NTSB Docket Item
DCA-05-MR-009
Metrolink collision and derailment
Glendale, California
January 26, 2005

Amtrak Accident/Incident Report and Crew Statements

AMTRAK RAILROAD ACCIDENT/INCIDENT REPORT

SECTION A — STATEMENT OF ACCIDENT

1. Railroad(s) Involved
   a. Metrolink
   b. UPRR

Supervisor's Completing Report: Pesceric, Louis
Title: Assist Superintendent
Division: Southwest

2. Type Of Accident (Circle One)

(A) Derailment	D. Side Collision	G. Broken Train Collision	(J) RR Grade Crossing	M. Other (Specify)
B. Head End Collision	E. Locomotive	H. Fire/Violent Rupture	K. Obstruction	
C. Rear End Collision	F. Raking Collision	I. Rail-Highway Crossing	L. Explosion/Detonation	

3. A. Date Of Accident: 1-26-05
   B. Time Of Accident: 6:03 (A.M.) / ____ P.M.
   C. Railroad Responsible For Maintenance: SCRRA

4. Number Of Casualties
   A. Fatal 12 | B. Serious 90+
   C. Minor 30+ | D. None ____

5. Number Derailed / Number Destroyed / Major Damage / Minor Damage

	Number Derailed	Number Destroyed	Major Damage	Minor Damage
A. Locomotives	2	1	2	
B. Cars	5	4	2	

6. Environmental Conditions
   A. Temperature 60 °F; Wind Chill ____ °F
   B. Visibility (Circle Entry): (1) Dawn 2. Day 3. Dusk 4. Dark; 5. Range Of Vision 500 Ft.
   C. Weather (Circle Condition(s)): 1. Clear (2) Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 7. Calm 8. Windy

7. Location Of Accident/Incident
   A. Division: Southwest
   B. Mile Post: 6.4
   C. Nearest Station (Include MP): GDL 5.8
   D. State: CA
   E. County: Los Angeles
   F. Nearest City Within County: GDL

8. Operational Data (Circle The Appropriate Number(s))
   A. 1. Manual Block; 2. Interlocking; 3. Cab Signal; 4. Automatic Block (251 261); (5) Traffic Control; 6. Auto. Train Stop; 7. Yard Rules; 8. Timetable; 9. Radio; 10. Auto. Train Control; 11. Verbal Permission; 12. Train Orders; 13. Other (Specify)
   B. Speed (Maximum Authorized): Passenger 79 MPH; Freight ____ MPH
   C. FRA Track Class (Maximum Speed) (Circle One): 1 - 10 Frt/15 Pass; 2 - 25 Frt/30 Pass; 3 - 40 Frt/60 Pass; (4) 60 Frt/80 Pass; 5 - 80 Frt/90 Pass; 6 - 110 Frt/110 Pass; 120 Pass

9. Railroad Movement(s) Involved

	Kind (Passenger / Freight)	Train #	Time Table Direction	Number Of Engines	Number Of Cars	Number Of Loads	Number Of Empties	Tonnage	Est. Speed Nearing Accident	Est. Speed Time Of Accident
Train # A		150	E	1	3					
Train # B		901	W	1	3					

10. Crew Initial Terminal and Destination

	Initial Terminal	Departed (Date and Time)	Destination
Train # A	~~CMF~~ MPK	1-26-05 5:07A	LAX
Train # B	CMF Taylor Yard	1-26-05 5:4	BUR

11. Train Crew Information

		Name	Employee #	D.O.B.	D.E.S.	D.O.P.	AIR	MED	S.O.R
Train # A	Engineer	Bruce Grey	00082216	[redacted]	8-17-00		10-9-04	3-8-04	10-9-04
	Conductor	R Taylor	00056083		11-86		2-19-04	10-24-04	2-9-04
	Fireman								
	Brakeman								
	Brakeman								
Train	Engineer	C Wright	00063132	[redacted]	10-10-86		12-10-04	10-24-04	12-10-04
	Conductor	T Osmus	00043130		3-6-92		5-18-04	7-10-03	5-18-04
	Fireman								
	Brakeman								
	Brakeman								

WERE ANY MEMBER(S) OF TRAIN CREW(S) ADMINISTERED A BLOOD ALCOHOL AND /OR URINALYSIS? IF SO, ATTACH THE APPROPRIATE PAPERWORK TO THIS REPORT.

