) - 2040 CDT

Occurrence #1 - DERAILMENT
Phase - ACCELERATING

Finding(s)
1. CROSS ELEVATION - IRREGULAR

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR022 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7064 — 05/27/87 — WRIGHT, WY — Time (Lcl) - 2020 MST

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 556,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7250 SOUTH
Direction - SOUTH
Speed (Est.) - 45
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 113/0
End of Train Monitor - MONITOR
Length (Feet) - 7080
Trailing Tons - 14916
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 24/24

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 500 FT.

Evacuation - NO

Itinerary
Last Departure Point
GILLETTE, WY

Destination
DOUGLAS, WY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.41
Alignment - TANGENT

---Narrative---

Consisting of a 6 unit locomotive and 113 cars derailed 24 cars. An investigation determined that a car coupler yoke on the trailing end of car No. 11 behind the locomotive broke and as a result the train separated. The head end slowed down quicker than the rear portion of the separated train and the rear portion collided with the head portion and the derailment resulted. The car coupler yoke exhibited prior metal fatigue conditions.

File No. - 7064 05/27/87 WRIGHT, WY Time (Lcl) - 2020 MST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. COUPLER YOKE - DEFECT, INTERNAL
2. COUPLER YOKE - BROKEN

Occurrence #2 - TRAIN SEPARATION
Phase - MAINTAINING SPEED

Occurrence #3 - COLLISION
Phase - STOPPING

Occurrence #4 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR015A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7065 — 06/02/87 — HUNTINGDON, TN — Time (Lcl) - 1100 CDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 2,500.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	1	1	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 6098 NORTH
Direction - NORTH
Speed (Est.) - 42
Speed (Auth.) - 49

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 169/1
End of Train Monitor - NO
Length (Feet) - 7000
Trailing Tons - 9250
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
MEMPHIS, TN

Destination
BRUCETON, TN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.01
Alignment - CURVE 2 D 0 M

---Narrative---
CSX freight train Extra 6098 North, traveling northbound at 42 mph, collided with an on-track Kershaw brush cutting machine near Huntingdon, TN. The train consisted of 5 diesel-electric locomotive units and 169 freight cars. The train was manned by a four man crew. The brush cutter was manned by two operators. Both of the operators of the brush cutter were injured. The brush cutter was destroyed. The train dispatcher on duty at the time admitted that he failed to list the brush cutter on the train sheet, after granting the authority for it to occupy the track.

File No. - 7065 06/02/87 HUNTINGDON, TN Time (Lcl) - 1100 CDT

Occurrence #1 - COLLISION, REAR
Phase - STOPPING

Finding(s)
1. TRACK WARRANT CONTROL - IMPROPER - TRAIN DISPATCHER
2. DIVERTED ATTENTION - TRAIN DISPATCHER
3. OPERATION/OPERATOR - COMPANY OPERATOR/MGMT
4. TRACK MACHINERY - DAMAGE
5. VERBAL/RADIO/TELEPHONE PERMISSION - IMPROPER - TRAIN DISPATCHER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 5

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR015B | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7065 | 06/02/87 | HUNTINGDON, TN | Time (Lcl) - 1100 CDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 80,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	1	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - MAINT. EQUIPMENT
Train ID - HRBC 4325
Direction - NORTH
Speed (Est.) - 2
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
MCKENZIE, TN

Destination
MCKENZIE, TN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.01
Alignment - CURVE 2 D 0 M

---Narrative---

CSX freight train Extra 6098 North, traveling northbound at 20 mph, collided with an on-track Kershaw brush cutting machine near Huntingdon, TN. The train consisted of 5 diesel-electric locomotive units and 169 freight cars. The train was manned by a four man crew. The brush cutter was manned by two operators. Both of the operators of the brush cutter were injured. The brush cutter was destroyed. The train dispatcher on duty at the time admitted that he failed to list the brush cutter on the train sheet, after granting the authority for it to occupy the track.

File No. - 7065 06/02/87 HUNTINGDON, TN Time (Lcl) - 1100 CDT

Occurrence #1 - COLLISION, REAR
Phase - STOPPING

Finding(s)
1. TRACK WARRANT CONTROL - IMPROPER - TRAIN DISPATCHER
2. DIVERTED ATTENTION - TRAIN DISPATCHER
3. OPERATION/OPERATOR - COMPANY OPERATOR/MGMT
4. TRACK MACHINERY - DAMAGE
5. VERBAL/RADIO/TELEPHONE PERMISSION - IMPROPER - TRAIN DISPATCHER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 5

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87MR011 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7066 | 06/03/87 | LIGURTA, AZ | Time (Lcl) - 1552 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL
TIMETABLE

Property Losses
Railroad - $ 3,956,956.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	1	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7656 WEST
Direction - WEST
Speed (Est.) - 55
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 55/0
End of Train Monitor - MONITOR
Length (Feet) - 5958
Trailing Tons - 4516
Loco. Damaged/Derailed - 5/5
Cars Damaged/Derailed - 18/18

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 450 FT.

Evacuation - NO

Itinerary
Last Departure Point
TUCSON, AZ

Destination
LOS ANGELES, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 1.00
Alignment - CURVE 3 D 0 M

---Narrative---

SP FREIGHT TRAIN EXTRA 7656 WEST TRAVELING WESTBOUND AT 55 MPH DERAILED 5 LOCOMOTIVE UNITS AND 18 CARS. THE TRAIN CONSISTED OF 5 LOCOMOTIVE UNITS AND 55 LOADED FREIGHT CARS. TWO BRAKEMAN WERE INJURED DURING THE DERAILMENT. THE AREA HAD RECORDED EXTREME AMBIENT TEMPERATURES DURING THE PAST TWO DAYS. THE ENGINEER SAW A SECTION OF TRACK ON THE 3 DEGREE LEFT HAND CURVE THAT WAS DISPLACED FROM ITS NORMAL LOCATION. A TRACK INSPECTOR PASSED THE AREA IN A HIGH RAIL VEHICLE ON THE ADJACENT MAIN TRACK, APPROXIMATELY 4-1/2 HOURS PRIOR TO THE ACCIDENT. A WESTBOUND FREIGHT TRAIN TRAVELING ON NO. 1 MAIN TRACK PASSED THE DERAILMENT AREA APPROXIMATELY ONE-HALF HOUR PRIOR TO THE DERAILMENT, AND NO UNSAFE CONDITIONS WERE FELT OR SEEN.

File No. - 7066 06/03/87 LIGURTA, AZ Time (Lcl) - 1552 MST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - THERMAL DAMAGE
2. RAIL - TIGHT
3. CURVED TRACK - IRREGULAR
4. ALIGNMENT - DISTORTED
5. CURVED TRACK - WEAKENED
6. ROADBED - TEMPERATURE EXTREMES

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 5, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR024 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7067 | 06/07/87 | GREEN SPRING, WV | Time (Lcl) - 1348 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,055,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4251 EAST
Direction - EAST
Speed (Est.) - 43
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 67/0
End of Train Monitor - MONITOR
Length (Feet) - 5832
Trailing Tons - 5096
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 27/27

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
CUMBERLAND, MD

Destination
BALTIMORE, MD

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.11
Alignment - CURVE 6 D 0 M

---Narrative---

FREIGHT TRAIN EXTRA 4251 EAST, CONSISTING OF 3 LOCOMOTIVE UNITS AND 67 CARS, WAS COMING OUT OF A SHARP CURVE, MOVING ABOUT 43 MPH, WHEN THE ENGINEER OBSERVED A RAIL KINK IN THE TRACK AHEAD. HE MADE A SERVICE APPLICATION OF THE BRAKES. THE LOCOMOTIVE UNITS AND FIRST 10 CARS PASSED OVER THE KINK, BUT THE NEXT 27 CARS DERAILED. THE TEMPERATURE WAS ABOUT 90 DEGREES AT THE TIME THE RAIL HAD KINKED. THE CROSSTIE ENDS WERE NOT ADEQUATELY BALLASTED IN THE DERAILMENT AREA. ANOTHER FREIGHT TRAIN HAD PASSED OVER THE TRACK 1 HOUR BEFORE THIS TRAIN, AND THE CREW SAW NOTHING UNUSUAL.

File No. - 7067 06/07/87 GREEN SPRING, WV Time (lcl) - 1348 EDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - SLOWING

Finding(s)
1. BALLAST - INADEQUATE
2. RAIL CONTINUOUSLY WELDED - LATERAL SHIFT AND/OR LONGITUDINAL SHIFT
3. ALIGNMENT - IRREGULAR
4. WEATHER - TEMPERATURE EXTREMES

Occurrence #2 - DERAILMENT
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR023 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7068 | 06/08/87 | VINITA, OK | Time (Lcl) - 0940 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 935,605.00
Non-Railroad - $ 25,000.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	4	0
Passengers	0	0	0	0
Motorist	1	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7250 WEST
Direction - WEST
Speed (Est.) - 54
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 79/0
End of Train Monitor - MONITOR
Length (Feet) - 4978
Trailing Tons - 6208
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 28/28

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - YES

Itinerary
Last Departure Point
FORT SCOTT, KS

Destination
TULSA, OK

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
BN TRAIN EXTRA 7250 WEST, CONSISTING OF A 3 UNIT LOCOMOTIVE AND 79 CARS, STRUCK A TRUCK AT A RAIL/HIGHWAY GRADE CROSSING. THE CROSSING WAS PROTECTED BY CROSSBUCKS ONLY. A DERAILMENT ENSUED, CAUSING A LEAK OF HAZARDOUS MATERIAL, AND AN EVACUATION. THE TRUCK DRIVER WAS FATALLY INJURED. THE INVESTIGATION DETERMINED THAT THE AUDIBILITY OF THE TRAIN'S HORN WAS A FACTOR.

File No. - 7068 06/08/87 VINITA, OK Time (Lcl) - 0940 CDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - SLOWING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. SIGHT DISTANCE - POOR - DRIVER OF VEHICLE
3. OPERATION/OPERATOR - DRIVER OF VEHICLE
4. HORN - SOUNDED
5. HORN - NOT RECEIVED
6. TRAIN - IMPACT
7. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - SLOWING

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - SLOWING

Occurrence #4 - FATALITY
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3, 5, 7

Factor(s) relating to this accident is/are finding(s) 2, 4, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR024A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7069 — 06/09/87 — PROSPER, TX — Time (Lcl) - 0545 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 57,500.00
Non-Railroad - $ 0.00

Fire - NO

	Fatal	Serious	Minor	None
Employees	1	1	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	1	2

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - LIGHT LOCOMOTIVE
Train ID - EXTRA 8118 WEST
Direction - EAST
Speed (Est.) - 49
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 65
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
TULSA, OK

Destination
IRVING, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 0545 CDT, JUNE 9, 1987 A WEST BOUND BURLINGTON NORTHERN RAILROAD COMPANY (BN) LIGHT ENGINE CONSIST (ONE LOCOMOTIVE) UNINTENTIONALLY ENTERED A SIDE TRACK TURNOUT AND COLLIDED HEAD-ON, WHILE MOVING AT A SPEED OF ABOUT 49 MPH, WITH AN EASTBOUND BN FREIGHT TRAIN THAT WAS STANDING ON THE SIDE TRACK. THE CONDUCTOR WAS KILLED AND THE ENGINEER WAS INJURED WHEN THEY JUMPED FROM WESTBOUND LOCOMOTIVE. THE HEAD BRAKEMAN ON THE EASTBOUND LOCOMOTIVE RECEIVED MINOR INJURIES. TOXICOLOGY SAMPLES TAKEN FROM THE 5 CREWMEMBERS OF THE TRAINS REVEALED THE PRESENCE OF CODEINE IN THE HEAD BRAKEMAN OF THE EASTBOUND TRAIN AT 6.09 MCG/ML IN URINE AND 0.10 MCG/ML IN BLOOD; MORPHINE DETECTED AT 0.35 MCG/ML IN URINE.

File No. - 7069 06/09/87 PROSPER, TX Time (Lcl) - 0545 CDT

Occurrence #1 - COLLISION, HEAD-ON
Phase - DECELERATING

Finding(s)
1. SWITCH POINTS - MISALIGN
2. SWITCH POSITION TARGET - IMPERFECTLY DISPLAYED
3. SWITCH POSITION INDICATOR - INADEQUATE - DIVISON OFFICER
4. SWITCH POSITION INDICATOR - NOT OBSERVED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
5. SWITCH POSITION INDICATOR - NOT OBSERVED - ENGINEER OF OTHER TRAIN
6. USE OF DRUGS - OTHER CREW MEMBER

Occurrence #3 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 4

Factor(s) relating to this accident is/are finding(s) 2, 3, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR024B | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7069 | 06/09/87 | PROSPER, TX | Time (Lcl) - 0545 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - COLLISION, HEAD-ON
Operating Phase - STANDING
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 35,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	1	1	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 6726 EAST
Direction - WEST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 52/1
End of Train Monitor - MARKER
Length (Feet) - 2996
Trailing Tons - 2263
Loco. Damaged/Derailed - 4/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
IRVING, TX

Destination
MADILL, OK

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 0545 CDT, JUNE 9, 1987 A WESTBOUND BURLINGTON NORTHERN RAILROAD COMPANY (BN) LIGHT ENGINE CONSIST (ONE LOCOMOTIVE) UNINTENTIONALLY ENTERED A SIDE TRACK TURNOUT AND COLLIDED HEAD-ON, WHILE MOVING AT A SPEED OF ABOUT 49 MPH, WITH AN EASTBOUND BN FREIGHT TRAIN THAT WAS STANDING ON THE SIDE TRACK. THE CONDUCTOR WAS KILLED AND THE ENGINEER WAS INJURED WHEN THEY JUMPED FROM WESTBOUND LOCOMOTIVE. THE HEAD BRAKEMAN ON THE EASTBOUND LOCOMOTIVE RECEIVED MINOR INJURIES. TOXICOLOGY SAMPLES TAKEN FROM THE 5 CREWMEMBERS OF THE TRAINS REVEALED THE PRESENCE OF CODEINE IN THE HEAD BRAKEMAN OF THE EASTBOUND TRAIN AT 6.09 MCG/ML IN URINE AND 0.10 MCG/ML IN BLOOD; MORPHINE DETECTED AT 0.35 MCG/ML IN URINE.

File No. - 7069 06/09/87 PROSPER, TX Time (Lcl) - 0545 CDT

Occurrence #1 - COLLISION, HEAD-ON
Phase - STANDING

Finding(s)
1. SWITCH POINTS - MISALIGN
2. SWITCH TARGETS - IMPERFECTLY DISPLAYED
3. SWITCH POSITION INDICATOR - INADEQUATE - DIVISON OFFICER
4. SWITCH POSITION INDICATOR - NOT OBSERVED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
5. SWITCH POSITION INDICATOR - NOT OBSERVED - ENGINEER OF OTHER TRAIN
6. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3, 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR014 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7070 | 06/14/87 | OXFORD, WI | Time (Lcl) - 1610 CDT

---Basic Information---

Reporting Railroad - CNW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 629,198.00
Non-Railroad - $ 5,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - CNW
Type of Train - FREIGHT
Train ID - EXTRA 6919 EAST
Direction - EAST
Speed (Est.) - 29
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 79/1
End of Train Monitor - N/A
Length (Feet) - 4665
Trailing Tons - 7951
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 25/25

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CNW - CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
ADAMS, WI

Destination
BUTLER, WI

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.40
Alignment - TANGENT

---Narrative---
CNW FREIGHT TRAIN EXTRA 6919 EAST, CONSISTING OF A 2 UNIT LOCOMOTIVE AND 79 CARS, DERAILED 25 CARS AS THE ENGINEER SLOWED THE TRAIN, USING THE AUTOMATIC BRAKE VALVE. THE INVESTIGATION DETERMINED THAT THE JOINTED RAIL SHIFTED LONGITUDINALLY UNDER MOVEMENT, DUE TO THE HIGH TEMPERATURE AND TRAIN LOAD STRESSES.

File No. - 7070 06/14/87 OXFORD, WI Time (Lcl) - 1610 CDT

Occurrence #1 - DERAILMENT, GENERAL
Phase - SLOWING

Finding(s)
1. RAIL JOINTED - LATERAL SHIFT AND/OR LONGITUDINAL SHIFT
2. WEATHER - TEMPERATURE EXTREMES

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA87MR003A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7071 — 06/15/87 — YUMA, AZ — Time (Lcl) - 0115 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
AUTOMATIC BLOCK

Property Losses
Railroad - $ 1,413,150.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7267 EAST
Direction - EAST
Speed (Est.) - 16
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 130/0
End of Train Monitor - MONITOR
Length (Feet) - 8463
Trailing Tons - 5834
Loco. Damaged/Derailed - 2/1
Cars Damaged/Derailed N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1275 FT.

Evacuation - NO

Itinerary
Last Departure Point
YUMA, AZ

Destination
TUCSON, AZ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.57
Alignment - CURVE 4 D 17 M

---Narrative---

ABOUT 0115 MST ON JUNE 15, 1987, FREIGHT TRAIN EXTRA 7267 EAST COLLIDED HEAD-ON WITH FREIGHT TRAIN EXTRA 7791 WEST. EASTBOUND TRAIN WAS LEAVING YARD AT YUMA, AZ, AND WESTBOUND TRAIN WAS ENTERING YARD. BOTH TRAINS WERE MOVING UNDER RESTRICTED SPEED REQUIREMENTS (STOP IN 1/2 SIGHT DISTANCE) BUT THE EASTBOUND WAS MOVING 16 MPH, WHICH IS ABOVE RESTRICTED SPEED FOR THIS LOCATION. THE ENGINEER OF THE EASTBOUND TRAIN WAS KILLED. TOXICOLOGICAL TESTING REVEALED HE HAD ALCOHOL IN HIS BLOOD AT A LEVEL OF 0.13% OR HIGHER, AS INDICATED BY VITREOUS TESTING. THE CONDUCTOR WAS NOT ASSURING THE SAFE OPERATION OF THE TRAIN. LACK OF COMPATIBLE SILL HEIGHTS OF THE LOCOMOTIVES ADDED TO THE SEVERITY OF THE ACCIDENT. LOCAL SP MANAGEMENT WAS NOT PROPERLY SUPERVISING DEPARTURE PROCEDURES OR RULE G PROCEDURES. SEE REPORT NTSB/RAR-88/02 FOR ADDITIONAL INFORMATION.

File No. - 7071 06/15/87 YUMA, AZ Time (Lcl) - 0115 MST

Occurrence #1 - COLLISION, HEAD-ON
Phase - STOPPING

Finding(s)
1. OPERATING RULES - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
2. PHYSICAL IMPAIRMENT (alcohol) - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. COMPLACENCY - ROAD FREIGHT CONDUCTOR (through freight)
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. CENTER SILL - MISALIGN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA87MR003B **BRIEF OF ACCIDENT** **RUNDATE:** 04/27/89

File No. - 7071 06/15/87 YUMA, AZ Time (Lcl) - 0115 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
AUTOMATIC BLOCK

Property Losses
Railroad - $ 300,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	1	0	0	3

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7791 WEST
Direction - WEST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 60/0
End of Train Monitor - MONITOR
Length (Feet) - 5868
Trailing Tons - 4388
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1275 FT.

Evacuation - NO

Itinerary
Last Departure Point
TUCSON, AZ

Destination
YUMA, AZ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.57
Alignment - CURVE 4 D 17 M

---Narrative---

ABOUT 0115 MST ON JUNE 15, 1987, FREIGHT TRAIN EXTRA 7267 EAST COLLIDED HEAD-ON WITH FREIGHT TRAIN EXTRA 7791 WEST. EASTBOUND TRAIN WAS LEAVING YARD AT YUMA, AZ, AND WESTBOUND TRAIN WAS ENTERING YARD. BOTH TRAINS WERE MOVING UNDER RESTRICTED SPEED REQUIREMENTS (STOP IN 1/2 SIGHT DISTANCE) BUT THE EASTBOUND WAS MOVING 16 MPH, WHICH IS ABOVE RESTRICTED SPEED FOR THIS LOCATION. THE ENGINEER OF THE EASTBOUND TRAIN WAS KILLED. TOXICOLOGICAL TESTING REVEALED HE HAD ALCOHOL IN HIS BLOOD AT A LEVEL OF 0.13% OR HIGHER, AS INDICATED BY VITREOUS TESTING. THE CONDUCTOR WAS NOT ASSURING THE SAFE OPERATION OF THE TRAIN. LACK OF COMPATIBLE SILL HEIGHTS OF THE LOCOMOTIVES ADDED TO THE SEVERITY OF THE ACCIDENT. LOCAL SP MANAGEMENT WAS NOT PROPERLY SUPERVISING DEPARTURE PROCEDURES OR RULE G PROCEDURES. SEE REPORT NTSB/RAR-88/02 FOR ADDITIONAL INFORMATION.

File No. - 7071 06/15/87 YUMA, AZ Time (Lcl) - 0115 MST

Occurrence #1 - COLLISION, HEAD-ON
Phase - STANDING

Finding(s)
1. OPERATING RULES - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. PHYSICAL IMPAIRMENT (alcohol) - ENGINEER OF OTHER TRAIN
3. COMPLACENCY - OTHER CREW MEMBER
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. CENTER SILL - MISALIGN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR025 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7072 | 06/25/87 | STEVENSON, WA | Time (Lcl) - 1545 PDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 822,626.00
Non-Railroad - $ 22,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	1	0	1	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 6719 WEST
Direction - WEST
Speed (Est.) - 43
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 109/1
End of Train Monitor - NO
Length (Feet) - 6292
Trailing Tons - 13886
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 37/37

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 900 FT.

Evacuation - NO

Itinerary
Last Departure Point
WISHRAM, WA

Destination
PORTLAND, OR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

BN FREIGHT TRAIN EXTRA 6719 WEST, CONSISTING OF A 4 UNIT LOCOMOTIVE AND 109 CARS, DERAILED 37 CARS. INVESTIGATION DETERMINED THAT BOULDERS BECAME DISLODGED DURING A ROCK SLIDE, INTRUDING ON THE TRACK STRUCTURE AS THE TRAIN PASSED. ONE TRANSIENT WAS KILLED AND 1 HAD MINOR INJURIES WHEN THEY WERE THROWN FROM A CAR IN WHICH THEY WERE RIDING.

File No. - 7072 06/25/87 STEVENSON, WA Time (Lcl) - 1545 PDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - SLOWING

Finding(s)
1. SIDEHILL CUT - FOREIGN OBJECT DAMAGE
2. ALIGNMENT - LATERAL SHIFT AND/OR LONGITUDINAL SHIFT

Occurrence #2 - DERAILMENT
Phase - SLOWING

Occurrence #3 - FATALITY
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87MR015 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7073 | 06/26/87 | JOLIET, IL | Time (Lc¹) - 0916 CDT

---Basic Information---

Reporting Railroad - CMNW
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 1,809,200.00
Non-Railroad - $ 70,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	4	0
Passengers	0	0	20	8
Motorist	1	0	0	0
Other	0	0	0	0

CMNW - CHICAGO MISSOURI & WESTERN RAILWAY

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - AMTRAK NO. 311
Direction - SOUTH
Speed (Est.) - 79
Speed (Auth.) - 79

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 3/0
End of Train Monitor - MARKER
Length (Feet) - 300
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 3/3

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1350 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHICAGO, IL

Destination
SPRINGFIELD, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.11
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN 311 CONSISTING OF 1 LOCOMOTIVE UNIT AND 3 CARS, OPERATING ON CM&W MAIN TRACK COLLIDED WITH AN EMPTY GARBAGE TRUCK AT A RAIL/HIGHWAY GRADE CROSSING. THE CROSSING WAS PROTECTED WITH CROSSBUCKS. THE COLLISION CAUSED THE ENTIRE TRAIN TO DERAIL. THE FOUR MEMBER CREW OF THE TRAIN SUSTAINED MINOR INJURIES. TWENTY OF THE 28 PASSENGERS ABOARD ALSO SUSTAINED MINOR INJURIES. THE DRIVER OF THE TRUCK WAS FATALLY INJURED. THE INVESTIGATION DETERMINED THAT THE DRIVER OF THE TRUCK WAS IMPAIRED DUE TO THE USE OF ALCOHOL.

File No. - 7073 06/26/87 JOLIET, IL Time (Lcl) - 0916 CDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. PHYSICAL IMPAIRMENT (alcohol) - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR016 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7074 | 06/27/87 | KINGMAN, AZ | Time (Lcl) - 0430 PST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 599,629.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 9563 WEST
Direction - WEST
Speed (Est.) - 23
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - 92/0
End of Train Monitor - MARKER
Length (Feet) - 5935
Trailing Tons - 7546
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 32/32

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
WINSLOW, AZ

Destination
NEEDLES, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 1.80
Alignment - CURVE 4 D 40 M

---Narrative---

ATSF freight train Extra 9563 West derailed 49 cars in the city limits of Kingman, Arizona. The train consisted of eight diesel electric locomotive units and 92 freight cars and was descending a 1.80 grade, in a 4 degrees 40 minute curve to the right. Shortly after the derailment a diesel supervisor found all eight locomotives positioned for dynamic brake, for a total axle count of forty. ATSF rules require no more than 24 axles to be allowed for the purpose of dynamic braking.

