

PUBLIC REPORT OF INVESTIGATION

Nodaway, IA

3/17/01

Amtrak/BNSF

DCA01MR003

**Passenger Train
Derailment**

No. 11

Accident Report

BNSF Fort Worth - Network Operations Center - INCIDENT REPORT

Date:	03-17-01	Time:	2340 CT	MP:	419.8 (POD)	Divn:	Nebraska
Time & Date Last Revised:		0245 CT/19, wgc					
Subdivision:	Creston	State:	Iowa	County:	Adams		
Nearest Station (distance/direction from):				3 miles East of Nodaway			
Nearest Major Terminal (distance/direction):							
Weather Conditions (wind, precip, temp):				29 degrees, clear, South wind at 5 mph			

Injuries / Fatalities?	1 Fatality	Employee?	No
Name:	Pending	Craft:	

Train:	AMTK 5-1-17	Locomotives:	Amtk 140 - Amtk 141		
L-E-T-F:	18-0-863-1384	Occupied Caboose?	No	Train Direction:	West
Lead locomotive Ditch Lites?		Ditch Lites operating?			
Train Speed:	50 Mph	Maximum Authorized Speed:	79 Mph		
Train Crew's Origin / Destination:		Train Crew - Ottumwa, IA / Omaha, NE Engineer - Ottumwa, IA / Lincoln, NE			
Conductor	LJ Rudolph Jr.	Engineer:	RL Fertig	Other:	GW Graves
On Duty Time/Date:	1455 CT	On Duty Location:	Ottumwa, IA		
Crew Interviewed by:	RFE Tom Nagel	Speed Tapes:	AMTK to obtain		

Crossing Name:	None	DOT Number:	
Warned By:		Functioning?	
Veh. Direction:		Driver Name & Address:	
Driver DOB:		Driver's License:	
Vehicle Year, Make, Model:		Veh. License:	
Law Enforcement Agency:		Citations?	

Haz. Mat'l. (Y/N):	No	Release (Y/N):	
Commodity:		# Cars, Amount:	

Derailed Locomotives / Cars:			
Init. Number:	Location in Train:	Position (upright?):	Contents - Disposition:
AMTK 140	Lead Locomotive	Upright	Locomotive
AMTK 141	Trailing Loco	Upright	Locomotive
AMTK 4008	Line 1	Upright	Cab Car
AMTK 1517	Line 2	Side	Mail Car
AMTK 1195	Line 3	Side	Baggage Car
AMTK 39040	Line 4	Side	Crew Car
AMTK 34071	Line 5	Upright	Coach
AMTK 34070	Line 6	Upright	Coach
AMTK 31522	Line 7	Side	Smoking Coach
AMTK 33034	Line 8	Upright	Lounge
AMTK 38033	Line 9	Upright	Diner
AMTK 32096	Line 10	Upright	Sleeper
AMTK 32049	Line 11	Upright	Sleeper

Heavy equipment ordered: source & origin location:

- 1) Wheel truck from () 18, N
- 2) Mantis Crane from Lincoln, NE.
- 3) Hulcher from Hastings, NE with 4 sidebooms, 2 buckets, 1 track hoe
- 4) Hulcher from Abilene, KS with 2 sidebooms and 1 bucket

Equipment ETA:	1) 0130 CT/18 2) 0330 CT/18 3) 0700 CT/18 4) 1830 CT	Equip Actual Arrv	1) 2) 3) 4) Cancelled	Equip Released:	
Main Blocked?	Yes	Est Opening:	2359 CT/18	Actually Opened:	0145 CT/19

Estimated Damages (\$):		Brief Description:	
\$	250,000	Track	46 panels will be replaced
\$	2,850	Signal	
\$		"Other"	
\$		Car / Locomotive	
\$		Trailer / Container	
\$		Loss of Lading	
\$	252,850	Total	

Cause Code:	M-505	Description:	Cause under investigation
Cause: Which Car / Locomotive, etc.?			
Brief Narrative of Incident:			

AMTK 5 1 17 reports both locomotives and several car derailed and on their sides 3 miles East of Nodaway, IA and required all available emergency personnel. Train reports have 226 passengers on board. Train is reported to have a 1/2 mile separation between locomotives and power.

Railroad police advised Adams County, IA Sheriffs Office and all ambulances and buses available from Villisco, Coming, and Nodaway were dispatcher to scene.

Amtrak engineer reports problems with whistle on lead locomotive prior to derailment and had been slowing down at crossings. Engineer estimated speed at time of derailment was 50-55 Mph. Engineer also reported train was proceeding around a left hand curve at time of derailment.

0045-CT/18 Amtrak engineer advises NOC Mechanical desk that 2 passengers sustained serious to critical injuries and lots of minor injuries.

Last track geometry car inspection 08/28/00. Last rail detector inspection 02/13/01 (30 day cycle)
Last track inspection 03/17/01 and is inspected 7 days per week.
Last track work is unknown at this time.

