FRA Mechanical & Track inspection summary for BNSF Denver NTSB investigation RRD25FR022

MPE- FRA Railroad Safety Inspector Bussey conducted a Motive Power and Equipment (MP&E) inspection of freight car no. CKIX 7080. Entirety of freight car was thoroughly inspected, with particular attention given to the B-end. Applicable inspection and observation covered freight car safety standards to include wheels, trucks, bolsters, and car body, safety appliances, and freight car air brake systems. No non-compliant conditions were identified during the inspection.

FRA Railroad Safety Inspector Bussey conducted a Motive Power and Equipment (MP&E) inspection of locomotive nos. BNSF 9014 and BNSF 6757. Both locomotives were thoroughly examined and tested. This included locomotive safety standards such as wheels, trucks, traction motors, body, side bearings, sand system, horn/bell and light function, safety appliance standards compliance, and air brake function testing and compliance. No non-compliant conditions were identified during the inspection. Observation of securement at the West (or 31st St) end of tracks 101, 102, and 132 (locomotive location at time of observation). No non-compliant conditions were identified during the inspection.

TRACK – FRA Railroad Safety Inspector Riley Pena conducted a post-accident inspection of the track to investigate and confirm cause of derailment. The condition of the track did not seem to be a contributing factor.

Rail section: 115lbs RMSM and 115 lb NKK

Gage: Within Standards

Ties: Within Standards

Fasteners: Within Standards

Ballast: Within Standards

Geometry: Within Standards

Took more measurements at the accident sight that was needed for analysis.

Switch stand for crossover to next switch stand (SW#3-SW#4): 69 feet

Switch stand for crossover (SW#3) to SW#5: 163 feet