

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD

* * * * *

Investigation of:

*

*

CSX TRAIN DERAILMENT IN HYNDMAN,
PENNSYLVANIA, AUGUST 2, 2017

* Accident No.: DCA17FR011

*

*

* * * * *

Radio Dispatch Calls

APPEARANCES:

Dispatcher Alex Haas
Engineer Donald Sager
Engineer Ronald L. Main
Gerard Rose

R E C O R D I N G

1
2 **095_08-01-2017_11.37.27.3p_-_140004_-_BB(Voice)**

3 DISPATCHER HAAS: CSX BB Dispatch Baltimore.

4 ENGINEER SAGER: Yeah, 38831. Over.

5 DISPATCHER HAAS: 388.

6 ENGINEER SAGER: Q38831. Over.

7 DISPATCHER HAAS: Yeah, BB is answering, Q38831. Over.

8 ENGINEER SAGER: Yeah, Alex, we stopped here at milepost BF
9 205.6. Got a problem with the train. The brakes released on it.
10 Over.

11 **095_08-01-2017_11.38.001.1p_-_140004_-_BB(Voice)**

12 DISPATCHER HAAS: All right. You're stopped where?

13 ENGINEER SAGER: The BF 205.6.

14 DISPATCHER HAAS: All right. And you say the -- the brakes
15 released?

16 ENGINEER SAGER: Yes, brakes released. Didn't need dump it,
17 but it took full service to get her stopped here. Over.

18 **095_08-01-2017_11.38.27.7p_-_140004_-_BB(Voice)**

19 DISPATCHER HAAS: Okay. So you guys are toast?

20 **095_08-01-2017_11.38.37.9p_-_140004_-_BB(Voice)**

21 DISPATCHER HAAS: Yeah, you guys are pretty much done for,
22 aren't you?

23 ENGINEER SAGER: Oh, just till 1:45, Alex.

24 DISPATCHER HAAS: Yeah, you're talking, what, 45 minutes plus
25 the tie down, charge the air back up? Over.

1 ENGINEER SAGER: That is correct. Over. And it's probably
2 going to do it again, Alex. Probably (indiscernible) got a leak
3 somewhere. He's going to check to see if he can find anything
4 once he gets tied down.

5 DISPATCHER HAAS: All right. One track is hot. Is that
6 going to cause you a problem?

7 ENGINEER SAGER: Nah, I'm all right. No, he's good. Over.

8 DISPATCHER HAAS: All right. Let me know if you need
9 protection. I'll pass it to the -- whatever constitutes the boss
10 here, and figure out what we're going to do.

11 ENGINEER SAGER: Affirm. Over.

12 DISPATCHER HAAS: Would, would a helper be of any use one way
13 or the other?

14 ENGINEER SAGER: Yeah. I mean, probably, yeah, he can help
15 the conductor, you know, give him a ride or whatever. Yeah,
16 absolutely, look it over.

17 DISPATCHER HAAS: Okay. Yeah, go ahead and do what you got
18 to do. It's going to probably be a while before I can get a
19 helper over on that other track. But let me know, let me know
20 what you come up with.

21 ENGINEER SAGER: Okay. Will do.

22 DISPATCHER HAAS: BA -- or BB out.

23 **095_08-01-2017_11.40.10.4p_-_140004_-_BB(Voice)**

24 UNIDENTIFIED SPEAKER: Yes?

25 DISPATCHER HAAS: Q38831 has stopped at the BF 205.6 on

1 grade. Said their brakes released. They were able to stop it
2 with full service. They're going to tie it down, recharge the
3 air, also walking it to see if they can find the air leak.

4 UNIDENTIFIED SPEAKER: So an AS (indiscernible) perform that?

5 DISPATCHER HAAS: They're, they're toast. They're not going
6 to go -- they won't be leaving that particular spot. Order me a
7 cab for the B248, the midnight helper, to -- up to Manila, to go
8 up there and relieve them.

