

# Federal Railroad Administration Office of Safety Headquarters Assigned Accident Investigation Report HQ-2008-19

New Orleans Public Belt RR (NOPB)
New Orleans, LA
February 12, 2008

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.

FEDERAL RAILROAD	ADMINIST	RATION	FKA F.	ACTUA	LKAIL	ROAD AC	CIDLI				107111	le # <u>HQ-2</u>	.008-	1)
1.Name of Railroad Operat	1:	a. Alphabetic Code				. Railroad Accident/Incident No.								
New Orleans Public Belt			P8576											
<ol><li>Name of Railroad Operati</li></ol>	2:	a. Alphabetic			2b. 1	Railroad Accident/Incident No.								
New Orleans Public Belt		NOPB				P8576								
3.Name of Railroad Operat N/A	3:	3a. Alphabetic Code N/A				o. Railroad Accident/Incident No. N/A								
4.Name of Railroad Respon		k Maintena	nce:	4:	4a. Alphabetic Code 4b						/Incident No	0.		
New Orleans Public Belt			NOPB		17.		P8576	-: 1 <sub>0m4</sub>						
5. U.S. DOT_AAR Grade O	1000	I .	Date of Acci				7. Time of Accident/Incident 07:43:13 AM PM							
	1 Doroils			4686V		,						V		
<ol><li>Type of Accident/Indicer (single entry in code box</li></ol>		nent n collision	4. Side of 5. Rakir	collision ng collision		<ul><li>7. Hwy-rail crossing</li><li>8. RR grade crossing</li><li>10. Explosion</li><li>11. Fire/viol</li></ul>			sion-deton iolent rupt	nt rupture (describe in				Code
-		nd collision		en Train col		9. Obstruction	_	12. Other	impacts		narra	tive)		02
9. Cars Carrying		MAT Cars	***		Cars Releasi			People	11111		13. Div	ision		
HAZMAT 0	Damaged		N/A		MAT	N/A		Evacuated				Syste	m	
14. Nearest City/Town	•			15. Mile			16. State	· · · · · · · ·	. 17	7. County				
_	New Orleans			(to no	earest tenth 6.47	1)	A' N/A	bbr Co   I	de LA	•	OR	LEANS		
18. Temperature (F)	19. Visib		igle entry)	Code	20. Weat	` U	•	(	Code	21. Typ	e of Tra	ck		Code
(specify if minus) 60 F			Dusk .Dark	4		1. Clear 3. Rain 5.Sleet 2. Cloudy 4. Fog 6.Snow 3					1. Main 3. Siding 2. Yard 4. Industry 1			
22. Track Name/Number				23. FRA			24. Annual		nsitv	25. Tim	e Table	Direction		Code
		Mainline	1		s (1-9, X)	2	(gross t	ons in	N/A		1. North 3. East			4
					OPERAT	ING TRA		• • • • • • • • • • • • • • • • • • • •			4. DUuu	1 4. West		•
26. Type of Equipment	1. Freight tra	in 4. W	Vork train 7	7. Yard/swit		A. Spec. MoV		ode  27.	Was Equip	oment (	Code	28. Train N	Jumb	er/Symbol
Consist (single entry)	2. Passenger			3. Light loce	•	1. bpcc. 111c .	V Equip.		Attended?			20. 114111.	(uiiic	CI/Dymoc.
(46	3. Commute		_	. Maint./ins			:	1	1. Yes	2. No	1	JO	B# 20	04
29. Speed (recorded speed,			1. Method(s)		•	nter code(s) that apply) 31a. Remotely Cont					ontrolled Lo	ocom	otive?	
R - Recorded	, ij		a. ATCS	•	Automatic		m.Special in	structions			•	ly controlle		
E - Estimated 18	R MPH	D.	a. ATCS b. Auto train		Current of	DIOCK	n. Other than			1		rol portable		
		<b>I</b>	c. Auto trai	• • • • • • • • • • • • • • • • • • • •		able/train orders o. Positive train control						•		
20 Trailing Tong (ange			n stop 1.	j.Track warrant control p. Other (Specify in narrativ					2 = Remo	ote cont	rol tower			
30. Trailing Tons (gross		<b>I</b>	d. Cab				p. Other (Si	pecify in n		2 = Remo 3 = Remo				
excluding power units	5)			j.′		ant control	p. Other (Si			3 = Remo	ote cont tter - m	rol ore than one	è	
			d. Cab	j.' k.	Track warra	ant control	p. Other (S)	pecify in node(s)		3 = Remo	ote cont tter - m	rol	; 	N/A
	640		d. Cab e. Traffic f. Interlockin	j.' k.	Track warra Direct traf Yard limits	ant control	p. Other (S)	pecify in node(s)	narrative) N/A N/A	3 = Reme transmi remote o	ote cont tter - me control t	rol ore than one transmitter	· 	N/A
excluding power units	640	and Number	d. Cab e. Traffic f. Interlockin	j.' k. g l.' on in Train	Track warra Direct traf Yard limits	ant control fic control	p. Other (Since Control of the Contr	pecify in node(s)  N/A	N/A N/A vyee(s) testo	3 = Reme transmi remote o	ote cont tter - me control t	rol ore than one transmitter		N/A Drugs
excluding power units  32. Principal Car/Unit	640		d. Cab e. Traffic f. Interlockin	j.' k. g l.'	Track warra Direct traf Yard limits	ant control fic control	p. Other (S) Co  1 N/A  33. If railro enter to	pecify in node(s)  N/A	N/A N/A vyee(s) tester that were	3 = Remetransmiremote of	ote cont tter - me control t	rol ore than one transmitter l use,		
