

Federal Railroad Administration Office of Safety Headquarters Assigned Accident Investigation Report HQ-2005-13

Amtrak/Canadian National Roseland, Louisiana February 13, 2005

DEPARTMENT OF TRANSPORTATIO	N
FEDERAL RAILROAD ADMINISTRATION (FRA)	

FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # <u>HQ-2005-13</u>

1. Name of Railroad Operat	ing Train #1	1	1a. Alphabetic Code						1b. Railroad Accident/Incident No.							
Amtrak [ATK]			TK			095529										
2. Name of Railroad Operat	ing Train #2	2	2a. Alphabetic C			2	2b. Railroad Accident/Incident No.									
N/A				J/A			N/A									
3. Name of Railroad Respon	nsible for Track	3	a. Alphabetic C	ode	011		3	b. Railroad	Accident/Inc	ident No.						
Canadian Nations	1		1	'N			0000									
			5. Date of Accid	ent/Incid	dent		6	6 Time of Accident/Incident								
4. U. S. DOT-AAR Grade	Crossing Identifi	cation Numb	ber				mon	ith	day	year	ľ					
				300152	2A		02		13	2005		03	3:23:	AM	PM X	
7. Type of Accident/Incide	lwy-rail cro	il crossing 10. Explosion-detonation 13. Other							Code							
(single entry in code bo	R grade cro	ossing	Fire/violent r	upture		(describe in)										
8 Care Carrying	bstruction	on 12. Other impacts					narra 2 Division									
HAZMAT	ing	11. People Evacuated					12. Division									
0		0			(Central								
13. Nearest City/Town			15	5. State	Coda	16. Coun	ty									
					(to nearest to	enth)		Abbr.	Code							
	Rose	land				840.	6		LA	TAN	NGIPAHOA					
17. Temperature (F)		18. Visit	oility (single en	itry)	Code 19. We	eather (single entry)	-	Code			20. Type of Track			Code	
(specify if minus)	⁰ F	2 D	awn 5. Dusk av 4 Dark		2 2	Cloudy	 Kain Fog 	5	Show 2			1. Main 3. Siding 2. Yard 4. Industry			1	
21. Track Name/Number	•	2.0	,, Daik		22. FRA Track	Co	de 23. Ann	:k	snow 2			ble Direction	. muusu y	Code		
	a	m i			Class (1-9, X)	1	Densi		-	1. No	orth 3.E	last				
Single Main Track 4 in millions) 20.30 2. South 4. West											1					
ODED ATING TD AIN # 1																
25. Type of Equipment	 Freight trai 	in 4.	Work train 7	. Yard/swite	ching A. Spe	c. MoW Ed	quip. Code	26.	. Was Equipr	nent	Cod	le 27.	. Train Numb	er/Symbol		
Consist (single entry)	2. Passenger	train 5.	Single car 8	. Light loco	o(s).				Attended?	I						
	3. Commuter	train 6.	Cut of cars 9	. Maint./ins	spect. car		2		1. Yes	2. No	1			58/ATK		
28. Speed (recorded sp	eed, if available)	Code 30. N	fethod(s) of	f Operation	(enter cod	code(s) that apply) 30a. Remotely Controlled Locomotive							?		
R - Recorded a. ATCS g. Automatic block m. Special instructions											0= Not a remotely controlled operation					
E - Estimated		МДЦ	D D.A	uto train co	ontrol h. Current o	of traffic	n. Othe	er than m	ain track rule	es		I = Rem 2 = Rem	ote control po	ortable transn	ntter	
29 Trailing Tons (gros	s tonnage	WIF 11	K C.A	'ah sionals	i Track war	rrant contro	n Other	rify in narrat	ve)		2 = Rem 3 = Rem	iote control no	ortable	1		
excluding power units)	s tollinge,		e. T	raffic contro	ol k. Direct tra	affic control	1 p. ouio.	(oper	Code(s)			trans	mitter - more	than one		
01 ,		0	f. I	nterlocking	 Yard limi 	its	e N/A N/A N/A N/A					remo	ote control tra	nsmitter		
		0							1 1						0	
31. Principal Car/Unit a. Initial and Number b. Position in Train c. Loaded (yes/no) 32. If railroad employee(s) tested for drug/alcohol use,																
31. Principal Car/Unit (1) First involved		a. Initial an	id Number	b. Positic	on in Train	c. Load	ed (yes/no)		32. If rails enter t	oad employee he number tha	(s) teste t were	ed for drug/ positive in	/alcohol use,	Alcohol	Drugs	
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial an	id Number TK-148	b. Positio	on in Train 1	c. Load	ed (yes/no) N/A		32. If rails enter t the ap	oad employee he number tha propriate box.	(s) teste t were j	ed for drug/ positive in	/alcohol use,	Alcohol	Drugs	
31. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mec)	hanical	a. Initial an	d Number	b. Positio	on in Train	c. Load	N/A		32. If rails enter t the ap	oad employee he number tha propriate box.	(s) teste t were j	ed for drug/ positive in	/alcohol use,	Alcohol N/A	Drugs N/A	
 Principal Car/Unit First involved	hanical	A'	d Number TK-148 0	b. Positio	on in Train 1 0	c. Load	ed (yes/no) N/A N/A		32. If rails enter t the ap 33. Was th	oad employee he number tha propriate box. his consist tran	(s) teste t were p sportin	ed for drug/ positive in g passenge	/alcohol use,	Alcohol N/A	Drugs N/A	
 31. Principal Car/Unit (1) First involved (derailed, struck, etc) (2) Causing (if mecicause reported) 24. Learner view Holizont 	hanical	a. Initial an A' a. Head	Id Number	b. Positio	on in Train 1 0 Rear E	c. Load	ed (yes/no) N/A N/A 35. Cars		32. If rails enter t the ap 33. Was th	oad employee he number tha propriate box. his consist tran	(s) teste t were j sportin Loade	ed for drug/ positive in g passenge	/alcohol use, rs ? (Y/N) Empi	Alcohol N/A	Drugs N/A N/A	
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FORM FRA F 6180.39 (Revised July 2003)

