



**NTSB** National Transportation Safety Board

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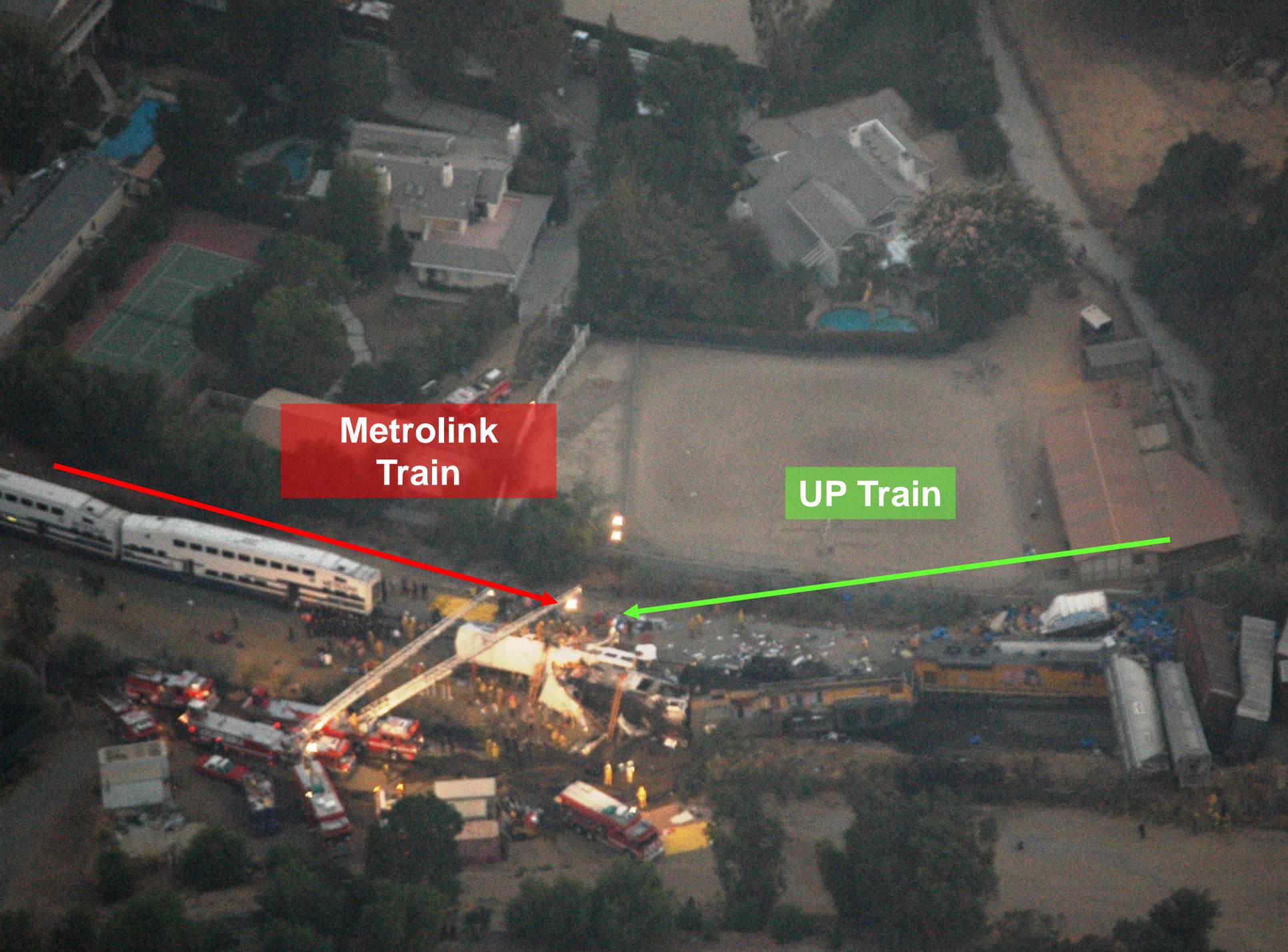
*Office of Railroad, Pipeline and  
Hazardous Materials Safety*

## **Collision of Metrolink Train 111 with Union Pacific Train LOF 65-12**

Opening Statement

Chatsworth, California  
September 12, 2008

DCA 08 MR 009



**Metrolink  
Train**

**UP Train**



Passenger car

Metrolink Locomotive

# NTSB Launch

- C. Wayne Workman IIC
- David Watson Mechanical
- Dick Hipskind Track
- Tim DePaepe Signals
- Jim Remines Operations (retired)
- Ted Turpin Operations
- Dana Sanzo Survival Factors
- Rick Narvell Human Performance
- Rick Downs Crashworthiness
- Deborah Hall Transportation Disaster Assistance
- Paul Sledzik Transportation Disaster Assistance
- Terry Williams Public Affairs
- Peter Knudson Public Affairs
- Jim Ritter Deputy Director
- Kathryn O. Higgins Member On-scene (retired)
- Denise Daniels Special Assistant



