

Federal Railroad Administration Office of Safety Headquarters Assigned Accident Investigation Report HQ-2005-86

CSX Transportation (CSX) Evansville, Indiana October 3, 2005

Note that 49 U.S.C. §20903 provides that no part of an accident or incident report made by the Secretary of Transportation/Federal Railroad Administration under 49 U.S.C. §20902 may be used in a civil action for damages resulting from a matter mentioned in the report.

DEPARTMENT	OF TRANSPORTATION
FEDERAL RAILROA	D ADMINISTRATION (FRA)

## FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # <u>HQ-2005-86</u>

1. Name of Railroad Operat	1	1a. Alphabetic Code						1b. Railroad Accident/Incident No.										
CSX Transportation [CSX ]								CSX						15635				
2. Name of Railroad Operating Train #2								2a. Alphabetic Code						2b. Railroad Accident/Incident No.				
N/A (cincle entry)								N/A						N/A				
3. Name of Railroad Responsible for Track Maintenance (single entry)								3a. Alphabetic Code						3b. Railroad Accident/Incident No.				
CSX Transportation [CSX ]									CS	X		-	T	15	635			
4. U. S. DOT-AAR Grade Crossing Identification Number								month	Incidei	nt day I	vear	0.	Time of P	Accident/Incid	lent			
N/A								10		03	2005		10:07:00 АМ 🗶 РМ 🛄					
7. Type of Accident/Incident 1. Derailment 4. Side collision 7. Hwy-ra								crossing 10. Explosion-detonation					13. Other Code					
(single entry in code box)     2. Head on collision     5. Raking collision     8. RR grac       3. Rear end collision     6. Broken Train collision     9. Obstruct								on 12. Other impacts					(describe in) narrative)					
8. Cars Carrying 9. HAZMAT Cars 10. Cars Releasing								11. People					12. Division					
HAZMAT Damaged/Derailed HAZMAT								Evacuated					NASHVILLE					
00         00         0           13. Nearest City/Town         14. Milepost								15. Sta	ate	Code	16. Count	у		11715	IIVILLL			
					(to nearest	t tenth)	Abbr.											
17. Temperature (F)	EVANS	VILLE 18. Visi	ibility (sing	le entry)	Code 19. V	Z85.4 Veather (	single entry	<u>ן</u>		IN VANDE			URGH . Type of	Code				
(specify if minus)		1. I	Dawn 3. I	Dusk	1	. Clear	3. Rain 5			. Sleet			1. Main 3. Sidir			1		
85	<sup>o</sup> F	2. [	Day 4. I	Dark	2 2 22 FDA Touch	. Cloudy	4. Fog 6			Snow 1			2. Yard 4. Industr			1		
21. Track Name/Number					22. FRA Track Class (1-9, X)		Density (gr			k oss tons			24. Time Table Direction 1. North 3. East			Code		
SI	3	in in	n millions	s)	65	.00		2. Sc	outh 4. V	West	2							
OPERATING TRAIN # 1																		
25. Type of Equipment 1. Freight train 4. Work train 7. Yard/switching A. Spec. M								Equip. Code 26. Was Equipment						Code 27. Train Number/Symbol				
Consist (single entry)	<ol> <li>Passenger 1</li> <li>Commuter</li> </ol>	train 5 train 6	5. Single car 5. Cut of cars	<ol> <li>8. Light loco</li> <li>9. Maint./ins</li> </ol>	o(s). spect. car					Attended?	2. No	1			V249-29			
28. Speed (recorded sp	eed, if available	)	Code 3	30. Method(s) o	f Operation	(enter cod	de(s) that apply)					30	a. Remote	ely Controlled	Locomotive	?		
R - Recorded				a. ATCS	g. Automa	atic block	m. Special instructions						0= Not a	a remotely con	ntrolled opera	tion		
E - Estimated		MPH	R	<ul> <li>b. Auto train co</li> <li>c. Auto train st</li> </ul>	ontrol h. Current	t of traffic ble/train orde	: n. Other than main track rules						1 = Rem 2 = Rem	tote control po note control to	ortable transm wer operation	ntter		
29. Trailing Tons (gros	s tonnage,			d. Cab signals	j. Track w	arrant contro	ntrol p. Other (specify in narrative)						3 = Rem	note control po	ortable			
excluding power units)	1			e. Traffic contr	rol k. Direct t	raffic contro	trol Code(s)					_	transmitter - more than one					
f. Interlocking l. Yard limits									× / A		<b>T/A T/A</b>		remote control transmitter 0					
		14,063		1. Interlocking	, I. Yard In	nits		e N	N/A	N/A 1	N/A N/A	۱	remo	ote control tra	isiiittei	0		
31. Principal Car/Unit		14,063 a. Initial a	nd Number	b. Positio	on in Train	c. Load	ed (yes/no	e N	N/A	N/A 1 32. If railro	N/A N/A ad employee(	s) tested	remo d for drug ositive in	/alcohol use,	Alcohol	0 Drugs		
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		14,063 a. Initial an	nd Number UP 8177	b. Positio	on in Train	c. Load	ed (yes/no N/A	e N	N/A	N/A 1 32. If railro enter th the appr	N/A N/A ad employee( e number that ropriate box.	s) tested were p	remo d for drug, ositive in	/alcohol use,	Alcohol	0 Drugs		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mec	hanical	14,063 a. Initial au U	UP 8177	b. Positio	on in Train 1 0	c. Load	ed (yes/no N/A N/A	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi	N/A N/A ad employee( e number that opriate box. s consist trans	s) tested were p	remo d for drug, ositive in g passenge	/alcohol use,	Alcohol	0 Drugs 0		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mec cause reported)	hanical	14,063 a. Initial an U	JP 8177	b. Positio	n rain	c. Load	ed (yes/no N/A N/A	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi	N/A N/A ad employee( e number that opriate box. s consist trans	s) tested were p	remo d for drug ositive in g passenge	/alcohol use, ers ? (Y/N)	Alcohol	0 Drugs 0 N		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if mec cause reported)         34. Locomotive Units	hanical	14,063 a. Initial and U a. Head End	JP 8177 0 b. Manual	f. Interlocking	i. Yard in on in Train 1 0 Rear d. Manual	c. Load	ed (yes/no N/A N/A 35. Cars	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi	N/A N/A ad employee( e number that copriate box. s consist trans	s) tested were p sporting	remo d for drug, ositive in g passenge 1 Pass.	/alcohol use, //alcohol use, rrs ? (Y/N) Empt c. Freight	Alcohol 0	0 Drugs 0 N e. Caboose		
