

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

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 day year 0 3 18 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)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT 15			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/ Town LEXINGTON			14. Milepost (to nearest tenth) A072.1			15. State Code Abbr. Code KY 21		
17. Temperature (F) (specify if minus) 40 ° F			18. Visibility (single entry) Code 4			19. Weather (single entry) 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		
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No Code Y		
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 1			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 a. Initial and Number NS008798			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.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 2,746,367		
40. Engineers/ Operators 1			41. Firemen			42. Conductors 1		
43. Brakemen			44. Engineer/Operator Hrs: Mins: 06 29			45. Conductor Hrs: Mins: 06 29		
46. Railroad Employees			47. Train Passengers			48. Others		
49a. Special Study Block A CWR			49b. Special Study Block B 000-000-000			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		
<p>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).</p> <p>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.</p>								

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7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT 21			9. HAZMAT Cars Damaged/ Derailed 1			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town LEXINGTON			14. Milepost (to nearest tenth) A072.1			15. State Code Abbr. KY		
17. Temperature (F) (specify if minus) 40 ° F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 4			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 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		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded E - Estimated 032 MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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			26. Was Equipment Attended? 1. Yes 2. No Code Y		
29. Trailing Tons (gross tonnage, excluding power units) 2,702			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			27. Train Number/Symbol M74T		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF006584			a. Initial and Number 001			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			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.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			33. Was this consist transporting passengers? (y/n) No		
(1) Total in Train 3			a. Head End b. Manual c. Remote d. Manual e. Remote 0 0 0 0 0			a. Freight b. Pass. c. Freight d. Pass. e. Caboose 27 0 50 0 0		
(2) Total Derailed 3			0 0 0 0 0			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		
40. Engineers/ Operators 1			41. Firemen			39. Contributing Cause Code		
42. Conductors 1			43. Brakemen			44. Engineer/Operator Hrs: 05 Mins: 14		
45. Conductor Hrs: 05 Mins: 14			46. Railroad Employees			47. Train Passengers		
Casualties to:			48. Others			49a. Special Study Block A CWR		
Fatal 0			49b. Special Study Block B 000-000-000			49c. Special Study Block C 000-000-000		
Nonfatal 2			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).

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