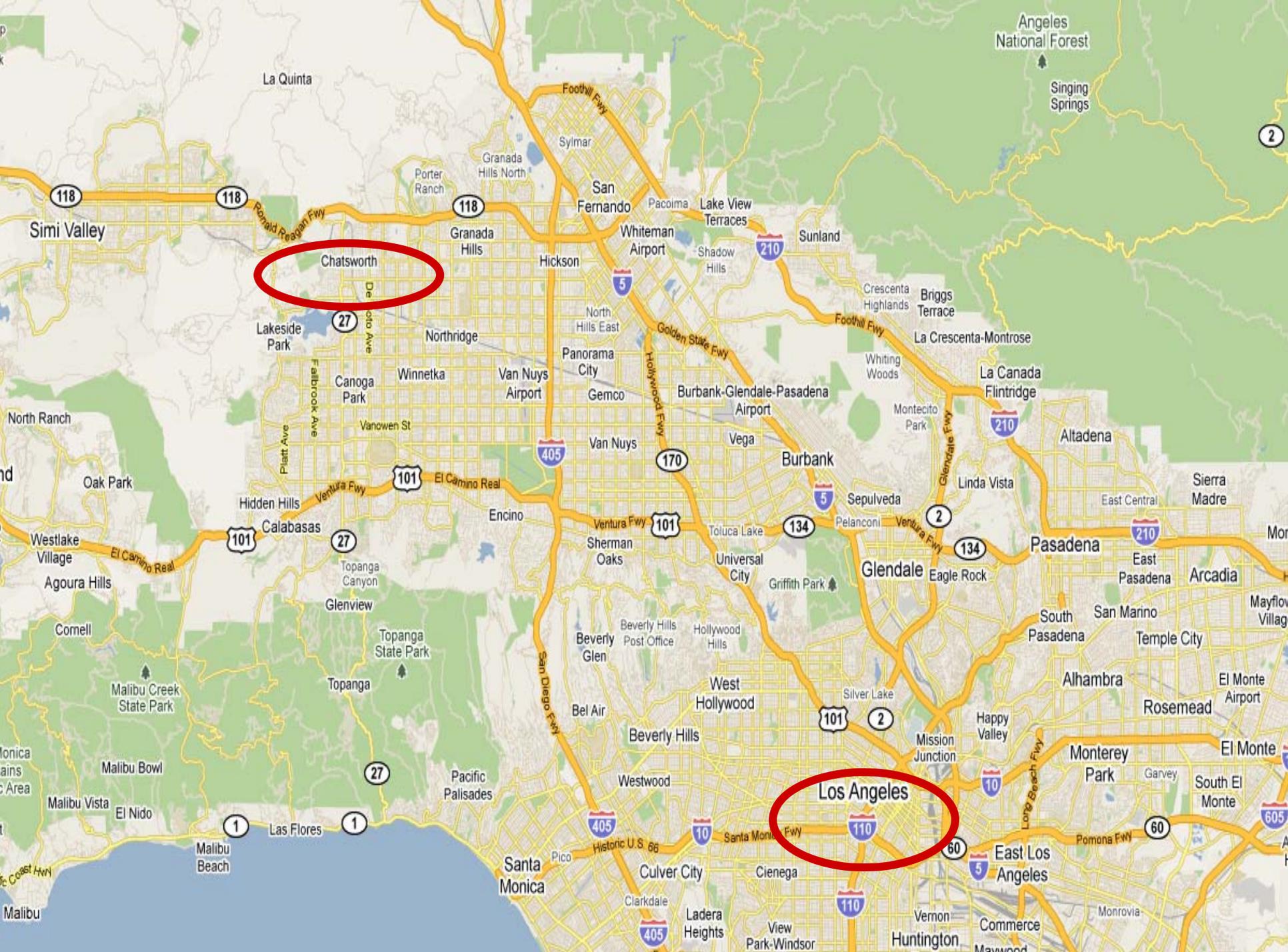
# NTSB Support Staff

- Dr. Mitch Garber Medical Officer
- Dr. Loren Groff Visual Study
- Doug Brazy Cell Phones & Video
- Alice Park Animation
- Christy Spangler Animation
- Dennis Crider Train Performance
- Cassandra Johnson Event Recorders
- Pat Sullivan Safety Recs.
- Dr. Kathleen Curry Editor

