

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

Work Orders
Struck Train

=====
TRAIN U-BRGCR15-15G WORK ORDER 4106 04/18/11 @ 14:12:22 CT
=====

WW WW 000 RRRRRR KK KK
WW WW 000 000 RR RR KK KK
WW W WW 000 000 RR RR KK KK
WW WWW WW 00 00 RR RR KKKK
WW W W WW 000 000 RRRRR KK KK
WWW WWW 000 000 RR RR KK KK
W W 000 RR RR KK KK

2
Pd

000 RRRRRR DDDD EEEEEEE RRRRRR SSSS
000 000 RR RR DD DDD EE RR RR SS SS
000 000 RR RR DD DD EE RR RR SS
00 00 RR RR DD DD EEEEEEE RR RR SSS
000 000 RRRRR DD DD EE RRRRR SSS
000 000 RR RR DD DDD EE RR RR SS SS
000 RR RR DDDD EEEEEEE RR RR SSSSS

4367

AMTK 158W

U-BRGCR15-15G @ LINCOLN, NE
=====

CREW: Conductor - CD PATE
Brakeman -
Brakeman -
Engineer - RE MARLIN

U-BRGCR15-15G @ LINCOLN, NE
=====

Exceptions _____

This page may be used as a Fax Cover sheet if required to fax
work into Service Support.

Total Pages faxed INCLUDING cover sheet _____

REPORTED TO _____ DATE: _____ TIME: _____

CONDUCTORS SIGNATURE _____

mc alexander
12
14 herzog

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Locomotive Engineer Train Profile for <U-BRGCRI5-15G> at <LINCOLN NE>
 (Tons per Operative Brake = 77.5)

HAZARDOUS TRAIN MAKEUP VERIFIED BY SYSTEM DEPARTING LINCOLN NE
 >>>> NO EXCEPTIONS <<<<<

Train U-BRGCRI5-15G Arrived REDOAK IA 04/17/11 0657 14 hr 41 min Late

* * * * *
 * No Trip Advisor Equipped Locomotives found on the Train. *
 * * * * *

TONS					
110			X		
100		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
90		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
80		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
70		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
60		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
50		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
45		XXXXXXXXXX	XXXXXXXXXXXX	XXX	
40	X	XXXXXXXXXX	XXXXXXXXXXXX	XXXX	
30	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	
25	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	
22	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXXXXXXXXXX	XXXX	
TTON	341	1233	2283	2635	
LSAN	LLLLLLLLLLLL	LLLLLLLLLLLL	LL LLLLLLLL	LLL	
EOC	E	E	E	E	
TLTH	930	1860	2761	3096	
SPEED					

HIWI

Above profile listed from HEAD END to REAR END
 Tons per operative brake calculation is accurate only
 if all air brake control values are cut in.

Loco	Loco			Dyn	Opr	R				Loco	Isolated	Online	D			
Init	Numb	Model	HP	AvlHP	Brk	Dyn	Evt	P	Cum	Axl	Tons	Dir	CD	To Stn	Destin	C
BNSF	9470	SD70MAC	4000	4000	8 EF+	Y	Y	8+	6	208	EAST				CRESIA	
Totals			4000	4000												

BNQ 45013 >>>>>Device 2-WAY equipped<<<<<
 >>>>>Wabtec<<<<<

All trains must be equipped with an operative event recorder.
 If determined that it is not, for any reason, contact
 Mechanical Help Desk, NOC - Ft Worth, and be governed by
 instructions received.

The 'Opr Dyn Brk' column above indicates only whether or not

dynamic brakes have been reported as defective. This column does not provide any information regarding dynamic brakes that may be cut out to comply with dynamic brake axle restrictions.