9 UNIDENTIFIED SPEAKER: All right, (indiscernible). What's
10 the milepost Manila? Do you know of the top of your head?

11 DISPATCHER HAAS: Yeah. Just put in the 209. -- try 209 --
12 try 209 or 210.

13 UNIDENTIFIED SPEAKER: All right. And you said do 248?

14 DISPATCHER HAAS: Yup.

15 UNIDENTIFIED SPEAKER: What does that do for you in the
16 terminal, things needing shoved? Do you need another helping
17 them?

18 DISPATCHER HAAS: Well, I don't -- I'm good on stuff needing
19 shoved. I don't know what we're doing with the Q38830. You might
20 check with whoever's playing, playing chief, and see if
21 Cumberland's planning on taking it or not. If they, if they are
22 going to take it, I don't have anybody to get it currently.

23 UNIDENTIFIED SPEAKER: Okay. So if it's (indiscernible) --

24 DISPATCHER HAAS: Well, Matt --

25 UNIDENTIFIED SPEAKER: -- (indiscernible).

1 DISPATCHER HAAS: -- Matt, Matt said they were taking it to
2 (indiscernible) tying it down, and Cumberland couldn't take it.
3 So that was the last I heard on it.

4 UNIDENTIFIED SPEAKER: All right. Let me, let me find out if
5 they want to take the train or not. Get back to you in a minute.

6 DISPATCHER HAAS: All righty.

7 **095_08-02-2017_04.55.22.8a_-_140004_-_BB(Voice)**

8 DISPATCHER HAAS: CSX BB Dispatch Baltimore. Over.

9 ENGINEER MAIN: Hey, Alex. This BQ2801 here. We just went
10 in emergency here on this Q38831 coming into -- where in Hyndman
11 here. Got all the crossings blocked. I'm not sure what's going
12 on back there, but the conductor's getting ready to get on the
13 ground. The head end's about milepost BF 191.2. I'd say the rear
14 end's probably about, probably about 193.

15 DISPATCHER HAAS: All right. 191.2 to 193.0. I got track
16 light on the adjacent track. That might not bode well.

17 ENGINEER MAIN: Roger that. Okay. All I know, we felt a
18 little tug there as we're coming down. I put some more air on the
19 train and then it start tugging, and then we went in emergency.
20 So the conductor's getting on the ground now. We also have a --
21 this is a key train also.

22 DISPATCHER HAAS: Okay. Copy. All right. Yeah, that -- 1
23 track, other than track circuit, whatever's going on, there's no,
24 no traffic on 1 track. I've got it blocked off beside you. Over.

25 ENGINEER MAIN: Okay. I understand. So we got protection on

1 number 1 track then?

2 DISPATCHER HAAS: That is correct. 1 track protected from
3 Hyndman to Manila. Over.

4 ENGINEER MAIN: Okay. I understand. Protection on number 1
5 track from Hyndman to Manila. Thank you. I'll let you know as
6 soon as we find out something.

7 DISPATCHER HAAS: Okay. All right. Yep. Thanks. And BB
8 Dispatcher out.

9 **095_08-02-2017_04.57.04.5a_-_140004_-_BB(Voice)**

10 DISPATCHER HAAS: CSX BB. B261. Over.

11 B261: CSX B261 answering. Over.

12 DISPATCHER HAAS: 388 ahead of you is in emergency. Where
13 are you at? Over.

14 B261: Oh, coming into Fairhope Road crossing. Over.

15 DISPATCHER HAAS: Go ahead and stop at Fairhope Road.

16 That'll put you, that'll put you, what -- that'll put you west to
17 the 194?

18 B261: Oh, yeah. We're coming right by the 198 as we speak
19 of it.

20 DISPATCHER HAAS: All right. Yep, stop it at Fairhope or at
21 least west of 194 till I talk to you.

22 B261: Okay. Yeah, we'll just stop right here at Fairhope
23 and wait to hear from you.

24 DISPATCHER HAAS: All right. Yeah, this -- I've got a track
25 circuit on the adjacent track, so we'll have to see what we got.

