## DEPARTMENT OF TRANSPORTATION

(1) Toral in Train       1       0       0       0       0       (1) Total in Equipment Consist       65       0       0       0       0         (2) Total Deniled       0	FEDERAL RAILROAD	ADMINISTRATIO	N	RA	AIL EQU	IPMEN	T ACCIDI	ENT/INCI	DEN	T REPO	RT			ON	IB Approval	No: 2130-0500	
2. Sume of the formation of the formatio	1. Name of Reporting Ra	ilroad						1a. Alphal	betic C	ode			1b. Railro	<ol> <li>Railroad Accident/Incident No.</li> </ol>			
1         Use of Bulknum of Cher Party Responsible for Pub Mannessee         (mage any)         1									ALS								
Alto     Alto     PD112       1.1.5.     1.5.	2. Name of Other Railroa	ad or Other Entity w	ith Consis	t Involved				2a. Alphal	betic C	ode			2b. Railro	oad Accident/	Incident No.		
Als     1013       1 1 S. 100     1 Second Process Jamming Hamming Ha													a. p. ii				
4. U. S. DOT Crade Concept Identification Number       Image: Sign of	3. Name of Railroad or O	ther Entity Responsi	ible for Tr	ack Maintenance	(single en	try)		3a. Alphal	3a. Alphabetic Code 3t					ad Accident/I	ncident No.		
1 L 5. OF       1       1       1       0       2       2       2       2       1       1       1       1       1       1       0       0       2       1       0       1       0	Alton & Southern	Railway [ALS]															
Image: bit is the state of the sta	4. U. S. DOT Grade Cros	sing Identification N	Jumber											of Accident/In		_	
7. Tops of constant         1. Detailung         6. State states         7. Hype at constant         11. Barbain terminants         12. Other manase         12. State states         12. States													5:30	1	AM X	РМ	
answer     01     Description     0. Pulsar print monitorie     02       BACKATT     NALACK Composed     Danueloi     U.S. Alfording     11. Done impairs     answer     01       BACKATT     Danueloi     Danueloi     U.S. Alfording     11. Done impairs     answer     12. Done impairs     12. Subalivision     Link print       13. Namest     U.S. Alfordin     15. Steel     Colo     15. Steel     Colo     12. Done impairs     Colo     12. Done impairs     Colo     12. Steel	7. Type of Accident/	1. Der	railment	4.	Side collision		7. Hwy-rai	l crossing		- I				ther		Code	
S Gas Caraying DAMAT         9: MADMAT (cas DAMAT         11. Regist DAMAT         11. Regist Densitie         11. Regist Densitie         12. Substance           NA	-				•		-	-			-	ure		· · ·			
DADAT     Designed     NA     NA     Designed     Designed     NA     Designed       13 Nome     NA     NA     NA     NA     NA     State     NA     State       13 Nome     Law     15 State     16 State     NA     NA     State     16 State       13 Nome     Law     15 State     NA     NA     State     10 State     10 State       13 Nome     Law     15 State     NA     NA     State     10 Sta					Broken train c			ion	11 D		er impacts			,		01	
NA       NA <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td colspan="5">*</td><td>12. 3000</td><td>IVISIOII</td><td></td><td></td></t<>							-	*					12. 3000	IVISIOII			
13. Name     15. State     (b)     15. State     (c)     16. Custer       Chy     Image: 28     (c)     15. State     (c)     15. State     (c)       (c)     (c)     (c)     (c)     (c)     (c)     (c)     (c)       (c)     (c)     (c)     (c)     (c) <td>NT/A</td> <td></td> <td>Deraile</td> <td>d</td> <td colspan="3"></td> <td></td> <td colspan="3"></td> <td></td> <td colspan="5"></td>	NT/A		Deraile	d													
City     Name     Abter     17     St CLAR       17. Turner and the start structure (P)     N Value (Structure (P))     St CLAR     Code     30. Sympol Task.     Code       17. Turner and (P)     2. Dog     4. Dog     Code     2. Clark (Structure (Structure))     Code     30. Sympol Task.     Code       17. Turner and (Structure)     2. Bog     4. Dog     Code     2. Clark (Structure)     Code     1. Nume     3. Structure)     Code       17. Turner and (Structure)     2. Bog     4. Dog     Code     2. Structure)     1. Structure)     2. Structure)     1. Structure)     2. Structure) </td <td></td> <td></td> <td></td> <td></td> <td>IN/A</td> <td>14. Miler</td> <td colspan="2"></td> <td colspan="2">15. State</td> <td colspan="3"></td> <td>EIVI</td> <td></td> <td></td>					IN/A	14. Miler			15. State					EIVI			
17. Tomperature (F) (and (F) (Find)) 38 <sup>a</sup> F 2. Day 4.	City/					· ·			br.	1	,						
Line         J. Des         J. Des         J. Des         J. Des         J. Des         J. Main         J. Single           21. Track Name/ Number         2. Des/ 4. Des/ 2. Seed         2. Des/ 2. Seed         2. Des/ 2. Seed         2. Des/ 2. Seed         2. Seed         3. Single         2. Single         3. Single		1				_				17			1				
