

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

February 18, 2018

## **Onboard Image Recorder**

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

### **1. EVENT**

Location: Hyndman, Pennsylvania  
Date: August 2, 2017  
Registration: CSXT3338  
Operator: CSX Transportation  
NTSB Number: DCA17FR011

### **2. GROUP**

A group was not convened.

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

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received files downloaded from the following device:

Recorder Manufacturer/Model: **GE LocoVision**  
Recorder Serial Number: **n/a**

#### **3.1. Recorder Description**

The GE LocoVision system records high definition images and audio on a ruggedized platform to enhance incident and accident investigation and monitor real-time track and wayside assets.

#### **3.2. Recorder Damage**

The LocoVision system was not damaged and files were extracted normally.

#### **3.3. Video Files**

The files extracted from the LocoVision were in a proprietary format and required manufacturer software to view. The files contained high definition (1920x1080 resolution) color/low light video at 30 frames per second from four cameras: one pointed at the engineer, one pointed at the conductor, one mounted in the overhead looking forward over the shoulders of the engineer and conductor, and one mounted on the exterior of the locomotive looking forward, primarily at the

track and wayside signals. The exterior track video contained audio from ambient sounds exterior to the locomotive cab.

### **3.4. Timing and Correlation**

The times used in this report are expressed as local eastern daylight time (EDT). Times were determined using the embedded GPS time in the video files.

### **3.5. Summary of Recording Contents**

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

<b>Time</b>	<b>Event</b>
03:59:52	Start of recording. The train was not moving. Engineer was seated, wearing safety vest with safety glasses on. Another pair of glasses hung from his neck strap.
04:03:40	The headlight turned off.
04:10:17	The headlight illuminated.
04:15:13	Conductor entered cab via forward door and sat at left seat wearing safety vest and glasses.
04:16:33	Headlights began flashing.
04:16:42	Engineer moved dynamic braking lever rearward.
04:17:18	A steady headlight illuminated and train began moving forward. Train brake handle appeared nearly perpendicular to the console (brakes on).
04:20:21	Flashing headlight and horn sequence during grade crossing.
04:22:42	Flashing headlight and horn sequence during grade crossing.
04:24:14	Train passed steady green signal.
04:25:35	Engineer removed safety glasses.
04:29:34	Engineer moved dynamic braking lever rearward.
04:29:35	Train passed green over red signal.
04:30:31	Flashing headlight and horn sequence during grade crossing.
04:31:55	Flashing headlight and horn sequence during grade crossing.
04:34:46	Train passed green over red signal.
04:35:49	Engineer moved dynamic brake handle forward.
04:35:59	High pitched noise audible for approximately 30 seconds as the train negotiated right hand curve.
04:37:04	Flashing headlight and horn sequence during tunnel transit.
04:37:55	Conductor removed his glasses and began reading a bound document.
04:38:52	High pitched noise audible for approximately 30 seconds as the train negotiated a right hand curve.
04:39:01	Engineer moved dynamic braking lever rearward.

<b>Time</b>	<b>Event</b>
04:39:18	Flashing headlight and horn sequence during grade crossing.
04:41:43	Train passed steady green signal.
04:41:58	Conductor passed the document to the engineer, who put on his glasses and began reading. The conductor stood up and looked over the engineer's shoulder.
04:43:31	Engineer passed the document back to conductor who took his seat and resumed reading the document. The engineer removed his glasses.
04:44:08	Engineer moved dynamic brake handle forward.
04:46:38	Conductor retrieved another document.
04:47:20	Engineer moved dynamic braking lever rearward.
04:47:44	Train passed steady green over red signal.
04:47:48	Engineer moved dynamic braking lever rearward.
04:49:26	Conductor placed both documents back in a bag.
04:50:15	Engineer moved dynamic brake handle forward.
04:50:43	Engineer moved dynamic brake handle forward.
04:51:36	Engineer moved dynamic brake handle forward.
04:52:36	Flashing headlight and horn sequence during grade crossing, followed by bridge and another grade crossing.
04:53:21	Conductor put his glasses back on.
04:54:10	Engineer abruptly moved the dynamic braking handle rearward and then forward and reached toward the area of the engine brake lever. The cab interior light came on, and the train slowed to a stop at 04:54:32.
04:55:11	Engineer had a conversation on the phone.
04:58:00	Conductor exited through forward door.
04:58:28	Engineer exited cab through forward left door.
04:58:58	Engineer returned to cab.
04:59:52	End of recording.