

Federal Railroad Administration  
Office of Safety - Headquarters  
Accident/Incident Investigation Assignments  
January - November, 2006

1. January 5, 2006-Virginia Railway Express (VRE)/CSX Transportation, Quantico, Virginia  
A northward commuter train, operating at 45 mph, derailed the rear 3 cars and the pushing locomotive. As a result of the derailment, a few passengers and one crewmember sustained injuries.
2. January 16, 2006- Norfolk Southern (NS), York, Alabama  
A northward mixed freight train, operating in 50 mph territory, derailed 28 cars. As a result of the derailment, a number of ATK trains were cancelled.
3. January 17, 2006- CSX Transportation (CSX), New Castle, Pennsylvania  
One mixed freight train, shoving East, in New Castle yard, collided into the side of another train operating on the West end of the yard. As a result of the collision, 5 cars derailed, 2 of which contained sulfuric acid. A precautionary evacuation was ordered.
4. January 18, 2006- Norfolk Southern (NS), Lincoln, Alabama  
An eastward train, struck the rear of another eastward train as it was clearing into the siding. As the result of the collision, 3 employees on the striking train were injured, 3 locomotives and 10 rail cars were derailed and a precautionary evacuation was ordered.
5. January 25, 2006- BNSF Railway (BNSF), Jasper, Alabama  
A mixed freight train, operating at an estimated 20 mph, derailed 31 cars.
6. January 26, 2006-Amtrak(ATK)/CSX Transportation, Garrison, Kentucky  
A westward passenger train, operating at an estimated 5 mph, derailed one car.
7. January 26, 2006- Norfolk Southern (NS), Salamanca, New York  
A northward coal train, operating on the Western New York & Pennsylvania Railroad, derailed 28 cars.
8. January 28, 2006-Amtrak(ATK)/BNSF Railway (BNSF), Sprague, Washington  
An eastward passenger train, operating at 40 mph, derailed one locomotive and 4 cars. As a result of the derailment, a few passengers and two crewmembers were injured.
9. January 31, 2006- Union Pacific (UP), Timpson, Texas  
A southward mixed freight train, operating at 25 mph, derailed 37 cars.
10. February 10, 2006- Norfolk Southern (NS), Montgomery, Virginia  
An eastward mixed freight train, operating at 30 mph, derailed 20 cars.

11. February 16, 2006- Union Pacific (UP), Ranger, Texas

An eastward mixed freight train, operating at 55 mph, struck a vehicle at a highway rail grade crossing. As a result of the collision, all four passengers in the vehicle were killed.

12. February 22, 2006- Amtrak (ATK)/CSX Transportation (CSX), Boca Raton, Florida

A northward passenger train, operating at 60 mph, struck a vehicle at a highway rail grade crossing equipped with active warning devices. As a result of the collision, the two passengers in the vehicle were injured and the warning devices are the focus of the investigation.

13. March 7, 2006- Union Pacific (UP), Yukon, Oklahoma

An eastward mixed freight train, operating at 47 mph, struck a dump truck at a highway rail grade crossing. As a result of the collision, the truck driver was killed, 3 crewmembers were injured and 25 cars were derailed.

14. March 17, 2006- CSX Transportation (CSX), Laurens, South Carolina

A locomotive, operating South at 20 mph, struck a hi-rail vehicle authorized by the train dispatcher to occupy the main track. As a result of the collision, the hi-rail truck was shoved into another piece of on-track equipment destroying it as well.

15. March 19, 2006- BNSF Railway (BNSF), Rozet, Wyoming

An unattended four locomotive consist, moving at 18 mph, struck the head end of a standing train. As a result of the collision, one of the locomotives derailed and two crewmen on the standing train were injured.

16. March 19, 2006- BNSF Railway (BNSF), Ismay, Montana

A coal train, operating at 35 mph, derailed 29 cars.