35 <sup>2</sup> / <sub>1</sub> 2. Day         4. Datk         1         2. Vanis         4. Industry         2           Number         21. FRA Name         21. FRA Name         21. Annual Track         21. Annual Track         21. FRA Name         21. Fra Track Nam         21. Fra Track Nam         21. Fra Tra	*	1				Code				5 Slaat		Code			dina	Code	
21. Tack Name'       22. PAR Tack       Code       22. Annual: Tack       Daving 'mail and the Device 'mail an	(specify if minus)	<b>35</b> <sup>o</sup> F				1						1				2	
TAS G6     1     0 <th< td=""><td>21. Track Name/</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>ual Tra</td><td></td><td>1</td><td>-</td><td></td><td></td><td>•</td><td></td></th<>	21. Track Name/								ual Tra		1	-			•		
25 Type of pulpment       1. Project trains       5. Bally car       9. Mail, Angele, Car       10. EMU       10. Waite Approximation of trains and trains						Class (1-9, X		Der	nsity (	gross tons						1	
Construct       2. Proceed prain-Public       6. Card or and the second praining Proceedings Proceedi		1 Englisherer 1		5 Cincles	0.14-1-1	anaat	1	in r								4	
Line (a)       3. Canonic train-Pailing       Code (a)       Viss (a)       Viss <td></td> <td>-</td> <td></td> <td>e</td> <td></td> <td></td> <td></td> <td></td> <td>26.</td> <td>1 1</td> <td>ıı</td> <td></td> <td>27.</td> <td>1 rain Numbe</td> <td>1/Symbol</td> <td></td>		-		e					26.	1 1	ıı		27.	1 rain Numbe	1/Symbol		
4. Work min         8. Light locks).         C. Commer Train-Posing         7         Y           2. Speed (record grade) (gradulab)         Code         3. Speed (record where only and speed)         2           8 Records         1. Speed (record where only and speed)         2         3. Remease (control to control to control to a speed)         1. Speed (record where only and the resonance)         1. Speed (record where only and the resonance)<		-	0		-				C. J.			Co	de YA	S3			
if granulation is spatialized in the second of the spatial in the		4. Work train			-		-	7				Y	r				
R: Recorded       004       MTI       E       I. Signaled       2         20: Trailing Tom:       gross transge;       1. Signaled       2       I. Signaled       2         20: Trailing Tom:       gross transge;       1. Signaled       3. Mark Signaled       2       I. Signaled       3. Princip Control (Mark Signaled Top)       3. Renote control organization transmitter       3. Renote control organization transmitter         20: Training Tom:       0       Mankory to fice canton util all applicable codes are ented       1       0       0       1       1       1       1       0       0       0       1       1       1       0       0       0       1       1       1       0       0       0       1       1       0       0       0       0       1       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <		eed	Cod				es that apply)							•			
II. Examate:       OU4       MPH       E       Method of Operation:Authenty for Movement (Mondamy)       S         23. Trailing Taxs								2								-	
29       Training Toms       (gross tomage, excluding power units)       1. Signal functions       3. VariAccurrited Limits       3. TerRestricted Speed or Equivalent       3. Feaster control power units)         20       10       Hische Register Terrey       1. Mick Register Terrey       No         2. Classing (f) mechanical, core, reported)       0.00       0.0		<b>004</b> MPH	E	-			Movement (Ma	undatory) 5									
Supplemental/Adjunct Colur.     Columbury ')     Control transmitter     Columnation (Colur Amadamy ')       31. Principal CarUnit     a. Initial and Number     b. Nation in Train     c. Laaded (yer/no)     32. If any nitroad employee(s) lested for drug includous law, enter the number that () (First involved (gen/no)     32. If any nitroad employee(s) lested for drug includous law, enter the number that () (First involved (gen/no)     33. Was this consist runsporting passengers 7 (9/8)     No       31. Denoticy Utilis     a. Head     h. Manual c. Remote d. (Manual or () (Manual () (M		oss tonnage,			-												
