Federal Railroad Administration
Office of Safety
Headquarters Assigned
Accident Investigation Report
HQ-2007-48

CSX Transportation (CSX)
Lumberton, North Carolina
July 26, 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.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # HQ-2007-48

1.Name of Railroad Operating Train #1: CSX Transportation [CSX]	1a. Alphabetic Code: CSX	1b. Railroad Accident/Incident No.: 000034402
2.Name of Railroad Operating Train #2: N/A	2a. Alphabetic Code: N/A	2b. Railroad Accident/Incident No.: N/A
3.Name of Railroad Operating Train #3: N/A	3a. Alphabetic Code: N/A	3b. Railroad Accident/Incident No.: N/A
4.Name of Railroad Responsible for Track Maintenance: CSX Transportation [CSX]	4a. Alphabetic Code: CSX	4b. Railroad Accident/Incident No.: 000034402

5. U.S. DOT_AAR Grade Crossing Identification Number: 623967U	6. Date of Accident/Incident: Month 07 Day 26 Year 2007	7. Time of Accident/Incident: 12:20: ☐ AM ☑ PM

8. Type of Accident/Indicent (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: 07

9. Cars Carrying HAZMAT	10. HAZMAT Cars Damaged/Derailed	11. Cars Releasing HAZMAT	12. People Evacuated	13. Division
0	N/A	N/A	0	Florence

14. Nearest City/Town	15. Milepost (to nearest tenth)	16. State Abbr	16. State Code	17. County
Lumberton	304.4	N/A	NC	ROBESON

18. Temperature (F) (specify if minus)	19. Visibility (single entry) 1. Dawn 2. Day 3.Dusk 4.Dark — Code	20. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5.Sleet 6.Snow — Code	21. Type of Track 1. Main 2. Yard 3. Siding 4. Industry — Code
90 F	2	1	1

22. Track Name/Number	23. FRA Track Class (1-9, X) — Code	24. Annual Track Density (gross tons in millions)	25. Time Table Direction 1. North 2. South 3. East 4. West — Code
main	3	9.1	2

OPERATING TRAIN #1

26. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s). 9. Maint./inspect.car — A. Spec. MoW Equip. Code	27. Was Equipment Attended? 1. Yes 2. No — Code	28. Train Number/Symbol
1	1	Q77826

29. Speed (recorded speed, if available) R - Recorded E - Estimated — Code	31. Method(s) of Operation (enter code(s) that apply)	31a. Remotely Controlled Locomotive?
38 MPH — R	a. ATCS; b. Auto train control; c. Auto train stop; d. Cab; e. Traffic; f. Interlocking; g. Automatic block; h. Current of traffic; i. Time table/train orders; j.Track warrant control; k. Direct traffic control; l.Yard limits; m.Special instructions; n. Other than main track; o. Positive train control; p. Other (Specify in narrative)	0 = Not a remotely controlled; 1 = Remote control portable; 2 = Remote control tower; 3 = Remote control transmitter - more than one remote control transmitter
30. Trailing Tons (gross tonnage, excluding power units): 1584	Code(s): k N/A N/A N/A N/A	0

32. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First involved (derailed, struck, etc)	CSX4784	1	N/A
(2) Causing (if mechanical cause reported)	0	0	N/A

33. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
N/A	N/A

34. Was this consist transporting passengers? (Y/N): N

35. Locomotive Units	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End c. Remote
(1) Total in Train	2	0	0	0	0
(2) Total Derailed	0	0	0	0	0

36. Cars	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	0	0	48	0	0
(2) Total Derailed	0	0	0	0	0

37. Equipment Damage This Consist	38. Track, Signal, Way, & Structure Damage	39. Primary Cause Code	40. Contributing Cause Code
$0.00	$0.00	M303	N/A

Number of Crew Members: 41. Engineer/ Operators	42. Firemen	43. Conductors	44. Brakemen
1	0	1	0

Length of Time on Duty: 45. Engineer/Operator	46. Conductor
Hrs 5 Mi 20	Hrs 5 Mi 20

Casualties to:	47. Railroad Employees	48. Train Passengers	49. Other
Fatal	0	0	0
Nonfatal	0	0	0