File No. - 7074 06/27/87 KINGMAN, AZ Time (Lci) - 0430 PST

Occurrence #1 - DERAILMENT
Phase - SLOWING

Finding(s)
1. RAIL - MISALIGN
2. TRAIN HANDLING - IMPROPER - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR016 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7076 | 07/08/87 | NORTH LITTLE ROCK, AR | Time (Lcl) - 0100 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 31,623.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3212 NORTH
Direction - NORTH
Speed (Est.) - 8
Speed (Auth.) - 8

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 128/0
End of Train Monitor - NO
Length (Feet) - 7861
Trailing Tons - 13165
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 4/4

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 6200 FT.

Evacuation - YES

Itinerary
Last Departure Point
ALEXANDRIA, LA

Destination
NORTH LITTLE ROCK, AR

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

UNION PACIFIC EXTRA 3212 NORTH DERAILED 4 CARS OF THE 128 CAR TRAIN UPON ENTERING A YARD AT A SPEED OF 8 MPH. TWO OF THE DERAILED CARS, 30TH AND 31ST IN THE TRAIN, ROLLED OVER ON THEIR SIDES. A DRIP OF LIQUID OUT OF THE DOME OF THE 31ST CAR, WHICH WAS PLACARDED FLAMMABLE LIQUID, PROMPTED RAILROAD OFFICIALS TO REQUEST LOCAL FIRE DEPARTMENT SUPPORT. FIREFIGHTERS ORDERED AN IMMEDIATE EVACUATION OF 1000 PERSONS IN THE AREA. THIS EVACUATION WAS LATER RESCINDED, WHEN IT WAS DETERMINED THAT ETHYLENE OXIDE WAS NOT LEAKING. THE INVESTIGATION REVEALED A GAPPED SWITCH POINT WHICH RESULTED FROM AN IMPROPERLY MAINTAINED SWITCH POINT PROTECTOR.

File No. - 7076 07/08/87 NORTH LITTLE ROCK, AR Time (Lcl) - 0100 CDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - ENTERING

Finding(s)
1. POINT PROTECTION - LOOSE
2. MAINTENANCE OF WAY RULES - OBSERVED - ROADMASTER

Occurrence #2 - DERAILMENT
Phase - ENTERING

Finding(s)
3. EXTRA TRAIN - DIVERGING

Occurrence #3 - MISCELLANEOUS/OTHER
Phase - STOPPING

Finding(s)
4. DOME - LEAK
5. FIRE PROTECTION - COMPLIED WITH

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR012 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7078 | 07/14/87 | SAN FRANCISCO, CA | Time (Lcl) - 0023 PDT

---Basic Information---

Reporting Railroad - XSFM
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - MANUAL BLOCKS
RADIO

Property Losses
Railroad - $ 226,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

XSFM - SAN FRANCISCO MUNICIPAL RW (THE MUNI)

---Railroad/Personnel Information---

Train Data
Railroad - XSFM
Type of Train - LIGHT RAIL TRANSIT
Train ID - 1294
Direction - NORTH
Speed (Est.) - 30
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 1/0
End of Train Monitor - MARKER
Length (Feet) - 73
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/1

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

XSFM - SAN FRANCISCO MUNICIPAL RW (THE MUNI)

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 200 FT.

Evacuation - NO

Itinerary
Last Departure Point
GENEVA STATION, CA

Destination
TERMINAL, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE 12 D O M

---Narrative---
LRV Unit #1294, traveling at 30 mph on a 12 degree curve, derailed at the intersection of Geneva and San Jose Street, in San Francisco, California. The operator was the only person in the car and was enroute to the terminal shop to complete his tour of duty. The operator failed to control and reduce the speed of the vehicle before the car entered the 12 degree right hand curve. The authorized speed on the curve was 10 mph.

File No. - 7078 07/14/87 SAN FRANCISCO, CA Time (Lcl) - 0023 PDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. SPEED - EXCESSIVE - ROAD PASSENGER ENGINEER/MOTORMAN
2. TRAIN HANDLING - IMPROPER - ROAD PASSENGER ENGINEER/MOTORMAN
3. INATTENTIVE - ROAD PASSENGER ENGINEER/MOTORMAN

Occurrence #2 - COLLISION, SIDE
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR026 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7077 — 07/14/87 — BRUNSWICK, MD — Time (Lcl) - 1942 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - FIRE
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 96,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	65
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - MACZ
Type of Train - COMMUTER
Train ID - 271
Direction - WEST
Speed (Est.) - 60
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 170
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

MACZ - MARYLAND ASSOCIATION OF RAIL COMMUTERS

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - YES

Itinerary
Last Departure Point
WASHINGTON, DC

Destination
BRUNSWICK, MD

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.20
Alignment - TANGENT

---Narrative---

A MARYLAND ASSOCIATION OF RAIL COMMUTERS (MARC) TRAIN CONSISTING OF 2 SELF-PROPELLED BUDD DIESEL CARS, HAD ONE OF THE CARS CATCH ON FIRE WHILE THE TRAIN WAS EN ROUTE. A FOREIGN OBJECT, LEFT IN THE CRANK CASE DURING A PREVIOUS ENGINE REPAIR, RESULTED IN A FAILURE OF THE INSPECTION COVER PLATE. THIS ALLOWED HOT OIL VAPORS TO ESCAPE, AND A FIRE BROKE OUT IN THE ENGINE COMPARTMENT UNDER THE FLOOR OF THE CAR. A STOP WAS MADE BECAUSE OF THE FIRE, AND ONE COMMUTER CAR WAS EVACUATED. THE FIRE SPREAD INTO THE PASSENGER SEATING AREA BEFORE A LOCAL FIRE COMPANY ARRIVED. A MARC MACHINIST DID NOT CHECK FOR FOREIGN OBJECTS AT THE TIME OF THE ENGINE REPAIR ON MAY 6, 1987. INADEQUATE SURVEILLANCE BY COMPANY MANAGEMENT OF THE REPAIR WORK WAS A FACTOR IN THE ACCIDENT.

File No. - 7077 07/14/87 BRUNSWICK, MD Time (Lcl) - 1942 EST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. ENGINE ASSEMBLY - FOREIGN OBJECT DAMAGE
2. INATTENTIVE - MACHINIST
3. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT

Occurrence #2 - FIRE
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR017A | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7079 | 07/17/87 | ERWIN, TN | Time (Lcl) - 1315 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - SWITCHING
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 169,126.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 8933 SOUTH
Direction - NORTH
Speed (Est.) - 5
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 154/1
End of Train Monitor - NO
Length (Feet) - 9219
Trailing Tons - 11740
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 9/9

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
SHELBY, KY

Destination
ERWIN, TN

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - YARD/18
Gradient - ASC. 0.50
Alignment - TANGENT

---Narrative---

CSX freight train Extra 8933 south, while yarding the train and shoving the forward portion northbound, derailed at the south end of the CSX's Erwin, TN, yard facility. The derailed cars collided with the cars of a yard movement on an adjacent track, derailing a total of 41 freight cars. Among the derailed cars was tank car containing methanol, which was ruptured and caught fire. There was no official evacuation. Cross level measurements taken subsequent to the derailment revealed a difference in cross level of 3 5/8 inches in 46 feet 6 inches, which exceeded FRA track safety standards.

File No. - 7079 07/17/87 ERWIN, TN Time (Lcl) - 1315 EDT

Occurrence #1 - DERAILMENT,INITIAL
Phase - MAINTAINING POWER

Finding(s)
1. ALIGNMENT - IRREGULAR
2. TRACK INSPECTION - INADEQUATE - MAINTENANCE OF WAY INSPECTOR
3. VERIFICATION - COMPANY OPERATOR/MGMT

Occurrence #2 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
4. SPEED - EXCEEDED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #3 - FIRE
Phase - STOPPING

Finding(s)
5. DOME - PUNCTURED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR017B | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7079 | 07/17/87 | ERWIN, TN | Time (Lcl) - 1315 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION, SIDE
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 30,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - YARD
Train ID - Y-175
Direction - SOUTH
Speed (Est.) - 5
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 90/0
End of Train Monitor - NO
Length (Feet) - 5160
Trailing Tons - 4489
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 32/32

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
ERWIN, TN

Destination
ERWIN, TN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/18
Gradient - DES. 0.50
Alignment - TANGENT

---Narrative---

CSX freight train Extra 8933 south, while yarding the train and shoving the forward portion northbound, derailed at the south end of the CSX's Erwin, TN, yard facility. The derailed cars collided with the cars of a yard movement on an adjacent track, derailing a total of 41 freight cars. Among the derailed cars was tank car containing methanol, which was ruptured and caught fire. There was no official evacuation. Cross level measurements taken subsequent to the derailment revealed a difference in cross level of 3 5/8 inches in 46 feet 6 inches, which exceeded FRA track safety standards.

File No. - 7079 07/17/87 ERWIN, TN Time (Lcl) - 1315 EDT

Occurrence #1 - DERAILMENT,INITIAL
Phase - MAINTAINING POWER

Finding(s)
1. ALIGNMENT - IRREGULAR
2. TRACK INSPECTION - INADEQUATE - MAINTENANCE OF WAY INSPECTOR
3. VERIFICATION - COMPANY OPERATOR/MGMT

Occurrence #2 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
4. SPEED - EXCEEDED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #3 - FIRE
Phase - STOPPING

Finding(s)
5. HEAD - A - END - PUNCTURED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR027 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7080 | 07/22/87 | GREAT CACAPON, WV | Time (Lcl) - 1700 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 923,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 6594 EAST
Direction - EAST
Speed (Est.) - 43
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 121/0
End of Train Monitor - MONITOR
Length (Feet) - 9400
Trailing Tons - 9778
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 24/24

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
CUMBERLAND, WV

Destination
BRUNSWICK, WV

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE 3 D 32 M

---Narrative---
CSX FREIGHT TRAIN EXTRA 6594 EAST CONSISTING OF 2 LOCOMOTIVE UNITS AND 121 CARS, DERAILED 24 CARS OF THE TRAIN. THE INVESTIGATION DETERMINED THAT THE AMBIENT TEMPERATURE AT THE TIME OF THE DERAILMENT WAS 96 DEGREES F. THIS HIGH TEMPERATURE FOLLOWED A PERIOD OF COOL WEATHER. THE CONTINUOUS WELDED RAIL BECAME MISALIGNED DUE TO HEAT STRESSES.

File No. - 7080 07/22/87 GREAT CACAPON, WV Time (Lcl) - 1700 EDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. WEATHER - TEMPERATURE EXTREMES
2. RAIL - MISALIGN
3. ALIGNMENT - IRREGULAR

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR017A | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7082 | 07/23/87 | WELLSVILLE, KS | Time (Lcl) - 1520 CDT

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 25,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	2	1	0	2

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 3848 EAST
Direction - EAST
Speed (Est.) - 64
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 41/1
End of Train Monitor - NO
Length (Feet) - 3308
Trailing Tons - 3006
Loco. Damaged/Derailed - 2/0
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 950 FT.

Evacuation - NO

Itinerary
Last Departure Point
EMPORIA, KS

Destination
KANSAS CITY, KS

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE 1 D 30 M

---Narrative---

ATSF FREIGHT TRAIN EXTRA 3848 EAST COLLIDED WITH A TWO AND ONE-HALF TON CREW-CAB HYRAIL SECTION TRUCK NEAR WELLSVILLE, KS. THE TRAIN WAS TRAVELING ABOUT 64 MPH, THE SECTION TRUCK 10 MPH. THE HEADON COLLISION OCCURRED IN A CURVE ON THE NORTH TRACK OF A CENTRALIZED TRAFFIC CONTROL (CTC) SIGNAL SYSTEM. THE SECTION TRUCK DRIVER AND FOREMAN JUMPED FROM THE FRONT SEAT SECONDS BEFORE THE COLLISION AND ESCAPED INJURY. TWO OF THE THREE SECTIONMEN IN THE REAR SEAT OF THE TRUCK WERE KILLED AND THE THIRD EMPLOYEE WAS SERIOUSLY INJURED. THE INVESTIGATION DETERMINED THAT THE DISPATCHER FAILED TO PROTECT THE HYRAIL MOVEMENT AS REQUIRED BY ATSF OPERATING RULES.

File No. - 7082 07/23/87 WELLSVILLE, KS Time (Lcl) - 1520 CDT

Occurrence #1 - COLLISION, HEAD-ON
Phase - MAINTAINING SPEED

Finding(s)
1. HIGH RAIL VEHICLE - ON TRACK
2. CTC RULES - IMPROPER USE OF - TRAIN DISPATCHER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR017B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7082 — 07/23/87 — WELLSVILLE, KS — Time (Lcl) - 1520 CDT

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 35,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	2	1	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	4

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - MAINT. EQUIPMENT
Train ID - HYRAIL TRUCK
Direction - WEST
Speed (Est.) - 10
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/1

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 950 FT.

Evacuation - NO

Itinerary
Last Departure Point
WELLSVILLE, KS

Destination
WELLSVILLE, KS

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE I D 30 M

---Narrative---

ATSF FREIGHT TRAIN EXTRA 3848 EAST COLLIDED WITH A TWO AND ON-HALF TON CREW-CAB HYRAIL SECTION TRUCK NEAR WELLSVILLE, KS. THE TRAIN WAS TRVELING ABOUT 64 MPH, THE SECTION TRUCK 10 MPH. THE HEADON COLLISION OCCURRED IN A CURVE ON THE NORTH TRACK OF A CENTRALIZED TRAFFIC CONTROL (CTC) SIGNAL SYSTEM. THE SECTION TRUCK DRIVER AND FOREMAN JUMPED FROM THE FRONT SEAT SECONDS BEFORE THE COLLISION AND ESCAPED INJURY. TWO OF THE THREE SECTIONMEN IN THE REAR SEAT OF THE TRUCK WERE KILLED AND THE THIRD EMPLOYEE WAS SERIOUSLY INJURED. THE INVESTIGATION DETERMINED THAT THE DISPATCHER FAILED TO PROTECT THE HYRAIL MOVEMENT AS REQUIRED BY ATSF OPERATING RULES.

File No. - 7082 07/23/87 WELLSVILLE, KS Time (Lcl) - 1520 CDT

Occurrence #1 - COLLISION, HEAD-ON
Phase - SLOWING

Finding(s)
1. HIGH RAIL VEHICLE - ON TRACK
2. CTC RULES - IMPROPER USE OF - TRAIN DISPATCHER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR013 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7083 — 07/23/87 — COMPTON, CA — Time (Lcl) - 1945 PDT

---Basic Information---

Reporting Railroad - SP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 3,000.00
Non-Railroad - $ 250,000.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	3	5	2
Motorist	0	1	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 3332 EAST
Direction - EAST
Speed (Est.) - 12
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 36/0
End of Train Monitor - MARKER
Length (Feet) - 3261
Trailing Tons - 2193
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
DOLORES TRAIN YARD, CA

Destination
L.A. FREIGHT YARD, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - BRANCH/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

SP FREIGHT TRAIN EXTRA 3332 EAST, TRAVELING AT 12 MPH, STRUCK AN RTD BUS AT A CROSSING AT GRADE IN COMPTON, CALIFORNIA. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS AND 36 CARS. NONE OF THE CREWMEMBERS WERE INJURED. THE RTD BUS DRIVER AND EIGHT PASSENGERS ON THE BUS WERE INJURED. THE GRADE CROSSING WAS PROTECTED WITH FLASHING RED LIGHTS, BELLS, CROSS BUCK SIGNS AND MARKINGS ON THE ROADWAY. THE PROTECTION DEVICES WERE CHECKED AND TESTED AFTER THE ACCIDENT AND WERE FOUND TO BE FUNCTIONING AS DESIGNED. THE VEHICLE DRIVER WAS TESTED FOR THE USE OF DRUGS AND ALCOHOL AND THE TEST RESULTS WERE NEGATIVE. THE SKIES WERE CLEAR WITH UNLIMITED VISIBILITY.

File No. - 7083 07/23/87 COMPTON, CA Time (Lcl) - 1945 PDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. INATTENTIVE - DRIVER OF VEHICLE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR028 | **BRIEF OF ACCIDENT** | **RUNDATE: 04/27/89**

File No. - 7081 | 07/23/87 | MANHATTAN, NY | Time (Lcl) - 1332 EDT

---Basic Information---

Reporting Railroad - MTA
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

MTA - METRO. TRANSPORTATION AUTHORITY "NY"

---Railroad/Personnel Information---

Train Data
Railroad - MTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 121P 34S5/205
Direction - NORTH
Speed (Est.) - 5
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 10/0
End of Train Monitor - NO
Length (Feet) - 605
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

MTA - METRO. TRANSPORTATION AUTHORITY "NY"

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - ARTIFICIAL ILLU

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
MANHATTAN, NY

Destination
BRONX, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - DES. 2.50
Alignment - CURVE 0 D 0 M

---Narrative---

NORTHBOUND NYCTA "D" TRAIN 121P 34S/205 DEPARTED 59TH STREET STATION ON THE 8TH AVENUE LINE. THE OPERATOR OBSERVED FLASHING YELLOW LANTERNS, INDICATING A WORK AREA. THE TRAIN PASSED THROUGH THE AREA WITHOUT OBSERVING ANY WORKMEN AND UPON APPROACHING GREEN LANTERNS INDICATING RESUME SPEED, THE TRAIN WENT INTO EMERGENCY BRAKING. UPON INVESTIGATION BY NYCTA PERSONNEL, A BODY IDENTIFIED AS A NYCTA CONSTRUCTION FLAGMAN WAS FOUND. THE INVESTIGATION DETERMINED THAT THE FLAGMAN WAS NOT WEARING THE REQUIRED REFLECTIVE VEST.

File No. - 7081 07/23/87 MANHATTAN, NY Time (Lcl) - 1332 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - MAINTAINING SPEED

Finding(s)
1. SAFETY RULES - NOT FOLLOWED - OTHER MAINTENANCE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR016 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7085 — 07/25/87 — INDIANAPOLIS, IN — Time (Lcl) - 0645 CDT

---Basic Information---

Reporting Railroad - CR
Type of Accident - HAZ. MAT. RELEASED
Operating Phase - SWITCHING
Method of Operation - YARD RULES
TIMETABLE

Property losses
Railroad - $ 90,177.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	6	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	18	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - SINGLE CAR
Train ID - 2345 HUMP ASGMT.
Direction - WEST
Speed (Est.) - 3
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 1/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - YES

Itinerary
Last Departure Point
INDIANAPOLIS, IN

Destination
BIG FOUR YARD, IN

Hazardous Materials
Involved - YES
Cars Involved - 1
Track Information
Type/No. of Tracks - YARD/55
Gradient - DES. 0.01
Alignment - TANGENT

---Narrative---
AN OPEN-END FLAT CAR LOADED WITH STEEL BEAMS WAS HUMPED INTO #53 TRACK IN THE CONRAIL "BIG FOUR" YARD NEAR INDIANAPOLIS, INDIANA. THE CAR COUPLED INTO A TANK CAR LOADED WITH ACETADEHYDE. THE LADING OF THE FLAT CAR SHIFTED, AND PUNCTURED THE HEAD OF THE TANK CAR, RESULTING IN THE RELEASE OF 21,800 GALLONS OF THE CHEMICAL. SIX CR EMPLOYEES AND EIGHTEEN EMERGENCY RESPONSE PERSONNEL SUFFERED MINOR INJURY. 2,650 PERSONS WERE EVACUATED FROM THE YARD AND SURROUNDING AREA. AN INBOUND INSPECTION OF THE FLAT CAR NOTED THAT THE LADING WAS SHIFTED AND THE CAR WAS ORDERED TO THE REPAIR TRACK. SUBSEQUENT HUMPING SHIFTED THE LOAD BACK ON TO THE BED BEFORE IT ARRIVED AT THE RIP TRACK. THE REPAIR FOREMAN RELEASED THE CAR WITHOUT MAKING ANY REPAIRS. TESTS AND INSPECTIONS MADE SUBSEQUENT TO THE ACCIDENT REVEALED 3 LOADING VIOLATIONS. THEY ALSO REVEALED THAT THE SECURING APPARATUS USED BY THE SHIPPER WAS SO INADEQUATE, THAT THE LOAD WOULD SHIFT WHEN THE CAR WAS STOPPED IN A HUMP RETARDER.

File No. - 7085 07/25/87 INDIANAPOLIS, IN Time (Lcl) - 0645 CDT

Occurrence #1 - CARGO SHIFT
Phase - HUMPING CARS

Finding(s)
1. TIEDOWN EQUIPMENT - LOOSE
2. EQUIPMENT INSPECTION - INADEQUATE - FOREMAN (skilled labor)
3. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY OPERATOR/MGMT

Occurrence #2 - TANK CAR PUNCTURED
Phase - HUMPING CARS

Finding(s)
4. HEAD - B - END - PUNCTURED

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - HUMPING CARS

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR029 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7084 | 07/25/87 | GALLITZIN, PA | Time (Lcl) - 1230 EDT

---Basic Information---

Reporting Railroad - CR
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 258,000.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - PIMO-4
Direction - EAST
Speed (Est.) - 20
Speed (Auth.) - 35

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 111/0
End of Train Monitor - MONITOR
Length (Feet) - 6978
Trailing Tons - 10575
Loco. Damaged/Derailed - 1/2
Cars Damaged/Derailed - 20/20

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
PITTSBURG, PA

Destination
HARRISBURG, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - DES. 2.27
Alignment - CURVE 8 D 30 M

---Narrative---

CONRAIL FREIGHT TRAIN PIMO-4, CONSISTING OF 4 LOCOMOTIVE UNITS AND 111 CARS, WAS TRAVELING EAST ON A 2.27 PERCENT DESCENDING TRAVERSING A 8 DEGREE 30 MINUTE CURVE WHEN THE AIRBRAKES APPLIED IN EMERGENCY. TRAIN INSPECTION DETERMINED 20 EMPTY CARS ON PORTION OF THE TRAIN AND 3RD AND 4TH LOCOMOTIVES DERAILED. INVESTIGATION OF THE ACCIDENT DETERMINED THE 2ND HEAD CAR CLIMBED HIGH RAIL IN THE CURVE DUE TO TRACK/TRAIN DYNAMICS CAUSED BY IMPROPER TRAIN MAKEUP.

File No. - 7084 07/25/87 GALLITZIN, PA Time (Lcl) - 1230 EDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. TRAIN MAKEUP - IMPROPER - DIVISON OFFICER

Occurrence #2 - COLLISION, RAKING
Phase - STOPPING

Occurrence #3 - DERAILMENT
Phase - INCREASING POWER

---Probable Cause---

The National Transportation Safety Board determine, that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR018 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7086 | 07/26/87 | CHEYENNE, WY | Time (Lcl) - 1335 MDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 504,600.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 2904 WEST
Direction - WEST
Speed (Est.) - 50
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 75/1
End of Train Monitor - NO
Length (Feet) - 4341
Trailing Tons - 9561
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 22/22

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 8700 FT.

Evacuation - NO

Itinerary
Last Departure Point
NORTH PLATTE, NE

Destination
CHEYENNE, WY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.70
Alignment - CURVE 3 D 2 M

---Narrative---
WESTBOUND UNIT GRAIN TRAIN EXTRA 2904 CONSISTING OF 3 LOCOMOTIVES AND 75 CARS DERAILED 22 CARS AS IT TRAVERSED A 3 DEGREE CURVE ON 0.7 PERCENT ASCENDING GRADE. TRAIN SPEED WAS 50 MPH. A RAIL DISPLAYING EXCESSIVE RAIL END BATTER WAS RECEIVED FROM THE WRECKAGE INDICATING THAT THE ADJOINING RAIL END WAS BROKEN, HOWEVER, A BROKEN RAIL WAS NOT FOUND IN THE WRECKAGE.

File No. - 7086 07/26/87 CHEYENNE, WY Time (Lcl) - 1335 MDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - BROKEN

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN87FR019 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7088 | 07/29/87 | WILLIAMSTOWN, KS | Time (Lcl) - 1738 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 8,500.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	0	0	0	0
Motorist	4	0	2	1
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SSW
Type of Train - FREIGHT
Train ID - SP EXTRA 6347 EAST
Direction - EAST
Speed (Est.) - 45
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 22/0
End of Train Monitor - MONITOR
Length (Feet) - 1903
Trailing Tons - 1606
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 6200 FT.

Evacuation - NO

Itinerary
Last Departure Point
HERRINGTON, KS

Destination
KANSAS CITY, KS

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

EXTRA 6347 EAST CONSISTING OF 3 LOCOMOTIVE UNITS AND 22 CARS, STRUCK A STALLED PICKUP TRUCK ON A COUNTY ROAD CROSSING. THE TRAIN WAS OPERATING ABOUT 45 MPH WITH THE HEADLIGHT ILLUMINATED AND THE WHISTLE SOUNDING. THE PICKUP TRUCK WAS OCCUPIED BY SEVEN FAMILY MEMBERS. FOUR WERE KILLED, TWO WERE INJURED AND ONE ESCAPED INJURY. THE TWO LANE GRAVEL ROADWAY CROSSED OVER TWO MAIN TRACKS AND WAS PROTECTED BY CROSSBUCK SIGNS. INVESTIGATION DETERMINED THAT A 14-YEAR-OLD UNLICENSED DRIVER WAS OPERATING THE STALLED VEHICLE.