<ul> <li>31. Principal Car/Unit</li> <li>(1) First involved</li> <li>(derailed, struck, etc)</li> <li>(2) Causing (if mec cause reported)</li> <li>34. Locomotive Units</li> </ul>	hanical	a. Initial au a. Initial au a. Head End	JP 8177 0 b. Manual	Interlocking       b. Position       Jid Train       c. Remote	i rard in on in Train 1 0 Rear d. Manual	c. Load	ed (yes/no N/A N/A 35. Cars	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi	N/A N/A N/A ad employee( e number that opriate box. s consist trans	s) tested were p sporting Loaded ht b.	remo d for drug, ositive in g passenge l . Pass.	/alcohol use, /ars ? (Y/N) c. Freight	Alcohol 0 y d. Pass.	0 Drugs 0 N e. Caboose		
<ul> <li>31. Principal Car/Unit <ol> <li>First involved</li> <li>(derailed, struck, etc)</li> <li>(2) Causing (if mec cause reported)</li> </ol> </li> <li>34. Locomotive Units <ol> <li>Total in Train</li> </ol> </li> </ul>	hanical	a. Head End	JP 8177 0 b. Manual	Interfocking       b. Position       did Train       c. Remote       0	i rard in on in Train 1 0 Rear d. Manual 0	End e. Remote	ed (yes/no N/A N/A 35. Cars (1) Te	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103	s) tested were p sporting Loaded ht b.	remo d for drug oositive in g passenge d Pass. 00	/alcohol use, ers ? (Y/N) c. Freight 00	y d. Pass. 00	0 Drugs 0 N e. Caboose		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train	hanical	a. Head End	JP 8177 0 b. Manual 0	fi Interiocking b. Positie fid Train l c. Remote 0	i rard in on in Train 1 0 k Rear d. Manual 0	End e. Remote	ed (yes/no N/A N/A 35. Cars (1) To	e N	N/A	N/A 1 32. If railro enter th the appr 33. Was thi ent Consist	N/A N/A ad employee( e number that opriate box. s consist trans a. Freig	s) testec were p sporting Loaded ht b.	remo d for drug, ositive in g passenge d Pass. 00	xrs ? (Y/N) Empi c. Freight 00	Alcohol 0 y d. Pass. 00	0 Drugs 0 e. Caboose 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed	hanical	14,063 a. Initial au U a. Head End 3 0	JP 8177 0 b. Manual 0	Interfocking       b. Position       fild Train       c. Remote       0       0       0	i rard in on in Train 1 0 d. Manual 0 0	End e. Remote 0	ed (yes/no N/A 35. Cars (1) Tr (2) Tr	e N	N/A quipm ailed	N/A 1 32. If railro enter th the app 33. Was thi ent Consist	N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00	s) tested were p sporting Loaded ht b.	remo d for drug, oositive in g passenge d Pass. 00 00	/alcohol use, /ars ? (Y/N) c. Freight 00 00	Alcohol 0 4. Pass. 00 00	0 Drugs 0 Caboose 00 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed	hanical	14,063 a. Initial au a. Head End 3 0	JP 8177 0 b. Manual 0 b. Manual	Interfocking       b. Position       Jid Train       c. Remote       0       0	i rard in on in Train 1 0 d. Manual 0 0	c. Load c. Load c. Remote c. Remote 0 0	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr	e N	quipm	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist	N/A N/A N/A ad employee( e number that copriate box. s consist trans a. Freig 103 00	s) tested were p sporting Loaded ht b.	remo d for drug, oositive in g passengee 1 Pass. 00 00	/alcohol use, /alcohol use, ers ? (Y/N) Empt c. Freight 00 00	Alcohol 0 y d. Pass. 00 00	0 Drugs 0 Caboose 00 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if mec         cause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist	hanical	14,063 a. Initial au a. Head End 3 0	JP 8177 0 b. Manual 0 37. Track, Sig & Struct	1. Interlocking       b. Position       did Train       i       c. Remote       0       0       0       nal, Way,       ure Damage	in Franching on in Train 1 0 d. Manual 0 0 0	End e. Remote 0	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (2) Tr (38. Prima Code	e N	quipm ailed	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist	N/A N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00	s) tester swere p sporting Loaded ht b.	remo d for drug, ositive in passenge d Pass. 00 00 00 39. Contrii Code	crs ? (Y/N) Empl c. Freight 00 00 buting Cause	Alcohol 0 y d. Pass. 00 00	0 Drugs 0 e. Caboose 00 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if mec         cause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage         This Consist	hanical \$5,000.00	14,063 a. Initial au a. Head End 3 0	JP 8177 0 b. Manual 0 37. Track, Sig & Struct	Interfocking       b. Position       Jid Train       i     c. Remote       0       0       0       nal, Way,       ure Damage	in Train in Train 1 0 Rear d. Manual 0 0 0 \$0.00	End e. Remote 0	ed (yes/no N/A 35. Cars (1) Tr (2) Tr (2) Tr (2) Tr (38. Prima Code	e N	quipm ailed	