50. EOT Device? 1. Yes 2. No — Code	51. Was EOT Device Properly Armed? 1. Yes 2. No — Code
1	1

52. Caboose Occupied by Crew? 1. Yes 2. No — N/A

OPERATING TRAIN #2

53. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s). 9. Maint./inspect.car — A. Spec. MoW Equip. Code	54. Was Equipment Attended? 1. Yes 2. No — Code	55. Train Number/Symbol
N/A	N/A	N/A

56. Speed (recorded speed, if available) R - Recorded E - Estimated — Code	58. Method(s) of Operation (enter code(s) that apply)	58a. Remotely Controlled Locomotive?
0 MPH — N/A	a. ATCS; b. Auto train control; g. Automatic block; h. Current of traffic; m.Special instructions; n. Other than main track	0 = Not a remotely controlled; 1 = Remote control portable

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57. Trailing Tons (gross tonnage, excluding power units): N/A

c. Auto train stop; d. Cab; e. Traffic; f. Interlocking; i. Time table/train orders; j.Track warrant control; k. Direct traffic control; l.Yard limits; o. Positive train control; p. Other (Specify in narrative) Code(s): N/A N/A N/A N/A N/A

2 = Remote control tower
3 = Remote control transmitter - more than one remote control transmitter: N/A

59. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First involved (derailed, struck, etc)	0	0	N/A
(2) Causing (if mechanical cause reported)	0	0	N/A

60. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
N/A	N/A

61. Was this consist transporting passengers? (Y/N): N/A

62. Locomotive Units	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End c. Remote
(1) Total in Train	0	0	0	0	0
(2) Total Derailed	0	0	0	0	0

63. Cars	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	0	0	0	0	0
(2) Total Derailed	0	0	0	0	0

64. Equipment Damage This Consist: $0.00

65. Track, Signal, Way, & Structure Damage: $0.00

66. Primary Cause Code: N/A

67. Contributing Cause Code: N/A

Number of Crew Members

68. Engineer/ Operators	69. Firemen	70. Conductors	71. Brakemen
0	0	0	0

Length of Time on Duty

72. Engineer/Operator: Hrs 0 Mi 0

73. Conductor: Hrs 0 Mi 0

Casualties to:	74. Railroad Employees	75. Train Passengers	76. Other
Fatal	0	0	0
Nonfatal	0	0	0

77. EOT Device? 1. Yes 2. No: N/A

78. Was EOT Device Properly Armed? 1. Yes 2. No: N/A

79. Caboose Occupied by Crew? 1. Yes 2. No: N/A

OPERATING TRAIN #3

80. Type of Equipment Consist (single entry): 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s). 9. Maint./inspect.car A. Spec. MoW Equip. Code: N/A

81. Was Equipment Attended? 1. Yes 2. No Code: N/A

82. Train Number/Symbol: N/A

83. Speed (recorded speed, if available) Code
R - Recorded
E - Estimated N/A MPH: 0

84. Trailing Tons (gross tonnage, excluding power units): N/A

85. Method(s) of Operation (enter code(s) that apply)
a. ATCS; b. Auto train control; c. Auto train stop; d. Cab; e. Traffic; f. Interlocking; g. Automatic block; h. Current of traffic; i. Time table/train orders; j.Track warrant control; k. Direct traffic control; l.Yard limits; m.Special instructions; n. Other than main track; o. Positive train control; p. Other (Specify in narrative) Code(s): N/A N/A N/A N/A N/A

85a. 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: N/A

86. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded (yes/no)
(1) First involved (derailed, struck, etc)	0	0	N/A
(2) Causing (if mechanical cause reported)	0	0	N/A

87. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
N/A	N/A

88. Was this consist transporting passengers? (Y/N): N/A

89. Locomotive Units	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End c. Remote
(1) Total in Train	0	0	0	0	0
(2) Total Derailed	0	0	0	0	0

90. Cars	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	0	0	0	0	0
(2) Total Derailed	0	0	0	0	0

91. Equipment Damage This Consist: $0.00

92. Track, Signal, Way, & Structure Damage: $0.00

93. Primary Cause Code: N/A

94. Contributing Cause Code: N/A

Number of Crew Members

95. Engineer/ Operators	96. Firemen	97. Conductors	98. Brakemen
0	0	0	0

Length of Time on Duty

99. Engineer/Operator: Hrs 0 Mi 0

100. Conductor: Hrs 0 Mi 0

Casualties to:	101. Railroad Employees	102. Train	103. Other
Fatal	0	0	0
Nonfatal	0	0	0