1 B261: Okay. Yeah. If that train is at Manila behind me,
2 you might want to give him some heads up that -- where I'm stopped
3 at. Over.

4 DISPATCHER HAAS: Okay. All right. Yeah, I'll tell him
5 right now.

6 B261: All right. I understand.

7 (End of conversation.)

8 DISPATCHER HAAS: BB Q352. Over.

9 Q352: 352.

10 DISPATCHER HAAS: 388's in emergency down -- got all of
11 Hyndman blocked. The helper's stopping at Fairhope Road. Over.

12 Q352: All right. I understand. We'll get her stopped there
13 maybe at Glencoe.

14 DISPATCHER HAAS: Okay. Yeah, I've got a circuit on the
15 adjacent track where they went into emergency so we may have a
16 problem.

17 Q352: All right. I understand. We'll try to get to
18 somewhere where if we need to be relieved, we can.

19 DISPATCHER HAAS: Okay. All right. Very good. Thanks. And
20 BB Dispatch out.

21 Q352: 352 out.

22 (End of conversation.)

23 UNIDENTIFIED SPEAKER: Hello.

24 DISPATCHER HAAS: 388 is in emergency at Hyndman, almost at
25 the signal. He's about a mile west of the signal. The downside

1 of this is I got a track circuit on the adjacent track, which
2 doesn't bode well.

3 UNIDENTIFIED SPEAKER: Did it come on when he went into
4 emergency?

5 DISPATCHER HAAS: Well, it wasn't on earlier. It's on now
6 that he called me, so --

7 UNIDENTIFIED SPEAKER: I'd just go ahead and get the car to
8 bump the head out. That way --

9 DISPATCHER HAAS: Yeah, I'd get --

10 UNIDENTIFIED SPEAKER: -- (indiscernible) really bad.

11 DISPATCHER HAAS: Yeah. I'm going to, I'm going to dirt that
12 track light, but we definitely want roadway to head that way.
13 Hopefully it's just a coincidence. Maybe they -- no, they're,
14 they're too far from the -- unless they were dragging something,
15 they did something to that crossover at Foley. That Foley
16 crossover is about 6 miles behind them.

17 UNIDENTIFIED SPEAKER: Unless it just completely fell over.

18 DISPATCHER HAAS: Yeah. Well, that's a -- that's always
19 possible.

20 UNIDENTIFIED SPEAKER: All right. In emergency. Track light
21 on. I don't think it's just a coincidence, but it could be that.

22 DISPATCHER HAAS: Yep.

23 UNIDENTIFIED SPEAKER: Milepost in the blocks?

24 DISPATCHER HAAS: 191.2 -- yeah, to 193.

25 UNIDENTIFIED SPEAKER: All right. And you say you're dirting

1 the track light? All righty. Thank you, sir.

2 DISPATCHER HAAS: Bye.

3 **095_08-02-2017_05.00.50.7a_-_140004_-_BB(Voice)**

4 DISPATCHER HAAS: CSX BB Dispatcher answering emergency.
5 Over.

6 ENGINEER MAIN: The, the 348 here on the Q388, we got cars on
7 the ground back here. A guy just got up on here and said a car
8 exploded back there. We got flames. We need emergency vehicles
9 out here.

10 DISPATCHER HAAS: Okay. In downtown Hyndman?

11 ENGINEER MAIN: Yes. We're in downtown Hyndman. The head
12 end is just past the shack here for the CSX and track guys. And
13 he said -- this guy just said they're over the side of the track
14 back there.

15 DISPATCHER HAAS: All right. I'm going to get them notified.
16 If you can get this -- stay -- have everybody stay safe, but if
17 you can get me some, some better location so I can tell, tell the
18 authorities, let me know. But I'll go notify them right now.