0     Madatory to the extent that all applicable codes are entered     1       31. Principal CarUniti     a. Initial and Number     b. Position in Train     c. Ladad( (yes/no))     32. If any nilroid employee(s) tested for drug/alochol use, enter the number that were positive in the appropriate box.     Alcohol     Deugs       (1) First involved     TTGX 971451     065     Y     33. Was this consist transporting passengers?     (yin)       (2) Causing (f) mechanical, conserved provide in the appropriate box.     Alcohol     Deugs     No       34. Locomotive Units     a. Head     Manual     c. Remote     differentiate     S. Cane     Locadod (2n)     a. Freight     b. Pass.     c. Freight     d. Pass.     c. Cabcoose       (1) Total in Train     1     0     0     0     (1) Total in Equipment Consist     65     0     0     0       (2) Total Denailed     0     0     0     0     (1) Total in Equipment Consist     65     0     0     0     0       (3) For the Second West     3. Structure Damage     5. 7.092     S. Frainay Cane     S. Canductors     43. Brianer     44. Engineer Operator     45. Conductors     45. Conductors       (4) Engineered X     41. Firemen     42. Conductors     43. Diraker Methanic     49. Special Study Block A     49. Special Study Block B       This <t< td=""><td>excluding power uni</td><td>its)</td><td></td><td>4. Block</td><td>Register Terri</td><td>tory 5. Ot</td><td>her Than Main T</td><td>rack K</td><td>-Restr</td><td>ricted Speed or</td><td>Equivalent</td><td></td><td>mor</td><td colspan="4">more than one remote</td></t<>	excluding power uni	its)		4. Block	Register Terri	tory 5. Ot	her Than Main T	rack K	-Restr	ricted Speed or	Equivalent		mor	more than one remote			
1       1       1       1       1       1       0		1	0		-								cont	rol transmitte	r	Code	
(1) First involved (derniled, struck, ec)       TIGX971451       065       Y       swee positive in the appropriate box.       Alcohol       Drugs         (2) Causing (fmechanical, come reported)       a. Head       Md Train       000       33. Was this consist transporting passengers ? (yn)       No         34. Locenonive, Juins (Colcule EMU, DMU, and Cab Car Locenonive, S).       a. Head       Md Train       1       0       0       0       0       10. Constance       Empty       Locenonive, Juins (a findude EMU, DMU, and Cab Car Locenonives, Juins)       Loceded       Image       Empty       Alcohod       0					-											1	
(deratiled, struck, ecc)       TIGX971451       065       Y       33. Was this consist transporting passengers?       (y)         (a) Causing (ffmechanical, cause reported)       000       33. Was this consist transporting passengers?       (y)       No         A1. Construct Cuils       a. Head       Md Train       Rear End       35. Carrs       Unclude EMU, DMU, and Cab Car       End       Mo         (b) Total in Train       1       0	*		a. Initial	and Number	b. Positio	on in Train	c. Load	led (yes/no)					-				
TTGX971451       065       Y       33 Was this coasist transporting passengers ? (y/n)       No         34. Locondrive Units (cause reported)       a. Head b. Midi Train (cause reported)       000       33. Was this coasist transporting passengers ? (y/n)       No         34. Locondrive Units (cause reported)       a. Head b. Manual (c. Remote       Rear End (Manual (c. Remote       35. Cars (Manual (c. Remote)       10. 0       0<	· · ·	;)								were positive in the appropriate box				AICONOI		Drugs	
cases reported)       0000       Instance       Lossed Mill       Lossed Mill       Lossed Mill       No         34. Locomotive Units       a. Head       Matrian       c. Renote       35. Cars       Inchade EMU, DMU, and Cab Car       a. Freight       b. Pass.       c. Freight       d. Pass.       c. Caboose         (1) Total in Train       1       0 <td colspan="3">(service, service, etc)</td> <td colspan="3">TTGX971451</td> <td colspan="2">065</td> <td colspan="2">Y</td> <td colspan="2"></td> <td></td> <td colspan="2"></td> <td></td>	(service, service, etc)			TTGX971451			065		Y								
34. Locomotive Units       a. Head       h. Manual       c. Remote       35. Cars. (Include EMU, DMU, and Cab Car       Loaded       Empty       c. Freight       b. Pass.       c. Freight       d. Pass.       c. Caboose         (1) Total in Train       1       0	(2) Causing (if me				000		33.Was th		s consist transporting passen		sengers? (	ngers ? (y/n)		1			
Band       Number of Crew Members       Annual       c. Remote       Annual       c. Remote       Annual       Construction       a. Freight       b. Pass.       c. Freight       d. Pass.       c. Creight								<b>.</b>					, ,			No	
Incomposes         Interview late         Interview l		nd Cab Car	1						IU, DM	IU, and Cab Ca	r [a,]				Ĩ.	e. Caboose	
(2) Total Derailed       0	Locomotives.)	lu cub cui	Liid	0. Wandai	e. Remote	u. Manua	n c. Kemote	Locomotives	.)								
