

National Transportation Safety Board

Office of Railroad, Pipeline and Hazardous Materials Investigations
Washington, D.C. 20594

New York City Transit – Worker Fatality
Manhattan, New York
34th Street
November 29, 2023

NTSB Accident Number RRD24FR003

Mechanical Group Factual Report
Joey Rhine, Mechanical Group Chairman

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1. Mechanical Group Members

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2. Accident

Accident: RRD24FR003
Incident Type: Transit Worker Fatality (Struck by Train)
Location: Manhattan, NY
Date of Incident: November 29, 2023

3. Synopsis

At 12:13 a.m. in Manhattan, NY, a New York City Transit (NYCT) employee working as a track cleaning crew flagger was struck and killed by northbound passenger train No. 2317-D as it entered 34th Street. The accident occurred on Track B2 of the “D” Line. This line does not have PTC or CBTC train control technology. It is governed by two types of older signal systems;

automatic signals and interlocking signals which are controlled by a tower operator. The maximum speed for this track is 35 MPH due to the proximity of the stations.



Figure 1. *2317-D at Concourse Yard for Inspection.*

4. Equipment

The New York City Transit (NYCT) fleet consists of 6,513 cars manufactured by multiple manufacturers. The Division B fleet consists of 3,623 cars that are an average age of 24.3 years old. Train 2317-D consisted of 8 Westinghouse/Amrail Company (WAC) model R68 cars built between 1986-1988. There are 425 WAC R68 models in the Division B fleet.

The northbound New York City Transit (NYCT) Train 2317-D consisted of 8 cars. The train of 8 cars consisted of two, 4-car sets that are semi-permanently coupled.

WAC R68 cars are 74'8.5" in length and weigh 92,720 lbs.

Train 2317-D consists of the following cars:

1. 2684 - Lead
2. 2685
3. 2687
4. 2686
5. 2672
6. 2673
7. 2675
8. 2674 - Rear

5. Predeparture Inspections

The NYCT conducted the train's last mechanical inspection on November 28, 2023. This inspection consists, in part, of the following components/systems:

- Brake system
- Intercom
- Operator gauges and indicators
- Doors
- Lighting
- Ventilation
- Windows and seating

6. Equipment Postaccident Inspections

On December 2, 2023, investigators met with NYCT personnel at Concourse Yard for an examination of the equipment involved. An overall review of the equipment did not reveal any conditions that may have attributed to the incident. Brakes, lighting, and controls operated as intended. Trip cocks are used in conjunction with the signal system to assist in train movements. Each R68 car is equipped with 2 trip cocks under the car (one on each end) and are designed to apply a brake application to stop the train if designed limits are exceeded. The trip cocks functioned as intended when tested.

7. Documentation Received

- Train list
- Weight list
- Diagrams and photos of the accident scene
- Train inspection records
- Mechanical damage estimates
- Equipment characterizations