

BNSF Fort Worth – Network Operations Center – INCIDENT REPORT

				D-Code:	27T516
Date:	07-21-12	Time:	1535-CT	MP:	118.4
Time & Date Last Revised:					
Subdivision:	Ft Scott	State:	Kansas	County:	Crawford
Line Segment:			1001		
Nearest Station (distance/direction from):			Arcadia, KS/ at this location		
Nearest Major Terminal (distance/direction):			Kansas City, KS/ 118 miles north		
Weather Conditions (wind, precip, temp):			98*, clear, winds East at 10 mph		

Injuries or Fatalities?	Yes, 2 KCS employees and 1 BNSF employee, with non-life threatening injuries	Employee?	
Name:		Craft:	

Symbol 1:	Symbol 1:	E MHSEBMO 88	If Yard Job, Remote Control Operation (RCO)?		
	Lead Locos:	BNSF 9797	L-E-T-F:	0-124-3086-6898'	
	DP Locos:	BNSF 6187	Direction:	North	
	Lead Loco Ditch Lites?		Were the Ditch Lites Operating?		
	Train Speed:	35 MPH (EST)	Maximum Authorized Speed:		
	Train Crew Origin / Destination:		Springfield/ Ft Scott		
	Conductor:	MR Buntain	Engineer:	SM Thimesch	Other:
	Prior Rest		Prior Rest		Prior Rest
	On Duty Time/Date:	1125-CT/ 07-21-12	On Duty Location:	Springfield, MO	
	Crew Interviewed by:	TM Steve Morgan			
Event Recorder/Camera:					

Symbol 2:	Symbol 2:	Q SHKC 20	If Yard Job, Remote Control Operation (RCO)?		
	Lead Locos:	KCSM 4667, KCS 3913, KCS 4581, KCS 4580 TEM 1609	L-E-T-F:	61-20-8024-7012'	
	DP Locos:	None	Direction:	East	
	Lead Loco Ditch Lites?		Were the Ditch Lites Operating?		
	Train Speed:		Maximum Authorized Speed:		
	Train Crew Origin / Destination:				
	Conductor:	RJ Haynes	Engineer:	JS Bailey	Other:
	Prior Rest		Prior Rest		Prior Rest
	On Duty Time/Date:		On Duty Location:		
	Crew Interviewed by:	KCS field officers			
Event Recorder/Camera:	KCS field officers				

Crossing Name:	Not at a crossing			DOT Number:	
Equipped with:				Functioning?	
Veh. Direction:		Vehicle Description:			
Law Enforcement Agency:				Citations?	
Locomotives video equipped?					
Lead Locos	Y/N	Y/N	Y/N	Y/N	Y/N
BNSF 9797	Y				
BNSF 6187	Y				
Haz Material ?	None	Release (Y/N):		# Cars, Amount:	
Commodity:					

Symbol 1:	E MHSEBMO 88	Derailed Locomotives / Cars:			
Init. Number:	Line:	Position (upright ?):	Contents:	Disposition:	

HBWX 99595	9	All in a pile	All cars are empty
RWSX 93390	10		
RWSX 23652	11		
HYWX 2104	12		
RWSX 23171	13		
RWSX 25264	14		
HYWX 2463	15		
RWSX 25180	16		
HYWX 2317	17		
HYWX 2403	18		
HBWX 99134	19		
HBWX 99328	20		
HYWX 2137	21		
HBWX 99090	22		
HYWX 2071	23		

Symbol 2: Q SHKC 20		Derailed Locomotives / Cars:		
Init. Number:	Line:	Position (upright?):	Contents:	Disposition:
KCSM 4667	1	All in a pile	Locomotive	
KCS 3913	2		Locomotive	
KCS 4581	3		Locomotive	
KCS 4580	4		Locomotive	
TFM 1609	5		Locomotive	
IBT 18404	6		FBRBD	
IBT 18773	7		FBRBD	
HS 3212	8		FBRBD	
IBT 21139	9		FBRBD	
IBT 18613	10		FBRBD	

