

DCA11FR002
Collision - BNSF
Red Oak, Iowa
April 17, 2011

BNSF
Employee Discipline/Alternate Handling/HF Rail
Incidents Records
Conductor Struck Train

Discipline

Employee: CD Pate

| Violation Date | Discipline Type | Reason | Violation Description | Discipline Date |
|----------------|----------------------|-------------------|---|-----------------|
| 2009-02-10 | RS-RECORD SUSPENSION | RECORD SUSPENSION | MISSING CALL, ASSIGNMENT OR REPORT LATE | 2009-03-04 |
| 2005-08-31 | RS-RECORD SUSPENSION | RECORD SUSPENSION | VIOLATION OF STANDARD SAFETY RULES | 2005-10-24 |

Alternate Handling

Employee: CD Pate

| Incident Date | Territory | OCLS Description | Violation Description |
|---------------|----------------|------------------|---|
| 2005-06-13 | SAN BERNARDINO | CLASS ONE | RED OR DARK SIGNAL |
| 2008-10-25 | CRESTON | CLASS THREE | VIOLATION OF NON-SERIOUS SAFETY RULES |
| 2008-11-13 | CRESTON | CLASS TWO | VIOLATION OF SERIOUS SAFETY RULES/ DEADLY DECISIONS |
| 2008-10-14 | CRESTON | CLASS THREE | TYE ATTENDANCE VIOLATION |
| 2010-10-06 | CRESTON | CLASS THREE | LOW PERFORMANCE (PERFORMANCE EXPECTATION VIOLATION) |
| 2004-08-10 | SAN BERNARDINO | CLASS ONE | SWITCHES(SWITCHING RULES) SERIOUS |
| 2005-02-05 | SAN BERNARDINO | CLASS ONE | CAUSING/INVOLVEMENT IN DERAILMENT |
| 2005-02-05 | SAN BERNARDINO | CLASS ONE | CAUSING/INVOLVEMENT IN DERAILMENT |

HF Rail Incidents

Employee: CD Pate

| Accident ID | Train Symbol | Date | Time | Primary Cause | Contr. Cause | Narrative | Subdivision | MP | Reparable |
|----------------------------|--------------|------------|----------|---------------|--------------|--|----------------|-------|-----------|
| 2004-08-12-07:34.09.338286 | SCA009 | 2004-08-10 | 13.50.00 | H702 | | R SCA0091 101 WAS SWITCHING BETWEEN XEROX LEAD AND CHEM CENTRAL LEAD OFF MT#2. BRAKEMAN COUPLED TO CARS LEFT ON XEROX LEAD. CONDUCTOR LINED BOTH THE CHEM LEAD AND XEROX LEAD FOR MAIN TRACK MOVEMENT. THEN TOLD THE ENGINEER HE WAS LINED UP AND TO COME AHEAD. WHEN THE ENGINEER PULLED CARS ONTO MAIN TRACK HE RAN THROUGH THE MAIN TRACK SWITCH. SWITCH WAS IMPROPERLY LINED. | SAN BERNARDINO | 157.5 | N |
| 2005-02-06-06.19.28.847721 | BARBAR | 2005-02-05 | 05.20.00 | H702 | H704 | THE CREW ON THE BNSF 5429 (S-LHTCLO1-04A) CONSIST 1 WAS INSTRUCTED TO GO AND CHECK THE NO. 1 SWITCH AT THE WEST END OF THE INSPECTION TRACK AND MAKE SURE THAT THE SWITCHES WERE LINED FOR THEIR MOVEMENT. THEY INSPECTED THE WRONG SWITCHES AND SAID THAT THE SWITCHES WERE LINED FOR THEIR MOVEMENT. THEY WERE FLAGGED OUT OF THE INSPECTION YARD. AFTER FLAGGING, THEY DERAILED AT THE NO. 1 SWITCH, WHICH WAS GAPPED AND HAD BEEN PREVIOUSLY RUN THROUGH (BY THE Q-NYCLAC6-02A CONSIST 2). NOTE: CREW ON CONSIST 1 WAS CALLED AS N-BARBAR2-05A TO RELIEVE DOL CREW ON S-LHTCLO1-04A. 02/11/05: PER DOUG TRAFF, CHANGED PRIMARY CAUSE CODE FROM H704 TO H702 AND CONTRIBUTING CAUSE CODE FROM H702 TO H704. (BD) | CAJON | 2.6 | Y |

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| 2006-03-10-16.42.26.203231 | CAL010 | 2006-03-09 | 16.45.00 | H018 | H318 | <p>R CAL0101 091 CREW WAS IN THE PROCESS OF SWITCHING TRACK 5601 WHEN THEY KICKED THE CHTT 50318 IN TRACK 5610. THEY THEN PROCEEDED TO SHOVE THE REST OF THEIR CUT INTO 5613. THE CONDUCTOR PROCEEDED THE MOVE AS 5613 WAS A CLEAR TRACK. WHILE PERFORMING THE SHOVING MOVES, THE CHTT 50318 ROLLED OUT OF 5610 TOWARD THE LEAD AND STRUCK THE REAR CAR OF THEIR CUT. UTLX 48002.</p> <p>CONSIST 1: R CAL0101 091 WITH 9 LOADS CONSIST 2: CHTT 50318</p> | SAN BERNARDINO | 150.7 | N |
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