17. March 20, 2006- Union Pacific (UP), Longview, Texas

A northward RCL yard switcher, operating at 10 mph, struck the side of another yard switcher operating South at 4 mph and at the opposite end of the Yard. As a result of the collision, 5 cars and one locomotive derailed.

18. March 24, 2006- Norfolk Southern (NS), Keytesville, Missouri

A westward mixed freight train, operating at an estimated 45 mph, struck a "low boy" trailer that had become hung up at a highway rail grade crossing equipped with active warning devices. As a result of the collision, both crewmen were injured, both locomotives and 14 loaded auto rack cars were derailed.

19. April 5, 2006- Union Pacific (UP), Higginson, Arkansas

A northward intermodal train, operating in 70 mph territory, struck a tractor trailer at a highway rail grade crossing equipped with active warning devices. As a result of the collision, both crewmen were injured, 6 cars were derailed and they in turn, derailed 6 more and a locomotive on another train standing on an adjacent track.

20. April 6, 2006- Long Island Railroad (LIRR), Jamaica Station, Queens, New York  
Two eastward passenger trains were operating at an estimated 7 mph and pulling off two adjacent station tracks when they collided with each other. As a result of the collision, 1 car was derailed and a passenger was taken to the hospital.
21. April 8, 2006- BNSF Railway (BNSF), Berea, Nebraska  
An eastward loaded coal train, operating at 50 mph, derailed 38 cars which were located toward the middle of the train.
22. April 13, 2006- BNSF Railway (BNSF), Granada, Colorado  
A westward freight train, operating at an estimated 49 mph, struck a van at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, six (6) of the seven (7) occupants of the van were killed.
23. April 22, 2006- CSX Transportation (CSX), Chillicothe, Ohio  
A northward freight train, preparing to stop, discovered 2 cars derailed toward the rear of the train. Additionally, the cars were burning, an evacuation was ordered and state route 23 was closed.
24. April 22, 2006- CSX Transportation (CSX), Richmond, Virginia  
A southward loaded coal train, operating at 4 mph, derailed 11 cars while passing over the James River bridge. As a result of the derailment, a portion of the bridge collapsed near the city's flood wall at the sewer diversion plant.
25. April 27, 2006- Union Pacific (UP), Elm Creek, Nebraska  
An eastward loaded coal train, operating at 38 mph, derailed 2 locomotives and 29 cars.
26. April 28, 2006- Alabama Gulf Coast (AGR), Linden, Alabama  
A southward freight train, operating at 16 mph, struck a cut of cars standing on the siding. As a result of the collision, 2 cars derailed.
27. May 3, 2006- Norfolk Southern (NS), Radebaugh, Pennsylvania  
A westward freight train, operating at an unknown speed, derailed 30 cars.
28. May 11, 2006- Union Pacific (UP), Dalton, Illinois  
A northward RCL yard switcher, shoving 32 cars at an estimated 4 mph, collided with a standing freight train. As a result of the collision, the crew of the standing freight train were treated and released and the leading car of the shove move derailed.
29. May 14, 2006- Union Pacific (UP), Claremore, Oklahoma  
An northward mixed freight train, operating at 52 mph, struck a vehicle at a highway rail grade crossing. As a result of the collision, three of the five occupants in the vehicle were killed.