Heavy equip. ordered: (Blackberry Andrew Manthei)					
1) RJ Corman-KC: 2 booms, 1 loader, 3 track hoes					
2) RJ Corman-Wichita: 2 booms, 1 loader, 2 track hoes					
Equip. ETA:	1) 1930-CT 2) 2230-CT	Equipment Arrived:	1) 1930-CT 2) 2030-CT	Equipment Released:	
Main Blocked?	Yes	Estimated Reopen:	1500-CT/07-22-12 0800 CT/23	Actual Reopen:	0900 CT/23

Estimated Damages and Costs:			
\$	165,000	Track	Track, Track Structures, and Roadbed Damages.
\$	5,000	Signal	
\$		"Other"	Adjacent buildings, other private property, etc.
\$	930,000	Car Damage	Car damage, incl. flat cars but excluding their trailers/containers and contents.
\$		Locomotive Damage	
\$	1,100,000	FRA Reportable Subtotal	2012 FRA Reportable \$9,500

\$	185,000	Contractor Expense	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.
\$		Estimated Lading Recovery Costs	Source is usually Load & Ride Solutions. This figure includes trucking charges & site remediation charges.
\$		Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY
		Trailer/Container Damages	Excludes contents. (Mktg-Equip Mtce Team - Evita Murdock)
\$	185,000	Not FRA Reportable Subtotal	

\$ 1,285,000 **Estimated Grand Total** (FRA Reportable Subtotal + Not FRA Reportable Subtotal)

Cause Code:		Description:	Under Investigation
Cause: Which Car / Locomotive, etc.?			
Brief Narrative of Incident:			

1535CT Springfield Division Ft Scott Subdivision: KCS RR merchandise train (Q FHKC 20) strikes side of BNSF empty coal train (E MHSEBMO 88) at interlocking MP 118.4, Arcadia, KS, 20.6 miles south of Fort Scott, KS. Impact approximately 12 cars deep in BNSF train. No injuries reported to BNSF crew, KCS crew transported to local hospital with non-life threatening injuries. BNSF crew transported to local hospital Fort Scott for FRA testing. Diesel fuel leaking from damaged KCS locomotives, no other HAZ MAT involved. BNSF trainmaster on site, additional officers are in route. BNSF has ordered 2 divisions of Corman, Kansas City with 2 Booms, 1 Bucket, 3 Hoes estimated to arrive 1930CT. Wichita with 2 Booms, 1 Bucket and 1 Hoe estimated to arrive 2230CT. KCS has ordered 1 division of Hulcher from Kansas City with 4 Booms, 1 Bucket and 1 Hoe, no estimate on arrival of this equipment. Preliminary damages is 22 track panels (880'). The KCS maintained interlocker has been completely destroyed. Asbell with 5 truck loads of panels (20), ETA 1900 into Arcadia. Fifteen cars of ballast and additional 3 cars (17 panels each) panels moving from Springfield, MO on W SPMSPM1 21, crew on duty Springfield 2000CT. Current operation plans affecting 24 trains, 17 re-routes, 7 staging.

2130-CT UPDATE: BNSF Engineer on E MHSEBMO 88 has now requested medical attention and is being transported to Springfield, MO for examination. 2030CT Heavy equipment beginning to arrive scene, some delay due to weight restricted routes into area. Total of 15 coal cars derailed on BNSF train, lines 9 through 23, impact appears to have occurred at line 10 in BNSF train. KCS train with 5 locomotives and 5 box cars derailed. All cars and locomotive in a pile at the interlocking. BNSF Signal bungalow at the interlocking undamaged, KCS bungalow at interlocking destroyed. Signal downloads secured from BNSF signal locations and equipment, will have update on those downloads at 0001CT 7/22. KCS Lead locomotive (KCSM 4667) is camera equipped, KCS has secured this camera module and is in transportation to their facility in Kansas City. Question remains if the diamond is or is not salvageable. This interlocking was replaced less than 1.5 years ago, the old diamond may be of use if intact, maintenance is working on this. Estimate all cars and locomotive clear by 0900CT, if diamond not replaced at this time and rail repaired for BNSF movement only (without diamond in place) expect main track returned to service by 1500CT, additional information expected at 0001CT. Anticipate 27 total trains affected, rerouted or staged for this incident.

