

1. Name of Railroad Operating Train #1 Consolidated Rail Corp. [CRSH]			1a. Alphabetic Code CRSH			1b. Railroad Accident/Incident No. 054166		
2. Name of Railroad Operating Train #2 Norfolk Southern Corp. [NS]			2a. Alphabetic Code NS			2b. Railroad Accident/Incident No. 032609		
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: Consolidated Rail Corp. [CRSH]			4a. Alphabetic Code CRSH			4b. Railroad Accident/Incident No. 054166		
5. U.S. DOT_AAR Grade Crossing Identification Number			6. Date of Accident/Incident Month 04 Day 12 Year 2008			7. Time of Accident/Incident 12:30:00 <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM		
8. Type of Accident/Incident (single entry in code box)			1. Derailment 2. Head on collision 3. Rear end collision			4. Side collision 5. Raking collision 6. Broken Train collision		
			7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction			10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts		
			13. Other (describe in narrative)			Code 05		
9. Cars Carrying HAZMAT 0		10. HAZMAT Cars Damaged/Derailed N/A		11. Cars Releasing HAZMAT N/A		12. People Evacuated 0		13. Division North Jersey
14. Nearest City/Town Newark, NJ			15. Milepost (to nearest tenth) 11.4		16. State Abbr Code N/A NJ		17. County ESSEX	
18. Temperature (F) (specify if minus) 65 F		19. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2		20. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1			21. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1	
22. Track Name/Number Lehigh Line Track 1			23. FRA Track Class (1-9, X) Code 3		24. Annual Track Density (gross tons in millions) 10		25. Time Table Direction 1. North 3. East 2. South 4. West Code 4	
OPERATING TRAIN #1								
26. Type of Equipment Consist (single entry)			1. Freight train 4. Work train 7. Yard/switching 2. Passenger train 5. Single car 8. Light loco(s). 3. Commuter train 6. Cut of cars 9. Maint./inspect.car			27. Was Equipment Attended? Code 1. Yes 2. No 1		28. Train Number/Symbol YPPN-3
29. Speed (recorded speed, if available) Code R - Recorded E - Estimated 6 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) e. Traffic k. Direct traffic control Code(s) f. Interlocking l. Yard limits			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) N/A			f N/A N/A N/A N/A					
32. Principal Car/Unit		a. Initial and Number LCGX000823		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
(1) First involved (derailed, struck, etc)		0		0		N/A		34. Was this consist transporting passengers? (Y/N) N
(2) Causing (if mechanical cause reported)		0		0		N/A		
35. Locomotive Units		a. Head End		Mid Train b. Manual c. Remote		Rear End d. Manual c. Remote		36. Cars
(1) Total in Train		2		0 0		0 0		(1) Total in Equipment Consist 60 0 6 0 0
(2) Total Derailed		0 0		0 0		0 0		(2) Total Derailed 0 0 0 0 0
37. Equipment Damage This Consist \$140,244.00		38. Track, Signal, Way, & Structure Damage \$7,200.00		39. Primary Cause Code H221		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 4 Mi 31
46. Conductor Hrs 4 Mi 31		Casualties to:		47. Railroad Employees 0		48. Train Passengers 0		49. Other 0
Fatal		0		0		0		50. EOT Device? 1. Yes 2. No 2
Nonfatal		0		0		0		51. Was EOT Device Properly Armed? 1. Yes 2. No N/A
								52. Caboose Occupied by Crew? 1. Yes 2. No N/A
OPERATING TRAIN #2								
53. Type of Equipment Consist (single entry)			1. Freight train 4. Work train 7. Yard/switching 2. Passenger train 5. Single car 8. Light loco(s). 3. Commuter train 6. Cut of cars 9. Maint./inspect.car			A. Spec. MoW Equip. Code 1		54. Was Equipment Attended? Code 1. Yes 2. No 1
55. Train Number/Symbol 24V			56. Speed (recorded speed, if available) Code R - Recorded E - Estimated 4 MPH E			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 (<i>gross tonnage, excluding power units</i>)	5230	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 (<i>Specify in narrative</i>) Code(s)	2 = Remote control tower 3 = Remote control transmitter - more than one remote control transmitter
				f	N/A
				N/A	N/A
				N/A	N/A
				N/A	0