30. May 17, 2006- BNSF Railway (BNSF), Lakeside, Nebraska  
An eastward loaded coal train, operating at 23 mph, struck the rear of a standing loaded coal train. As a result of the collision, two crewmen on the striking train were injured.
31. May 19, 2006- BNSF Railway (BNSF), Preston, Oklahoma  
A southward mixed freight train, operating at 23 mph, derailed 29 cars.
32. May 20, 2006- Union Pacific (UP), Montpelier, Idaho  
A westward container train, operating at 49 mph, derailed 41 cars. As a result of the derailment, four containers (two cars) derailed into the Bear River.
33. May 22, 2006- Union Pacific (UP), Queen Creek, Arizona  
A southward mixed freight train, operating at 46 mph, struck a pick-up truck at a highway rail grade crossing equipped with active warning devices. As a result of the collision, the three occupants of the truck were killed.
34. May 22, 2006- Norfolk Southern (NS), Loudon, Tennessee  
A westward grain train, operating on a yard track at an estimated 6 mph, collided head on with a yard local, operating in the opposite direction on the same yard track at an estimated 12 mph. As a result of the collision, 2 locomotives and 2 cars were derailed.
35. May 25, 2006- Amtrak (ATK)/Allegheny Valley Railroad (AVR), Pittsburgh, Pennsylvania  
An eastward passenger train, stopped to receive and discharge passengers at the station, was struck in the rear by an AVR freight train operating at 5 mph. As a result of the collision, there were a few passenger injuries.
36. May 25, 2006- CSX Transportation (CSX), Osark, Alabama  
A southward mixed freight train, operating at an unknown speed, struck the side of another southward mixed freight train that had not cleared the fouling point at the north switch at Dillard siding. As a result of the collision, the rear two cars of the standing train derailed and the crewmembers on the leading locomotive of the striking train were injured.
37. May 27, 2006- BNSF Railway (BNSF), Cassoday, Kansas  
A westward mixed freight train, operating at 65 mph, struck a pick-up truck at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, all three of the occupants in the vehicle were killed.
38. May 27, 2006- Union Pacific (UP), San Antonio, Texas  
An eastward mixed freight train, operating at 16 mph, struck a westward mixed freight train, operating at 9 mph, while moving in opposite directions on the same track. As a result of the collision, there were injuries to some crew members and 5 cars derailed.
39. May 28, 2006- Union Pacific (UP), Mojave, California  
A northward mixed freight train, operating at 42 mph, derailed 11 cars.

40. May 30, 2006- Amtrak(ATK)/Norfolk Southern (NS), Jackson, Michigan

An eastward passenger train, operating at an unknown speed, struck a dump truck at a private highway rail grade crossing equipped with passive warning devices. As a result of the collision, the driver was killed, a fire ensued, and a few train passengers were treated at the scene for smoke inhalation.

41. May 30, 2006- CSX Transportation (CSX), Fonda, New York

A westward mixed freight train, operating at an unknown speed, derailed 26 cars. As a result of the derailment, both main tracks were blocked and ATK passenger service through this area was suspended for more than 24 hours.

42. June 1, 2006- Norfolk Southern (NS), LeMoyne, Alabama

A southward mixed freight train, operating at an estimated 15 mph, struck a tractor trailer hauling sulfuric acid that had pulled in front of the train at a highway rail grade crossing. As a result of the collision, all 3 crewmen and the truck driver were injured, one locomotive and 12 cars were derailed and a fire ensued.

43. June 6, 2006- Union Pacific (UP), Montpelier, Idaho

A westward mixed freight train, operating at 39 mph, derailed 21 cars. As a result of the derailment, four cars came to rest in a pond.

44. June 8, 2006- BNSF Railway (BNSF), Lockwood, Missouri

A southward mixed freight train, operating at 46 mph, derailed 42 cars.

45. June 9, 2006- BNSF Railway (BNSF), Grants, New Mexico

An eastward mixed freight train, operating at 56 mph, derailed 7 container cars carrying 53 container units. As a result of the derailment, both main tracks were blocked and ATK passengers were bused around the scene.

46. June 10, 2006- Union Pacific (UP), Morrison, Missouri

An eastward mixed freight train, operating at an estimated 22 mph, derailed 21 cars. As a result of the derailment, both main tracks were blocked and ATK passengers were bused around the scene.

47. June 9, 2006- Norfolk Southern (NS), Moscow, Tennessee

A westward mixed freight train, operating at 34 mph, struck a vehicle at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, 3 of the 4 occupants of the vehicle were killed and the other was seriously injured.