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

I

FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # HQ-2005-13

OPERATING TRAIN # 2 (CONTINUED)																
58. Principal Car/Unit	Loaded (yes/no) 59. If railroad employee(s) tested for drug/alcohol use,															
(1) First involved									e	nter the nu	mber that wer	e positive in		Alcohol	Drugs	
(derailed, struck, etc)			0	0	0		N/A		the appropriate box.				N/A	N/A		
(2) Causing (if n cause reported)	0		0			N/A 60.Was this con			nsist transport	N/A						
61. locomotive Units	Mid b. Manual	Frain c. Remote	Rear End d. Manual e. Remote			2. Cars			Loaded Empty a. Freight b. Pass. c. Freight			ty d. Pass.	e. Caboose			
(1) Total in Train 0			0	0	0	0		(1) Total in Equip	ment Consi	st	0	0	0	0	0	
(2) Total Derailed 0			0	0	0	0		(2) Total Derailed			0 0 0			0	0	
63. Equipment Damage This Consist	\$:0	64. Track, Sig & Structur	54. Track, Signal, Way, & Structure Damage				65. Primary Cause Code 66. Contributing Cause Code Code					N/A			
	ψ	Number of	Crew Member		ψ			N/A							14/21	
	(0 F)	Number of		,	70 D I			1			Lengui or Ti		1 .			
6/. Engineers/	68. Firer	nen	69. Conduct	ors	/0. Brakem	ien		1. Engineer/Operator	r			/2. Cor	iductor			
0		0	0		(0		Hrs: ()	Mins:	0		Hrs:	0 Min	ns: 0	
Casualties to:	73. Rail	road Employees	74. Train Pa	74. Train Passengers 75. Other			7	76. EOT Device? 77. Was EOT Device						Properly Arr	ned?	
Fatal		0	()	0	1	1_	1. Yes	2.	No	N/A	1.	Yes	2. No	N/A	
Nonfatal		0	()	0	1	- 7	 Caboose Occupie 	d by Crew? 1. Y	by Crew? 1. Yes 2. No						
		Highway U	Jser Involve	d						Rail	Equipmen	t Involve	d			
79. Туре	-Trailer	F. Bus	J. Othe	r Motor Vehic	le	Code	83	Equipment		3. Train	(standing	r) 6. Lig	ht Loco(s)	(moving)	Code	
A. Auto D. Pick-	Up Truck	G. School Bu	s K. Ped	estrian			1. Train (units pulling) 4. Car(s) (moving) 7. Light Loco(s) (moving) Code									
B. Truck E. Van	I.	H. Motorcycl	e M. Otł	er (spec. in	narrative)	D		2. Train (units pushing) 5. Car(s) (standing) 8. Other (specify in narrative) 1								
80. Vehicle speed		8	81. Direction	(geographic	al)	Code	84	84. Position of Car Unit in Train								
(est. MPH at impact)		03	1 North 2 Sc	uth 3 Fast	4 West	4										
			1.1101ul 2.50	uui 5. Lust	4. West	Code	+	I Code								
82. Position							85	85. Circumstance								
1. Stalled on Crossin	g 2. Stopped	on Crossing	3. Moving Over	Crossing 2	I rapped	3	1. Rail Equipment Struck Highway User 2. Rail Equipment Struck by Highway User 1									
in the impact transp	orting hazard	ous materials?	veu			Code	86	6b. Was there a haza	irdous mater	rials releas	e by				Code	
1. Highway User	2. Rail Equi	pment 3. B	oth	4. Neither		4	1. Highway User 2. Rail Equipment 3. Both 4. Neither								4	
86c. State here the name	and quantity	of the hazardous	materials releas	ed, if any.	I		-									
97 Tours of 1	Catal	4 337 - 337		7. Constants	10 El		n/a									