19 ENGINEER MAIN: Okay, Alex. I appreciate that very much. My
20 conductor is on the way back there. I'll talk to Bob and see what
21 he sees back there.

22 DISPATCHER HAAS: All right. Let me get stuff going here,
23 and get me more information as soon as you can, Ron.

24 ENGINEER MAIN: Okay. I'll give you as much information as I
25 can soon as I get it.

1 DISPATCHER HAAS: All right. BB out.

2 **095_08-02-2017_05.02.03.2a_-_140004_-_BB(Voice)**

3 UNIDENTIFIED SPEAKER: CSX 51.

4 DISPATCHER HAAS: This is Alex, BB Dispatcher Baltimore.

5 UNIDENTIFIED SPEAKER: Yes, sir.

6 DISPATCHER HAAS: I've got a derailment in Hyndman,
7 Pennsylvania, H-y-n-d-m-a-n.

8 UNIDENTIFIED SPEAKER: Uh-huh.

9 DISPATCHER HAAS: I've got a report that cars are on the
10 ground and one of them has exploded. The mileposts that we're
11 between are BF -- Bravo-Foxtrot -- 191.2 and BF 193.0, 193.0.
12 I've got the train ID is the Q38831. A citizen has come up next
13 to the train, said they got cars that are on the ground and that
14 one of them's exploded and is on fire.

15 UNIDENTIFIED SPEAKER: Okay. We'll go ahead and get the
16 local. Hold on second. Let me get your record here for you.

17 DISPATCHER HAAS: All right. C like Charlie, 8702.

18 UNIDENTIFIED SPEAKER: 702. Is there a estimate --

19 DISPATCHER HAAS: And just -- and it just -- I mean, this
20 just happened minutes ago so I don't have any further information
21 yet, but I'll get it for you when I can.

22 UNIDENTIFIED SPEAKER: Okay. That's C8702. Is this a main
23 line?

24 DISPATCHER HAAS: Oh, yeah. Yep. Yes, the Keystone
25 Subdivision main east-west corridor.

1 UNIDENTIFIED SPEAKER: Okay. Is it used for passenger
2 traffic?

3 DISPATCHER HAAS: Yep. That'll, that'll affect Amtrak 20 --
4 30 this morning --

5 UNIDENTIFIED SPEAKER: It's train Q as in --

6 DISPATCHER HAAS: -- (indiscernible).

7 UNIDENTIFIED SPEAKER: -- Q as in Quebec 38831?

8 DISPATCHER HAAS: That's right.

9 UNIDENTIFIED SPEAKER: I have train Q, as in Quebec, 38831.

10 DISPATCHER HAAS: Yep.

11 UNIDENTIFIED SPEAKER: Is it in a yard -- no, it's on a main
12 line and passenger route, too, right?

13 DISPATCHER HAAS: Yeah. No passenger trains yet, but they'll
14 be some eventually.

15 UNIDENTIFIED SPEAKER: You said there's no continent [sic]?

16 DISPATCHER HAAS: You've, you've got what you need from me, I
17 need to --

18 UNIDENTIFIED SPEAKER: Is there a train constant [sic] so we
19 can let the locals know what's on it?

20 DISPATCHER HAAS: A train consist?

21 UNIDENTIFIED SPEAKER: Yeah, what's on --

22 DISPATCHER HAAS: They're --

23 UNIDENTIFIED SPEAKER: We don't know what's on.

24 DISPATCHER HAAS: Yeah, there -- yeah, there's, there's a
25 consist. I don't have it, but we can certainly get one. I mean,

1 the conductor's out there. He's got it.

