

1. Name of Reporting Railroad Norfolk Southern Railway Company [NS]				1a. Alphabetic Code NS				1b. Railroad Accident/Incident No. 128890															
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) Norfolk Southern Railway Company [NS]				3a. Alphabetic Code NS				3b. Railroad Accident/Incident No. 128890															
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 0 day 3 year 2018				6. Time of Accident/Incident 11:14 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) 02													
8. Cars Carrying HAZMAT 15		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision LAKE															
13. Nearest City/ Town LEXINGTON		14. Milepost (to nearest tenth) A072.1		15. State Abbr. KY		Code 21		16. County SCOTT															
17. Temperature (F) (specify if minus) 40 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		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 1																	
21. Track Name/ Number DOUBLE-MAIN 1		22. FRA Track Class (1-9, X) 4		23. Annual Track Density (gross tons in millions) 78.00		24. Time Table Direction 1. North 3. East 2. South 4. West Code 2																	
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 175T													
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code R		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*) Q-Traffic Control System/CTC * 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) 7,639		31. Principal Car/Unit (1) First involved (derailed, struck, etc) NS008798 (2) Causing (if mechanical, cause reported) 000		a. Initial and Number 001		b. Position in Train 000		c. Loaded (yes/no) N		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs 00													
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		5		0		0		0		0		(1) Total in Equipment Consist		77		0		51		0		0	
(2) Total Derailed		3		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 2,746,367		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H221		39. Contributing Cause Code																	
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 06 Mins: 29		45. Conductor Hrs: 06 Mins: 29													
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		1		0		0																	
50. Latitude 38.173832				51. Longitude -84.541094																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN 175T817 FAILED TO STOP TRAIN SHORT OF CP AKERS AND OPPOSING TRAIN M74T817 STRUCK TRAIN 175T817.																							
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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4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 0 day 3 year 2018				6. Time of Accident/Incident 11:14 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>											
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other (describe in narrative)		Code 02							
8. Cars Carrying HAZMAT 21		9. HAZMAT Cars Damaged/ Derailed 1		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision LAKE											
13. Nearest City/ Town LEXINGTON		14. Milepost (to nearest tenth) A072.1		15. State Abbr. KY		Code 21		16. County SCOTT											
17. Temperature (F) (specify if minus) 40 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		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 1													
21. Track Name/ Number DOUBLE-MAIN 1		22. FRA Track Class (1-9, X) 4		23. Annual Track Density (gross tons in millions) 78.00		24. Time Table Direction 1. North 3. East 2. South 4. West Code 1													
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code 1		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol M74T							
28. Speed (recorded speed if available) R - Recorded E - Estimated 032 MPH Code R		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) 2,702		31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF006584		a. Initial and Number 001		b. Position in Train 000		c. Loaded (yes/no) N		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs 00									
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End 3		Mid Train b. Manual 0 c. Remote 0		Rear End d. Manual 0 e. Remote 0		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight 27		b. Pass. 0		c. Freight 50		d. Pass. 0		e. Caboose 0	
(1) Total in Train		3		0		0		(1) Total in Equipment Consist		27		0		50		0		0	
(2) Total Derailed		3		0		0		(2) Total Derailed		6		0		7		0		0	
36. Equipment Damage This Consist \$ 811,368		37. Track, Signal, Way, & Structure Damage \$ 442,379		38. Primary Cause Code H221		39. Contributing Cause Code													
Number of Crew Members				Length of Time on Duty															
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 05 Mins: 14		45. Conductor Hrs: 05 Mins: 14									
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		2		0		0													
50. Latitude 38.173832				51. Longitude -84.541094															
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