

Federal Railroad Administration Office of Safety Headquarters Assigned Accident Investigation Report HQ-2007-43

> Amtrak (ATK) Plant City, Florida July 16, 2007

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.

		NGDOD		234															
FEDERAL RAILR	OF TRA ROAD A	ANSPOR DMINIS	ΓΑΤΙΟ ΓRAT	JN ION	FRA FA	ACTU	AL RA	ILR	CAD AG	CCID	ENT F	REPOR	Т]	FRA Fi	le #	<u>HQ-200</u>	07-43	
1.Name of Railroad C	1a.	1a. Alphabetic Code					b. Railroad Accident/Incident No.												
Amtrak [ATK]		ATK					104975												
2.Name of Railroad O N/A	2a.	2a. Alphabetic Code N/A					. Railroad Accident/Incident No. N/A												
3.Name of Railroad C N/A	3a.	3a. Alphabetic Code 3t N/A						Railroad Accident/Incident No.											
4.Name of Railroad R	4a.	4a. Alphabetic Code 4					Railroad Accident/Incident No.												
5 US DOT AAR G	n [CSX rade Cro] ssing Iden	tificati	on Nur	nher			61	Date of Acc	CSX ident/In	cident		7.1	000034065 Time of Accident/Incident					
624								Mo	onth 07	Day	17 Y	ear 200	03:15:				AM	V PM	
8. Type of Accident/In	ndicent	1. Derail	ment		4. Side c	ollision		7.	7. Hwy-rail crossing 10. Explosion-c					onation 13. Other Code				Code	
(single entry in code box) 2. Head on collis					5. Rakin	g collisio	n	8.	8. RR grade crossing 11. Fin			Fire/viol	ire/violent rupture			ribe in tive)	n	l	
3. Rear end colli					ion 6. Broken Train collision			9.	9. Obstruction 12. C			Other im	pacts					07	
9. Cars Carrying 10. HAZMAT Car HAZMAT Damaged/Deraile				Cars	s 11. Cars Re HAZMAT			leasin	easing 12. Pe			ple		13. Division					
	0	Duniuge	a/Deru	lica	N/A 15 Mil				N/A		Liucuu	.eu		0			acksonvi	lle	
14. Nearest City/Town	n					(to	nearest t	enth)		Abbr	Code	17	17. County						
	Р	lant City					A859.		7		N/A	FL			HILLS	BOR	OUGH		
18. Temperature (F)		19. Visil	bility	(sing	gle entry)	Code	20. V	Veath	er (single	entry)		Cod	e	21. Typ	e of Tra	ack		Code	
(specify if minus)	F	1.	Dawn Dav	3.D 4 I	usk Dark	1 2	1	. Cle	ar 3. Ra	in 5.8	Sleet	1	1	1. Main 3. S		Sidir	1g	1	
95	-	2.	Duy	1.1	Jurk	22 ED	2 A Treals	2. Cloudy 4. Fo		g 6.	Snow	als Danait	1	2. 1.	aiu 4.	Dine	suy		
22. Track Name/Nur	mber				23. FRA Trac Class (1-			X) .	Code	24. Ann (gr	 Annual Track Density (gross tons in 			25. 11m	1. North 3. Ea		East	Code	
			singl	e main					4 millions) 25						2. Sout	h 4.		2	
							OPER	ATI	ING TRA	IN #1									
26. Type of Equipme	nt 1	. Freight tr	ain	4. W	ork train 7	. Yard/sw	itching	A.	. Spec. MoV	V Equip	. Code	27. Wa	s Equip	oment (Code	28. 7	Frain Nur	nber/Symbol	
Consist (single entry) 2. Passenger train 5. Single car 8. Light loco(s)							co(s).			1		Att	ended?	ed?					
20.0.1	3	. Commute	er train	6. Cu	t of cars 9	. Maint./i	nspect.ca	ır						2. No 1 PO92					
29. Speed (recorded s	speed, if	available)	Code	e 31.	. Method(s)	of Operat	ion ((ente	r code(s) t	hat app	oly) ol instru	ections		31a. Rem	lotely C	ontro	lled Loco	omotive?	