File No. - 7088 07/29/87 WILLIAMSTOWN, KS Time (Lcl) - 1738 CDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - SLOWING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - POOR - DRIVER OF VEHICLE
3. IMPROPER TRAINING - DRIVER OF VEHICLE
4. LACK OF TOTAL EXPERIENCE - DRIVER OF VEHICLE

Occurrence #2 - FATALITY
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR017 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7089 | 08/04/87 | MCGREGOR, MN | Time (Lcl) - 1350 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAIN ORDERS

Property Losses
Railroad - $ 939,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 6733 EAST
Direction - EAST
Speed (Est.) - 24
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 116/1
End of Train Monitor - NO
Length (Feet) - 6107
Trailing Tons - 15096
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 31/31

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
STAPLES, MN

Destination
DETROIT, MI

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.02
Alignment - TANGENT

---Narrative---

BN coal train, Extra 6733 East, consisting of 3 locomotive units and 116 cars, had 31 cars derail while moving at about 24 mph. A maintenance of way crew consisting of a welding foreman and two laborers had cut a piece of rail to remove a stress problem. They also removed 14 rail lengths of box anchors and applied a joint bar to one side of the cut rail leaving the other side unattached. The crew then went to lunch. The track foreman in charge of the work had been called away to perform flagging duties. He did not know of the exact track condition that Extra 6733 was allowed to pass over.

File No. - 7089 08/04/87 MCGREGOR, MN Time (Lcl) - 1350 CDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL ANCHOR - INADEQUATE
2. MAINTENANCE OF WAY RULES - NOT FOLLOWED - TRACK GANG FOREMAN
3. DIVERTED ATTENTION - ROADMASTER
4. JOINT BAR, NONCOMPROMISE - NOT APPLIED
5. MAINTENANCE OF WAY RULES - NOT FOLLOWED - TRACK EQUIPMENT OPERATOR

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR026 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7091 | 08/12/87 | CLARENCE, MO | Time (Lcl) - 2040 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,465,900.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - NO. 152
Direction - EAST
Speed (Est.) - 59
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 113/0
End of Train Monitor - MONITOR
Length (Feet) - 6592
Trailing Tons - 8739
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 54/54

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DUSK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
BROOKFIELD, MO

Destination
WEST QUINCY, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.84
Alignment - TANGENT

---Narrative---

BN FREIGHT TRAIN 152, CONSISTING OF 4 LOCOMOTIVE UNITS AND 113 CARS, HAD 54 CARS DERAIL WHILE MOVING 59 MPH. THE FIRST CAR TO DERAIL WAS THE 25TH CAR, AN EMPTY GONDOLA, WHICH HAD OVER 80 PERCENT OF THE TRAIN TONNAGE BEHIND IT. BN TRAINING FOR YARDMASTERS IS INADEQUATE PERTAINING TO TRAIN MASS MAKEUP PROCEDURES. THE FRA HAS INSUFFICIENT STANDARDS ON TRAIN MASS MAKEUP AS RELATES TO TRACK/TRAIN DYNAMICS.

File No. - 7091 08/12/87 CLARENCE, MO Time (Lcl) - 2040 CDT

Occurrence #1 - TRACK/TRAIN DYNAMICS
Phase - MAINTAINING SPEED

Finding(s)
1. TRAIN MAKEUP - IMPROPER - YARD MASTER
2. INADEQUATE INITIAL TRAINING - DIVISION OFFICER
3. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR027 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7092 — 08/15/87 — CAMERON, TX — Time (Lcl) - 1835 CDT

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 342,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - EXTRA 8158 EAST
Direction - EAST
Speed (Est.) - 30
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 82/1
End of Train Monitor - MARKER
Length (Feet) - 5533
Trailing Tons - 7150
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 10/11

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 7000 FT.

Evacuation - NO

Itinerary
Last Departure Point
BELLVILLE, TX

Destination
TEMPLE, TX

Hazardous Materials
Involved - YES
Cars Involved - 1

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.25
Alignment - CURVE 1 D 0 M

---Narrative---

Extra 8158 East consisting of 5 locomotive units and 82 cars was moving through the Cameron, Texas side track at a prescribed speed of 30 mph. As the train passed over an industry track facing point turnout the lead axle, of the trailing truck, of car TTGX 962242 split the switch point causing the truck to derail. General derailment occurred when the derailed truck failed to pass through the main track turnout at the east end of the side track. One tank car containing methyl alcohol sustained a small puncture which released a small amount of product. The hazardous material presented no problem in the rural environment of the derailment. A defective switch tie condition was found in the turnout where the initial derailment occurred. Stock rail braces that were not firmly attached to the switch ties allowed the stock rail to move laterally on the ties which caused the switch point to gap open under load.

File No. - 7092 08/15/87 CAMERON, TX Time (Lcl) - 1835 CDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. SWITCH HEAD BLOCK - ROTTED/WEATHERED
2. TRACK INSPECTION - INADEQUATE - MAINTENANCE OF WAY INSPECTOR
3. RAIL BRACES - LOOSE
4. STOCK RAIL - NOT SECURED
5. SWITCH POINTS - OUT OF ADJUSTMENT

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Occurrence #3 - FIRE
Phase - STOPPING

Finding(s)
6. HEAD - A - END - PUNCTURED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3, 4, 5

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR014 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7093 | 08/21/87 | LA GRANDE, OR | Time (Lcl) - 0125 PDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 426,760.00
Non-Railroad - $ 110,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	6
Passengers	0	0	0	0
Motorist	0	0	1	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3916 EAST
Direction - EAST
Speed (Est.) - 22
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - 66/1
End of Train Monitor - NO
Length (Feet) - 4778
Trailing Tons - 5703
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 10/10

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 350 FT.

Evacuation - NO

Itinerary
Last Departure Point
HINKLE, OR

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 2.20
Alignment - CURVE 8 D 32 M

---Narrative---

UP FREIGHT TRAIN EXTRA 3916 EAST, CONSISTING OF LOCOMOTIVE UNITS IS ENTRAINED HELPER LOCOMOTIVES, AND 66 CARS, HAD 10 CARS DERAIL WHILE MOVING 22 MPH. THE DRAW BARS OF AN EMPTY TANK CAR, PLACED BETWEEN TWO HEAVY TONNAGE CARS, REVEALED HEAVY CONTACT BETWEEN THE BOTTOM OF THE COUPLER SHANK AND THE TOP OF THE COUPLER CARRIER.

File No. - 7093 08/21/87 LA GRANDE, OR Time (Lcl) - 0125 PDT

Occurrence #1 - DERAILMENT,INITIAL
Phase - DECELERATING

Finding(s)
1. COUPLER AND DRAFT GEAR - BINDING (MECHANICAL)
2. TRAIN MAKEUP - IMPROPER - YARDMASTER
3. PROCEDURE INADEQUATE - YARDMASTER
4. COUPLER CARRIER - BINDING (MECHANICAL)
5. DRAFT GEAR CARRIER - BINDING (MECHANICAL)

Occurrence #2 - DERAILMENT, GENERAL
Phase - DECELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 4, 5

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR032 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7094 | 08/28/87 | NEW YORK, NY | Time (Lcl) - 1950 EDT

---Basic Information---

Reporting Railroad - MTA
Type of Accident - PASSENGER FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	2
Passengers	1	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

MTA - METRO. TRANSPORTATION AUTHORITY "NY"

---Railroad/Personnel Information---

Train Data
Railroad - MTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 731P F 179/STL
Direction - NORTH
Speed (Est.) - 3
Speed (Auth.) - 3

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 600
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

MTA - METRO. TRANSPORTATION AUTHORITY "NY"

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - TUNNEL

Line of Sight - 50 FT.

Evacuation - NO

Itinerary
Last Departure Point
QUEENS, NY

Destination
BROOKLYN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - ASC. 0.30
Alignment - CURVE 1 D 0 M

---Narrative---

A 45-YEAR-OLD FEMALE WAS FATALLY INJURED WHILE ATTEMPTING TO RETRIEVE HER PURSE FROM THE CLOSING DOORS OF THE FIRST CAR OF AN 8 CAR SUBWAY TRAIN. THE INVESTIGATION DETERMINED THE CONDUCTOR COULD NOT OBSERVE THE FIRST CAR FROM HER POSITION ON THE FIFTH CAR DUE TO TRACK CURVATURE. THE CAR DOORS ARE NOT EQUIPPED WITH A WARNING DEVICE THAT INDICATES A PARTIALLY OPEN DOOR.

File No. - 7094 08/28/87 NEW YORK, NY Time (Lcl) - 1950 EDT

Occurrence #1 - MISCELLANEOUS/OTHER
Phase - STANDING

Finding(s)
1. SIGHT DISTANCE - RESTRICTED - ROAD PASSENGER CONDUCTOR

Occurrence #2 - FATALITY, PASSENGER
Phase - ENTRAINING

Finding(s)
2. EQUIPMENT INTERFERENCE - PASSENGER

Occurrence #3 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - STARTING

Finding(s)
3. DOOR, PASSENGER - OPEN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR018 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7095 | 09/01/87 | CINCINNATI, OH | Time (Lcl) - 1650 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 7535 SOUTH
Direction - SOUTH
Speed (Est.) - 20
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 70/0
End of Train Monitor - MONITOR
Length (Feet) - 3985
Trailing Tons - 4539
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
CINCINNATI, OH

Destination
CINCINNATI, OH

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AT ABOUT 1640 EDT, 9/1/87, A CARMAN EMPLOYED BY CSX TRANSPORTAION COMPANY WAS FATALLY INJURED. THE CARMAN WAS INSTRUCTED TO GIVE A "SET AND RELEASE" AIR TEST TO TRAIN #361 ON TRACK D4. WHILE HE WAS WAITING TO PERFORM THIS TEST, TRAIN #373 ON TRACK D5 SWITCHED A BAD ORDER OUT OF THE TRAIN AND SET IT TO THE EAST OPEN TRACK. THE TRAIN WAS THEN SHOVED BACK INTO TRACK D5. A CARMAN RETRIEVED THE WAYBILL FROM THE CREW OF TRAIN #373 AND DROVE NORTH TOWARD THE OFFICE. HE OBSERVED THE SUBJECT CARMAN STANDING NEXT TO HIS REPAIR CART ON THE PAVED CART PATH LOCATED BETWEEN TRACK D4 AND THE EAT OPEN TRACK. THE MEN EXCHANGED SALUTATIONS. TRAIN #373 WAS STANDING ON TRACK D5 AT THIS TIME, 1635. TRAIN #373 STARTED TO PULL AT 1640 AND DEPARTED THE YARD AT 1650. THE CARMAN'S BODY WAS FOUND AT 1700 LAYING ON THE TIES ADJACENT TO THE SOUTH RAIL OF TRACK D5. BLOOD AND BODY TISSUE WERE FOUND ON THE SOUTH WHEEL (R2) OF THE NORTH TRUCK OF THE LAST CAR OF TRAIN #373.

File No. - 7095 09/01/87 CINCINNATI, OH Time (Lcl) - 1650 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - STARTING

Finding(s)
1. SAFETY RULES - NOT COMPLIED - CARMAN
2. PHYSICAL IMPAIRMENT (drugs) - ROAD FREIGHT CONDUCTOR (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FX018 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7096 | 09/04/87 | WEST PALM BEACH, FL | Time (Lcl) - 1037 EDT

---Basic Information---

Reporting Railroad - ATK
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 2,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	16
Passengers	0	0	0	0
Motorist	0	0	1	0
Other	0	0	0	0

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - AMTRAK NO. 91
Direction - SOUTH
Speed (Est.) - 36
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 12/0
End of Train Monitor - NO
Length (Feet) - 1085
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
JACKSONVILLE, FL

Destination
MIAMI, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AMTRAK PASSENGER TRAIN NO. 91, TRAVELING SOUTHBOUND AT MPH, STRUCK AN AUTO AT A GRADE CROSSING, LOCATED AT 15TH STREET AND THE CSX TRANSPORTATION SINGLE MAIN TRACK. THE DRIVER OF THE VEHICLE WAS TREATED AT A LOCAL HOSPITAL AND RELEASED. A WITNESS STATED THAT THE DRIVER STOPPED ON THE CROSSING AND THE PROTECTION GATES LOWERED ONTO THE ROOF OF THE VEHICLE. THE VEHICLE STALLED AND THE DRIVER UNSUCCESSFULLY ATTEMPTED TO RESTART THE ENGINE.

File No. - 7096 09/04/87 WEST PALM BEACH, FL Time (Lcl) - 1037 EDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VISUAL/AURAL PERCEPTION - DRIVER OF VEHICLE
3. INSUFFICIENT STANDARDS/REQUIREMENTS - OTHER GOVERNMENT PERSONNEL

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR036 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7097 | 09/05/87 | WASHINGTON, DC | Time (Lcl) - 2224 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 990,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - 136
Direction - EAST
Speed (Est.) - 50
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 90/0
End of Train Monitor - NO
Length (Feet) - 7881
Trailing Tons - 4992
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1320 FT.

Evacuation - NO

Itinerary
Last Departure Point
BRUNSWICK, MD

Destination
PHILADELPHIA, PA

Hazardous Materials
Involved - YES
Cars Involved - 1

Track Information
Type/No. of Tracks - MAIN/4
Gradient - DES. 1.00
Alignment - CURVE 1 D 30 M

---Narrative---

CSX TRAIN 136 TRAVELING EASTBOUND AT 50 MPH ON JOINT TRACKAGE SHARED WITH WMATA, HAD 12 CARS DERAIL. ONE CAR CONTAINING HAZARDOUS MATERIAL CONTAINERS WAS INVOLVED IN THE ACCIDENT BUT THERE WAS NO RELEASE. TWO OF THE DERAILED CARS DESCENDED DOWN AN EMBANKMENT AND OBSTRUCTED THE ADJOINING METRO RAIL TRACKS. THE ON-SCENE INVESTIGATION REVEALED A WORN WHEEL CONDITION ON TTUX-121281, THE 45TH CAR IN THE CONSIST, AND A POORLY MAINTAINED TURNOUT SWITCH.

File No. - 7097 09/05/87 WASHINGTON, DC Time (Lcl) - 2224 EDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. SWITCH POINTS - CHIPPED
2. HEEL BLOCK - NOT SECURED
3. TRACK BOLTS - LOOSE
4. TRACK GAGE - TIGHT
5. WHEEL - WORN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1, 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FX015 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7099 | 09/11/87 | DIXON, CA | Time (Lcl) - 0702 PDT

---Basic Information---

Reporting Railroad - SP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,300.00
Non-Railroad - $ 2,200.00
Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	17
Passengers	0	0	0	263
Motorist	2	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - NO. 11
Direction - WEST
Speed (Est.) - 70
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 12/0
End of Train Monitor - NO
Length (Feet) - 850
Trailing Tons - 840
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
DAVIS, CA

Destination
LOS ANGELES, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 11, TRAVELING WESTBOUND AT 70 MPH, STRUCK AN AUTOMOBILE AT PEDRICK ROAD GRADE CROSSING, 2 MILES EAST OF DIXON, CALIFORNIA. THE TRAIN CONSISTED OF TWO DIESEL-ELECTRIC LOCOMOTIVE UNITS AND 12 COACHES. THE TRAIN WAS MANNED BY A 5 MAN CREW AND 12 COACH ATTENDANTS. NO ONE ON THE TRAIN WAS INJURED. THE TWO OCCUPANTS IN THE VEHICLE WERE FATALLY INJURED. THE CROSSING IS EQUIPPED WITH GATES, FLASHING LIGHTS, CROSSBUCKS AND AUDIBLE SIGNALS. THE CROSSING PROTECTION DEVICES WERE CHECKED AND TESTED AFTER THE ACCIDENT AND WERE FOUND TO FUNCTION AS DESIGNED. THE TRAIN'S HORN, HEADLIGHT AND BRAKES WERE CHECKED AND TESTED AND ALL WERE FOUND TO BE OPERATING PROPERLY.

File No. - 7099 09/11/87 DIXON, CA Time (Lcl) - 0702 PDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. INATTENTIVE - DRIVER OF VEHICLE

Occurrence #2 - FATALITY
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR033 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7098 | 09/11/87 | CAMPBELL HALL, NY | Time (Lcl) - 2230 EDT

---Basic Information---

Reporting Railroad - CR
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - BUOI-1
Direction - EAST
Speed (Est.) - 8
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 23/0
End of Train Monitor - MONITOR
Length (Feet) - 1600
Trailing Tons - 1470
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - NO

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - FOG
Condition of Light - DARK

Line of Sight - 50 FT.

Evacuation - NO

Itinerary
Last Departure Point
UNKNOWN, NY

Destination
UNKNOWN, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/6
Gradient - ASC. 0.43
Alignment - CURVE 1 D 30 M

---Narrative---
CR FREIGHT TRAIN SYMBOL NO. BUOI-1 HAD STOPPED ON THE SIDING TO PICK UP CARS ON NUMBER 1 AND 2 TRACKS. THE CONDUCTOR MADE A TRAIN SEPARATION AT A WRONG LOCATION AND SIGNALLED BY HAND LANTERN TO THE BRAKEMAN WHO HAD A PORTABLE RADIO TO ADVISE THE ENGINEER TO BACK UP TO COUPLE UP THE TRAIN. AFTER THE TRAIN BACKED UP AND COUPLED, THE CONDUCTOR WAS FOUND FATALLY INJURED NEAR THE AREA WHERE THE CARS WERE COUPLED. THE RADIO TRAFFIC FROM OTHER TRAINS WITHIN RADIO RANGE INTERFERED WITH THE RADIO SWITCHING MESSAGES BETWEEN THE ENGINEER AND THE BRAKEMAN. THE DARK NIGHT AND VISUAL PERCEPTION OF THE CONDUCTOR RESTRICTED THE SWITCHING MOVE.

File No. - 7098 09/11/87 CAMPBELL HALL, NY Time (Lcl) - 2230 EDT

Occurrence #1 - HARD COUPLING
Phase - SHOVING CARS

Finding(s)
1. RADIOS - NOT RECEIVED
2. VERBAL/RADIO/TELEPHONE PERMISSION - NOT RECEIVED - ROAD FREIGHT ENGINEER/MOTORMAN (local and way freight)

Occurrence #2 - FATALITY, EMPLOYEE
Phase - SHOVING CARS

Finding(s)
3. LIGHT CONDITION - DARK NIGHT
4. VISUAL/AURAL PERCEPTION - ROAD FREIGHT CONDUCTOR (local and way freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3, 4

Factor(s) relating to this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR019 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7100 — 09/13/87 — LARIAT, WY — Time (Lcl) - 1615 MDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 609,499.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 3111 WEST
Direction - WEST
Speed (Est.) - 45
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 101/1
End of Train Monitor - NO
Length (Feet) - 6177
Trailing Tons - 12863
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 28/28

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
GILLETTE, WY

Destination
SHERIDAN, WY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.80
Alignment - TANGENT

---Narrative---

ABOUT 1615 MDT ON SEPTEMBER 13, 1987, FREIGHT TRAIN EXTRA 3111 WEST, CONSISTING OF FIVE LOCOMOTIVE UNITS AND 101 CARS, HAD 28 CARS DERAIL WHILE MOVING 45 MPH. THE TRAIN WAS MOVING OVER A FACING POINT SWITCH WHEN THE SWITCH OPENED. TOXICOLOGY TESTS TAKEN ON THE FOUR CREWMEMBERS ABOUT 6 HOURS AFTER THE ACCIDENT REVEALED POSITIVE RESULTS ON THE TWO BRAKEMEN. TOXICOLOGY SAMPLES TAKEN FROM ONE BRAKEMAN SHOWED THE PRESENCE OF THE FOLLOWING: BLOOD, 4 NG/ML THC (MARIJUANA) AND 16 NG/ML METABOLITE OF MARIJUANA; URINE, 72 NG/ML METABOLITE OF MARIJUANA. SAMPLES FROM THE SECOND BRAKEMAN REVEALED THE FOLLOWING: 8 NG/ML OF METABOLITE OF MARIJUANA (BLOOD) AND 25 NG/ML OF METABOLITE MARIJUANA (URINE).

File No. - 7100 09/13/87 LARIAT, WY Time (Lcl) - 1615 MDT

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - DECELERATING

Finding(s)
1. SWITCH POINTS - CHIPPED
2. TRAIN HANDLING - COMPLIED - PILOT ENGINEER
3. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
4. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC87FR034 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7101 | 09/15/87 | BROOKLYN, NY | Time (Lcl) - 0218 EDT

---Basic Information---

Reporting Railroad - XMTA
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Railroad/Personnel Information---

Train Data
Railroad - XMTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - 0206-R
Direction - NORTH
Speed (Est.) - 15
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 8
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 510
Trailing Tons - 420
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XMTA - NEW YORK CITY TRANS. AUTHORITY (MTA)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK TUNNEL

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
95TH STREET, NY

Destination
CONTINENTAL AVE, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

A NYCTA CONDUCTOR/FLAGMAN STEPPED ONTO LIVE TRACK NUMBER F-4 AND WAS STRUCK BY THE 2:06 A.M. "R" TRAIN ON THE BMT SUBWAY LINE. THE FLAGMAN WAS ASSIGNED TO A WORK TRAIN ON OUT-OF- SERVICE TRACK F-2. NYCTA PROTECTION OF TRACK WORK RULES WERE NOT COMPLIED WITH BY THE FLAGMAN. THE LEAD CAR OF THE "R" TRAIN HAD ONE OF THE ITS TWO HEADLIGHTS BURNED OUT. AIR HAMMERS USED BY CONSTRUCTION CREWS CAUSED VERY HIGH NOISE LEVELS IN THE VICINITY OF THE ACCIDENT.

File No. - 7101 09/15/87 BROOKLYN, NY Time (Lcl) - 0218 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - MAINTAINING SPEED

Finding(s)
1. OBJECT ON TRACK - OTHER PERSON
2. PROTECTION OF TRACK WORK RULES - NOT COMPLIED - ROAD PASSENGER BRAKEMEN/FLAGMAN
3. WORKPLACE NOISE/DISTRACTION - ROAD PASSENGER BRAKEMEN/FLAGMAN
4. HEADLIGHT - BURNT OUT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR020A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7102 — 09/16/87 — RUSSELL, KY — Time (Lcl) - 1120 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION, SIDE
Operating Phase - SWITCHING
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 151,600.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 4154 EAST
Direction - EAST
Speed (Est.) - 10
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - 171/1
End of Train Monitor - MONITOR
Length (Feet) - 10258
Trailing Tons - 17358
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
COLUMBUS, OH

Destination
RUSSELL, KY

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

CSX TRAIN EXTRA 4154 EAST SHOVING CARS ONTO THE RECEIVING YARD OF RUSSELL, KY, STRUCK THE SIDE OF INBOUND TRAIN EXTRA 2116 EAST. FIVE FREIGHT CARS AND AN UNOCCUPIED CABOOSE WERE DERAILED. THE DERAILMENT OCCURRED WHEN CSX TRAIN EXTRA 4154 EAST WAS SHOVED INTO THE SIDE OF INBOUND TRAIN EXTRA 2116 EAST. TWO OF THE DERAILED CARS WERE LOADED WITH LIQUID PETROLEUM GAS. THESE CARS WERE DISLODGED FROM THE TRUCKS AND THE TANK BODIES CAME TO REST ON THEIR SIDES. THE TANKS WERE NOT PUNCTURED NOR WAS ANY LADING RELEASED. THE TRAIN CREW OF TRAIN EXTRA 4154 EAST DID NOT PROTECT THE SHOVING MOVEMENT. THE CSX TRAINMASTER ON DUTY THAT DAY, STATED IT WAS A COMMON PRACTICE IN RUSSELL YARD TO SHOVE CARS WITH A BRAKEMAN RIDING IN A CONSPICUOUS POSITION ON THE LEAD CAR.

File No. - 7102 09/16/87 RUSSELL, KY Time (Lcl) - 1120 EDT

Occurrence #1 - COLLISION, SIDE
Phase - SHOVING CARS

Finding(s)
1. GENERAL RULES - NOT COMPLIED - BRAKEMAN
2. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT

Occurrence #2 - DERAILMENT
Phase - SHOVING CARS

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR020B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7102 — 09/16/87 — RUSSELL, KY — Time (Lcl) - 1120 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 107,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 2116 EAST
Direction - EAST
Speed (Est.) - 10
Speed (Auth.) - 20

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 53/0
End of Train Monitor - MONITOR
Length (Feet) - 3457
Trailing Tons - 5090
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 3/3

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
COLUMBUS, OH

Destination
RUSSELL, KY

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

CSX TRAIN EXTRA 4154 EAST SHOVING CARS ONTO THE RECEIVING YARD OF RUSSELL, KY, STRUCK THE SIDE OF INBOUND TRAIN EXTRA 2116 EAST. FIVE FREIGHT CARS AND AN UNOCCUPIED CABOOSE WERE DERAILED. THE DERAILMENT OCCURRED WHEN CSX TRAIN EXTRA 4154 EAST WAS SHOVED INTO THE SIDE OF INBOUND TRAIN EXTRA 2116 EAST. TWO OF THE DERAILED CARS WERE LOADED WITH LIQUID PETROLEUM GAS. THESE CARS WERE DISLODGED FROM THE TRUCKS AND THE TANK BODIES CAME TO REST ON THEIR SIDES. THE TANKS WERE NOT PUNCTURED NOR WAS ANY LADING RELEASED. THE TRAIN CREW OF TRAIN EXTRA 4154 EAST DID NOT PROTECT THE SHOVING MOVEMENT. THE CSX TRAINMASTER ON DUTY THAT DAY, STATED IT WAS A COMMON PRACTICE IN RUSSELL YARD TO SHOVE CARS WITH A BRAKEMAN RIDING IN A CONSPICUOUS POSITION ON THE LEAD CAR.