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excluding power units  32. Principal Car/Unit  (1) First involved (derailed, struck, etc)  (2) Causing (if mechanic cause reported)	640 a. Initial a	PB 2001	d. Cab e. Traffic f. Interlockin b. Positi	j.' k. g l.' on in Train 1	Track warra Direct traf Yard limits  c. Loa	ant control fic control ded(yes/no) yes N/A	p. Other (S) Co  1 N/A  33. If railro enter to the ap	pecify in node(s)  N/A   Node employed	N/A N/A N/A byee(s) tester that were box.	3 = Rem transmi remote of ed for drug e positive in	ote cont tter - me control ( z/alcoho n gers? (Y	rol ore than one transmitter l use, Alcoho 0		Drugs 0
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excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units (1) Total in Train (2) Total Derailed	a. Initial a NO	PB 2001  0  Mid b. Manual 0  0  38. Tr	d. Cab e. Traffic f. Interlockin  b. Positi  Train c. Remote	j.' k. g l.' on in Train  1  0  Rea d. Manual  0  0  Way,	Track warrz Direct traf Yard limits  c. Loa  ar End  c. Remot	ant control fic control  ded(yes/no)  yes  N/A  36. Cars e  (1) Total i	p. Other (S) Co  1 N/A  33. If railre enter the ap  34. Was the second of the second o	pecify in node(s)  N/A Node Proposed Pr	N/A	3 = Rem transmi remote of ed for druge e positive in ting passen, paded b. Pass.	ote cont tter - me control t z/alcoho n gers? (Y	rol ore than one transmitter  I use,  Alcohe 0  (/N)  Empty ght d. Pass 0 0	ol	Drugs 0 N c. Caboose 0 0
excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units (1) Total in Train (2) Total Derailed  37. Equipment Damage	a. Initial a NO a a. Head End 1 1 \$200,000.00	PB 2001  0  Mid b. Manual 0  0  38. Tr	d. Cab e. Traffic f. Interlockin  Train c. Remote 0 0 rack, Signal, ructure Dama	j.' k. g l.' on in Train  1  0  Rea d. Manual  0  0  Way,	Track warrz Direct traf Yard limits  c. Loa  ar End  c. Remot  0	ant control fic control fic control  ded(yes/no)  yes  N/A  36. Cars  (1) Total i  (2) Total I  39. Primar	p. Other (S) Co  1 N/A  33. If railre enter the ap  34. Was the second of the second o	pecify in node(s)  N/A Node employed em	N/A	3 = Rem transmi remote of ed for druge e positive in passen, paded b. Pass. 0	ote cont tter - me control (  //alcoho n  gers? (\forall  c. Frei  0  oributing	rol ore than one transmitter  I use,  Alcohe 0  (/N)  Empty ght d. Pass 0 0	ool	Drugs 0 N c. Caboose 0 0
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excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units  (1) Total in Train (2) Total Derailed  37. Equipment Damage This Consist  41. Engineer/ Operators 1 Casualties to: 47. R Fatal Nonfatal	a. Head End  1  \$200,000.00 Number Firemen 0 ailroad Emplo	o Mid b. Manual o o o o o o o o o o o o o o o o o o o	d. Cab e. Traffic f. Interlockin r b. Positi  Train c. Remote 0 0 rack, Signal, ructure Dama Iembers Conductors 1 rain Passenge 0 0	g 1.  k. g 1.  on in Train  Rea d. Manual  0  0  Way, age  44. Bra  1  rs 49. O	Track warrz Direct traf Yard limits  c. Loa  ar End  c. Remote  0  \$0.00  kemen  ther  0  PERATIN	ant control fic co	p. Other (S) Co  1 N/A  33. If railro enter the ap  34. Was the series of the series o	pecify in node(s)  N/A 1 Poad emplothe number propriate this consist the Consist H6  T Mi	N/A	3 = Rem transmi remote of ed for druge e positive in paded b. Pass. 0 40. Cont. Code Time on D 46. Con	c. Frei  control  con	rol ore than one transmitter  l use, Alcohe 0  (/N)  Empty ght d. Pass 0 0  Cause	H599 Mily A	Drugs 0 N Caboose 0 0 s. Caboose N N N N/A
excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units (1) Total in Train (2) Total Derailed  37. Equipment Damage This Consist  41. Engineer/ Operators 1 Casualties to: 47. R Fatal Nonfatal	a. Head End  1  \$200,000.00 Number Firemen 0 ailroad Emplo	o Mid b. Manual o o o o o o o o o o o o o o o o o o o	d. Cab e. Traffic f. Interlockin r b. Positi  Train c. Remote 0 0 rack, Signal, ructure Dama Iembers Conductors 1 rain Passenge 0 0	g 1.  on in Train  Read. Manual  0  Way, age    44. Bra  1  rs 49. O	Track warrz Direct traf Yard limits  c. Loa  r End c. Remote  0  \$0.00  kemen  ther  0  PERATIN  ching	nnt control fic co	p. Other (S) Co  1 N/A  33. If railro enter the ap  34. Was the series of the series o	pecify in node(s)  N/A Noad emplothe number propriate this consist the Consist of	N/A	3 = Rem transmi remote of ed for druge e positive in paded b. Pass. 0 40. Cont. Code Time on D 46. Con 51. Was	c. Frei  control  con	rol ore than one transmitter  l use, Alcohe 0  (//N)  Empty ght   d. Pass 0 0  Cause	H599 Mily A	Drugs 0 N Caboose 0 0 s. Caboose N N N N/A
excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units  (1) Total in Train (2) Total Derailed  37. Equipment Damage This Consist  41. Engineer/ Operators 1 Casualties to: 47. R Fatal Nonfatal	a. Head End  1  \$200,000.00  Number Firemen 0 ailroad Emplo 0 3	mind Number PB 2001  0  Mid b. Manual 0 0 38. Tr & Str of Crew M 43. Cr yees 48. Tr	d. Cab e. Traffic f. Interlockin r b. Positi  Train c. Remote 0 0 rack, Signal, ructure Dama Iembers Conductors 1 rain Passenge 0 0 Vork train 7 ingle car 8	g 1.  on in Train  Read. Manual  0  Way, age  44. Bra  1  rs 49. O	Track warrz Direct traf Yard limits  c. Loa  c. Loa  ar End  c. Remote  0  \$0.00  kemen  ther  0  PERATIN  ching  A  (s).	ant control fic co	p. Other (S) Co  1 N/A  33. If railro enter the ap  34. Was the series of the series o	pecify in node(s)  N/A Node emplothe number propriate this consist the Consist Holder Miles and the propriate the consist that Consist with the consist that Consist the Consist that Consist the Consist that Consis	N/A	3 = Rem transmi remote of ed for druge e positive in oaded b. Pass. 0 40. Cont Code Time on D 46. Con	c. Frei  control  con	rol ore than one transmitter  I use,  Alcohe 0  (//N)  Empty ght   d. Pass 0 0  Cause	H599 Mily A	Drugs 0 N Caboose 0 0 strated? N/A N/A N/A
excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units (1) Total in Train (2) Total Derailed  37. Equipment Damage This Consist  41. Engineer/ Operators 1 Casualties to: 47. R Fatal Nonfatal  53. Type of Equipment Consist (single entry)	a. Head End  1  \$200,000.00 Number Firemen 0 ailroad Emplo 0 3	o Mid b. Manual 0 38. Tr & Str of Crew M 43. C yees 48. Tr	d. Cab e. Traffic f. Interlockin r b. Positi  Train c. Remote 0 0 rack, Signal, ructure Dama Iembers Conductors 1 rain Passenge 0 0 Vork train 7 ingle car 8	g 1.  on in Train  Read. Manual  O  Way, age    44. Bra  1  rs 49. O  OF  . Yard/switt . Light loco . Maint./ins	Track warrz Direct traf Yard limits  c. Loa  c. Remote  0  \$0.00  kemen  ther  0  PERATIN  ching  A  gest.car	ant control fic co	p. Other (S) Co  1 N/A  33. If railro enter to the ap  34. Was to the ap  34. Was to the ap  35. Was to the ap  36. Was to the ap  37. Was to the ap  38. Was to the ap  39. Was to the ap  19. Was to the	pecify in node(s)  N/A Node emplothe number propriate this consist the Consist Holder Miles and the propriate the consist that Consist with the consist that Consist the Consist that Consist the Consist that Consis	N/A	3 = Rem transmi remote of transmi remote of for druge e positive in passen, paded b. Pass.  0 40. Controde Time on D 46. Con 51. Was 1.	c. Frei  c.	rol ore than one transmitter  I use,  Alcohe 0  (//N)  Empty ght   d. Pass 0 0  Cause	Miss. e  H599  Missrly A	Drugs 0 N Caboose 0 0 999 i 43 mrmed? N/A N/A
excluding power units  32. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mechanic cause reported)  35. Locomotive Units (1) Total in Train (2) Total Derailed  37. Equipment Damage This Consist  41. Engineer/ Operators 1 Casualties to: 47. R Fatal Nonfatal	a. Head End  1  \$200,000.00 Number Firemen 0 ailroad Emplo 0 3	mind Number PB 2001  0  Mid b. Manual  0  0  38. Tr & Str of Crew M  43. Cr yees 48. Tr  in 4. W train 5. Si train 6. Cr Code   58	d. Cab e. Traffic f. Interlockin  Train c. Remote 0 0 rack, Signal, ructure Dama Iembers Conductors 1 rain Passenge 0 0  Vork train 7 ingle car 8 ut of cars 9	g 1.  on in Train  Read. Manual  0  Way, age    44. Bra  1  rs 49. O  OF  . Yard/switt . Light loco . Maint./ins of Operation	Track warrz Direct traf Yard limits  c. Loa  c. Remote  0  \$0.00  kemen  ther  0  PERATIN  ching  A  gest.car	ant control fic co	p. Other (S) Co  1 N/A  33. If railro enter to the ap  34. Was to the ap  34. Was to the ap  35. Was to the ap  36. Was to the ap  37. Was to the ap  38. Was to the ap  39. Was to the ap  19. Was to the	pecify in node(s)  N/A   1   N/A   1   1   1   1   1   1   1   1   1	N/A N/A N/A vyee(s) tester that were box.  It transport  Let a. Freight  8  2  1007  Length of  43  2  2. No  Was Equip Attended?  1. Yes	3 = Rem transmi remote of transmi remote of for druge e positive in passen, and ded b. Pass.  0 40. Controde Time on D 46. Con 51. Was 1.	c. Frei  control of co	rol ore than one transmitter  I use,  Alcohe 0  (/N)  Empty ght d. Pass 0 0  Cause  2. No  555. Train N	Mi H59	Drugs 0 N Caboose 0 0 999 i 43 mrmed? N/A N/A