F Estimated	67	мрн	R	a.	ATCS	4 1	g. Auton h. Currer	hatic t	block	n. Other	than ma	ain track		1 = Remote control portable					
E - Estimated	07	NII II			. Auto traii	1 stop	i. Time ta	able/t	rain orders	o. Posit	ive train	control		2 = Rem	ote cont	rol to	wer		
30. Trailing Tons ((gross to	onnage,		d	. Cab		j.Track warrant			nt control p. Other (Specify in narrati				3 = Rem	ote con	trol			
excluding power units) e. Traffic							k. Direct	traffi	ic control		Code	(s)		transmi	tter - m	ore th	an one		
		n/a		1.	. Interlocking	g	I. Y ard hi	nits		е	N/A N	J/A N/A	N/A	Telliote	control	u unoi	intter	0	
32. Principal Car/Unit	1	a. Initial	and Ni	ımber	b. Positi	on in Trai	n c.	Loade	ed(yes/no)	33. If 1	railroad	employee	(s) teste	ed for drug	g/alcoho	l use,			
 First involved (derailed struck et al.) 	tc)	Al	MT 19	1		1		1	N/A	th	le approi	number u priate box	iat were	e positive i	п		Alcohol	Drugs	
(2) Causing (if mec	hanica	1								34 V	Vasthis	consist tr	ansport	ing nassen	oers? (N	/N)	N/A	N/A	
cause reported))		0			0 D	oon End	N	N/A	54. (vus uns	consist u	L	adad	1	Eene	4	N/A	
35. Locomotive Unit	35. Locomotive Units a. Head End b. Ma			Mid T mual	Frain c. Remote	d. Manu	al c. Re	mote	36. Cars			a.	Freight	b. Pass.	c. Frei	ight	d. Pass.	e. Caboose	
(1) Total in Train	(1) Total in Train 2			0	0	0	0		(1) Total	in Equip	ment Co	onsist	0	9	0)	0	0	
(2) Total Derailed	(2) Total Derailed 2			0	0	0	0		(2) Total	Derailed	I		0	9	0	,	0	0	
37. Equipment Dama	ige	075065		38. Tra	ick, Signal.	Way.			39 Primary Cause					40 Contributing Cause					
This Consist		875000		&	Structure Da	mage	7500	0	Code M308					Code N/A					
		Numbe	er of Ci	ew Me	embers							Le	ngth of	of Time on Duty					
41. Engineer/	42. Fir	remen		43. Co	onductors	44. B	akemen		45. Engineer/Operator			ator		46. Conductor			_	M: 10	
Operators 1		0			1		0		Hrs ₇ Mi			Mi	0	Hrs 7 Mi			Mi 10		
Casualties to: 47. Railroad Employees 48. T					in Passenger	rs 49.	Other	50. EOT Device?				51. Was EOT Device Properly Armed?							
Fatal		0			0		0		1. Yes 2. No 2					1. Yes 2. No 2					
ļ									52. Caboose Occupied by Crew?										
Nonfatal		6			16		0			1. Ye	es		2. No						
						C	PERA	ΓINC	G TRAIN	#2									
53. Type of Equipmen	nt 1.	Freight tra	ain 	4. Wo	ork train 7.	Yard/sw	itching	A.	Spec. MoW	/ Equip.	Code	54. Wa	s Equip	ment C	Code	55. T	'rain Nun	nber/Symbol	
Consist (single ent	try) 2.	Commute	r train	5. Sin	t of care 0	Light lo	o(s).	r		I	NI/A	Atte	vac	2 No 1	No N/A N/A			/A	
56. Speed (recorded)	eneed if	available	Cod	0. Cu	Method(s)	of Operat	ion (ente	N/A 1. Yes 2. N					2. 180 58a Rem	otely C	ontro	lled Loco	omotive?	
R - Recorded	specu, II	avallable)	Code	a.	ATCS	or Operat	g. Auton	natic b	atic block m Special instructions					0 = Not a remotely controlled					
E - Estimated N/A MPH N/A b. Auto train control h. Cur							h. Currer	nt of t	raffic		1 = Remote control portable								