File No. - 7102 09/16/87 RUSSELL, KY Time (Lcl) - 1120 EDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. GENERAL RULES - NOT COMPLIED - OTHER CREW MEMBER
2. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FRO .A — BRIEF OF ACCIDENT — RUNDATE: 05/18/89

File No. - 7103 — 09/17/87 — NORTH PLATTE, NE — Time (Lcl) - 2130 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - YARD RULES
TIMETABLE

Property Losses
Railroad - $ 196,482.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	C	0	0	4

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - LIGHT LOCOMOTIVE
Train ID - N/A
Direction - EAST
Speed (Est.) - 42
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 180
Trailing Tons - N/A
Loco. Damaged/Derailed - 3/2
Cars Damaged/Derailed - N/A

Crew Information
Front End - 0
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - NO

Itinerary
Last Departure Point
NORTH PLATTE, NE

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AT ABOUT 2130 CDT ON SEPTEMBER 17, 1987, A THREE UNIT LOCOMOTIVE CONSIST, MOVED UNATTENDED FROM THE DIESEL SERVICE AREA IN NORTH PLATTE, NEBRASKA, AND COLLIDED WITH THE REAR OF A STANDING TRAIN. A HOSTLER HAD DISMOUNTED THE LEAD LOCOMOTIVE OF THE THREE UNIT CONSIST TO ALIGN SWITCHES AND FAILED TO SECURE LOCOMOTIVE CONTROLS TO PREVENT MOVEMENT. A TOXICOLOGICAL TEST OF THE HOSTLER INDICATED THAT BLOOD AND URINE TAKEN FROM HIM ABOUT 3 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF THE FOLLOWING: BLOOD, 1 NG/ML, THC (MARIJUANA) AND THE METABOLITE OF MARIJUANA WAS BLOOD, 45 NG/ML, AND URINE, 178 NG/ML.

File No. - 7103 09/17/87 NORTH PLATTE, NE Time (Lcl) - 2130 CDT

Occurrence #1 - COLLISION, REAR
Phase - UNATTENDED

Finding(s)
1. ENGINE CONTROLS - NOT SECURED
2. TRAIN HANDLING - NOT FOLLOWED - OUTSIDE HOSTLER
3. PHYSICAL IMPAIRMENT (drugs) - OUTSIDE HOSTLER
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. SPECIAL INSTRUCTIONS - INADEQUATE - GENERAL FOREMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR021B — BRIEF OF ACCIDENT — RUNDATE: 05/18/89

File No. - 7103 — 09/17/87 — NORTH PLATTE, NE — Time (Lcl) - 2130 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - YARD RULES
CAB SIGNALS

Property Losses
Railroad - $ 85,616.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	1

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 2900 EAST
Direction - EAST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 111/1
End of Train Monitor - NO
Length (Feet) - 5926
Trailing Tons - 14554
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 3/3

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - RAIN
Condition of Light - DARK

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
SOUTH MORRILL, NE

Destination
NORTH PLATTE, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AT ABOUT 2130 CDT ON SEPTEMBER 17, 1987, A THREE UNIT LOCOMOTIVE CONSIST, MOVED UNATTENDED FROM THE DIESEL SERVICE AREA IN NORTH PLATTE, NEBRASKA, AND COLLIDED WITH THE REAR OF A STANDING TRAIN. A HOSTLER HAD DISMOUNTED THE LEAD LOCOMOTIVE OF THE THREE UNIT CONSIST TO ALIGN SWITCHES AND FAILED TO SECURE LOCOMOTIVE CONTROLS TO PREVENT MOVEMENT. A TOXICOLOGICAL TEST OF THE HOSTLER INDICATED THAT BLOOD AND URINE TAKEN FROM HIM ABOUT 3 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF THE FOLLOWING: BLOOD, 1 NG/ML, THC (MARIJUANA) AND THE METABOLITE OF MARIJUANA WAS BLOOD, 45 NG/ML, AND URINE, 178 NG/ML.

File No. - 7103 09/17/87 NORTH PLATTE, NE Time (Lcl) - 2130 CDT

Occurrence #1 - COLLISION, REAR
Phase - UNATTENDED

Finding(s)
1. ENGINE CONTROLS - NOT SECURED
2. TRAIN HANDLING - NOT FOLLOWED - OUTSIDE HOSTLER
3. PHYSICAL IMPAIRMENT (drugs) - OUTSIDE HOSTLER
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. SPECIAL INSTRUCTIONS - INADEQUATE - GENERAL FOREMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR019 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7104 | 09/21/87 | RICHMOND, MI | Time (Lcl) - 0940 EDT

---Basic Information---

Reporting Railroad - GTW
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 512,000.00
Non-Railroad - $ 1,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	3
Passengers	0	0	0	0
Motorist	0	0	1	0
Other	0	0	0	0

GTW - GRAND TRUNK WESTERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - GTW
Type of Train - FREIGHT
Train ID - EXTRA 5844 EAST
Direction - EAST
Speed (Est.) - 33
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 73/1
End of Train Monitor - NO
Length (Feet) - 4875
Trailing Tons - 4861
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 12/11

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

GTW - GRAND TRUNK WESTERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - YES

Itinerary
Last Departure Point
FLAT ROCK, MI

Destination
PORT HURON, MI

Hazardous Materials
Involved - YES
Cars Involved - 1

Track Information
Type/No. of Tracks - MAIN/3
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

GTW FREIGHT TRAIN EXTRA 5844 EAST WAS STRUCK AT THE FIRST CAR BEHIND THE LOCOMOTIVE BY A NORTHBOUND AUTOMOBILE DRIVEN BY A LONE MALE. THE COLLISION OCCURRED ON THE GTW'S SINGLE MAIN TRACK, IN RICHMOND, MICHIGAN. A DERAILMENT INVOLVING THE HEAD 11 CARS OF THE TRAIN ENSUED. A TANK CAR INVOLVED IN THE ACCIDENT LEAKED ABOUT 12 GALLONS OF CARBOLIC ACID, AND A PRECAUTIONARY EVACUATION OF 500 PERSONS WAS INITIATED BY THE RICHMOND FIRE CHIEF. THE TRAIN WAS MANNED BY A 4 MAN CREW. THE CONDUCTOR OF THE TRAIN AND THE DRIVER OF THE AUTOMOBILE SUSTAINED MINOR INJURIES. THERE WAS NO FIRE. THERE WERE NO INDICATIONS THAT THE AUTOMOBILE BRAKES WERE APPLIED. THERE WAS A TIRE MARK MADE IN THE ROADWAY WHEN THE DRIVER ATTEMPTED TO TURN LEFT PRIOR TO THE COLLISION.

File No. - 7104 09/21/87 RICHMOND, MI Time (Lcl) - 0940 EDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VISUAL/AURAL PERCEPTION - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
3. CUT OF CARS - OFF TRACK

Occurrence #3 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

Finding(s)
4. BOTTOM OUTLET VALVES - LOOSE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW87FR028 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7106 | 09/22/87 | WYNDMERE, ND | Time (Lcl) - 0130 CDT

---Basic Information---

Reporting Railroad - SOO
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE TRAIN ORDERS

Property Losses
Railroad - $ 493,600.00
Non-Railroad - $ 12,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SOO - SOO LINE RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOO
Type of Train - FREIGHT
Train ID - EXTRA 209 EAST
Direction - EAST
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 93/1
End of Train Monitor - NO
Length (Feet) - 5532
Trailing Tons - 10225
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 14/14

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SOO - SOO LINE RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 900 FT.

Evacuation - YES

Itinerary
Last Departure Point
ENDERLIN, ND

Destination
ST. PAUL, MN

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

Soo Line Eastbound Freight Train Extra 209 operating at 40 mph on a single main track had 14 cars derail. As the train passed over a railroad crossing at grade, the L-1 journal on the 98th car broke off and the truckside drop down. The car traveled about 100 feet to a facing point turnout where a general derailment occurred. The fracture surface of the broken journal displayed evidence of a 25 percent old break. Involved in the derailment were 4 cars containing liquefied petroleum gas (LPG). These cars were substantially damaged but remained in tact and none of their product was spilled to the environment. About 450 people were evacuated due to the uncertainty of the structural integrity of the LPG cars. The evacuation remained in effect for 40 hours until all of the LPG was transloaded and removed from the site. There were no injuries.

File No. - 7106 09/22/87 WYNDMERE, ND Time (Lcl) - 0130 CDT

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. AXLE JOURNAL - BROKEN

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX87FR016

File No. - 7107 09/27/87

BRIEF OF ACCIDENT

OGDEN, UT

RUNDATE: 04/27/89

Time (Lcl) - 0130 MDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 500.00
Non-Railroad - $ 9,500.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	4	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3465 WEST
Direction - WEST
Speed (Est.) - 49
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 61/0
End of Train Monitor - MARKER
Length (Feet) - 5783
Trailing Tons - 3986
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
GREEN RIVER, WY

Destination
LOS ANGELES, CA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.50
Alignment - TANGENT

---Narrative---

UNION PACIFIC FREIGHT TRAIN, EXTRA 3465, TRAVELING WESTBOUND AT 49 MPH, STRUCK A MOTOR VEHICLE ON HOOPER ROAD GRADE CROSSING, IN SOUTH OGDEN, UTAH. THE TRAIN CONSISTED OF FIVE LOCOMOTIVE UNITS AND 61 CARS. THE TRAIN WAS MANNED BY A FOUR MAN CREW. NO ONE ON THE TRAIN WAS INJURED. THE MOTOR VEHICLE WAS TRAVELING EAST AT AN UNDETERMINED RATE OF SPEED AND DID NOT STOP FOR THE ON COMING TRAIN. THERE WERE FOUR OCCUPANTS IN THE VEHICLE AND ALL WERE FATALLY INJURED. THE CROSSING IS EQUIPPED WITH FLASHING RED LIGHTS, MOUNTED ON A REFLECTORIZED STOP SIGN AND WERE FOUND TO BE OPERATING AT THE TIME OF THE ACCIDENT.

File No. - 7107 09/27/87 OGDEN, UT Time (Lcl) - 0130 MDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - ACCELERATING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. QUALIFICATION - DRIVER OF VEHICLE

Occurrence #2 - FATALITY
Phase - ACCELERATING

Occurrence #3 - FATALITY, PASSENGER
Phase - ACCELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR020 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7108 | 09/29/87 | PLYMOUTH, NC | Time (Lcl) - 0900 EDT

---Basic Information---

Reporting Railroad - SOU
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SOU - SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOU
Type of Train - LOCAL FREIGHT
Train ID - NO. 42
Direction - NORTH
Speed (Est.) - 6
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 11/0
End of Train Monitor - NO
Length (Feet) - 600
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SOU - SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - ARTIFICIAL ILLU

Line of Sight - 600 FT.

Evacuation - NO

Itinerary
Last Departure Point
PLYMOUTH, NC

Destination
PLYMOUTH, NC

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - INDUSTRIAL/I
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

SOUTHERN RAILWAY TRAIN NO. 42, THE PLYMOUTH SWITCHER, WAS IN THE PROCESS OF SHOVING ELEVEN FREIGHT CARS INTO THE WEYERHAUSER COMPLEX LOCATED IN PLYMOUTH, NC, WHEN A BRAKEMAN WAS OBSERVED JUMPING FROM THE MOVING CARS IN ORDER TO LAND ON THE LOADING DOCK. THE BRAKEMAN WAS THEN OBSERVED BEING ROLLED BETWEEN THE CLOSE CLEARANCE OF THE SIDE OF THE BOXCAR AND THE SHED'S WALL UNTIL HE DROPPED TO GROUND LEVEL. THE COMPANY'S RULES EXPRESSLY DISALLOW THE RIDING OF CARS IN CLOSE CLEARANCES.

File No. - 7108 09/29/87 PLYMOUTH, NC Time (Lcl) - 0900 EDT

Occurrence #1 - FATALITY
Phase - SHOVING CARS

Finding(s)
1. SAFETY RULES - NOT COMPLIED - ROAD FREIGHT BRAKEMAN/FLAGMAN (local and way freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI87FR022 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7109 | 09/29/87 | PITTSBURGH, PA | Time (Lcl) - 0100 EDT

---Basic Information---

Reporting Railroad - PAAC
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 100.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

PAAC - PORT AUTHORITY OF ALLEGHANY COUNTY

---Railroad/Personnel Information---

Train Data
Railroad - PAAC
Type of Train - LIGHT RAIL TRANSIT
Train ID - 47L
Direction - N/A
Speed (Est.) - 15
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 46
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

PAAC - PORT AUTHORITY OF ALLEGHANY COUNTY

---Environment/Operations Information---

Weather Data
Weather Condition - N/A
Condition of Light - ARTIFICIAL ILLU

Line of Sight - 10 FT.

Evacuation - NO

Itinerary
Last Departure Point
GATEWAY STATION, PA

Destination
LIBRARY STATION, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

A PORT AUTHORITY OF ALLEGHENY COUNTY BUILDING MAINTENANCE WORKER WAS STRUCK AND FATALLY INJURED BY AN OUTBOUND PCC CAR AT THE DOWNTOWN PITTSBURGH STEEL PLAZA STATION. THE WORKER ENTERED THE RIGHT-OF-WAY BEFORE THE LAST TRAIN (PCC CAR) HAD DEPARTED. ACCORDING TO FELLOW WORKERS, THE PROCEDURE WAS TO WAIT UNTIL AFTER 0100 AT WHICH TIME THE SYSTEM IS IDLE AND THEN THEY WOULD GO ABOUT THE CLEANING AND HOSING OF THE PLATFORM AREAS. ON THIS MORNING, THE DECEASED DID NOT WAIT, INSTEAD HE ENTERED THE TRACK AREA AND BEGAN DRAGGING A HOSE TOWARD THE PLATFORM WITH HIS BACK WAS TO THE APPROACHING TRAIN. PCC CAR 1764 ENTERED THE STATION AT 0100 - SEEING NO PASSENGERS, IT DID NOT STOP. AS IT ACCELERATED, THE OPERATOR NOTICED A PERSON ON THE TRACK AND PUT ON THE EMERGENCY BRAKES. CAR 1764 PINNED THE PERSON BETWEEN THE PLATFORM AND THE SIDE OF THE CAR. THE WORKER WAS ATTIRED IN DARK CLOTHING. THE STATION WAS ILLUMINATED WITH ARTIFICIAL LIGHT. ALL TOXICOLOGICAL TESTS RESULTS WERE NEGATIVE.

File No. - 7109 09/29/87 PITTSBURGH, PA Time (Lcl) - 0100 EDT

Occurrence #1 - FATALITY, EMPLOYEE
Phase - DECELERATING

Finding(s)
1. SCHEDULED TRAIN - APPLIED EMERGENCY
2. SIGHT DISTANCE - POOR - ROAD PASSENGER ENGINEER/MOTORMAN
3. CONDITION (S)/STEP (S) INSUFFICIENTLY DEFINED - JANITOR/CLEANER
4. PROTECTION OF TRACK WORK RULES - INADEQUATE - JANITOR/CLEANER
5. INATTENTIVE - JANITOR/CLEANER
6. LIGHT CONDITION - ARTIFICIAL ILLUMINATION
7. INSUFFICIENT STAFF - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL87FR021 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7110 | 09/30/87 | MADISON, AL | Time (Lcl) - 1045 CDT

---Basic Information---

Reporting Railroad - NS
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 21,600.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	1	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - LOCAL FREIGHT
Train ID - EXTRA 2532 WEST
Direction - WEST
Speed (Est.) - 48
Speed (Auth.) - 55

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 7/1
End of Train Monitor - NO
Length (Feet) - 560
Trailing Tons - 399
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 7/7

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 600 FT.

Evacuation - NO

Itinerary
Last Departure Point
SCOTTBORO, AL

Destination
SHEFFIELD, AL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.60
Alignment - TANGENT

---Narrative---

NORFOLK AND SOUTHERN FREIGHT TRAIN EXTRA 2532 WEST, TRAVELING AT ABOUT 48 MPH, STRUCK AN EMPTY, FLAT-BED TRACTOR-TRAILER AT MILEPOST 347 AND SHELTON ROAD WITHIN THE CITY LIMITS OF MADISON, ALABAMA. THE TRAIN CONSISTED OF TWO LOCOMOTIVES, 6 FREIGHT CARS AND A CABOOSE. THE TRAIN WAS MANNED BY A FOUR MAN CREW. DURING THE COLLISION, THE RAIL GAGE WAS DISTRIBUTED DERAILING THE ENTIRE TRAIN. THERE WERE NO INJURIES TO THE CREW. THE UNBELTED DRIVER OF THE TRUCK WAS EJECTED AND FATALLY INJURED. A WITNESS STATED THAT THE TRUCK FAILED TO STOP PRIOR TO CROSSING THE TRACK. THERE WAS A STANDARD STOP SIGN INSTALLED AT THE CROSSING.

File No. - 7110 09/30/87 MADISON, AL Time (Lcl) - 1045 CDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. DIVERTED ATTENTION - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - STOPPING

Finding(s)
3. TRACK GAGE - DISTORTED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR001 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7111 | 10/01/87 | BRENHAM, TX | Time (Lcl) - 1735 CDT

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,090,000.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - FREIGHT
Train ID - C-FWSXI-01
Direction - WEST
Speed (Est.) - 40
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 116/1
End of Train Monitor - NO
Length (Feet) - 7260
Trailing Tons - 15673
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 29/29

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
TEMPLE, TX

Destination
BELLVILLE, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.75
Alignment - CURVE 1 D 4 M

---Narrative---

ABOUT 1735 CDT ON OCTOBER 1,1987, A WESTBOUND ATCHISON, TOPEKA, AND SANTA FE RAILROAD LOADED UNIT COAL TRAIN, MOVING AT 40 MPH, DERAILED 29 CARS. POST ACCIDENT INVESTIGATION REVEALED IRREGULARITIES IN CROSS ELEVATION AT THE POINT OF DERAILMENT, WHICH WAS ON A FILL THAT HAD BEEN RECENTLY RESTORED. TOXICOLOGICAL TESTS WERE ADMINISTERED TO THE TRAIN CREW WITH ONE POSITIVE RESULT. TOXICOLOGY SAMPLES TAKEN FROM THE HEAD BRAKEMAN ABOUT NINE HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA METABOLITE IN THE FOLLOWING CONCENTRATIONS: BLOOD, 30 NG/ML, AND URINE, 120 NG/ML.

File No. - 7111 10/01/87 BRENHAM, TX Time (Lcl) - 1735 CDT

Occurrence #1 - DERAILMENT
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. FILL - RESTORED
2. CROSS ELEVATION - IRREGULAR
3. TRACK INSPECTION - POOR - MAINTENANCE OF WAY INSPECTOR
4. TRACK SLOW ORDER - DISCONTINUED - MAINTENANCE OF WAY INSPECTOR
5. USE OF DRUGS - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3, 4

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN88FR001 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7114 | 10/03/87 | KENESAW, NE | Time (Lcl) - 0940 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 784,454.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 6774 EAST
Direction - EAST
Speed (Est.) - 58
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 35/0
End of Train Monitor - MONITOR
Length (Feet) - 3049
Trailing Tons - 2995
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 26/26

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
MC COOK, NE

Destination
LINCOLN, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.36
Alignment - CURVE 0 D 45 M

---Narrative---

FREIGHT TRAIN EXTRA 6774 EAST HAD 26 CARS DERAIL WHILE MOVING ABOUT 58 MPH. THE INVESTIGATION REVEALED THAT A SPLIT RAIL HAD BROKEN UNDER THE WEIGHT OF THE 3 LOCOMOTIVE UNITS DUE TO A VERTICAL SPLIT HEAD DEFECT IN THE 115 POUND RAIL. THE FIRST CAR TO DERAIL WAS THE FIRST CAR BEHIND THE LOCOMOTIVES. ON 6/8/87, THE TRACK HAD BEEN ULTRASONICALLY TESTED FOR RAIL FLAWS, BUT NO DEFECTS WERE REPORTED. THE TRACK HAD LATER BEEN INSPECTED VISUALLY, WITH NO REPORTED DEFECTS. A VERTICAL SPLIT HEAD DEFECT IS OFTEN DIFFICULT TO SEE UNTIL IT HAS GROWN TO A LENGTH OF SEVERAL FEET.

File No. - 7114 10/03/87 KENESAW, NE Time (Lcl) - 0940 CDT

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - CRACKED
2. RAIL - BROKEN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR002 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7112 | 10/03/87 | GROESBECK, TX | Time (Lcl) - 0015 CDT

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 397,000.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7660 WEST
Direction - WEST
Speed (Est.) - 50
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 106/0
End of Train Monitor - NO
Length (Feet) - 7260
Trailing Tons - 6467
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 23/23

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 7000 FT.

Evacuation - NO

Itinerary
Last Departure Point
CORSICANA, TX

Destination
SAN ANTONIO, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.60
Alignment - TANGENT

---Narrative---
SP freight train Extra 7660 operating on a single main track had 23 cars derail in an uninhabited area near Groesbeck, Texas. The initial derailment occurred near the bottom of a vertical curve just after the engineer had made throttle adjustments and a dynamic brake application. The train speed was about 50 mph. The on-scene investigation revealed that empty flat car OTTX 97238 was subjected to excessive lateral forces causing the rail to overturn. The track consisted of 113 pound welded rail that was in good repair.

File No. - 7112 10/03/87 GROESBECK, TX Time (Lcl) - 0015 CDT

Occurrence #1 - TRACK/TRAIN DYNAMICS
Phase - SLOWING

Finding(s)
1. RAIL - CANTED
2. TRACK GAGE - DISTORTED

Occurrence #2 - DERAILMENT
Phase - SLOWING

Finding(s)
3. TRAIN HANDLING - POOR - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
4. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
5. SPEED - EXCESSIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR003 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7113 | 10/03/87 | LONGSTREET, LA | Time (Lcl) - 0907 CDT

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 315,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 7671 WEST
Direction - WEST
Speed (Est.) - 18
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 50/0
End of Train Monitor - MONITOR
Length (Feet) - 2777
Trailing Tons - 3017
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
SHREVEPORT, LA

Destination
LUFKIN, TX

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 1.00
Alignment - TANGENT

---Narrative---
Freight train Extra 7671 West had 12 articulated flat cars derail while moving 18 mph. The track was constructed with 113 pound, head free, welded rail, laid second hand in 1969. A rail defect consisting of a 30 percent break was found in the wreckage. Minimal rail head batter on the receiving end of the broken rail indicated that the rail broke under the weight of the train. The track inspector visually inspected the track the day before the accident. During that inspection no rail defects were observed.

File No. - 7113 10/03/87 LONGSTREET, LA Time (Lcl) - 0907 CDT

Occurrence #1 - DERAILMENT
Phase - ACCELERATING

Finding(s)
1. RAIL - DEFECT
2. RAIL - BROKEN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX88FR001 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7115 — 10/04/87 — TUCSON, AZ — Time (Lcl) - 1000 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - UNATTENDED/STORAGE
Method of Operation - YARD RULES
TRAFFIC CONTROL

Property Losses
Railroad - $ 750,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - CUT OF CARS
Train ID - CUT OF CARS
Direction - EAST
Speed (Est.) - 30
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 92/0
End of Train Monitor - NO
Length (Feet) - 5520
Trailing Tons - 3220
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 72/72

Crew Information
Front End - 0
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - NO
Operational - N/A

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 6000 FT.

Evacuation - NO

Itinerary
Last Departure Point
TUCSON, AZ

Destination
PIMA MINE, AZ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - INDUSTRIAL/1
Gradient - DES. 1.60
Alignment - CURVE 14 D 58 M

---Narrative---

ON SEPTEMBER 24, 1987 A SOUTHERN PACIFIC TRAIN/ENGINE CREW WITH TWO LOCOMITVE UNITS PICKED UP 80 EMPTY REFRIGERATOR CARS AT TUCSON, ARIZONA AND TOOK THEM TO PIMA MINE SPUR TRACK FOR STORAGE. UPON ARRIVING AT PIMA MINE AND AS&R SPUR TRACK, THE CREW FOUND SOME CARS ALREADY ON THE LEAD. BECAUSE OF THE NUMBER OF CARS, GRADE, AND THE FACT CREW WAS USING ONLY TWO UNITS, THE POSITIONING OF THE 92 CARS ON PIMA MINE SPUR TRACK WAS ACHIEVED BY MAKING THREE SEPARATE MOVEMENTS INVOLVING, 40 CARS, 12 CARS, AND 40 CARS, RESPECTIVELY. CREW APPLIED AN UNDETERMINED NUMBER OF HAND BRAKES AFTER EACH PLACEMENT PRIOR TO LEAVING CUT OF CARS UNATTENDED. ON OCTOBER 14, 1987 THE UNATTENDED CARS ROLLED 1.3 MILES ON A DESCENDING GRADE, AVERAGING 1.6 DEGREES, STRUCK A DERAIL AT AN ESTIMATED SPEED OF 30-35 MPH AND DERAILED 72 OF THE CARS CAUSING DAMAGE ESTIMATED AT $750,000.