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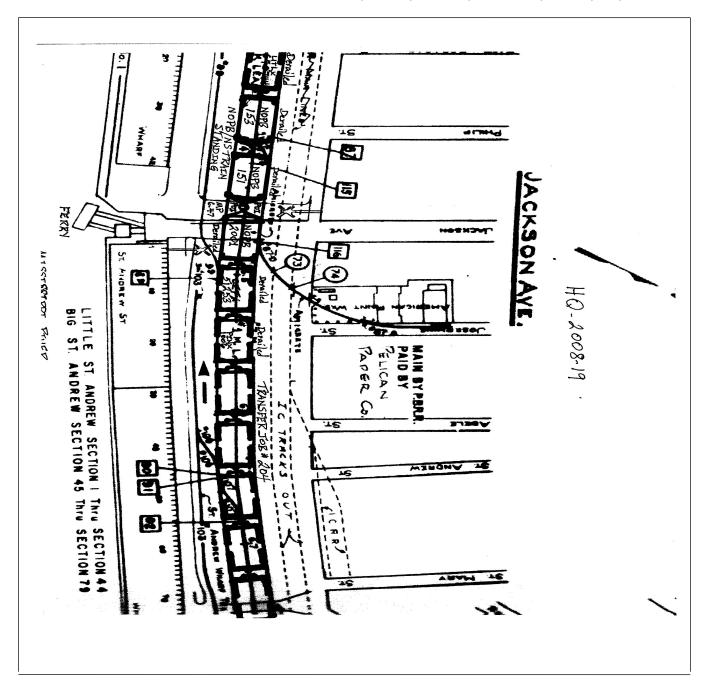
DEPARTMENT OF FEDERAL RAILR					FRA FA	ACTUAI	L RAILR	OAD AC	CIDENT RE	PORT	F	RA File #	HQ-200	<u>8-19</u>		
57. Trailing Tons (gro		age, 607		d. (	Auto train Cab Traffic Interlocking	j.T k.	Γime table/tr rack warran Direct traffic ard limits	t control P	o. Positive train co o. Other (Specify a Code(s)	ntrol n narrative) N/A N/A	3 = Remo transmit	te control to te control ter - more ontrol tran	than one	0		
59. Principal Car/Uni	it	a. Initial	and N	umber	b. Posit	ion in Train	c. Load	ed(yes/no)	60. If railroad er	1 2		_	ise,			
(1) First involved (derailed, struck, etc) NOPB 151				1	1 1			no	enter the nu the appropri	mber that wer ate box.	e positive in Alcohol Drugs  N/A N/A					
(2) Causing (if mechanical cause reported) 0					0			N/A	61. Was this co	nsist transpor	ting passengers? (Y/N)					
62. Locomotive Uni	ocomotive Units a. Head Mid End b. Manual			Mid Ti	rain c. Remote		r End	63. Cars	'ars Lo			aded Empty b. Pass. c. Freight d. Pass.				
(1) T-4-1 in Toolin			0	0	0	0	(1) Total in Equipment Consist		ist 14	0	76	0	0			
(2) Total Deraile	(2) Total Derailed 2 0			0	0	0	0	(2) Total Derailed 1			0	0	0	0		
64. Equipment Dama	age				k, Signal,		\$0.00	66. Primar Code	y Cause		67. Contr	ributing Ca	iuse			
This Consist		\$45,000.00 Numbe			ructure Dai nbers	nage	\$0.00	Code		NA Length of	Time on D	uty		N/A		
68. Engineer/	69. Fi	remen		70. Co	nductors	71. Bra	71. Brakemen		eer/Operator		73. Con	ductor				
Operators 0		0			0		0		Hrs 0	Mi 0		Hrs	0 Mi 0			
Casualties to:	74. Rai	lroad Emplo	oyees 7	75. Traii	n Passenge	rs 76. Oth	er ———	77. EOT D					ce Properly			
Fatal		0			0		0	1. Y		2	1.	Yes	2. No	N/A		
N								79. Caboo	se Occupied by C							
Nonfatal		0			0	0	0 PERATIN	G TRAIN	1. Yes	2. No		N/A				
80. Type of Equipmen	nt 1	. Freight tra	in	4. Worl	k train 7	Yard/switc				1. Was Equip	ment Co	ode   82.	Train Nun	nber/Symbol		
Consist (single en	try) 2	. Passenger . Commuter	train	5. Sing	le car 8.	Light loco	(s).	Spec. Wow	N/A	Attended?	LN	I/A   62.	N/A	,		
83. Speed (recorded)						of Operation		r code(s) th	at apply)		l l	tely Contr	olled Loco	motive?		
R - Recorded		,			ATCS	-	Automatic b	TOCK	.Special instruction		0 = Not a	remotely o	ontrolled			
