

1. Name of Reporting Railroad Norfolk Southern Railway Company [NS]				1a. Alphabetic Code NS				1b. Railroad Accident/Incident No. 144459			
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. 144459			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 2 1 9 2022				6. Time of Accident/Incident 2:15 AM ☒ PM ☐			
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other Code (describe in narrative)	
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture			
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts		13	
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 POCAHONTAS			
13. Nearest City/ Town NORTHFORK		14. Milepost (to nearest tenth) N383.4		15. State Abbr. WV		Code 54		16. County MCDOWELL			
17. Temperature (F) (specify if minus) 18 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark 4		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry 1		Code 1			
21. Track Name/ Number DOUBLE-MAIN TWO		22. FRA Track Class (1-9, X) 3		23. Annual Track Density (gross tons in millions) 27.00		24. Time Table Direction 1. North 3. East 2. South 4. West 3		Code 3			
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Code Y	
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.		E. DMU			
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing					
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing				27. Train Number/Symbol 392U	
28. Speed (recorded speed if available) R - Recorded E - Estimated 014 MPH		Code R		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) J-Positive Train Control * 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) 12,274											
31. Principal Car/Unit (1) First involved (derailed, struck, etc) CTTX695061		a. Initial and Number		b. Position in Train 086		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs			
(2) Causing (if mechanical, cause reported)				000				33. Was this consist transporting passengers? (y/n) 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.)		Loaded a. Freight b. Pass.	
										Empty c. Freight d. Pass.	
(1) Total in Train		3		0 0		0 0		(1) Total in Equipment Consist		112 0 29 0 0	
(2) Total Derailed		0		0 0		0 0		(2) Total Derailed		10 0 0 0 0	
36. Equipment Damage This Consist \$ 2,430		37. Track, Signal, Way, & Structure Damage \$ 26,570		38. Primary Cause Code E30C		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: 09 Mins: 05		45. Conductor Hrs: 09 Mins: 05	
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 37.405647				51. Longitude -81.421709							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) 392U218 EXPERIENCED A BROKEN KNUCKLE WITH 35% OLD BREAK RESULTING IN AN EMERGENCY BRAKE APPLICATION WHILE TRAVERSING A 4.5 DEGREE CURVE WITH PUSHER ENGINES ATTACHED. A 13 SECOND BRAKEPIPE PROPAGATION TIME FOR POWER KNOCK DOWN ON PUSHER UNITS RESULTED IN EXCESSIVE LATERAL FORCES IN THE 4.5 DEGREE CURVE ROLLING THE OUTSIDE RAIL IN 2 LOCATIONS AND SUBSEQUENTLY DERAILING LINE 86, LINES 88 THROUGH 91 AND LINES 97 THROUGH 101.											
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.											