87. Type of 1.	Gates Contilouor EI	4. W1g W	ags roffic cignolo	7. Crossbucks	10. Flagg	ed by crew	narr) 88. Signaled Crossing Warning Code 89. Whistle Ban								Code	
Warning 2.	Califiever FL Standard FL S	S 5. Hwy. u	arric signals	 Stop signs Watchman 	12 None	(spec. in	narr.)	(See instructions for codes) 1. Yes								
wannig 5.				. Waterinian	12.110110								2. No			
Code(s) 07	12	N/A	N/A	N/A	N/A	N/A	J/A N/A 3. Unknown							2		
90. Location of Warning	90. Location of Warning 191. Crossing Warning Interconner								Code	92.0	ights or Space	ial Lighto	eet		Code	
1. Both Sides				WI	an ingnway Si	Enais					agins of spec	an Lights				
2. Side of Vehicle Approach			1	1.			I		. Yes	1						
3. Opposite Side of Vehicle Approach			1	2.			2 2. No 3. Unknown						2			
93 Driver's	94 Drive	r's Gender	95	Jriver Drove F	Unknown Behind or in Fr	ont of Train			96 Drive		5. Unknown					
Age	, Dirvel		Code	and Struck or	was Struck by	Second Trai	in	Code 1. Drove around or thru the Gate							Code	
	and Struck or was Struck by Second							2. Stopped and then Proceeded 4. Stopped on Crossing							1	
31	31 2. Female 1 1. Yes 2. No 3. Un						10wn 2 3. Did not Stop 5. Other (specify in narrative) 2							2		
97. Driver Passed Standi	97. Driver Passed Standing 28. View of Track Obscured by (primary								/ obstruction)							
Highway Vehicle 1. Permanent Structure 3. Par								ssing Train 5. Vegetation 7. Other (specify in narrative)								
1. Yes 2. No	3. Unknov	vn 2	2. St	anding Railroa	d Equipment	4. To	opograj	phy	6. Highway	y Vehicles		8. Not obs	structed		7	
					99. Drive	r Was		Code 100. Was Driver in the Vehicle?						Code		
Casualties to:		Killed	1	njured	1. Kil	led 2. Ini	jured	red 3. Uninjured 1 1				s	1			
				1. Killed 2. Inju 102. Highway Vehicle				icle Property Damage 103. Total Number of Highway-Rail Crossing Use						sing Users	1 1	
101. Highway-Rail Cross	sing Users	4		00	(e	st. dollar dar	amage) \$4,500 (include driver)						4			
104. Locomotive Auxilia	ry Lights?				1	Code	1	05. Locomotive Au	xiliary Ligh	ts Operatio	onal?				Code	
			-		1				, <u> </u>			_				
106 Looomatina Her-JP	1. Ye	es d2	2. No)		<u>1</u>	1. Yes 2. No						<u> 1</u>			
100. Locomotive Heading	; in mummate	u.			I	107. Locomotive Audible Warning Sounded?						Code				
	1. Ye	es	2. No)		1. Yes 2. No							1			

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

108. DRAW A SKETCH OF ACCIDENT AREA INCLUDING ALL TRACKS, SIGNALS, SWITCHES, STRUCTURES, OBJECTS, ETC., INVOLVED.



109. SYNOPSIS OF THE ACCIDENT

On February 13, 2005 at 3:23 P.M. (CST) a northbound Amtrak (train # 58) traveling from New Orleans to Chicago on the Canadian National Railroad's (CN) Mc Comb Subdivision of the Central Division collided with a pickup truck. The recorded train speed was 74 mph. The highway-rail crossing collision happened at CN milepost 840.9 and Tangipahoa Avenue in Roseland, Louisiana in Tangipahoa parish.