0100-CT UPDATE: The National Transportation Safety Board have indicated they are mobilizing a team in response to this incident, their estimated arrival is 0900-1200, 7/22. All wrecking, remediation and signal testing has ceased at the site, operations will resume upon okay from the FRA and the NTSB. Diesel fuel will continue to be removed from the derailed locomotives to lessen any environmental impact as possible. Head end of BNSF train E MSHEBMO 88, 1 Locomotive and 8 cars, have been moved to clear at Ft Scott, rear end of BNSF train, 1 locomotive and 101 cars, have been move into the clear to the siding at Dix. This desk has no knowledge of remainder of KCS train Q FHKC 20's disposition at this time. No further conference calls are scheduled, previous estimated opening is no longer valid. 25 trains affected at time of this update. 17 routed around, 8 trains staging.

FRA/NTSB released scene at 1000 CT.

Clearing of derailed equipment began at 1000 CT. Estimate equipment to be clear by 2100 CT. Track diamond still being analyzed, previous diamond replaced approximately 1.5 years ago. Previous diamond could be utilized for parts, if not, then initial route will be straight railed for BNSF. Have rerouted 28 trains, with 25 Still in process.

1830-CT UPDATE: NTSB released all equipment for clearing at 1600-CT. Currently have 3 locomotives remaining to be cleared which is expected to be complete between 2100-2200. ETO remains 0600-0800-CT/23. Diamond has been restored to a usable condition with a 10 mph temporary speed restriction until replacement parts arrive from Progress Rail. BNSF signal bungalow remains sealed pending FRA investigation; if released prior to ETO we anticipate operating through the crossing on signal indication. Field meeting with NTSB is scheduled for 0800-CT tomorrow at Pittsburg, KS and a re-enactment with BNSF and KCS personnel scheduled for Tuesday, July 24. Cause remains under investigation. KCS has not released damage estimates as of this update. No additional conference calls are scheduled unless conditions dictate.

Close-out: Track open by 0900 CT/23. First train through diamond at 0915 CT.

Post Accident Testing (FRA):

Did this incident meet Post Accid. Testing (FRA) criteria?		Yes	
If the incident analysis indicates the need for FRA Testing, Contact MEH Dept so they can work with the field officer in charge of the testing to insure proper process is followed. ██████████ during normal business hours. ██████████ after normal business hours and on weekends and holidays. If no answer, page Martin Crespin or Chris Kowalkowski via Blackberry.		1556-CT: Kelly, by SID. 1759-CT: Per Martin Crespin, BNSF crew will be taken to Mercy Hospital in Ft Scott, KS for FRA testing. TM Steve Morgan will be on hand. 2051-CT: Testing on BNSF crew members completed at 2000-CT.	
Did the AGST agree with the above analysis?			
Was the Mgr. Dispatching Practices and Rules notified?			
Was the Shipping Box checked prior to use/shipment?			
Were the vials checked to insure they have not expired?			
Was the train crew tested?		Which BNSF Mgr took crew for test?	
Was the Dispatcher tested?		Which BNSF Mgr took Dispr for test?	