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist	N/A N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00 H404	s) tested were p sporting Loaded ht b.	remo d for drug, ositive in passenge 1 Pass. 00 00 39. Contrii Code	c. Freight 00 00 buting Cause	Alcohol 0 y d. Pass. 00 00 00	0 Drugs 0 Caboose 00 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist	hanical \$5,000.00	14,063 a. Initial au a. Head End 3 0 Number of 0	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members	Interfocking       b. Position       fid Train       l       c. Remote       0       0       0       anal, Way,       ure Damage       s	i rard in on in Train 1 0 k Rear d. Manual 0 0 0 0 \$0.00	End e. Remote 0 0	ed (yes/no N/A 35. Cars (1) Tr (2) Tr 38. Primc Code	e N	quipm ailed	N/A 1 32. If railro enter th the appr 33. Was thi ent Consist	N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00 H404 Length	s) tester were p sporting Loaded ht b.	remo d for drug, ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty	/alcohol use, /alcohol use, ers ? (Y/N) c. Freight 00 00 buting Cause	Alcohol 0 4. Pass. 00 00 00	0 Drugs 0 Caboose 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators	\$5,000.00	14,063 a. Initial a a. Head End 3 0 Number of 0	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct	Interfocking       b. Position       fid Train       i       c. Remote       0       0       0       0       0       anal, Way,       ure Damage       3       tors	( 1. Yard in on in Train 1 0 ( Rear d. Manual 0 0 0 ( 0 ( 30.00) 43. Brakemen	End e. Remote 0 0	ed (yes/no N/A 35. Cars (1) Tr (2) Tr 38. Prima Code 44. Engin	e N )) Cotal in Ec Cotal Dera ary Cause ) neer/Ope	quipm niled e	N/A 1 32. If railro enter th the appr 33. Was thi ent Consist IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00 H404 Length	s) testere were p sporting Loaded ht b.	remo d for drug, ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc	/alcohol use, /alcohol use, /rs ? (Y/N) c. Freight 00 00 buting Cause	Alcohol 0 4. Pass. 00 00 00	0 Drugs 0 Caboose 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1	\$5,000.00	14,063 a. Initial au a. Head End 3 0 Number of (	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct	Interfocking       b. Position       did Train       c. Remote       0       0       0       0       0       0       1	( ) , rard in on in Train 1 0 ( ) Rear d. Manual 0 0 0 ( ) 0 ( ) 0	c. Load c. Load c. Load c. Remote c. Remote c. Remote	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (38. Prima Code	e N )) otal in Ec otal Dera ary Causo neer/Oper s: 2	V/A quipm ailed e erator	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist I I Min	N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00 H404 Length of s: 07	s) testere were p sporting Loaded ht b.	remo d for drug, ositive in passenge d Pass. 00 00 39. Contri Code e on Duty 45. Conce	Alcohol use, Alcohol use, ers ? (Y/N) Empt c. Freight 00 00 buting Cause ductor Hrs: ECT Daviso	Alcohol 0 4. Pass. 00 00 F	0 Drugs 0 N c. Caboose 00 1206		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:	hanical \$5,000.00 41. Firemen 00 46. Railroad E	14,063 a. Initial au a. Head End 3 0 Number of 0	Ind Number JP 8177 0 b. Manual 0 37. Track, Sig & Struct Crew Members 42. Conduct 47. Train Pa	Interfocking       b. Position       did Train       c. Remote       0       0       0       0       0       0       0       start       ssengers	( ) . rard in on in Train 1 0 Rear d. Manual 0 0 0 43. Brakemen 2 48. Other	c. Load c. Load c. Remote c. Remote 0 0	ed         (yes/no           N/A         N/A           35. Cars         (1) Tr           (1) Tr         (2) Tr           38. Prima         Code           44. Engin         Hrs           49. EOT         N POT	e N )) otal in Ec otal Dera ary Causo ) neer/Ope s: 4 f Device?	quipm ailed e rator 4	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist I I Min	N/A N/A N/A ad employee( e number that opriate box. s consist trans a. Freig 103 00 H404 Length of s: 07	s) testecco	d for drug, ositive in passenge 1. Pass. 00 00 39. Contri Code con Duty 45. Conc 50. Was	Acohol use, Acohol use, ers ? (Y/N) C. Freight 00 00 buting Cause ductor Hrs: EOT Device	Alcohol 0 y d. Pass. 00 00 00 H 4 Min Properly Arn	0 Drugs 0 N e. Caboose 00 1206 ns: 07 red?		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0	14,063 a. Initial au a. Head End 3 0 Number of 0 Employees	Ind Number JP 8177 0 b. Manual 0 37. Track, Sig & Struct Crew Members 42. Conduct 1 47. Train Par	1. Interlocking       b. Position       did Train       c. Remote       0       0       0       0       0       0       0       1       ssengers       0	1 . rard in on in Train 1 0 d. Manual 0 0 0 43. Brakemen 2 48. Other 1	c. Load c. Load c. Remote c. Remote 0 0	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (2	e N )) Cotal in Ec Cotal Dera ary Cause neer/Oper s: 2 F Device? oose Occ	quipm aiiled e rrator 4 	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist I I Min 2. No by Crew?	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       1404       Length       s:     07       1	sporting Loaded ht b.	remo d for drug ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc F 50. Was 1. Ye	Alcohol use, Alcohol use, ers ? (Y/N) C. Freight 00 00 buting Cause ductor Hrs: EOT Device es	Alcohol 0 y d. Pass. 00 00 4 H Properly Arn 2. No	0 Drugs 0 e. Caboose 00 00 H206 ns: 07 ned? 2		
