

July 21st 2012

Called for E-MKSEBM 0-884, on duty 1/25am Set out  
2nd locomotive of lead consist in Springfield yard. Left 1235  
Took siding Elwood and met 1 south bound, Left north bound  
and met one train at Pilgrim siding. Left there on  
clear signals all the way to approach to siding  
at Arcadia, approach signal was approach diverging  
(double yellow) at 1528 at 42 mph. Started throttling  
off due to signal and siding speed of 40 mph.

Next signal was diverging approach (red over yellow)  
at 1529 at 37 mph. Started throttling off on rear  
DP unit and head end due to signal and speed restriction  
of 25 mph at other end of siding. We were  
approximately 5 cars into the siding when we  
went into emergency. I was in throttle 2 or 3 on  
head and rear of train I think. Conductor called  
out emergency on radio while I placed handle  
into emergency and E.D.T. in emergency. I toned  
up dispatcher and looked in my side mirror  
and saw cars derailed, as the dust settled  
I noticed a KCS locomotive. I told conductor about  
that, grabbed my vest and phone and then went  
back to find the KCS train crew to help  
them if I could.

~~XXXXXXXXXX~~

17:13 pm  
7/21/12

M.R. BUNTAIN CONDUCTOR TRAIN EMHSEBM 088C BNSF 9797 NORTH

CALLED AT SPRING AT 1125

DEPARTED SPRING AT 1235

RUNNING ON GREEN (CLEAR) SIGNALS FROM N. PILGRIM TO SIGNAL AT MP 120.  
WHICH WAS APPROACH DIVERGING AT 1526 AT 42 MPH,  
S. ARCADIA SIGNAL WAS DIVERGING APPROACH AT 1529 AT 37 MPH.

AT SOUTHBOUND SIGNAL ON THE SIDING AT S. ARCADIA, THE TRAIN WENT IN  
EMERGENCY AND WE CAME TO AN ABRUPT STOP. I CALLED OUT EMERGENCY  
ON THE RADIO, THEN ENGINEER TAIMESCH TONED 911 ON THE RADIO. WE

FIRST REALIZED OUR TRAIN WAS ON THE GROUND, THEN AS THE DUST  
CLEARED, WE REALIZED A KCS TRAIN HAD RUN INTO US AND WE RAN  
BACK TO THE INTERLOCKING DIAMOND TO LOOK FOR THE CREW.

~~XXXXXXXXXX~~  
1715 7/21/12