48. June 14, 2006- BNSF Railway (BNSF), Kismet, California

An eastward mixed freight train, operating at 22 mph, struck the head-end of an opposing westward unit train operating at an estimated speed of 30 mph. As a result of the collision, all crew members of both trains were taken to a local hospital with injuries, a total of 7 locomotives and 17 cars, including 1 hazardous material and 1 tank car derailed. ATK passengers were bussed around the scene.

49. June 14, 2006- Amtrak (ATK), Bayview, Maryland

A northward train, operating at 35 mph, struck an ATK engineering department under-cutter machine. As a result of the collision, the locomotive and both cars derailed upright and in line. The 3 person crew of the northward train were treated and released.

50. June 14, 2006- Amtrak (ATK)/BNSF Railway(BNSF), Boutte, Louisiana

A westward passenger train, operating at 69 mph, struck a tractor trailer at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, 3 passengers sustained injuries and the lead locomotive was damaged.

51. June 17, 2006- Norfolk Southern (NS)/CSX Transportation(CSX), Chicago, Illinois

A westward NS mixed freight train, operating at 8 mph, struck the side of an eastward UP mixed freight train operating at 11 mph which was operating on the CSX main line No. 2. As a result of the collision, the striking locomotive derailed as did 4 cars on the struck train.

52. June 20, 2006- Norfolk Southern (NS), Sweetwater, Tennessee

An eastward freight train, operating at 42 mph, derailed 21 cars. As a result of the derailment, 4 hazardous material tank cars were involved in the derailment and a precautionary evacuation of one-half mile was ordered.

53. June 21, 2006- Northern Illinois Regional Commuter/Canadian National(CN) Lemont, IL

A passenger train, operating at 79 mph, struck a tractor trailer at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, the lead METRA locomotive was derailed, METRA service was delayed 6 hours and the passengers were bussed to their final destination.

54. June 25, 2006- CSX Transportation (CSX), Baltimore, Maryland

A westward mixed freight train, operating at 16 mph, struck the rear of a standing mixed freight train. As a result of the collision, one locomotive on the striking train and 3 cars on the standing train were derailed.

55. June 26, 2006- Amtrak (ATK)/Canadian National(CN) Arcola, Louisiana

A northward passenger train, operating at 60 mph, encountered a thermal mis-alignment (sun-kink). The train was brought to a safe stop avoiding derailment. However, because of the rough ride through the area, a number of passengers received injuries and some of them were treated at a local hospital.

56. June 27, 2006- BNSF Railway (BNSF)/Union Pacific (UP), Houston, Texas

An eastward BNSF mixed freight train, operating at 26 mph, derailed 12 cars. As a result of the derailment, 3 hazardous material tank cars were involved in the derailment, and one of which was found to be leaking.

57. June 27, 2006- CSX Transportation (CSX), Saint Jacobs, Illinois

An eastward mixed freight train, operating at an unknown speed, derailed 20 cars. As a result of the derailment, an evacuation was ordered.

58. June 30, 2006- Norfolk Southern (NS), Keating, Pennsylvania

A southward mixed freight train, operating at 73 mph, derailed 31 cars. As a result of the derailment, sodium hydroxide leaked from some of the derailed tank cars requiring an evacuation. Additionally, some of the product escaped into Portage Creek.

59. June 30, 2006- Canadian Pacific (CP), Elbow Lake, Minnesota

A westward mixed freight train, operating at an estimated 40 mph, derailed 27 cars.

60. July 1, 2006- BNSF Railway (BNSF), Marshall, Texas

A northward mixed freight train, operating at 27 mph, struck the rear of a standing mixed freight train. As the result of the collision one locomotive and 3 cars on the rear of the struck train were derailed.

61. July 1, 2006- Southeastern Pa. Transportation Authority (SEPTA), Willow Grove, Pa.

A southward commuter train, operating at 39 mph, struck the head end of a stopped northward commuter train at 11 mph. As a result of the collision, 4 commuter cars derailed and a number of passengers and crewmen were taken to the hospital.

