



## Publications

### *HIGHWAY ACCIDENT REPORT*

**Adopted: February 15, 1994**

**GASOLINE TANK TRUCK/AMTRAK TRAIN  
COLLISION AND FIRE IN  
FORT LAUDERDALE, FLORIDA  
MARCH 17, 1993**

NTSB Number: HAR-94/01

NTIS Number: PB94-916201

### **SYNOPSIS**

About 3:13 p.m., Wednesday, March 17, 1993, an Amerada Hess (Hess) tractor-semitrailer hauling gasoline was struck by National Railroad Passenger Corporation (Amtrak) train 91. The truckdriver was attempting to cross a railroad/highway grade crossing on Cypress Creek Road in Fort Lauderdale, Florida. Traffic in the area of the crossing was congested because the left and center lanes were closed just over the crossing. Traffic was being channeled into the right lane and later shifted into a right-turn lane. The truck, which was loaded with 8,500 gallons of gasoline, was punctured when it was struck. A fire erupted, engulfing the truck and nine other vehicles. The fire killed the truckdriver and five occupants of three stopped vehicles.

The National Transportation Safety Board determines that the probable cause of the accident was the inadequacy of the precautions taken by the Broward County project manager, the design engineer, and the contractor, which resulted in traffic congestion at the railroad/highway grade crossing, and the truckdriver's decision to cross the railroad track even though the warning system had been activated.

The major safety issues discussed in this report are the performance of the truckdriver and traffic control in work zones near railroad/highway grade crossings. As a result of its investigation of this accident, the Safety Board makes recommendations to the Federal Highway Administration, the American Trucking Associations, Inc., and the Amerada Hess Corporation.

### RECOMMENDATIONS

As a result of its investigation of this accident, the National Transportation Safety Board makes the following recommendations:

to the Federal Highway Administration:

Include in Part VI of the *Manual on Uniform Traffic Control Devices* minimum standards on channelization of traffic at work zones to minimize traffic congestion over railroad/highway grade crossings. (Class II, Priority Action) (H-94-1)

Incorporate guidance in your construction and maintenance training courses that addresses work zones near railroad/highway grade crossings. (Class II, Priority Action) (H-94-2)

to the American Trucking Associations, Inc.:

As part of your safety program, notify your members of the circumstances of this accident and alert them to the potential dangers when approaching work zone areas adjacent to railroad/highway grade crossings. (Class II, Priority Action) (H-94-3)

to Amerada Hess Corporation:

Develop and implement a grade crossing awareness training program, including participation in the Operation Lifesaver Program, to instruct your truckdrivers in the potential dangers at railroad/highway grade crossings. (Class II, Priority Action) (H-94-4 )



## Publications

### *RAILROAD/HIGHWAY ACCIDENT REPORT*

**Adopted: October 23, 1990**

**COLLISION OF AMTRAK PASSENGER TRAIN NO. 708  
ON ATCHISON, TOPEKA AND SANTA FE RAILWAY  
WITH TAB WAREHOUSE AND DISTRIBUTION CO.  
TRACTOR-SEMITRAILER  
STOCKTON, CALIFORNIA  
DECEMBER 19, 1989**

NTSB Number: RHR-90/01

NTIS Number: PB89-917007

### **SYNOPSIS**

About 9:38 a.m., Pacific standard time, on December 19, 1989, National Railroad Passenger Corporation (Amtrak) passenger train 708, consisting of one locomotive unit and five passenger cars, struck a TAB Warehouse & Distribution Company tractor semitrailer in a dense fog at a highway grade crossing near Stockton, California. The collision derailed the locomotive and all five passenger cars. A fire followed the train impact with the truck.

The grade crossing had flashing lights and gates that were functioning at the time of the accident. The engineer, fireman, and truckdriver were killed in the collision and fire. Three of the 7 train crewmembers and 49 of the 150 passengers were injured. The total estimated damage was \$2,435,000.

The National Transportation Safety Board determines the probable cause of this accident was the failure of the truckdriver to operate his vehicle at a speed consistent with the dense fog and to stop at the lowered grade crossing gate.