	CAD AL	NSPORT DMINIST	ATIO	ON ON	FRA FA	CTUAL	RAILR	OAD AC	CIDENT REPO	ORT	F	RA File #	≢ <u>HQ-200</u>	7-43	
57. Trailing Tons (gross tonnage, excluding power units)					c. Auto train stop i. Time table. d. Cab j.Track warra e. Traffic k. Direct traf				b. Positive train control. Other (Specify in r Code(s)	ol narrative)	2 = Remo 3 = Remo transmit				
		N/A		f. 1	f. Interlocking l.Yard limi			Free Constant of C	N/A N/A N/A 1	N/A N/A	remote control transmitter			N/A	
59. Principal Car/Unit a. Initial and Nu				ımber	ber b. Position in Train			ed(yes/no)	60. If railroad emp	loyee(s) tes	ted for dru				
(1) First involved (derailed struck etc) N/A				N/2	A	N	J/A	enter the numb	e box.			Alcohol	Drugs		
(2) Causing (if mechanical									61 Was this consi		ist transporting passen		N/A J)	N/A	
cause reported)			N/A		N/A		1	N/A		P	ing passengers: (1/14)			N/A	
62. Locomotive Units		a. Head End	d Mid Ti b. Manual		ain Rear c. Remote d. Manual		End c. Remote	63. Cars		Lo a. Freight	aded b. Pass.	Er c. Freight	npty t d. Pass.	e. Caboose	
(1) Total in Train		N/A	N/A N/A		N/A	N/A	N/A	(1) Total ir	equipment Consist	N/A	N/A	N/A	N/A	N/A	
(2) Total Deraile	d	N/A	N/	A	N/A	N/A	N/A	(2) Total D	erailed	N/A	N/A	N/A	N/A	N/A	
64. Equipment Dama	age	NT/A	6	55. Tra	ck, Signal, W	ay,	NT/A	66. Primar	y Cause		67. Contr	ributing Ca	ause		
This Consist		N/A Numba	r of Cr	& S	tructure Dan	nage	N/A	Code	1	N/A	Code	1		N/A	
68 Engineer/	69 Fire	men		70. Co	nductors	71. Brake	emen	72 Engine	eer/Operator	Lengui oi	73. Con	ductor			
Operators N/	N/A				N/A	N	N/A		Hrs N/A M	i N/A		Hrs	N/A	Mi _{N/A}	
Casualties to:	74. Railro	oad Emplo	yees 7	5. Trai	n Passengers	76. Other		77. EOT L	evice?	N/A	78. Was EOT Device Properl			Armed?	
Fatal		N/A			N/A	N	I/A	79 Caboo	se Occupied by Crev	11/A		IN/A			
Nonfatal	N/A				N/A	N	N/A		1. Yes	2. No		N/A			
			I			OP	ERATIN	G TRAIN	#3					1	
80. Type of Equipme Consist (single en	nt 1. H try) 2. H	Freight tra Passenger	in train	4. Wor 5. Sing	k train 7. Y le car 8. I	ard/switch/ ight loco(s	ing A.	Spec. MoW	Equip. Code 81.	Was Equipn Attended?	nent Co	ode 82.	Train Nun	nber/Symbol	
82 Speed (1.1	3. Commuter train 6. Cut of cars 9. Maint./inspect.car							$\frac{ VA }{ VA } = \frac{1.4 \text{ Yes } 2.8 \text{ No} VA }{ VA } = \frac{1.4 \text{ Yes } 2.8 \text{ No} VA }{ VA }$							
R - Recorded	speed, if a	vallable)	Code	85.	ATCS	operation g. A	(enter Automatic h	lock n	a. Special instructions		0 = Not a	remotely c	controlled	mouve:	
E - Estimated N/A MPH N/A b. Auto train control h. Current of the							raffic n. Other than main track 1 = Remote control portable								
84. Trailing Tons (gross toni	nage,		c.	Auto train	stop i. Ti i Tr	ime table/tr ack warran	rain orders 0. Positive train control $2 =$ Remote control tower at control p. Other (Specify in narrative) $3 =$ Remote control							
excluding power		e.	Traffic	k. E	Direct traffic	c control	Code(s)		transmit	ter - more	than one				
		N/A		f . 1	Interlocking	1.Ya	ard limits		XY/A XY/A XY/A X	N/A N/A	remote control transmitter N/A				
86. Principal Car/Un	it	a. Initial	and Nu		mber b. Position in Train c. Load				N/A N/A N/A					IN/A	
(1) First involved				imber	b. Positio	n in Train	c. Load	ed(yes/no)	87. If railroad emplo	oyee(s) teste	ed for drug	g/alcohol u	se,	IN/A	
(darailed struck	ata)		N/A	lilliber	b. Positio	n in Train A	c. Load	ed _(yes/no) N/A	N/A N/A N/A N/A 87. If railroad empletementer the numb	oyee(s) testo er that were	ed for drug positive i	g/alcohol u n	se, Alcohol	Drugs	