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31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1	14,063 a. Initial au a. Head End 3 0 Number of Employees	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct 1 47. Train Par	Interfocking       b. Position       fid Train       i       c. Remote       0       0       0       0       0       0       0       0       sender       0       0       0       0       0       0       0       0       0       0       0       0       0	in train           0           43. Brakemen           2           48. Other           1           1	c. Load c. Load c. Load c. Load c. Coad c. Coa	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr 38. Prima Code 44. Engir Hrs 49. EOT 1. Yes 51. Cabo 1. Yes	e N )) Cotal in Ec Cotal Dera ary Cause ) neer/Ope ) Cose Occ 2	quipm ailed e rrator 4 2	N/A 1 32. If railro enter th the appr 33. Was thi ent Consist ent Consist I I Min 2. No by Crew? 2. No	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1	sporting	remo d for drug ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc F 50. Was 1. Ye	Acohol use, Acohol use, Acoho	Alcohol 0 y d. Pass. 00 00 4 Min Properly Arn 2. No	0 Drugs 0 0 N e. Caboose 00 1206 1206 122 12 12		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1	14,063 a. Initial au a. Head End 3 0 Number of f	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct 42. Conduct 47. Train Par ( ( (	Interfocking       b. Position       did Train       c. Remote       0	in train           in Train           1           0           d. Manual           0           0           43. Brakemen           2           48. Other           1           1           0	c. Load c. Load c. Load c. Remote c.	ed         (yes/no           N/A         N/A           35. Cars         (1) Tr           (1) Tr         (2) Tr           38. Prima         Code           44. Engin         Hrs           49. EOT         1. Yes           51. Cabc         1. Yes           51. Cabc         1. Yes           FIRAIN #         yuip.	e N o) otal in Ec otal in Ec otal Dera ary Cause conse Occess 2 Code	V/A quipm niled e rrator 4 ? upied	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I Min 2. No by Crew? 2. No C. Was Equip	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       4404       Length       s:     07       1       .	sporting control to the second secon	remo d for drug, ositive in passenge d .Pass. 00 00 39. Contri Code e on Duty 45. Conc F 50. Was 1. Yo	Acohol use, Acohol use, Acoho	Alcohol 0 y d. Pass. 00 00 4 King Properly Arm 2. No eer/Symbol	0 Drugs 0 N c. Caboose 00 1206 1206 12 1 2 2 2		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1. Freight trai 2. Passenger t	14,063 a. Initial au a. Head End 3 0 Number of 0 Employees	Ind Number JP 8177 0 b. Manual 0 37. Track, Sig & Struct Crew Members 42. Conduct 47. Train Par () () () ()	Interfocking       b. Position       did Train       c. Remote       0	1. Yard III           on in Train           1           0           d. Manual           0           0           43. Brakemen           2           48. Other           1           1           0	c. Load c. Load e. Remote 0 0 0 0 0 0 0 0 0 0 0 0 0	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (2	e N o) otal in Ec otal in Ec otal Dera ary Causo conse Occess 2 Code	quipm ailed e rator 4 ? 53	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I Min 2. No by Crew? 2. No i. Was Equip Attended?	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       4404       Length of       s:     07       1       ment	sporting	remo d for drug, ositive in passenge 1. Pass. 00 00 39. Contri Code 2 on Duty 45. Conc F 50. Was 1. Yu	Acohol use, Acohol use, Acohol use, Ers ? (Y/N) C. Freight 00 00 00 buting Cause ductor Hrs: EOT Device es 4. Train Numb	Alcohol 0 y d. Pass. 00 00 00 4 Min Properly Arn 2. No eer/Symbol	0 Drugs 0 N c. Caboose 00 00 1206 1206 12 1 2 1 2		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55 Speed	hanical \$5,000.00 41. Firemen 00 46. Railroad F 0 1 1. Freight trai 2. Passenger 1. Commuter 3. Commuter	14,063 a. Initial au a. Head End 3 0 Number of 0 Employees in 4 train 5 train 6	Ind Number JP 8177 0 b. Manual 0 0 37. Track, Sig & Struct Crew Members 42. Conduct 1 47. Train Par 47. Train Par ( ( ( ( )		A spectrum of the second	c. Load c. Load c. Remote c. Remote	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (2	e N o) otal in Ec otal in Ec otal Dera ary Causo otal Dera ary Causo F Device? oose Occ es 2 Code N/A plu)	quipm ailed e rator 4 ? supied	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I Min 2. No by Crew? 2. No Crew? 1. Yes	N/A     N/A       ad employee(       e number that       copriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1       .       ment       2. No	sporting	remo d for drug, ositive in passenge i Pass. 00 00 39. Contri Code c on Duty 45. Conc i So. Was 1. Ye	Alcohol use, Alcohol use, ers ? (Y/N) Empt C. Freight 00 00 buting Cause ductor Hrs: EOT Device es I. Train Numb	Alcohol 0 y d. Pass. 