

02/27/2023

**FOR YOUR INFORMATION**

FYI 2023:2/1-1

27455, 25720, 25796, 26874

To: FRA-RRS

Info: FRA-RCC, PRT, AAR, APTA, ARASA, ASLRRRA, ATDA, BLET, BMWED, BRS, IAMAW, IBEW, NRC, NTSB, NYA, SLSI, SMART, TCU, VOLPE

From: Becky L. Hooley, Director  
NASA Confidential Close Call Reporting System

Re: Simultaneous Occupation or Train Movements at Passenger Stations

We recently received C<sup>3</sup>RS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up.

Summary: C<sup>3</sup>RS is issuing FYI 2023:2/1-1 to inform the rail industry of recent close call events that were voluntarily reported involving movement of trains while a passenger station is occupied; see GCOR Rule 6.30 Receiving or Discharging Passengers & NORAC Rule 121 Intervening Tracks at Station Platforms. In the following reports, rail employees reported events in which deviations from possible rules resulted in a close call event in relation to multiple trains occupying a passenger station simultaneously. We feel you should be aware of the following deidentified reports:

(ACN 27455) An Engineer reported operating through a passenger station at the same time another train went through the station, citing weather as a contributing factor.

(ACN 25720) A Conductor reported occupying a passenger station while another train was stopped on an adjacent track after the crew from the other train gave the okay to proceed into the station.

(ACN 25796) An Engineer reported occupying a station while another train was on the adjacent track. A new Track Bulletin indicated an inner fence had been removed and prohibited multiple trains from occupying the station at the same time.

(ACN 26874) A Conductor reported shoving a train into a passenger station that another train was occupying on an adjacent track.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Becky Hooley at (408) 541-2854 or email at [Becky.L.Hooley@nasa.gov](mailto:Becky.L.Hooley@nasa.gov)



Confidential Close Call Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 27455

### DATE / TIME

Date of Occurrence	2023-01
Local Time Of Day	1201 - 1800

### ENVIRONMENT

Weather	Fog
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### TRAIN / EQUIPMENT A

Operation Type	Passenger / Commuter
Operation Type	Pulling
Train / Equipment Location	Main Track
Train / Equipment Location	Passenger Station
Methods Of Operation	Centralized Traffic Control
Train Activity at Time of Event	Enroute

### PERSON

Accession Number	27455
Function	Engineer

### EVENTS

Anomaly	Operating Cab / Car Event - Station Operations
Anomaly	Procedural Deviation - Operations Policy
Detected by Person	Train Crew
General Result	No Action Taken

### NARRATIVE

On this trip, it was extremely foggy out with reduced vision down to about two cars. I was the inbound train and I usually meet the outbound train at Station X. But today, the outbound was running behind. Because of the fog, I could not see where the outbound was. As I got to the end of Station Y, the outbound appeared and went through the station at the same time that I went through. Neither of us were scheduled to stop at Station Y, but we went through at the same time.

### CALLBACK

The reporter, an Engineer, stated there is always communication between the two Engineers prior to passing the station to ensure both trains are not passing through at the same time. However, on this day both trains were delayed, and the Engineer assumed the other train had already gone through the station. The Engineer did not attempt to call the other train, thinking the train would have already been through the station, because of the weather, it was hard to see the oncoming train. The Engineer was surprised when the two trains passed at the station, but at that point, it was too late. The Engineer reiterated that neither train had a scheduled stop at this station, but it is still a rules violation to pass a train at the station. The Engineer will attempt to call the Dispatcher in the future after being delayed to have a Job Safety Briefing as to where possible train meets will occur.

### SYNOPSIS

An Engineer reported operating through a passenger station at the same time another train went through the station, citing weather as a contributing factor.

