

# Rail Accident Inspection Form

Docket No: TR-160433

Current Date: 3-2-2017

Railroad Owing Track: BNSF

Railroad Operating on Track: BNSF

FRA Investigation: Yes  No

Inspector: Russ Pitner

*Reviewed  
 all to  
 close  
 3-15-17  
 KH*

## I. Type of Accident

Public Crossing  Private Crossing  Trestle  Pedestrian at Crossing   
 Pedestrian Not at Crossing  Other (explain)  On Mainline Track

## II. Time and Location of Accident

Date 4-19-2016 Time 1216  
 USDOT Crossing No. \_\_\_\_\_ WUTC Crossing No. \_\_\_\_\_  
 Railroad Milepost 17.4 GPS Identifier: Lat: \_\_\_\_\_ Long: \_\_\_\_\_  
 Number of Tracks: 2 City: Edmonds  
 Road name, yard name, bridge identifier: Sounder Station County: Snohomish  
 Company responsible for track maintenance: BNSF  
 Other railroad involved in train accident/incident: \_\_\_\_\_

## III. Conditions Surrounding the Accident

Weather: Clear to cloudy  Fog  Rain  Snow   
 Road Condition: Dry  Wet  Snow  Ice   
 Visibility Due to Weather: Daylight  Darkness  Unknown   
 Adequate Sight Distance: Yes  No  N/A  Train Speed: 36-38  
 Describe: \_\_\_\_\_  
 Train Type: Freight  Passenger  Locomotive only  Cars only  Tilt train   
 Remote Control: Yes  No  N/A  Haz-Mat on Train: Yes  No  N/A   
 Type of Haz-Mat: \_\_\_\_\_

## IV. Pedestrian, Driver, or Passenger Fatalities Does this section apply? Yes No

Number of people killed 1 If a vehicle accident, number of passengers \_\_\_\_\_  
 Name: Michael D. Chance  
 Driver:  Passenger  Pedestrian  Age 42 Gender: Male  Female   
 Pedestrian trying to get on/off train? Yes  No  Suicide: Yes  No  Undetermined   
 Alcohol: Yes  No  Undetermined  Information supplied by: \_\_\_\_\_  
 Drugs: Yes  No  Undetermined  Information supplied by: \_\_\_\_\_  
 Names of additional fatalities: \_\_\_\_\_

**V. Pedestrian, Driver, or Passenger Injuries** Does this section apply? Yes  No

Number of people injured \_\_\_\_\_ If a vehicle accident, number of passengers \_\_\_\_\_

Name: \_\_\_\_\_

Driver:  Passenger  Pedestrian  Age \_\_\_\_\_ Gender: Male  Female

Pedestrian trying to get on/off train? Yes  No

Drugs: Yes  No  Undetermined  Alcohol: Yes  No  Undetermined

Names of additional injured persons:  
\_\_\_\_\_

**VI. Pedestrian Access** Does this section apply? Yes  No

Obvious signs of consistent pedestrian trespass? Yes  No

If yes, describe: \_\_\_\_\_

Pedestrian (not at a crossing) information: Accessing public area? Yes  No

If yes, describe: Incident took place at Amtrak station with public access

Deterrents at site, e.g. fence, signs, etc? Yes  No

If yes, describe: "Danger high speed train" signs posted

Previous collisions at or near site? Yes  No

If yes, describe: Since 2010 there have two other people struck in the same area

**VII. Crossing History** Does this section apply? Yes  No

Prior accidents at this crossing? Yes  No  How many? \_\_\_\_\_

Dates of prior accidents: \_\_\_\_\_

Description of prior accidents (e.g., fatalities, injuries, property damage) \_\_\_\_\_

Last inspection date? \_\_\_\_\_

Defects? Yes  No

If yes, describe: \_\_\_\_\_

Required to attach most current inventory? Yes  No

**VIII. Attachments**

Railroad incident report? Yes  No  Local law enforcement report? Yes  No

Coroner/medical examiner report? Yes  No  Pictures? Yes  No

Other (describe):  
\_\_\_\_\_

**IX. Comments**

On April 19, 2016, Michael D. Chance was struck and fatally injured by a eastbound freight train at milepost 17.4 on the main track at the Edmonds Amtrak station.