Previous failed equipment detectors at Mp 378.8 (Ottumwa Subdivision) and Mp 398.9 (Creston Subdivision) showed no defects or alarms

0300-CT/18: Service interruption desk contacted NTSB and FRA concerning arrival of personnel.
East coast NTSB group ETA 1000-CT
Ted Turpin NTSB ETA 1600-CT
Council Bluffs FRA Group ETA 0500-CT
Kansas City FRA Group ETA 0700-CT

0325-CT/18: Update from Rich Wessler:
Kevin Lewis and Amtrak Mechanical personnel are enroute from Kansas City
30 Amtrak officers from Chicago are enroute with a ETA of 1000-CT
Two Fatalities have been reported at the derailment site.

0345-CT/18: Service Interruption desk contacted Hulcher to see if any Winnebago or other type motor homes would be available to move to the site. Hulcher advised they will send their mobile command center and food van with an eta of 1700-CT. They will keep trying to find a motor home for the site. Two motor homes on site at 1400 CT. Food van and command center should both arrive at 1830 CT/18.

0405-CT/18: Service Interruption desk contacted Hulcher to see if any 165 Ton cranes could be located in the area and moved to derailment site.

1500 CT/18: Right of Way cleared of derailed equipment.

Post-Accident Testing (FRA): In an effort to ensure BNSF compliance with Post-Accident Testing (FRA) criteria, Service Interruption must analyze the Post-Accident Testing (FRA) criteria with the BNSF manager at the incident site and also with the AGST/AGST, or, in their absence, the appropriate Corridor Superintendent. Record the results of that analysis below.

(Testing criteria can be found in the Post-Accident Testing (FRA) manual at each of the Service Interruption Desks.)

Special Note: If BNSF field managers call Service Interruption and ask for advice regarding BNSF's "For Cause" or "EMCSA" testing, they are to be asked to phone their Division Manager Safety & Rules or the Supervisor's Help Desk. Toll free, at 877-885-2679 for that advice.

Did this incident meet Post-Accident Testing (FRA) criteria?	Yes	If all agree that this incident did not meet Post-Accident Testing (FRA) criteria, insert "No" in the top box and "Yes" in the next box at the left, and no other action needs to be taken.
Did the AGST/AGST agree with the above analysis?	Yes	
Was the Mgr. Dispatching Practices and Rules notified?	Yes	
Was the Shipping Box checked prior to use/shipment?	Yes	
Was the train crew tested?	Yes	Which BNSF Mgr took crew for test?
Was the Dispatcher tested?	Yes	Which BNSF Mgr took Dispatcher for test?

Tmstraster Jim Murray

Notifications:		
Time:	Entry:	Person Notified:
2340 CT	Service Interruption:	Nbraska Chief
2342 CT	Resource Operations:	Green
2350 CT	Trainmaster:	TD Nagel
2354 CT	Roadmaster:	JH Foust
2350 CT	Road Foreman Engs:	TD Nagel
2347 CT	Signal Desk 693-5998:	Brian
2346 CT	M/W Desk (6261):	Tom
2345 CT	Mechanical Desk 234-7388 North 234-2430 South	Bruce
2340 CT	Corridor Supt.	John Zamriza by others
2340 CT	AGST/AGST:	Tom Lee by others
2345 CT	Divn Supt Operations:	DB Jones
Yes	Divn Superintendent:	Don Maze - Notified by others
2347 CT	Divn Engineer:	TG Koeniguer
Yes	Line VP:	BY AGST Tom Lee
2353 CT	AVP Service Region:	Joe Yeager ALPHA
2355 CT	Mgr Dispatching Practices & Rules:	John Simpson
		952-1312
		Reminders:
		Includes who notified SID.
		GA/ETA, check cell number.
		GA/ETA, check cell number.
		Signal Logs, TWP Logs.
		Last track maps, last B-B maps.
		Any inspections available: train or cars.
		Equipment source, count, ETA.
		Alpha Page or call when Main Trunks are affected and whenever anything "interesting" occurs.
		Tape recordings including SID and ROC, when appropriate.

