

1. Name of Reporting Railroad CSX Transportation [CSX]				1a. Alphabetic Code CSX				1b. Railroad Accident/Incident No. 000177267							
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) CSX Transportation [CSX]				3a. Alphabetic Code CSX				3b. Railroad Accident/Incident No. 000177267							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 6 2 8 2018				6. Time of Accident/Incident 10:05 AM <input checked="" type="checkbox"/> PM <input 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) 01					
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 LOUISVILLE TERMINAL							
13. Nearest City/ Town LOUISVILLE		14. Milepost (to nearest tenth) 0006.0		15. State Abbr. KY		Code 21		16. County JEFFERSON							
17. Temperature (F) (specify if minus) 88 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2									
21. Track Name/ Number WEST PULLBACK		22. FRA Track Class (1-9, X) X		23. Annual Track Density (gross tons in millions) 0.00		24. Time Table Direction 1. North 3. East 2. South 4. West Code 1									
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 7		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol Y192					
28. Speed (recorded speed if available) R - Recorded E - Estimated 005 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 1							
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) TTGX971144 (2) Causing (if mechanical, cause reported) TTGX971144				a. Initial and Number 012 b. Position in Train 012		c. Loaded (yes/no) Y Y		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		Mid Train b. Manual c. Remote		Rear End 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		1		0 0		0 0		(1) Total in Equipment Consist		32 0		0 0		0 0	
(2) Total Derailed		0		0 0		0 0		(2) Total Derailed		4 0		0 0		0 0	
36. Equipment Damage This Consist		\$ 132,651		37. Track, Signal, Way, & Structure Damage		\$ 9,076		38. Primary Cause Code E64C		39. Contributing Cause Code					
Number of Crew Members				Length of Time on Duty											
40. Engineers/ Operators 1		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: 02 Mins: 35		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		OTH		000-000-000					
Nonfatal		0		0		0									
50. Latitude 38.160709				51. Longitude -85.749174											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) Y19228 WAS ACTIVELY SWITCHING THROUGH THE #1 CROSSOVER WHEN TTXG 971144 DERAILED DUE TO WHEEL FLANGE(R3) PICKING THE POWER OPERATED SWITCH DERAILING 4 CARS (2 ON THEIR SIDE) OF Y19228.															
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.															