Edmonds Police Department responded and investigated the scene. When they arrived, they found the train stopped on the main track. The train was stopped 200 ft north of the Amtrak station.

The locomotive engineer stated he was traveling eastbound when he observed a young male running out from the Edmonds Depot and ran into the middle of the main track and faced the train. Several other witnesses observed the same thing. The individual then crossed his arms over his chest and made no attempt to move from the train's path. The engineer stated he was moving at 36-38 MPH on impact. The engineer stated that he blew the horn, and his headlights and bells were activated and brakes were applied. The Event Data Recorder showed that he did indeed sound the horn.



**BNSF Fort Worth – Network Operations Center – INCIDENT REPORT**

<b>Date:</b> 04-19-16				<b>Time:</b> 1416 CT		<b>MP:</b> 17.4		<b>D-Code:</b> 164171	
<b>Time &amp; Date Last Revised:</b>				<b>Divn:</b> Northwest					
<b>Subdivision:</b> Scenic			<b>State:</b> Washington			<b>County:</b> Snohomish			
<b>Line Segment:</b>				50					
<b>Nearest Station:</b>				Edmonds, WA/ at this location					
<b>Nearest Major Terminal (distance/direction):</b>				Everett, WA / 15 miles east					
<b>Weather Conditions (Temp, wind, precipitation):</b>				Clear - 65.6 - Wind from West Gusts 7.0 mph					

<b>Injuries or Fatalities?</b>	Trespasser fatally injured	<b>Employee?</b>	
<b>Name:</b>		<b>Craft:</b>	

<b>Symbol:</b>	H LYDVBT118	<b>If Yard Job, is it Remote Control Operation (RCO)?</b>	
<b>Lead Locos:</b>	BNSF 7151, BNSF 8365, BNSF 4886	<b>L-E-T-F:</b>	4-57-2453-4490'
<b>DP Locos:</b>	None	<b>Direction:</b>	East
<b>Did Lead locomotive have Ditch Lites?</b>		<b>Were Ditch Lite's operating?</b>	
<b>Speed:</b>	36-38 EST	<b>Maximum Authorized Speed:</b>	50 MPH
<b>Train Crew's Origin / Destination:</b>		Auburn to Evereet	
<b>Conductor:</b>	BP Durkee	<b>Engineer:</b>	JW Jaeger
<b>Prior Rest</b>		<b>Prior Rest</b>	
<b>On Duty Time/Date:</b>	1000 CT	<b>On Duty Location:</b>	Auburn
<b>Crew Interviewed by:</b>	TM Stephen Grachan		
<b>Event Recorder/Camera:</b>	RFE Clifford secured the event recorder on scene. Work order sent to Everett Mech.		

Locomotives video equipped?									
Lead Locos	Y/N		Y/N		Y/N		Y/N		Y/N
BNSF 7151	Y	BNSF 8365	Y	BNSF 4886	Y				

<b>Crossing Name:</b>	Not at a crossing	<b>DOT Number:</b>	
<b>Equipped with:</b>		<b>Functioning?</b>	
<b>Vehicle Direction:</b>		<b>Vehicle Description:</b>	
<b>Law Enforcement Agency:</b>	Edmonds Police	<b>Citations ?</b>	

<b>Haz Material ?</b>	No	<b>Release (Y/N):</b>		<b># Cars, Amount:</b>	
<b>Commodity:</b>					

Derailed Locomotives / Cars:				
Init. Number:	Line:	Position (upright?):	Contents:	Disposition:

<b>Heavy equipment ordered:</b>				
<b>Equip. ETA:</b>		<b>Equipment Arrived:</b>		<b>Equipment Released:</b>
<b>Main Blocked?</b>	Yes	<b>Estimated Reopen:</b>		<b>Actual Reopen:</b> 1655 CT

Estimated Damages and Costs:		
\$		<b>Track</b> Track, Track Structures, and Roadbed Damages.
\$		<b>Signal</b>
\$		<b>"Other"</b> Adjacent buildings, other private property, etc.
\$		<b>Car Damages</b> Car damage, incl. flat cars but excluding their trailers/containers and contents.
\$		<b>Locomotive Damages</b>
\$	0	<b>FRA Reportable Subtotal</b> 2015 FRA Reportable \$10,500

\$		<b>Contractor Expense</b>	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.
\$		<b>Estimated Lading Recovery Costs</b>	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.