12. Casualties (Class)

	ENGINEER	FIREMAN	FRONT BRAKEMAN	CONDUCTOR	FLAGMAN	REAR BRAKEMAN	TRAIN BAGGAGEMAN	DINING CAR EMPLOYEE	CAR ATTENDANT	PASSENGER TRAIN	MTR VEH DRIVER	MTR VEH PASSENGER	BYSTANDER	OTHER
Movement # A	100									7 ?				
Movement # B	901			1						4 ?				
					unable to confirm who was on which train									

D. Itemize Persons Injured Or Killed (If More Space Is Needed Use Additional Sheet And Attach Hereto)

Name	Address	Phone Number	Nature Of Injuries
Bruce Grey	[redacted]		Upper and Lower torso
Tom Ornisten			Killed

13. Summary Of Damages (Include Estimated Total Cost)

A. Labor And Material (Do Not Include Wreck Clearing Or Lading Loss)		B. Other
Track	$.	unknown
Structures	$.	2 Loco 6 CARS Destroyed
Signals	$.	1 Loco uPRR
Equipment	$.	3 main track
Electric Traction	$.	1 signal mast
Total	$.	

SECTION B **DERAILED OR DAMAGED HAZARDOUS MATERIAL CARS**

1. A. No. Derailed: none | B. No. Damaged: none | C. Position In Train (From Locomotive): none

D. Resulted In (Circle One) 1. Evacuation 2. Explosion(s) 3. Fire 4. Escape Of Hazardous Material 5. No. Evacuated

E. Give Details Of D1 Through D5 (Include Car No. And Type, Lading, Shipper, Consignee, etc.)
If Car Was Punctured Attach Diagram Showing Exact Location Of Puncture.

2. Emergency Response

A. What Federal, State And Local Authorities Were On The Scene

Name	Title	Agency
FRA Lisa Dewiggins		FRA
NTSB		NTSB

B. Describe The Environmental And Property Damage

3. Investigation Committee Members

Name	Title	Department
Glendale PD, Fire dept.		Police
LA Sheriff Dept		

4. Safety Personnel Involved (Fire, Police, Etc.)

Name	Title	Department/Agency
Ed Pedderson, Fred Jackson	Safety Officers	SCRRA, Safety Dept

SECTION C — HIGHWAY GRADE CROSSING ACCIDENT

A. Highway	Public / Private	U.S. / State	Co. / City	Width	No. Lanes	Divided / Undivided	DOT Cross. No.	Angle Cross.
Crossing	Width	Surface		Condition	No. Tracks	Distance Outer Rails	Dist. to RR Whistle Sign	
C. Crossing Protection	None	Auto Gates	Manual Gates	Watchman	Other (Specify)			
	Crossbuck Only	Auto Flashing Light Signal		Auto Wig-Wag Signal	Crossing Bell	Highway Stop Sign		
	Highway Automatic Traffic Signal	Posted Advance Warning Sign		Pavement Advance Warning Sign	Auto Crossing Signal Functioning Properly	Yes / No		
	Size Of Lights	Properly Aligned	Yes / No	Does Installation Meet Current Recommendations		Yes / No		
	Track Circuits Associated With Automatic Crossing Signal Extended (From Crossing)							
	Distance	T.T. Direction		Distance	T.T. Direction			

D. Highway Grade, Curves And/Or Tangents At Crossing Approach Involved

E. Vehicle Identification	Highway Vehicle (Make, Type, Year)	Motor	Vehicle Length	Cargo Weight
	Cargo	Gross Weight	(Check Appropriate Box) Private ☐ Common Carrier ☐ Interstate Commerce ☐	
F. Owner Of Vehicle				

G. Was View Between Train And Motor Vehicle Obstructed? Yes ☐ No ☐	H. Estimated Speed Highway Vehicle Approached	I. Maximum Authorized	J. Vehicle Stop Before Entering Yes ☐ No ☐	K. Estimated Speed Of Vehicle At Impact
L. Train Strike Vehicle (If "Yes", What Part Of Vehicle) Yes ☑ No ☐		M. Vehicle Strike Train (If "Yes" What Part Of Train) Yes ☐ No ☐		

SECTION D — GENERAL QUESTIONS (For All Incidents)

Name/Number Of Track Involved: No.1 and No.2 and siding
2. Number Of Tracks At Location:
3. Type Of Signal: CTC
4. Last Signal Aspect: Clear (Green)
5. Cab Signal Indication:
6. Last Cab Signal Test/Location:
7. Was Signal Watch Ordered? Yes ____ No ____ By Whom?
8. Last Station Passed And Time: Glendale 6:06am
9. Dispatcher Location: MOC
10. Was Speed Tape Removed? Yes ____ No ✓ By Whom
11. Possible Operating Rules Involved: NO
12. Date Of Last Locomotive Inspection (Daily): 1-26-05
13. Date Of Last Car Inspection

POSITION OF LOCOMOTIVE CONTROLS (Time Of Incident)