File No. - 7115 10/04/87 TUCSON, AZ Time (Lcl) - 1000 MST

Occurrence #1 - DERAILMENT
Phase - UNATTENDED

Finding(s)
1. CUT OF CARS - NOT SECURED
2. HANDBRAKE - NOT APPLIED
3. SPECIAL INSTRUCTIONS - NOT FOLLOWED - ROAD FREIGHT CONDUCTOR (local and way freight)
4. SPECIAL INSTRUCTIONS - NOT FOLLOWED - ROAD FREIGHT BRAKEMAN/FLAGMAN (local and way freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FX001 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7116 | 10/06/87 | WALLINGFORD, CT | Time (Lcl) - 0832 EDT

---Basic Information---

Reporting Railroad - ATK
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 1,529.00
Non-Railroad - $ 1,200.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	175
Motorist	0	0	0	1
Other	0	0	0	0

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - NO. 641
Direction - SOUTH
Speed (Est.) - 60
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Cabocse - 12/0
End of Train Monitor - N/A
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 5/0

Crew Information
Front End - 1
Rear End - 4
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 250 FT.

Evacuation - NO

Itinerary
Last Departure Point
BOSTON, MA

Destination
NEW YORK, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.11
Alignment - CURVE 0 D 13 M

---Narrative---

AMTRAK PASSENGER TRAIN NO. 641 TRAVELING SOUTHBOUND AT 60 MPH, WAS STRUCK BY AN EASTBOUND 1978 FORD VAN AT THE INTERSECTION OF THE AMTRAK'S MAIN TRACK AND PENT ROAD. THE TRAIN CONSISTED OF A 1 LOCOMOTIVE UNIT AND 12 CARS. THE VAN CRASHED THROUGH THE LOWERED CROSSING GATE ARM AND THEN COLLIDED WITH THE SECOND CAR OF THE TRAIN CAUSING MINOR DAMAGE TO THE RIGHT SIDE OF THE TRAIN. THERE WAS NO DERAILMENT, FIRE OR INJURIES AS A RESULT OF THE COLLISION. THE DRIVER TOLD THE INVESTIGATING POLICE OFFICER THAT HIS VEHICLE'S BRAKES HAD FAILED. THIS OFFICER MEASURED SKID MARKS ON THE PAVEMENT LEADING TO THE POINT OF IMPACT WITH THE TRAIN. THE SKID MARKS WERE MADE AS A RESULT OF THE VAN'S BRAKES BEING APPLIED PRIOR TO COLLIDING WITH THE GATE ARM AND TRAIN.

File No. - 7116 10/06/87 WALLINGFORD, CT Time (Lcl) - 0832 EDT

Occurrence #1 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. INATTENTIVE - DRIVER OF VEHICLE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FX002 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7117 | 10/07/87 | HALIFAX, NC | Time (Lcl) - 1132 EDT

---Basic Information---

Reporting Railroad - CSX
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 500.00
Non-Railroad - $ 100.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	18
Passengers	0	0	0	176
Motorist	0	0	0	1
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - NO. 82
Direction - NORTH
Speed (Est.) - 79
Speed (Auth.) - 79

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 18/0
End of Train Monitor - N/A
Length (Feet) - 1380
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 600 FT.

Evacuation - NO

Itinerary
Last Departure Point
HAMLET, NC

Destination
RICHMOND, VA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
AMTRAK PASSENGER TRAIN NO. 82, TRAVELING NORTHBOUND AT 79 MPH, COLLIDED WITH THE REAR OF A WESTBOUND, EMPTY FLAT-BED TRACTOR/SEMI-TRAILER AT A GRADE CROSSING. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS AND 17 PASSENGER CARS. THERE WERE NO INJURIES TO THE PASSENGERS, CREW OR DRIVER OF THE TRUCK. DAMAGE TO THE TRAIN AND TRUCK WAS MINOR. THE ENGINEER STATED THE TRUCK APPEARED TO ACCELERATE OVER THE CROSSING. THE TRAIN BARELY STRUCK THE REAR OF THE SEMI-TRAILER. THE TRUCK DRIVER CLAIMED HE DID NOT SEE THE TRAIN, DUE TO TREES THAT WERE IN THE LINE OF SIGHT. THE GRADE CROSSING WAS EQUIPPED WITH CROSSBUCKS ONLY.

File No. - 7117 10/07/87 HALIFAX, NC Time (Lcl) - 1132 EDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. JUDGMENT - POOR - DRIVER OF VEHICLE
3. TERRAIN CONDITION - HIGH VEGETATION
4. SIGHT DISTANCE - RESTRICTED - DRIVER OF VEHICLE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FR003 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7118 | 10/09/87 | GLENN ALLEN, AL | Time (Lcl) - 1035 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 147,900.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	2	2
Passengers	0	0	0	0
Motorist	0	1	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 2135 NORTH
Direction - NORTH
Speed (Est.) - 45
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 2/0
End of Train Monitor - NO
Length (Feet) - 240
Trailing Tons - 120
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
BIRMINGHAM, AL

Destination
AMORY, AL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.50
Alignment - CURVE 4 D 0 M

---Narrative---

FREIGHT TRAIN EXTRA 2135 NORTH, TRAVELING NORTHBOUND AT 45 MPH, COLLIDED WITH A GRAVEL-LOADED DUMP TRUCK AND DERAILED. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS AND 2 FREIGHT CARS. TWO CREWMEMBERS RECEIVED MINOR INJURIES. THE DRIVER OF THE TRUCK WAS SERIOUSLY INJURED. THE LOCOMOTIVE UNITS OVERTURNED. THE ACTIVE CROSSING WARNING DEVICES WERE REPORTEDLY OPERATING PRIOR TO THE COLLISION. THERE WAS NO INDICATION THAT THE TRUCK ATTEMPTED TO STOP. ALTHOUGH NOT REQUIRED BY FEDERAL LAW IN THIS ACCIDENT, THE BN PERFORMED TOXICOLOGICAL TESTS WHICH WERE POSITIVE INDICATING USE OF ALCOHOL BY THE ENGINEER (BELOW .04% IN BLOOD) AND USE OF MARIJUANA BY THE HEAD BRAKEMAN.

File No. - 7118 10/09/87 GLENN ALLEN, AL Time (Lcl) - 1035 CDT

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. TRAFFIC CONTROL SIGNAL - DISREGARDED - DRIVER OF VEHICLE
3. USE OF ALCOHOL - PILOT ENGINEER
4. USE OF DRUGS - BRAKEMAN

Occurrence #2 - DERAILMENT, GENERAL
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA88MR001A

BRIEF OF ACCIDENT

RUNDATE: 04/27/89

File No. - 7119 10/12/87 RUSSELL, IA Time (Lcl) - 1130 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAIN ORDERS

Property Losses
Railroad - $ 3,018,023.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	15	9
Passengers	0	0	107	123
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - NO. 6
Direction - EAST
Speed (Est.) - 59
Speed (Auth.) - 59

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 14/0
End of Train Monitor - NO
Length (Feet) - 1200
Trailing Tons - N/A
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 12/12

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
LINCOLN, NE

Destination
GALESBURG, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - SIDING/3
Gradient - DES. 1.00
Alignment - TANGENT

---Narrative---
AMTRAK PASSENGER TRAIN NO. 6 WAS TRAVELING ABOUT 60 MPH WHEN IT ENTERED A STUB TRACK AND STRUCK MAINTENANCE-OF-WAY EQUIPMENT. THE TRAIN WAS OPERATING EASTWARD ON THE WESTWARD TRACK, SINCE THE EASTWARD MAIN TRACK WAS OUT OF SERVICE. TWO LOCOMOTIVE UNITS AND 11 OF THE 14 PASSENGER CARS DERAILED, AS WELL AS THE MAINTENANCE-OF-WAY CRANE AND 3 FLAT CARS. THE STUB TRACK SWITCH HAD NOT BEEN RESTORED FOR THE MAINLINE TRACK BY A TRACK LABORER. THE CRANE OPERATOR AND TRACK FOREMAN FAILED TO CHECK THE STUB TRACK SWITCH. THE BN MANAGEMENT FAILED TO RESTRICT THE SPEED OF TRAINS THROUGH A WORK AREA AND FAILED TO CHECK CONDITION OF THE SWITCH BANNER. FOR MORE DETAILS, SEE REPORT NTSB/RAR-88/04.

File No. - 7119 10/12/87 RUSSELL, IA Time (Lcl) - 1130 CDT

Occurrence #1 - COLLISION
Phase - DECELERATING

Finding(s)
1. SWITCH ASSEMBLY - MISALIGN
2. MAINTENANCE OF WAY RULES DISREGARDED - MAINTENANCE OF WAY LABORER
3. INATTENTIVE MAINTENANCE OF WAY LABORER
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. OPERATING RULES - INADEQUATE - EXECUTIVE/GENERAL OFFICER
6. RESTRICTED SPEED - NOT ISSUED - EXECUTIVE/GENERAL OFFICER
7. PROCEDURE INADEQUATE - DIVISION OFFICER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA88MR001B

BRIEF OF ACCIDENT

RUNDATE: 04/27/89

File No. - 7119 10/12/87 RUSSELL, IA Time (Lcl) - 1130 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - COLLISION, HEAD-ON
Operating Phase - UNATTENDED/STORAGE
Method of Operation - TIMETABLE

Property Losses
Railroad - $ 174,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	0
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	122	132

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - PASSENGER
Train ID - WORK
Direction - N/A
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 3/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 3/3

Crew Information
Front End - 0
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
CHARITON, IA

Destination
RUSSELL, IA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - DES. 1.00
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 6 WAS TRAVELING ABOUT 60 MPH WHEN IT ENTERED A STUB TRACK AND STRUCK MAINTENANCE-OF-WAY EQUIPMENT. THE TRAIN WAS OPERATING EASTWARD ON THE WESTWARD TRACK, SINCE THE EASTWARD MAIN TRACK WAS OUT OF SERVICE. TWO LOCOMOTIVE UNITS AND 11 OF THE 14 PASSENGER CARS DERAILED, AS WELL AS THE MAINTENANCE-OF-WAY CRANE AND 3 FLAT CARS. THE STUB TRACK SWITCH HAD NOT BEEN RESTORED FOR THE MAINLINE TRACK BY A TRACK LABORER. THE CRANE OPERATOR AND TRACK FOREMAN FAILED TO CHECK THE STUB TRACK SWITCH. THE BN MANAGEMENT FAILED TO RESTRICT THE SPEED OF TRAINS THROUGH A WORK AREA AND FAILED TO CHECK CONDITION OF THE SWITCH BANNER. FOR MORE DETAILS, SEE REPORT NTSB/RAR-88/04.

File No. - 7119 10/12/87 RUSSELL, IA Time (Lcl) - 1130 CDT

Occurrence #1 - COLLISION
Phase - DECELERATING

Finding(s)
1. SWITCH ASSEMBLY - MISALIGN
2. MAINTENANCE OF WAY RULES - DISREGARDED - MAINTENANCE OF WAY LABORER
3. INATTENTIVE - MAINTENANCE OF WAY LABORER
4. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT
5. OPERATING RULES - INADEQUATE - EXECUTIVE/GENERAL OFFICER
6. RESTRICTED SPEED - NOT ISSUED - EXECUTIVE/GENERAL OFFICER
7. PROCEDURE INADEQUATE - DIVISION OFFICER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN88FR002 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7120 | 10/12/87 | MASON CITY, NE | Time (Lcl) - 0500 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 663,515.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 5595 EAST
Direction - EAST
Speed (Est.) - 50
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 110/0
End of Train Monitor - MONITOR
Length (Feet) - 6070
Trailing Tons - 10167
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 31/31

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
ALLIANCE, NE

Destination
LINCOLN, NE

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.40
Alignment - TANGENT

---Narrative---

A BN EASTBOUND COAL TRAIN HAD 31 CARS DERAIL ON THE NO. 1 TRACK OF A TWO-MAIN TRACK SYSTEM AT A POINT APPROX 3 MILES EAST OF MASON CITY, NE. THE TRAIN DERAILED ON 0.40 PER CENT DESCENDING GRADE. THERE WERE NO INJURIES. THE ON-SCENE INVESTIGATION REVEALED A RAIL BROKE UNDER THE WEIGHT OF THE 10,167 TON TRAIN.

File No. - 7120 10/12/87 MASON CITY, NE Time (Lcl) - 0500 CDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. RAIL - BROKEN

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR001 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7121 | 10/15/87 | REDFIELD, SD | Time (Lcl) - 1505 CDT

---Basic Information---

Reporting Railroad - BN
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE

Property Losses
Railroad - $ 585,468.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 7058
Direction - WEST
Speed (Est.) - 32
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 137/1
End of Train Monitor - NO
Length (Feet) - 7980
Trailing Tons - 17441
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 20/20

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
ABERDEEN, SD

Destination
MITCHELL, SD

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.06
Alignment - CURVE 1 D 15 M

---Narrative---

Burlington Northern freight train Extra 7058 west derailed the 50th through 69th cars of its 136 car train at milepost 734.5 of the Minnesota Division, 13th Subdivision. The derailed cars contained corn and soybeans. Speed was recorded at 32 mph. Maximum allowable speed is 25 mph. There were no injures. The crew was not toxicologically tested. The train had a total trailing tonnage of 17,441. Broken rail pieces were found at the scene that exhibited rail end batter and a bolt hole fracture. The weather was cloudy, rain and about 45 degrees F.

File No. - 7121 10/15/87 REDFIELD, SD Time (Lcl) - 1505 CDT

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. BOLT HOLE - CRACKED
2. SPEED - EXCEEDED - ROAD FREIGHT ENGINEER/MOTORMAN (local and way freight)
3. RAIL - BROKEN
4. TRACK WARRANT CONTROL - PERFORMED - ROAD FREIGHT CONDUCTOR (local and way freight)
5. RAIL BASE - BROKEN
6. TIMETABLE SPECIAL INSTRUCTIONS - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (local and way freight)

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
7. RAIL - INADEQUATE
8. TRAIN MAKEUP - DISREGARDED - DIVISON OFFICER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3, 7

Factor(s) relating to this accident is/are finding(s) 1, 2, 5, 8

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR004A | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7122 | 10/16/87 | MORRISON, MO | Time (Lcl) - 1715 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 376,000.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	3

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3108 EAST
Direction - EAST
Speed (Est.) - 50
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 102/0
End of Train Monitor - MONITOR
Length (Feet) - 6741
Trailing Tons - 6165
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 20/20

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 900 FT.

Evacuation - YES

Itinerary
Last Departure Point
KANSAS CITY, MO

Destination
ST. LOUIS, MO

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - MAIN/2
Gradient - DES. 0.21
Alignment - CURVE 1 D 45 M

---Narrative---

AT ABOUT 1715 CDT ON OCTOBER 16, 1987 AN EASTBOUND FREIGHT TRAIN DERAILED INTO THE SIDE OF A WESTBOUND FREIGHT TRAIN. A TOTAL OF 42 CARS WERE DERAILED INCLUDING 1 TANK CAR OF SULPHUR TRIOXIDE WHICH DID NOT RUPTURE OR SPILL. A PRECAUTIONARY EVACUATION OF ABOUT 200 PEOPLE WAS MADE. THERE WAS A SMALL FIRE WHICH BURNED OUT THE DAY AFTER THE ACCIDENT. ACCIDENT INVESTIGATION INDICATED PHYSICAL TRAIN MAKEUP WAS NOT CONDUCIVE TO PROPER TRAIN HANDLING PROCEDURES. METABOLITES OF LIBRIUM WERE FOUND IN THE BLOOD OF THE ENGINEER OF EXTRA 2516 WEST. THE DRUG WAS PRESCRIBED FOR HIM. METABOLITES OF LIBRIUM, DEMOXEPAM AND N- DESMETHYLCHLORDIAZEPOXIDE, WERE IN BLOOD AT 200 AND 183 NG/ML RESPECTIVELY; URINE HAD 414 NG/ML DEMOXEPAM. THE TESTS WERE TAKEN ABOUT 8 HRS. AFTER THE ACCIDENT.

File No. - 7122 10/16/87 MORRISON, MO Time (Lcl) - 1715 CDT

Occurrence #1 - TRACK/TRAIN DYNAMICS
Phase - DECELERATING

Occurrence #2 - DERAILMENT
Phase - DECELERATING

Finding(s)
1. TRAIN MAKEUP - IMPROPER - YARDMASTER
2. IMPROPER TRAINING - DIVISION OFFICER
3. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA
4. USE OF DRUGS - ENGINEER OF OTHER TRAIN

Occurrence #3 - COLLISION, RAKING
Phase - DECELERATING

Occurrence #4 - FIRE
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR004B | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7122 | 10/16/87 | MORRISON, MO | Time (Lcl) - 1715 CDT

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION, SIDE
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 450,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	3

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 2516 WEST
Direction - WEST
Speed (Est.) - 40
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 32/0
End of Train Monitor - MONITOR
Length (Feet) - 3510
Trailing Tons - 4018
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 22/22

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 900 FT.

Evacuation - YES

Itinerary
Last Departure Point
ST. LOUIS, MO

Destination
KANSAS CITY, MO

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.21
Alignment - CURVE 1 D 45 M

---Narrative---

AT ABOUT 1715 CDT ON OCTOBER 16, 1987 AN EASTBOUND FREIGHT TRAIN DERAILED INTO THE SIDE OF A WESTBOUND FREIGHT TRAIN. A TOTAL OF 42 CARS WERE DERAILED INCLUDING 1 TANK CAR OF SULPHUR TRIOXIDE WHICH DID NOT RUPTURE OR SPILL. A PRECAUTIONARY EVACUATION OF ABOUT 200 PEOPLE WAS MADE. THERE WAS A SMALL FIRE WHICH BURNED OUT THE DAY AFTER THE ACCIDENT. ACCIDENT INVESTIGATION INDICATED PHYSICAL TRAIN MAKEUP WAS NOT CONDUCIVE TO PROPER TRAIN HANDLING PROCEDURES. METABOLITES OF LIBRIUM WERE FOUND IN THE BLOOD OF THE ENGINEER OF EXTRA 2516 WEST. THE DRUG WAS PRESCRIBED FOR HIM. METABOLITES OF LIBRIUM, DEMOXEPAM AND N- DESMETHYLCHLORDIAZEPOXIDE, WERE IN BLOOD AT 200 AND 183 NG/ML RESPECTIVELY; URINE HAD 414 NG/ML OF DEMOXEPAM. THE TESTS WERE TAKEN ABOUT 8 HRS. AFTER THE ACCIDENT.

File No. - 7122 10/16/87 MORRISON, MO Time (Lcl) - 1715 CDT

Occurrence #1 - TRACK/TRAIN DYNAMICS
Phase - DECELERATING

Occurrence #2 - DERAILMENT
Phase - DECELERATING

Finding(s)
1. TRAIN MAKEUP - IMPROPER - YARDMASTER
2. IMPROPER TRAINING - EXECUTIVE/GENERAL OFFICER
3. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA
4. USE OF DRUGS - MAINTENANCE OF WAY AND STRUCTURES

Occurrence #3 - COLLISION, RAKING
Phase - DECELERATING

Occurrence #4 - FIRE
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FX002 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7124 | 10/27/87 | BROWNSBURG, IN | Time (Lcl) - 0930 EST

---Basic Information---

Reporting Railroad - CR
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 100.00
Non-Railroad - $ 800.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	1	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - 317
Direction - WEST
Speed (Est.) - 55
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 5/0
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 400 FT.

Evacuation - NO

Itinerary
Last Departure Point
INDIANAPOLIS, IN

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

Amtrak PASSENGER train #317 struck a 1980 Chevrolet Chevette at the Adams Street grade crossing in Brownsburg, IN. A witness stated he saw the vehicle proceeding west on Parthenia Avenue, disregard the stop sign at Adams and Parthenia and entered the crossing in front of the train without stopping. The witness had an unobstructed view. Amtrak #317 was northbound to Chicago Union Station. It is a regularly scheduled train operating daily between Indianapolis, IN, and Chicago, IL. The train consisted of one unit locomotive and 5 passenger coaches. There were no injuries to the train crew or the 138 passengers. The driver of the auto was fatally injured. The engineer and conductor submitted to a breathalyzer test administered by the Brownsburg Police Department. The results were zero on the breathalyzer scale. A blood sample of the auto driver was sent to state police headquarters at Indianapolis for toxicological testing and the results were negative.

File No. - 7124 10/27/87 BROWNSBURG, IN Time (Lcl) - 0930 EST

Occurrence #1 - COLLISION WITH OBJECT
Phase - DECELERATING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. TRAFFIC CONTROL SIGNAL - DISREGARDED - DRIVER OF VEHICLE
3. LIGHT CONDITION - DAYLIGHT
4. TERRAIN CONDITION - HIGH OBSTRUCTION (S)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FX003 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7125 | 10/27/87 | MICHIGAN CITY, IN | Time (Lcl) - 1116 CST

---Basic Information---

Reporting Railroad - ATK
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 92,000.00
Non-Railroad - $ 50,000.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	3
Passengers	0	0	5	92
Motorist	1	0	0	0
Other	0	0	0	0

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - 351
Direction - WEST
Speed (Est.) - 77
Speed (Auth.) - 79

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 4/0
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 3000 FT.

Evacuation - NO

Itinerary
Last Departure Point
BATTLE CREEK, MI

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

Amtrak passenger train #351 with engine 336, 1 baggage car and 3 coachs collided with a tractor trailer combination truck at Woodruff Road crossing in Michigan City, IN. The driver and only occupant of the truck was fatally injured. Five passengers of the train sustained minor injury. The truck was traveling west on Highway US 12, which parallels the main track and is south of the track. The truck turned northward onto Woodruff Road. Train #351 initiated an emergency brake application, prior to impact. The crossing is equipped with advance warning signals, crossbucks, and highway stop signs. Tollway receipts and the driver daily log indicate the driver falsified entries on his log and had probably driven all night, in violation of hours of service regulations. The drivers employer had been repeatedly fined and censured by the Federal Highway Administration for permitting drivers to violate hours of service regulations.

File No. - 7125 10/27/87 MICHIGAN CITY, IN Time (Lcl) - 1116 CST

Occurrence #1 - COLLISION WITH OBJECT
Phase - DECELERATING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. INATTENTIVE - DRIVER OF VEHICLE
3. FATIGUE - DRIVER OF VEHICLE

Occurrence #2 - FIRE
Phase - DECELERATING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC88FR002 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7126 | 10/28/87 | PITTSBURGH, PA | Time (Lcl) - 0812 EDT

---Basic Information---

Reporting Railroad - PAAC
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK RADIO

Property Losses
Railroad - $ 500,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	4	2
Passengers	0	5	33	0
Motorist	0	0	0	0
Other	0	0	0	0

PAAC - PORT AUTHORITY OF ALLEGHANY COUNTY

---Railroad/Personnel Information---

Train Data
Railroad - PAAC
Type of Train - LIGHT RAIL TRANSIT
Train ID - PCC1727 ROUTE 47F
Direction - NORTH
Speed (Est.) - 35
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - 50
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

PAAC - PORT AUTHORITY OF ALLEGHANY COUNTY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT TUNNEL

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
SOUTH HILLVILLE, PA

Destination
OVERBROOK, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - SURFACE LEVEL/2
Gradient - DES. 5.00
Alignment - CURVE 10 D 0 M

---Narrative---
A STREETCAR WITH 34 PASSENGERS AND AN OPERATOR ABOARD EXPERIENCED A LOSS OF BRAKING WHILE APPROACHING THE MOUNT WASHINGTON TUNNEL. THE TRACK IS DOWNGRADE THROUGH THE TUNNEL, WHICH IS 3502 FT LONG. THE STREETCAR HAD 3 BRAKING SYSTEMS, AND ALL WERE PUT IN EMERGENCY APPLICATION. THE CAR CONTINUED TO RUN AWAY THROUGH THE TUNNEL. THE OPERATOR MADE AN EMERGENCY CALL ON THE RADIO AND THEN DIRECTED ALL PASSENGERS TO THE REAR OF THE CAR. THE CAR CAME OUT OF THE TUNNEL AND DERAILED IN A SHARP CURVE, SIDESWIPED A CITY BUS AND TRUCK, THEN HIT A CATENARY SUPPORT POLE, A TRAFFIC SIGNAL AND CAME TO REST AGAINST A BUILDING. ALL DAMAGES WERE TO PAAC AND CITY PROPERTY. INVESTIGATION REVEALED AN ABRADED AND BURNED TRACTION MOTOR LEAD WIRE RESULTED IN A TOTAL LOSS OF BRAKING POWER. A PLASTIC WIRE HOLDER HAD BROKEN ON THE LEAD WIRE, AND HAD NOT BEEN FOUND IN A SHOP INSPECTION THE DAY BEFORE. 42 PERSONS (38 PASSENGERS AND 4 TRANSIT EMPLOYEES) WERE INJURED.