$\frac{\text{(derailed, struck,}}{\text{(2) Causing} \text{(if me}}$	etc) chanical		N/A		b. Positio	n in Train A	c. Load	ed(yes/no) N/A	N/A N/A N/A N/A 1 87. If railroad emple enter the numb the appropriate 88. Was this consi	oyee(s) teste er that were box.	ed for drug positive is	z/alcohol u n gers? (Y/N	se, Alcohol N/A	Drugs N/A	
(derailed, struck, (2) Causing (if me cause reported	etc) chanical I)		N/A N/A		b. Positio	n in Train A A	c. Load	ed(yes/no) N/A N/A	N/A N/A N/A 87. If railroad emplementer the number the appropriate 88. Was this considered	byee(s) tester er that were box. ist transport	ed for drug positive i ing passen	gers? (Y/N	se, Alcohol N/A N)	N/A Drugs N/A N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni	etc) chanical l) ts	a. Head End	N/A N/A b. Mai	Mid T	b. Positio N/ N/ rain c. Remote	n in Train A A Rear I. Manual	c. Load	ed(yes/no) N/A N/A 90. Cars	N/A N/A N/A 87. If railroad emplenter the number of the appropriate 88. Was this considered	oyee(s) teste er that were box. ist transport Lo a. Freight	ed for drug positive i ing passen aded b. Pass.	z/alcohol u n gers? (Y/N Er c. Freight	se, Alcohol N/A N) npty t d. Pass.	N/A Drugs N/A N/A e. Caboose	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train	etc) chanical l) ts n	a. Head End N/A	N/A N/A b. Mai	Mid T nual /A	b. Positio N/ N/ rain c. Remote N/A	n in Train A A Rear I. Manual N/A	c. Load End c. Remote N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in	N/A N/A N/A 87. If railroad emplement the number of the appropriate 88. Was this considered 88. Was this considered	oyee(s) testo er that were box. ist transport Lo a. Freight N/A	ed for drug positive in ing passen aded b. Pass. N/A	gers? (Y/N Er c. Freight N/A	se, Alcohol N/A N) npty t d. Pass. N/A	N/A Drugs N/A e. Caboose N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile	etc) chanical l) ts n d	a. Head End N/A N/A	N/A N/A b. Mar N/	Mid T nual /A A	b. Positio N/ rain c. Remote N/A N/A	n in Train A A Rear I. Manual N/A N/A	c. Load C. Load I End c. Remote N/A N/A	ed(yes/no) N/A V/A 90. Cars (1) Total in (2) Total D	N/A N/A N/A 87. If railroad emplenter the number of the appropriate 88. Was this considered 88. Was this considered Equipment Consist	boyee(s) teste er that were box. ist transport Lo a. Freight N/A N/A	ed for drug positive i ing passen aded b. Pass. N/A N/A	gers? (Y/N Er c. Freight N/A N/A	se, Alcohol N/A N) t d. Pass. N/A N/A	N/A Drugs N/A N/A e. Caboose N/A N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile 91. Equipment Dama	etc) chanical l) ts n d d	a. Head End N/A N/A	N/A N/A b. Mai N/ N/	Mid T nual /A A 02. Trac	b. Positio N/ rain c. Remote N/A N/A Ck, Signal, W	n in Train A A I. Manual N/A N/A ay,	c. Load	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D 93. Primar	N/A N/A N/A I 87. If railroad emplement the number of the appropriate 88. Was this considered and the appropriate 88. Was this considered and the appropriate 98. Was this considered and the appropriate Equipment Consist 90. Note: State of the appropriate Verailed 90. Cause Code	loyee(s) teste er that were box. ist transport Lo a. Freight N/A N/A	ed for drug positive i: ing passen aded b. Pass. N/A N/A 94. Contr	z/alcohol u n gers? (Y/N Er c. Freight N/A N/A ributing Ca	se, Alcohol N/A N) npty t d. Pass. N/A N/A N/A ause	N/A Drugs N/A N/A e. Caboose N/A N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile 91. Equipment Dama This Consist	etc) chanical)) ts n d age	a. Head End N/A N/A N/A	N/A N/A b. Mar N/ N/ S	Mid T nual /A A 22. Trac & S	b. Positio N/ N/ N/A N/A N/A N/A ck, Signal, W tructure Dan	n in Train A A Rear I. Manual N/A N/A ay, nage	C. Load	ed(yes/no) N/A 90. Cars (1) Total in (2) Total D 93. Primar	N/A N/A N/A 87. If railroad emplenter the number enter the number 88. Was this considered 88. Was this considered Equipment Consist terailed y Cause Code Image: Provide the properties of the prop	boyee(s) test er that were box. ist transport Lo a. Freight N/A N/A V/A	ed for drug positive i ing passen aded b. Pass. N/A N/A 94. Contr Code	z/alcohol u n gers? (Y/N Er c. Freight N/A N/A ributing Ca	se, Alcohol N/A N) npty t d. Pass. N/A N/A N/A ause	N/A Drugs N/A N/A e. Caboose N/A N/A N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile 91. Equipment Dama This Consist	etc) chanical)) ts d age 96. Fire	a. Head End N/A N/A N/A Numbe	N/A N/A b. Mar N/ S r of Cre	Mid T nual /A A 2. Trac & S ew Mer 97. C	b. Positio N/ c. Remote N/A N/A N/A k, Signal, W tructure Dan mbers onductors	n in Train A A Rear I. Manual N/A N/A N/A iay, iage	c. Load End c. Remote N/A N/A N/A	ed(yes/no) N/A V/A 90. Cars (1) Total in (2) Total D 93. Primar 99. Engine	N/A N/A N/A 1 87. If railroad emplement the number of the appropriate 88. Was this considered and the appropriate 88. Was this considered and the appropriate 88. Was this considered and the appropriate Equipment Consist 1 verailed 1 y Cause Code 1 eer/Operator 1	boyee(s) teste er that were box. ist transport Lo a. Freight N/A N/A V/A Length of '	ed for drug positive i ing passen aded b. Pass. N/A N/A 94. Contr Code Fine on D	t/alcohol u n gers? (Y/N C. Freight N/A N/A ributing Ca uty uductor	se, Alcohol N/A N) t d. Pass. N/A N/A ause	N/A Drugs N/A e. Caboose N/A N/A N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile 91. Equipment Dama This Consist 95. Engineer/ Operators N/A	etc) chanical) ts d age 96. Fire	a. Head End N/A N/A N/A Numbe men V/A	N/A N/A b. Mat N/ S r of Cre	Mid T nual /A A 22. Trac & S ew Mer 97. C	b. Positio N/ N/ N/A N/A N/A Ck, Signal, W tructure Dan mbers onductors N/A	n in Train A A NA N/A N/A iage 98. Brakk N	c. Load	ed(yes/no) N/A 90. Cars (1) Total in (2) Total D 93. Primar 99. Engine	N/A N/A N/A I 87. If railroad emplement enter the numb the appropriate 88. Was this considered appropriate 88. Was this considered appropriate 88. Was this considered appropriate 89. Was this considered appropriate 90 appropriate 9 Cause Code 1 9 cause Code	i N/A	ed for drug positive i ing passen aded b. Pass. N/A N/A 94. Contr Code Fime on D 100. Cor	yalcohol u n gers? (Y/N Er c. Freight N/A N/A ributing Ca uty nductor Hrs	se, Alcohol N/A N) npty t d. Pass. N/A N/A N/A	N/A Drugs N/A N/A e. Caboose N/A N/A N/A N/A Mi N/A	
(derailed, struck, (2) Causing (if me cause reported 89. Locomotive Uni (1) Total in Train (2) Total Deraile 91. Equipment Dama This Consist 95. Engineer/ Operators N/A Casualties to:	etc) chanical) ts d age 96. Fire 101. Rail	a. Head End N/A N/A N/A Numbe men V/A road Emp	N/A N/A b. Mat N/ N/ g r of Cre	Mid T nual /A A W Mei 97. C	b. Positio N/ N/ c. Remote N/A N/A N/A Ck, Signal, W Cructure Dan mbers onductors N/A	n in Train A Rear I. Manual N/A N/A ay, nage 98. Brake N 103. Oth	c. Load	ed(yes/no) N/A 90. Cars (1) Total in (2) Total D 93. Primar 99. Engine 104. EOT	N/A N/A N/A 87. If railroad