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Drugs 0 N e. Caboose 00 00 1206 ns: 07 red? 2 2 2		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55. Speed (recorded sp         D. P. Duritical	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1 1. Freight trai 2. Passenger 3. Commuter eed, if available	14,063       a. Initial and Lend       a. Head End       3       0       0       0       0       Complexes       in     4       train     5       train     6       0	Ind Number JP 8177 0 b. Manual 0 37. Track, Sig & Struct Crew Members 42. Conduct 47. Train Par 47. Train Par 47. Train Par 47. Single car 5. Cut of cars Code 5	Interfocking         b. Position         did Train         c. Remote         0         7. Yard/switt         8. Light loco         9. Maint./ins         7. Method(s)         7. Method(s)         1         0     <	s I. Yard III on in Train 1 0 0 0 0 43. Brakemen 2 48. Other 1 1 0 48. Other 1 1 0 0 50.00 43. Brakemen 2 48. Other 1 1 0 50(5). 50(5) 43. Brakemen 2 48. Other 1 1 0 50(5) 43. Brakemen 2 48. Other 1 1 0 50(5) 43. Brakemen 2 50(5) 50(5	End e. Remote 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	e(s) that app m. S	e N o) o) otal in Ec otal Dera ary Cause o otal Dera ary Cause control of the second of the second o	quipm ailed e rator 4 ? structi	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I I Min 2. No by Crew? 2. No c. Was Equip Attended? 1. Yes ons	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1       .       ment       2. No	sporting	remot d for drug, ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc E on Duty 45. Conc 45.	Acontrol tra /alcohol use, ers ? (Y/N) C. Freight 00 00 buting Cause ductor Hrs: EOT Device es 4. Train Numb ely Controlled remotely con	Alcohol 0 y d. Pass. 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 Drugs 0 Caboose 00		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55. Speed (recorded sp R - Recorded E - Estimated	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1 1. Freight trai 2. Passenger t 3. Commuter eed, if available	14,063       a. Initial and Lend       a. Head       Band       a. Head       Band	Ind Number JP 8177 0 b. Manual 0 37. Track, Sig & Struct Crew Members 42. Conduct 47. Train Par 42. Conduct 47. Train Par 47. Train Par 5. Single car 5. Single car 5. Cut of cars Code 5	Interfocking         b. Position         b. Position         fid Train         c. Remote         0         7. Yard/swit         8. Light locc         9. Maint./ins         7. Method(s) of         a. ATCS         b. Auto train co	Automa on the formation of the form	C. Load  C. Load  C. Load  End  C. Remote  O  C. Content  C. Cont	ed (yes/no N/A N/A 35. Cars (1) Tr (2) Tr 38. Prima Code 44. Engin Hrs 49. EOT 1. Yes 51. Cabo 1. Yes 51. Cabo	e N e N o o o cotal in Ec cotal Dera ary Cause cotal Dera cotal Dera ary Cause cotal Dera cotal Dera co	quipm ailed e rrator 4 ? structi main	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I I Min 2. No by Crew? 2. Nc i. Was Equip Attended? 1. Yes ons track rules	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1       ment       2. No	sporting	remot d for drug, ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc E 50. Was 1. Ye 54. A Ca. Remote 0 = Not a 1 = Rem	Acontrol tra /alcohol use, /alcohol use, /alcohol use, /alcohol use, /alcohol use, /alcohol use, // alcohol use, // a	Alcohol 0 4. Pass. 00 00 4. Min Properly Arm 2. No er/Symbol N/A Locomotive atrolled opera ortable transm	0 Drugs 0		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55. Speed (recorded sp R - Recorded E - Estimated 0         56. Trailing Tope	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1 1. Freight trai 2. Passenger t 3. Commuter eeed, if available	14,063       a. Initial and the second s	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct 47. Train Par 47. Train Par 47. Train Par 47. Conduct 1 47. Crew Members 5. Single car 5. Cut of cars Code 5 N/A		A speed of the second sec	C. Load  C. Load C. Load  C. Load  C. Load  C. Load  C. Load  C. Load C. Load  C. Load  C. Load C. Load C. Load C. Load  C. Load  C. Load  C. Load  C. Load  C. Load	ed (yes/no N/A 35. Cars (1) Tr (2) Tr 38. Prima Code 44. Engin Hrs 49. EOT 1. Yes 51. Cabc 1. Yes 51. Cabc 51.	e N e N o) Fotal in Ec fotal Dera ary Cause fotal Dera ary Cause Fotal Dera ary Cause Fotal Dera ary Cause Code N/A ply) special in: ther than ossitive tra ber (Cause)	quipm ailed e rrator 4 2 53 structi main ain cor	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist ent Consist I I Min 2. No by Crew? 2. No by Crew? 2. No c. Was Equip Attended? 1. Yes ons track rules ntrol in pagratice)	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1       .       