The 31 year old male motor vehicle driver along with three female passengers, ages 6,8, and 11, were killed. The truck, a 1998 Chevolet extended-cab pickup with tinted windows, was completely destroyed.

The mother of the 11 year old passenger who was following the truck in her vehicle, witnessed the accident.

There were no injuries to the Amtrak personnel or passengers. There were no derailment of any locomotives or cars, only minor damage to the lead locomotive.

The Canadian National Railroad who is responsible for track maintenance reported no track or signal damage. There were no Hazardous materials involved.

After a delay of one hour and thirty minutes, the engineer was able to proceed to Jackson, Mississippi for a crew change.

At the time of the accident the roadway was wet, no rain at time of accident, with cloudy skies.

No warning devices are present, only cross bucks.

The collision was caused by failure of the motor vehicle driver to yield to the train. The driver having to encounter a 90 degree curve just 35 feet from the highway-rail grade crossing may have been a contributing factor.

110. NARRATIVE

LOCATION AND METHOD OF OPERATION

The area of the highway-rail grade collision is located in Roseland, Louisiana (population 1185). Roseland is located two miles north of Amite, Louisiana, the parish seat of Tangipahoa parish.

Amtrak was operating on the Mc Comb Subdivision, the Central Division of the Canadian National Railroad. In this area (CN milepost 840.9) the track structure consists of a single main track. The timetable directions are north and south. Authority for train movements is by Traffic Control System (TCS), controlled by the dispatcher who is located in Homewood, Illinois. The maximum authorized timetable speed is 79 mph for passenger trains and 60 mph for freight trains.

CIRCUMSTANCES PRIOR TO THE ACCIDENT

The crew of Amtrak passenger train # 58 North included a locomotive engineer, a conductor, an assistant conductor and eight on board service employees. They first went on duty at 11:30A.M. (CST) on Sunday February 13, 2005 at the New Orleans Union Passenger Terminal (NOUPT) in New Orleans, Louisiana. This was the home terminal for all crew members and all received more than the statutory off duty period prior to reporting for duty.

Their assigned passenger train, train symbol Amtrak # 58, consisted of two locomotives (ATK 148, lead locomotive, and ATK 124, trailing locomotive) and nine cars (#34006 Deadhead-Brighton Park, #1247 Baggage, #39022 T/Dorm/Passenger Sleeper, #38001 Diner, #33024 Lounge, #34084 Coach, #34039 Coach, #34058 Coach, and #32062 Sleeper). This train was to travel from New Orleans to Chicago, Illinois with schedule stops to embark and disembark passengers while en route. The train received an initial terminal train air brake test and departed New Orleans passenger terminal at 1:46 P.M. (CST) with 129 passengers. The Amtrak # 58 traveled north bound to East Bridge Junction interlocker to enter the Canadian National Railroad's Mc Comb Subdivision at milepost 904.4. After entering the Traffic Control System the Canadian National Railroad Dispatcher in Homewood, Illinois placed Amtrak # 58 in the Frenier siding to meet Amtrak # 59.

After meeting Amtrak # 59, the engineer of Amtrak # 58 had to reduce his speed to 40 mph for a temporary speed reduction at milepost 868 as listed in the Canadian National temporary slow order report for February 13, 2005. After a scheduled stop in Hammond, Louisiana and a permanent speed reduction to 30 mph between milepost 842.3 and 844.4 as posted in Canadian National timetable #1 dated December 12, 2004. the engineer started to steadily increase his speed. In throttle # 8 and approaching the highway-rail grade collision area his recorded train speed was 74 mph. Amtrak was traveling 108 feet per second.

On the approach to the highway-rail grade crossing collision the locomotive engineer was seated at the controls on the east side of the leading locomotive, the conductors were in the passenger cars. The engineer encountered, in succession, a storage track of about 4600 feet with track switches on both ends, a slight curve to the left of about 579 feet, followed by tangent track of 1330 feet to the point of the collision and considerable distance beyond. There is a 3% ascending grade between milepost 840.5 and milepost 842.

