



***Federal Railroad Administration
Office of Safety
Headquarters Assigned
Accident Investigation Report
HQ-2011-38***

***CSX Transportation (CSX)
Jamestown, IN
August 2, 2011***

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.

1. Name of Railroad Operating Train #1 CSX Transportation [CSX]		1a. Alphabetic Code CSX		1b. Railroad Accident/Incident No. R000092427		
2. Name of Railroad Operating Train #2 N/A		2a. Alphabetic Code N/A		2b. Railroad Accident/Incident No. N/A		
3. Name of Railroad Operating Train #3 N/A		3a. Alphabetic Code N/A		3b. Railroad Accident/Incident No. N/A		
4. Name of Railroad Responsible for Track Maintenance: CSX Transportation [CSX]		4a. Alphabetic Code CSX		4b. Railroad Accident/Incident No. R000092427		
5. U.S. DOT_AAR Grade Crossing Identification Number 543038W		6. Date of Accident/Incident Month 08 Day 02 Year 2011		7. Time of Accident/Incident 04:52:00 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM		
8. Type of Accident/Incident (single entry in code box)						
1. Derailment		4. Side collision		7. Hwy-rail crossing		
2. Head on collision		5. Raking collision		10. Explosion-detonation		
3. Rear end collision		6. Broken Train collision		11. Fire/violent rupture		
		9. Obstruction		12. Other impacts		
				13. Other (describe in narrative) Code 07		
9. Cars Carrying HAZMAT 0		10. HAZMAT Cars Damaged/Derailed N/A		11. Cars Releasing HAZMAT N/A		
				12. People Evacuated 0		
				13. Division Great Lakes		
14. Nearest City/Town Jamestown		15. Milepost (to nearest tenth) 30.0		16. State Abbr Code IN 18		
				17. County HENDRICKS		
18. Temperature (F) (specify if minus) 90 F		19. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2		20. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		
				21. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 1		
22. Track Name/Number Single Main Track		23. FRA Track Code Class (1-9, X) 4		24. Annual Track Density (gross tons in millions) 14		
				25. Time Table Direction Code 1. North 3. East 2. South 4. West 3		
OPERATING TRAIN #1						
26. Type of Equipment Consist (single entry)		1. Freight train		4. Work train		
2. Passenger train		5. Single car		7. Yard/switching		
3. Commuter train		6. Cut of cars		A. Spec. MoW Equip. Code		
		9. Maint./inspect.car		27. Was Equipment Attended? Code 1. Yes 2. No 1		
29. Speed (recorded speed, if available) Code R - Recorded E - Estimated 48 MPH R		31. Method(s) of Operation (enter code(s) that apply) a. ATCS g. Automatic block m. Special instructions b. Auto train control h. Current of traffic n. Other than main track c. Auto train stop i. Time table/train orders o. Positive train control d. Cab j. Track warrant control p. Other (Specify in narrative) Code(s) e. Traffic k. Direct traffic control f. Interlocking l. Yard limits j N/A N/A N/A N/A			31a. Remotely Controlled Locomotive? 0 = Not a remotely controlled 1 = Remote control portable 2 = Remote control tower 3 = Remote control transmitter - more than one remote control transmitter 0	
30. Trailing Tons (gross tonnage, excluding power units) 5876						
32. Principal Car/Unit		a. Initial and Number (1) First involved (derailed, struck, etc) CSX 6979		b. Position in Train 1		
		c. Loaded (yes/no) yes		33. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 0 Drugs 0		
(2) Causing (if mechanical cause reported)		N/A		0		
		no		34. Was this consist transporting passengers? (Y/N) N		
35. Locomotive Units		a. Head End		Mid Train		
		b. Manual		c. Remote		
		d. Manual		c. Remote		
(1) Total in Train		2		0		
		0		0		
(2) Total Derailed		0		0		
		0		0		
36. Cars		a. Freight		Loaded		
		b. Pass.		Empty		
		c. Freight		d. Pass.		
		e. Caboose				
(1) Total in Equipment Consist		22		0		
		0		0		
(2) Total Derailed		0		0		
		0		0		
37. Equipment Damage		38. Track, Signal, Way, & Structure Damage \$0.00		39. Primary Cause Code M302		
This Consist \$267.00				40. Contributing Cause Code N/A		
Number of Crew Members				Length of Time on Duty		
41. Engineer/Operators 1		42. Firemen 0		43. Conductors 1		
		44. Brakemen 0		45. Engineer/Operator Hrs 8 Mi 19		
				46. Conductor Hrs 8 Mi 19		
Casualties to:		47. Railroad Employees		48. Train Passengers		
Fatal		0		0		
				49. Other 2		
Nonfatal		0		1		
				50. EOT Device? 1. Yes 2. No 1		
				51. Was EOT Device Properly Armed? 1. Yes 2. No 1		
				52. Caboose Occupied by Crew? 1. Yes 2. No 2		
OPERATING TRAIN #2						
53. Type of Equipment Consist (single entry)		1. Freight train		4. Work train		
2. Passenger train		5. Single car		7. Yard/switching		
3. Commuter train		6. Cut of cars		A. Spec. MoW Equip. Code		
		9. Maint./inspect.car		54. Was Equipment Attended? Code 1. Yes 2. No N/A		
56. Speed (recorded speed, if available) Code R - Recorded E - Estimated N/A MPH N/A		58. Method(s) of Operation (enter code(s) that apply) a. ATCS g. Automatic block m. Special instructions b. Auto train control h. Current of traffic n. Other than main track			58a. Remotely Controlled Locomotive? 0 = Not a remotely controlled 1 = Remote control portable	