ment       2. No	sporting Loaded Loaded Loaded It b. Code	remot d for drug, ositive in passenge 1 Pass. 00 00 39. Contri Code e on Duty 45. Conc e on Duty 45. Conc F 50. Was 1. Ye a. Remote 0 = Not a 1 = Rem 2 = Rem 3 = Person	Acohol use, Acohol use, Acohol use, Ars ? (Y/N) C. Freight 00 00 buting Cause Acohol use, C. Freight 00 00 buting Cause Acohol use, C. Freight 00 00 buting Cause Acohol use, C. Freight 00 00 buting Cause Acohol use, Acohol use, 00 00 buting Cause Acohol use, Acohol use, 00 00 buting Cause Acohol use, Acohol use, Acohol use, 00 00 buting Cause Acohol use, Acohol use,	Alcohol 0 y d. Pass. 00 00 4 Min Properly Arn 2. No per/Symbol N/A Locomotive' htrolled opera ortable transm wer operation witable	0 Drugs 0		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55. Speed (recorded sp R - Recorded E - Estimated 0         56. Trailing Tons (gros excluding power units)	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1 1. Freight trai 2. Passenger 1 3. Commuter eed, if available; s tonnage,	14,063       a. Initial and Linitial and Linitian and Lin	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct 47. Train Par 42. Conduct 47. Train Par 42. Conduct 1 47. Train Par 5. Single car 5. Cut of cars Code 5 N/A	Interlocking     b. Positie     b. Positie     did Train     c. Remote     0     0     0     0     nal, Way, ure Damage     s tors     tors	A store of the second sec	C. Load  C. Load C. Load  C. Load  C. Load C. Load  C. Load C. Load C. Load C. Load  C. Load C. Load C. Load C. Load C. Load C. Load C. Load C. Load C. Load C. Load C. Load	ed         (yes/no           N/A         N/A           35. Cars         (1) Tr           (2) Tr         (2) Tr           38. Prima Code         (2) Tr           44. Engin         Hrs           44. Engin         Frank           49. EOT         1. Yes           51. Cabc         1. Yes           51. Cabc         1. Yes           e(s) that app         m. S           n. Otr         n. O           person o. Pc         p. Ott	e N o) otal in Ec otal in Ec otal Dera ary Cause conse Occes Code N/A ply) ositive tra cher (sp	V/A quipm niled e rrator 4 ? upied 53 structi main cor pecify i	N/A 1 32. If railro enter th the appu 33. Was thi ent Consist Ent Consecutive Ent Consecut	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00 <u>4404</u> Length       s:     07       1       .       ment       2. No	sorting	remot d for drug, ositive in passenge d .Pass. 00 00 39. Contri Code e on Duty 45. Conc e on Duty 45. Conc F 50. Was 1. Yo e 54 A a. Remote 0 = Not a 1 = Rem 2 = Rem 3 = Rem Trans	Acontrol tra Acontrol tra Acontrol use, Arrs? (Y/N) Empt C. Freight 00 00 00 buting Cause ductor Hrs: EOT Device es 4. Train Numb ely Controlled a remotely control po note control po mote control po mitter - more	Alcohol 0 4. Pass. 00 00 00 4. Pass. 00 00 00 4. Pass. 00 00 4. Pass. 00 00 00 4. Pass. 00 00 00 4. Pass. 00 00 00 00 00 00 00 00 00 00 00 00 00	0 Drugs 0		
31. Principal Car/Unit         (1) First involved         (derailed, struck, etc)         (2) Causing (if meccause reported)         34. Locomotive Units         (1) Total in Train         (2) Total Derailed         36. Equipment Damage This Consist         40. Engineers/         Operators         1         Casualties to:         Fatal         Nonfatal         52. Type of Equipment Consist (single entry)         55. Speed (recorded sp R - Recorded E - Estimated 0         56. Trailing Tons (gros excluding power units)	hanical \$5,000.00 41. Firemen 00 46. Railroad E 0 1 1. Freight trai 2. Passenger t 3. Commuter eed, if available, s tonnage,	14,063       a. Initial and Linitial and Linitia an	Ind Number JP 8177 0 b. Manual 0 37. Track, Sign & Struct Crew Members 42. Conduct 47. Train Par 42. Conduct 47. Train Par 42. Conduct 1 47. Train Par 5. Single car 5. Cut of cars Code 5 N/A	Interlocking         b. Positie         b. Positie         Id Train         c. Remote         0	A space of the space of th	C. Load  C. Load C. Load  C. Load  C. Load  C. Load C. Load  C. Load  C. Load C. Load C. Load C. Load  C. Load  C. Load  C. Load  C. Load  C. Load  C. Load C. Load	e() (yes/no N/A N/A 35. Cars (1) Tr (2) Tr (	e N o) otal in Ec otal in Ec otal Dera ary Cause coase Occess Code N/A ply) Special inst ther than ositive tra her (sp	V/A quipm ailed e rator 4 ? upied 53 structi main ain cor eccify i	N/A 1 32. If railro enter th the appu 33. Was thi and the appu 33. Was thi ent Consist ent Consist ent Consist Enter Consist Enter Consist Enter Consist Enter Consist Enter Consist Enter Consecutive Enter Conse	N/A     N/A       ad employee(       e number that       opriate box.       s consist trans       a. Freig       103       00       H404       Length       s:     07       1       .       ment       2. No	sporting sporting code N/2 57	remot d for drug, ositive in passenge 1. Pass. 00 39. Contri Code c on Duty 45. Conc i code c on Duty 45. Conc i 50. Was 1. Ye c 50. Was 1. Ye c 4. a. Remote 0 = Not a 1 = Rem 3 = Rem trans remot	Acohol use, Acohol use, Acoho	Alcohol 0 9 d. Pass. 00 00 00 4 Min Properly Arn 2. No 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0           Drugs           0           N           e. Caboose           00           00           00           00           00           00           00           00           00           00           00           00           1206           ns:           07           ned?           1           2           ?           tion           nitter           1		