empleenter the number enter the number 88. Was this considered 88. Was this considered Equipment Consist verailed v Cause Code eer/Operator Hrs N/A	vyee(s) test er that were box. ist transport Lo a. Freight N/A N/A V/A Length of ⁷ i N/A	ed for drug positive i ing passen aded b. Pass. N/A N/A 94. Contr Code Fime on D 100. Cor	z/alcohol u n gers? (Y/N Er c. Freight N/A N/A ributing C: uty hductor Hrs s EOT Dev	se, Alcohol N/A N) npty t d. Pass. N/A N/A ause N/A N/A	N/A Drugs N/A N/A e. Caboose N/A N/A N/A N/A N/A	
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DEPARTM FEDERAL F	ENT OF TRA RAILROAD A	ANSPO DMINI	RTAT STRA	'ION TION	FRA F	FACTUA	L RAILR	OAD AC	CID	ENT F	REP	ORT	F	RA File # <u>HQ-2007-</u>	43	
110. Position							Code	113. Circu	mstanc	e					Code	
1. Stalled on Crossing 2. Stopped on Crossing 3. Moving Over Crossing 1. Rail Equipment Struck Highway User												1				
4. Trapped 3 2. Rail Equipment Struck by Highway User													1			
114a. Was the highway user and/or rail equipment involved Code 114b. Was there a hazardous materials release													Code			
1 Highway User 2 Rail Equipment 3 Both 4 Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither											4. Neither	4				
114c. State he	re the name an	d quanti	v of th	e hazai	dous materia	als released.	if any.								1	
		- 1	,				N/A									
115. Type	1.Gates	4.V	Vig Wa	igs	7.Cro	ssbucks 10).Flagged by	crew	116. S	Signaled	Cross	sing	Code	117. Whistle	Code	
Crossing 2.Cantilever FLS 5.Hwy. traffic signals 8.Stop signs 11.Other (spec. in narr.) (See instructions for codes) 1. Yes																
Warning 3.Standard FLS 6.Audible 9.Watchman 12.None 2. No											2. No 3. Unknown					
Code(s)	07	7 N/A						5. Olikilowii	2							
118. Location of Warning Code 119. Crossing Warning Code 120. Crossing Illuminated by Street											by Street	Code				
1. Both Sid	with	Highway Sig	Signals Lights or Special Lights				hts									
2. Side of Vehicle Approach 1. Yes							. Yes	1. Yes								
Opposit	e Side of Vehic	le Appro	bach		1	3	. No . Unknown		2			3. Unknown			2	
121.	122. Driver's	Gender	Code	123.	Driver Drov	e Behind or	in Front of	Code	e 12	24. Drive	r				Code	
Age	1. Male			.	and Struck o	r was Struck	by Second T	Frain		1. Drove	arou	nd or thru th	e Gate	4. Stopped on Crossing		
34	2. Female	e i			1. Yes	2. No	3. Unknown	i j		2. Stopp	ed an	d then Proce	eded	5. Other (specify in	1	
			1					2		3. Did no	ot Sto	pp		narrative)	3	
125. Driver Pa	ssed	Coc	e 12	6. Viev	w of Track C	bscured by	(primary obs	struction)							Code	
Highway V	ehicle			1. Pe	ermanent Str	ucture	Passin	ng Train 5.	Vegeta	ation		7. Other (s	specify in 1	narrative)		
1. Yes 2. No	3. Unknown	2		2. St	tanding Railı	oad Equipm	nent 4. Topo	graphy 6.	Highwa	ay Vehic	ele 8	8. Not obstru	icted		8	
Casualties to: Killed Injured 127. Driver Code 128. Was Driver in the Vet								ne Vehicle?	Code							
					5	1. Killed	2.Injured 3.	Uninjured		1		1. Yes 2. No				
129. Highway-Rail Crossing Users 1 0						130. High (est.)	way Vehicle dollar damag	Property Da ge)	Property Damage 20000				131. Total Number of Highway-Rail Crossing (include driver) 1			
132. Locomot	ive Auxiliary L	ights?					Code	133. Locoi	motive	Auxiliar	y Lig	tts Operatio	onal?		Code	
1. Y	es	2.	No				1 1.			Yes 2. No						
134. Locomot	ive Headlight I	lluminat	ed?				Code	135. Locor	motive	Audible	Warr	ning Sounde	d?		Code	
1. Y	es	2.	No				1	1.	Yes			2. No			1	

