

NATIONAL TRANSPORTATION SAFETY BOARD

**Office of Railroad, Pipeline and Hazardous Materials Investigations
Washington, DC**

TRACK & ENGINEERING GROUP FACTUAL REPORT ADDENDUM

Accident

NTSB Accident Number:	DCA17FR009
Date of Accident:	June 10, 2017
Time of Accident:	10:12 a.m. (EDT)
Railroad Owner:	Long Island Rail Road
Train Operator:	Long Island Rail Road
Revenue Passenger Train:	7623
Maintenance of Way Crew:	5 Roadway Workers
Fatalities:	1
Injuries:	0
Location of Accident:	Queens Village, New York

Please see below the corrected language regarding the approximate minimum sight distance required at the accident location. This information was provided in the original factual report on pages 16 and 17.

Sight Distance Observation

On September 16, 2017, members of the investigative team met at the LIRR Jamaica Station to conduct a sight distance observation. This observation was conducted to assess the amount of sight distance that the subject roadway work group and the operator of the accident train had on the day of the accident. At about 9:00 the group discussed the sight distance observation protocol and LIRR representatives conducted an on-track safety briefing.

As described in the written protocol, the team was divided into two smaller teams; a ground team and a train team. LIRR representatives provided on-track safety in the form of foul time on track 1 for the ground team.

After each team was in place, the test train departed, traveling eastward from the point of impact (POI) MP 13.3. The test train engineer determined when the work group was no longer visible, and the GPS position was noted. The test train continued to move east, away from the ground team; when the ground team lost visibility of the train, this GPS location was noted. The ground team also made observations of the train horn. When the required information was recorded for the eastbound movement, the test train returned to the POI and the team made the same observation as the train traveled westbound. The investigative team observed the following sight distances:

Sight Distance Description	Distance for Train Approaching from East	Distance for Train Approaching from the West
Test Engineer Sees Ground Team	4490 Feet	4020 Feet
Ground Team Sees Test Train	8020 Feet	7680 Feet
Ground Team Hears Test Train Horn	2990 Feet	Not Observed

Investigators determined that the roadway work group could have cleared all tracks to the north right of way in under 15 seconds. Federal Regulations and LIRR rules require roadway workers clear the track 15 seconds before a train arrives at the work location when using TAW. Based on this information, the approximate minimum required sight distance for this location with maximum authorized train speeds of 80 MPH is 3520 feet.