57. Trailing Tons (gross tonnage, excluding power units)	N/A	c. Auto train stop d. Cab e. Traffic f. Interlocking	i. Time table/train orders j. Track warrant control k. Direct traffic control l. Yard limits	o. Positive train control p. Other (Specify in narrative) Code(s)	2 = Remote control tower 3 = Remote control transmitter - more than one remote control transmitter
				N/A N/A N/A N/A N/A	N/A

59. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded(yes/no)	60. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.	Alcohol N/A	Drugs N/A
(1) First involved (derailed, struck, etc)	N/A	N/A	N/A			
(2) Causing (if mechanical cause reported)	N/A	N/A	N/A	61. Was this consist transporting passengers? (Y/N)		N/A

62. Locomotive Units	a. Head End	Mid Train b. Manual c. Remote	Rear End d. Manual c. Remote	63. Cars	Loaded a. Freight b. Pass.	Empty c. Freight d. Pass.	e. Caboose
(1) Total in Train	N/A	N/A N/A	N/A N/A	(1) Total in Equipment Consist	N/A N/A	N/A N/A	N/A
(2) Total Derailed	N/A	N/A N/A	N/A N/A	(2) Total Derailed	N/A N/A	N/A N/A	N/A

64. Equipment Damage This Consist	N/A	65. Track, Signal, Way, & Structure Damage	N/A	66. Primary Cause Code	N/A	67. Contributing Cause Code	N/A
Number of Crew Members				Length of Time on Duty			

68. Engineer/Operators	69. Firemen	70. Conductors	71. Brakemen	72. Engineer/Operator	73. Conductor
N/A	N/A	N/A	N/A	Hrs N/A Mi N/A	Hrs N/A Mi N/A
Casualties to:	74. Railroad Employees	75. Train Passengers	76. Other	77. EOT Device?	78. Was EOT Device Properly Armed?
Fatal	N/A	N/A	N/A	1. Yes 2. No N/A	1. Yes 2. No N/A
Nonfatal	N/A	N/A	N/A	79. Caboose Occupied by Crew?	
				1. Yes 2. No	N/A

OPERATING TRAIN #3

80. Type of Equipment Consist (single entry)	1. Freight train 2. Passenger train 3. Commuter train	4. Work train 5. Single car 6. Cut of cars	7. Yard/switching 8. Light loco(s) 9. Maint./inspect.car	A. Spec. MoW Equip. Code	81. Was Equipment Attended?	Code	82. Train Number/Symbol
				N/A	1. Yes 2. No	N/A	N/A

83. Speed (recorded speed, if available)	R - Recorded E - Estimated	Code N/A MPH N/A	85. Method(s) of Operation (enter code(s) that apply)	85a. Remotely Controlled Locomotive?
84. Trailing Tons (gross tonnage, excluding power units)	N/A		a. ATCS b. Auto train control c. Auto train stop d. Cab e. Traffic f. Interlocking	0 = Not a remotely controlled 1 = Remote control portable 2 = Remote control tower 3 = Remote control transmitter - more than one remote control transmitter
			g. Automatic block h. Current of traffic i. Time table/train orders j. Track warrant control k. Direct traffic control l. Yard limits	N/A
			m. Special instructions n. Other than main track o. Positive train control p. Other (Specify in narrative) Code(s)	N/A

86. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded(yes/no)	87. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.	Alcohol N/A	Drugs N/A
(1) First involved (derailed, struck, etc)	N/A	N/A	N/A			
(2) Causing (if mechanical cause reported)	N/A	N/A	N/A	88. Was this consist transporting passengers? (Y/N)		N/A

89. Locomotive Units	a. Head End	Mid Train b. Manual c. Remote	Rear End d. Manual c. Remote	90. Cars	Loaded a. Freight b. Pass.	Empty c. Freight d. Pass.	e. Caboose
(1) Total in Train	N/A	N/A N/A	N/A N/A	(1) Total in Equipment Consist	N/A N/A	N/A N/A	N/A
(2) Total Derailed	N/A	N/A N/A	N/A N/A	(2) Total Derailed	N/A N/A	N/A N/A	N/A

91. Equipment Damage This Consist	N/A	92. Track, Signal, Way, & Structure Damage	N/A	93. Primary Cause Code	N/A	94. Contributing Cause Code	N/A
Number of Crew Members				Length of Time on Duty			

95. Engineer/Operators	96. Firemen	97. Conductors	98. Brakemen	99. Engineer/Operator	100. Conductor
N/A	N/A	N/A	N/A	Hrs N/A Mi N/A	Hrs N/A Mi N/A
Casualties to:	101. Railroad Employees	102. Train	103. Other	104. EOT	105. Was EOT Device Properly
Fatal	N/A	N/A	N/A	1. Yes 2. No N/A	1. Yes 2. No N/A
Nonfatal	N/A	N/A	N/A	106. Caboose Occupied by Crew?	
				1. Yes 2. No	N/A

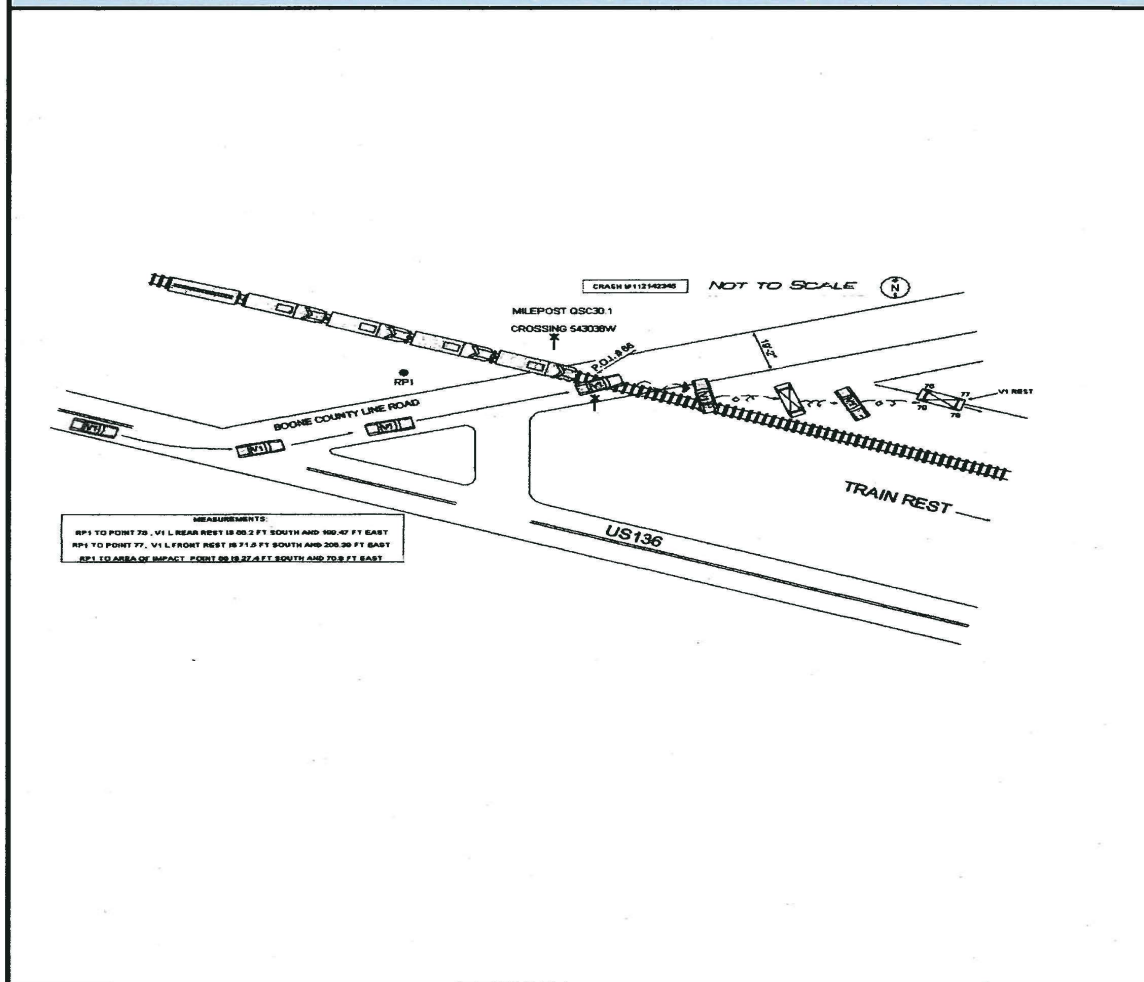
Highway User Involved				Rail Equipment Involved			
107. C. Truck-Trailer A. Auto B. Truck	F. Bus G. School Bus H. Motorcycle	J. Other Motor Vehicle K. Pedestrian M. Other (spec. in narrative)	Code A	111. Equipment	3. Train (standing) 4. Car(s) (moving) 5. Car(s) (standing)	6. Light Loco(s) (moving) 7. Light(s) (standing) 8. Other (specify in narrative)	Code 1
108. Vehicle Speed (est. MPH at impact)	N/A	109. geographical	Code 1	112. Position of Car Unit in	0		
		1. North 2. South 3. East 4. West					