# Parties to the Investigation

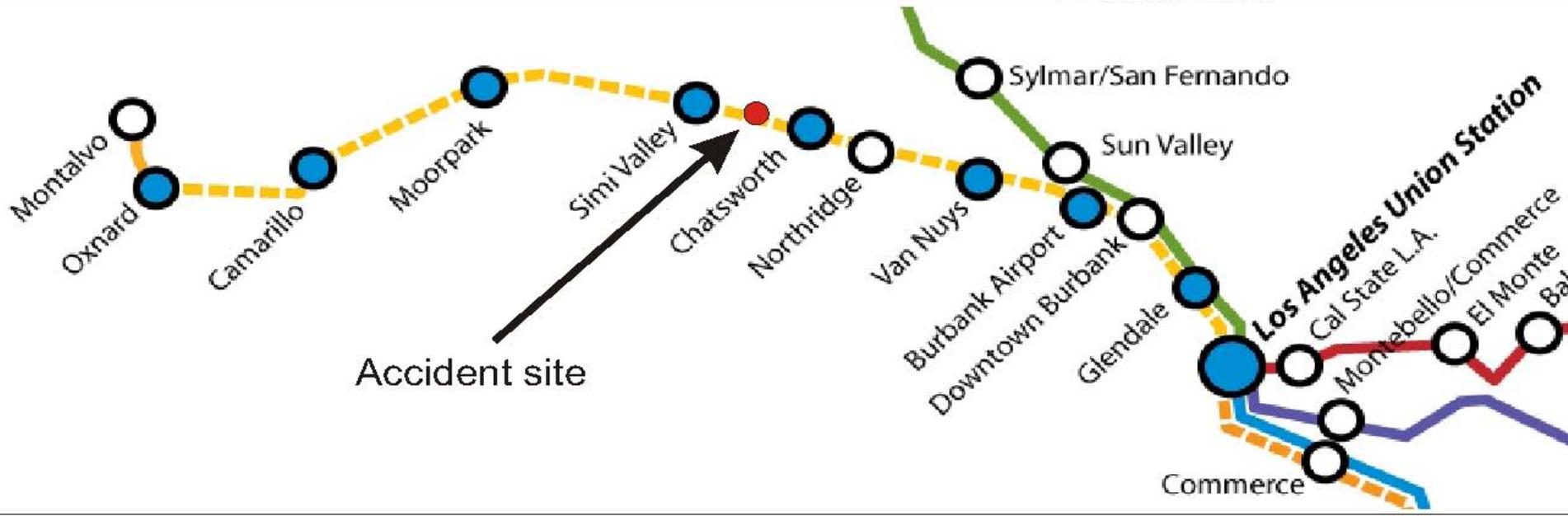
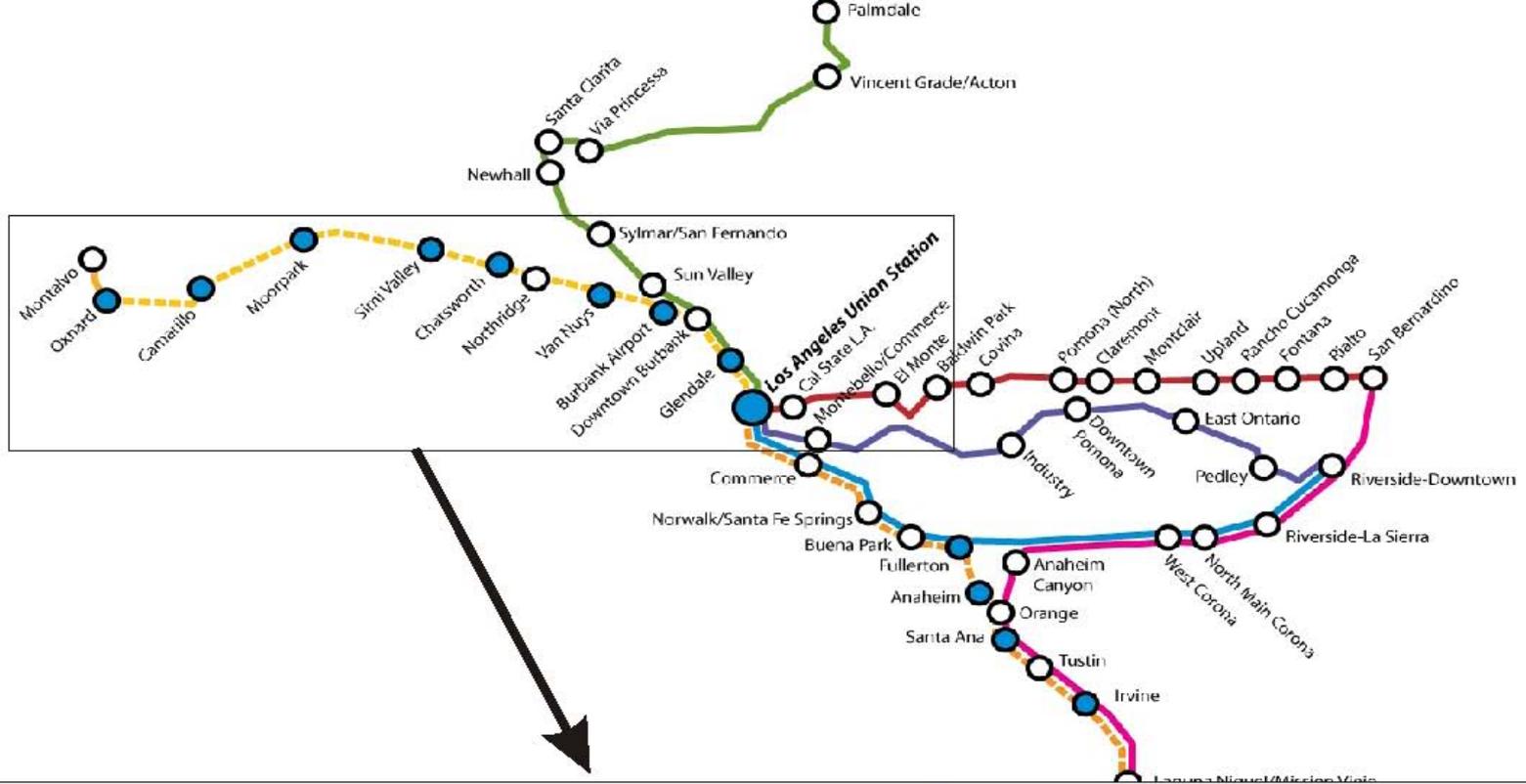
- Federal Railroad Administration
- California Public Utilities Commission
- Los Angeles Fire and Rescue
- Los Angeles Police Department
- Metrolink
- Connex
- Mass Electric Construction Company
- Union Pacific Railroad (UP)
- United Transportation Union
- Brotherhood of Locomotive Engineers & Trainmen
- Bombardier Inc. (Passenger Car manufacturer)





