



Brief Overview of the Head-On Collision Between Metrolink Train 111 and a Union Pacific Freight Train September 12, 2008



September 12, 2008 at 4:23 PM
Head-On Collision Between
Metrolink Train 111 and Union Pacific Freight Train

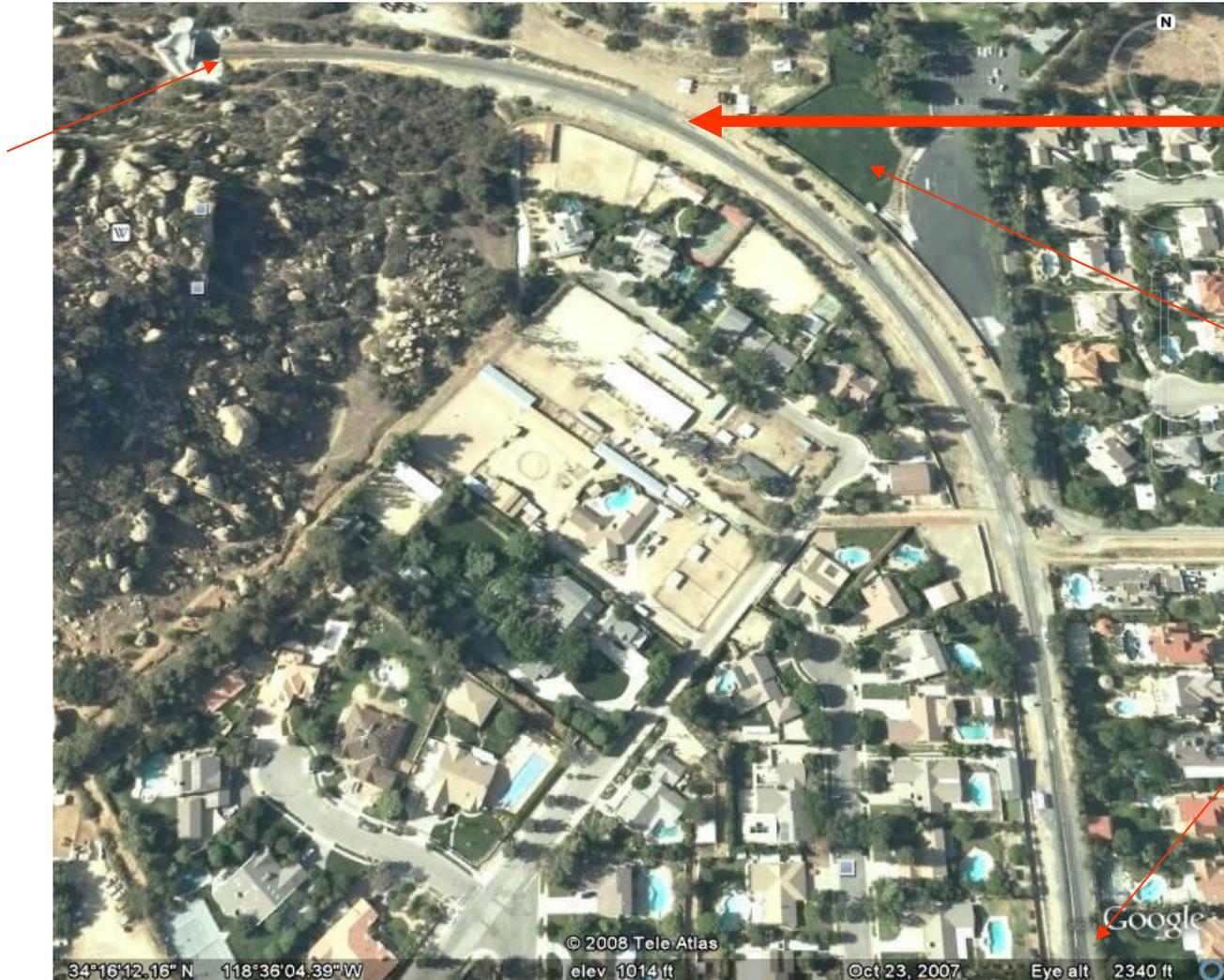
Richard W. Clark, Director
Consumer Protection and Safety Division
California Public Utilities Commission





Overview – Looking North towards the tunnel

Tunnel where the UP Train Exited



Point of Impact

Triage Area

Approximate Location of Red Signal that the Metrolink Train "Ran Through"





View from the Metrolink Locomotive approaching the Switch at CP Topanga – in the Distance is the left hand curve.



