

**NATIONAL TRANSPORTATION SAFETY BOARD**  
Vehicle Recorder Division  
Washington, DC 20594

December 20, 2018

## **Onboard Image Recorder**

**Specialist's Factual Report**  
**By Christopher Babcock**

### **1. EVENT**

Location: Kingman, Arizona  
Date: June 5, 2018  
Vehicles: BNSF4283 & BNSF6613  
Operator: BNSF Railway  
NTSB Number: RRD18FR009

### **2. GROUP**

A group was not convened.

### **3. DETAILS OF INVESTIGATION**

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received the files containing video and audio from locomotives BNSF4283 and BNSF6613

#### **3.1. Timing and Correlation**

The time source used in this report is the embedded time stamp in each video.

#### **3.2. Summary of Recording Contents**

In agreement with the Investigator-In-Charge, a video group did not convene and a summary report was prepared.

##### **3.2.1. Video Recording From BNSF4283**

The color video recovered from this locomotive showed a forward-facing field of view primarily of the track and wayside signals. The video contained audio from ambient sounds exterior to the locomotive cab. The video duration was 12 minutes and started at 21:42:39. At about 21:43, the locomotive began moving forward from a stop. At 21:43:50, the locomotive passed a signal with an aspect that could not be determined. At 21:49:46, the locomotive entered a blind right curve. At 21:50:10 a work vehicle became visible in the video frame. At 21:50:14, data embedded in the video indicated the power cutoff switch was activated. At 21:50:22, the left door on the work vehicle opened and a worker appeared to jump out of the work vehicle

cab. At 21:50:24, the locomotive and work vehicle collided and debris and clear liquid obscured the camera. At 21:50:36, the horn briefly sounded and the bell activated until the end of the recording. At 21:50:38, the locomotive came to a stop. At 21:54:38, the recording ended.

### **3.2.2. Video Recording From BNSF6613**

Video recovered from BNSF showed an interior view of the locomotive cab with the engineer and conductor sitting in their operating positions. No audio was recorded inside the cab. External, forward facing video was also recorded. Locomotive BNSF6613 was located at the opposite end of the train from the work vehicle and impact location. The video showed the locomotive operating in reverse until it came to a stop at 21:50:29.