62. July 3, 2006- Amtrak (ATK)/BNSF Railway(BNSF), Castle Rock, Washington

A southward passenger train, operating at 74 mph, struck an automobile at a private highway rail grade crossing equipped with passive warning devices. As a result of the collision, 4 occupants of the vehicle were killed.

63. July 14, 2006- Union Pacific (UP),Klamath Falls, Oregon

A local switcher, shoving cars south out of the BNSF yard, passed through a mis-aligned crossover switch and struck the side of a southward UP train moving on the main track. As a result of the collision, 2 cars derailed.

64. July 16, 2006- BNSF Railway (BNSF), McKenzie, North Dakota

A westward grain train, operating at an unknown speed, derailed 19 cars.

65. July 17, 2006- Union Pacific (UP), St. Marys Kansas

An eastward loaded coal train, operating at 40 mph, derailed 29 cars. As a result of the derailment, a 15 foot ballast deck bridge was destroyed.

66. July 17, 2006- CSX Transportation (CSX), Valdosta, Georgia

A northward mixed freight train, operating at 21 mph, struck a loaded log truck at a highway rail grade crossing equipped with an active warning system. As the result of the collision, two occupants of the log truck were injured.

67. July 27, 2006- Union Pacific (UP), Champlin, Utah

An eastward mixed freight train, operating at 27 mph, struck the side of a westward mixed freight train that had yet to clear the main track at the switch providing access to the siding. As a result of the collision, 2 locomotives and 3 cars were derailed.

68. July 27, 2006- Central Oregon & Pacific Rail Corp (CORP), Roseburg, Oregon

A southward mixed freight train, operating at 8 mph, derailed 25 cars.

69. July 27, 2006- Union Pacific (UP), Chiloquin, Oregon

A southward mixed freight train, operating at 30 mph, derailed 37 cars.

70. August 4, 2006- CSX Transportation (CSX), Grovetown, Georgia

A northward mixed freight train, operating at 4 mph, struck the head end of a standing southward train holding the main track between the switches of the siding. As the result of the collision, two locomotives and 3 rail cars on the striking train were derailed.

71. August 10, 2006- Paducah & Louisville (PAL), Calvert City, Kentucky

A southward mixed freight train, operating at 21 mph, struck the rear of a standing mixed freight train. As the result of the collision three locomotive and 2 cars were derailed and 2 employees were hurt.

72. August 12, 2006- Union Pacific (UP), Bradford, Iowa

A southward mixed freight train, operating at 16 mph, struck the rear of a standing mixed freight train. As the result of the collision two locomotive and 5 cars were derailed.

73. August 16, 2006- CSX Transportation (CSX), Rome, New York

A westward mixed freight train, operating at 46 mph, struck an automobile at a highway rail crossing at grade equipped with passive warning devices. As the result of the collision, one occupant died at the scene and the other four were taken to a local hospital.

74. August 22, 2006- Florida East Coast (FEC), Fort Lauderdale, Florida

A northward mixed freight train, operating at 37 mph, derailed 30 cars. As a result of the derailment, a number of derailed cars struck a stopped train standing on the adjacent track.

75. August 26, 2006- Union Pacific (UP), Redlands, California

A westward 9 locomotive consist, operating at 81 mph, derailed 7 of the 9 locomotives. As a result of the derailment, one of the locomotives caught fire and both crew members were hurt.



76. September 8, 2006- Amtrak (ATK), Wayne, Michigan

A westward passenger train, operating at an estimated 57 mph, struck an automobile at a private highway rail grade crossing equipped with passive warning devices. As a result of the collision, the lone occupant of the car, an Norfolk Southern conductor, was severely injured.

77. September 19, 2006- BNSF Railway (BNSF), Crawford, Texas

A northward mixed freight train, operating at 52 mph, derailed 25 cars. As a result of the derailment, a tank car began leaking product and an evacuation ensued.

78. October 3, 2006- BNSF Railway (BNSF), Sherman, Mississippi

A southward loaded coal train, operating at 42 mph, derailed 43 cars.