\$		<b>Prelim. Lading Loss Estimates</b>	Railcar/Trailer/Container <b>Contents ONLY</b>
		<b>Trailer/Container Damages</b>	Excludes contents. (Mktg-Equip Mtce Team - Evita Murdock)
\$	0	<b>Not FRA Reportable Subtotal</b>	
\$	0	<b>Estimated Grand Total</b>	(FRA Reportable Subtotal + Not FRA Reportable Subtotal)

<b>Cause Code:</b>	<b>Description:</b>
<b>Cause: Which Car / Locomotive, etc.?</b>	

**Brief Narrative of Incident:**

1415-CT 04-19-16 Scenic Sub MP 17.4: H LYDVBT1-18 reports striking a trespasser at Edmonds, WA AMTRAK depot. No injuries to crew, crew reports trespasser was fatally injured.

1557 CT update from TM Grachan: Coroner should be releasing train within 20 minutes. We will have to land train at Bayside as consist will require mechanical inspection.

1644 CT update from TM Grachan: Train is pulling now but will need 10 minutes behind the train for any possible clean up.

1655 CT update from TM: Area cleared and full traffic resumed.

1830 CT update from TM: Train was traveling between 36-38 MPH after coming out of a slow order. The incident occurred at the Sounder Station. The individual was sitting on the platform and when he saw the train coming he stood up in front of the train with his arms in the air.

<b>Post Accident Testing (FRA):</b>	
<b>Did this incident meet FRA Post Accident Testing criteria?</b>	No
<b>If the incident analysis indicates the need for FRA Testing, Contact MEH Dept</b> so they can work with the field officer in charge of the testing to insure proper process is followed. (817) 352-1648 during normal business hours. (817) 352-1613 After hours, weekends and holidays. If no answer, then page Dustin Foster or Chris Kowalkowski via Blackberry.	
<b>Did the AGST agree with the above analysis?</b>	
<b>Was the Mgr. Dispatching Practices and Rules notified?</b>	
<b>Was the Shipping Box checked prior to use/shipment?</b>	
<b>Were the vials checked to insure they have not expired?</b>	
<b>Was the train crew tested?</b>	<b>Which BNSF Mgr took crew for test?</b>
<b>Was the Dispatcher tested?</b>	<b>Which BNSF Mgr took Dispr for test?</b>

<b>Notifications:</b>			
<b>Time:</b>	<b>Entity:</b>	<b>Person Notified:</b>	<b>Reminders:</b>
1416-CT	<b>Service Interruption:</b>	sly, by DS 74	<b>Include who notified SID.</b>
1418-CT	<b>Resource Operations:</b>	Lisa, by SID	
	<b>Cust. Solutions: 593-4670</b> <b>Outlook Mail: Desk, CNS</b> <b>Cust. Support: 234-1135</b> <b>Outlook Mail: CSESDesk</b>		<b>Notify them of all derailments, collisions, or shipment damages.</b>  <b>Cust Support works 5pm-5am on weekdays and all shifts weekends.</b>
Yes	<b>Trainmaster:</b>	Stephen Grachan, by others	<b>Get ETA, check Cell number.</b>
Yes	<b>Road Foreman Engines:</b>	TJ Clifford, by others	
	<b>Signal Desk: 593 - 5998</b>		<b>Signal Logs, TWD Logs.</b>
	<b>M/W Desk: 593-6823/1</b>		<b>Last track inspn, last B-9 inspn.</b>
	<b>Mechanical Desk:</b>		<b>Emergency car desk 593-9128</b>
	<b>Corridor Supt:</b>	Dan Clark. Copy of this report	
1418-CT	<b>GST/AGST:</b>	John Davidson, by SID	
	<b>Divn Supt Operations:</b>		
	<b>Divn General Manager:</b>	Jared Wootton. Copy of this report	
	<b>Divn GDT:</b>	Jason Moyer. Copy of this report	
	<b>Manager Dispatching Practices &amp; Rules: 352-1312</b>		<b>Tape recordings, including SID and ROC, when appropriate.</b>