The major safety issues in the accident include:

- Grade crossing warning devices where sight distances are frequently reduced by fog.
- Standards for lamp bulb voltages for grade crossing warning devices.
- Truckdriver awareness and training for operating in dense fog.

- Inability of on-board train personnel to communicate with dispatcher in emergencies.
- Survival factors in passenger cars concerning the adequacy of seatlocks, the securement of food service equipment, the performance of luggage restraints, and the passengers' inability to exit through the vestibule doors.

Recommendations concerning these issues were made to National Railroad Passenger Corporation, Atchison, Topeka and Santa Fe Railway Company, Federal Highway Administration, California Department of Transportation, California Public Utilities Commission, TAB Warehouse & Distribution Company, California Trucking Association, and Federal Railroad Administration.

the Amtrak decision to install vestibule door locking devices without clear instructions for opening the doors in an emergency and to nullify the access from the outside to the interior of the new Horizon cars.

When a car has derailed in an upright position, nothing should prevent passengers from opening the vestibule door, providing the door is not jammed or obstructed, once they have located the pawl latch. Furthermore, when a car is in the upright position passengers encounter less risk when they can exit the car directly to the ground through the vestibule door. The Safety Board believes that Amtrak needs to provide visible interior markings and operating instructions at vestibule doors of all passenger equipment that cannot be opened from the exterior of the car.

## RECOMMENDATIONS

As a result of its investigation of this accident, the National Transportation Safety Board made the following recommendations:

to the National Railroad Passenger Corporation:

Develop and implement a means for the conductor to contact a dispatcher by radio, should the locomotive radio be unavailable. (Class II, Priority Action) (R-90-45)

Provide visible interior markings and operating instructions at vestibule doors of all passenger equipment that cannot be opened from the exterior of the car. (Class II, Priority Action) (R-90-46)

Modify the luggage storage areas at the ends of Horizon cars to retain luggage in a collision or derailment. (Class II, Priority Action) (R-90-47)

Establish system-wide rules to ensure that only properly secured appliances are used in revenue service and to establish procedures for enforcing those rules. (Class II, Priority Action) (R-90-48)

Establish system-wide procedures to ensure that all seatlocks are engaged in the locked position before offering the equipment for revenue service. (Class II, Priority Action) (R-90-49)

to the Atchison, Topeka and Santa Fe Railway Company:

Cooperate with the California Department of Transportation and the California Public Utilities Commission for the installation of active warning devices in advance of railroad/highway grade crossings actuated by the railroad crossing warning system where sight distances are frequently reduced by dense fog. (Class II, Priority Action) (R-90-50)

to the Federal Highway Administration:

Revise the Manual of Uniform Traffic Control Devices to require the use of active warning devices in advance of railroad/highway grade crossings actuated by the railroad crossing warning system where sight distances are frequently reduced by dense fog. (Class II, Priority Action) (H-90-92)

to the California Department of Transportation:

Require and install active warning devices in advance of all new and existing railroad/highway grade crossings actuated by the railroad crossing warning system where sight distances are frequently reduced by dense fog. (Class II, Priority Action) (H-90-93)

to the California Public Utilities Commission:

Require the use of active warning devices in advance of railroad/highway grade crossings actuated by the railroad crossing warning system where sight distances are frequently reduced by dense fog. (Class II, Priority Action) (R-90-52)

to the TAB Warehouse & Distribution Company:

Establish, and maintain with supervisory oversight, a structured recurrent training program designed to sustain the performance of its drivers at high standards; include in this program instructions on safe operation in adverse weather

conditions, with emphasis on overdriving visual range when operating in dense fog. (Class II, Priority Action) (H-90-94)

Participate in Operation Lifesaver to develop and implement a grade crossing awareness training program to instruct its truckdrivers in the dangers at railroad/highway grade-crossings. (Class II, Priority Action) (H-90-95)

to the California Trucking Association:

Establish, and maintain with supervisory oversight, a structured recurrent training program designed to sustain the performance of truckdrivers at high standards; include in this program instructions on safe operation in adverse weather conditions, with emphasis on overdriving visual range when operating in dense fog. (Class II, Priority Action) (H-90-96)

