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### 3.11 - Accident Detail Report

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Selections: Railroad - BLF  
 State - FLORIDA County - All  
 All Regions  
 All Causes / All Accident Types / All Track Types  
 Hazmat Options - None  
 Passenger Trains Only - No  
 Damage Amounts - All  
 Report Sort Sequence - Date  
 Date Selected - Feb, 2017

\*\*\* IMPORTANT NOTICE \*\*\*

This information is self-reported by railroads as required by Federal regulations, and does NOT represent official findings of railroad incident investigations by the Federal Railroad Administration.

Collisions, derailments, fires, explosions, acts of God, or other events involving the operation of railroad on-track equipment (standing or moving) and causing reportable damages greater than the reporting threshold for the year in which the accident/incident occurred must be reported using Form FRA F 6180.54.

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Reportable damage includes labor costs and all other costs to repair or replace in kind damaged on-track equipment, signals, track, track structures, or roadbed. Reportable damage does not include the cost of clearing a wreck, damaged lading, or environmental cleanup costs, etc.

If the property of more than one railroad is involved in an accident/incident, the reporting threshold is calculated by including the damages suffered by all railroads involved. If the total exceeds the reporting threshold, a report is required even though an individual railroad's damages were below the threshold.

The following report lists those events that a railroad was involved in, regardless of whether or not that railroad's operations were the primary reason the accident occurred. This is done because all railroads are required to report the extent of their involvement in the accident, regardless of whether or not there is agreement as to the cause of the accident.

A form must be completed for each consist involved in an accident. The railroad responsible for the on-track equipment at the time of the accident, and only that railroad, will report the consist. In joint operations, if the railroad having track maintenance responsibility did not also have on-track rail equipment involved, a report containing the track information must be forwarded.

When multiple reports have been provided in connection with a single event, these have been grouped together.

====Accident      1 =====

DERAILMENT		on Feb 11 2017	RBLF	RR Report 201702001
LATITUDE:	26.727765		LONGITUDE: -80.057261	
Involving WORK TRAIN		at 5 :5 PM		
Locos (Total/derailed)	2/1	in Florida	RBLF	Track Maintenance RR
Cars (Total/derailed)	4/0	County of PALM BEACH		

Speed 004 Eqp Dmg \$408,000 Near or in WEST PALM BEACH

.....Track information.....  
 Yard Damage \$206 Milepost 298 FRA Class 1 Total Casualties: 0 Deaths and 0 Injured  
 ....Signalization.... ....Cause(s)....  
 Nonsignaled  
 Track alignment irregular (other than buckled/sunkink)  
 ....Supplemental Codes....  
 Special Instructions

AT 5:05 PM ON SATURDAY, FEBRUARY 11, 2017 BRIGHTLINE TEST TRAIN #26211 WAS HEADING NORTH INTO THE WEST PALM BEACH RUNNING REPAIR FACILITY AFTER RETURNING FROM A SIGNALING COMPATIBILITY TEST. THE CONSIST WAS IN PUSH/PULL CONFIGURATION BY FEC FREIGHT LOCOMOTIVE #507. AS THE TRAIN CONSIST THEN ENTERED THE YARD AND THE ?B? TRUCK OF BRIGHTLINE LOCOMOTIVE #102, #3 AXLE DERAILED NORTH OF SWITCH CAUSING AXLE #4 TO FOLLOW. BOTH GEARBOXES WERE DAMAGED. THE FOLLOWING COACH TRUCK STAYED ON THE CORRECT RAIL. NO DEFINITIVE CAUSE FOR DERAILMENT HAS YET BEEN IDENTIFIED ALTHOUGH SOME ANOMALIES HAVE BEEN IDENTIFIED THAT COULD BE CONTRIBUTING FACTORS.

THE GENERAL LAYOUT OF THE TRACK WAS NOT IDEAL, RESULTING IN VERY SHARP EFFECTIVE TRACK CURVATURE AT THE POD, ALTHOUGH THIS WOULD NORMALLY BE EXPECTED TO GENERATE THE LARGEST EFFECT (LARGEST AOA) ON AXLE 1. THE SWITCH POINT WAS NEW WITH VERY ROUGH SURFACES THAT WOULD LEAD TO A HIGH EFFECTIVE COEFFICIENT OF FRICTION. THIS WOULD BE EXPECTED TO HAVE A SIMILAR EFFECT ON ALL AXLES. THE TRACK WHERE THE DERAILMENT OCCURRED WAS REALIGNED ON FEBRUARY 21, 2017. THE TRACK THROUGH THE MAIN ROUTE OF THE SWITCH WAS STRAIGHTENED AND CURVATURE PRIOR TO THE SWITCH WAS INCREASED. THE DERAILED TRUCK OF LOCOMOTIVE 102 WAS REPLACED AND RETURNED TO SIEMENS FOR FURTHER ANALYSIS AND REPAIR. LOCOMOTIVE 102 WAS RETESTED AND CONFIRMED TO BE READY FOR FURTHER DYNAMIC TESTING.

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--GRAND TOTALS--

Retrieved 1 report(s)  
 For 1 accident(s) involving 2 locomotives and 4 cars  
 Causing 0 deaths and 0 injuries  
 \$408,000 of equipment damage  
 \$206 of track damage  
 There were 0 cars carrying hazardous material  
 of which 0 were damaged or derailed, of these 0 had a release