1.Name of Railroad Operating			N											
	g Train #1				1:	a. Alphabetic	Code	1b.	Railroad A	ccident	Incident N	No.		
CSX Transportation [CSX			CSX		000044919									
2.Name of Railroad Operating	2	a. Alphabetic			2b. I	Railroad Accident/Incident No.								
CSX Transportation [CSX	-						CSX			000044919				
3.Name of Railroad Operating N/A	g Train #3				3	a. Alphabetic	Code N/A	3b.	Railroad A	ccident N/A	Incident N	No.		
4.Name of Railroad Responsi		k Mainte	enance:		4	a. Alphabetic			4b.	Railroad A			No.	
CSX Transportation [CSX 5. U.S. DOT_AAR Grade Cro		ification	Number		6		CSX ident/Inciden	+	7.7	Γime of Ac	000044 cident/I			
J. U.S. DOI_AAK Grade Cre	JSSIIIg IGGIG	.Heation	Number			6. Date of Accident/Incident Month 04 Day 01 Year 200				03:22:00 AM PM				
8. Type of Accident/Indicent	1. Derailn	nent	4 Side	collision		7. Hwy-rail crossing 10. Explosion-								Code
(single entry in code box)	2. Head or	n collisio	on 5. Rakir	ng collision	:	8. RR grade c	rossing	11. Fire/vio	olent rupt	/ 1 1 1			ı	13
O Core Correina	3. Rear en			en Train co		9. Obstruction		12: Other impact						13
9. Cars Carrying HAZMAT 0	10. HAZN Damaged				Cars Releasi ZMAT	ing N/A	12. Po Evacu			0	13. Div	ision CHIC	AGO	,
· · · · · · · · · · · · · · · · · · ·	l			15. Mile	post		16. State		17	. County				
14. Nearest City/Town WA	LBRIDGE			1	earest tenth	1)	Ab N/A	e 17 H	. County	W	OOD			
18. Temperature (F)	19. Visibi	ility ((single entry)	Code	20. Weat	ther (single	entry)	Co	ode	21. Type	e of Tra	ck		Code
(specify if minus) 34 F		Dawn	3.Dusk 4.Dark	4	1. Clear 3. Rain 5.Sleet						1. Main 3. Siding 2. Yard 4. Industry 2			
22. Track Name/Number				23. FRA			24. Annual T		ity	25. Time	e Table	Direction		Code
		во 5	5		s (1-9, X)				N/A		1. North	a 3. East	- 1	1
					OPERAT	TING TRA	IN #1				2.0		<u> </u>	
26. Type of Equipment 1	. Freight tra	in 4.	. Work train	7. Yard/swi	tching A	A. Spec. MoV	V Equip. Co		/as Equip	ment C	Code	28. Train	Numl	ber/Symbol
	. Passenger			3. Light loc		•		A	ttended?					·
3	. Commuter	train 6	. Cut of cars	9. Maint./in	spect.car		7		1. Yes	2. No	1		Y3913	31
29. Speed (recorded speed, if	^c available)	Code	31. Method(s)	of Operation	on (ent	er code(s) t	hat apply)			31a. Rem	otely Co	ontrolled I	Locon	notive?
R - Recorded			a. ATCS	g	. Automatic	DIOCK	m.Special ins			0 = Not a	remote	ly controll	led	
E - Estimated 0	MPH	R	b. Auto train		. Current of	trame	n. Other than					rol portabl	le	
30. Trailing Tons (gross to	onnage	-	c. Auto trai	F		/train orders				2 = Remo				
excluding power units)	Onnuge,		d. Cab e. Traffic		j.Track warrant control p. Other (Specify in narra						ote cont			
	NT/ 4	- 1				1	Co	10/0)		4-onemi	44am m/	- na than ar	- ~	
l i						fic control		de(s)	T			ore than or ransmitter		ı ,
	N/A		f. Interlockin	ıg 1.	Yard limits		n N/A	N/A N/	A N/A	remote o	control t	ransmitter		1
32. Principal Car/Unit	a. Initial a	nd Numl	f. Interlockin		Yard limits		n N/A	N/A N/ad employe	ee(s) teste	remote of	control t	ransmitter l use,	r	1
32. Principal Car/Unit (1) First involved			f. Interlockin	ig 1.	Yard limits	ded(yes/no)	n N/A 33. If railroa	N/A N/ad employene number	ee(s) teste that were	remote o	control t	ransmitter	r	1 Drugs
•		and Numl	f. Interlockin	ıg 1.	Yard limits		n N/A 33. If railroa	N/A N/ad employe	ee(s) teste that were	remote of	control t	ransmitter l use,	hol	
(1) First involved	a. Initial a		f. Interlockin	ig 1.	Yard limits	ded(yes/no)	n N/A 33. If railroa enter th the app	N/A N/A ad employene number propriate be	ee(s) teste that were ox.	remote of	control t	l use, Alco	hol	Drugs
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DEPARTMENT (FEDERAL RAILR					FRA FA	CTUA	L RAILR	COAD AC	CIDENT	REP(ORT	F	RA File #	HQ-200	<u>8-38</u>
57. Trailing Tons (gro	-	ge, 5		d. e.	Auto trair Cab Traffic Interlocking	j.7 k.	Time table/t Track warrar Direct traffi Yard limits	nt control P	o. Positive train o. Other (Spectore Code n N/A	cify in n	ol arrative) N/A N/A	3 = Remo	te control t te control ter - more t ontrol trans	han one	0