104. EOT 1. Yes 2. No: N/A

105. Was EOT Device Properly 1. Yes 2. No: N/A

106. Caboose Occupied by Crew? 1. Yes 2. No: N/A

Highway User Involved

107. A. Auto B. Truck C. Truck-Trailer. D. Pick-Up Truck E. Van F. Bus G. School Bus H. Motorcycle J. Other Motor Vehicle K. Pedestrian M. Other (spec. in narrative) Code: A

108. Vehicle Speed (est. MPH at impact): 20

109. geographical) 1.North 2.South 3.East 4.West Code: 1

Rail Equipment Involved

111. Equipment 1.Train(units pulling) 2.Train(units pushing) 3.Train (standing) 4.Car(s) (moving) 5.Car(s) (standing) 6.Light Loco(s) (moving) 7.Light(s) (standing) 8.Other (specify in narrative) Code: 1

112. Position of Car Unit in: 1

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110. Position	Code	113. Circumstance	Code
1.Stalled on Crossing 2.Stopped on Crossing 3.Moving Over Crossing 4. Trapped	3	1. Rail Equipment Struck Highway User 2. Rail Equipment Struck by Highway User	1
114a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither	4	114b. Was there a hazardous materials release 1. Highway User 2. Rail Equipment 3. Both 4. Neither	4

114c. State here the name and quantity of the hazardous materials released, if any.
N/A

115. Type Crossing Warning	1.Gates	2.Cantilever FLS	3.Standard FLS	4.Wig Wags	5.Hwy. traffic signals	6.Audible	7.Crossbucks	8.Stop signs	9.Watchman	10.Flagged by crew	11.Other (spec. in narr.)	12.None
Code(s)	07	N/A	N/A	N/A	N/A	N/A	N/A					

116. Signaled Crossing (See instructions for codes)	Code	117. Whistle 1. Yes 2. No 3. Unknown	Code
	N/A		2

118. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	Code	119. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown	Code	120. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown	Code
	1		2		2