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	Drugs
(1) First involved (<i>derailed, struck, etc</i>)	DTTX727918	32	yes		N/A	N/A
(2) Causing (<i>if mechanical cause reported</i>)	0	0	N/A	61. Was this consist transporting passengers? (Y/N)	N	

62. Locomotive Units	a. Head End	Mid Train b. Manual	c. Remote	Rear End d. Manual	e. Remote	63. Cars	Loaded a. Freight	b. Pass.	Empty c. Freight	d. Pass.	e. Caboose
(1) Total in Train	2	0	0	0	0	(1) Total in Equipment Consist	41	0	0	0	0
(2) Total Derailed	0	0	0	0	0	(2) Total Derailed	4	0	0	0	0

64. Equipment Damage This Consist	\$77,250.00	65. Track, Signal, Way, & Structure Damage	\$0.00	66. Primary Cause Code	H221	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
1	0	1	0	Hrs 11 Mi 0	Hrs 11 Mi 0

Casualties to:	74. Railroad Employees	75. Train Passengers	76. Other	77. EOT Device?	78. Was EOT Device Properly Armed?
Fatal	0	0	0	1. Yes 2. No 1	1. Yes 2. No 1
Nonfatal	0	0	0	79. Caboose Occupied by Crew?	1. Yes 2. No N/A

OPERATING TRAIN #3

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

83. Speed (<i>recorded speed, if available</i>)	Code	85. Method(s) of Operation (<i>enter code(s) that apply</i>)	85a. Remotely Controlled Locomotive?
R - Recorded		a. ATCS	0 = Not a remotely controlled
E - Estimated	N/A MPH N/A	b. Auto train control	1 = Remote control portable
		c. Auto train stop	2 = Remote control tower
84. Trailing Tons (<i>gross tonnage, excluding power units</i>)	N/A	d. Cab	3 = Remote control transmitter - more than one remote control transmitter
		e. Traffic	
		f. Interlocking	
		l. Yard limits	
			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	Drugs
(1) First involved (<i>derailed, struck, etc</i>)	N/A	N/A	N/A		N/A	N/A
(2) Causing (<i>if mechanical cause reported</i>)	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	e. 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			

