## DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDEN	T/INCIDENT REPORT

OMB Approval No: 2130-0500

excluding power units)         4. Bjock Register Territory         5. Other Tum Main Tack         K-Restricted Speed or Equivalent units         more tum one remover units         To cold           31. Principal Carl/Unit         1. Initial and Number         b. Position in Train         c. Londoid         (yer/no)         32. If any nitional employee() tested for drug/silochd use, enter the number tunit (drug (drug	1. Name of Reporting Railroad								1a. Alphabetic Code         1b. Railroad Accident/Incident No.											
2. An of Mahnel of OMP 2011 programmers of Physics of Physics OMP 2011 Phy																HL0119113				
BASE Relives Coupon (BASE)     First and south frozen (Coupon (BASE))     First and south frozen (Coupon (BASE))     First and south frozen (Coupon (BASE))       1     1     Provide Coupon (BASE)     Image: Coupon (BASE									2a. Alphabetic Code											
BASE Relives Coupon (BASE)     First and south frozen (Coupon (BASE))     First and south frozen (Coupon (BASE))     First and south frozen (Coupon (BASE))       1     1     Provide Coupon (BASE)     Image: Coupon (BASE																				
L. U. 2007 Grade Coming Identification Number       Image A Subscription Number       Image A Subscriptio	3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)									3a. Alphabetic Code							it/Incident No.			
41.5.000       month	BNSF Railway Company [BNSF]										ident/I	Incident								
2. Type of contract       4. Solicy Grant       2. Bype of memory       1.	4. U. S. DOT Grade Cros	ssing Identification N	lumber	I							l		I	year	0.111	e of Accident				
biology 0.01       2. Isolary calculate       5. Adding calculate       5. Adding calculate       6. Charaction       1. Percendent										1							AM X			
answishing         3. Race and callings         4. Mater sum calling         9. Comment         11. Popel         11. Popel         monormal         11. Solver         monormal         01           BAZAMAT         Single Comment         11. Solver         11. Solver         11. Solver         11. Solver         11. Solver         12. Solve								•	•				•		13.		1)	Code		
LD2DAT     Danged     DD2DAT     Drawes       13. Nerrest     NA     Value     NA     Value       13. Nerrest     Index     NA     Value     NA     Value       13. Nerrest     Index     NA     Value     NA     Value     NA       13. Nerrest     Index     NA     Value     NA     Value     NA     Value       13. Nerrest     Index     NA     Value     NA	· · ·																			
s         Draft         NA         NA         NA         CBA           12. Neverit         Neverit         140 Sector         15 Sector         16 Court         16 Court           13. Temperature (7)         16. Visibility         16 Neverit         16 Court         16 Court         16 Court         16 Court           13. Temperature (7)         10 "b         10 Court         16 Court							*									12. Subdivision				
3.3. Norm       S       S       Listing of the state of the stat	Derailed								Ev			Evacuated								
City     more than a strate of the strate of t					5	14 Mile	15 St						CU	BA						
17. Tump protection         18. Validity         0 mage energy         Code         20. Prof. of Trank.         Code           17. Tump protection         30. <sup>6</sup> p         2. Doy         4. Dok         4. Dok <td></td> <td></td> <td></td> <td></td> <td></td> <td colspan="3">* .</td> <td></td> <td colspan="3"></td> <td>Juny</td> <td></td> <td></td> <td></td> <td></td>						* .							Juny							
Line         J. Day         J. Day <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td colspan="4"></td> <td colspan="4"></td> <td></td>		1																		
30 ° L         2. Doy         4. Dark         4         2. Cook         4. Fig         6. Sow         2         2. Variet         4. Analyty         2           Number         1         21 PA Numer         12 PA Num         Variet         Number         1. Nomer         Numer         Numer <td></td> <td></td> <td></td> <td></td> <td>)</td> <td>Code</td> <td colspan="2"></td> <td></td> <td></td> <td>5.</td> <td>. Sleet</td> <td></td> <td>Code</td> <td></td> <td>-</td> <td>Siding</td> <td>Code</td>					)	Code					5.	. Sleet		Code		-	Siding	Code		
Number     Class (1 + 2x)     Description     1. Number of the second	(07113) 9	<b>30</b> <sup>o</sup> F				4					6.			2				2		
102     1<					22												Code			
25. Type of lappingent       1. Project trains (single cm       9. Minic inspect cm       D. ENU       20. Was Equipment       27. Train Number Symbol         26. Speed (recorded speed						Class (1-9, 2	А)	1	i i	ensity 1 millio	(gros: ons)	s tons						4		
