

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: September 24, 1980

Forwarded to:

Mr. John T. Collinson  
President  
Baltimore and Ohio/Chesapeake and  
Ohio Railroad Companies  
P.O. Box 6419  
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SAFETY RECOMMENDATION(S)

R-80-39 and R-80-40

About 5:55 a.m., on February 12, 1980, two freight trains operated by the Baltimore and Ohio Railroad Company collided head-on at Orleans Road, West Virginia. Extra 6474 East was on Track No. 2 traveling at 38 miles per hour as it passed the stop-and-stay signal at Orleans Road and entered a compound curve to the right, where Extra 4367 West was approaching at a speed of 32 mph. The fireman of Extra 4367 West was killed and the engineer and head brakeman were injured; the engineer, conductor, and brakeman of Extra 6474 East were injured. Property damage was estimated to be \$1,688,200. 1/

Investigation of this accident disclosed that the locomotive crewmembers of Extra 6474 East were tired and not feeling well, and did not take the necessary action to stop their train for the eastbound stop-and-stay signal at the Orleans Road crossovers. Extra 6474 East continued beyond Orleans Road and collided head-on with Extra 4367 West, which was also approaching Orleans Road and slowing to stop for a westbound stop-and-stay signal. These two freight trains were to have stopped at Orleans Road and waited for passage of Amtrak passenger train No. 32 on the adjacent track.

The conductor of Extra 6474 East, who was riding in the second locomotive unit, was also not adequately supervising his crewmembers to see that they informed each other of crossover locations and signal indications as required by Baltimore and Ohio operating and radio rules. In addition, the head brakeman of Extra 6474 East, who was the only person in the cab with the engineer and who had only 10 months of experience, was not knowledgeable of all Baltimore and Ohio operating rules. In addition, he had dozed off and could not take action to stop the train when the engineer failed to do so.

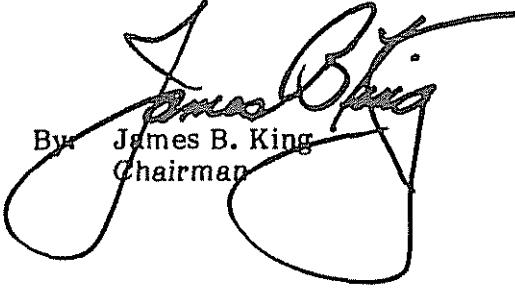
1/ For more detailed information read, "Railroad Accident Report--Head-on Collision of Baltimore and Ohio Railroad Company Freight Trains Extra 6474 East and Extra 4367 West, Orleans Road, West Virginia, February 12, 1980, (NTSB-RAR-80-9).

Therefore, the National Transportation Safety Board recommends that the Baltimore and Ohio Railroad Company of the Chessie System:

Implement a system of training and examination in operating rules which will insure that each employee subject to those rules demonstrates satisfactorily his/her knowledge and understanding of the current operating rules. (Class II, Priority Action) (R-80-39)

Establish supervisory procedures at crew-change terminals to insure that all operating department employees coming on duty at any hour of the day are physically fit and capable of complying with all pertinent operating rules. (Class II, Priority Action) (R-80-40)

KING, Chairman, GOLDMAN and BURSLEY, Members, concurred in these recommendations. DRIVER, Vice Chairman, and McADAMS, Member, did not participate.

By  James B. King  
Chairman