## ACN 25720

### DATE / TIME

Date of Occurrence	2022-06
Local Time Of Day	1801 - 2400

### ENVIRONMENT

Weather	Clear
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### TRAIN / EQUIPMENT A

Operation Type	Passenger / Commuter
Train / Equipment Location	Main Track
Train / Equipment Location	Passenger Station
Methods Of Operation	Automatic Cab Signals
Train Activity at Time of Event	Enroute
Train Activity at Time of Event	Arrival
Train Activity at Time of Event	Passenger Boarding / Disembarking

### PERSON

Accession Number	25720
Function	Conductor

### EVENTS

Anomaly	On Track Protection Deviation - Track Occupancy
Anomaly	Operating Cab / Car Event - Station Operations
Anomaly	Procedural Deviation - Operations Policy
Detected by Person	Train Crew
General Result	No Action Taken

### NARRATIVE

The Train was already in the station. I heard them say okay to come into [the] station, so I thought they were on the move out of the station. I thought when they said okay to come into the station we were ok to do so. I looked at the Rule and that is not the case. Only one train should be occupying the station at a time. So, that was my mistake. I should have told my Engineer to wait until they were out of the station for us to proceed into the station.

### CALLBACK

The reporter, a Conductor, stated the Rule was reviewed by the entire Crew afterward and there was no violation at the station. However, the Conductor will ask the departing train if it is on the move prior to telling the Engineer it is okay to proceed into the station to avoid any confusion.

### SYNOPSIS

A Conductor reported occupying a passenger station while another train was stopped on an adjacent track after the crew from the other train gave the okay to proceed into the station.

## ACN 25796

### DATE / TIME

Date of Occurrence	2022-06
Local Time Of Day	1201 - 1800

### ENVIRONMENT

Weather	Clear
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### TRAIN / EQUIPMENT A

Operation Type	Passenger / Commuter
Operation Type	Push / Pull - Passenger
Train / Equipment Location	Main Track
Train / Equipment Location	Passenger Station
Methods Of Operation	Centralized Traffic Control
Train Activity at Time of Event	Enroute

### PERSON

Accession Number	25796
Function	Engineer

### EVENTS

Anomaly	On Track Protection Deviation - Track Occupancy
Anomaly	Operating Cab / Car Event - Station Operations
Anomaly	Procedural Deviation - Operations Policy
Detected by Person	Train Crew
General Result	No Action Taken

### NARRATIVE

I met an inbound train at [the] Station. We both had forgotten that the inner track fencing was removed. At [this] Carrier, you're not allowed to meet another train in a station if the inner track fencing is removed.

### CALLBACK

The reporter, an Engineer, stated the removal of the fencing was in the Track Bulletins and covered in the Job Safety Briefing prior to departure. The train entered the station a few hours later and the Engineer did not remember the fencing had been taken down. There were no heads up from the Crew or the Dispatcher prior to entering. As soon as the train entered the station, the Engineer realized there was another train in the station, but it was too late and the train stopped and completed the work with the train on the adjacent track without issue. The Engineer will highlight all potential station hazards in the Track Bulletins, moving forward, to help alleviate this in the future. The Engineer also believes a reminder from the Dispatcher would help as well.

### SYNOPSIS

An Engineer reported occupying a station while another train was on the adjacent track. A new Track Bulletin indicated an inner fence had been removed and prohibited multiple trains from occupying the station at the same time.

## ACN 26874

### DATE / TIME

Date of Occurrence	2022-10
Local Time Of Day	0601 - 1200

### ENVIRONMENT

Weather	Clear
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### TRAIN / EQUIPMENT A

Operation Type	Passenger / Commuter
Operation Type	Shoving
Train / Equipment Location	Main Track
Methods Of Operation	Centralized Traffic Control
Train Activity at Time of Event	Enroute

### PERSON

Accession Number	26874
Function	Conductor

### EVENTS

Anomaly	On Track Protection Deviation - Track Occupancy
Anomaly	Operating Cab / Car Event - Station Operations
Anomaly	Procedural Deviation - Operations Policy
Detected by Person	Train Crew
General Result	No Action Taken

### NARRATIVE

Train A was traveling west on [the] Track. Me and my Brakeman were on the head of the train shoving. We were about twenty cars from the Station platform when I noticed the headlight from inbound Train B. I made a judgement call to continue shoving because I thought we would clear the Station before they arrived, so that we wouldn't have two trains in the Station at the same time. By the time I realized we were going to arrive simultaneously, it was too late to stop and still be clear of the Station. Train B stopped short of the crossing, and we had it covered and continued through the Station. Next time and all times in the future, I will wait for any passenger trains when I have a Station ahead of my shoving movement.

### SYNOPSIS

A Conductor reported shoving a train into a passenger station that another train was occupying on an adjacent track.