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



137. SYNOPSIS OF THE ACCIDENT

On July 17, 2007, at 3:15 p.m. Eastern Standard Time (EST), a southbound Amtrak Train PO92 collided with a flat bed truck at a highway-rail grade crossing in Plant City, Florida (FL). The accident occurred at CSX Transportation (CSX) milepost (MP) A859.7 on the CSX Jacksonville Division, Lakeland Subdivision.

The flat bed truck was completely destroyed and the truck driver was fatally injured. The train's two locomotives and nine passenger cars derailed, but remained upright. The locomotive engineer and the assistant conductor sustained non-life threatening injuries and were transported to a local hospital for treatment. Four on board service attendants and 16 passengers also sustained non-life threatening injuries. They were taken to local hospitals where they were treated and released.

Total damages reported are \$875,000 for equipment and \$75,000 for track. At the time of the accident, it was daylight, the weather was clear, dry, and a temperature of 95 °F.

Probable Cause

The accident was caused because the truck driver disregarded the crossing warning devices.

138. NARRATIVE

Circumstances Prior to the Accident

The crew of Train PO92 included a locomotive engineer, conductor, and an assistant conductor. They went on duty at 8:05 a.m. on July 17, at the Amtrak Hialeah Passenger Station in Miami, FL, which is their home terminal. All crew members received more then their statutory off-duty time prior to reporting for duty. Train PO92 consisted of two locomotives and nine passenger cars (a baggage car, two sleeper cars, a diner and lounge car, and four coach cars). The Hialeah Yard Mechanical Department performed a Class 1 air brake test at 6:30 a.m. that morning.

The crew of Train PO92 held a job briefing, performed a set and release train air brake test, and departed the Hialeah station at 8:50 a.m. bound for Tampa, FL. An Amtrak trainmaster was also on board the train observing the crew members for compliance with railroad operating and safety rules. The southbound train approached the accident area at 69 miles per hour (mph). The engineer was seated at the controls on the north side of the leading locomotive (AMT 191). The conductor and assistant conductor were located in passenger cars performing their normal on board duties, and the trainmaster was in the lounge car. The last passenger station stop prior to the accident was Lakeland, located at MP A850.7, on the CSX Lakeland Subdivision. Approaching the accident area, the track is tangent with a 0.12-degree descending grade from MP A859 to the private road crossing at MP A859.7 in Plant City.

The CSX timetable direction of the train at the accident area is south. The geographic direction is west. Timetable directions are used throughout this report.

The Accident

The train was traveling southward at 69 mph as it approached the private highway grade in Plant City. The engineer's view of the road crossing was unobstructed. The engineer said she was sounding the locomotive horn, ringing the bell, and the ditch lights and head lights were functioning. She noticed a truck approaching the crossing from the east side of the track and realized the impending collision as Train PO92 entered the crossing. The vehicle was a flat bed truck with two rear axles and hauling a removable 22 foot long industrial open top waste bin. The waste bin was loaded with light weight scrap metal. The engineer initiated an emergency air brake application and braced for the collision. At impact, the train was operating at 67 mph. Both speeds were verified by the event recorder on the lead locomotive. According to the locomotive engineer, the driver did not attempt to stop at the rail crossing. The maximum authorized speed for passenger trains at this location is 79 mph, as designated in the current CSX Timetable No. 4.

A report filed by the Florida Highway Patrol (FHP) estimated the driver was operating the truck at 5 mph when the collision occurred. Train PO92 struck the right side of the truck cab, causing the trash bin to dislodge from the truck bed, striking the left side of the lead locomotive. It came to rest about 45 feet from the road crossing. The truck frame was carried south along the track and stopped about 145 feet from the crossing. The truck cab was torn from the truck frame and stopped about 190 feet from the crossing and 100 feet east of the main track. The driver was ejected from the cab. After the trash bin struck the locomotive, it became wedged against the lead wheels on the right side of the locomotive and the gage side

7

of the welded rail. This additional lateral force caused the rail to roll outward on its side and making the train derail. Train PO92 continued traveling southward about 1,100 feet and the rail continued to roll under the train. The two locomotives and nine passenger cars derailed, but remained upright. After the train stopped, the engineer was able to establish radio communications with the train dispatcher and request assistance.

The collision ruptured the fuel tank on the lead locomotive, spilling about 800 gallons of diesel fuel. The fuel tank on the flat bed was also ruptured, spilling an estimated 80 gallons of diesel fuel. Sparks from the moving train ignited the diesel fuel causing a fire along both sides of the railroad right of way. Smoke and fumes from the fire began to enter into the passenger car compartments.