59. Principal Car/Uni	it	a. Initial	and N	lumber	b. Positi	on in Train	c. Load	led(yes/no)	60. If railroa	•	•		_	se,	
(1) First involved (derailed, struck,	etc)	NYO	C 587 8	313	0			yes	er that were box.	re positive in Alcohol Drugs N/A N/A					
(2) Causing (if me cause reported		l	0			0		N/A	61. Was thi	is consi	st transporti	ing passen	gers? (Y/N)	N
62. Locomotive Uni	ts	a. Head End	b M	Mid T	rain		er End	63. Cars	•		Lo a. Freight	aded b. Pass.	Em c. Freight	pty d. Pass.	e. Caboose
(1) Total in Train 0		0.141	0			0 0		n Equipment Consist		1	0	0	0	0	
(2) Total Derailed 0		0	0	0	0	(2) Total D	Derailed		0	0	0	0	0		
64. Equipment Dama	age			65. Tra	ck, Signal, V	Way,		66. Primar	y Cause				ibuting Ca	use	
This Consist \$0.00 Number of C		r of C		ructure Dan	nage	\$0.00	Code H201 Length c				Code Time on D	uty		N/A	
68. Engineer/	69. Fire	emen		70. Co	nductors	71. Bra	kemen	72. Engine	eer/Operator			73. Cond	luctor		
Operators 0		0			0		0		Hrs 0	0	Hrs		0 Mi 0		
Casualties to:	74. Railr	oad Emplo	yees	75. Trai	n Passenger	rs 76. Oth	er	77. EOT D						e Properly Armed?	
Fatal		0			0		0	1. Y			2	1.	Yes	2. No	2
Nonfatal		0			0		0	79. Caboo	se Occupied b	y Crew	/? 2. No				2
		•			-	0	-	G TRAIN			2.110				
80. Type of Equipmen	nt 1.	Freight tra	in	4. Wor	k train 7.	Yard/swite			Equip. Code	81. V	Vas Equipm	nent Co	ode 82.	Train Nun	nber/Symbol
Consist (single en		Passenger Commuter		_		Light loco			N/A	1	Attended? 1. Yes 2	. No N	/A	N/A	
83. Speed (recorded)					Method(s)		•	r code(s) th	at apply)				tely Contro	olled Loco	motive?
R - Recorded				a	ATCS	g.	Automatic l	JIOCK	n.Special instru				remotely c		
E - Estimated	N/A	MPH	N/A		Auto train		Current of t	rame	. Other than m o. Positive train				te control p te control t		
	gross ton	nage,			Auto trair Cab		Track warrar	nt control F	Other (Spec	ify in n	arrative)	3 = Remo		OWCI	
excluding power	r units)				Traffic		Direct traffi		Code	e(s)			ter - more tontrol trans		
		N/A		f.	Interlocking	g 1.Y	Yard limits		N/A N/A	N/A I	N/A N/A	remote c	ontroi trans	simuer	N/A
86. Principal Car/Uni	it	a. Initial	and N	lumber	b. Positi	on in Train	c. Load	led(yes/no)	87. If railroad	•	•	_			
(1) First involved (derailed, struck,	etc)		N/A		ı	N/A		N/A	the appr		re positive in Alco			Drugs N/A	
(2) Causing (if me		1							st transporti	ng passen	•				
cause reported			N/A			J/A		N/A	00. 17 43 411	is consi					N/A
89. Locomotive Uni	ts	a. Head End	b. М	Mid T anual ₁	rain c. Remote		ar End c. Remote	90. Cars			a. Freight	aded b. Pass.	c. Freight	pty d. Pass.	e. Caboose
(1) Total in Train			N/A N/A		N/A	N/A N/A		n Equipment Consist		N/A	N/A	N/A	N/A	N/A	
(2) Total Deraile	d	N/A	N	J/A	N/A	N/A	N/A	(2) Total D	erailed		N/A	N/A	N/A	N/A	N/A
91. Equipment Dama	age			92. Tra	ck, Signal, V	Way,		93. Primar	y Cause Code				ibuting Ca	use	
This Consist		N/A	- of C	& Str	ructure Dan	nage	N/A			1	N/A Length of 7	Code			N/A
95. Engineer/	96. Fire		1 01 C		onductors	98. Bra	kemen	99 Engine	eer/Operator		Lengui oi	100. Con			
Operators N/A		N/A			N/A		N/A		Hrs N/A	Mi	N/A	100. Con	Hrs	N/A	Mi N/A
Casualties to:	101. Rai	lroad Emp	loyees	s 102. 7	Ггаіп	103. Ot	her	104. EOT				105. Was	EOT Dev	ice Proper	ly
Fatal		N/A			N/A		N/A	1. Y	Yes 2. No N/A boose Occupied by Crew?			1. Yes 2. No N/A			
Nonfatal		N/A			N/A		N/A		1. Yes		2. No				N/A
		Highw	ay Us	er Invo	olved					Rail I	Equipment	Involved	l		
107. C. Truck-T	Trailer r	Rue		I Other	Motor Veh	icle	Code	111. Equip		Train	(standina)	6.Light 1	Loco(s) /	ovina)	Code
A. Auto D. Pick-Up	Truck (G. School	Bus	K. Pedes	strian		N/A	3.Train (standing) 1.Train(units pulling) 4.Car(s) (moving)				7.Light(s) (standing)			
B. Truck E. Van 108. Vehicle Speed	I		/cle 109.	vi. Othe	r (spec. in r		Code	-	its pushing) 5 on of Car Unit		(standing)	8.Other	(specify in	narrative)	N/A
(est. MPH at im	ipact)	N/A		rth 2.Sc	<i>geographi</i> outh 3.East		N/A	112. FOSIU	on or Car Uilli	. 111		N/A			