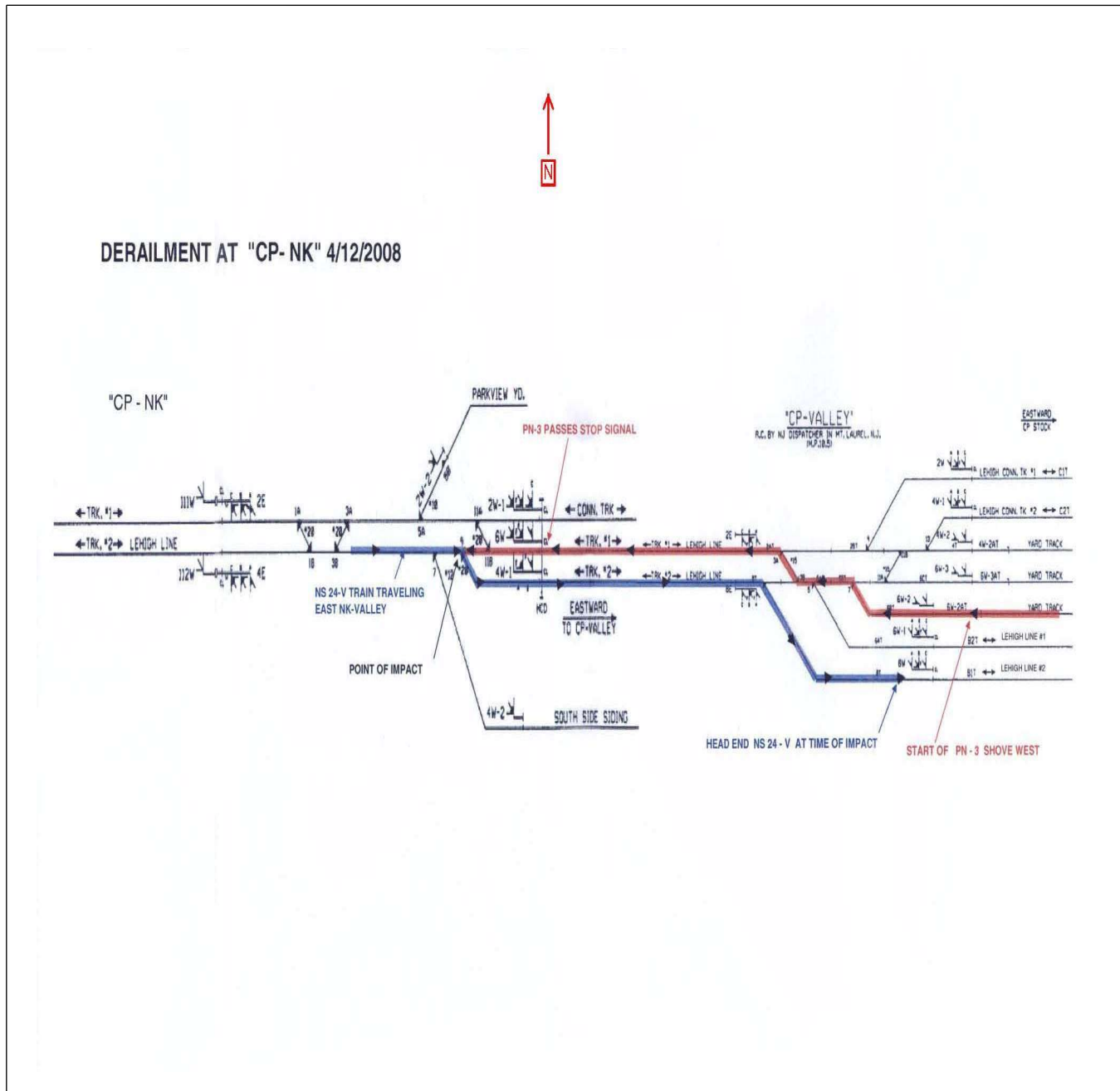
95. Engineer/Operators	96. Firemen	97. Conductors	98. Brakemen	99. Engineer/Operator	100. Conductor
N/A	N/A	N/A	N/A	Hrs N/A Mi N/A	Hrs N/A Mi N/A

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. F. Bus J. Other Motor Vehicle Code	A. Auto D. Pick-Up Truck G. School Bus K. Pedestrian	B. Truck E. Van H. Motorcycle M. Other (<i>spec. in narrative</i>)	N/A	111. Equipment	3. Train (<i>standing</i>)	6. Light Loco(s) (<i>moving</i>)	Code
108. Vehicle Speed (<i>est. MPH at impact</i>)	N/A	109. geographical Code	N/A	1. Train(<i>units pulling</i>)	4. Car(s) (<i>moving</i>)	7. Light(s) (<i>standing</i>)	N/A
		1. North 2. South 3. East 4. West	N/A	2. Train(<i>units pushing</i>)	5. Car(s) (<i>standing</i>)	8. Other (<i>specify in narrative</i>)	
				112. Position of Car Unit in	N/A		

110. Position 1. Stalled on Crossing 2. Stopped on Crossing 3. Moving Over Crossing 4. Trapped				Code N/A	113. Circumstance 1. Rail Equipment Struck Highway User 2. Rail Equipment Struck by Highway User				Code N/A		
114a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?				Code N/A	114b. Was there a hazardous materials release				Code N/A		
1. Highway User 2. Rail Equipment 3. Both 4. Neither					1. Highway User 2. Rail Equipment 3. Both 4. Neither						
114c. State here the name and quantity of the hazardous materials released, if any. N/A											
115. Type 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wigs 5. Hwy. traffic signals 6. Audible Warning 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (spec. in narr.) 12. None				Code N/A	116. Signaled Crossing (See instructions for codes)				Code N/A	117. Whistle Ban 1. Yes 2. No 3. Unknown	
Code(s)				N/A	N/A	N/A	N/A	N/A	N/A	N/A	
118. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach				Code N/A	119. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown				Code N/A	120. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	
121. Age N/A		122. Driver's Gender 1. Male 2. Female		Code N/A	123. Driver Drove Behind or in Front of and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown				Code N/A	124. Driver 1. Drove around or thru the Gate 2. Stopped and then Proceeded 3. Did not Stop 4. Stopped on Crossing 5. Other (specify in narrative)	
125. Driver Passed Highway Vehicle 1. Yes 2. No 3. Unknown				Code N/A	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 N/A		
Casualties to:			Killed	Injured	127. Driver 1. Killed 2. Injured 3. Uninjured				Code N/A	128. Was Driver in the Vehicle? 1. Yes 2. No	
129. Highway-Rail Crossing Users			N/A	N/A	130. Highway Vehicle Property Damage (est. dollar damage)				N/A	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.