Signal Mast
(unobstructed
view), and
switch.





View that the UP Locomotive and Conductor had – 4 seconds from the Crash – Trains closing at over 80 MPH combined speed

Note: PUC Inspectors Rode the Head End of both trains during the re-enactment



Metrolink coming into the curve



3 Seconds to Impact





2 Seconds to Impact



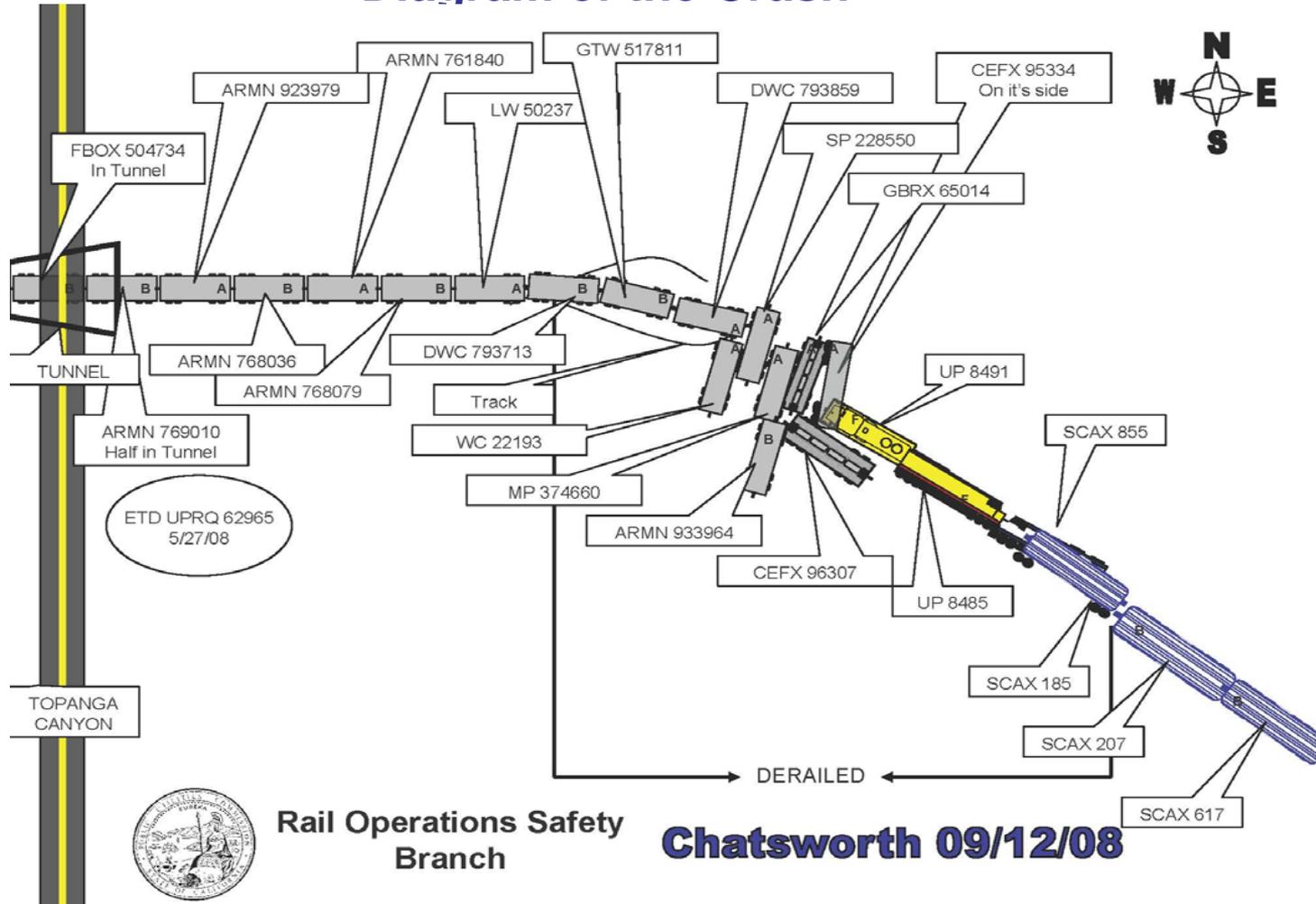


Impact – Closing Speed Approximately 80+ MPH





Diagram of the Crash



Rail Operations Safety Branch

Chatsworth 09/12/08





Friday, September 12, 2008
PUC Railroad Safety Inspectors Arrived at the Scene at
Approximately 6 PM to Start the Investigation





View of the Two Locomotive After Impact; On the Left is the Metrolink Locomotive (and Deceased Engineer); Right is the Union Pacific Locomotive.

Metrolink's Locomotive Engineer.