36. Equipment Damage       37. Track, Signal, Way,       38. Primary Cause       39. Contributing Cause         This Consist       \$ 5.000       37. Track, Signal, Way,       38. Primary Cause       39. Contributing Cause         Code       Mumber of Crew Members       Length of Time on Duty       40. Engineer/Operator       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         Operators       1       Hrs:       07       Mins:       Hrs:       07       Mins:         Gasuaties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       0TH       000-000         So. Latitude       38.595712       51. Longitude       -90.147437         23. Warative Description       (Be specific, and continue on separate sheet if necessary)       Yas 321 WAS DOUBLING OUT THE AASSP-22. MIKE BAIDY WAS ON THE GROUND AND CAVE QUINTIN to CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTIN WENT FROM COAST TO 7. MIKE BAIDY REPORTING A BURNING SMELL AND HE SAW SPARKS, HE STOPPED THE MOVE AND REPORTED I LAR ON THE GROUND. THE TGX 971451 DERAILED NEAR THE VERY WEST END OF 035, AND WAS STOPPED APPROXIMATELY IS CARS LATER.         St. Typed Printed Name & Title of Preparer       54. Signature       55. Date	(1) Total in Train		1	0 0		0	0	(1) Total in Equipment Cor		ipment Consist		65	0	0	0	0	
36. Equipment Damage       37. Track, Signal, Way,       38. Primary Cause       39. Contributing Cause         This Consist       \$ 5,000       8. Structure Damage       \$ 7,921       Code       M411       Code         40. Engineer/ Operators       1       Iconductors       43. Brakemen       44. Engineer/Operator       45. Conductor         40. Engineer/ Operators       1       1       Hris:       07       Mins:       Hris:       07         Casualties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       0TH       000-000         50. Latitude       38.595712       51. Longitude       -90.147437         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       YAS 321 WAS DOUBLING OUT THE AASBP-22. MIKE BAIDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HII BALL AND QUINTIN WENT FROM COAST TO 7. MIKE BAIDY REPORTING A BURNING SMELL AND HE SAW SPARKS, HE STOPPED THE MOVE AND REPORTED I LAR OUND. THE TCX 971451 DERAILED NEAR THE VERY WEST END OF 035, AND WAS STOPPED APPROXIMATELY 15 CARS LATER.         S1. Typed/Printed Name &	(2) Total Derailed		0	0	0	0	<b>0</b> (2) To		al Derailed			1	0	0	0	0	
This Consist       \$ 5,000       & Structure Damage       \$ 7,921       Code       M411       Code         Number of Crew Members       Length of Time on Duy       40. Engineer/Operator       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         Operators       1       1       Hrs:       07       Mins:       Hrs:       07       Mins:         Casualties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       000-000-000       00       000-000-000       00       000-000-000       00       000-000-000       00       000-000-000       00       000-000-000       00       000-000-000       00       000-000-000       00	36. Equipment Damage			37. Track, Signal	Way,			38. Primary C	ause				<ol> <li>Contribut</li> </ol>	ing Cause		1 *	
Number of Crew Members       Length of Time on Duty         40. Engineers/ Operators       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         0       1       1       Hrs:       07       Mins:       Hrs:       07       Mins:         1       1       Hrs:       07       Mins:       Hrs:       07       Mins:         6       Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       OTH       000-000         50. Latitude       38.595712       51. Longitude       -90.147437         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       YAS 321 WAS DOUBLING OUT THE AASSP-22. MIKE BAIDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTUN WEXT FROM COAST TO 7. MIKE BAIDY WEST END OF 035, AND WAS STOPPED APPROXIMATELY 15 CARS LATER.         53. Typed/Printed Name &       54. Signature       55. Date         71. This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report" 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b). <td colspan="14">This Consist \$ 5 000 &amp; Structure Damage \$ 7,921 Code M411 Code</td> <td></td>	This Consist \$ 5 000 & Structure Damage \$ 7,921 Code M411 Code																
40. Engineers/ Operators       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator Hrs:       07       Mins:       Hrs:       07       Mins:         Casualties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000       0000-000 <td></td> <td></td> <td></td> <td>f Crew Members</td> <td>[</td> <td></td> <td></td> <td>+</td> <td colspan="8"></td>				f Crew Members	[			+									
