



NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Managing Safety on Passenger Railroads: Amtrak Overspeed Derailment – DuPont, Washington; and CSX and Amtrak Train Collision – Cayce, South Carolina.

GROUP	G
EXHIBIT	
10	

Agency / Organization

CSXT

Title

Safety Alert

SAFETY ALERT



All Departments

April 30, 2018

On February 4, 2018, both the engineer and conductor of National Railroad Passenger Corporation (Amtrak) Train P09103 were killed and 115 passengers injured, when their train collided head-on with a CSX Transportation, Inc. freight train (Train F77703). The collision occurred at approximately 2:27 a.m. in Cayce, South Carolina when the Amtrak train, traveling south from New York City, New York, to Miami, Florida, and operating on a track warrant, was diverted from the main track through a misaligned switch. The misaligned switch sent the Amtrak train into the siding where the CSX train was parked, resulting in a head-on collision with an impact speed of 50 miles per hour (mph). The lead locomotive and six of the seven cars in the Amtrak train derailed. At the time of the accident, eight Amtrak crew members and 139 passengers were on board the train.



Also on March 14, 2018**, near Granger, Wyoming, when at 9:41 p.m., a westbound Union Pacific Railroad (UP) freight train (Train KG1LAC-13) traveled from the main track through a switch into a controlled siding and collided head-on with a standing eastbound UP freight train (Train LCK41-14). The collision occurred at a recorded speed of 30 mph and the engineer of the striking train sustained minor injuries.

In both of these incidents, trains were being operated through temporary signal suspensions where the signal systems that would normally govern operations through the areas were suspended as the railroads installed additional components to comply with the statutory mandate to implement the PTC System.

CSX has implemented changes to the following Operating Rules:

Operating Rule 401.14: Employees must remain at the hand-operated main track switch until verbally confirming with each crewmember the switch was restored and locked in normal position. SPAF completed in ink.

Operating Rule 505.11: All crewmembers must agree it is safe to release an authority or report by a specific location. All crewmembers must be present and hear the authority being released.

Operating Rule 505.12: If any crewmember has doubt or uncertainty about the position of a hand-operated main track switch, the authority must not be released and the crew must immediately contact the train dispatcher.

**Note: These are brief summaries of these Operating Rules; please refer to System Bulletins for the entire rule content.*

Discuss these Operating Rules in order to raise awareness and ensure understanding around releasing authorities and handling hand-operated main track switches. Document all discussions using TrainingTrax code: **NTSBSWITCH**

** NOTE:
Granger event occurred 3/14/16