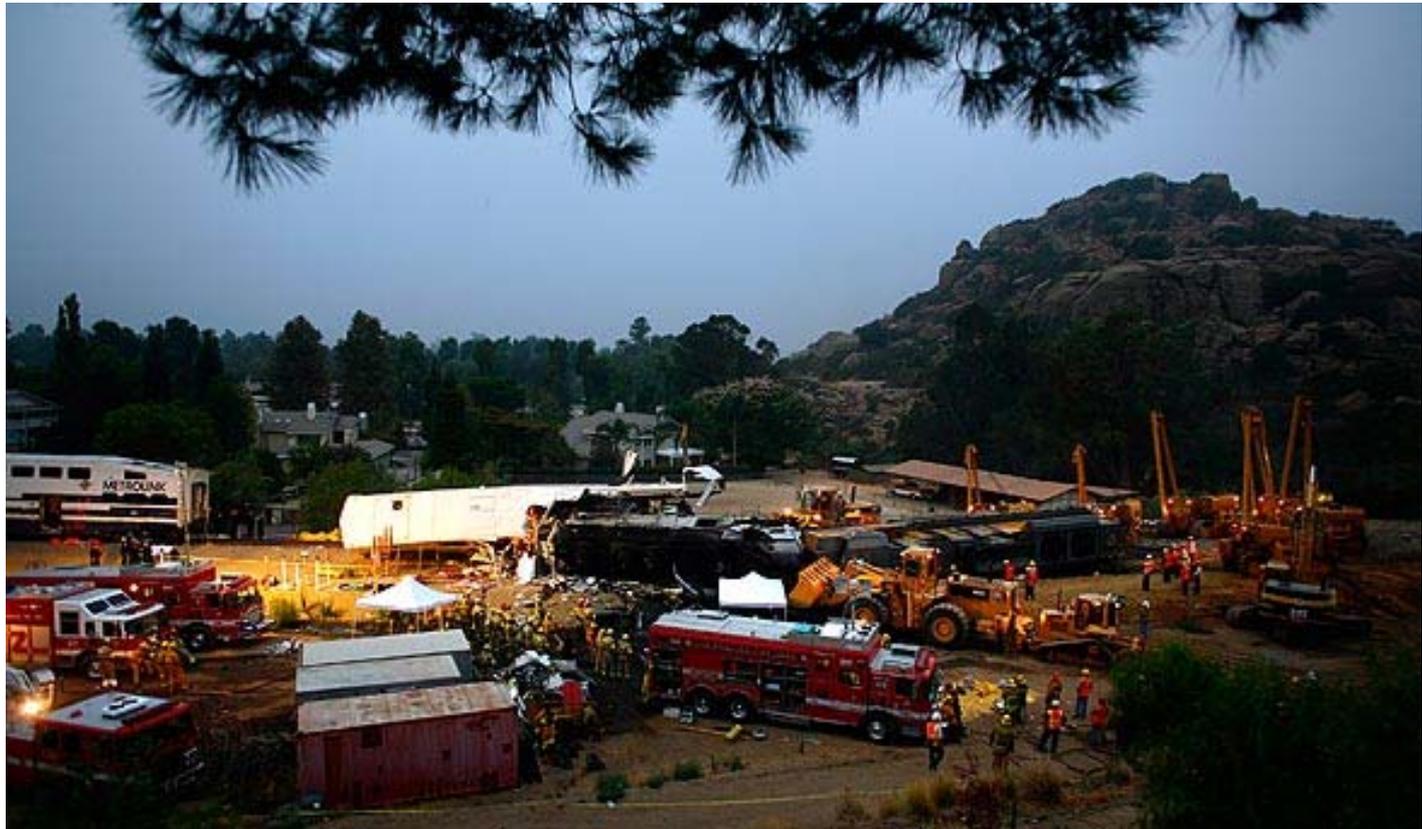


View of the Metrolink Locomotive Inside the Passenger Car.





Friday Evening – During the Rescue and Recovery Stage of the Operation





Overhead View of the Triage Area on Friday Evening





Saturday Morning, September 13, 2008; Rescue and Recovery Still Play a Major Role. Here, Heavy Equipment Lifts and Holds the Passenger Car While Emergency Personnel Remove Bodies.





Full View of the Metrolink Locomotive after it “Telescoped” Into More Than 70% Of the First Passenger Car.



Metrolink Locomotive



Rescue and Recovery Operations





View Looking South; Two UP Locomotives on Their Sides with Seven Freight Cars Derailed “Accordion Style” Behind Them.



Approximately
1,462' to the
signal at CP
Topanga



View From the West Side of the Rescue Operations; Note That the Emergency Responders are Leaning the Ladders on the “Bottom” of the Locomotive that was Jammed Into the First Passenger Car.