Participate in Operation Lifesaver to develop and implement a grade crossing awareness training program to instruct truckdrivers in the dangers at railroad/highway grade crossings. (Class II, Priority Action) (H-90-97)

to the Federal Railroad Administration:

Promulgate regulations providing for minimum standards for applied lamp bulb voltages for railroad/highway grade crossing warning lights to ensure optimum rated output, proper color, brilliance, and sight distance. (Class II, Priority Action) (R-90-51)




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**Breaking News:** \$1.1 MILLION AWARDED IN MALPRACTICE SUIT January 18, 2008 09:03

Published: June 28, 2007 05:05 pm   

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## TRAGIC CROSSING

Truck-train crash claims a life

**By Vanessa Fultz, Democrat Reporter**

A Live Oak man was killed when a train struck his pickup truck at a rail crossing Tuesday night.

Bobby Joe Maulden, 36, was crossing the tracks at the intersection of Eva Avenue and US 90 at about 10 p.m. when the train struck him, according to the Live Oak Police Department. Maulden died at the scene, police reports said.

At the Eva Avenue crossing there are double tracks with a passing zone where CSX trains pull over to allow approaching trains to pass. A train was pulled over at the time of the crash. LOPD Chief Buddy Williams said it is speculated that Maulden saw the parked train and crossed the tracks not realizing a train was approaching from the other direction. The train struck Maulden at an estimated 33 m.p.h., just below the speed limit of 35 m.p.h.

Williams said the double crossing bars at the intersection

### Photos



Bobby Joe Maulden died

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appeared to be working.

Brian Hurst was a friend of Maulden's. They played baseball for the Bulldogs during high school.

"He was a good guy and fun to be around," Hurst said, "and he sure loved playing ball."

Hurst said Maulden continued to play ball after high school. He was currently playing church league softball for Mt. Olive Baptist Church.

Williams played on the church league with Maulden. In fact, the two had played ball together the evening of the crash. Williams said Maulden had eaten at Pizza Hut with his family and was on his way home at the time of the crash. He was driving alone that night.

"He was a great guy, a great father and a good friend," said Williams.

Maulden had a wife, Jenni, and a son, Kade. He owned a business which constructed steps for mobile homes.

The collision was investigated by LOPD Traffic Homicide Investigators Justin Bates, Steve Riggs and Kyle Kirby and by Florida Highway Patrol Trooper Kin Weaver.



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at the scene of this Tuesday night accident, according to police reports. Maulden's 1996 GMC pickup was struck at the intersection of Eva Avenue and US 90 and came to rest a block away near Lee Avenue. **None/** (Click for larger image)