Notifications:																											
Time:	Entity:	Person Notified:	Reminders:																								
1540-CT	Service Interruption:	gab, by DS 49	Your initials & who notified you.																								
1543-CT	Resource Operations:	Brandon, by SID																									
	Cust. Solutions: 593 -4670 Outlook Mail: Desk, CNS Cust. Support: 593-4612 Outlook Mail: CSESDesk		Notify them of all derailments, collisions, or shipment damages. Cust Support works 5pm-5am on weekdays and all shifts weekends.																								
1548-CT	Trainmaster:	Steve Morgan, by SID	Get ETA, check Cell number.																								
	Road Foreman Engines:		Get ETA, check Cell number.																								
1655-CT	Signal Desk: 593 - 5998	Bill, by SID	Signal Logs, TWD Logs.																								
1546-CT	M/W Desk: 593-6823/1	Carrie, by SID	Last track inspection records.																								
1546-CT	Mechanical Desk:	Ron, by SID	234-7388 North 234-2300 South 234-6259 Cars																								
Yes	Corridor Supt:	Jeff Beck, by others																									
1544-CT	GST/AGST:	AGST Godsil, by SID																									
	Divn Supt Opns:																										
Yes	Divn General Manager:	Rance Randle, by others																									
Yes	Divn GDT:	Tom Novitske, by others																									
			Blackberry Page the following asap:																								
Yes	Severe Injury/Fatality:	Blackberry page to all listed by SID	<table border="1"> <tr> <td>Ringelman, Ryan</td> <td>Law</td> </tr> <tr> <td>Wilde, Kevin</td> <td>Safety</td> </tr> <tr> <td>Weber, James K</td> <td>Safety</td> </tr> <tr> <td>Weber, Eric</td> <td>Safety</td> </tr> </table>	Ringelman, Ryan	Law	Wilde, Kevin	Safety	Weber, James K	Safety	Weber, Eric	Safety																
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1554-CT	Mgr Disp. Practices & Rules: 352-1312	Jim, by SID	Audio tapes of SID, and when appropriate, ROC.																								
Yes	Superintendent Operating Practices (All have Blackberry)	Ed Ferris, blackberry page by SID, plus copy of this report	<table border="1"> <tr> <td>California, L.A.</td> <td>Coleman, Herbert T</td> </tr> <tr> <td>Chicago</td> <td>Wazny, William A</td> </tr> <tr> <td>Colorado</td> <td>Kreger, Larry P</td> </tr> <tr> <td>Gulf, Texas</td> <td>Cleveland, Scott M</td> </tr> <tr> <td>Kansas</td> <td>Valencia, Randy J</td> </tr> <tr> <td>Montana</td> <td>Mizelle, Nicholas O</td> </tr> <tr> <td>Nebraska</td> <td>Harvey, Michael A.</td> </tr> <tr> <td>Northwest</td> <td>Rogers, Michael S</td> </tr> <tr> <td>Powder River</td> <td>Erickson, Tony A</td> </tr> <tr> <td>Southwest</td> <td>McReynolds, Kevin C</td> </tr> <tr> <td>Springfield</td> <td>Ferris, Ed</td> </tr> <tr> <td>Twin Cities</td> <td>Lund, Michael E</td> </tr> </table>	California, L.A.	Coleman, Herbert T	Chicago	Wazny, William A	Colorado	Kreger, Larry P	Gulf, Texas	Cleveland, Scott M	Kansas	Valencia, Randy J	Montana	Mizelle, Nicholas O	Nebraska	Harvey, Michael A.	Northwest	Rogers, Michael S	Powder River	Erickson, Tony A	Southwest	McReynolds, Kevin C	Springfield	Ferris, Ed	Twin Cities	Lund, Michael E
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Yes	Bodeman, Dan E General Director Rules & Field Support	Blackberry page by SID	Blackberry in the event of: (1) Major derailments incl employee injury and/or HazMat evacuation. (2) HazMat if evacuation. (3) Run-Away Equip if damages, derailment, fatality, or possible rules violation. (4) Threat of Violence incl Bomb Threats (5) Threat of Terrorist Attacks [vms, also] (6) Commuter Train-Report of Explosion or Discovery of Explosive Device [vms, also] (7) Employee injury.																								
Yes	Rogerson, David L Gen. Dir. Transp. Support (Blackberry) Siegele, Milton AVP Labor Relations	Blackberry page by SID	Major Derailments, Major Hazardous Incidents, Employee Injuries & Employee Fatalities																								