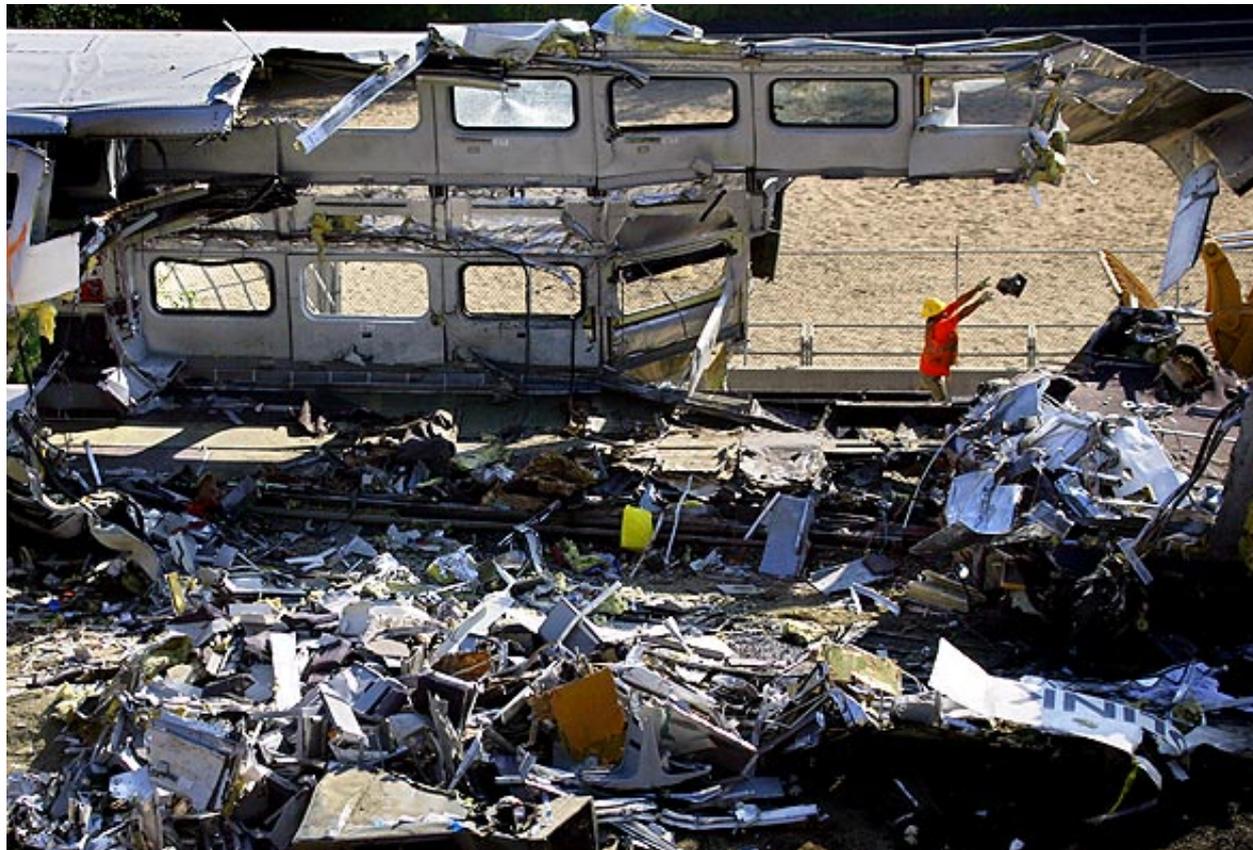


On the Right is the Metrolink Locomotive after the Heavy Duty Equipment Dragged it Away from the Passenger Car Allowing Rescue Workers More Access to Recover Victims. PUC Inspectors Are On Top of the Locomotive.





After Rescue and Recovery was Complete, the Scene was Turned over to Investigators from PUC, NTSB and FRA.





Director Clark meeting with Governor Schwarzenegger and Secretary of Business, Transportation and Housing, Dale Bonner Committing all of the Resources Available in ROSB and CPSD.





Director Clark Briefing NTSB Board Member Kitty Higgins at the Scene on the Role of the PUC.





CP Topanga: View looking south of the Switch providing entry onto the siding track where the Union Pacific train would have met the Metrolink Train.

Note: the two Switch points



Switch Box and bars that were destroyed When the train "ran through" The Switch



PUC Motive Power & Equipment Inspector Examining the Compartment of the Metrolink Locomotive after the Deceased Engineer was Removed.



MP&E
Inspector Bob
Wrzesien



PUC Signal & Train Control Inspector G. Muffley with NTSB Investigators Examining the “Run Through” Switch and downloading the data logger at CP Topanga.

PUC
Inspector
G. Muffley





PUC Operating Practices Inspector J. Ellis working with NTSB During the Re-Enactment of the Collision

During this phase of the Re-Enactment Inspectors are looking for sight impairments, how quickly the controls can be manipulated and many other operational issues that the engineer could have done in **FOUR** Seconds prior to impact.





