The engineer of the train that killed two PATH employees working on a track near Harrison, N.J., on Dec. 2 had plenty of time to stop, according to a report released yesterday. Yet investigators have found no evidence that he applied the brakes and have concluded that he was not paying attention.

The report by the Port Authority of New York and New Jersey also said workers who were struck by the train apparently did not follow proper procedures to obtain permission to work on the track.

Disciplinary actions will be taken against the employees involved and some may be discharged, said John J. Haley, the deputy executive of the Port Authority, who oversaw the investigation.
"There were serious violations that led to the unnecessary death of two people," he added. "Had somebody taken a different action, we feel the accident could have been prevented."

Mr. Haley said a re-enactment of the accident and witness statements showed the train was traveling at about 20 miles per hour and had 600 feet to stop from the time it passed a signal where the engineer should have been able to see the workers. At that speed, the train would have required only 150 feet to stop, he said.

Furthermore, the engineer of a train going in the opposite direction saw the workers on the track but did not notify the control center or the oncoming train.

The men killed in the accident were Guido Vendittoli, 55, of Secaucus, N.J., a track foreman with 35 years of experience who had received PATH awards for work performance, and Nunzio Tinnirello, 48, of Bayonne, N.J., a track laborer who had worked for PATH for 27 years. A track inspector, Antonio Griffith, of the Bronx, was injured.

"We feel this should not have happened," Mr. Haley said. "These were model employees -- experienced people who knew the rules -- and it happened in broad daylight."

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