The operator of the red pickup truck with his two daughters, ages 6 and 8 came to visit his girlfriend and her 11 year old daughter around 11:00am. The driver and the mother of the 11 year old started seeing each other about six months and started dating steady about three months prior to the accident. The driver of the vehicle used the highway-rail grade crossing many time during the three months prior to the accident and even mention to his girlfriend that the highway-rail grade crossing was dangerous.

At about 3:15 P.M. everyone started to leave the residence at 62632 Holloway Road. The 31 year old male pickup driver and his 8 year old daughter sat in the front seat while his other 6 year old daughter and his girlfriend's 11 year old daughter sat in the back seat. The 11 year old was seated behind the driver. Her mother was to follow them in her car. She was heading to work at a near by truck stop (4 to 11 shift). The driver was heading to Tickfaw, Louisiana (10 miles away) to return his children to their mother. His visitation with his children was over at 5:00 pm.

The highway-rail grade crossing is 24 feet wide at the crossing boards. This crossing is also the dividing line for the two named streets. On the west side is Tangipahoa Avenue. It starts at the crossing and goes west across Highway 51 or Commercial Street. It is a tangent road with an asphalt surface. On the east side is Holloway Road. The road starts at the crossing making a 90 degree right turn and goes south one and a half mile to Duncan Street. This road is an asphalt surface road then turns into a gravel road about 182 feet from the crossing. Holloway Road is also used as the main entrance to a cypress mill.

The driver of the vehicle approached the crossing in the following succession, traveled 204 feet west from a side street to Holloway Road, made a right turn, traveled 182 feet north, approached an advance railroad warning sign at 161 feet from the crossing. After encountering a left hand curve with an ascending grade near the crossing, the driver had to stop to yield, at which point he was roughly 27 feet from nearest rail. After stopping to yield, the driver had a site distance of about 1788 feet for a train approaching the crossing from the south. The posted speed limit for Holloway Road is 20 mph.

THE ACCIDENT

Passenger train ATK # 58

The train was being operated at 74 mph approaching the collision area. After the train came out of a slight curve the train engineer started sounding his sequential horn at the whistle board for two crossing located at milepost 840.9 and milepost 840.5. The whistle board is located 1335 feet south of crossing. The engineers view of the highway-rail grade crossing was not obstructed. Holloway Road, however, was partially obstructed by shrubs near the east side of Canadian National Railroad's property line. When the engineer was well within the whistle boards approach to the crossing he reported seeing a red pickup truck traveling northbound on Holloway Road. The train engineer remembers seeing the vehicle's brake lights coming on as the driver was maneuvering around a 90 degree curve onto the crossing. After the train engineer realized the driver of the vehicle was not going to yield to his train, he initiated an emergency train air brake application about two or three second from the crossing. The engineer, because of the tinted windows

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on the pickup could not tell if the driver saw him or if the driver was looking straight ahead. The train struck the pickup truck on the driver side doing a recorded train speed of 74 mph. After stopping about 1837 feet north of the crossing the train engineer made radio communication contact with the Canadian National dispatcher in Homewood, Illinois.

The dispatcher notified the local police and emergency responder for that area along with Canadian National and Amtrak official. The conductor of Amtrak # 58 tried to render assistant to the people at the crossing but after reviewing the collision site returned to the train and asked to be relieved of his duties. At that time, the assistant conductor returned to the collision site to render assistance to the emergency responders and police officer on site. The conductor of Amtrak # 58 had just return to work in January, 2005 after being involved in a derailment in Flora, Mississippi on April 6, 2004. After the train proceeded on to Chicago the conductor disembarked in Mc Comb, Mississippi. After a few days off, he returned to work.

The assistant conductor after rending assistance to the emergency responder escorted a local police officer to the lead locomotive to interview the engineer. While proceeding to the lead locomotive the assistant conductor inspected the train for damage or derailed cars.

The Engineer, after making contact with the Canadian National dispatcher, inspected his engines. He noticed minor damage to the lead locomotive with only one auxiliary light broken from the collision. After making his statement to the Canadian National Railroad and local police and after one hour and a half train delay, permission was given by local authority to proceed. He proceeded north to Jackson, Mississippi where a scheduled crew change took place.