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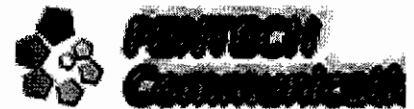
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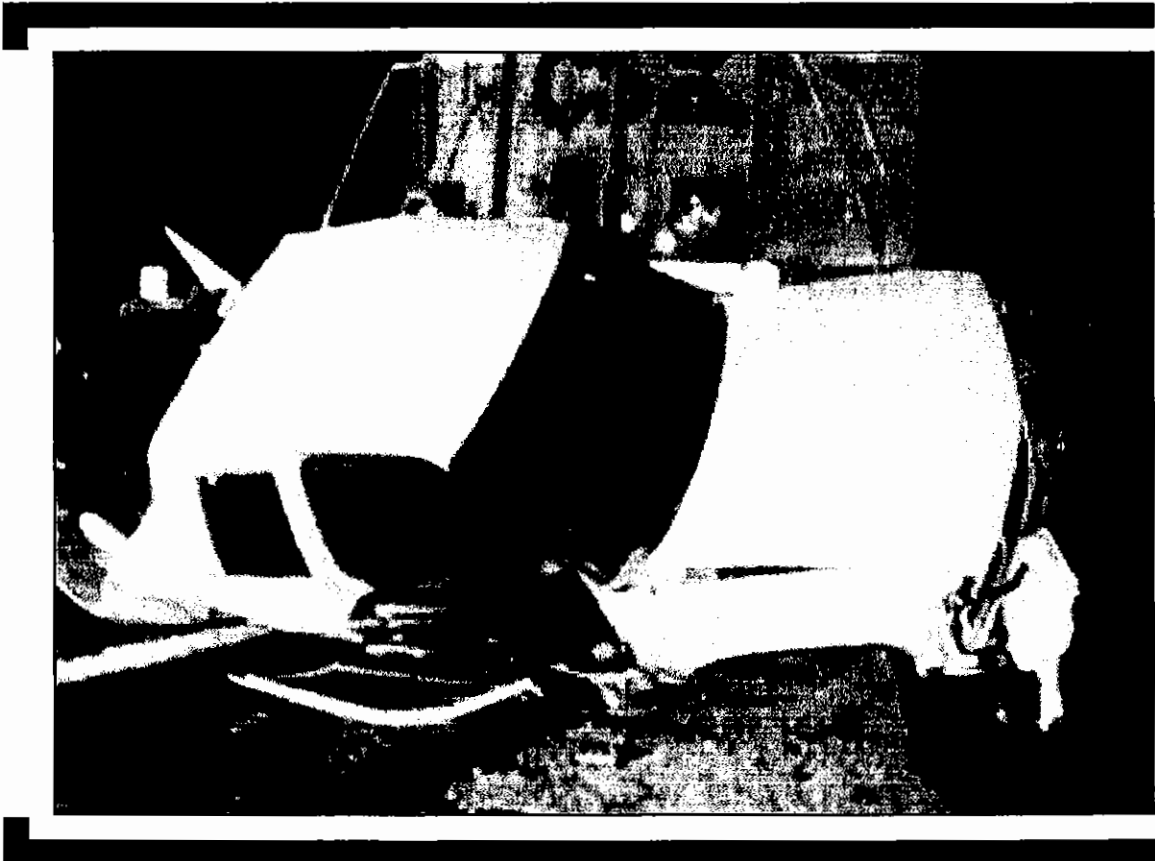
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**Breaking News:** \$1.1 MILLION AWARDED IN MALPRACTICE SUIT    January 18, 2008 09:0



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## Minivan strikes train; driver, dog fatally hurt

By [KEVIN DEUTSCH](#)

Palm Beach Post Staff Writer

Friday, January 11, 2008

DELRAY BEACH — In a crowded kennel, Rocky the greyhound leaped onto his would-be master the moment she walked in, as if knowing she would drive him home. Geraldine Renbaum liked to cruise around town with Rocky panting happily in the back of her blue minivan.

But Thursday's ride ended with Renbaum, 77, fatally injured, her beloved Rocky dead, and a second greyhound hurt when she crashed through a crossing arm on Southwest 10th Street near Interstate 95 and slammed into the side of an Amtrak train engine shortly after 11:30 a.m., according to witnesses.

[Special video report](#)[See larger image](#)

Renbaum died hours after witnesses said she drove her Chrysler Town & Country minivan into the middle of the locomotive. The impact left her trapped in the vehicle with extensive injuries.

She was cut from the twisted pile of metal that her minivan had become and was rushed to Delray Medical Center, where she died Thursday night, police said.

Her cousin, Stuart Renbaum, said earlier Thursday that she was a caring mother of two children who loved both people and animals.

"She is a very conscientious person, a very good woman," said Stuart Renbaum, 77, who has grown weary of South Florida railroad crossings. "You learn a hell of a lesson this way."

The crash sent Rocky through the back window and onto gravel beside the track, witnesses said. Animal control officers rushed to the scene, but the 6-year-old dog was too far gone.

"We just comforted him," said Delray Beach Animal Control Officer Virginia Feldmann. "He was such a loving dog."

Rocky was covered, placed in the back of a pickup and taken away. His companion, 6-year-old Tina, suffered a cut to her lip and was badly shaken.

The Amtrak train, which carried no passengers, was cleared at 12:40 p.m. to continue its trip to Sanford after a delay of 70 minutes.

A southbound Tri-Rail train was delayed 83 minutes, and other afternoon trains experienced shorter delays.

The Amtrak locomotive and six coach cars were on their way from Miami to Sanford for maintenance, spokeswoman Karina Romero said. Two crew members were not hurt.