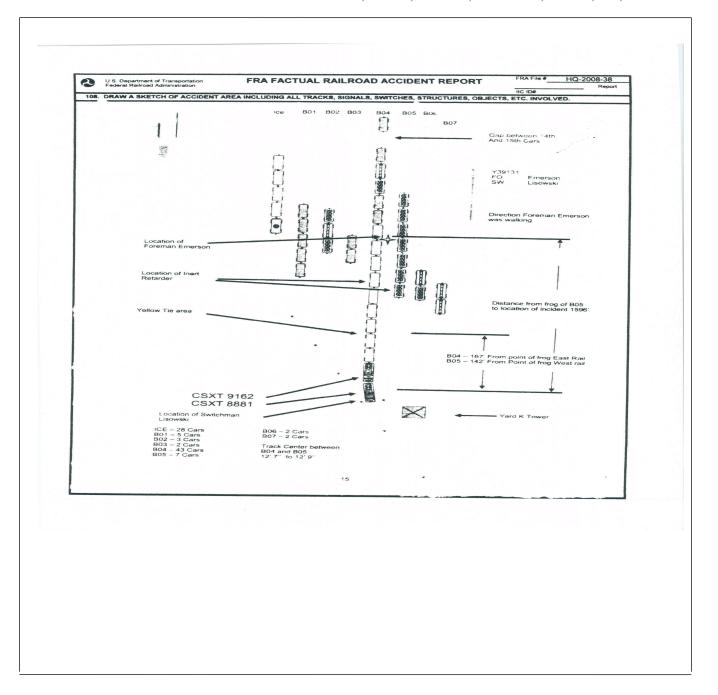
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								110 6							
110. Position Code 1. Stalled on Crossing 2. Stopped on Crossing 3. Moving Over Crossing 1. Rail Equipment Struck Highway User													Code		
1.Stalled o	-	Stopped o	n Cross	sing 3.	Moving Ove	er Crossing	N/A				_	lighway User			N/A
114a. Was the highway user and/or rail equipment involved Code 114b. Was there a hazardous materials release												Code			
in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither N/A 1. Highway User 2. Rail Equipment 3. Both 4. Neither											4. Neither	N/A			
										2.		Squipment .			1 "12
114c. State ne	ere the name an	a quantit	y or the	nazaro	ious materia	iis released	, if any. N/A								
115. Type	1.Gates		ig Wag				0.Flagged by	crew	116.	Signaled	Cross	ing	Code	117. Whistle Ban	Code
Crossing Warning	2.Cantilever I 3.Standard FI		wy. traf udible	ffic sign	nals 8.Stop 9.Wate	-	1.Other (spec 2.None	c. in narr.)	(5	See instrud	ctions	for codes)		1. Yes 2. No	
Code(s)	N/A	N/A	N/.	Α	N/A	N/A	N/A	N/A					N/A	3. Unknown	N/A
118. Location	of Warning				Code	119. Cro	ssing Warning	g		Code	120	. Crossing Illu	minated	by Street	Code
1. Both Sie	des			with Highway Signals				Lights or Special Lights							
2. Side of Venice Approach								1. Yes 2. No				1. Yes 2. No			
3. Opposit	e Side of Vehic	ele Appro	ach		N/A	l .	3. Unknown			N/A 3. Unknown					N/A
121.	122. Driver's	Gender	Code	123. 1	Driver Drov	e Behind o	r in Front of	Co	de 1	124. Drive			~		Code
Age	1. Male						k by Second					nd or thru the		4. Stopped on Crossing	
N/A	2. Femal	e	N/A	1. Yes 2. No 3. Unknown 2. Stopped and then Proceeded 5. Other (specify in narrative)											N/A
125. Driver Pa		Cod	e 126	5. View	of Track O	bscured by	(primary ob	struction)	·						Code
Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify in narrative)										narrative)	1				
1. Yes 2. No	3. Unknown	N/A	,	2. Sta	inding Railr		nent 4. Topo	graphy 6	. Highv		_	3. Not obstruct			N/A
Casualties to:			Kille	d	Injured	127. Driv				Code N/A		128. Was Dr			Code N/A
						1. Killed 2.Injured 3. Uninjured					_	1. Yes		2. No	1
129. Highway-Rail Crossing Users N/A N/A						130. Highway Vehicle Property Damage (est. dollar damage) N/A (include driver)					r Highway-Rail Crossin N/A	g Users			
132. Locomot	ive Auxiliary I	ights?				1 (631.	Code		omotiv	e Auxilia	y Lig	hts Operation	al?	14/A	Code
1. Y		2.	No				N/A		1. Yes			2. No			N/A
134. Locomot	ive Headlight I	lluminate	d?				Code	135. Loc	omotiv	e Audible	Warı	ning Sounded	?		Code
1. Yes 2. No								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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FRA File # HQ-2008-38