1. Automatic Brake Valve Cut-Out Cock: IN
2. Automatic Brake Valve Handle: Emergency
3. Independent Brake Cut-Out Cock: IN
4. Independent Brake Handle: Released
5. Dual Ported Cut-Out Cock:
6. Auto. Brake Valve Cut-Off Pilot Valve:
7. Deadman Type:
8. Speed Control Cut-Out Cock Cut-In ____ Cut-Out ____
9. Speed Control Seal Broken Yes ____ No ✓
10. Safety Control Cut-Out Cock Cut-In ____ Cut-Out ____
11. Safety Control Seal Broken Yes ____ No ✓

INSPECTION OF TRAIN

A. Train Brakes Tested Properly At Ini. Term.	Yes ✓	No	B. At Intermediate Points	Yes	No	
Train Brakes Function Properly When Used	Yes ✓	No	D. Train Brakes Tested After Accident	Yes	No	✓

E. If "No" Is Checked For A Thru D Above Give Details:
Train derail, destroied

SECTION E

OPERATOR QUESTIONS

Operator Name _____ Block Station _____ Posting Operator _____

Train Orders in Effect: _____ 2. Clearance Form "A" _____

3. Form "C" Issued _____ 4. Form "M" Issued _____

5. Plate Orders in Effect _____ 6. Train Order Signal Displayed? Yes _____ No _____

7. Switches Listed on Rusty Rail Notice _____

8. Switch Levers Blocked (Indicate switch no. and position) _____

9. Signal Levers Blocked _____

10. Panel Blocking Applied (Indicate track and direction) _____

11. Blocking Devices Recorded on Block Sheet Yes _____ No _____

12. Last General Order Posted _____ 13. General Order in Effect _____

14. Last Bulletin Order Posted _____ 15. Bulletin Order in Effect _____

16. Employee Rule Book Current _____ 17. Employee Timetable Current _____

18. Designated Route (Time of Incident) _____

MANUAL BLOCK INFORMATION

1. Block Limits Given _____

2. Time Given _____ 3. Method of Conveyance Radio _____ By Hand _____

SECTION F

REPORT OF FIRE

Diesel Electric, Electric Locomotives, MU Cars

n No. _____ Unit No. _____ Diesel _____ Electric _____ Power Car _____ MU Car _____ Other _____

1. Any mechanical or electrical trouble prior to fire? _____

2. What was the first evicence of fire? _____

3. Where was fire located? _____

4. Action taken by Engine Crew: _____

5. Did Fire Alarm Equipment Function Yes _____ No _____ If "No" explain: _____

6. Did Extinguishing Equipment Function Properly Yes _____ No _____ If "No" explain: _____

7. How was fire extinguished? _____

8. Brief description of damage: _____

9. Problem cause: _____

10. Other information pertaining to fire: _____

SECTION G

TRAIN PARTING

1. Location of train when parting occured? _____

2. Position in train and identification of equipment involved _____

3. Position of Knuckles where parting occured, if determinable: _____

Distance between parted sections: _____ 5. Any Run-in: _____

6. Throttle position: _____ 7. Speed: _____ 8. Type of Air Applied: _____ 9. Amount _____

10. Apparent reason for parting: _____

11. Any unusal conditions in connection with parting: _____

SECTION H — TRACK INSPECTION

A. Date of Last Carrier's Track Inspection

B. Date of Last Carrier's Rail Flaw Inspection

C. Carrier's Inspection in Compliance with FRA Frequency Requirements Yes _____ No _____

Disposition of Defects by Carrier:

E. Describe results of Track tests and inspection:

F. Describe results of Signal test and inspection:

SECTION I — DRAWING AND NARRATIVE OF ACCIDENT

Draw sketch of accident area including all tracks, signals, switches, objects, etc. involved.

See Attached Drawing

Auto was on Right of Way, still Dark outside, crew member observed Auto Place in emergency. left cab car to warn passengers they were about to hit Auto train struck auto. This action cause cab car to strike UP Freight train causing train to buckle, striking train 901

Give narrative statement of facts, conditions, and circumstances surrounding the accident. (Include prior to the accident/the accident itself/probable cause/possible rules violations).

The following **MUST** be attached to this report:

1. Statements of ALL persons/crew members involved.
2. Copy of Track Notes taken at the Scene.
3. Copies of E.T., M of E and M of W Reports.
4. Additional Statements of any non-railroad witnesses to the accident.
5. Additional Drawings, Sketches, or Diagrams as needed.
6. Completed Questionnaire Section K or L for Derailments.
7. Results of blood alcohol and/or urinalysis if administered.