E - Estimated	N/A	MPH	0		Auto train		Current of to	raffic n. Other than main track 1 = Remote control portable rain orders o. Positive train control 2 = Remote control tower								
84. Trailing Tons (	gross to	nnage,		1	Auto traii Cab		l'ime table/ti 'rack warran	t control p	Other (Specify i	n narrative)		te control to	tower			
excluding power	r units)			1	Cao Traffic	•	Direct traffi		Code(s)	n narranve)		ter - more	than one			
		N/A		f. I	nterlocking	g 1.Y	ard limits		N/A N/A N/A	N/A N/A	remote c	ontrol tran	smitter	N/A		
86. Principal Car/Uni	it	a. Initial	and N	umber	b. Posit	ion in Train	c. Load	ed(yes/no)	87. If railroad en	ployee(s) test	ed for drug	z/alcohol u	se,	_		
(1) First involved			0		0				N/A enter the number that were				Alcohol	Drugs		
(derailed, struck,		_					•		the appropri		N/A N/A					
(2) Causing (if mechanical cause reported)					0				N/A 88. Was this consist transport				ting passengers? (Y/N) N/A			
89. Locomotive Uni	ts	a. Head End	b. Ma	Mid Ti mual 1	rain c. Remote		r End c. Remote	90. Cars		a. Freight	b. Pass.	En c. Freight	npty d. Pass.	e. Caboose		
(1) Total in Train	1	0		0	0	0	0	(1) Total in	Equipment Consi	st 0	0	0	0	0		
(2) Total Deraile	d	0	(	0	0	0	0	(2) Total D	erailed	0	0	0	0	0		
91. Equipment Dama	ige		9		k, Signal,			93. Primary	Cause Code			ributing Ca	use			
This Consist		\$0.00			ucture Dan	nage	\$0.00			N/A	Code			N/A		
Of Engineer/	06 F:	Numbe remen	r or Cr		onductors	98. Bra	vaman.	00 Engine	eer/Operator	Length of	Time on D					
95. Engineer/ Operators 0	90. FI	0		77. CC	0	76. Bia	0		Hrs 0	Mi 0	100. Cor	Hrs	0	Mi 0		
Casualties to:	101. Ra	ilroad Emp	loyees	102. Т	Train	103. Ot	her	104. EOT					ice Proper	ly		
Fatal		0			0		0	1. Yes 2. No N/A  106. Caboose Occupied by Crew?				1. Yes 2. No N/A				
Nonfatal		0			0		0	2 2 0 2 0 0 0	1. Yes	2. No				N/A		
		Highw	ay Use	er Invo	lved				Ra	il Equipmen	t Involved	1				
107.	railer	E D		O4b 1	Motor W-1	iala	Code	111. Equip		in (~ 1	6 Light	Loco(s) (n		Code		
C. Truck-Trailer. F. Bus J. Other Motor Vehicle A. Auto D. Pick-Up Truck G. School Bus K. Pedestrian								ts pulling) 4.Ca		7.Light(s	s) (standin	wving) g)	, I			
B. Truck E. Van H. Motorcycle M. Other (spec. in narrative)   N/A								ts pushing) 5.Car	(s) (standing)			narrative)	N/A			
108. Vehicle Speed		N/A	109.	.1 2 ~	geograph		Code   N/A	112. Position of Car Unit in								
(est. MPH at in	ipact)	1 1/1 1	1.Nor	tn 2.So	uth 3.East	4.West	1N/A	I			0					