File No. - 7126 10/28/87 PITTSBURGH, PA Time (Lcl) - 0812 EDT

Occurrence #1 - LOSS OF CONTROL
Phase - ACCELERATING

Finding(s)
1. BRAKES - FAILURE (TOTAL)
2. WIRING - FRAYED
3. WIRING - BURNED
4. EQUIPMENT INSPECTION - INADEQUATE - ELECTRICIAN
5. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

Occurrence #2 - DERAILMENT
Phase - ACCELERATING

Occurrence #3 - COLLISION WITH OBJECT
Phase - DECELERATING

Finding(s)
6. OBJECT ON RIGHT-OF-WAY - VEHICLE
7. STRUCTURE - BUILDING (nonresidential)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FR004 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7127 | 10/30/87 | GREENSBORO, NC | Time (Lcl) - 1250 EST

---Basic Information---

Reporting Railroad - SOU
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE TRAIN ORDERS

Property Losses
Railroad - $ 474,917.00
Non-Railroad - $ 109,839.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	1	2	0
Passengers	0	0	0	0
Motorist	0	0	1	0
Other	0	0	0	0

SOU - SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SOU
Type of Train - LOCAL FREIGHT
Train ID - NO. 75
Direction - WEST
Speed (Est.) - 8
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 57/0
End of Train Monitor - MONITOR
Length (Feet) - 3312
Trailing Tons - 4595
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SOU - SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - YES

Itinerary
Last Departure Point
GREENSBORO, NC

Destination
WINSTON-SALEM, NC

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

TRAIN NO. 75 HAD DEPARTED POMONA YARD IN GREENSBORO, NORTH CAROLINA FOR THE RETURN TRIP TO WINSTON-SALEM AND WAS BEING OPERATED IN COMPLIANCE WITH THE 10 MPH SPEED RESTRICTION THROUGH THE TANK FARM AREA. THE TRACTOR TANK SEMITRAILER HAD JUST DEPARTED A LOADING FACILITY AFTER BEING LOADED WITH ABOUT 8,000 GALLONS OF GASOLINE. THE TRUCK WAS DRIVEN INTO THE PATH OF THE TRAIN AND THE COLLISION BREACHED CARGO TANK RESULTING IN A SPILL AND THE SUBSEQUENT FIRE. THE CONDUCTOR WAS FATALLY INJURED AS A RESULT OF BURNS. THE ENGINEER SUCCUMBED TO HIS BURN INJURIES ABOUT ONE WEEK LATER. THE TRUCK DRIVER WAS BURNED BUT SURVIVED HIS INJURIES. TWO OTHER TRAIN CREW MEMBERS SUFFERED MINOR IMPACT CAUSED INJURIES. THE THREE UNIT LOCOMOTIVE AND TRACTOR TRAILER WERE DESTROYED BY FIRE. EVIDENCE AND WITNESS STATEMENTS INDICATE THAT THE DRIVER DID NOT STOP HIS TRUCK DESPITE THE HIGHWAY STOP SIGN, THE ACTIVATED FLASHING LIGHTS, AND THE PRESENCE OF THE MOVING TRAIN.

File No. - 7127 10/30/87 GREENSBORO, NC Time (Lcl) - 1250 EST

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. COMPLACENCY - DRIVER OF VEHICLE

Occurrence #2 - FIRE
Phase - STANDING

Finding(s)
4. HIGHWAY VEHICLE - PUNCTURED

Occurrence #3 - FATALITY, EMPLOYEE
Phase - DETRAINING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

Factor(s) relating to this accident is/are finding(s) 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN88MR003A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7128 — 11/08/87 — KEMMERER, WY — Time (Lcl) - 0609 MST

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 795,500.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	1	1	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	1	1	2	1

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 6014 EAST
Direction - EAST
Speed (Est.) - 42
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 37/0
End of Train Monitor - MONITOR
Length (Feet) - 3304
Trailing Tons - 2650
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - FOG
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
POCATELLO, ID

Destination
GREEN RIVER, WY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.43
Alignment - TANGENT

---Narrative---

ABOUT 0609 MST, NOVEMBER 8, 1987, FREIGHT TRAIN EXTRA 6014 EAST (2 LOCOMOTIVE UNITS AND 37 CARS) COLLIDED WITH FREIGHT TRAIN EXTRA 9025 WEST (2 LOCOMOTIVE UNITS AND 47 CARS) IN HEAVY FOG. EXTRA 6014 EAST WAS MOVING 42 MPH. EXTRA 9025 WEST WAS MOVING 17 MPH. 3 LOCOMOTIVES AND 2 CARS FROM THE 2 TRAINS WERE DERAILED. THE CONDUCTOR OF EXTRA 9025 WEST WAS KILLED. THE ENGINEER AND A BRAKEMAN WERE INJURED. THE ENGINEER AND HEAD BRAKEMAN OF EXTRA 6014 EAST WERE INJURED. THE ENGINEER AND HEAD BRAKEMAN OF EXTRA 6014 EAST HAD NOT COMPLIED WITH APPROACH SIGNALS, AND THE CONDUCTOR HAD NOT ALERTED THE ENGINEER. THE TOXICOLOGY SAMPLES TAKEN FROM THE HEAD BRAKEMAN OF EXTRA 6014 EAST ABOUT 6 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF COCAINE IN THE FOLLOWING CONCENTRATIONS: BLOOD, 0.14 MCG/ML, URINE, 21.2 MCG/ML METABOLITE OF COCAINE; AND URINE, 0.170 MCG/ML COCAINE.

File No. - 7128 11/08/87 KEMMERER, WY Time (Lcl) - 0609 MST

Occurrence #1 - COLLISION, HEAD-ON
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. SIGNAL - STOP
2. SIGNAL INDICATION - NOT COMPLIED - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
3. INATTENTIVE - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)
4. SIGNAL INDICATION - NOT COMPLIED - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
5. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
6. GENERAL RULES - NOT COMPLIED - ROAD FREIGHT CONDUCTOR (through freight)
7. WEATHER - FOG

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3

Factor(s) relating to this accident is/are finding(s) 4, 5, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN88MR003B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7128 — 11/08/87 — KEMMERER, WY — Time (Lcl) - 0609 MST

---Basic Information---

Reporting Railroad - UP
Type of Accident - COLLISION, HEAD-ON
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 77,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	1	2	1
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	1	1	2

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 9025 WEST
Direction - WEST
Speed (Est.) - 17
Speed (Auth.) - 30

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 47/0
End of Train Monitor - MONITOR
Length (Feet) - 4251
Trailing Tons - 3321
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - N/A

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - FOG
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
POCATELLO, ID

Destination
GREEN RIVER, WY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.43
Alignment - TANGENT

---Narrative---

ABOUT 0609 MST, NOVEMBER 8, 1987, FREIGHT TRAIN EXTRA 6014 EAST (2 LOCOMOTIVE UNITS AND 37 CARS) COLLIDED WITH FREIGHT TRAIN EXTRA 9025 WEST (2 LOCOMOTIVE UNITS AND 47 CARS) IN HEAVY FOG. EXTRA 6014 EAST WAS MOVING 42 MPH. EXTRA 9025 WEST WAS MOVING 17 MPH. 3 LOCOMOTIVES AND 2 CARS FROM THE 2 TRAINS WERE DERAILED. THE CONDUCTOR OF EXTRA 9025 WEST WAS KILLED. THE ENGINEER AND A BRAKEMAN WERE INJURED. THE ENGINEER AND HEAD BRAKEMAN OF EXTRA 6014 EAST WERE INJURED. THE ENGINEER AND HEAD BRAKEMAN OF EXTRA 6014 EAST HAD NOT COMPLIED WITH APPROACH SIGNALS AND THE CONDUCTOR HAD NOT ALERTED THE ENGINEER. THE TOXICOLOGY SAMPLES TAKEN FROM THE HEAD BRAKEMAN OF EXTRA 6014 EAST ABOUT 5 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF COCAINE IN THE FOLLOWING CONCENTRATIONS: BLOOD, 0.14 MCG/ML, URINE, 21.2 MCG/ML METABOLITE OF COCAINE; AND URINE, 0.170 MCG/ML COCAINE.

File No. - 7128 11/08/37 KEMMERER, WY Time (Lcl) - 0609 MST

Occurrence #1 - COLLISION, HEAD-ON
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. SIGNAL - STOP
2. SIGNAL INDICATION - NOT COMPLIED - ENGINEER OF OTHER TRAIN
3. INATTENTIVE - ENGINEER OF OTHER TRAIN
4. SIGNAL INDICATION - NOT COMPLIED - OTHER CREW MEMBER
5. IMPAIRMENT (drugs) - OTHER CREW MEMBER
6. GENERAL RULES - NOT COMPLIED - OTHER CREW MEMBER
7. WEATHER - FOG

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 3

Factor(s) relating to this accident is/are finding(s) 4, 5, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FR005 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7130 — 11/09/87 — MADISON, NC — Time (Lcl) - 0530 EST

---Basic Information---

Reporting Railroad - NS
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 68,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA 8592 SOUTH
Direction - SOUTH
Speed (Est.) - 22
Speed (Auth.) - 25

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 70/1
End of Train Monitor - NO
Length (Feet) - 5547
Trailing Tons - 5783
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 9/9

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAWN

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
ROANOKE, VA

Destination
WINSTON SALEM, NC

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.25
Alignment - CURVE 4 D 0 M

---Narrative---

NORFOLK AND SOUTHERN FREIGHT TRAIN EXTRA 8592 TRAVELING SOUTHBOUND AT 22 MPH DERAILED THE 25TH THROUGH THE 33RD CARS OF THE TRAIN IN A FOUR DEGREE CURVE, AT MILEPOST 97.7 IN MADISON, NORTH CAROLINA. THE TRAIN CONSISTED OF TWO DIESEL-ELECTRIC LOCOMOTIVE UNITS AND 69 LOADED FREIGHT CARS. THE TRAIN WAS MANNED BY A FOUR MAN CREW. THERE WERE NO INJURIES. A BURNT OFF JOURNAL AND DISINTEGRATED BEARING WAS FOUND ON THE LEAD AXLE OF THE 25TH FRONT CAR.

File No. - 7130 11/09/87 MADISON, NC Time (Lcl) - 0530 EST

Occurrence #1 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Finding(s)
1. ROLLER BEARING - OVERHEATED
2. AXLE JOURNAL - BURN-OFF

Occurrence #2 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR004 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7131 — 11/09/87 — MORENCI, MI — Time (Lcl) - 2305 CST

---Basic Information---

Reporting Railroad - NS
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 1,034,150.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA 8652
Direction - EAST
Speed (Est.) - 45
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 121/0
End of Train Monitor - NO
Length (Feet) - 10285
Trailing Tons - 6614
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 20/20

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 200 FT.

Evacuation - YES

Itinerary
Last Departure Point
DECATUR, IL

Destination
DETROIT, MI

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
Norfolk Southern freight tr in Extra 8652 East traveling at about 45 mph derailed the 55th through 74th cars of its 121 car train. A roller bearing failed in service when it overheated, burning off the axle journal. Hot box detectors were present on this line but did not detect any problems with any of the wheels or bearings. After the initial derailment a fire broke out and local fire personnel evacuated one local farm house. There was hazardous material on the train, but it was not involved in the derailment. There was no toxicological testing of the crew.

File No. - 7131 11/09/87 MORENCI, MI Time (Lcl) - 2305 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. ROLLER BEARING - FAILURE (TOTAL)
2. INSUFFICIENT STANDARDS/REQUIREMENTS - FRA

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
3. MAIN TRACK - BLOCKED (TOTAL)

Occurrence #3 - FIRE
Phase - BLANK

Finding(s)
4. LIGHT CONDITION - NIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC88FR003 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7129 — 11/09/87 — LAWRENCE, MA — Time (Lcl) - 1620 EST

---Basic Information---

Reporting Railroad - BM
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

BM - BOSTON AND MAINE CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - BM
Type of Train - YARD
Train ID - 1500 LAWRENCE SW
Direction - EAST
Speed (Est.) - 20
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 2/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BM - BOSTON AND MAINE CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 150 FT.

Evacuation - NO

Itinerary
Last Departure Point
LAWRENCE, MA

Destination
LAWRENCE, MA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - DES. 0.14
Alignment - TANGENT

---Narrative---

ABOUT 1620 EST ON NOVEMBER 9, 1987, LAWRENCE SWITCHER WAS SWITCHING THE JACKSON LUMBER COMPANY AT LAWRENCE, MASSACHUSETTS. DURING THE SWITCHING OPERATION, A FLATCAR BEGAN TO ROLL AWAY. THE CONDUCTOR BOARDED THE CAR AND ATTEMPTED TO STOP IT BY APPLYING THE HANDBRAKE, BUT WAS UNSUCCESSFUL. THE CONDUCTOR RADIOED FOR THE ENGINEER TO PURSUE RUNAWAY AND AS THE LOCOMOTIVE COUPLED THE LOADED BOXCAR TO THE RUNAWAY CAR, THE CONDUCTOR FELL IN BETWEEN THE CARS AND WAS FATALLY INJURED. TOXICOLOGY SAMPLES WERE TAKEN FROM THE 3 MAN CREW ABOUT FOUR HOURS AFTER THE ACCIDENT. SAMPLES TAKEN FROM THE BRAKEMAN SHOWED THE PRESENCE OF THE METABOLITE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 20 NG/ML; URINE, 45 NG/ML.

File No. - 7129 11/09/87 LAWRENCE, MA Time (Lcl) - 1620 EST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. SLACK ADJUSTER AUTOMATIC - OUT OF ADJUSTMENT
2. EQUIPMENT INSPECTION - NOT OBSERVED - YARD BRAKEMAN/YARD HELPER
3. USE OF DRUGS - YARD BRAKEMAN/YARD HELPER
4. SWITCHING RULES - NOT COMPLIED - YARD CONDUCTOR/YARD FOREMAN
5. IMPROPER TRAINING (emergency procedure(s)) - YARD ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 2, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR005 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7132 | 11/10/87 | STANTON, TN | Time (Lcl) - 0812 CST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
RADIO

Property Losses
Railroad - $ 2,030,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - NO. 133
Direction - SOUTH
Speed (Est.) - 49
Speed (Auth.) - 49

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 106/1
End of Train Monitor - MARKER
Length (Feet) - 8257
Trailing Tons - 7746
Loco. Damaged/Derailed - 4/4
Cars Damaged/Derailed - 32/32

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 3000 FT.

Evacuation - NO

Itinerary
Last Departure Point
BROWNSVILLE, TN

Destination
MEMPHIS, TN

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---
Train #133 had 4 locomotive units and 32 cars derail. The on-scene investigation revealed that cold weather had placed tensile stress on a temporarily bolted section of rail in the track. Temporary repairs had been made to the defective weld about two months prior to the accident. The engineer had observed a missing rail head or a stripped joint prior to striking the rail gap on the west rail. The derailment resulted when the locomotive struck the defective rail. Fire ensued from diesel fuel spilled from a ruptured locomotive fuel tank. No evacuation resulted and there were no injuries.

File No. - 7132 11/10/87 STANTON, TN Time (Lcl) - 0812 CST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. WEATHER - TEMPERATURE EXTREMES
2. RAIL JOINTED - SEPARATION

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Occurrence #3 - FIRE
Phase - SLOWING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA88MR002A — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7133 — 11/12/87 — BOSTON, MA — Time (Lcl) - 0805 EST

---Basic Information---

Reporting Railroad - ATK
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 180,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	1	2	1
Passengers	0	0	0	600
Motorist	0	0	0	0
Other	0	0	4	35

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - MBTA
Type of Train - COMMUTER
Train ID - NO. 8114
Direction - EAST
Speed (Est.) - 11
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 7/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 5/2

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - NO

MBTA - MASSACHUSETTS BAY TRANSIT AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, SNOW
Condition of Light - TUNNEL ARTIFICI

Line of Sight - 296 FT.

Evacuation - YES

Itinerary
Last Departure Point
ATTLEBORO, MA

Destination
BOSTON, MA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.15
Alignment - CURVE 9 D 30 M

---Narrative---

AMTRAK/MBTA COMMUTER TRAIN 8110 WAS STANDING PARTIALLY BERTHED AT THE BACK BAY STATION PLATFORM IN BOSTON, MA, WHEN IT WAS STRUCK FROM THE REAR BY AMTRAK/MBTA COMMUTER TRAIN 8114. BOTH TRAINS CONSISTED OF 1 LOCOMOTIVE UNIT AND 7 PASSENGER CARS. A WAYSIDE SIGNAL FAILED AND DISPLAYED A FALSE PROCEED ASPECT. RESTRICTING CAB SIGNAL ASPECTS WERE DISPLAYED TO THE ENGINEERS OF BOTH TRAINS. TRAIN 8114'S ENGINEER DID NOT COMPLY WITH THE RESTRICTING CAB SIGNAL INDICATION. AMTRAK'S TRAINING OF OPERATING CREWMEMBERS WAS INSUFFICIENT FOR THE NEW SIGNAL SYSTEM IN THE ACCIDENT DISTRICT. AMTRAK SUPERVISORS WERE NOT FOLLOWING UP ON REPORTED SIGNAL FAILURES. SEE REPORT NTSB/RAR-88/05 FOR ADDITIONAL INFORMATION.

File No. - 7133 11/12/87 BOSTON, MA Time (Lcl) - 0805 EST

Occurrence #1 - COLLISION, REAR
Phase - SLOWING

Finding(s)
1. ASPECT - IMPROPERLY DISPLAYED
2. FACILITY INADEQUATE DESIGN - MANUFACTURER
3. CAB SIGNAL - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
4. INADEQUATE SUPERVISION - COMPANY OPERATOR/MGMT
5. SIGNAL INDICATIONS - NOT CORRECTED - EXECUTIVE/GENERAL OFFICER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DCA88MR002B — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7133 — 11/12/87 — BOSTON, MA — Time (Lcl) - 0805 EST

---Basic Information---

Reporting Railroad - ATK
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 27,500.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	4	0
Passengers	0	0	0	35
Motorist	0	0	0	0
Other	0	1	2	601

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Railroad/Personnel Information---

Train Data
Railroad - MBTA
Type of Train - COMMUTER
Train ID - NO. 8110
Direction - EAST
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 7/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 1
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - NO

MBTA - MASSACHUSETTS BAY TRANSIT AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, SNOW
Condition of Light - TUNNEL ARTIFICI

Line of Sight - N/A

Evacuation - YES

Itinerary
Last Departure Point
ATTLEBORO, MA

Destination
BOSTON, MA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - ASC. 0.15
Alignment - CURVE 9 D 30 M

---Narrative---

AMTRAK/MBTA COMMUTER TRAIN 8110 WAS STANDING PARTIALLY BERTHED AT THE BACK BAY STATION PLATFORM IN BOSTON, MA, WHEN IT WAS STRUCK FROM THE REAR BY AMTRAK/MBTA COMMUTER TRAIN 8114. BOTH TRAINS CONSISTED OF 1 LOCOMOTIVE UNIT AND 7 PASSENGER CARS. A WAYSIDE SIGNAL FAILED AND DISPLAYED A FALSE PROCEED ASPECT. RESTRICTING CAB SIGNAL ASPECTS WERE DISPLAYED TO THE ENGINEERS OF BOTH TRAINS. TRAIN 8114'S ENGINEER DID NOT COMPLY WITH THE RESTRICTING CAB SIGNAL INDICATION. AMTRAK'S TRAINING OF OPERATING CREWMEMBERS WAS INSUFFICIENT FOR THE NEW SIGNAL SYSTEM IN THE ACCIDENT DISTRICT. AMTRAK SUPERVISORS WERE NOT FOLLOWING UP ON REPORTED SIGNAL FAILURES. SEE REPORT NTSB/RAR-88/05 FOR ADDITIONAL INFORMATION.

File No. - 7133 11/12/87 BOSTON, MA Time (Lcl) - 0805 EST

Occurrence #1 - COLLISION, REAR
Phase - STANDING

Finding(s)
1. ASPECT - IMPROPERLY DISPLAYED
2. FACILITY INADEQUATE DESIGN - MANUFACTURER
3. CAB SIGNAL - NOT COMPLIED - ENGINEER OF OTHER TRAIN
4. INADEQUATE SUPERVISION - COMPANY OPERATOR/MGMT
5. SIGNAL INDICATIONS - NOT CORRECTED - EXECUTIVE/GENERAL OFFICER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3, 4, 5

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC88FR004 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7134 | 11/18/87 | SOUTHFORK, PA | Time (Lcl) - 2035 EST

---Basic Information---

Reporting Railroad - CR
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - CAB SIGNALS
AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

CR - CONSOLIDATED RAIL CORPORATION

---Railroad/Personnel Information---

Train Data
Railroad - CR
Type of Train - FREIGHT
Train ID - EXTRA 8172 EAST
Direction - EAST
Speed (Est.) - 10
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 99/0
End of Train Monitor - MONITOR
Length (Feet) - N/A
Trailing Tons - 10590
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

CR - CONSOLIDATED RAIL CORPORATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
CONWAY, PA

Destination
HARRISBURG, PA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

ABOUT 2035 EST ON NOVEMBER 18, 1987, FREIGHT TRAIN EXTRA 8172 EAST CONSISTING OF 3 LOCOMOTIVE UNITS ON THE HEAD END, 99 CARS, AND 2 HELPER LOCOMOTIVE UNITS ON THE REAR END, WAS SETTING OUT A TANK CAR WITH A DEFECTIVE WHEEL BEARING IN THE YARD AT SOUTH FORK, PA. AS THE TRAIN WAS BACKING INTO THE YARD AT 10 MPH, THE BRAKEMAN'S LIGHT WAS SEEN LAYING ON THE TRACK. THE CONDUCTOR WALKED TO THE LIGHT TO INVESTIGATE AND FOUND THE BRAKEMAN LYING DEAD ON THE TRACK. AUTOPSY REVEALED THE BRAKEMAN HAD A FATAL HEART ATTACK AND FELL FROM THE TRAIN. TOXICOLOGY SAMPLES TAKEN FROM CREWMEMBERS ABOUT 5 HOURS AFTER THE ACCIDENT REVEALED THE ENGINEER OF THE HELPER LOCOMOTIVE TESTED POSITIVE FOR THE PRESENCE OF A METABOLITE OF COCAINE IN THE FOLLOWING CONCENTRATION: URINE, 199 NG/ML.

File No. - 7134 | 11/18/87 | SOUTHFORK, PA | Time (Lcl) - 2035 EST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - BACKING

Finding(s)
1. PHYSICAL IMPAIRMENT (heart attack) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
2. USE OF DRUGS - OTHER CREW MEMBER

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR005A
File No. - 7135 11/20/87

BRIEF OF ACCIDENT
CHICAGO, IL

RUNDATE: 04/27/89
Time (Lcl) - 0847 CST

---Basic Information---

Reporting Railroad - XCTA
Type of Accident - COLLISION,REAR-END
Operating Phase - STANDING
Method of Operation - CAB SIGNALS
AUTOMATIC TRAIN CO

Property Losses
Railroad - $ 4,305.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	2	1
Passengers	0	0	9	23
Motorist	0	0	0	0
Other	0	0	5	1

XCTA - CHICAGO TRANSIT AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - XCTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - RAVENSWOOD NO. 403
Direction - NORTH
Speed (Est.) - 0
Speed (Auth.) - 15

Train Consist/Damage
No. Loco. Units - 6
No. Cars/Caboose - N/A
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XCTA - CHICAGO TRANSIT AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHICAGO, IL

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE 6 D 49 M

---Narrative---

CTA TRAIN NO. 925 STRUCK THE REAR OF STANDING RAVENSWOOD TRAIN NO. 403 ON THE CTA ELEVATED LINE NEAR THE LAKE ST-WABASH ST CURVE. THERE WAS NO DERAILMENT. TWO EMPLOYEES AND NINE PASSENGERS SUSTAINED MINOR INJURY. TRAIN NO. 403 HAD STOPPED WITH ITS TWO REAR CARS IN THE CURVE. TRAIN NO. 925 STOPPED AT RANDOLPH ST STATION, A DISTANCE OF 174 FT FROM TRAIN NO. 403. AFTER LOADING AND UNLOADING PASSENGERS AT RANDOLPH ST, TRAIN NO. 925 PROCEEDED OUT OF THE STATION AND COLLIDED WITH THE REAR OF TRAIN NO. 403. THE MOTORMAN OF NO. 925 STATED HE DIDN'T SEE NO. 403 UNTIL HE WAS 8 FT AWAY. HE ALSO CLAIMED HE DIDN'T RECEIVE A "STOP" CAB SIGNAL ASPECT OR AUDIBLE ALARM. POST ACCIDENT TESTS REVEALED ALL CAB SIGNALS, CIRCUITS, AUDIBLE ALARMS, AND BRAKING SYSTEMS ON TRAIN NO. 925 OPERATED AS DESIGNED. SIGHT DISTANCE TESTS INDICATED TRAIN NO. 403 SHOULD HAVE BEEN VISIBLE TO THE MOTORMAN OF NO. 925 AT LEAST 1000 FT. CTA OPERATING RULES AND PROCEDURES DO NOT PROVIDE FOR ABSOLUTE BLOCK OPERATION OR POSITIVE PROTECTION OF TRAINS. RULE 6.4.1 IS AMBIGUOUS.