(able envi)     3. Continue train-Pailing     Cole     I. Yes     2. No     Cole     SPEM       28. Special (recorded special (screambed special)     30. Type of Traino)     (ner code sharped)     2     No     No     No       28. Special (recorded special)     0.05     MTH     Expectation)     1. Signaled     2     No     No     No       29. Training Tools     Gross tomage, cachular poor envis)     1. Signale 1. Signaled     2. No     No     No     No     No       29. Training Tools     Gross tomage, cachular poor envis)     1. Signale 1. Si		1. Freight train	4	5. Single car		-	D.	EMU	I				ent			27. Train Nurr	iber/Symbol	· · ·		
1. Wesk tuning     8. Light becomes     7     1. No.     N       23. Speed     (readed year)     6. Wesk tuning     8. Light becomes     7     1. No.     N       23. Speed     (readed year)     6. Wesk tuning     8. Light becomes     2     No.     No.       24. Speed     (readed year)     6. Wesk tuning     8. Light becomes     2     No.     No.       25. Speed     (readed year)     2     No.     1. Speed     1. Speed     1. Speed       27. Training Tass     0.05. Multi     F     F     Speed     1. Speed     1. Speed       23. Training Tass     1. Speed     1. Speed     1. Speed     1. Speed     1. Speed       23. Training Tass     1. Speed     1. Speed     1. Speed     1. Speed     1. Speed       23. Training Tass     1. Speed     1. Speed     1. Speed     1. Speed     1. Speed     1. Speed       23. Training Tass     1. Speed		-	-		-			DMU	. Code				2.1		ode N	(SPM				
if analysis       Signalization (Atomalaury)       2         B: B	(single entry)						-				1. 1	105	2.1		oue					
R: Recorded       005       MPI       L. Signaled       2         B: E-Binding Totos       (gross tours)       1. Signal finations       2. Total (handarony : 5)       1. Signal finations       2. Statistications       1. Signal finations       2. Total (handarony : 5)         21. Totaling Totos       (gross tours)       1. Signal finations       2. Direct Triat Control. 5. Yard Renticed Limits       1. Rents control bords in minimizer       1. Rents control prohibite transmitter         31. Price (farmed)       1. Bandaroy to the extent that all applicable conserve error       3. Total and Number       1. Position in Total       c. Londod       (yersino)       3. Statistication 2. Direct Triat (handaroy):       3. Direct Triat (handaroy):	28. Speed (recorded sp	peed	Code	30. Type of	Territory	(enter cod	les that app	oly)							30a. R	emotely Cont	rolled Locomo	tive?		
E. Endianced       OOS       MPH       E.       Method of Operation Authority for Movement (Mandanov) 5       2. Emote countor power operation - movement (Mandanov) 5         27. Trailing Toos Nonage       1.280       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.3 Ara Recrited Inits .       Scala Infaction 2.50 Cmet Thin Countor 1.5 Cmet Thin Countor 1.										2							•	*		
29. Training Tom       Lingual Indication       2. Direct Train Control       3. Macharized Lainits       3 - Remote control portable transmitter- more than one remote control         31. Principal Car/Unit       I. Initial and Yume       Isolation in Train       Coles are entrol       3.         33. Principal Car/Unit       I. Initial and Yume       Isolation in Train       C. Loaded       Yorkin       Science Control pointie transmitter- more than one remote       Cole         31. Principal Car/Unit       I. Initial and Yume       Isolation in Train       C. Loaded       Yorkino       Science Control pointie transmitter- more than one remote       Cole         (1) First Involved (denueld, strink, etc)       Initial and Minit Trainin       C. Loaded       Science Control       Science Control       No         31. Controls       BINSF001615       002       33. Was this consist transporting passengers ?       (thin)       No         31. Controls       BINSF001615       002       35. Cran       Include ENU, DMU, and Cab Car       Exelude Minit Trainin       Exelude Minit Trainin       Science Control       Science Control       Science Control       Science Control       No         Global Car/Unit       In Train       Remote       0       0       0       0       0       0       0       0       0       0       0       0		<b>005</b> MPH	Е				Movement	(Mar	<i>idatory</i> )	5										
