

1. Name of Reporting Railroad Norfolk Southern Railway Company [NS]			1a. Alphabetic Code NS			1b. Railroad Accident/Incident No. 129228		
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. 129228		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 4 year: 2018			6. Time of Accident/Incident 11:30 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 N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town LEXINGTON			14. Milepost (to nearest tenth) A079.8			15. State Code Abbr. KY 21		
17. Temperature (F) (specify if minus) 59 °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 LY04 LEAD			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 0.00		
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No Y		
28. Speed (recorded speed if available) R - Recorded 003 MPH E - Estimated E			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 5 4. Block Register Territory 5. Other Than Main Track K-Restricted Speed or Equivalent 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) 1,042			31. Principal Car/Unit			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		
			a. Initial and Number CEFX050108			Alcohol 00 Drugs 00		
			b. Position in Train 001			33. Was this consist transporting passengers? (y/n) No		
			c. Loaded (yes/no) Y					
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 41,485		
a. Head End			b. Manual			37. Track, Signal, Way, & Structure Damage \$ 320		
c. Remote			d. Manual			38. Primary Cause Code H020		
e. Remote			e. Remote			39. Contributing Cause Code		
(1) Total in Train 1			(1) Total in Equipment Consist 7			a. Freight 7 b. Pass. 0 c. Freight 4 d. Pass. 0 e. Caboose 0		
(2) Total Derailed 0			(2) Total Derailed 4			a. Freight 4 b. Pass. 0 c. Freight 0 d. Pass. 0 e. Caboose 0		
40. Engineers/ Operators 1			41. Firemen			42. Conductors 1		
43. Brakemen			44. Engineer/Operator			45. Conductor		
			Hrs: 06 Mins: 36			Hrs: 06 Mins: 36		
Casualties to:			46. Railroad Employees			47. Train Passengers		
Fatal 0			48. Others 0			49a. Special Study Block A OTH		
Nonfatal 0						49b. Special Study Block B 000-000-000		
50. Latitude 38.065827			51. Longitude -84.516929					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AFTER SHOVING 5 CARS INTO LY04, LOCAL ASSIGNMENT T67 KICKED ADDITIONAL CARS INTO THE SAME TRACK. THE CARS ROLLED OUT OF THE TRACK AND OVER THE DERAIL AT THE NORTH END OF THE YARD DERAILING 4 CARS.								
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.								