

1. Name of Reporting Railroad BNSF Railway Company [BNSF]				1a. Alphabetic Code BNSF				1b. Railroad Accident/Incident No. KS0820115																																							
2. Name of Other Railroad or Other Entity with Consist Involved				2a. Alphabetic Code				2b. Railroad Accident/Incident No.																																							
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company [BNSF]				3a. Alphabetic Code BNSF				3b. Railroad Accident/Incident No. KS0820115																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 8 2 9 2020				6. Time of Accident/Incident 8:46 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>																																							
7. Type of Accident/ Incident (single entry in code box)				1. Derailment 2. Head on collision 3. Rear end collision				4. Side collision 5. Raking collision 6. Broken train collision				7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction				10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts				13. Other (describe in narrative) 09																											
8. Cars Carrying HAZMAT N/A				9. HAZMAT Cars Damaged/ Derailed N/A				10. Cars Releasing HAZMAT N/A				11. People Evacuated N/A				12. Subdivision PANHANDLE																															
13. Nearest City/ Town AMARILLO				14. Milepost (to nearest tenth) 547.9				15. State Abbr. TX				16. County POTTER																																			
17. Temperature (F) (specify if minus) 64 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 3				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1																																			
21. Track Name/ Number MAIN 1 TRACK				22. FRA Track Class (1-9, X) 5				23. Annual Track Density (gross tons in millions) 106.74				24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																																			
25. Type of Equipment Consist (single entry)				1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train				5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s).				9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing				D. EMU E. DMU Code 6				26. Was Equipment Attended? 1. Yes 2. No Code N				27. Train Number/Symbol J832																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code E				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered				30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0																																							
29. Trailing Tons (gross tonnage, excluding power units) 178				31. Principal Car/Unit (1) First involved (derailed, struck, etc) NDYX832615 (2) Causing (if mechanical, cause reported) 000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs N				33. Was this consist transporting passengers? (y/n) No																																			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End				b. Manual				c. Remote				d. Manual				e. Remote				35. Cars (Include EMU, DMU, and Cab Car Locomotives.)				a. Freight				b. Pass.				c. Freight				d. Pass.				e. Caboose			
(1) Total in Train				0				0				0				0				0				(1) Total in Equipment Consist				0				0				5				0				0			
(2) Total Derailed				0				0				0				0				0				(2) Total Derailed				0				0				5				0				0			
36. Equipment Damage This Consist				\$ 260.806				37. Track, Signal, Way, & Structure Damage				\$ 0				38. Primary Cause Code M105				39. Contributing Cause Code M404																											
Number of Crew Members				Length of Time on Duty																																											
40. Engineers/ Operators 0				41. Firemen				42. Conductors 0				43. Brakemen				44. Engineer/Operator Hrs: Mins:				45. Conductor 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				CWR				000-000-000																											
Nonfatal				0				0				0																																			
50. Latitude 35.226757				51. Longitude -101.738966																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) V-WELBELI-29 IMPACTED A CUT OF RAILCARS THAT HAD BEEN BLOWN OUT OF YARD TRACK 1415 WHILE TRAVERSING MAIN 1 TRACK. CAUSE WAS EXTREME ENVIRONMENTAL CONDITIONS, WIND VELOCITY. RESULTED IN 5 RAILCARS DERAILED. NO HAZARDOUS MATERIALS WERE RELEASED.																																															
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 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 time 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 matter 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 unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

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7. Type of Accident/ Incident (single entry in code box)		1. Derailment 2. Head on collision 3. Rear end collision		4. Side collision 5. Raking collision 6. Broken train collision		7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction		10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts		13. Other (describe in narrative) 09													
8. Cars Carrying HAZMAT N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision PANHANDLE															
13. Nearest City/ Town AMARILLO		14. Milepost (to nearest tenth) 547.9		15. State Abbr. TX		Code 48		16. County POTTER															
17. Temperature (F) (specify if minus) 64 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 3		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1																	
21. Track Name/ Number MAIN 1 TRACK		22. FRA Track Class (1-9, X) 5		23. Annual Track Density (gross tons in millions) 106.74		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																	
25. Type of Equipment Consist (single entry)		1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train		5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s).		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing Code 1		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol VWEL													
28. Speed (recorded speed if available) R - Recorded E - Estimated 015 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered Q-Traffic Control System/CTC		30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0																			
29. Trailing Tons (gross tonnage, excluding power units) 5,751		31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF004196 (2) Causing (if mechanical, cause reported) 000		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs No																			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		2		0		0		0		0		(1) Total in Equipment Consist		80		0		0		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 1,500		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code M105		39. Contributing Cause Code M404																	
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 09 Mins: 31		45. Conductor Hrs: 09 Mins: 31													
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B													
Fatal		0		0		0		CWR		000-000-000													
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