Chatsworth

Los Angeles



# Investigation

- Metrolink train 111 consisted of a locomotive, 2 passenger coaches and a cab car.
- The UP train consisted of 2 locomotives and 17 freight cars.
- Metrolink train 111 departed LAUS on time and made several station stops and met an Amtrak train at CP Raymer.
- Prior to arriving at Chatsworth Station operating on signal indications, Metrolink train 111 received an advance approach at CP Bernson advising the engineer to be prepared to stop at the second signal.



# Investigation

- After CP Bernson, Metrolink train 111 received an approach indication at intermediate signal 4451 that required the engineer to be prepared to stop at the next signal, CP Topanga.
- Metrolink train 111 continued to Chatsworth Station and after unloading passengers it departed operating on an approach signal with a red stop signal ahead at CP Topanga.
- Meanwhile, UP train LOF 65-12 was operating eastward on approach diverging indication which advised the engineer that the train was lined into the siding at CP Topanga.

# Investigation

- Metrolink train 111 failed to stop at CP Topanga and ran through the switch that was lined for UP LOF 65-12 to move into the siding. As a result the Metrolink train entered into the path of the opposing UP train
- UP LOF 65-12 operating eastward at 41 mph had just exited tunnel 28.
- Metrolink train 111 operating at 43 mph continued into the 6 degree curve and collided with UP LOF 65-12.



# Emergency Response

- The first 911 call was received at 4:23 p.m. from a nearby resident.
- At 4:24 p.m. the first element of fire department personnel was dispatched.
- A triage and landing zone was established at an adjacent city park.
- About 1000 emergency responders participated in the accident recovery.



# Injuries

- An estimated 165 passengers were on the Metrolink train.
- This accident resulted in;
  - 73 minor injuries including 1 crewmember and 1 emergency responder
  - 28 serious injuries including 3 crewmembers
  - 25 fatalities including the Metrolink engineer
- The injured passengers were transported by 5 air ambulances, 28 fire department ambulances, additional private ambulances were brought in to supplement the response.

# Safety Issues

- Inadequate capability, because of the privacy offered by a locomotive operating compartment, to monitor crewmember adherence to operating rules such as those regarding the use of wireless devices or the presence of unauthorized persons in the operating compartment.
- Lack of a positive train control system on the Metrolink rail system.



**NTSB**