Yes	Conference Calls:	1730-CT: [REDACTED] 1713-CT: M/W, Mech, ROCC notified. 1725-CT: Martin Crespin, James LeVere notified 2030-CT: [REDACTED] 2015-CT: M/W, Mech, ROCC notified 0001-CT: [REDACTED] 2340-CT: M/W, Mech, ROCC notified 1800-CT: [REDACTED] 1748-CT: M/W, Mech, ROCC notified	If Conf Call is being established: (1) Notify: NOC Mechanical Desk (2) Notify: NOC M/W Desk (3) Notify: ROC
Yes	Hazardous Incidents:	Blackberry page to all listed by SID	Blackberry for all Hazardous Incidents: OPR DL GOVT AFFAIRS Pat Brady, Howard Horn, Ed Chapman, David C Clark, John D. Lovenburg, W Brock Lowman, Allen Stegman. Also, consider notifying Industrial Hygiene.
	ChemTrec (USA) 800-424-9300 CanuTec (Canada) 613-996-6666		Call Emergency Number listed on Waybill whenever Haz car involved in derailment or damaged; whether leaking or not. TSS: WBCOPY, HAZ, EXCR
1711-CT	NRC (#1) 800 - 424 - 8802 (Initial SID Analysis) Reasons for notifying them now include for <i>significant</i> violence or threats of violence against people or property (02-07-01).	P.O. Dedeaux 101 8515	Obtain their Report Number and name of person who took the report. This block is for the Initial SID analysis. If initially "not reportable" and later becomes "reportable," use next block.
	NRC (#2) 800 - 424 - 8802 What changed?		If initially "not reportable," and later becomes "reportable," record your notification here.
1623-CT 1626-CT 1216 CT/23	State:	KS Dept of Health and Environment, Kent KS Division of Emergency Management, Harry. Report # 210712161627HH MO Department of Transportation - Already reported by KCS to Lisa	
	California - CUPA		
Yes	Foreign Railroad:	KCS Rail Road, by others	
	"Go Team" 1. Alpha Page Mark Schulze. 2. Alpha Page team on duty.		Contact the "Team" that's on duty. If approp., also notify Mark Schulze. (To see Team on duty, go to n/SID/SIDBOTH/GOTEAM).
Yes	Rules & Field Support:	Blackberry page to all listed by SID	Blackberry the following if involves equipment damage, derailment, Employee fatality, possible rules violation: Adams, Douglas R Portz, James L Ratledge, Aaron Repola, Robert E Wagner, Kevin L Weber, James K Weber, Eric Wilde, Kevin D
	Passenger Svcs: 352-2606		If incident involves passenger train route, Blackberry to: Rich Wessler, Rick Depler.

Yes	Corporate Relations:	Steve Forsberg and Andy Williams. Blackberry page by SID	Notify of all significant Incidents: Melonas: BC, ID, MT, OR, WA, WY Faust: AL, AR, LA, MS, NM, OK, TN, TX Kent: AZ, CA, NV, UT McBeth: IA, IL, KY, MB, MN, ND, SD, WI Williams: CO, KS, MO, NE Forsberg: ALL
1745 CT	NTSB, RR Investigator	Ruben Tayan, called in for info	Washington, DC
1759 CT	TSOC, Train Security Specialists	Bill Strittmatter, called in for info	Herndon, VA
1845-CT	FRA	Mary Shaver, called for info	Kansas City, MO
1950-CT	NTSB	Ruben Payan, called for info	Kansas City, MO
2115-CT	NTSB	Jim Southworth. Instructed that this is now a full Fed investigation. All electronic data must be left as is, no equipment, cars, or locomotives can be moved until NTSB team is on site	
1650-CT	FRA	Mary Shaver, called for info	Kansas City, MO
1705-CT	Ken Stockwell	BNSF Spc Agt-Springfield	E-mail updates as available