137. SYNOPSIS OF THE ACCIDENT

At 3:22 a.m. on 4/1/08 a CSX Remote Control Operator (RCO) was struck by a free rolling car at the north end of the Stanely Hump Bowl Yard, Walbridge, OH. The two man crew on assignment Y391-31 was in the process of pulling cars from Bowl Track # 4 when a free rolling car on Track # 5 hit the RCO directing the move on Track # 4.

The RCO sustained injuries including head lacerations, a punctured lung and a severe injury to his left arm. After being transported to the University of Toledo Medical Center, he underwent surgury which resulted in the amputation of his left arm at the shoulder socket.

At the time of the accident, it was dark, rainy, and windy.

The accident was caused by the failure of the RCO to obtain blocking protection on the adjacent track to the one he was working as prescribed by CSX Time Table Instructions.

138. NARRATIVE

CIRCUMSTANCES PRIOR TO THE ACCIDENT

At 10:30 p.m. EST on March 31, 2008 the crew on Yard Job Y391-31 went on duty at CSX Stanley Yard. The crew consisted of two Remote Control Operators (Foreman and Switchman). This is the home terminal for both employees and they had received the required statutory off duty rest period prior to reporting for duty. The Bowl Yard and Departure Yard tracks are oriented North and South. The hump for the Bowl is at the south end of the Bowl Yard. The yard crews pull cars out of the Bowl from the north end of the yard. These cars are assembled into trains and placed on Departure Tracks for inspection by the car mechanics and prepared for departure.

