

**National Transportation Safety Board
Office of Railroad, Pipeline and Hazardous Materials Investigations**

Washington, D.C. 20594

**Remote Control Train Strike - Employee Fatality
CSX Transportation
Richmond, Virginia
April 1, 2015**

DCA 15 FR 006

Mechanical Group Factual

Mechanical Group

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Synopsis

At about 2:51 a.m. on Wednesday, April 1, 2015, CSX remote controlled train Y391-31 struck and killed a CSX carman as he walked in front of the moving train at the south end of yard switch N2 in ACCA Yard, Richmond, Virginia. The point of impact (POI) was estimated to be in the gage of the rails at the N2 switch points. Weather was clear with gusting winds and 46 degrees F.

Parties to the investigation include: Federal Railroad Administration (FRA), CSX Transportation (CSXT), Brotherhood of Railroad Carmen (BRC), and the International Association of Sheet Metal, Air, Rail and Transportation Workers (SMART).

Post-Accident Inspection

On April 1, 2015, the single remote control locomotive (RCL) CSXT 8463 was examined by the mechanical group. CSXT 8563 is a General Motors Electro-Motive Deisel SD42-2. The SD42-2 is a six axle 3,000 horse power diesel locomotive that has been upgraded from an SD40 to include advanced/improved electronics and remote control operation features.

All safety devices on the locomotive were found to be in working condition including: the brake system, horn, bell, headlight, and strobe lights. An examination of mechanical records for CSXT 8463 showed that the locomotive calendar day inspection and periodic inspections had been properly conducted.

On April 2, 2015, an additional examination was conducted by mechanical group investigators on 33 freight cars that were being moved at the time the employee was struck. The examination was conducted at a location within ACCA yard where the cars had been positioned after being moved away from the accident site. Air brake test were conducted on the first 5 cars of the cut that were found with charged brake pipe and reservoir pressure. It is a practice at CSX ACCA Richmond, VA to apply some cars to train line air through the brake pipe for train handling purposes, as they did that morning. Movements of rail cars in ACCA yard using RCL are accomplished utilizing the independent locomotive/RCL brakes. When the carman was struck by the RCL the brake pipe pressure was at 90 psi, brake cylinder pressure was at 0 psi, and the throttle was in notch 8. The RCL was pulling (notch 8) and no brakes were applied to the locomotive or cars.

No exceptions were noted from the RCL and railcar inspections. All the components examined/measured were within applicable FRA regulations and Association of American Railroad (AAR) standards.

Other Information

Document Collection:

- Accident RCL inspection and repair/maintenance records
- Locomotive air brake inspection reports
- Locomotive calendar day inspection reports
- Locomotive work reports
- Accident train consist
- Railcar status – loads/empties car weights
- Event recorder data
 - tabular
 - bar graph
- RCL/Operator Control Unit (OCU) testing and inspection records

Parties to the Investigation - Acknowledgment Signatures

The undersigned designated *Party to the Investigation* representatives attest that the information contained in this factual report is a factually accurate representation of the information collected during the investigation, to the extent of their best knowledge and contribution in this investigation.


_____ Date _____
James Southworth, NTSB


_____ Date _____
Jeffrey Apple, FRA


_____ Date _____
Charles King, CSX