2353 CT	General Road Foremen of Engines	John Stevenson ALPHA	Notify of Major Derailments or or San Derailments: Taylor: A. Ft Worth, Gulf, New Mexico, Texas Washburn: Denver, Miss Baker: Memphis, KC Stevenson: Seattle Svc Region (Seattle to Minot and Seattle to Klamath Falls) Kevin McReynolds: Notify of all derailments on San Bernardino Svc Region: Ariz, N. Cal, S. Cal, New Mexico, Amarillo's Hereford Sub, Oregon's Gateway Sub.		
	Conference Calls		If Conf Call is being established for this incident, Alpha Page following in Damage Prevention: Gaudio, W. Reed, Mos, William J, Charles P. Law. Derailments only in following states: AZ, CA, LA, NM, NY, OK, TX.		
	Hazardous Incidents		ASAP, Alpha Page: Lynn Baldwin, Ed Chapman, Pat Brady, Mark Stahly, George Duggan, Wm Brock Lowman.		
	ChemTrec (USA) 800-424-9300 CanuTec (Canada) 613-996-6666		Call whenever Haz Mat car involved in derailment or damaged, whether leaking or not. Run T&E: WBCOPY & HAZ & EXCR		
2358 CT	NRG / NTSB / FRA 800 - 424 - 8802 Reasons for notifying them now include for significant violence or threats of violence against people or property (02-07-01)	Report #	559916	Person taking the report:	Raine
0036 CT/18	Whenever NRC notified, make notification to our Accident Reporting Center 352-1003.	No Answer. Left VMS			
2357 CT	State DOT/EPA	Ray Callahan, State of Iowa			
2342-CT	Foreign Railroad	Amtrak Desk - Terri			
0327- CT/18 0334- CT/18	"Go Team" 1. Alpha Page Mark Stahly, 2. Alpha Page team on duty.	Robert Banister (Paged)		Page or Alpha Page Mark Stahly, Also, Alpha Page the "Team" that's on duty (see SID/SIDBOTH/GOTEAM).	
2353 CT	Corporate Relations	Steve Forsberg Alpha paged	Notify of all significant incidents: Malone: Canada, Idaho, Mont., No. Dak., Greg, So. Dak., Wash., Wyo. Jenkins: Alabama, Ark., Colo., Kent, Louisiana, Miss., New Mex., Okla., Tenn., Texas Kent: Ariz, Calif, Nevada, Utah Forsberg: Illinois, Iowa, Kan., Minn., Missouri, Nebr., Wisconsin		
0015 CT/18	Hulcher	Bruce			

0100-CT	NTSB	Dave Watts Called in for update. Ted Turpin is enroute from California.	
0105-CT		Ruebon Telow called in and wanted to talk to signal desk.	
0120-CT/18	FRA	Tom McFarland - Called in for update.	
0439-CT/18		Rpd Helndel - Called in for update.	

Amtrak Response Team

Employee in Charge - Don Saunders
 Operations - George Forero
 Mechanical - Charlie Vandenberg
 Signals - Dave Klouda
 Survival Factors - Peter Hall
 Track - Joe Guzzi
 Event Recorder - George Warren.

Other Support Employees Dispatched to Scene

Kevin Lewis
 Larry Taylor
 Mark Sadler
 John Hall
 Bill O'Dell
 Scott Hunnicutt
 Ed Alderman
 Deno Falaris
 John Harper
 Galen Gauer
 Mark Meana
 Greg Gagarin
 Phil Larson
 Mike Scaringe
 Art Candanquist
 Don Scott
 Don Cushine
 Bill Morrison
 Scott Weddle
 Gary Erford
 Dan Small
 Maria Bobboto-Clark
 Jerry Maglio
 Gary Kennedy
 Pat Trombetta.

The Train & Engine service employees were tested in accordance with FRA regulations pending investigation into the cause of the derailment. After the tests, the crew was released to their homes and will be interviewed again on Monday, March 19. EAP is monitoring the crew as part of the Project CARE program.

Cause: Under Investigation
 Damage costs to be determined

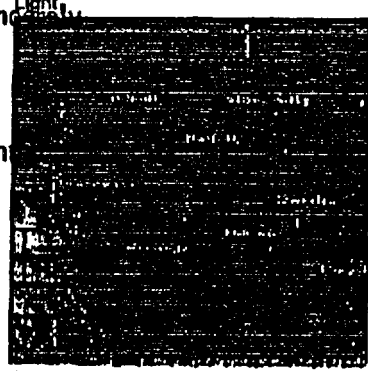
Delays:	05 (17)	Terminated Nodaway
	06 (16)	6'07" Operating over the detour
		3'55" Delay to guests dp OMA
	05 (18)	3'29" Operating over the detour

10 Day Forecast		Hi (°F)	Lo (°F)
Nodaway, IA			
Saturday, March 17, at 10:28 PM Central Standard Time (Saturday 11:28 PM EST)			
Today Mar 17	Fair	41 °F	22 °F
	UV Index: 5		
Sun Mar 18	Partly Cloudy	45 °F	29 °F
	UV Index: 5		
Mon Mar 19	Partly Cloudy	49 °F	30 °F
	UV Index: 5		
Tue Mar 20	Partly Cloudy	56 °F	33 °F
	UV Index: 5		
Wed Mar 21	Partly Cloudy	56 °F	29 °F
	UV Index: 5		
Thu Mar 22	Partly Cloudy	51 °F	26 °F
	UV Index: 5		
Fri Mar 23	Partly Cloudy	48 °F	25 °F
	UV Index: 5		
Sat Mar 24	Sunny	44 °F	28 °F
	UV Index: 5		
Sun Mar 25	Wintery mix	42 °F	28 °F
	UV Index: 1		
Mon Mar 26	Mostly cloudy	42 °F	28 °F
	UV Index: 5		



Doppler Radar 600 Mile

Precipitation Intensity



Show map in motion
How to read this map

Doppler Radar 600 Mile

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