

NTSB # CHI95FR023B

BRIEF OF ACCIDENT

RUNDATE: 12/06/95

File No. - 0

05/25/95

FLOMATON, AL

Time (Lcl) - 1650 CDT

---Basic Information---

Reporting Railroad -	CSX	Property Losses				Injuries			
Type of Accident -	COLLISION, REAR-END	Railroad -	\$	740,251.00	Employees	0	0	2	0
Operating Phase -	STANDING	Non-Railroad -	\$	0.00	Passengers	0	0	0	0
Method of Operation -	TIMETABLE	Fire -	NO		Motorist	0	0	0	0
	RADIO				Other	0	0	0	2

CSX - CSX TRANSPORTATION

---Railroad/Personnel Information---

Train Data		Train Consist/Damage			Crew Information		
Railroad -	CSX	No. Loco. Units -	2		Front End -	2	
Type of Train -	FREIGHT	No. Cars/Caboose -	101/0		Rear End -	0	
Train ID -	R-521-24	End of Train Monitor -	MONITOR		Toxicology Performed -	YES	
Direction -	SOUTH	Length (Feet) -	5848		Radio Communications		
Speed (Est.) -	0	Trailing Tons -	10155		Radio Available -	YES	
Speed (Auth.) -	25	Loco. Damaged/Derailed -	N/A		Operational -	YES	
		Cars Damaged/Derailed -	0/4				

CSX - CSX TRANSPORTATION

---Environment/Operations Information---

Weather Data		Itinerary		Hazardous Materials	
Weather Condition -	CLEAR	Last Departure Point		Involved -	YES
Condition of Light -	DAYLIGHT	MONTGOMERY, AL		Cars Involved -	2
Line of Sight -		Destination		Track Information	
Evacuation -	YES	PENSACOLA, FL		Type/No. of Tracks -	SIDING/2
				Gradient -	DES. 0.75
				Alignment -	CURVE 3 D O M

---Narrative---

CSXT TRAIN EXTRA UP 9738 SOUTH STRUCK THE REAR OF STANDING CSXT TRAIN EXTRA 7653 SOUTH ON THE FLOMATON CUT-OFF TRACK. THE CREW OF EXTRA 7653 SOUTH HAD STOPPED AT THE FLOMATON DEPOT AND ENTERED THE DEPOT. THE REAR OF THEIR TRAIN WAS IN A 3 DEGREE CURVE ON THE CUT-OFF TRACK. EXTRA UP 9738 SOUTH HAD BEEN ROUTED INTO THIS TRACK, WHICH WAS 6 MILES LONG, ON A RESTRICTED SIGNAL. THAT SIGNAL, AND OPERATING RULE 46, REQUIRED THE TRAIN TO PROCEED AT RESTRICTED SPEED, PREPARED TO STOP SHORT OF ANOTHER TRAIN, NOT EXCEEDING 25 MPH. THERE WERE NO AUTOMATIC SIGNALS ON THE CUT-OFF TRACK TO GOVERN TRAIN MOVEMENTS. THE LAST CAR ON THE STANDING TRAIN WAS A TANK CAR LOADED WITH VINYL CHLORIDE. THE TANK WAS PUNCTURED AND THE LADING LEAKED RESULTING IN THE EVACUATION OF ABOUT 150 LOCAL RESIDENTS. CSXT OPERATING RULES DID NOT PROHIBIT THE PLACEMENT OF A HAZARDOUS MATERIAL CAR AS THE LAST CAR IN A CABOOSELESS TRAIN.

BRIEF OF ACCIDENT, continued

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Occurrence #1 - COLLISION, REAR

Phase - STANDING

Finding(s)

1. OPERATING RULES - NOT COMPLIED - ENGINEER OF OTHER TRAIN
 2. INADEQUATE RULE - COMPANY OPERATOR/MGMT
 3. OPERATING RULES - NOT COMPLIED - CREWMEMBER OF OTHER TRAIN
-

Occurrence #2 - DERAILMENT

Phase - STANDING

Occurrence #3 - RUPTURE OF TANK CAR

Phase - STANDING

Finding(s)

4. TRAIN MAKEUP - POOR - EXECUTIVES AND OFFICIALS
-

Occurrence #4 - HAZARDOUS MATERIALS LEAK/SPILL (FUMES/SMOKE)

Phase - STANDING

---Probable Cause---

Cause(s): 1, 2, 3

The National Transportation Safety Board determines that the probable Cause(s) of this accident was:
The failure of the crew of train Extra UP 9738 South to control the speed of their train in accordance with operating rules and stop short of the standing train. Also causal was the inadequate operating procedure that CSX Transportation management used on the Flomaton siding track.