The conductor and assistant conductor, with the help of the on board service attendants and trainmaster, immediately assisted the passengers off the train. The assistant conductor and trainmaster went to check on the engineer and helped her off the locomotive. They returned to the passenger cars and continued assisting people off the train. All passengers were able to walk to a nearby bowling alley that volunteered to let the railroad use their facility as a holding area for the injured people. At the bowling alley the conductor took a head count. There were three train crew members, one trainmaster, nine service attendants, and 133 passengers on board the train and everyone was accounted for.

Medical and law enforcement personnel were at the scene within a few minutes of the accident. The agencies that responded to the accident were the Plant City Police, Plant City Fire and Rescue, Hillsborough County Sheriff Department, Hillsborough Fire and Rescue, and the FHP. The fire department quickly extinguished the fire, while the paramedics started treating the injured passengers and crew members and transporting them to local hospitals. There were a number of non-life threatening injuries caused by the accident. The locomotive engineer sustained a bruise to her forehead and a small laceration and bruise to her upper right arm. The laceration did not require stitches. The assistant conductor sustained bruising to both shoulders and also upper back and neck pain. Four on board service attendants and 16 passengers sustained minor injuries ranging from bumps and bruises to small lacerations, as well as neck and back pain. The injured were transported to local hospitals where they were treated and released.

Buses arrived and transported the remaining passengers and on board attendants to their destinations. The engineer and trainmaster were transported back to Miami after the engineer was released from the hospital. The conductor, assistant conductor, and the four on board service attendants were transported to a motel in Tampa. The locomotives and passenger cars were removed from the accident area and the track was repaired and placed back in service the following day at 5:35 p.m.

Analysis and Conclusion

Analysis

The driver of the flat bed truck was a 34 yr. old male. There were no other passengers in the truck. The driver was ejected from the truck and landed about 230 feet south of the road crossing and east of the main track. He was pronounced dead at the scene of the accident by the Hillsborough Medical Examiner. Prior to the accident, the driver had delivered an empty industrial waste bin to an industry located across the railroad crossing. He picked up a loaded waste bin of scrap metal for delivery to a recycle plant located in Plant City.

The private highway-rail grade crossing is equipped with cross bucks. There are no advance warning signs or pavement markings at the crossing. The road crossing is 15 feet wide and paved with asphalt and is in good condition. The cross buck on the east side of the track is located five feet to the right of the pavement and 11 feet from the rail. The height above ground to the center of the cross buck is 11 feet. The cross buck on the west side of the track is located seven feet to the right of the pavement and 10 feet from the rail. The height above ground to the center of the cross buck is nine feet.

The track and warning signs are maintained by CSX. The crossing is used by two industries within a fenced in area east of the crossing. An agreement is in place between the property owner and CSX for the road crossing maintenance and use.

The primary use of this crossing is industrial and there are no other access routes to the facility. An estimated 50 to 60 highway users, including the employees of the two industries inside the facility and truck drivers, use this crossing Mondays through Fridays. The gate to the facility is closed and locked on Saturdays and Sundays. Propane and acetone are transported by truck over the crossing into the industries on a regular basis.

Lead Locomotive No. AMT 191 was equipped with a headlight, auxiliary lights, and audible warning devices required by the Federal Railroad Administration (FRA). The locomotive was also equipped with a speed indicator and an event recorder as required. The relevant event recorder data was downloaded by ATK personnel and analyzed. The analysis of the data disclosed the locomotive engineer was in compliance with all applicable railroad operating and train handling requirements. The FRA reviewed the results of this analysis and concurred with the conclusions.

Conclusion

The ATK train crew was in full compliance with their own rules, CSX operating rules, and all applicable Federal standards. The engineer, only witness to the accident, had no information helpful to the accident investigators in determining why the truck driver failed to stop at the crossing as required by Florida State Law.

Fatigue Analysis

FRA obtained fatigue related information, including a 10-day work history, for three Amtrak employees involved in this high-way rail grade crossing accident, including the engineer, conductor of Train PO92. If the employee did not provide sleep information, the default setting of Excellent was used. FRA concluded fatigue was not probable for the employees of Train PO92.

Probable Cause

Through a FRA investigation, it was determined, that the accident was caused by the truck driver's disregard for the crossing warning devices.