110. Position 1. Stalled on Crossing 2. Stopped on Crossing 3. Moving Over Crossing 4. Trapped				Code 3	113. Circumstance 1. Rail Equipment Struck Highway User 2. Rail Equipment Struck by Highway User				Code 1				
114a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither				Code 4	114b. Was there a hazardous materials release 1. Highway User 2. Rail Equipment 3. Both 4. Neither				Code 4				
114c. State here the name and quantity of the hazardous materials released, if any. N/A													
115. Type Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS Warning 4. Wig Wags 5. Hwy. traffic signals 6. Audible				Code	116. Signaled Crossing (See instructions for codes)				Code	117. Whistle Ban 1. Yes 2. No 3. Unknown			
Code(s)				07	N/A	N/A	N/A	N/A	N/A	N/A	2		
118. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				Code 1	119. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown				Code 2	120. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown			
121. Age 80		122. Driver's Gender 1. Male 2. Female		Code 2	123. Driver Drove Behind or in Front of and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown				Code 2	124. Driver 1. Drove around or thru the Gate 2. Stopped and then Proceeded 3. Did not Stop			
125. Driver Passed Highway Vehicle 1. Yes 2. No 3. Unknown		Code 2		126. View of Track Obscured by (primary obstruction) 1. Permanent Structure 2. Standing Railroad Equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicle 7. Other (specify in narrative) 8. Not obstructed				Code 8					
Casualties to:		Killed		Injured		127. Driver 1. Killed 2. Injured 3. Uninjured				Code 1	128. Was Driver in the Vehicle? 1. Yes 2. No		
129. Highway-Rail Crossing Users		2		1		130. Highway Vehicle Property Damage (est. dollar damage)				0		131. Total Number of Highway-Rail Crossing Users (include driver)	
132. Locomotive Auxiliary Lights? 1. Yes 2. No				Code N/A				133. Locomotive Auxiliary Lights Operational? 1. Yes 2. No				Code N/A	
134. Locomotive Headlight Illuminated? 1. Yes 2. No				Code N/A				135. Locomotive Audible Warning Sounded? 1. Yes 2. No				Code N/A	

136. DRAW A SKETCH OF ACCIDENT AREA INCLUDING ALL TRACKS, SIGNALS, SWITCHES, STRUCTURES, OBJECTS, ETC., INVOLVED.

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108. DRAW A SKETCH OF ACCIDENT AREA INCLUDING ALL TRACKS, SIGNALS, SWITCHES, STRUCTURES, OBJECTS, ETC., INVOLVED.