2 UNIDENTIFIED SPEAKER: Okay. All righty. I'll have --

3 DISPATCHER HAAS: The train crew's okay.

4 UNIDENTIFIED SPEAKER: Okay. Not a problem. I'll let them
5 know.

6 DISPATCHER HAAS: All righty.

7 UNIDENTIFIED SPEAKER: All right.

8 **095_08-02-2017_05.10.47.2a_-_140004_-_BB(Voice)**

9 DISPATCHER HAAS: All right. All right, lead into locations.
10 Copying.

11 UNIDENTIFIED SPEAKER: All right. Going south?

12 DISPATCHER HAAS: Yeah, yeah. My mind is elsewhere. We got
13 a, we got a big derailment west of Cumberland.

14 UNIDENTIFIED SPEAKER: Yeah, he was just telling me there.
15 How many cars they got on the ground?

16 DISPATCHER HAAS: Don't know. But they said one of them
17 exploded.

18 UNIDENTIFIED SPEAKER: Oh, shit.

19 DISPATCHER HAAS: Yeah. I mean, this just happened like in
20 the last 10 minutes, so this is ongoing.

21 UNIDENTIFIED SPEAKER: Oh, man. Well, good luck. At least
22 you're about ready to get off.

23 DISPATCHER HAAS: Yeah, yeah. I feel sorry for these guys
24 that are out there, but you know how it goes.

25 UNIDENTIFIED SPEAKER: Yeah, yeah, that -- was it coming --

1 he was coming east, I guess, into Cumberland down off that hill?

2 DISPATCHER HAAS: Yup, yup. It kicked, it kicked on him
3 coming in.

4 UNIDENTIFIED SPEAKER: Yeah, that thing, man, that's a
5 monstrous hill. That thing, you look out the engineer's window
6 and look up the hill, about 7,000 feet back, there's the rear end
7 of your train.

8 DISPATCHER HAAS: Well, these guys, they've got -- they got
9 about 10,600 feet and 18,000 tons.

10 UNIDENTIFIED SPEAKER: Man, that's bad. Engine is CSXT 2318,
11 BA76.0 DS Crampton.

12 DISPATCHER HAAS: All right. Make it EC195622, 95622. Date
13 is 08-02-17. BA76.0 D79002, CSXT 2318 DS Crampton. Circle Line
14 1A. Operate on main track west direction from ES Harper's Ferry
15 main track to West Winchester, have them at milepost DAD 33.3,
16 33.3, main track.

17 UNIDENTIFIED SPEAKER: All right. EC1 number 95622 at 08-02-
18 17, BA76.0 to D79002, Engine CSXT 2318 on DS Crampton, Circle 1A,
19 operate main track west direction, EAS Harper's Ferry main track
20 to West Winchester on DAD 33.3 main track.

21 DISPATCHER HAAS: All right. EC1 95622, okay, and effective
22 0513, 0-5-1-3, AFH.

23 UNIDENTIFIED SPEAKER: All righty. EC1 number 95622
24 effective 0513 AFH.

25 DISPATCHER HAAS: That's correct.

1 UNIDENTIFIED SPEAKER: All right, man. Well, I hope you have
2 a good day there the rest of your day. I know it's going to be
3 hectic going (indiscernible)

4 DISPATCHER HAAS: All right, guys. You guys have a good day
5 also.

6 UNIDENTIFIED SPEAKER: Okay, Alex. We'll talk to you later.
7 Thank you.

8 DISPATCHER HAAS: Thanks.

9 (End of conversation.)

10 DISPATCHER HAAS: CSX BB Dispatch Baltimore. Over.

11 ENGINEER MAIN: Hey, Alex. The first car on the ground is a
12 FWTX620150. It's an (indiscernible) and we don't -- I don't know
13 what else is behind it there that's on the ground. There's some
14 3257 here. It looks like some -- it's a Class 9 asphalt, and then
15 there's some 2448s, which is molten sulfur, which is also a Class
16 9. But something back there's on fire, definitely.

