

National Transportation Safety Board

Office of Railroad, Pipeline and Hazardous Materials

Washington, DC 20594



RRD22MR007

MECHANICAL WORKING GROUP

Group Chair's Factual Report

November 23, 2022

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A. ACCIDENT

Location: San Bruno, California
Date: March 10, 2022
Time: 10:33 a.m.
1833 (UTC)
Train: Caltrain Passenger Train No. 506

B. MECHANICAL WORKING GROUP

Group Chair John Manutes, IIC
National Transportation Safety Board
Denver, Colorado

Group Member David Rodriguez
Federal Railroad Administration

Group Member Ryan Galindo
California Public Utilities Commission

Group Member Mike Galindo
California Public Utilities Commission

Group Member Mike Gomez
TransitAmerica Services, Inc.

Group Member Henry Flores
Deputy Director Vehicle Maintenance

C. SUMMARY

For a summary of the accident, refer to the Accident Summary Report in the docket for this investigation.



Figure 1. Caltrain Locomotive No. 919 from Train No. 506 at the laydown yard during mechanical inspection

D. FACTUAL INFORMATION

- Train No. 506 consisted of one locomotive and 5 passenger rail cars.
- On Monday, March 14 investigators met at the laydown yard and Caltrain made minor repairs to accident-damaged hoses which did not affect the function of the air brake system.
- Investigators conducted exterior and interior mechanical inspections. All damage and defective components were documented by the FRA IIC. The details of the inspections are noted on Attachment 1.
 - There were no defects noted with the brake components including rigging, brake disks, brake pads, and brake shoes.
- Investigators observed a Class I air brake test on the entire consist, conducted from the lead locomotive. Investigators were positioned in the cab of the locomotive to observe the manipulation of the controls, as well

as investigators on each side of the train to observe the function of the brake system. The brake system functioned as intended.

- Investigators noted Part 238 and Part 239 emergency preparedness, egress and access components on the vehicles.
- Investigators reviewed on-board documents.

Position (South to North)	Type	Road Number (JPBX)	Condition	Weight/Length
Locomotive	F-40	919	Derailed first two axles	56' 2" 260,000 lbs.
Railcar 1	Nippon-Sharyo Gallery Car - "Luggage"	3819	Rear half consumed in fire	85' 0" 121,880 lbs.
Railcar 2	Nippon-Sharyo Gallery Car - "Bike Car"	3829	Not damaged	85' 0" 121,880 lbs.
Railcar 3	Nippon-Sharyo Gallery Car - "Luggage"	3804	Not damaged	85' 0" 121,880 lbs.
Railcar 4	Nippon-Sharyo Gallery Car - "Access Car"	3863	Not damaged	85' 0" 121,880 lbs.
Railcar 5	Nippon-Sharyo Gallery Car - "Cab Car"	4026	Not damaged	85' 0" 124,740 lbs.

Table 1. Caltrain Train No. 506 consist, March 10, 2022

E. LIST OF ATTACHMENTS

Attachment 1 - FRA Inspection Report dated March 14, 2022

Submitted by:

John Manutes
Railroad Accident Investigator

Attachment 1

See Mechanical Factual Report Attachment 1 in the docket for this accident.