SECTION J

CAR FAILURE REPORT

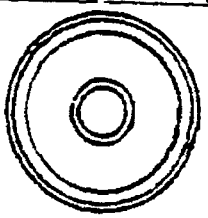
Car No. _____ Type or Class _____ Load or Empty _____ Location in Train _____
Dispatched from: _____ To: _____ Lading: _____ Weight: _____ Tons
Waybill No. & Date: _____ Date Built: _____ Capacity: _____ Tons
Load Limit: _____ Tons Lt. Weight: _____ Tons
DATES: COT'S _____ IDT _____ Repack/Lub _____ MOS. 24-30 Pool Marks: _____
Inspection: _____ Type of Brake: _____
Marks: _____

WHEEL

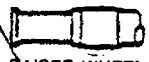
Location _____ Type _____
Diameter _____ AAR Symbol _____
Rim Thickness _____ Flange Height _____
Flange Thickness _____ W&A Man. No. _____

Markings	Failed Wheel	Mate Wheel
Date		
Manufacture		
Serial No.		
Heat No.		
Class		

WHEEL



BLACK COLLAR AXLE



RAISED WHEEL SEAT AXLE

Percentage of Break - _____ % Old _____ % New

SPRINGING INFORMATION REFER TO OFFICE MANUAL

Class Spring _____
No. Inside Coils _____ No. Outside Coils _____
Type & No. of Snubbers _____
Type Built-In Snubbing Element _____
Supplemental Springing _____
Type Side Bearings _____

SIDE BEARING CLEARANCE

BR _____ BL _____ AR _____ AL _____
No. Springs Broken: _____ Missing: _____
Indication of Springs Going Solid: _____

AXLE/BEARING

Location _____ Journal Size _____
Type Pad _____ Type R.B. _____
Cond. Pad _____ Cond. Adapter _____
Cond. Bearing _____ Cond. Frame Key _____
Cond. Wedge _____ Cond. End Cap _____
Other Boxes _____
Cause of Failure _____

BURNED OFF JOURNAL

Collar to Break _____
Dia. at Collar _____ Type Axle _____
Dia. at Center _____ Dia. at Break _____
Type Failure W&A Manual Fig. _____
Axle Markings: Fig 3.8 W&A Manual _____
Stub Ens _____ Oss. End _____
Cause of Failure _____

SERVO READINGS

Location	MP	Right	Left
Last			
Next to Last			

COUPLERS/KNUCKLES

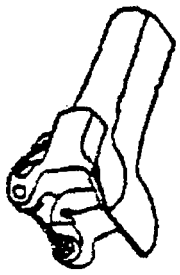
Location on Car A-End _____ B-End _____
Type Coupler _____
Date of Mfgr. _____ No. _____
% Break - Old _____ New _____

CONDITION OF LADING

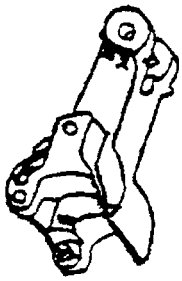
Shifted: _____ Evenly Distributed: _____
A-B Ends: _____ B-L Sides _____

