



**Crashworthiness/Survival Factors
Investigation Attachment- Photographs**

**Joplin, Montana
RRD21MR017**

(9 pages)



Figure 1 Photograph of the head-end locomotive ATK 74 which did not derail during the accident. (Source: NTSB)



Figure 2 Photograph of trailing locomotive ATK 38 still coupled to head-end locomotive and baggage car. (Source NTSB)



Figure 3 Photograph of the Baggage Car ATK 61034, positioned behind the rear locomotive, ATK 38. (Source: NTSB)



Figure 4 Photograph of the first passenger car in the train consist identified as Transition Crew Dorm/Sleeper ATK 39019. (Source: NTSB)



Figure 5 Photograph of Sleeper Car ATK 32050. The train car sustained very little damage in the derailment. (Source: NTSB)



Figure 6 Photograph of third sleeper car in the train consist, ATK 32085, after the car was repositioned back on the track. (Source: NTSB)



Figure 7 Photograph of the Diner Car, ATK 38058 repositioned on the track. (Source: NTSB)



Figure 8 Photograph of the first Coach Car, ATK 34059, after being removed from the track and stabilized on the scene. (Source: NTSB)



Figure 9 Photograph of the Lounge Car, ATK 33049, lying on its right side on the scene. (Source: NTSB)



Figure 10 Photograph of the interior of the Lounge Car, ATK 33049, looking forward from the trailing end. The ground outside of the car is visible through the spaces created by the missing windows. (Source: NTSB)



Figure 11 Photograph taken from the top (right) side of the three uncoupled train cars that overturned east of the main train body. The train cars were flipped onto their left side during the search for victims. (Source: NTSB)



Figure 12 Photograph of westernmost uncoupled train car, ATK 34077, after the car had been righted. The Photograph shows the damage to the right side of the car caused by the contact with the ground. (Source: NTSB)



Figure 13 Photograph of the middle of the three uncoupled train cars. Coach Car ATK 31036 remained coupled to ATK 34077 in the lead and the Sleeper ATK 32007 that was trailing. Damage shown includes rescue damage caused by emergency responders and construction crews on scene. (Source: NTSB)



Figure 14 Photograph of the interior of Coach Car ATK 31036 showing the damage sustained in the derailment to include deformation to spaces above train seats caused by impact with passenger heads and missing and removed windows. (Source: NTSB)



Figure 15 Photograph of the interior lower bedroom in Sleeper Car ATK 32007. The room is filled with dirt that infiltrated the car after the car window fell out of its frame. (Source: NTSB)



Figure 16 A photograph of the track switch heater in place at the Buelow West track. The switch heater sits 11 feet back from the track. The duct work and connecting hoses feeds propane from a tank (not pictured) to heat the track surface. (Source: NTSB)