CPUC Personnel Involved in the Investigation

Rail Operation and Safety Staff on Scene Friday Night,
September 12, 2008:

Program Manager: George Elsmore

Program & Project Supervisor: Rick Gallant

MP&E Inspectors: Bob Wrzesian & Matt Thompson

Signal & Train Control: Gerald Muffley

Operating Practices: Matt Cardiff

At the Metrolink Command Center:

Operating Practices: Thad Laferriere





CPUC Personnel Involved in the Investigation

Rail Operation and Safety Staff on Scene Throughout the Day and Night, Saturday, September 13, 2008:

CPSD Director: Rich Clark

CPSD Deputy Director: Julie Halligan

Program Manager: George Elsmore

Program & Project Supervisor: Rick Gallant

Superintendent – Southern California: Tom Logan

MP&E Inspectors: Bob Wrzesian & Matt Thompson & Carlos Tapia

Signal & Train Control: Gerald Muffley

Operating Practices: Matt Cardiff & Jay Ellis





CPUC Personnel Involved in the Investigation

Rail Operation and Safety Staff on Scene, Sunday, Monday and Until Released – Note: These folks are working with the NTSB Discipline Specific Teams and Meet Every Evening to Convey Their On-Going Findings to the Entire Group.

Program & Project Supervisor: Rick Gallant

Superintendent – Southern California: Tom Logan

MP&E Inspectors: Bob Wrzesian & Matt Thompson & Carlos Tapia

Signal & Train Control: Gerald Muffley

Operating Practices: Matt Cardiff & Jay Ellis





Photo Credits

- Photo Credits:
- For All of the Overhead Shots: Thanks to the Los Angeles Times.
- For a Number of the On-Scene Shots: Thanks to both ROSB Staff Inspectors and the Los Angeles Times.
- Diagram of the Crash Site: PUC Inspector