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	ENT OF TRAN RAILROAD AD			FRAF	FACTU	AL RAILR	ROAD AC	CIDENT	REPORT	F	FRA File # HQ-2008	8-19
110. Position						Code	113. Circu	mstance				Code
1.Stalled o 4. Trapped	on Crossing 2.Sto	opped o	n Crossing	3.Moving Ov	er Crossin	g N/A			ck Highway User ck by Highway Us	er		N/A
114a. Was the	highway user ar	nd/or ra	il equipment	involved		Code	114h W:	as there a haz	ardous materials re	lease		Code
in the im	pact transporting	hazard	ous material	s?								1
1. Highway	User 2. Rail E	quipme	ent 3. Both	4. Neither	•	N/A	1. High	way User	2. Rail Equipment	3. Both	4. Neither	N/A
114c. State he	ere the name and	quantit	y of the haza	rdous materia	als release	d, if any. N/A						
115. Type	1.Gates	4.W	ig Wags	7.Cro	ssbucks	10.Flagged by	crew	116. Signale	d Crossing	Code	117. Whistle Ban	Code
Crossing Warning	2.Cantilever FL 3.Standard FLS		wy. traffic si udible		_	11.Other (spec 12.None	c. in narr.)	(See insti	uctions for codes)		1. Yes 2. No	
Code(s)	N/A N	N/A	N/A	N/A	N/A	N/A	N/A			N/A	3. Unknown	N/A
118. Location	118. Location of Warning Code 119. Crossing Warning Code 120. Crossing Illuminated by Street  1. Both Sides with Highway Signals Lights or Special Lights									•	Code	
2. Side of	Vehicle Approac	h				1. Yes			1. Yes			
3. Opposite Side of Vehicle Approach N/A						2. No 3. Unknown	N/A 2. No 3. Unknown			own		N/A
121.	122. Driver's G	ender				or in Front of	Code		ver ve around or thru th	o Coto		Code
Age	1. Male					ck by Second			oped and then Proce		<ol> <li>Stopped on Crossing</li> <li>Other (specify in</li> </ol>	g
0	2. Female		N/A	1. Yes	2. No	3. Unknowi	n N/A		not Stop	cucu ,	narrative)	N/A
125. Driver Pa		Code	e 126. Vie	w of Track C	bscured b	У (primary ob	struction)					Code
Highway V 1. Yes 2. No	ehicle 3. Unknown	N/A		ermanent Stranding Rails		3. Passi ment 4. Topo	ng Train 5.			specify in racted	narrative)	N/A
Casualties	to:		Killed	Injured	127. Dri			Co	de 128. Was I		ne Vehicle?	Code N/A
129. Highway-Rail Crossing Users 0 0				130. Highway Vehicle Property (est. dollar damage)			Damage 0 131. Total Number of Highway-Rail Cross (include driver) 0					
132. Locomot	ive Auxiliary Lig	hts?				Code	133. Locor	notive Auxil	ary Lights Operation	onal?		Code
1. Y	es	2.1	No			N/A	1.	Yes	2. No			N/A
134. Locomot	ive Headlight Illu	ıminate	ed?			Code	135. Locor	notive Audib	le Warning Sounde	d?		Code
1. Y	es	2.1	No			N/A	1.	Yes	2. No			N/A