USE THE DIAGRAM BELOW TO IDENTIFY THE DRAWBAR/COUPLER AND INDICATE WHERE THE BREAK(S) OCCURED

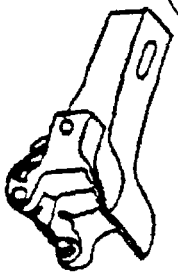
Type "E" Coupler



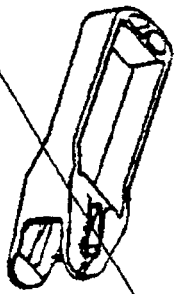
Type "F" Coupler



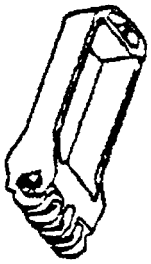
Swivel Shank Coupler



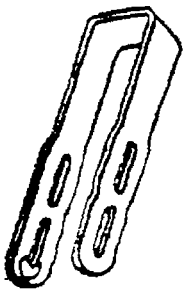
Ridgid Shank Coupler



Vert. Yoke for Ridgid Shank

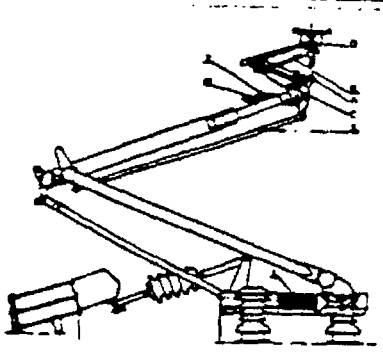


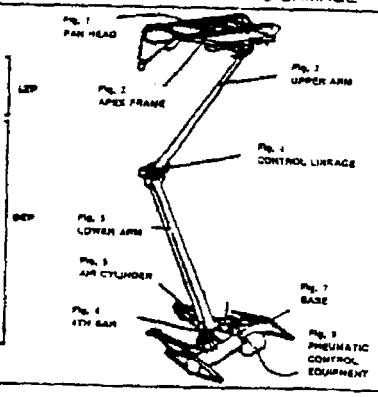
Vert. Yoke for Swivel Shank

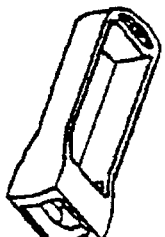


Horiz. Yoke Right Shank

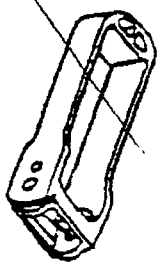
USE THE DIAGRAM BELOW TO IDENTIFY TYPE OF PANTOGRAPH AND DAMAGE



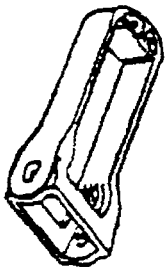




Keyless Type Yoke



Yoke for "F" Coupler



Universal Keyless Yoke

SECTION K

DERAILMENT QUESTIONAIRE

Western DIVISION

INSTRUCTIONS:

1. This questionnaire is to be used by division officers when interviewing the crew following any derailment of consequence for which the cause is not readily apparent. The purpose of this questionnaire is to gather information, not determine responsibility.
2. The point of derailment should be established before questionnaire can be accurately completed.
3. Where the term "prior to" is used, this should be interpreted as meaning two or three miles before the derailment occured.
4. In the event train is being operated with more than one locomotive consist, appropriate sections (A, B, C, D and E) should be filled out for each engineer operating a locomotive consist.

At 6110 AM/PM on the 26 day of January, 2005 Train 100 / 901 consisting of 3 car each loads and _____ empties _____ tons being powered by Units _____ _____ _____ a total of _____ horsepower being operated by Engineer _____ and Conductor Taplin derailed at Mile Post MP. 64 on the Valley Sub Division. The first car derailed was initial MLK number 6225 (100) the Cab 1st car in the train. The last car derailed was initial 886 (100) number MLK the 2nd car in the train. The first car derailed was a 6223 (40') type car loaded/empty with _____ weighing _____ tons. The _____ wheel on the _____ truck derailed to the low/high side of a _____ degree curve-tangent track at a speed as shown on the speed tape of _____ MPH. Train was moving _____ on number _____ track. The following information given by Engineer _____ concerns the operation of his train just prior to and at the time of the derailment:

A. GENERAL INFORMATION

1. When was train being handled by fireman, give name and status _____ : promoted, trained, non-promotec.
2. Speed of train just prior to derainment as stated by the Engineer 79 MPH, as shown on the speed tape n/a MPH from Unit # _____.
3. Speed of train at time of derailment as stated by Engineer 75 MPH, as shown on speed tape n/a MPH
4. Name and position of person removing the speed tapes? _____
5. Did the engineer sign the speed tape(s). Yes _____ No ✓
6. Was speed indicator checked by Engineer: Yes ✓ No _____ Location check was mace: _____
   Speedometer was OK _____ _____ MPH fast/slow.
7. What was the maximum timetable speed for this train approaching the derailment location? 79 MPH. At the derailment location? 79 MPH.
8. Were there any speed restrictions other than those listed in the timetable in the vicinity of the derailment? no
   If "Yes" list the speed restriction(s): _____
9. Were any irregular conditions felt or seen in the track structure approaching the derailment location?
   If "Yes" explain: Struck Auto, causing train to derail striking other trains
10. Were any irregular conditions felt or seen in the track structure at the derailment location?
    If "Yes" explain: _____
11. Were any irregular conditions felt or seen in the equipment? _____
12. Was any slack action felt on the engine? Run-in/Run-out no
13. Signal indication train was operating under at the time of derailment? Clear (Green)
14. At the time of derailment was the train ascending grade, descending grade, cresting grade, in dip or moving on level ground? Level
15. Last location Engineer, Conductor, Brakeman or Fireman looked over train? MPK
16. Was there any unusual movement in the Flow meter? If "Yes" explain: _____
17. Was there any abnormal change in speed prior to derailment? If "Yes" explain: no
18. How was Automatic Brake Valve positioned following train line initiated emergency brake application? _____

B. TRAIN DRIFTING PRIOR TO OR AT THE TIME OF DERAILMENT

1. Was power or Dynamic Brake used in previous two miles? _____ Speed at that time? _____ MPH

C. POWER BEING USED PRIOR TO OR AT THE TIME OF DERAILMENT

1. Throttle position just prior to derailment Idle position, at the time of derailment _____ position.
2. If throttle position had been changed in the last two miles prior to derailment, explain changes:
   Train placed in emergency just before striking auto

D. AIR BRAKE APPLICATION AND RELEASE PRIOR TO OR AT TIME OF DERAILMENT

1. At what location was Automatic Brake applied prior to derailment? _____
   a. Speed of train at time of initial application? _____ MPH.
   b. Amount of initial brake pipe reduction _____ pds.
   c. Further reductions:
      _____ pds. _____ MPH _____ Location
      _____ pds. _____ MPH _____ Location
      _____ pds. _____ MPH _____ Location
      Total Brake Pipe Reduction _____ pds.

d. Was Automatic Brake released prior to or at time of derailment? none
If "Yes", at what location and speed? _____

2. Had any Automatic Brake applications been made prior to the one described in item #1 above? _____? If "Yes", where _____ and what amount of total reduction? _____.
3. Was independent Brake used prior to or at the time of derailment? _____. If "Yes", where _____ and how much brake cylinder pressure was shown on the gauge? _____ pds.
4. Was Independent Brake released prior to or at the time of derailment? _____. If "Yes", where _____.