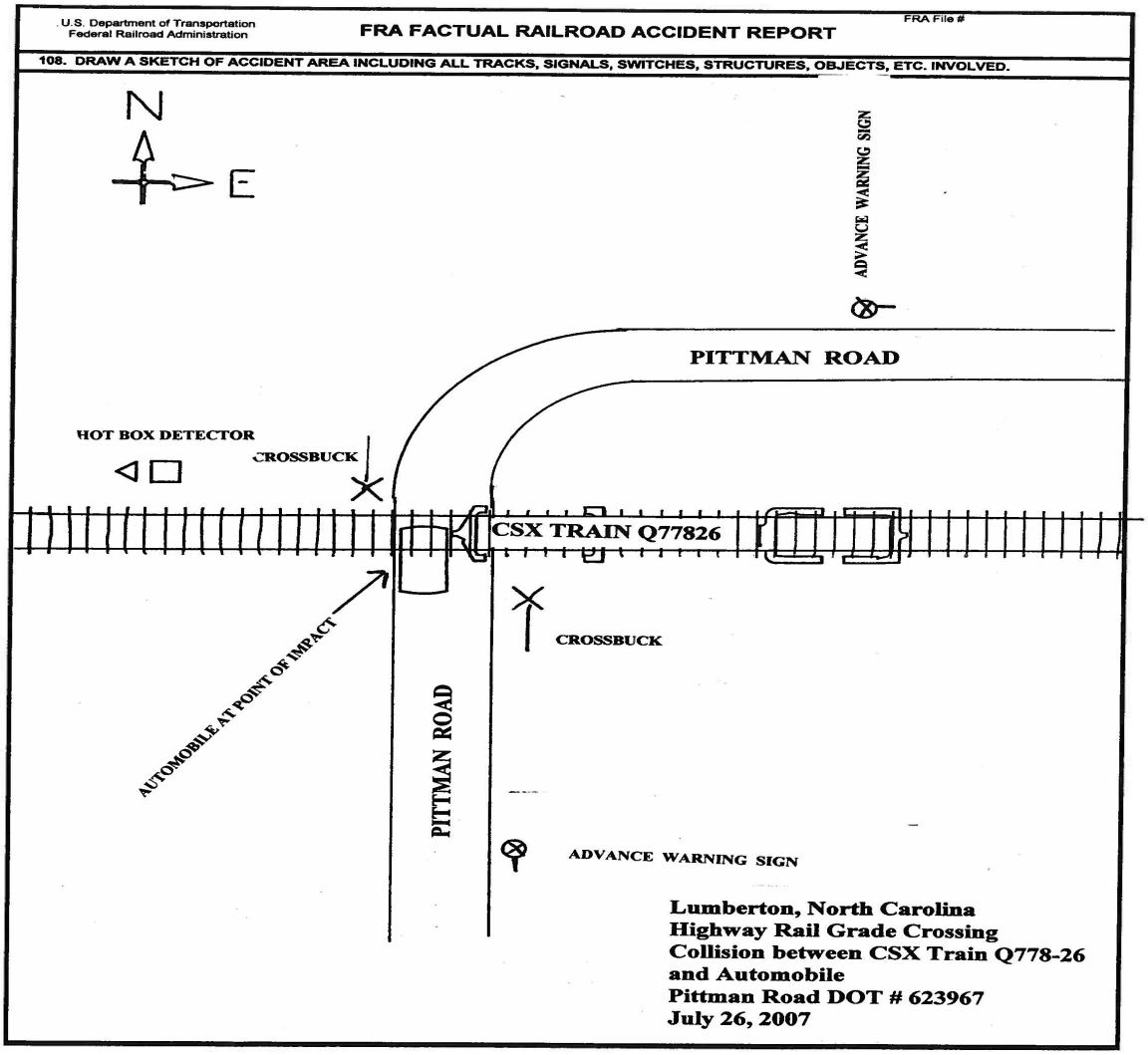
121. Age	122. Driver's Gender 1. Male 2. Female	Code	123. Driver Drove Behind or in Front of and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	124. Driver 1. Drove around or thru the Gate 2. Stopped and then Proceeded 3. Did not Stop 4. Stopped on Crossing 5. Other (specify in narrative)	Code
13		1		2		3

125. Driver Passed Highway Vehicle 1. Yes 2. No 3. Unknown	Code	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
	2		8

Casualties to:	Killed	Injured	127. Driver 1. Killed 2.Injured 3. Uninjured	Code	128. Was Driver in the Vehicle? 1. Yes 2. No	Code
				3		2
129. Highway-Rail Crossing Users	1	2	130. Highway Vehicle Property Damage (est. dollar damage)	9000	131. Total Number of Highway-Rail Crossing Users (include driver)	6

132. Locomotive Auxiliary Lights? 1. Yes 2. No	Code	133. Locomotive Auxiliary Lights Operational? 1. Yes 2. No	Code
	1		1
134. Locomotive Headlight Illuminated? 1. Yes 2. No	Code	135. Locomotive Audible Warning Sounded? 1. Yes 2. No	Code
	1		1

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



137. SYNOPSIS OF THE ACCIDENT

SYNOPSIS

On July 26, 2007, about 12:20 p.m. eastern standard time (EST), southbound CSX Train Q77826 struck a motor vehicle at a highway-rail grade crossing in Lumberton, North Carolina (NC). The incident occurred at milepost (MP) SE 304.4 on the CSX Transportation (CSX) Florence Division, Wilmington Subdivision. This track segment extends from Wilmington to Hamlet, NC. The method of operation is Direct Traffic Control (DTC)/Track Warrant Control (TWC) with a maximum authorized speed of 40 miles per hour (mph).

Train Q77826 was traveling southbound on the Wilmington Subdivision at 38 mph as it approached the Pittman Road highway-rail grade crossing, U.S. DOT No. 623967U. The motor vehicle was traveling northbound on Pittman Road and was struck by the train as it attempted to cross the highway-rail grade crossing in front of the approaching train.

As a result of the collision, one of the six occupants was fatally injured, and two occupants sustained serious to minor injuries. The six occupants of the motor vehicle were transported by Robeson County EMS to Southeastern Regional Medical Center. There were no injuries to the train crew.