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



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### 137. SYNOPSIS OF THE ACCIDENT

On 02-12-08, the evening-shift yardmaster instructed westbound New Orleans Public Belt Railway (NOPB) Transfer Job # 204 to proceed to Felicity Street, and not pass that location without his permission. About 7:30 p.m., the yardmaster instructed the crew to proceed on the mainline to Cotton Warehouse Yard, their final destination, advising the route was clear. In the vicinity of Felicity Street, the mainline curves to the right, is then tangent for 1/4 mile, and again curves to the right at Jackson Ave., the next crossing. At the time, an unattended NOPB/NS train was standing clear of the west side of the Jackson Ave. crossing.

The engineer of NOPB Job # 204 was operating a locomotive with the long-hood forward, which placed the locomotive control stand on the left side of the cab. This configuration obscured the engineer's vision in the curve. The foreman and switchman were seated on the right side of the cab. When the engineer negotiated the curve at Jackson Ave., the NOPB/NS train became visible 5 car lengths [250 feet] prior to collision.

Locomotive event recorder data documented train speed as 18 mph at Point of Impact [POI]. Emergency application of the train air brake system occurred 3-4 seconds prior to POI.

The cause of the collision was attributed to excessive speed and failure of the crew to observe Rule 49 CFR 218.35 (a)(2) and controll their train.