E. DYNAMIC BRAKE USED PRIOR TO OR AT TIME OF DERAILMENT

1. Where was dynamic brake applied? No
2. How much dynamic brake was applied? _____.
3. Approximately how long had dynamic brake been applied just prior to derailment? _____.
4. To the best of the Engineers knowledge how many dynamic brakes were working? _____.
5. Amount of amperage shown on the load meter just prior to derailment _____ ampheres, at the time of derailment _____ ampheres.
6. Were dynamic brakes working in the normal manner or fluctuating? _____. If "fluctuating, how much? _____.
7. Did dynamic brake warning light come on just prior to derailment? _____.
8. Did wheel slip light come on just prior to derailment? _____.
9. Did Dynamic Brake Interlock function properly at the time of emergency? _____.

Signature: _____
(Engineer)

F. CABOOSE INFORMATION (If the Conductor was on the Head-end, Flagman will supply answers)

1. What brake pipe pressure was shown on the caboose gauge departing the initial terminal? _____
2. Where was caboose gauge observed prior to the derailment? _____. What was the pressure shown on the gauge at that time? _____
3. Had any unusual slack action occures in your train since departing your initial terminal? _____. If "Yes", where? _____. Was it violent? _____. Did any unusual or violent slack action occur in your train just prior to derailment? _____. Did train run in or run out? _____
5. What was your position in the caboose at the time of derailment? _____
6. Where was the flagman at the time of derailment? _____
7. Where was train last observed prior to derailment? _____
8. Where was track last observed prior to derailment? _____
9. Was there anything felt or seen just prior to the derailment that would indicate irregular track or equipment conditions? _____
10. Location of caboose (nearest milepost) when air went into emergency _____

Signature: _____
(Conductor)

USE THE SPACE BELOW FOR ADDITIONAL QUESTIONS AND/OR COMMENTS

SECTION L

QUESTIONAIRE FOR OTHER THAN MAIN TRACK ACCIDENTS

_____ DIVISION

INSTRUCTIONS:

1. This questionnaire is to be used by division officers when interviewing the crew following any train accident of consequence on other than main track for which the cause is not readily apparent. The purpose of this questionnaire is to gather information, not determine responsibility.

   The point of derailment should be established first so that the questionnaire can be accurately completed.

3. The first car or unit derailed will be identified as to direction of movement.

4. In the event train is being operated with more than one locomotive consist, appropriate sections (A, B, C, D and E) should be filled out for each engineer operating a locomotive consist.

At _____ AM/PM on the _____ day of _____, 19 _____ Train _____ consisting of _____ loads and _____ empties _____ tons being powered by Units _____ _____ _____ _____ a total of _____ horsepower in charge of Engineer _____ and Conductor _____, derailed at Mile Post _____ on or in _____ Division or Terminal. The first car or unit derailed was initial _____ number _____ empty/loaded with _____ weighing _____ tons. The _____ wheel(s) of the _____ truck derailed at _____ to the _____ side at a speed shown on the speed tape of _____ MPH or at _____ MPH as stated by _____. The movement was from _____ to _____ on _____ track.