1       1       Hrs:       07       Mms:       Hrs:       07       Mms:         Casualties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       000-000-000       000-000-000         Son fatal       0       0       0       0       000-000-000       000-000-000         50. Latitude       38.595712       51. Longitude       -90.147437       -90.147437         S2. Narrative Description       (Be specific, and continue on separate sheet if necessary)       SAS 321 WAS DOUBLING OUT THE AASSP-22. MIKE BADDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTIN WENT FROM COAST TO 7. MIKE BADDY REPORTING A BURNING SMELL AND HE SAW SPARKS, HE STOPPED THE MOVE AND REPORTED ICAR ON THE GROUND. THE TIGS 971451 DERAILED NEAR THE VERY WEST END OF 635, AND APPED APPROXIMATELY 15 CARS LATER.         53. Typed/Printed Name & Title of Preparer       54. Signature       55. Date         NOTE:         This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report" 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).       55. Date         This collection of in	40. Engineers/			43. Brakeme	n	44. Engineer/0	Operato	or	0		1						
Casualties to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       0       0       0       0       0       000-000-000         Nonfatal       0       0       0       0       000-000-000         50. Latitude       38.595712       51. Longitude       -90.147437         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       YAS 321 WAS DOUBLING OUT THE AASSP-22. MIKE BAIDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTIN WORT FORM COAST TO 7. MIKE BAIDY WEST END OF 035, AND WAS STOPPED APPROXIMATELY 15 CARS LATER.         53. Typed/Printed Name & Title of Preparer       54. Signature       55. Date         53. Typed/Printed Name & Title of Preparer       54. Signature       55. Date         NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report" 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).       50. Durs per response, including the inne for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a natter of public record, and no confidentiality is promised to any respondent. Please note that an	Operators 1	Operators 1		1				Hrs:	Hrs: <b>07</b> Min		:		Hrs:	Hrs: <b>07</b> Mins:			
Fatal       0       0       0       OTH       000-000         Nonfatal       0       0       0       0       0       000-000         50. Latitude       38,595712       51. Longitude       -90,147437         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       YAS 321 WAS DOUBLING OUT THE AASSP-22. MIKE BAIDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTIN WENT FROM COAST TO 7. MIKE BAIDY REPORTING A BURNING SMELL AND HE SAW SPARKS, HE STOPPED THE MOVE AND REPORTED ICAR ON THE GROUND. THE TIGX 971451 DERAILED NEAR THE VERY WEST END OF 035, AND WAS STOPPED APPROXIMATELY IS CARS LATER.         53. Typed/Printed Name & Title of Preparer       54. Signature       55. Date         Title of Preparer       54. Signature       55. Date         NOTE:       This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report" 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).       This report is senting databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a natter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information. The information collected is a nateter of public record, and no confidentiality is						48. Others					49b. Snei			**			
0       0       0       0       0       0       0         Nonfatal       0		rumoud Emplo															
Nonfatal       0       0       0         50. Latitude       38.595712       51. Longitude       -90.147437         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)         YAS 321 WAS DOUBLING OUT THE AASSP-22. MIKE BAIDY WAS ON THE GROUND AND GAVE QUINTIN 10 CARS TO A CUT, WHEN HE SAW A CUT WAS NOT NEEDED HE GOT ON THE REAR CAR, GAVE A HI BALL AND QUINTIN WENT FROM COAST TO 7. MIKE BAIDY REPORTING A BURNING SMELL AND HE SAW SPARKS, HE STOPPED THE MOVE AND REPORTED ICAR ON THE GROUND. THE TTGX 971451 DERAILED NEAR THE VERY WEST END OF 035, AND WAS STOPPED APPROXIMATELY 15 CARS LATER.         53. Typed/Printed Name & Title of Preparer       54. Signature       55. Date         NOTE:       This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report" 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).         This collection of information is mandatory under 49 CER 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the ime for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a natter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of	Fatal	0		0	0		0					000	000 000 000				
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