17 DISPATCHER HAAS: Did -- how far back was that car, Ron?

18 ENGINEER MAIN: That car is 34 deep.

19 DISPATCHER HAAS: The 34th car. Okay. All right. I got
20 that. If you have more, more, as you get it. Any sign of the
21 authorities? Over.

22 ENGINEER MAIN: Oh, we got all kinds of bells and whistles
23 going off down here in town. I see cars running back and forth.
24 So as soon as I get somebody out here to -- you know, from the
25 authorities or whatever, I know my conductor does have his

1 paperwork with him. I've got it all here in the head end on this
2 lead motor 3338. Over.

3 DISPATCHER HAAS: Copy. Okay. And I'm going to drop that
4 signal at Hyndman.

5 ENGINEER MAIN: Roger that. Yeah, well -- yeah, I just hope
6 nobody's hurt.

7 DISPATCHER HAAS: Yep. I'm with you. I'm with you, Ron.
8 Let's -- yeah, let's concentrate on what we got and we'll get it
9 all figured out. Over.

10 ENGINEER MAIN: Roger that, Alex.

11 DISPATCHER HAAS: All right. BB Dispatcher out.

12 ENGINEER MAIN: B248 out.

13 **095_08-02-2017_05.18.53.5a_-_140004_-_BB(Voice)**

14 DISPATCHER HAAS: BB.

15 MR. ROSE: Hey, Alex. Gerard Rose, Major Field Investigation
16 Cumberland.

17 DISPATCHER HAAS: Yeah.

18 MR. ROSE: What -- did we have a confirmed explosion in
19 Hyndman as a result of this derailment?

20 DISPATCHER HAAS: Well, the engineer said that the conductor
21 can see something on fire, but the explosion was reported by a
22 citizen that just pulled up next to them and told them they had a
23 car that had exploded and was on fire. They, they can see flames,
24 but, you know, whether that's been confirmed by an authority or
25 not, I don't know.

1 MR. ROSE: Okay. So we do have a confirmed fire of some
2 nature (indiscernible) --

3 DISPATCHER HAAS: Yeah, yeah, starting at -- it's about -- it
4 started, starts 24 deep. Conductor -- or 34 deep. Conductor's
5 found that, that part and they're still looking at the situation.

6 MR. ROSE: Okay. Who do we got en route from Transportation?
7 I can't get ahold of chief's desk.

8 DISPATCHER HAAS: I don't know who he's notified.

9 MR. ROSE: Okay. I know you guys have bigger fish to fry,
10 but that answers my questions. I need to start notifying my
11 folks. I appreciate it. Thanks, Alex.

12 DISPATCHER HAAS: Okay. Yeah, anything you need, let me
13 know. Like I said, it just happened about 20 minutes -- 15, 20
14 minutes ago, so the information's still coming in.

15 MR. ROSE: Okay. I appreciate it. I'll get ahold of Mike
16 Austin as well. I'm sure he's already been notified, but start
17 getting ahold of all my folks on my side of the fence. Thank you
18 much.

19 DISPATCHER HAAS: All righty.

20 MR. ROSE: Take care now. Bye.

21 DISPATCHER HAAS: Yeah.

22 (End of recordings.)
23
24
25

CERTIFICATE

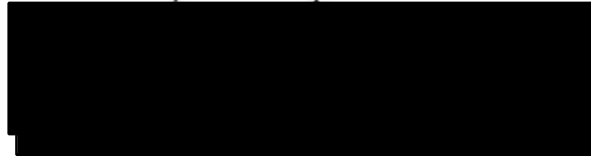
This is to certify that the attached proceeding before the
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: CSX TRAIN DERAILMENT IN HYNDMAN,
PENNSYLVANIA, AUGUST 2, 2017
Radio Dispatch Calls

DOCKET NUMBER: DCA17FR011

DATE: August 1 - 2, 2017

was held according to the record, and that this is the original,
complete, true and accurate transcript which has been transcribed
to the best of my skill and ability.



Transcriber