A. GENERAL INFORMATION (Information to be supplied by the Engineer)

1. Was locomotive being handled by anyone other than the Engineer? Yes _____ No _____. If "Yes" give name and status _____
2. Name and position of person removing the speed tapes? _____.
3. Did the Engineer sign the speed tape(s)? Yes _____ No _____.
4. Was the speed indicator checked by the Engineer? Yes _____ No _____. At _____ _____ (location) the speed indicator showed _____ MPH. Slow, Fast, OK.
5. Were there any speed restrictions in effect? Yes _____ No _____. If "Yes", list speed restrictions: _____
6. Were any irregular conditions in the track seen or felt in the derailment area? Yes _____ No _____. If "Yes", indicate condition: _____.
7. Were any irregular conditions of equipment or lading seen or felt in the derailment area? Yes _____ No _____. If "Yes", indicate condition: _____.
9. Cars were being (pushed, pulled) _____. Were cars being kicked? Yes _____ No _____.
10. Were cars being controlled by the use of any car air brakes? Yes _____ No _____. If "Yes", on how many cars were air brakes being used to control the movement? _____. How much of a reduction was in effect? _____ pds.
11. Were locomotive air brakes applied? Yes _____ No _____. If so, how were they applied _____ _____ How much brake cylinder pressure developed? _____ pds.
12. Were locomotive or air car brakes released during movement that derailment occured? Yes _____ No _____. If "Yes" explain when the distance traveled before derailment: _____.
13. Was there any abnormal change in speed during movement that derailment occured? Yes _____ No _____. If "Yes" explain: _____
14. Did undesired emergency air brake application occur? Yes _____ No _____. If "Yes" explain: _____.
15. Did Engineer make emergency brake application? Yes _____ No _____. If "Yes" explain: _____.
16. What type of signals were being used to control the movement? (hand, radio, etc.) _____.
17. Which member of the crew was giving signals controlling the movement? _____.
18. What was the last signal received by the Engineer before the derailment occured? _____.
19. How was the locomotive being handled just before and at the time of derailment? (throttle position, amperage, brakes, etc. _____ _____
20. Did wheel slip light come on just prior to derailment? Yes _____ No _____. At the time of derailment? Yes _____ No _____.
21. Brake cylinder piston travel on the controlling unit: a. Leading truck _____ inches b. Trailing truck _____ inches.
22. Operating condition of the sanders? _____.
23. Was the sander being used? Yes _____ No _____.
24. Rail condition as related to adhesion? _____ _____ _____ _____

Signature _____

(Engineer)

A. GENERAL INFORMATION (Information to be supplied by the Conductor)

1. What was the operation at the time of derailment? _____

2. Were cars attached to the train at the time of derailment? Yes _____ No _____.

4. Were switche(s) and/or derail(s) being used for movement handled by members of your crew? Yes _____ No _____.
Were any hand brakes applied to the cars being handled during the movement? Yes _____ No _____. If "Yes" explain number and location of cars with hand braks(s) applied. _____

5. Were car air brakes being used to control movement? Yes _____ No _____. If "Yes" on how many cars.

6. What type of signal was being used to control movement? (hand, radio, etc.) _____

7. Which member was giving signals controlling the movement? _____

8. Were signals being relayed? Yes _____ No _____. If "Yes" state who was relaying the signals. _____

9. Were any irregular conditions in the track structure seen or detected in the derailment area? Yes _____ No _____. If "Yes" explain: _____

10. Were any irregular conditions in the equipment or lading noted before the derailment? Yes _____ No _____. If "Yes" explain: _____

11. Did the derailment occur during coupling? Yes _____ No _____. If "Yes" describe the position of coupler on each of the two cars being coupled? _____

12. Did the derailment occur as the result of equipment striking other equipment? Yes _____ No _____. If "Yes" explain: _____