137. SYNOPSIS OF THE ACCIDENT

Conrail Shared Assets (CRSH) Train YPPN-3 Locomotives CSX 4425 and NS 3426 east out on Track 10 in Oak Island Receiving Yard shoving 66 cars west onto Track No. 1, Lehigh Line on signal indication at CP Valley failed to protect the rear of the shove and collided with NS Train 24V. The conductor was riding the west end of the shoving movement. When the rear of the train passed CP Valley, the Conductor stepped off the leading car and allowed the shoving movement to continue with no one riding the leading end. The conductor continued to call car counts to the Locomotive Engineer over the radio when he was not able to observe the track ahead of the movement. The Movement went past a Stop Signal at CP NK and raked the side of eastbound passing Norfolk Southern Train 24V that was operating on signal indication on Track 2 at CP NK. The collision resulted in the derailment of four cars on NS Freight Train 24V and ripped open two covered hopper car loads of soybeans of CRSH Train YPPN-3 spilling soybeans on the ground.

The cause of the collision was failure of the crew of CRSH to protect the rear of the train while performing a shoving move.

138. NARRATIVE**CIRCUMSTANCES PRIOR TO THE ACCIDENT**

The crew of Conrail Shared Assets Train (CRSH) Train YPPN-3 went on duty at Port Newark Yard Office at 7:59 a.m. on Saturday April 12, 2008. After receiving a Job Briefing from the Yardmaster at Port Newark, the crew took locomotives CSX 4425 and NS 3426 and proceeded via the Snake Track to CP Pike and the Oak Island Receiving Yard to pick up the train of 66 cars on Track 10. The crew coupled the locomotives to the east end of the cars on Track 10 and the Conductor proceeded to the west end of the train to make a brake test. After disconnecting the yard ground air supply, the crew made a brake test. After completion of the brake test, the engineer called the North Jersey Train Dispatcher at Mount Laurel, N J and requested permission to shove the train west out of the Receiving Yard to CP Valley and then operate east to Port Newark. The Train Dispatcher displayed a signal for CRSH Train YPPN-3 to proceed west.

The Conductor called out a "Slow Approach" signal aspect at CP Valley and the train began shoving west. Approaching the west end of CP Valley, the Conductor stepped off the leading end of the movement to the ground and allowed the shoving movement to continue with no one protecting the leading end of the shove. However, the Conductor continued to call car counts to the Engineer over the radio, even though he was not on the leading end to observe the track conditions ahead. The movement continued unprotected.

Approaching CP NK, a Stop Signal was encountered by the crew of CRSH YPPN-3 due to eastbound Norfolk Southern (NS) Train 24V which was operating on signal indication from No. 2 Track to No. 2 Track en route to Port Elizabeth Marine Terminal. CRSH Train YPPN-3 went past the Stop Signal at CP NK and struck the fifth car from the rear of NS Train 24V. As a result of the collision, the fifth, fourth, third and second cars from the rear end derailed. Two covered hopper car loads of soybeans which were the last and next to last cars on CRSH Train YPPN-3 were ripped open and the contents spilled on the ballast. The Engineer of CRSH Train YPPN-3 was unaware of the collision until his train went into emergency brake application as a result of the collision. There were no injuries reported on either train.

After Conrail Officials conducted disciplinary proceedings against the Conductor, the Conductor was

dismissed from Conrail for all services.

The cause of the collision was failure of the crew of CRSH to protect the rear of the train while performing a shoving move.