FORM FRA F 6180.39 (Revised July 2003)

#### DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

# FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # <u>HQ-2005-86</u>

OPERATING TRAIN # 2 (CONTINUED)																	
58. Principal Car/Unit	Loaded	aded (yes/no) 59. If railroad employee(s) test					/alcohol use,										
(1) First involved									ei	enter the number that were positive in					Drugs		
(derailed, struck, etc	)		0					N/A	tł	the appropriate box.				N/A	N/A		
(2) Causing (if n cause reported)	nechanical		0					N/A	60.W	60.Was this consist transporting passengers ?				(y/n)	N/A		
61. locomotive Units		a. Head End	a. Head Mid Train End b Manual c Remote			r End e. Remote	62.0	Cars				Loaded Empty a. Freight b. Pass. c. Freight			e. Caboose		
(1) Total in Train		0	0 0 0 0			0	(	(1) Total in Equip	ment Consi	onsist 0 0 0			0	0			
(2) Total Derailed		0	0 0 0			0	(	(2) Total Derailed			0	0	0	0	0		
63. Equipment Damage This Consist	63. Equipment Damage 64.				. Track, Signal, Way, & Structure Damage			65. Primary Cause				66. Contributing Cause Code					
		\$0 Number of	Crew Members		9	50		Length of Time on Duty									
67 Engineers/	68 Fire	emen	69 Conduct	69 Conductors 70 Bra			71 1	Engineer/Operato	r			72 Cor					
Operators	00.110	o	0). Conduct		70. Draken	0	/1.1	Lingineer/Operato		Maria	72. Conductor			o 16			
0		0	(	)	0			Hrs: 0 Mins:				0 Hrs: 77 Was EOT Device			0 Mins: 0		
Casualties to: Fatal	73. Ra	0	74. Train Pa	ssengers	75. Other	)	76.	76. EOT Device?         //. was EOT Device Prope           1. Yes         2. No         N/A         1. Yes									
Nonfatal		0	0 0 0					78. Caboose Occupied by Crew?									
		Highway I	lser Involve	ł						Rail	Fauinmer	nt Involve	d				
79. Type		E D		u		Code	83. I	Equipment		2	Equipiner				<i>a</i> 1		
C. Truc	C. Truck-Trailer F. Bus J. Other Motor Vehicle						1	3. Train (standing) 6. Light Loco(s) (moving)									
B. Truck E. Van	op muck	H. Motorcycle	M. Oth	er (spec. in	narrative)	N/A	2.	1. 11am     (units putting)     4. Car(s)     (moving)     /. Light Loco(s)     (standing)       2. Train     (units pushing)     5. Car(s)     (standing)     8. Other     (specify in parrative)									
80. Vehicle speed		8	31. Direction	(geographic	al)	Code	84. I	84. Position of Car Unit in Train									
(est. MPH at impact)	(est. MPH at impact) () 1 North 2 South 2 Foot 4 Worth N/A						0										
1. Norm 2. South 3. East 4. west N/A Code							05 Circumstance										
82. Position						85.0	0. Circumstance 1. Rail Equipment Struck Highway User 2 Rail Equipment Struck by Highway User										
1. Stalled on Crossing 2. Stopped on Crossing 3. Moving Over Crossing 4. Trapped N/A     86a. Was the highway user and/or rail equipment involved						1. Kan Equipment Struck Tighway Oser 2. Kan Equipment Struck by Tighway Oser											
in the impact transporting hazardous materials?					Code	86b.	. Was there a haza	rdous mater	rials releas	e by				Code			
1. Highway User	2. Rail Equ	ipment 3. Bo	oth	4. Neither		N/A	1	1. Highway User 2. Rail Equipment 3. Both 4. Neither									
86c. State here the name	and quantity	of the hazardous	materials releas	ed, if any.			<b>NT</b> / <b>A</b>										
87 Type of 1	Gates	4 Wig Wa	105	7 Crossbucks	10 Flago	red by crew	N/A										
Crossing 2.	87. Type of 1. Gates 4. Wig Wags 7. Crossbucks Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs				11. Other	r (spec. in	narr.)	rr.) 88. Signaled Crossing Warning				89.		Code			
Warning 3.	Warning 3. Standard FLS 6. Audibl			9. Watchman 12. None				(See instru	ctions for c	odes)	1. Yes 2 No				1		
Code(s) N/A	N/		N/A	N/A	N/A	N/.	Δ				$N/\Delta$		2. NO 3. Unknown		N/A		
90. Location of Warning	Warning Code 91. Crossing Warning Interconne						ted		C. I.	92. C	rossing Illumi	inated by Str	eet		C. I.		
L Both Sides									Code	1	Lights or Spec	cial Lights			Code		
2. Side of Vehicle Approach				1.				:	1. Yes								
3. Opposite Side of Vehicle Approach			N/A	2.			N/A		2. No	N/A							
02 Driveds 04 Driveds Conder			N/A	3.					3. Unknown	11//1							
93. Driver's 94. Driver's Gender 95. Driver Drove Behind or in Fro						ont of Train	in	Code 1. Drove around or thru the Gate							Code		
Age	Age and Struck or was Struck by Second Tra							2. Stopped and then Proceeded 4. Stopped on Crossing							1		
0	0 2. Female N/A 1. Yes 2. No 3. Un					nown	own         N/A         3. Did not Stop         5. Other         (specify in narrative)							N/A			
97. Driver Passed Standing Code 98. View of Track Obscured by (primary							obstruct	tion)							Code		
Highway Vehicle 1. Permanent Structure 3. Pas							ssing Tra	sing Train 5. Vegetation 7. Other (specify in narrative)									
1. Yes 2. No	1. Yes 2. No 3. Unknown N/A 2. Standing Railroad Equipment 4. Top							Jography     6. Highway Vehicles     8. Not obstructed							N/A		
Casualties to:		Killed	Т	niured	99. Driver Was						JU. WAS DEIVE	Code					
Cusuantics to.		MIICU		Injured 1. Kill			ured	ed 3. Uninjured N/A			1. Yes 2. No						
101. Highway-Rail Cros	sing Users	0		0	102. Hig (e	nway Vehicl est. dollar dai	e Proper mage)	e Property Damage 103. Total Number of Highway-Rail Crossing User nage) \$0 (include driver) 0						sing Users 0			
104. Locomotive Auxilia	ry Lights?					Code	105	. Locomotive Au	xiliary Ligh	ts Operatio	onal?				Code		
		Zao	2.11			NT/ 4			, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1 V		2.22	[a		NT/4		
106. Locomotive Headli	1. 1 ht Illuminat	red?	2. No	,		IN/A Code	107	. Locomotive Au	dible Warni	ng Sounde	d?	2. N	0		N/A Code		
100. Locomotive neadingin infinimized?					I			107. Locomotive Audiole warning Sounded?									
1. Yes 2. No N/A									1. Yes		2. N	U U		N/A			

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)



109. SYNOPSIS OF THE ACCIDENT

A southbound CSX freight train collided with an aerial lift containing two state contract employees at the Diamond Avenue overpass on October 3, 2005, at 10:07 a.m., CDT. The accident occurred at Evansville, Indiana, at CSX Milepost OZA 285.4, on the CSX CE&D Subdivision.

One of the contract employees was fatally injured and the other was injured. The aerial lift was damaged. The engineer of the train suffered non life threatening injuries. The leading locomotive sustained damage estimated at \$5,000; no derailment occurred.

At the time of the accident, it was daylight and clear. The temperature was 85° F.

The accident was caused by the failure of the train's crew to comply with a train message requiring them to stop prior to reaching the location where the aerial lift was fouling the track unless oral permission to proceed was received from a CSX employee who was providing protection against train movement for the contract employees.

110. NARRATIVE

### Circumstances Prior to the Accident

The crew of train CSX Y451 included an engineer, conductor, switchman, and conductor trainee. They reported for duty at 7 am, CSX Time (6 am, CDT), October 3, 2005, at CSX Howell Yard, Evansville, Indiana. This was the home terminal for all crew members, and each had the statutory off duty period prior to reporting for their assignment.