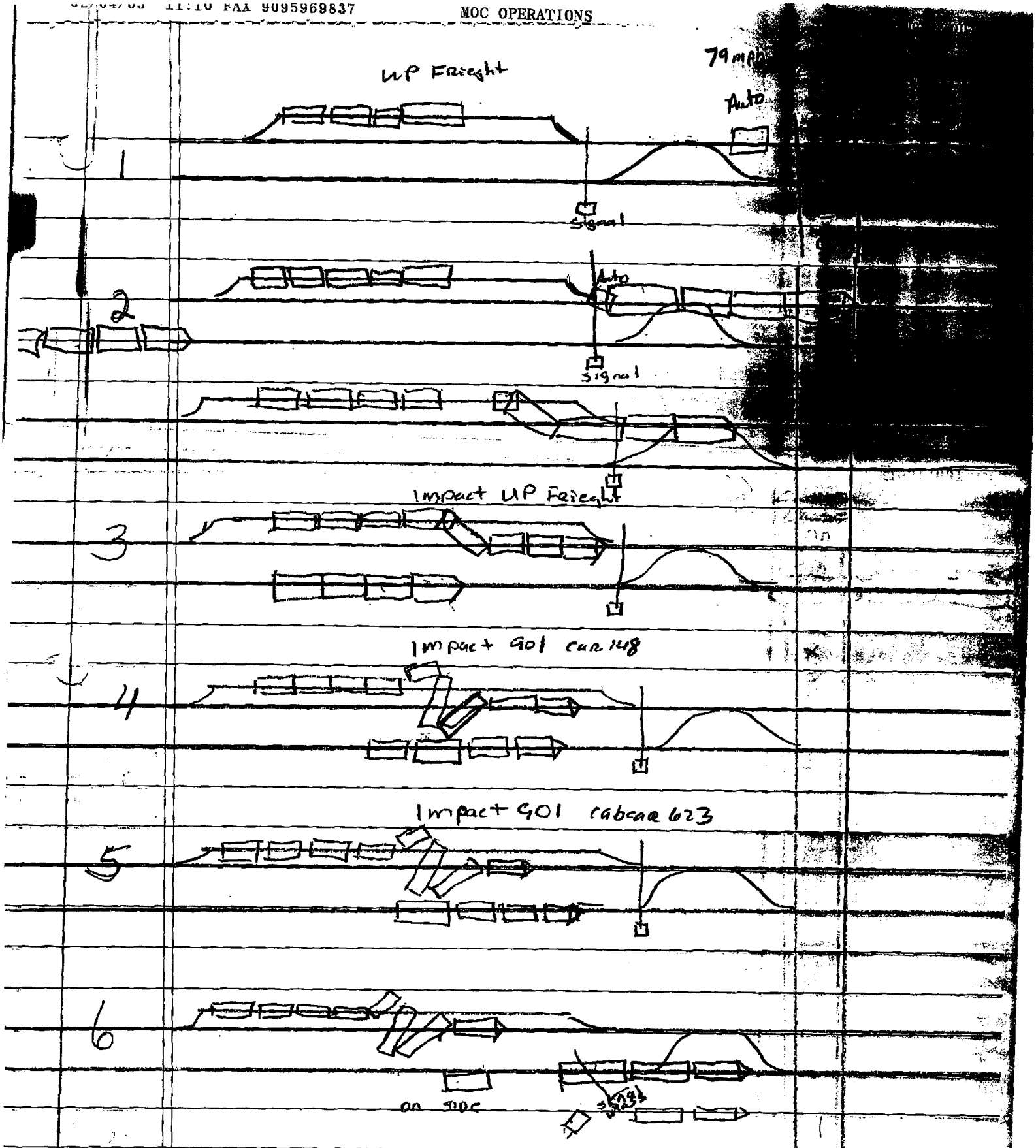
13. Was any unusual slack action noted before the derailment? Yes _____ No _____. If "Yes" explain: _____

14. Where were crew members at the time of the accident? Conductor _____ Trainman _____.

Signature _____
(Conductor)

USE THE SPACE BELOW FOR ADDITIONAL QUESTIONS AND/OR COMMENTS

Supervisor Taking Statement: _____ Date Taken: _____ Time Completed: _____


UP Freight
79 mph
Auto
1
Signal
Auto
2
Signal
Impact UP Freight
3
Impact 901 car 148
4
Impact 901 cabcar 623
5
6
on side

January 26, 2005

This statement is being written by Anthony Fuller, for Amtrak Engineer Bruce Gray; the engineer of record on Metrolink Train 100, the 26th day of January, 2005. This statement is being recorded as told to Anthony Fuller, by engineer Bruce Gray. Mr. Gray states "While operating from the cab car on Metrolink Train 100, after passing Doran Street, I noticed what appeared to be an object on the rails. Because of the visibility being low, it was dark outside, I could not make out what the object was. As I got closer, I saw that the object was a car, straddling the tracks. I was travelling at a speed of 79 mph, at which time I put the train into emergency. I then went downstairs to tell the passenger to hold on, that we were about to hit an Automobile. I then went upstairs to warn the passengers that we were about to hit an Automobile. After warning the passengers, I then braced for impact myself. After bracing, I felt the impact and knew that the train had derailed, by the sounds I was hearing. At impact, I was knocked to the floor, where a female passenger was thrown on top of me. After [illegible] I noticed that there was fire

And smoke, and knew that I needed to get out of the car. I proceeded to the nearest window, where I was able to get out. I layed there on the ground, waiting for someone to assist me, as I could not move.

Statement given to Anthony Fuller by Bruce Gray
Written and recorded by Anthony Fuller Transportation Manager

Signed by [redacted], J. M

RAMADA®

REGGIE TAPLIN Conductor ON TRAIN 100 FROM MPK going EAST TO LAX. AS THE TRAIN Left BUR headed toward GDL THE TRAIN WENT INTO EMERGEMY we hit Something came to A Sudden Stop the light went off I WAS IN the CAb CAR LOWER inDale.

[redacted]

1-26-05

6:00 AM
1/26/05

I was engineer on train #901. We left Glendale and Bruce Carey engineer on train 100 called me and asked if we were out of Glendale. I said yes and continued on. I came around curve and called my green signal at CP Cuvier. A few seconds later I saw sparks coming from under train 100's cab car. I then saw train 100 appear to derail at cab car and put my train in emergency stop. Train 100 cab car looked like it was heading for Glendale slide. I thought we made it by then felt a huge jolt. Train 100 apparently hit our train. I called an emergency transmiss. to the Valley Subdivision dispatcher. gave him information & location. I tried to call my conductor repeatedly and the other train crew but got no answer.

[redacted]