The car was struck in the passenger door and was heavily damaged. Lead Locomotive CSXT 4784 sustained minor damage. No rail equipment derailed and there was no release of hazardous materials.

At the time of the accident, it was daylight and clear with a temperature of 90 °F.

The probable cause of the accident was the failure of the motor vehicle driver to stop at the highway-rail grade crossing and yield the right of way to the approaching train.

138. NARRATIVE

CIRCUMSTANCES PRIOR TO THE ACCIDENT

The crew of CSX Train No. Q77826 went on duty at 7 a.m. at CSX Davis Yard in Wilmington, their away from home terminal. The train crew consisted of a locomotive engineer and a conductor. Both train crew members had received 13 hours off duty time prior to reporting for duty.

CSX Train Q77826 consisted of Locomotives CSXT 4784 (lead) and CSXT 5332, and 48 empty rail cars. The train received a Class I-initial terminal air brake test, then departed Wilmington at 10:30 a.m., southward toward Hamlet, NC. The trip from Wilmington was uneventful prior to the accident. As CSX Train Q77826 approached Pittman Road, the engineer was seated at the controls on the north side of the locomotive, and the conductor was seated on the south side of the locomotive.

The track is tangent approaching the Pittman Road highway-rail grade crossing.

CSX Ttimetable direction and the geographic direction is north-south. Timetable directions are used throughout this report.

THE ACCIDENT

CSX Train Q77826 was operating at a recorded speed of 38 mph as it approached the Pittman Road crossing. The engineer began sounding the train horn at the whistle board located 1,697 feet east of the highway-rail grade crossing. As the train approached the crossing, the engineer noticed a vehicle approaching the crossing from his left side. He continued sounding the horn as he approached the crossing and observed the vehicle coming up to the crossing. The vehicle did not stop and drove onto the crossing in the front of the train. Train Q77826 struck the vehicle in the passenger door. The engineer placed the train in emergency and stopped 24 rail car lengths south of the crossing. The engineer notified the train dispatcher. and the conductor went back to the crossing to check on the occupants of the vehicle.

The vehicle was struck on the passenger side door causing the vehicle to come to rest on the north side of the track facing north. The train stopped three tenths of a mile south of the crossing and after stopping, the conductor walked back to the crossing to check on the vehicle occupants. The conductor proceeded to separate the train allowing emergency vehicles and responders access to the injured vehicle occupants.

All occupants of the motor vehicle were minors. One occupant, who was seated in the front passenger seat, jumped from the vehicle just prior to impact according to the North Carolina State Police report. The state police, local EMS, and fire departments responded within minutes of the accident.

HIGHWAY VEHICLE

The vehicle was a 2004 Nissan with a North Carolina registration. The vehicle was driven by a 13 year old male who did not have a driver license. The other five occupants of the vehicle were ages 9, 14, 16, and two 17 year olds.

The vehicle was traveling north on Pittman Road, and according to the conductor, it started to slow down as it approached the crossing, then continued onto the crossing.

DESCRIPTION OF ACCIDENT SITE

Pittman Road is a straight unpaved, two lane roadway, 20 feet in width. The highway-rail grade crossing is equipped with cross buck signs only, and an advance warning sign 688 feet south of the crossing. Posted highway speed is 55 mph, and the view approaching the crossing is unlimited for highway users.

No toxicological tests were performed on the CSX train crew.

ANALYSIS AND CONCLUSION

The whistle post for Pittman Road is located 1,697 feet north of the crossing. CSX Train Q77826 was sounding the horn and bell 14 seconds prior to impact, as indicated by the download of the locomotive event recorder.

Lead Locomotive CSXT 4784 was equipped with operable headlights, auxiliary lights, and an audible warning device as required by Federal regulations. The engineer observed the function of these devices prior to Train Q77826 departing Davis Yard.

The conductor said that the car appeared to slow down and then continued onto the crossing.

CONCLUSION

The 13 year old driver failed to stop at the Pittman Road highway-rail grade crossing and drove into the path of CSX Train Q77826. The CSX train crew complied with all railroad operating rules.

PROBABLE CAUSE

The probable cause of the accident, as determined by the Federal Railroad Administration, was attributed to the failure of the motor vehicle driver to stop at the highway-rail grade crossing and yield the right of way to the approaching train.