137. SYNOPSIS OF THE ACCIDENT

On August 2, 2011, at 4:52 p.m., e.d.t., an eastbound CSX Transportation (CSX) freight train struck a motor vehicle at a highway/rail grade crossing. The vehicle driver and one other occupant were killed; a third occupant was injured. The accident occurred at County Line Road 800 S on CSX's Lake Division's Single Main Track at milepost 30.01. The closest town was Jamestown, Indiana, which is about 30 miles northwest of Indianapolis, Indiana.

There was no derailment, no injuries to the train crew, no release of hazardous materials, and no evacuation.

This is an Amtrak route, but Amtrak passenger trains were not delayed. The damage to the CSX locomotive was \$267,699. The vehicle was demolished with the damage estimated at approximately \$7,000.

The temperature was 90 °F, visibility was good, and the weather was clear. The crossing was protected with crossbucks.

The probable cause of the accident was the motor vehicle driver failed to yield to the train.

138. NARRATIVE

The crew of CSX J72702 West (J72702) included a locomotive engineer and a conductor. They first went on duty at 4:03 a.m., August 2, 2011, in CSX's Avon Yard in Avon, Indiana. This is the home terminal for this crew and they both had 59 hours and 46 minutes off-duty time prior to this assignment.

J72702 operated west from Avon Yard to Crawfordsville, Indiana. J72702 dropped their cars in Crawfordsville Yard and picked up 22 mixed freight cars. An initial air brake test was completed prior to J72702 operating eastward towards Avon Yard.

As eastbound J72702 approached the accident area, the locomotive engineer was seated at the controls on the south side of Lead Locomotive CSX 6979. The conductor was seated on the north side of the lead locomotive. The short hood was forward.

In this area of the accident, the railroad track is tangent with a 0.06 percent downward grade. Timetable direction was east. Timetable directions are used throughout this report. The maximum authorized speed for J72702 at the area of the accident was 49 mph, as designated in CSX Timetable No. 6.

The vehicle was operating on US 136, turned northeast onto County Line Road 800 S and approached the highway/rail grade crossing.

The Accident:

Eastbound J72702 struck the driver's side of the vehicle. The impact caused the vehicle to come to rest approximately 200 feet northeast of the crossing. The train came to a stop approximately 1,800 feet east of the point of impact.

The locomotive engineer stayed on the locomotive and notified the train dispatcher of the accident. The conductor went to the accident site.

A Hendricks County Deputy Sheriff reviewed the Rail View onboard camera tape of the accident and observed the vehicle failing to yield to the train. The Hendricks County Sheriff's Office also took possession of the vehicle computer recorder box. It was determined the vehicle was traveling at 16 mph at the time of impact with the train.

ANALYSIS AND CONCLUSIONS

ANALYSIS – RAILROAD ALCOHOL AND DRUG TESTING

This accident did not meet the criteria for 49 CFR Subpart C Post Accident Toxicological Testing. CSX elected not to test under their post accident toxicological testing authority, since it failed to meet their prescribed testing criteria.

CONCLUSION

Post-accident toxicological testing of the crew was not performed or required by FRA regulations.

ANALYSIS HIGHWAY/RAIL GRADE CROSSING

There were crossbucks on each side of the crossing. There was not a stop line on either side of the crossing, which was not required. A sight review conducted by FRA personnel at the crossing determined that a stationary driver on the south side of the crossing would have an unobstructed view of an approaching train from either direction.

CONCLUSION

The highway/rail grade crossing's passive warning devices were present and in compliance with FRA regulations.

ANALYSIS – LOCOMOTIVE SAFETY DEVICES

CSX Locomotive 6979 was equipped with a head light, auxiliary lights, and an audible warning device required by Federal regulations. CSX personnel operated the locomotive safety devices in the presence of the Hendricks County Sheriff's Department with no exceptions taken.

CONCLUSION

There were no exceptions taken to the condition of the locomotive's safety devices.

LOCOMOTIVE ENGINEER OPERATING PERFORMANCE

A FRA Chief Inspector analyzed the event recorder data from CSX Locomotive 6979. The event recorder data showed the horn was being properly blown approaching the crossing, at the time of the accident. No exceptions were taken to the train handling procedures utilized by the locomotive engineer.

CONCLUSION

The locomotive engineer was in compliance with railroad train handling requirements and FRA's locomotive horn sounding requirements.

OVERALL CONCLUSION

The probable cause of the accident was the motor vehicle driver failed to yield to the train.