After reporting for duty, the crew received a job briefing from the Stanley Yardmaster. Once the job briefing was completed the crew commenced work. As a puller crew, their equipment consisted of one conventional locomotive and a Remote Control Locomotive (RCL). Each employee was equipped with a Remote Control Unit (RCU) which attaches to a vest worn by each RCO. Their first move of the night involved the movement of cars from Bowl Tracks # 7 and # 8 to Departure Yard Track # 2. The crew then pulled cars from Bowl Tracks # 5 and # 6 and placed them in Departure Track # 1. During these moves the crew had obtained Blocking Protection on the tracks they were working on and an adjacent track. This procedure follows the Toledo Terminal Time Table Instructions. During these moves the Remote Control Unit (RCU) belonging to the RCO Foreman malfunctioned. The crew members had another job briefing and decided the Foreman would direct the moves using his radio and the switchman would control the movement with his control unit.

After pulling cars from the Bowl Track # 5 and #6 the Yardmaster asked the crew to give up their blocking protection on Tracks # 3 and # 6. The Yardmaster also instructed the crew to pull cars from the Bowl Track # 4 next. This was a change in the original plan of pulling cars from Bowl tracks # 19 and # 20. The Crew Foreman contacted the Car Retarder Operator (CRO) via radio and requested the blocking protection be removed from Track # 5 and # 6. During this same conversation the crew established blocking protection on Bowl Track # 4. This occurred at approximately 3:11 a.m. as shown on the RCO Blue Signal Blocking Protection Record. The RCO and puller crew work on different radio channels. The RCO Foreman

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requested the change in track protection using the CRO channel. The RCO Switchman did not hear this conversation.

After placing cars from Bowl Track #5 and #6 in Departure Track #1, the crew proceeded to couple their locomotives to cars at the north end of Bowl Track #4. When the crew made this move with their locomotives the Switchman was on the west side leading into Track #4 and remained there until the coupling was made. The RCO Foreman was on the west side of Track #4 as he directed the move to the coupling. After coupling to the cars, the switchman boarded the lead locomotive and sat in the conductor's seat, west side of the locomotive, where he would remain while making the next few moves. The switchman stated that there were no cars in Track #5 at the time he made the coupling to the cars in Bowl Track #4.

After coupling to the cars, the Foreman instructed the Switchman over the radio to stretch the cars. He then instructed the Switchman to stop the move. At this time the train was coupled to 14 cars at the north end of the track. The Foreman was between tracks #4 and #5 and about 10 cars lengths from the north end of the track. The next transmission from the Foreman was that he had been hit by a railcar. The Switchman stated that he dismounted the locomotive and went to look for the Foreman. He stated he went south along the west side of # 4 Track and noticed one car was now located at the north end of Track # 5.

The Bowl is composed of 42 tracks. They are tangent at the north end of the Yard. The track center between Track # 4 and Track # 5 at the location of the accident is 12 feet 7 inches. The distance between two cars standing on the tracks side by side is about 30 inches. The Hump Yard operation is controlled by three Car Retarded Operators. These operators are located in three separate towers at the south end of the Hump Yard. The Car Retarders manually apply retarding pressure to the rail car wheels to control the speed of the cars entering the Bowl. Inert Retarders and car skates are located at the north end of each of the Bowl Tracks.

THE ACCIDENT

As the RCO Foreman was standing between Bowl Tracks # 4 and #5, he was struck by a free rolling car (NYC587813). This car was humped into Bowl Track # 5 after the crew on Y131-31 released blocking protection on the track. The Foreman was knocked to the ground between Tracks # 4 and # 5 and appeared to have been dragged a short distance by the car. The Switchman dismounted the lead locomotive after hearing the Foreman on the radio saying "Help Jim my arm". The Switchman walked south and discovered the Foreman lying between Tracks # 4 and # 5 with his head toward the north and his feet pointing south. The Foreman's face was oriented toward the east rail of Track # 5. The Foreman's entire body was outside the gauge of the track. The Yardmaster arrived at the scene of the accident and then returned to his office to call the Trainmaster and emergency medical services. Emergency medical personnel arrived at the scene at about 3:36 a.m. and transported the Foreman to Owens Community College at about 4:25 a.m. He was loaded on the life-flight helicopter at approximately 4:34 a.m. and transported to the Toledo Medical Center. The Foreman suffered lacerations to his head, a punctured left lung and a severely severed left arm. During surgery the left arm was amputated at the left shoulder socket. Estimated speed of the free rolling car was 1-4 mph.