# 138. NARRATIVE

## CIRCUMSTANCES PRIOR TO THE ACCIDENT

New Orleans Public Belt Railway (NOPB) entire operating system is Yard Limits, governed by the Yard Limit Rule and GCOR Rule 6.27-Restricted speed, not to exceed 20 mph on the mainline.

On 02/12/08, the evening-shift NOPB Yardmaster instructed the crew of NOPB Job # 204 to contact him prior to leaving the work assignment at NOPB France Yard in East New Orleans. By 7:00 p.m., the crew was ready to depart France Yard. At that time, the yardmaster instructed the crew to proceed westbound on the NOPB Mainline, and not pass Esplanade Avenue, without permission. When NOPB Job # 204 reached that location, the yardmaster instructed the crew to proceed to Felicity Street, at this location the crew was unable to reach the yardmaster via radio and stopped their train. During the exchange, the yardmaster overlooked an unoccupied NOPB/NS delivery train, standing on the mainline, with head train's end at Jackson Avenue.

On 2-12-08, at 5:40 p.m., the Yardmaster assigned the crew of NOPB Job # R101 to NOPB Locomotives 151 -153, with instructions to double Track # 211 to # 221, and take the cars to Felicity Street for an air brake test. The train was mixed-freight, destined for the Norfolk Southern (NS) Railroad in New Orleans. After doubling the tracks and pulling the cars onto the mainline, the crew was able to clear the main yard, Cotton Warehouse Yard, and stopped the head end of the train at Jackson Avenue, in lieu of Felicity Street. The crew secured the locomotives and cars at that location and resumed other duties.

At 7:00 p.m. NOPB Job # 204 completed classifying plastic cars in NOPB's France Yard, thereby contacting the Yardmaster for permission to return to the Cotton Warehouse Yard. The yardmaster permitted the job to return, however, instructed the crew to contact him when they reached Esplanade Avenue. At that location, the engineer was again instructed to proceed to Felicity Street. Upon leaving Felicity Street the yardmaster instructed the crew to proceed west to Louisiana Avenue, take whichever route was lined, and proceed to Napoleon Avenue, and into the yard. During this time, thunder storms and wind gusts of 50-60mph prevailed. Visibility was limited. At 7:43 p.m. NOPB Job # 204 collided with the standing NS train at Jackson Avenue.

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The Trainmaster was the first officer on site. The officer stated none of the employees complained of injuries; however, he transported the crew to Ocshner Hospital for examination. In turn, doctors recommended 2 days bed rest for the employees, and prescribed medication for pain or muscle soreness. The Trainmaster and Claim Agent completed company accident forms for the employees during their examinations. Upon return to their off-duty point, Cotton Warehouse Yard, the employees refused to sign the documents.

On 2-13-08, the Chief Operating Officer removed the three employees from service pending an investigation to determine the cause of the accident. The engineer and foreman waived their investigations on 2-15-08 and 2-19-08, respectively, accepting responsibility for violating Restricted Speed Rule, resulting in the Head-End collision on 2-12-08. The employees both received 30-day suspensions from duty, as discipline. The three employees did not returned to duty after the accident, claiming 'Injured-on-Duty' medical conditions.

Since the accident, each of the employees has retained the services of attorneys, who have advised their clients not to provide statements, or any information pertinent to this accident, nor speak to anyone in regards to this accident. The employees have not responded to calls from the NOPB or the FRA. On-site investigation and railroad documentation has provided sufficient information to complete an FRA accident report.

# ANALYSIS:

FRA obtained fatigue related information, for the 10-day period preceding this incident including the 10-day work history (on duty/off duty cycles) for all of the employees involved.

# **CONCLUSION:**

Upon analysis of that information FRA concluded fatigue was not probable for any of the employees.

On 2-12-08, the employees were required to provide breath and urine samples for toxicological testing, under NOPB Reasonable Cause policy. Results were negative.

FRA cited 49 CFR Part 218.35 (a) (2) - Yard Limits, as an infraction. The crew did not exceed 20 mph as a maximum authorized speed, however, they did violate 'move prepared to stop within one-half the range of vision' under the provisions of Restricted Speed.

The cause of the collision was attributed to excessive speed and failure of the crew to observe Rule 49 CFR 218.35 (a) (2) and control their train.

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