1.280     supplemental/Adjust Codes     (Andolatory '')     control transmitter     Code       31. Principal CarUuit     a. Initial and Numer     Position in Train     c. Loaded     (yeaho)     32. If any railroad employee(s) lessed for drug/alcohol use, ener the number full     Dougs       (1) Frait avolved     BNSEPO1615     002     33. Was this consist transporting passengers 7     (work     No       31. Consist     BNSEPO1615     002     33. Was this consist transporting passengers 7     (work     No       31. Consist     BNSEPO1615     002     33. Was this consist transporting passengers 7     (work     No       31. Consist     BnSEPO1615     002     35. Cars     Unclude EAU, DMU, and Cab Car     Entry     No       43. Loconsity     Bit Amanual     c. Remote     4. Manual     c. Remote     35. Cars     Unclude EAU, DMU, and Cab Car     In Preight     A. Pass.     c. Cabose       (c) Total in Train     2     0     0     0     (c) Total in Equipment Consist     9     0     0     0       (1) Total in Train     2     0     0     0     (c) Total bealade     5     0     0     0       (d) Total in Train     2     0     0     0     (c) Total bealade     9     0     0     0       (d) Enginee	29. Trailing Tons (gro	oss tonnage,			-					imits					3	*				
1,280       * Mandatory to the event that all applicable codes are entered       3         31. Principal CarUnitit       a. Initial and Number       b. Position in Train       c. Loaded       (verino)       32. If any railonal employee(s) tested for drug/alcohol use, enter the number that         (1) First involved (definitied, struck, etc)       BNSEPOIOLS       002       33. Was this consist transporting box.       Akcholic       Drugs         (2) Clusting (frace/number)       BNSEPOIOLS       002       33. Was this consist transporting passengers ?       (ym)         34. Locomotive Units (conserview)       a. Head       Marual       c. Remote       Affinite. EMU, DMU, and Cab Car       a. Freight       d. Preight	excluding power uni	its)				•		Main Tr	ack	K-Res	stricted	d Speed o	or Equiv	alent						
31. Principal CarUnit a. Initial and Number b. Position in Train c. Loaded (yes/no) 32. If any railroad employee(s) tested for drug alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs (i) Causing (if mechanical, cause reported) 33. Was this consist transporting passengers? (y) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			1,280		-											onuor u ansin	uer			
(densiled, struck, etc)       BNSF001615       002       31. Nas this consist transporting passengers ? (yh)       No         (2) Causing (If mechanical, cause reported)       a. Head       Mid Train       000       33. Was this consist transporting passengers ? (yh)       No         34. Locomotive (UDI)       a. Head       Mid Train       Rear End       35. Cars       Locaded       Empty       No         (1) Total in Train       2       0       0       0       0       10       0	31. Principal Car/Unit	•	a. Initial a	nd Number	b. Positi	ion in Train	-	c. Loade	ed (yes/no)		32. If	f any rail	oad emp	loyee(s) test	ed for drug	g/alcohol use,	enter the numb	· •		
BNSF001615         002	. ,								were positive in the appropriate b							ox. Alcohol Drugs				
(1) Cuasing (ff mechanical, cause reported)       33 Was this consist transporting passengers ? (yr)       No         34. Locomotive Units       a. Head End       Maintal c. Remote       Rear End       35. Cars (fredue EMU, DMU, and Cab Car Locomotives.)       a. Fredght       b. Pass.       c. Fredght       d. Pass.       c. Fredght	(derailed, struck, etc	c)	BN	BNSE001615 002												00 01				
34. Locomoty Units       a. Head       Mid Train       Rear End       35. Cars       Loaded       Loaded       Endy       Units         (Exclude ENU, DMU, and Cab Car       End       b. Manual       c. Remote       d. Manual       e. Remote       35. Cars       Loconotives.)       a. Freight       b. Pass.       c. Preight       d. Pass.       c. Preight       d. Pass.       c. Cabose         (1) Total in Train       2       0	(2) Causing (if mechanical,			51 001015					33.Was this consist transport					nsporting pa	ng passengers ? (y/n)					
General department         Deman         e. Remote         One on the commonities.         a. Freight         b. Pass.         c. Freight         d. Pass.         c. Caboose           (1) Total berailed         1         0															ooded Empty			No		
Lacconnerives.)       Image: construct single		nd Cab Car							(Include F								i i			
C1) Total Denailed       1       0       0       0       (2) Total Denailed       5       0       0       0         36. Equipment Damage This Consist       37. Track, Signal, Way, & Structure Damage       38. Primary Cause Code       39. Contributing Cause Code       39. Contributing Cause Code       39. Contributing Cause Code       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor       45. Conductor         Operators       0<	Locomotives.)								Locomotiv	comotives.)										