File No. - 7135 11/20/87 CHICAGO, IL Time (Lcl) - 0847 CST

Occurrence #1 - COLLISION, REAR
Phase - STOPPING

Finding(s)
1. CAB SIGNAL RULES - NOT COMPLIED - ROAD PASSENGER ENGINEER/MOTORMAN
2. INATTENTIVE - ROAD PASSENGER ENGINEER/MOTORMAN
3. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR005B | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7135 | 11/20/87 | CHICAGO, IL | Time (Lcl) - 0847 CST

---Basic Information---

Reporting Railroad - XCTA
Type of Accident - COLLISION,REAR-END
Operating Phase - EN ROUTE
Method of Operation - CAB SIGNALS
AUTOMATIC TRAIN CO

Property Losses
Railroad - $ 14,327.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	1	1
Passengers	0	0	4	0
Motorist	0	0	0	0
Other	0	0	11	24

XCTA - CHICAGO TRANSIT AUTHORITY

---Railroad/Personnel Information---

Train Data
Railroad - XCTA
Type of Train - HEAVY RAIL TRANSIT
Train ID - WEST/SOUTH RUN 925
Direction - NORTH
Speed (Est.) - 10
Speed (Auth.) - 10

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - 8/0
End of Train Monitor - MARKER
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 8/0

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

XCTA - CHICAGO TRANSIT AUTHORITY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 1000 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHICAGO, IL

Destination
CHICAGO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - LEVEL
Alignment - CURVE 6 D 49 M

---Narrative---

CTA TRAIN NO. 925 STRUCK THE REAR OF STANDING RAVENSWOOD TRAIN NO. 403 ON THE CTA ELEVATED LINE NEAR THE LAKE ST-WABASH ST CURVE. THERE WAS NO DERAILMENT. TWO EMPLOYEES AND NINE PASSENGERS SUSTAINED MINOR INJURY. TRAIN NO. 403 HAD STOPPED WITH ITS TWO REAR CARS IN THE CURVE. TRAIN NO. 925 STOPPED AT RANDOLPH ST STATION, A DISTANCE OF 174 FT FROM TRAIN NO. 403. AFTER LOADING AND UNLOADING PASSENGERS AT RANDOLPH ST, TRAIN NO. 925 PROCEEDED OUT OF THE STATION AND COLLIDED WITH THE REAR OF TRAIN NO. 403. THE MOTORMAN OF NO. 925 STATED HE DIDN'T SEE NO. 403 UNTIL HE WAS 8 FT AWAY. HE ALSO CLAIMED HE DIDN'T RECEIVE A "STOP" CAB SIGNAL ASPECT OR AUDIBLE ALARM. POST ACCIDENT TESTS REVEALED ALL CAB SIGNALS, CIRCUITS, AUDIBLE ALARMS, AND BRAKING SYSTEMS ON TRAIN NO. 925 OPERATED AS DESIGNED. SIGHT DISTANCE TESTS INDICATED TRAIN NO. 403 SHOULD HAVE BEEN VISIBLE TO THE MOTORMAN OF NO. 925 AT LEAST 1000 FT. CTA OPERATING RULES AND PROCEDURES DO NOT PROVIDE FOR ABSOLUTE BLOCK OPERATION OR POSITIVE PROTECTION OF TRAINS. RULE 6.4.1 IS AMBIGUOUS.

File No. - 7135 11/20/87 CHICAGO, IL Time (Lcl) - 0847 CST

Occurrence #1 - COLLISION, REAR
Phase - STOPPING

Finding(s)
1. CAB SIGNAL RULES - NOT COMPLIED - ENGINEER OF OTHER TRAIN
2. INATTENTIVE - ENGINEER OF OTHER TRAIN
3. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR006 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7136 | 11/20/87 | DEMING, NM | Time (Lcl) - 0750 MST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,740,700.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 4791 WEST
Direction - WEST
Speed (Est.) - 64
Speed (Auth.) - 70

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 70/0
End of Train Monitor - MONITOR
Length (Feet) - 6555
Trailing Tons - 4895
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 29/29

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAWN

Line of Sight - N/A

Evacuation - NO

Itinerary
Last Departure Point
EL PASO, TX

Destination
TUCSON, AZ

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.30
Alignment - TANGENT

---Narrative---

FREIGHT TRAIN EXTRA 4791 WEST HAD 29 LOADED TOFC CARS DERAIL WHILE MOVING 64 MPH OVER A FACING POINT SWITCH. INVESTIGATION REVEALED THE SWITCH CONNECTING ROD BOLT HAD NOT BEEN PROPERLY SECURED AND HAD FALLEN OUT. ALLOWING THE SWITCH POINT TO "GAP" UNDER THE TRAIN. THE BOLT HAD BEEN INSTALLED WITH THE NUT ON TOP OF THE CONNECTING ROD AND NO WASHER OR COTTER KEY HAD BEEN PUT ON THE BOLT, WHICH ALLOWED THE NUT TO VIBRATE OFF THE BOLT. THE TRACK HAD BEEN INSPECTED BY THE SP AND THE FRA FROM A TRACK VEHICLE 16 DAYS BEFORE THE ACCIDENT, BUT THEY DID NOT NOTICE THE UNSECURED BOLT.

File No. - 7136 11/20/87 DEMING, NM Time (Lcl) - 0750 MST

Occurrence #1 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
1. SWITCH ROD - VIBRATION
2. SWITCH ROD - NOT SECURED
3. INADEQUATE INSPECTION - MAINTENANCE OF WAY INSPECTOR
4. INADEQUATE INSPECTION - FRA INSPECTOR, TRACK
5. SWITCH ROD - DISCONNECTED
6. SWITCH POINTS - OPEN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2, 5, 6

Factor(s) relating to this accident is/are finding(s) 1, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FX006 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7137 | 11/22/87 | FORT BASINGER, FL | Time (Lcl) - 1630 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 20,000.00
Non-Railroad - $ 8,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	16
Passengers	0	0	0	176
Motorist	2	0	0	0
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - ATK NO. 97
Direction - SOUTH
Speed (Est.) - 77
Speed (Auth.) - 79

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 11/0
End of Train Monitor - NO
Length (Feet) - 1055
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 600 FT.

Evacuation - NO

Itinerary
Last Departure Point
SEBRING, FL

Destination
MIAMI, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 97, TRAVELING SOUTHBOUND AT 77 MPH, WAS STRUCK AT THE FIRST CAR BEHIND THE LOCOMOTIVE BY AN EASTBOUND 1987 DODGE AUTOMOBILE. THE TRAIN WAS MANNED BY A FIVE MAN CREW AND 11 SERVICE PERSONNEL. THERE WERE 176 PASSENGERS ON BOARD. THERE WAS A SMALL FIRE UNDER THE HOOD OF THE AUTOMOBILE, WHICH WAS EXTINGUISHED BY THE TRAIN CREW. THE CROSSING WAS EQUIPPED WITH OPERATING FLASHING LIGHTS, BELLS AND PAVEMENT MARKINGS. FORTY-FOUR FOOT LONG SKID MARKS WERE FOUND AT THE SCENE OF THE ACCIDENT. TESTS OF THE CROSSING MECHANICAL EQUIPMENT INDICATED THAT IT WAS FUNCTIONING AS INTENDED. BOTH OCCUPANTS OF THE AUTOMOBILE WERE FATALLY INJURED.

File No. - 7137 11/22/87 FORT BASINGER, FL Time (Lcl) - 1630 EST

Occurrence #1 - COLLISION, SIDE
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR006 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7139 — 11/23/87 — CICERO, IL — Time (Lcl) - 0030 CST

---Basic Information---

Reporting Railroad - BN
Type of Accident - EMPLOYEE FATALITY
Operating Phase - SWITCHING
Method of Operation - YARD RULES

Property Losses
Railroad - $ 2,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	1

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - YARD
Train ID - 351-C YARD
Direction - EAST
Speed (Est.) - 4
Speed (Auth.) - 5

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 13/0
End of Train Monitor - NO
Length (Feet) - 1200
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/0
Cars Damaged/Derailed - 13/0

Crew Information
Front End - 1
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DARK ARTIFICIAL

Line of Sight - 100 FT.

Evacuation - NO

Itinerary
Last Departure Point
CICERO, IL

Destination
CICERO, IL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/2
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

WHILE PERFORMING A TOFC YARD SWITCHING OPERATION, A BN BRAKEMAN WAS FATALLY INJURED WHEN HE WAS RUN OVER BY THE WHEELS OF A MOVING RAILROAD CAR. THE BRAKEMAN APPARENTLY FELL FROM THE SIDE OF THE TWELFTH FLAT CAR, ON WHICH HE WAS RIDING AND WAS RUN OVER BY THE THIRTEENTH AND LAST CAR IN A CUT. WHEN THE BRAKEMAN FELL HE WAS POSSIBLY ATTEMPTING TO AVOID CONTACT WITH A TRAILER THAT HAD BEEN PUSHED INTO THE SIDE OF THE MOVING CARS BY A TRACTOR WHILE THE DRIVER WAS ATTEMPTING TO MAKE A 90 DEGREE ANGLE HOOKUP.

File No. - 7139 11/23/87 CICERO, IL Time (Lcl) - 0030 CST

Occurrence #1 - COLLISION WITH OBJECT
Phase - PULLING CARS

Finding(s)
1. OBJECT ON RIGHT-OF-WAY - VEHICLE
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. FATIGUE (work schedule) - DRIVER OF VEHICLE
4. LIGHT CONDITION - ARTIFICIAL ILLUMINATION
5. LACK OF TOTAL EXPERIENCE - DRIVER OF VEHICLE
6. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT

Occurrence #2 - FATALITY, EMPLOYEE
Phase - PULLING CARS

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3, 5, 6

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR007 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7138 | 11/23/87 | PINE BLUFF, AR | Time (Lcl) - 2215 CST

---Basic Information---

Reporting Railroad - UP
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 1,670,000.00
Non-Railroad - $ 100,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	3	0
Passengers	0	0	0	0
Motorist	1	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - GLKCBE-21
Direction - SOUTH
Speed (Est.) - 45
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 79/0
End of Train Monitor - MONITOR
Length (Feet) - 4578
Trailing Tons - 10271
Loco. Damaged/Derailed - 3/3
Cars Damaged/Derailed - 31/31

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DARK

Line of Sight - 260 FT.

Evacuation - NO

Itinerary
Last Departure Point
LITTLE ROCK, AR

Destination
PINE BLUFF, AR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

UP UNIT GRAIN TRAIN STRUCK A WRECKER TRUCK THAT WAS ATTEMPTING TO STOP AT A GRADE CROSSING, DERAILING 3 LOCOMOTIVE UNITS AND 31 CARS. THE TRUCK WAS DESTROYED AND IT'S DRIVER WAS FATALLY INJURED. THREE MEMBERS OF THE TRAIN CREW RECEIVED MINOR INJURIES. THE CROSSING WAS EQUIPPED WITH REFLECTORIZED CROSSBUCKS AND ADVANCED WARNING SIGNS. VISIBILITY WAS OBSTRUCTED BY RAIN, FOG, DARKNESS, AND VEGETATION. THE ABILITY OF THE DRIVER TO STOP THE TRUCK WAS HINDERED BY SLIPPERY ROAD CONDITIONS CAUSED BY RAIN AND A SMOOTH ASPHALT ROAD SURFACE.

File No. - 7138 11/23/87 PINE BLUFF, AR Time (Lcl) - 2215 CST

Occurrence #1 COLLISION WITH OBJECT
Phase - MAINTAINING SPEED

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - POOR - DRIVER OF VEHICLE
3. WEATHER - RAIN
4. SIGHT DISTANCE - POOR - DRIVER OF VEHICLE
5. WEATHER - FOG
6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - WET

Occurrence #2 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

Occurrence #3 - FATALITY
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3, 4, 5, 6, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FX007 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7140 | 11/25/87 | SEFFNER, FL | Time (Lcl) - 1025 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 220,349.00
Non-Railroad - $ 116,000.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	2	8
Passengers	0	0	15	48
Motorist	0	0	0	1
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - ATK
Type of Train - PASSENGER
Train ID - AMTRAK NO. 81
Direction - SOUTH
Speed (Est.) - 70
Speed (Auth.) - 79

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 8/0
End of Train Monitor - N/A
Length (Feet) - 750
Trailing Tons - N/A
Loco. Damaged/Derailed - 1/1
Cars Damaged/Derailed - 2/2

Crew Information
Front End - 2
Rear End - 3
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATK - AMTRAK (NATIONAL RAILROAD PASSENGER CORPORATION)

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
JACKSONVILLE, FL

Destination
TAMPA, FL

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

AMTRAK PASSENGER TRAIN NO. 81, TRAVELING SOUTHBOUND AT 70 MPH, STRUCK A TRACTOR LOWBOY TRAILER COMBINATION THAT WAS HUNG UP ON THE ELEVATED PROFILE OF THE ROADWAY ON THE RAILROAD CROSSING. THE TRAIN WAS MANNED BY A FIVE MAN OPERATING CREW AND FIVE ATTENDANTS. THERE WERE 63 PASSENGERS ON THE TRAIN. THERE WERE NO SERIOUS INJURIES. THE LOWBOY TRAILER WAS TRANSPORTING A BACKHOE THAT WEIGHED ABOUT 60,000 POUNDS. THIS PIECE OF EQUIPMENT WAS THE HEAVIEST THAT HAD BEEN TRANSPORTED OVER THE RAILROAD ON THIS TRAILER. VERTICAL CLEARANCE FROM THE ROADWAY TO THE LOWBOY WAS INSUFFICIENT TO CLEAR THE HUMP PROFILE.

File No. - 7140 11/25/87 SEFFNER, FL Time (Lcl) - 1025 EST

Occurrence #1 - COLLISION WITH OBJECT
Phase - STOPPING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. COMPLACENCY - MOTOR VEHICLE/MOTOR CAR OPERATOR
3. INADEQUATE SURVEILLANCE OF OPERATION - CONTRACTOR PERSONNEL

Occurrence #2 - DERAILMENT
Phase - STOPPING

Occurrence #3 - TRAIN SEPARATION
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

Factor(s) relating to this accident is/are finding(s) 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL89FR008 | BRIEF OF ACCIDENT | RUNDATE: 05/18/89

File No. - 7141 | 11/29/87 | RIDGELAND, SC | Time (Lcl) - 0423 EST

---Basic Information---

Reporting Railroad - CSX
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 468,500.00
Non-Railroad - $ 0.00

Fire - NO

Injuries	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	1
Other	0	0	0	0

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data
Railroad - CSX
Type of Train - FREIGHT
Train ID - EXTRA 5759 NORTH
Direction - NORTH
Speed (Est.) - 48
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 173/0
End of Train Monitor - NO
Length (Feet) - 10363
Trailing Tons - 15288
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 26/26

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 1200 FT.

Evacuation - NO

Itinerary
Last Departure Point
SAVANNAH, GA

Destination
FLORENCE, SC

Hazardous Materials
Involved - YES
Cars Involved - 2

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.40
Alignment - TANGENT

---Narrative---

CSX FREIGHT TRAIN EXTRA 5759, TRAVELING NORTHBOUND AT 48 MPH, HAD THE AIR BRAKES APPLIED IN EMERGENCY BY THE ENGINEER, WHEN IT BECAME EVIDENT THAT THE TRACK WAS OBSTRUCTED BY A PICK-UP TRUCK, WHICH HAD BECOME STUCK ON THE TRACK. THE QUICK APPLICATION CAUSED THE 173 CAR TRAIN TO BUCKLE DERAILING THE 56TH THROUGH THE 81ST CARS IN THE TRAIN. THE TRAIN COLLIDED WITH THE TRUCK WHICH WAS DESTROYED. THE CROSSING WAS EQUIPPED WITH OPERATING FLASHING LIGHTS, GATES AND BELLS. AN ADVANCE RAILROAD WARNING SIGN AND PAVEMENT MARKINGS WERE IN PLACE. THERE WERE NO PAVEMENT EDGE MARKS. THE TRUCK DROVE OFF THE SHOULDER BECOMING STUCK BETWEEN THE RAILS OF ONE OF THE MAIN TRACKS.

File No. - 7141 11/29/87 RIDGELAND, SC Time (Lcl) - 0423 EST

Occurrence #1 - COLLISION
Phase - STOPPING

Finding(s)
1. HIGHWAY VEHICLE - ON TRACK
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - STOPPING

Finding(s)
3. TRAIN HANDLING - INTENTIONAL - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FR009 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7142 | 12/02/87 | CHARLESTON, TN | Time (Lcl) - 2155 EST

---Basic Information---

Reporting Railroad - NS
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 403,800.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA 6500 WEST
Direction - WEST
Speed (Est.) - 45
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 7
No. Cars/Caboose - 130/1
End of Train Monitor - NO
Length (Feet) - 7413
Trailing Tons - 5310
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 31/31

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DARK

Line of Sight - 800 FT.

Evacuation - YES

Itinerary
Last Departure Point
KNOXVILLE, TN

Destination
MEMPHIS, TN

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.20
Alignment - TANGENT

---Narrative---

AT 2155 EST, DECEMBER 2, 1987, FREIGHT TRAIN EXTRA 6500 WEST HAD 31 CARS DERAIL. 4 WERE TANK CARS CONTAINING ACETIC ANHYDRIDE, A COMBUSTIBLE CORROSIVE, 2 OF WHICH LEAKED CAUSING A CLOUD OF FUMES TO FORM. AN EVACUATION OF APPROXIMATELY 900 PERSONS WAS INITIATED. POST ACCIDENT INVESTIGATION REVEALED TRACK IRREGULARITIES. THE CONDUCTOR AND HEAD BRAKEMAN WERE IN THE LEAD LOCOMOTIVE UNIT WITH THE ENGINEER AT THE TIME OF DERAILMENT. TOXICOLOGICAL SAMPLES WERE TAKEN ON THE 4 CREW MEMBERS AND 2 HAD POSITIVE RESULTS. THE CONDUCTOR TESTED POSITIVE FOR METHAQUALONE (970 NG/ML) IN THE BLOOD. THE HEAD BRAKEMAN HAD THE METABOLITE OF MARIJUANA IN HIS BLOOD (110 NG/ML) AND URINE (2,240 NG/ML). THE SAMPLES WERE TAKEN APPROXIMATELY 5 HOURS AFTER THE ACCIDENT.

File No. - 7142 12/02/87 CHARLESTON, TN Time (Lcl) - 2155 EST

Occurrence #1 - DERAILMENT
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. BOLT HOLE - CRACKED
2. RAIL - BROKEN
3. TRACK INSPECTION - NOT COMPLIED - TRACK GANG FOREMAN
4. IMPAIRMENT (drugs) - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
5. USE OF DRUGS - ROAD FREIGHT CONDUCTOR (through freight)

Occurrence #2 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

Finding(s)
6. TANK CAR ONLY - LEAK

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR007 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7145 | 12/02/87 | WESTON, ID | Time (Lcl) - 2030 MST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 800,491.18
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3201 SOUTH
Direction - SOUTH
Speed (Est.) - 42
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 78/1
End of Train Monitor - MARKER
Length (Feet) - 4862
Trailing Tons - 7634
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 17/17

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1450 FT.

Evacuation - NO

Itinerary
Last Departure Point
POCATELLO, ID

Destination
OGDEN, UT

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.70
Alignment - TANGENT

---Narrative---

UP TRAIN EXTRA 3201 SOUTH HAD 17 CARS DERAIL NEAR MP 64 AT WESTON, ID. NONE OF THE 4 CREWMEMBERS WERE INJURED. THE ON-SCENE INVESTIGATION REVEALED THAT THE L1 JOURNAL THE 27TH CAR BEHIND THE ENGINE OVERHEATED AND FAILED. THE TRAIN HAD PASSED A HOTBOX DETECTOR ABOUT 52 MILES NORTH OF THE ACCIDENT SITE. NO DEFECTS WERE INDICATED BY THIS DETECTOR. POST ACCIDENT EXAMINATION OF THE SALVAGED PIECES OF THE BEARING, AXLE, AND MATE BEARING REVEALED THE BEARING HAD BEEN MOST RECENTLY OVERHAULED IN MAY 1981 AT THE UP SHOPS IN POCATELLO, ID. IT WAS DETERMINED THAT THE BACKING RING OF THE L1 BEARING HAD BEEN LOOSE AND PREVIOUSLY ROTATED. EXAMINATION OF THE R1 BEARING DISCLOSED LOW TORQUE ON THE CAP BOLTS AND ROTATIONAL WEAR OF THE BACKING PLATE AND INBOARD SEAL RING.

File No. - 7145 12/02/87 WESTON, ID Time (Lcl) - 2030 MST

Occurrence #1 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

Finding(s)
1. AXLE JOURNAL - BURN-OFF

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX88FR002

BRIEF OF ACCIDENT

RUNDATE: 04/27/89

File No. - 7143 12/02/87 ARDEN, WA

Time (Lcl) - 0730 PST

---Basic Information---

Reporting Railroad - BN
Type of Accident - HIGHWAY CROSSING
Operating Phase - EN ROUTE
Method of Operation - TIMETABLE
TRAIN ORDERS

Property Losses
Railroad - $ 271,661.00
Non-Railroad - $ 30,500.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	4
Passengers	0	0	0	0
Motorist	0	0	0	1
Other	0	0	0	0

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - BN
Type of Train - FREIGHT
Train ID - EXTRA 2524 EAST
Direction - EAST
Speed (Est.) - 40
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 81/1
End of Train Monitor - MARKER
Length (Feet) - 6695
Trailing Tons - 8667
Loco. Damaged/Derailed - 5/5
Cars Damaged/Derailed - 4/4

Crew Information
Front End - 3
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

BN - BURLINGTON NORTHERN RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DAYLIGHT

Line of Sight - 1500 FT.

Evacuation - NO

Itinerary
Last Departure Point
KETTLE FALLS, WA

Destination
SPOKANE, WA

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/3
Gradient - DES. 0.27
Alignment - TANGENT

---Narrative---

BURLINGTON NORTHERN FREIGHT TRAIN EXTRA 2524 EAST TRAVELING EASTWARD AT 40 MPH, STRUCK A TRACTOR-TRAILER AT A PRIVATE GRADE CROSSING NEAR ARDEN, WASHINGTON DESTROYING THE TRAILER AND DERAILING 5 LOCOMOTIVES AND 4 CARS. THE TRAIN CONSISTED OF 5 LOCOMOTIVE UNITS AND 81 CARS AND WAS MANNED BY A 5 MAN CREW. THE ACCIDENT OCCURRED AT A PRIVATE CROSSING SERVING A LUMBER COMPANY. THE CROSSING IS EQUIPPED WITH AN ADVANCE WARNING SIGN WITH THE WORD "CAUTION" ABOVE IT.

File No. - 7143 12/02/87 ARDEN, WA Time (Lcl) - 0730 PST

Occurrence #1 - COLLISION WITH OBJECT
Phase - DECELERATING

Finding(s)
1. OBJECT ON TRACK - VEHICLE
2. VEHICLE HANDLING - IMPROPER - DRIVER OF VEHICLE
3. INATTENTIVE - DRIVER OF VEHICLE

Occurrence #2 - DERAILMENT
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR008 — BRIEF OF ACCIDENT — RUNDATE: 04/27/89

File No. - 7144 — 12/06/87 — URANIA, LA — Time (Lcl) - 0330 CST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 823,000.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 4242 NORTH
Direction - NORTH
Speed (Est.) - 39
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 132/1
End of Train Monitor - NO
Length (Feet) - 7904
Trailing Tons - 10667
Loco. Damaged/Derailed - 2/3
Cars Damaged/Derailed - 24/24

Crew Information
Front End - 3
Rear End - 1
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 900 FT.

Evacuation - YES

Itinerary
Last Departure Point
ALEXANDRIA, LA

Destination
MCGEHEE, LA

Hazardous Materials
Involved - YES
Cars Involved - 9

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - CURVE 0 D 23 M

---Narrative---

AT ABOUT 0330 CST ON DECEMBER 6, 1987, FREIGHT TRAIN EXTRA 4242 NORTH MOVING AT 39 MPH DERAILED 3 LOCOMOTIVE UNITS AND 24 CARS OF THE 132 CAR TRAIN. INVESTIGATION REVEALED BROKEN JOINT BARS AT THE POINT OF DERAILMENT. TEN CARS CONTAINING HAZARDOUS MATERIAL WERE INVOLVED IN THE DERAILMENT. TWO OF THE CARS CONTAINED CAUSTIC SODA AND WERE RUPTURED, SPILLING ABOUT 30,000 GALLONS OF PRODUCT. A SMALL FIRE ERUPTED FROM SPILLED DIESEL FUEL, BUT WAS QUICKLY EXTINGUISHED. THERE WERE NO INJURIES. TOXICOLOGY SAMPLES TAKEN FROM THE FIREMAN ABOUT 7 HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF MARIJUANA METABOLITE IN THE FOLLOWING CONCENTRATIONS: BLOOD, 16 NG/ML; AND URINE, 84 NG/ML.

File No. - 7144 12/06/87 URANIA, LA Time (Lcl) - 0330 CST

Occurrence #1 - DERAILMENT
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. JOINT BAR, NONCOMPROMISE - BROKEN
2. TRACK INSPECTION - POOR - MAINTENANCE OF WAY INSPECTOR
3. USE OF DRUGS - ROAD FREIGHT FIREMAN (through freight)

Occurrence #2 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

Occurrence #3 - FIRE
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX88FR003 | **BRIEF OF ACCIDENT** | **RUNDATE:** 04/27/89

File No. - 7146 | 12/09/87 | CHEMULT, OR | Time (Lcl) - 0040 PST

---Basic Information---

Reporting Railroad - SP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 989,245.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	1	3
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SP
Type of Train - FREIGHT
Train ID - EXTRA 9373 EAST
Direction - EAST
Speed (Est.) - 55
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 4
No. Cars/Caboose - 53/1
End of Train Monitor - NO
Length (Feet) - 3970
Trailing Tons - 4392
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 18/18

Crew Information
Front End - 2
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SP - SOUTHERN PACIFIC TRANSPORTATION COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, SNOW
Condition of Light - DARK

Line of Sight - 300 FT.