1998 CHEVY SILVERADO PICK UP TRUCK

The driver was also the owner of the red 1998 Chevy Silverado extended cab, model 1500 pickup truck, Louisiana license plate number 9773669, Serial number 1GCEC19W2WE230855. The pickup had tinted windows with an automatic transmission. The driver purchased the Chevy pickup Friday, February 11, 2005 from an auto dealer in Independence, Louisiana.

The 31 year old driver of the 1998 Chevy Silverado pickup truck along with three female passengers ages 6,8, and 11, had just left the residence of the mother of the 11 year old passenger. They were in route to Tickfaw, Louisiana. Because all the people in the vehicle was fatally injuried, the only eye witnesses, the mother of the 11 year old passenger and the train engineer, could give their statement of what happened.

The train engineer saw the driver approaching the crossing from Holloway Road. He noticed the driver's brake lights come on and thought the driver was stopping for the crossing. Then, the driver started to proceed across the crossing.

The mother of the 11 year old passenger stated that she was following the pick up truck and noticed the truck stopping at the crossing then proceeded across the crossing. She knew the train had hit the truck but had hoped no one was injuried.

The train struck the left side of the pick-up about midpoint near the extend cab. The pick-up was hit clear of the tracks in a northwest direction and came to rest 190 feet from the crossing. The impact ejected the 11 year old female victim 35 feet west of the pickup truck. The ejected female victim was sitting in the rear seat of the extended cab behind the driver at the time of the collision.

The Roseland police chief and a deputy arrived on the scene at about 3:30 p.m. CST. The Amite emergency response team along with the Roseland emergency response and Arcadia Ambulance arrived at 3:31 p.m. After they coordinated the emergency response they responded to the victim in the pickup. After no respirations or pulse signs were noted on any of the victims the corner was notified. Upon arrival of the corner, two female victims were removed from the vehicle. The male driver who was entangled in the vehicle had to be extricated from vehicle using power tools.

The corner's office obtained a blood sample from the deceased driver and forwarded it to the St. Louis University Toxicology Laboratory at 6039 Helen Ave. Berkley, Missouri 63134 for alcohol/drug testing.

Canadian National Railroad's claim agent, police, along with Amtrak officials were dispatched out of New Orleans and Kenner, La. They were dispatched at 3:30 p.m. and arrived around 4:30 p.m. They ascertained the condition of the train and track structure and reported only minor damage to the train. There was no hazardous materials involved.

ANALYSIS AND CONCLUSIONS

Analysis

The driver was a 31 year old male. The other three passengers of the pickup were female ages 6,8, and 11. The Tangipahoa Parish coroner ordered a toxicological and drug tests be performed on the driver by the Louisiana State Police Crime Lab. And the results were Negative.

The highway-rail grade crossing had no active warning signals but was equipped with cross buck signs. Additionally, there is an advanced railroad crossing warning sign 161 feet from crossing.

The railroad had a whistle post in place about 1335 feet south of crossing. The engineer said he started sounding the whistle when the train neared this post. This was later validated by analysis of the event recorder data.

The lead locomotive was equipped with a headlight, the auxiliary lights, whistle and bell as required by Federal regulations. The locomotives engineer tested these devices at the collision site in the presence of Canadian National Railroad Police; they functioned as intended.

The locomotive was also equipped with a speed indicator and a Wabrec Railway Electronic event recorder as required. The relevant event recorder data was downloaded by an electrical technician at Sixteenth Street Station in Chicago, Illinois. February 14, 2005 at 2:45 p.m. (CST) and the print out of the

event recorder was distributed by the mechanical supervisor at the Amtrak locomotive facility in Chicago, Illinois. The original disk is stored in the central reporting building at West Van Buren street in Chicago, Illinois. The information

provided by the data disclosed that the locomotive engineer was in compliance with all applicable railroad operating and train handling requirements. FRA reviewed the results of this data and concurred with the conclusions.

The information provided by the train engineer and the witness who was following the pickup was not enough to determine if the driver was distracted causing the driver not to yield the right of way.

The Louisiana Department of Transportation is having the Louisiana State Police do a Highway Grade Crossing reconstruction site analysis. The information from the reconstruction site analysis is still pending.

PROBABLE CAUSE & CONTRIBUTING FACTORS

The collision occurred because the driver of the pickup truck failed to stop at the highway-rail crossing at grade, as required by Louisiana Statute 32:175. The driver having to encounter a 90 degree curve with an ascending grade just 35 feet from the highway-rail grade crossing may have been a contributing factor.