After reporting for duty, the crew was notified by the CSX Howell Tower yardmaster, that they were to travel by highway to Petersburg Road on the north side of Evansville and bring a loaded coal train, V249-29, to Howell Yard. The train consisted of three locomotives and 103 loaded coal cars, 14,063 tons, with a length of 5,692 feet. Once they had received their train messages, the crew was transported to the train by a CSX clerical employee.

Due to the inability of the lead locomotive unit to operate properly in the leading position, the crew switched the third locomotive of the locomotive consist (UP 8177) into the lead position of the consist. Once the locomotives had been reattached to the train, the train was shoved northward from Petersburg Road to By-Pass Junction, where it entered CSX's CE&D Subdivision at Milepost 279.3. The shoving movement was protected by the switchman and the conductor trainee. Once the shoving movement had been completed, the switchman and conductor trainee left in the van driven by the clerical employee, intending to rejoin the other crew members when the train reached Howell Yard.

The train received a Clear signal aspect at By-Pass Junction, and it began to move south with the locomotive engineer seated at the controls on the west side of the leading locomotive. The conductor was seated on the east side. The crew had been unable to establish communication between the locomotive and the two way end of train device on the rear car of the train, so they limited their speed to 30 mph as instructed by a company manager, although maximum authorized speed at the location was 40 mph.

At Milepost OZA 285.4, another CSX employee, who had gone on duty at Howell Yard at 7 am, CSX Time (6 am, CDT), was providing protection for two contractors who were fouling the main track in an aerial lift. These contractors were relocating shields that were in place to prevent debris from falling onto the track during a highway resurfacing project from the north side of the underside of the bridge to the south side. The aerial lift was located on the east side of the main track and the bucket housing the workers extended west across the main track. For a train to pass this location, a crew member was required to contact the CSX employee in charge and obtain permission to pass once the aerial lift was clear of the main track. The crew of V249-29 was notified of the presence of the flagger by Train Message 25674 on this date.

The train received a Clear signal aspect at By-Pass Junction and the train proceeded southward. The train encountered another Clear signal at North Harwood (MP OZA 282.2), and still another clear signal at Middle Harwood (MP OZA 283.7). The crew observed another Clear signal at South Harwood (MP OZA 285.1). Approaching the accident site, the track is tangent for three miles and then enters a 1-degree 30 minute right hand curve for .3 miles. The grade at the accident area was 0.20 ascending southward.

### The Accident

The train was moving at 30 mph with the dynamic brake applied in the number 4 position in anticipation of a permanent 25 mph speed restriction that began at Milepost OZA 286.3. While moving between Middle and South Harwood, the locomotive engineer suddenly remembered the presence of the flagger at Milepost OZA 284.5. The conductor started to contact the flagger on the radio to obtain permission to pass his location, but the flagger told him to, "Hold 'em back, hold 'em back!" As the train began moving around the curve, the crew could see the aerial lift with the arm extending across the main track and the engineer initiated an emergency application of the brakes 557 feet from the point of impact. The conductor also applied the emergency brake on his side of the locomotive.

The locomotive struck the arm of the aerial lift underneath the overpass at approximately 26 mph. The conductor stated the bottom of the bucket of the machine struck the engineer's side window and shattered it. He said he saw one person fall from the bucket to the west side of the track and the second be ejected from the bucket also on the west side of the track. The train came to a stop 562 feet south of the point of impact.

After the train had stopped, the conductor went to the locomotive engineer to ascertain the extent of her injuries, and then dismounted the train to attempt to assist the injured contractors. He also initiated emergency radio communication at that time. He encountered the CSX flagger and instructed him to go to the locomotive and assist the engineer. The conductor said he found one man with a cut on his head and elevated his head in an effort to slow the bleeding. He also attempted to perform CPR on the other contractor, but to no avail.

Emergency responders from the Evansville police and fire departments responded to the scene, arriving at 11:20 am, CSX Time(10:20 am, CDT). One individual suffered a broken nose, broken ribs, and a broken shoulder while the locomotive engineer suffered a cut to her right arm. They were transported to Deaconness Hospital in Evansville. The other contractor suffered a broken neck and severed aorta and was pronounced dead on the scene by the Vanderburgh County coroner.

Analysis and Conclusions

Analysis

Both crew members on the train at the time of the accident were experienced employees. The locomotive engineer had 26 years of railroad service, including 23 as an engineer, and the conductor had 29 years of service, including 28 years as a conductor. Toxicological testing was performed on both crew members with negative results under CSX company authority. Neither crew member expressed concerns regarding fatigue or problems with the equipment. The event recorder was downloaded by the Road Foreman of Engines at Evansville and analysis indicated the train was being operated in accordance with applicable railroad rules and train handling requirements from the time it entered the main track at By-Pass Junction until immediately before the accident.

Both crew members had Train Message 25674, a "Form Z" message, indicating the presence of the flagger at Milepost OZA 285.4 in their possession. Both crew members indicated they discussed the presence of the flagger, first while at Howell Tower, and then again, while preparing to enter the main track at By-Pass Junction. While the crew members discussed it at those locations, they did fail to again discuss the restriction not more than five miles, but no less than two miles before reaching it, as required by CSX Rule GR-55.

### Conclusion

Both crew members had the required notice of the presence of the flagger, however, neither could provide any reason why they overlooked it. Based on the evidence obtained, the cause of the accident was the failure of the crew to operate their train in accordance with established policies and a failure to communicate with the flagger in order to stop their train prior to reaching the location of the contractors at Milepost OZA 285.4

## Probable Cause

The accident occurred because the crew failed to communicate with the flagger to obtain permission to proceed through the limits at Milepost OZA 285.4, or stop their train short of that location as required by Train Message 25674.