	<b>Superintendent Operating Practices</b> (All have Blackberry)	Mike Surina. Copy of this report	California, L.A. Chicago Gulf, Texas Kansas Montana Nebraska Northwest Powder River North Powder River South Southwest Springfield Twin Cities	Coleman, Herbert T Wazny, William A Cleveland, Scott M Valencia, Randy J Mizelle, Nicholas O Musgrove, Chris E Surina, Mike I Erickson, Tony A Percival, Everett E Strot, Ben K Ferris, Ed Lund, Michael E
	<b>The following group list is for the following departments:</b>  <b>Safety, Law, Rules, Transportation Support, Rules and field Support, Corporate Relations, Government Affairs, and Evidence Preservation</b>  <b>Major event group page list (Not MIIP)</b>  <b>(It is located with the SID Locomotive group lists)</b>		<b>Page for the following events:</b>  <b>1. Major derailments or train collisions.</b>  <b>2. Derailments or collisions with evacuations, explosions, or involving crude oil trains.</b>  <b>3. Major Hazardous Incidents</b>  <b>4. Employee Fatalities, life threatening injuries, or amputations.</b>	
	<b>Conference Calls:</b>		<b>If Conf Call is being established:</b> (1) Notify: NOC Mechanical Desk (2) Notify: NOC M/W Desk (3) Notify: ROC	
	<b>Hazardous Incidents:</b> <b>Contact East/West On-call mgrs.</b> <b>If California, notify CUPA.</b>		<b>Page for all Hazardous Incidents:</b> Pat Brady, Piper, Justin, Reid, Clay D, Howard Horn, David C Clark, John D. Lovenburg, Allen Stegman, Laura Fiffick	
	<b>ChemTrec (USA)</b> <b>800-424-9300</b>  <b>CanuTec (Canada)</b> <b>1-888-226-8832 or</b> <b>613-996-6666</b>		<b>Call whenever Haz Matl car involved in derailment or damaged; whether leaking or not.</b>  <b>Run TSS: WBCOPY &amp; HAZ &amp; EXCR</b>	
1435-CT	<b>NRC: (#1)</b> <b>800 - 424 - 8802</b> <b>(Initial SID Analysis)</b> Reasons for notifying them now include for <i>significant</i> violence or threats of violence against people or property. (02-07-01).	P.O. Threatt 114 5676	<b>Obtain their Report Number and name of person who took the report.</b>  <b><i>This block is for the Initial SID analysis. If initially "not reportable" and later becomes "reportable," use next block.</i></b>	
	<b>NRC: (#2)</b> <b>800 - 424 - 8802</b>			
1443-CT	<b>State:</b>	WA Emergency Operations-Ted. Incident #16-1473 E-mail report to: LHalstea@utc.wa.gov		
	<b>California - CUPA</b>			
	<b>Foreign Railroad:</b>			
	<b>"Go Team"</b> 1. Alpha Page Mark Schulze. 2. Alpha Page team on duty.		<b>Contact the "Team" that's on duty. If approp., also notify Mark Schulze. (To see Team on duty, go to n/SID/SIDBOTH/GOTEAM).</b>	
1426-CT 1506-CT	<b>Passenger Svcs: 352-2606</b>	Cindy Snow, by SID Page to Wessler and Depler, by SID	If incident involves passenger train route, Page to: Rich Wessler, Rick Depler.	
	<b>State Corporate Relations:</b>	Gus Melonas, Ross Lane, Courtney Wallace. Copy of this report	<b>Notify of all significant Incidents:</b> <b>Gus Melonas, Ross Lane, and Courtney Wallace:</b> BC, ID, OR, WA <b>Matt Jones:</b> MT, WY <b>Joe Faust:</b> AL, AR, LA, MS, TN, TX <b>Lena Kent:</b> AZ, CA <b>Amy McBeth:</b> MB, MN, ND, SD, WI <b>Andy Williams:</b> KS, MO, NE, IL, KY, IA <b>Joe Sloan:</b> CO, OK, NM, UT, NV	

	<b>Energy Desk:</b>		Notify Energy desk of any crude oil train derailments: <b>OPR DL Energy Desk managers or call 817-8670021</b>





Location of individual before jumping in front of train



Signs warning of high speed trains and yellow line painted on passenger walk path



Looking East and West  
of track