Evacuation - NO

Itinerary
Last Departure Point
KLAMATH FALLS, OR

Destination
PORTLAND, OR

Hazardous Materials
Involved - YES
Cars Involved - 3

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.30
Alignment - CURVE 1 D 30 M

---Narrative---

SOUTHERN PACIFIC FREIGHT TRAIN EXTRA 9373 DERAILED 18 CARS, THE 21ST THRU 38TH OF A 53-CAR TRAIN NEAR CHEMULT, OREGON. THE TRAIN CONSISTED OF FOUR LOCOMOTIVE UNITS, 52 CARS AND A CABOOSE. LENGTH OF TRAIN WAS 3970 FEET AND TRAILING TONNAGE WAS 4392. THE TRAIN CREW CONSISTED OF AN ENGINEER AND BRAKEMAN ON HEAD END, AND A CONDUCTOR AND A BRAKEMAN IN CABOOSE. ONE MINOR INJURY OCCURRED TO THE CONDUCTOR. THERE WERE THREE CARS OF HAZARDOUS MATERIAL DERAILED. SPILLAGE FROM TWO CARS WAS CONTAINED AND NEUTRALIZED AND NO SERIOUS CONTAMINATION OR FIRE OCCURRED. A BROKEN WHEEL WAS FOUND ON GATX 16541. A MATCHING WHEEL PIECE WAS FOUND 2.2 MILES PRIOR TO GENERAL DERAILMENT.

File No. - 7146 12/09/87 CHEMULT, OR Time (Lcl) - 0040 PST

Occurrence #1 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Finding(s)
1. WHEEL - BROKEN
2. WHEEL - DEFECT, EXTERNAL

Occurrence #2 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # I88FR008 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7147 | 12/11/87 | BELLEVILLE, IL | Time (Lcl) - 2245 CST

---Basic Information---

Reporting Railroad - NS
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 469,300.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - NS
Type of Train - FREIGHT
Train ID - EXTRA 7006
Direction - EAST
Speed (Est.) - 43
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 99/0
End of Train Monitor - N/A
Length (Feet) - 5900
Trailing Tons - 8119
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 25/25

Crew Information
Front End - 5
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

NS - NORFOLK SOUTHERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DARK

Line of Sight - 1000 FT.

Evacuation - YES

Itinerary
Last Departure Point
EAST ST. LOUIS, IL

Destination
LOUISVILLE, KY

Hazardous Materials
Involved - YES
Cars Involved - 4

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.02
Alignment - TANGENT

---Narrative---

NS FREIGHT TRAIN EXTRA 7006 EAST WITH 3 LOCOMOTIVE UNITS AND 99 CARS HAD 25 CARS DERAIL AT SCOTT AFB NEAR THE TOWN OF BELLEVILLE, IL. THE TRAIN WAS TRAVELING AT A RECORDED SPEED OF 43 MPH WHEN THE BL-1 WHEEL BEARING OF THE 37TH CAR FAILED, OVERHEATED AND THE AXLE JOURNAL BURNT OFF. THE FIRST HOT BOX DETECTOR WAS 12.1 MILES PASSED THE ACCIDENT LOCATION. INVOLVED IN THE DERAILMENT WERE 3 CARS OF L.P. GAS AND 1 CAR OF WHITE PHOSPHORUS. SCOTT AIR FORCE PERSONNEL BEGAN A CAUTIONARY EVACUATION DUE TO THE CLOSE PROXIMITY OF HOUSING TO THE L.P. GAS.

File No. - 7147 12/11/87 BELLEVILLE, IL Time (Lcl) - 2245 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. AXLE JOURNAL - BURN-OFF
2. EQUIPMENT INSPECTION - INADEQUATE - CARMAN
3. EQUIPMENT MAINTENANCE - INADEQUATE - OTHER GOVERNMENT PERSONNEL
4. INSUFFICIENT STANDARDS/REQUIREMENTS - OTHER GOVERNMENT PERSONNEL

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

Finding(s)
5. LIGHT CONDITION - NIGHT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR009 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7148 | 12/11/87 | EYLAU, TX | Time (Lcl) - 1128 CST

---Basic Information---

Reporting Railroad - SSW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 886,500.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SSW
Type of Train - FREIGHT
Train ID - EXTRA 8275 WEST
Direction - WEST
Speed (Est.) - 51
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 115/1
End of Train Monitor - NO
Length (Feet) - 8823
Trailing Tons - 8743
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 26/26

Crew Information
Front End - 3
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 3500 FT.

Evacuation - NO

Itinerary
Last Departure Point
TEXARKANA, TX

Destination
SAN ANTONIO, TX

Hazardous Materials
Involved - YES
Cars Involved - 5

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 1.00
Alignment - CURVE 1 D 45 M

---Narrative---

AT 1128 CST, DECEMBER 11, 1987, FREIGHT TRAIN EXTRA 8275 WEST WITH 5 LOCOMOTIVES AND 115 CARS HAD 26 CARS DERAIL WHILE MOVING ON A DESCENDING GRADE AT A SPEED OF 51 MPH. INVOLVED IN THE 26 CARS DERAILED WERE FIVE TANK CARS LOADED WITH DENATURED ALCOHOL, TWO OF WHICH RUPTURED, EXPERIENCING PRODUCT LOSS. NO EVACUTION WAS ORDERED AND THERE WERE NO INJURIES. POST ACCIDENT INVESTIGATION REVEALED A LOSS OF CONTROL OF TRAIN BY FIREMAN ON DESCENDING GRADE. TOXICOLOGY SAMPLES WERE TAKEN FROM THE 5 CREW MEMBERS ABOUT 6 HOURS AFTER THE ACCIDENT. TOXICOLOGY SAMPLES TAKEN FROM THE ENGINEER SHOWED THE PRESENCE OF CODEINE IN THE URINE AT A CONCENTRATION OF 277 NG/ML; NONE WAS DETECTED IN THE BLOOD.

File No. - 7148 12/11/87 EYLAU, TX Time (Lcl) - 1128 CST

Occurrence #1 - LOSS OF CONTROL
Phase - SLOWING

Finding(s)
1. TRAIN HANDLING - MISJUDGED - ROAD FREIGHT FIREMAN (through freight)
2. SPEED - EXCESSIVE - ROAD FREIGHT FIREMAN (through freight)
3. USE OF DRUGS - ROAD FREIGHT ENGINEER/MOTORMAN (through freight)

Occurrence #2 - TRAIN SEPARATION
Phase - ACCELERATING

Finding(s)
4. COUPLER KNUCKLE - OVERLOAD
5. COUPLER KNUCKLE - BROKEN
6. BRAKES - APPLIED EMERGENCY

Occurrence #3 - DERAILMENT
Phase - STOPPING

Finding(s)
7. RAIL - OVERLOAD
8. RAIL - CANTED

Occurrence #4 - RUPTURE OF TANK CAR
Phase - STOPPING

Occurrence #5 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)
Phase - STOPPING

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 5, 6, 8

Factor(s) relating to this accident is/are finding(s) 4, 7

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # ATL88FR010 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7149 | 12/12/87 | ROUND ROCK, TX | Time (Lcl) - 1616 CST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - SWITCHING
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 465,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 4219
Direction - SOUTH
Speed (Est.) - 30
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 92/0
End of Train Monitor - MONITOR
Length (Feet) - 6280
Trailing Tons - 6205
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 22/22

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 3000 FT.

Evacuation - YES

Itinerary
Last Departure Point
TAYLOR, TX

Destination
SAN ANTONIO, TX

Hazardous Materials
Involved - YES
Cars Involved - 13

Track Information
Type/No. of Tracks - MAIN/1
Gradient - DES. 0.44
Alignment - TANGENT

---Narrative---

UNION PACIFIC RAILROAD FREIGHT TRAIN EXTRA 4219 SOUTH HAD 87 UNATTENDED CAR OF THE TRAIN TRAVEL NORTHWARD AFTER BEING UNCOUPLED AT MILEPOST 166 AT MCNEIL, TEXAS. THE UNATTENDED CARS TRAVELED 7 MILE WHERE A DERAILMENT AND FIRE OCCURRED. THE TRAIN WAS MANNED BY A FOUR MAN CREW, ALL ON THE HEAD- END. INTERVIEWS REVEALED THAT THE FRONT BRAKEMAN FAILED TO COMPLY WITH FEDERAL REGULATIONS AND RAILROAD RULES RELATIVE TO THE DETACHMENT OF THE LOCOMOTIVES FROM THE CARS.

File No. - 7149 12/12/87 ROUND ROCK, TX Time (Lcl) - 1616 CST

Occurrence #1 - DERAILMENT
Phase - UNATTENDED

Finding(s)
1. ASSOCIATED VALVES - CLOSED
2. GENERAL RULES - NOT COMPLIED - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
3. OVER CONFIDENCE IN EQUIPMENT - ROAD FREIGHT BRAKEMAN/FLAGMAN (through freight)
4. INADEQUATE SURVEILLANCE OF OPERATION - CONDUCTOR
5. HANDBRAKE - NOT APPLIED

Occurrence #2 - FIRE
Phase - STOPPING

Finding(s)
6. TANK CAR ONLY - BREACHED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 5

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # CHI88FR009 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7150 | 12/14/87 | LAUREL, MT | Time (Lcl) - 0820 MST

---Basic Information---

Reporting Railroad - MRL
Type of Accident - EMPLOYEE FATALITY
Operating Phase - STANDING
Method of Operation - N/A

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

MRL - MONTANA RAIL LINK

---Railroad/Personnel Information---

Train Data
Railroad - MRL
Type of Train - MAINT. EQUIPMENT
Train ID - N/A
Direction - N/A
Speed (Est.) - 0
Speed (Auth.) - 0

Train Consist/Damage
No. Loco. Units - 0
No. Cars/Caboose - N/A
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 0
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - NO
Operational - N/A

MRL - MONTANA RAIL LINK

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAYLIGHT

Line of Sight - 0 FT.

Evacuation - NO

Itinerary
Last Departure Point
LAUREL, MT

Destination
LAUREL, MT

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/22
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

A MOFW LABORER EMPLOYED BY THE MONTANA RAIL LINK WAS FATALLY INJURED WHEN HE WAS RUN OVER BY A MOBILE, RUBBER-TIRED CRANE. THE CRANE OPERATOR HAD INSTRUCTED THE LABORER TO MANIPULATE THE THROTTLE CONTROL LEVER WHILE THE OPERATOR OBSERVED THE THROTTLE LINKAGE CABLE TO THE ENGINE IN AN EFFORT TO DISCOVER THE REASON FOR THE THROTTLE STICKING IN A HIGH REVVING POSITION. THE LABORER POSITIONED HIMSELF BEHIND THE RIGHT FRONT TIRE OF THE CRANE IN ORDER TO REACH THE LEVER. THE OPERATOR, WHO WAS ON THE LEFT SIDE OF THE CRANE, SIGNALLED THE LABORER. ALMOST IMMEDIATELY, THE CRANE LUNGED IN A REVERSE MOVEMENT AND MOVED ABOUT 15 FT BEFORE HITTING A PILE OF RAIL AND STOPPING. THE REVERSER LEVER, WHICH WAS ADJACENT TO THE THROTTLE LEVER, WAS FOUND TO BE IN THE REVERSE POSITION. THE OPERATOR STATED IT WAS HIS RESPONSIBILITY TO PERFORM ROUTINE MAINTENANCE AND MINOR REPAIR, HOWEVER, HE WAS NEVER AFFORDED ANY TRAINING OR INSTRUCTION ON PROCEDURES TO BE USED TO ACCOMPLISH THESE DUTIES.

File No. - 7150 12/14/87 LAUREL, MT Time (Lcl) - 0820 MST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - BACKING

Finding(s)
1. INATTENTIVE - MAINTENANCE OF WAY LABORER
2. INADEQUATE PROCEDURE - COMPANY OPERATOR/MGMT
3. INATTENTIVE - TRACK EQUIPMENT OPERATOR

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # FTW88FR010 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7151 | 12/15/87 | GREENSBURG, KS | Time (Lcl) - 1545 CST

---Basic Information---

Reporting Railroad - SSW
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 871,700.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - SSW
Type of Train - FREIGHT
Train ID - EXTRA 3100 WEST
Direction - WEST
Speed (Est.) - 43
Speed (Auth.) - 45

Train Consist/Damage
No. Loco. Units - 5
No. Cars/Caboose - 104/1
End of Train Monitor - MARKER
Length (Feet) - 6258
Trailing Tons - 10074
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 27/27

Crew Information
Front End - 3
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

SSW - ST. LOUIS SOUTHWESTERN RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DAYLIGHT

Line of Sight - 5000 FT.

Evacuation - NO

Itinerary
Last Departure Point
PRATT, KS

Destination
OAKLAND, CA

Hazardous Materials
Involved - YES
Cars Involved - 1

Track Information
Type/No. of Tracks - MAIN/1
Gradient - LEVEL
Alignment - TANGENT

---Narrative---

SSW FREIGHT TRAIN EXTRA 3100 WEST, WITH 5 LOCOMOTIVE UNITS, 103 LOADED CARS, ONE CABOOSE, HAD 27 CARS DERAIL NEAR GREENSBURG, KANSAS. THE ON-SCENE INVESTIGATION REVEALED A BROKEN WHEEL ON A LOADED BOX CAR, SP 698208, INITIALLY DERAILED AT MILE POST 326.3. THE CAR CONTINUED IN A DERAILED CONDITION IN THE TRAIN FOR DISTANCE OF 1.7 MILES, WHEN THE GENERAL DERAILMENT OF 26 ADDITIONAL CARS OCCURRED. ONE CAR CONTAINING ETHYL ALCOHOL WAS INVOLVED IN THE DERAILMENT. THERE WAS NO LEAKAGE AND NO EVACUATION.

File No. - 7151 12/15/87 GREENSBURG, KS Time (Lcl) - 1545 CST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Finding(s)
1. WHEEL - DEFECT, INTERNAL
2. EQUIPMENT INSPECTION - PERFORMED - CARMAN
3. WHEEL - BROKEN

Occurrence #2 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Occurrence #3 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 3

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX88FR004 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7152 | 12/16/87 | LUPTON, AZ | Time (Lcl) - 1645 MST

---Basic Information---

Reporting Railroad - ATSF
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TIMETABLE

Property Losses
Railroad - $ 800.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	5
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - ATSF
Type of Train - WORK TRAIN
Train ID - EXTRA 3669
Direction - EAST
Speed (Est.) - 39
Speed (Auth.) - 40

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 8/1
End of Train Monitor - MARKER
Length (Feet) - 465
Trailing Tons - 710
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 1/0

Crew Information
Front End - 1
Rear End - 2
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

ATSF - ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY
Condition of Light - DUSK

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
CHAMBERS, AZ

Destination
GALLUP, NM

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/2
Gradient - ASC. 0.60
Alignment - TANGENT

---Narrative---

A ATSF WORK TRAIN TRAVELING ON THE EASTBOUND MAIN TRACK AT 39 MPH, STRUCK A SIGNAL MAINTAINER AT LUPTON, ARIZONA. THE TRAIN CONSISTED OF ONE DIESEL-ELECTRIC LOCOMOTIVE UNIT, 7 CARS AND A CABOOSE. THE CARS WERE BEING SHOVED WITH THE CREW OCCUPPIED CABOOSE AS THE LEAD CAR. THE TRAIN WAS MANNED BY A THREE MAN CREW. IN ADDITION, A MAINTENANCE OF WAY EMPLOYEE WAS RIDING IN THE CABOOSE. VISIBILITY WAS LIMITED DUE TO CLOUDY SKIES AND DUSK TIME CONDITIONS. THERE WERE THREE PERSONS WORKING ON THE TRACK AND ONE WAS WORKING OUTSIDE THE TRACK STRUCTURE. NO ONE FROM THE SIGNAL DEPARTMENT OBTAINED TRAIN INFORMATION OR FURNISHED THE NECESSARY PROTECTION BEFORE OCCUPYING THE TRACK.

File No. - 7152 12/16/87 LUPTON, AZ Time (Lcl) - 1645 MST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - BACKING

Finding(s)
1. WORK TRAIN - MAIN TRACK
2. OBJECT ON TRACK - OTHER PERSON
3. MAINTENANCE OF WAY RULES - NOT COMPLIED - SIGNALMAN AND SIGNAL MAINTAINER
4. COMPLACENCY - SIGNALMAN AND SIGNAL MAINTAINER
5. INADEQUATE SURVEILLANCE OF OPERATION - COMPANY OPERATOR/MGMT

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # DEN88FR004 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7153 | 12/26/87 | MARSHALL, TX | Time (Lcl) - 1510 CST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK TRAFFIC CONTROL

Property Losses
Railroad - $ 781,000.00
Non-Railroad - $ 0.00

Fire - YES

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	2	2
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information--

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 9034 EAST
Direction - EAST
Speed (Est.) - 60
Speed (Auth.) - 60

Train Consist/Damage
No. Loco. Units - 2
No. Cars/Caboose - 37/0
End of Train Monitor - MONITOR
Length (Feet) - 2310
Trailing Tons - 2956
Loco. Damaged/Derailed - 2/2
Cars Damaged/Derailed - 23/23

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLOUDY, RAIN
Condition of Light - DAYLIGHT

Line of Sight - 4500 FT.

Evacuation - YES

Itinerary
Last Departure Point
LONGVIEW, TX

Destination
NORTH LITTLE ROCK, AR

Hazardous Materials
Involved - YES
Cars Involved - 19

Track Information
Type/No. of Tracks - MAIN/1
Gradient - ASC. 0.13
Alignment - TANGENT

---Narrative---

UP EASTBOUND FREIGHT TRAIN EXTRA 9034 EAST DERAILED AT A WASHED-OUT SECTION OF TANGENT TRACK NEAR MARSHALL, TX. TWO LOCOMOTIVES AND 23 CARS WERE DERAILED. A FIRE STARTED IMMEDIATELY IN 17 TANK CARS OF FLAMMABLE PRODUCTS. THE ENGINEER AND CONDUCTOR RECEIVED MINOR INJURIES IN THE ACCIDENT. THE ON-SCENE INVESTIGATION REVEALED THAT TRACK DRAINAGE PIPES PLUGGED AND HEAVY RAIN WASHED AWAY BALLAST AND SUBGRADE. ALTHOUGH HEAVY RAINS DURING THE DAYS PRECEDING THE ACCIDENT AND ON THE DAY OF THE ACCIDENT HAD RESULTED IN LOCALIZED FLOODING, THE TRACK HAD NOT BEEN PATROLLED IN FRONT OF THIS TRAIAN. IN ADDITION A SPEED RESTRICTION TRACK BULLETIN ISSUED PREVIOUSLY ALLOWED THIS TRAIN TO OPERATE AT 60 MPH, INSTEAD OF 40 MPH.

File No. - 7153 12/26/87 MARSHALL, TX Time (Lcl) - 1510 CST

Occurrence #1 - TRACK COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. WEATHER - RAIN
2. TRACK INSPECTION - INADEQUATE - MAINTENANCE OF WAY INSPECTOR
3. BALLAST - INADEQUATE
4. ROADBED - WEAKENED

Occurrence #2 - DERAILMENT
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 3, 4

Factor(s) relating to this accident is/are finding(s) 1, 2

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # LAX88FR005 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7154 | 12/27/87 | PEGRAM, ID | Time (Lcl) - 0745 MST

---Basic Information---

Reporting Railroad - UP
Type of Accident - DERAILMENT
Operating Phase - EN ROUTE
Method of Operation - TRAFFIC CONTROL TIMETABLE

Property Losses
Railroad - $ 847,767.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	0	0	0	4
Passengers	0	0	0	0
Motorist	0	0	0	0
Other	0	0	0	0

UP - UNION PACIFIC RAILROAD COMPANY

---Railroad/Personnel Information---

Train Data
Railroad - UP
Type of Train - FREIGHT
Train ID - EXTRA 3498 WEST
Direction - WEST
Speed (Est.) - 50
Speed (Auth.) - 50

Train Consist/Damage
No. Loco. Units - 3
No. Cars/Caboose - 71/0
End of Train Monitor - MONITOR
Length (Feet) - 4333
Trailing Tons - 9280
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - 25/25

Crew Information
Front End - 4
Rear End - 0
Toxicology Performed - YES

Radio Communications
Radio Available - YES
Operational - YES

UP - UNION PACIFIC RAILROAD COMPANY

---Environment/Operations Information---

Weather Data
Weather Condition - CLEAR
Condition of Light - DAWN DAYLIGHT

Line of Sight - 2000 FT.

Evacuation - NO

Itinerary
Last Departure Point
GREEN RIVER, WY

Destination
PORTLAND, OR

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - YARD/2
Gradient - DES. 0.15
Alignment - TANGENT

---Narrative---

UNION PACIFIC UNIT GRAIN TRAIN, EXTRA 3498 WEST, TRAVELING AT 50 MPH, DERAILED 25 CARS OF A 71 CAR TRAIN AT MILE POST 98.25, ON THE WEST INDUSTRY TRACK SWITCH AT PEGRAM, IDAHO. A SECTION OF A BROKEN WHEEL FROM CAR MP-711627, THE 39TH CAR FROM THE HEAD END OF THE TRAIN, AND 1ST DERAILED CAR, WAS FOUND AT POINT OF INITIAL DERAILMENT. NO OTHER IRREGULARITIES WERE NOTED.

File No. - 7154 12/27/87 PEGRAM, ID Time (Lcl) - 0745 MST

Occurrence #1 - TRAIN COMPONENT SYSTEM/FAILURE/MALFUNCTION
Phase - MAINTAINING SPEED

Occurrence #2 - DERAILMENT,INITIAL
Phase - MAINTAINING SPEED

Finding(s)
1. WHEEL - BROKEN
2. PLATE - THERMAL DAMAGE
3. RIM - OVERHEATED
4. TREAD - BROKEN

Occurrence #3 - DERAILMENT, GENERAL
Phase - MAINTAINING SPEED

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2, 3, 4

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

NTSB # NYC88FR005 | BRIEF OF ACCIDENT | RUNDATE: 04/27/89

File No. - 7155 | 12/29/87 | QUEENS, NY | Time (Lcl) - 0715 EST

---Basic Information---

Reporting Railroad - LI
Type of Accident - EMPLOYEE FATALITY
Operating Phase - EN ROUTE
Method of Operation - AUTOMATIC BLOCK

Property Losses
Railroad - $ 0.00
Non-Railroad - $ 0.00

Fire - NO

	Injuries			
	Fatal	Serious	Minor	None
Employees	1	0	0	5
Passengers	0	0	0	900
Motorist	0	0	0	0
Other	0	0	0	0

LI - LONG ISLAND RAIL ROAD

---Railroad/Personnel Information---

Train Data
Railroad - LI
Type of Train - COMMUTER
Train ID - 605
Direction - WEST
Speed (Est.) - 55
Speed (Auth.) - 65

Train Consist/Damage
No. Loco. Units - 1
No. Cars/Caboose - 9/0
End of Train Monitor - NO
Length (Feet) - N/A
Trailing Tons - N/A
Loco. Damaged/Derailed - N/A
Cars Damaged/Derailed - N/A

Crew Information
Front End - 3
Rear End - 0
Toxicology Performed - NO

Radio Communications
Radio Available - YES
Operational - YES

LI - LONG ISLAND RAIL ROAD

---Environment/Operations Information---

Weather Data
Weather Condition - SNOW
Condition of Light - DAWN

Line of Sight - UNK/NR

Evacuation - NO

Itinerary
Last Departure Point
PORT JEFFERSON, IL

Destination
LONG ISLAND CITY, NY

Hazardous Materials
Involved - NO
Cars Involved - 0

Track Information
Type/No. of Tracks - MAIN/4
Gradient - ASC. 0.57
Alignment - TANGENT

---Narrative---

ABOUT 0715 CST, ON DECEMBER 29, 1987, LONG ISLAND RAIL ROAD (LIRR) TRAIN 605 TRAVELING AT 55 MPH, ON TRACK NO. 1 OF LIRR'S QUEENS INTERLOCKING, STRUCK AND FATALLY INJURED A LIRR SIGNAL MAINTAINER. AT THE TIME OF THE ACCIDENT TRAIN 605 WAS IN SWIRLING SNOW, CREATED BY LIRR TRAIN 1205 MOVING EAST AT 65 MPH ON ADJACENT TRACK NO. 3, WITH 8 OF IT'S 12 CARS AHEAD OF TRAIN 605. THE FATALLY INJURED MAINTAINER WAS LAST OBSERVED BY THE ENGINEER OF TRAIN 1205 WALKING EASTWARD WITHIN THE GAUGE OF TRACK NO. 1. TOXICOLOGY SAMPLES WERE TAKEN FROM THE SIGNAL MAINTAINER AND MEMBERS OF THE TRAIN CREW. SAMPLES TAKEN FROM THE ENGINEER ABOUT FOUR HOURS AFTER THE ACCIDENT SHOWED THE PRESENCE OF THE METABOLITE OF MARIJUANA IN THE FOLLOWING CONCENTRATIONS: BLOOD, 4 NG/ML; URINE, 29 NG/ML.

File No. - 7155 12/29/87 QUEENS, NY Time (Lcl) - 0715 EST

Occurrence #1 - FATALITY, EMPLOYEE
Phase - MISCELLANEOUS/OTHER

Finding(s)
1. WEATHER - SNOW
2. WEATHER - OBSCURATION
3. INATTENTIVE - SIGNALMAN AND SIGNAL MAINTAINER
4. USE OF DRUGS - ROAD PASSENGER ENGINEER/MOTORMAN

---Probable Cause---

The National Transportation Safety Board determines that the probable Cause(s) of this accident is/are finding(s) 1, 2, 3

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