ANALYSIS AND CONCLUSION

-THE TRACKS:

An inspection of the track structure was conducted by an FRA Track Inspector. The inspection revealed that the rail on Track # 5 Continuous Welded Rail (CWR) and the track is tangent. Track centers between Track # 4 and # 5 are 12 feet and seven inches. There were no exceptions noted in the cross level in Track # 5.

CONCLUSION:

The close clearance of the tracks in the Bowl Yard was a concern of the railroad and instructions concerning the manner in which employees were to protect themselves were published in the railroad's Time Table Special Instructions.

-THE CAR:

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Rail car NYC 587813, a gondola loaded with scrap metal, was inspected by an FRA Motive Power and Equipment Inspector. He noted two exceptions in his inspection: 1) the ladder top tread on the L1 corner had insufficient clearance 2) the R1 sill step was bent inward.

CONCLUSION:

The defects noted during the inspection of the car were deemed not to have any bearing on the accident.

-THE OPERATION HUMP CRO RECORDS:

The Blue Signal Blocking Protection Record from Tower B reflects protection was requested by the RCO and placed on Tracks # 5 and # 6 by the CRO at 1:27 a.m. The protection was removed by request of the RCO at 3:11 a.m. The RCO then requested protection be placed on Tracks # 4 at 3:11 a.m. The CRO placed Blocking Protection on Track # 4 as requested.

CONCLUSION:

The RCO failed to establish protection as required by Time Table Instructions.

-RADIO RECORDING OF CSX Y391-31 CREW:

The time line of the radio transmissions shows that the Y391-31 crew coupled to the cars in Track # 4 at about 3:20 a.m. The Foreman reported to his switchman that "he is in the clear and to stretch the cars". He then instructed the switchman to "stop the move" "that will do". The switchman complied with these instructions. At 3:21 and 40 seconds, a radio transmission was attempted but no voice was heard. Then at 3:22 and 15 seconds the RCO Foreman exclaimed over the radio "Help Jimmy my arm" "Jimmy my arm".

CONCLUSION:

The radio record sets the time the injury occurred at 3:22 a.m.

-TIMETABLE SPECIAL INSTRUCTIONS:

The Chicago Division Timetable # 2, effective Tuesday, April 1, 2008 at 0001 hours CSX Standard time under the Toledo Terminal Subdivision Special Instructions, 8 Miscellaneous, Stanley Yard, Paragraph 5 states "Spike protection while working on tracks: when working on tracks in the Bowl at Stanley Yard, Spike Protection must be received on both the track you are working on as well as the adjacent track". Spike Protection means Blocking Protection.

CONCLUSION:

The railroad knew the dangers of the close clearance situation in the Bowl Yard and published instructions for employees to follow to protect themselves. The railroad has instructions published in their Time Table Special Instructions requiring employees to have Blue Signal Blocking Protection on the track they are working on and the adjacent track in the Stanley Yard Bowl. During interviews with CSX employees, it was evident that the employees know the requirements but some crews do not always follow the instructions.

-EMPLOYEE TRAINING:

Training records reveal the injured employee received proper training.

-TOXICOLOGY TESTS WERE NOT PERFORMED ON ANY CSX EMPLOYEE.

CONCLUSION: NONE.

FRA PROBABLE CAUSE & CONTRIBUTING FACTORS:

Contributing factors to this injury include the failure of the CRO Yardmaster and the Remote Control Crew to conduct adequate Job Briefings regarding their decision to pull cars from Track # 4 versus Tracks #19 and #

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20 and the lack of Blue Signal Protection of the Remote Control Crew. The CRO had an opportunity to inform the crew when they requested protection on Track # 4, that Track # 5 was being used and cars were being humped into that track. The crew failed to communicate to each other regarding the protection they had when they entered Track # 4.

The FRA investigation determined the Probable Cause of the injury was the failure of the injured employee to establish Blue Flag Blocking Protection as required by CSX Time Table Special Instructions.

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