36. Equipment Damage       37. Track, Signal, Way,       38. Primary Cause       39. Contributing Cause         This Consist       \$ 104.231       37. Track, Signal, Way,       38. Primary Cause       Code         Number of Crew Members       Length of Time on Duty       40. Engineer/Operator       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         Operators       0       0       Hrs:       Mins:       Hrs:       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       0       0       00 <td>(1) Total in Train</td> <td></td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td colspan="3">(1) Total in Equipment Consist</td> <td>9</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td>	(1) Total in Train		2	0	0	0		0	(1) Total in Equipment Consist			9	0	0	0	0				
This Consist       \$ 104.231       & Structure Damage       \$ 174,000       Code       T111       Code         Number of Crew Members       Length of Time on Duty       Length of Time on Duty       40. Engineer/Operator       41. Freemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         Operators       0       0       Hrs:       Mins:       Hrs:       Mins:         Fatal       0       0       0       0       0       0         Statistical       0       0       0       0       0       0         Statistical       0       0       0       0       0       0       0         Statistical       0	(2) Total Derailed		1	0	0	0		0	(2) Total Derailed			5	0	0	0	0				
Image: Number of Crew Members       Trill       Image: Number of Crew Members       Length of Time on Duy         40. Engineers/ Operators       41. Firemen       42. Conductors       43. Brakemen       44. Engineer/Operator       45. Conductor         Operators       0       0       Hrs:       Mins:       Hrs:       Mins:         Casualities 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       00       00       00         S0. Latitude       37.227324       51. Longitude       -93.323248       52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCO Y-SPM0abl2.13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         53. Typed/Printed Name & Title of Preparer       54. Signature       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				•				-						buting Cause						
40. Engineers/ Operators 0       41. Firemen       42. Conductors 0       43. Brakemen       44. Engineer/Operator Hrs:       45. Conductor Hrs:       45. Conductor Hrs:       Mins:         Casualaties 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       37.227324       51. Longitude       -93.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCC V-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         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 adminited 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	I his Consist	10 1120			amage	\$	174,000		T111											
Operators       O       Hrs:       Mins:       Hrs:       Mins:         Casualities to:       46. Railroad Employees       47. Train Passengers       48. Others       49a. Special Study Block A       49b. Special Study Block B         Fatal       O       O       O       OTH       OOO-OOO-OOO         Sonfatal       O       O       OTH       OOO-OOO-OOO         50. Latitude       37.227324       51. Longitude       -93.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCO Y-SPM3012-13 DERAHLED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         53. Typed/Printed Name & tritle of Preparer       54. Signature       55. Date         Fitte of Preparer       54. Signature       54. Signature       55. Date         NOTE:       This erpot 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 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the	40 Engineers/	1				13 Brakem	42 Brokomon			· · · · · · · · · · · · · · · · · · ·										
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         Nonfatal       0       0       0       0       000-000-000         50. Latitude       37.227324       51. Longitude       -93.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         53. Typed/Printed Name &       54. Signature       55. Date         Title of Preparer       54. Signature       55. Date         NOTE:       This report is part of the reporting railroad's accident reports 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).         Chis collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the	Operators			cii																
Fatal       0       0       0       0         Nonfatal       0       0       0       0       000-000-000         50. Latitude       37.227324       51. Longitude       -93.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         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).		(( D )) IE I					49. Others													
O       O       O       O       OTH       000-000-000         So. Latitude       37.227324       51. Longitude       -93.323248         So. Narrative Description       (Be specific, and continue on separate sheet if necessary)       -93.323248         Sc. Narrative Description       (Be specific, and continue on separate sheet if necessary)         RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         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).         Chis collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the			yees 4	47. Train Passengers 48. C			3. Others			49a. Special Study Block A						496. Special Study Block B				
Nonfatal       0       0       0         50. Latitude       37.227324       51. Longitude       .93.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)       RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         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).         Chies collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the	Fatal 0			0		0			ОТН				00	000-000-000						
51.22/324       -33.323248         52. Narrative Description       (Be specific, and continue on separate sheet if necessary)         RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         53. Typed/Printed Name & Title of Preparer       54. Signature         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).         Chies collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the	Nonfatal 0			0			0									~				
RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION.         53. Typed/Printed Name &	50. Latitude			37.227324					51. Longitude						-93.323248					
INVESTIGATION.  53. Typed/Printed Name & Title of Preparer  54. Signature  54. Signature  55. Date  55. Date  To raction 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 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the	52. Narrative Description	a (Be specific,	and contin			ary)														
Title of Preparer       54. Signature         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 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the																				
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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 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the							÷			-		1 1		1 10 1						
This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the								-						imitted as	evidence	or used for	any purpose	in any suit		
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	ime for reviewing inst	ructions, searchin	g existing	databases, gath	ering and	maintaining	g the data	neede	d, and com	oleting	g and 1	reviewir	ig the co	ollection o	f informa	tion. The in	formation co	llected 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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.																				