79. October 9, 2006- BNSF Railway (BNSF), Cactus, Texas

A southward loaded coal train, operating at 36 mph, entered a siding in non-signal territory and struck cars that were sitting there. As a result of the collision, 26 cars and two locomotives were derailed, both crewmen were injured and damages are estimated to exceed \$1,000,000.

80. October 18, 2006- BNSF Railway (BNSF), Abbott, Nebraska

An eastward coal train, operating at 48 mph, derailed 31 cars. As the result of the derailment, a ballast deck bridge sustained damage to its walkways and ballast retainers.

81. October 20, 2006- Norfolk Southern (NS), New Brighton, Pennsylvania

An eastward loaded unit ethanol train, operating at 23 mph, derailed 31 cars. As the result of the derailment, a ballast deck bridge sustained damage, five cars settled in the Beaver River, some of the rail cars burned for more than 12 hours and approximately 100 people were evacuated.

82. October 21, 2006- BNSF Railway (BNSF), St. Genevieve, Missouri

A northward mixed freight train, operating at 40 mph, derailed one locomotive and 21 cars. Damages are estimated to exceed \$1,000,000.

83. October 23, 2006- Mass. Bay Commuter Rail (MBCR), Franklin, Massachusetts

An eastward passenger train, operating at 25 mph, struck a "lowboy" trailer at a highway rail crossing at grade equipped with active warning devices. As the result of the collision, an excavator, being carried by the "lowboy" severely damaged the leading car, two cars derailed and several passengers and railroad employees were injured.

84. October 24, 2006- CSX Transportation (CSX), Catlettsburg, Kentucky

A westward lite engine consist, operating at 5 mph, and an eastward lite engine consist operating at 4 mph collided head-on. As the result of the collision, one locomotive derailed and three crewmen were injured.

85. October 27, 2006- BNSF Railway (BNSF), Salem, Nebraska

An eastward mixed freight train, operating at 49 mph, derailed 21 cars.

86. October 27, 2006- BNSF Railway (BNSF), Miltonvale, Kansas

An eastward loaded grain train, operating at 35 mph, derailed 30 cars.

87. November 8, 2006- Union Pacific (UP), Kismet, Kansas

A westward lite engine consist, operating at 68 mph, struck an automobile at a highway rail grade crossing equipped with passive warning devices. As a result of the collision, the three occupants of the vehicle were killed.

88. November 9, 2006- Union Pacific (UP), Midas, California

A westward M of W rail grinder equipment consist was unable to stop its movement, got up to 50 mph on a 2.6% grade, and derailed the lead unit and 9 cars. As a result of the derailment, 2 on-board contract employees were killed.

89. November 13, 2006- Montana Rail Link (MRL), Trout Creek, Montana

A westward loaded unit coal train, operating at an estimated 45 mph, derailed 21 cars while passing over bridge No. 57 which spans the Clark Fork River. As a result of the derailment one car landed in the river.

90. November 20, 2006- Canadian National (CN), Marrissa, Illinois

A northward empty coal train, operating at 57 mph, struck an automobile (SUV) at a highway rail grade crossing equipped with active warning devices. As a result of the collision, three occupants of the vehicle were killed.

91. November 22, 2006- Union Pacific (UP)/BNSF/Norfolk Southern (NS), Memphis, TN.

An eastward UP freight train, operating at an estimated 16 mph, and a westward BNSF freight train that was stopped, collided head-on while operating under the direction of NS personnel. As a result of the collision, 5 cars were derailed and two UP crewmen were injured.

92. November 29, 2006- BNSF Railway (BNSF), Sadler, Missouri

An eastward loaded coal train, operating at 50 mph, derailed 40 cars.

93. November 30, 2006- CSX Transportation (CSX), North Baltimore, Ohio

A westward mixed freight train, operating at 47 mph, derailed 13 cars into a passing eastward unit coal train operating at 10 mph, derailing 5 coal cars. As a result of the derailment, 3 nearby automobiles were damaged and 3 citizens were injured.