Two sisters, Natacha and Rachelle Desir, were on their way to enroll in college classes when Renbaum's minivan - stuck behind a braking truck in the inside lane of Southwest 10th Street - swerved into the outside lane, cutting the sisters off, they said.

"She cut right in front of us and kept speeding," said Rachelle Desir, 18.

The Desirs saw the lowered crossing arm. They thought Renbaum saw it, too, but she sped on.

"She's not going to stop! She's not going to stop!" screamed Rachelle Desir, just moments before the collision.

"Even though the bar was down, she ran right through it," Natacha Desir, 21, said. "I don't know where she thought she was going. She hit the middle of the train."

Renbaum, a housewife with an adult son and daughter, was a lifelong dog lover who, along with her husband, Marvin, adopted Rocky and Tina from

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Elite Greyhound Adoptions, according to the organization's president, Sonia Stratemann.

Stratemann, who keeps rescued greyhounds in the Loxahatchee kennel, adopted an emaciated, limping Rocky from Animal Care & Control two years ago after he apparently had been hit by a car.

He had been registered as a racing dog under the name Armando Martinez but never competed. Rocky and Tina, who once raced at Palm Beach Kennel Club under the name Glo's Norman, hit it off in Stratemann's kennel, becoming inseparable.

Renbaum came to adopt one dog about a year and a half ago and left with both.

"Gerry walked in, and Rocky picked her," said Stratemann, 35. "Rocky jumped all over her. He knew who he was going home with."

Stratemann said Renbaum doted on her dogs and took them on her morning trek for coffee each day. Stratemann would dog-sit the greyhounds whenever the Renbaums left town.

"Rocky was really playful, and he loved his mom so much," Stratemann said. "He was really loyal, always by your side. He was an incredible dog."

Tina "ruled the roost" and was very independent, Stratemann said. Rocky let her lead wherever they went.


Renbaum was one of the first to adopt from Stratemann's group, and she referred many people to open their homes to rescued greyhounds.

"They loved those two dogs, and they did so much for us," said Stratemann, who was caring for Tina on Thursday night. "It's one of the best homes we've ever had."

Police ask anyone with information on the crash to call Community Service Officer Shari Roth at (561) 243-6220.

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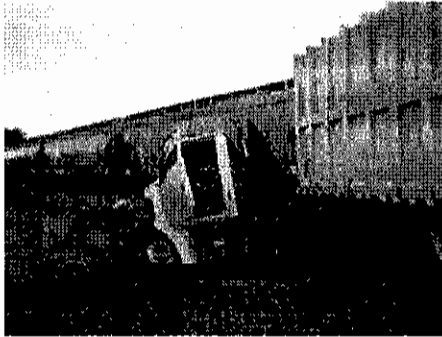
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## Media

### ***Train Collides With Tractor-Trailer in North Shelby County***

Release Date: June 8, 2007

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Shelby County Sheriff's Office Traffic Investigators say a tractor-trailer was hit by a train this afternoon on Fite Road. The driver of the truck suffered serious injuries.

Deputies say about one o'clock, Sidney Renfroe, Jr., age 74, of Memphis, was driving a City of Memphis Sanitation truck west bound on Fite Road between Raleigh LaGrange and Highway 51.

Investigators say as Renfroe approached the railroad crossing, he disregarded the flashing lights and crossing gate that blocked the tracks.

The engineer of the south bound Canadian-Northern freight train said there was no way he could stop the train before the collision, which knocked the truck cab off the tracks.

Renfroe was thrown out of the truck and was found semi-conscious in a ditch about 12 feet away. He was taken to the Regional Medical Center where he remains in serious condition this evening.

Deputies say Renfroe will be charged for not stopping for the approaching train and for not wearing his seat belt. The train engineer was not hurt.

*For further information, contact:*  
**Steve Shular**  
*Public Information Officer*  
*Shelby County Sheriff's Office*  
*201 Poplar Ave - Suite 902*  
*Memphis, TN 38103*  
*Phone: 901-545-5532*  
*FAX (901) 545-3310*  
*Email:*  
***shulars@shelby-sheriff.org***

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