Totals -	21 Loads	2635 Tons	3096 Feet
	13 Emptys	0 Isol	74 Loco
	34 Cars	2635 Total Tons	3170 Total Length
			0 RSSM Car Count

Actual HpT = 1.5 (4000 HP/2635 tons)
Scheduled HpT = 2.0

L Long (80 feet or longer)
S Short (45 feet or less)
A Articulated Multi-Platform
N Non-Articulated Multi-Platform
E End Of Car Cushioning

Dyn Brk:

Dyn Brk Range:	E - Extended	N - Not equipped
	B - Basic	D - Dynamic brake equipped, RANGE UNKNOWN
	S - Standard	
Dyn Brk System:	F - Flat	T - Tapered
	N - Not equipped	D - Dynamic equipped, TYPE UNKNOWN

Inspections for <U-BRGCRI5-15G>

**** ATTENTION CONDUCTOR ****

<<<<<<<< REQUIRED INSPECTIONS TO BE PERFORMED >>>>>>>>

After inspection completed, if inspection specified below is a Class 1, retain Form 15287 from carman on lead locomotive or, if conductor performed the specified inspection, either a Class 1 or 1A, record that inspection information in TRAIN INSPECTION HISTORY section in the spaces provided (also report either inspection made by conductor, Class 1 or 1A via VTR). If inspection was not performed, contact your Dispatcher prior to departure for guidance

Location Inspection Type To Be Performed By

No inspections required.

TRAIN INSPECTION HISTORY

Location	Inspection Type	Name	Date/Time	#Cars
BRIDGEPOR, NE	Class 1 Air Brake	R L KUFALK (Conductor)	04/16/11 08:38	33

Class 1 air brake test and ETD test information

The original Class 1 air brake test records (BNSF Form 15287, foreign RR Air test form or handwritten Inspections recorded on TRAIN INSPECTION HISTORY) must be maintained on the lead locomotive of trains en route and will serve as the official Class 1 test document, when available. Electronic records of Class 1 inspections on TRAIN INSPECTION HISTORY are only to be used as a back up to the originals and when discrepancy occurs, the original will be used as the official record. A record of intermediate inspections are not required to be maintained on locomotive.

Coal trains are considered 'Cycle Trains' and may be operated up to 3,000 miles before an additional Class 1 Inspection is required. This does not exclude the requirement for intermediate inspections and tests (Class 1A). Crews will be notified when cycle train inspections are required (other than when adding cars en route).

Note: ETD test information provided only if performed by other than a member of the crew. The number of cars indicated in the TRAIN INSPECTION HISTORY are not required to correspond to the number of cars currently in your train due to setouts and pickups en route or due to the 'car count' method for multi-platform equipment used by the inspector.

+++++

PREVIOUS AIR BRAKE PROBLEMS ENCOUNTERED AND/OR CARS WITH AIR CUT OUT
Should additional air brake defects be discovered
en route, note the defects on blank spaces
provided and leave this document for relieving crew.

+++++

Location/Comments <Milepost>	Date	Time	Car Init	Car Number	Defect	Description	Set Out
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----	-----	-----

<U-BRGCRI5-15G>
LINCOLN NE

Train list with Hazardous Manifest
Cars in this train are counted from front to rear

04/18/11
14:12

Train U-BRGCRI5-15G Arrived REDOAK IA 04/17/11 0657 14 hr 41 min Late
* * * * *
* No Trip Advisor Equipped Locomotives found on the Train. *
* * * * *

Head End	HP	AvlHP	Dyn Brk	Evt Rec	2Wy ETD	Cum Axl Tons	Loco Dir	Online Destin	D T C A
BNSF 9470	4000	4000	8 EF+	Y	N	6 208	EAST	CRESIA	N
Total	4000	4000				6 208			
Incl DPUs	4000	4000					Actual HPT = 1.5 (4000 HP/2635 tons)		
							Scheduled HPT = 2.0		

Seq Num	Init	Car Number	L Contnt	Online J	Gr	Final City	Dest St	Cum Axle	E
Block LIN Setout CRESTON IA									
1	BNSF	927052	YFX E	RWYMTL	ENIDOK	40	ROADMASTER	ENID	OK 10E
2	BNSF	927164	YM9 E	RWYMTL	ENIDOK	33	ROADMASTER	ENID	OK 14
3	BNSF	927167	YM9 E	RWYMTL	ENIDOK	33	ROADMASTER	ENID	OK 18
4	BNSF	927146	YM9 E		ENIDOK	33	ROADMASTER	ENID	OK 22
DH	DO NOT HUMP								
5	BNSF	927150	YM9 E		ENIDOK	33	ROADMASTER	ENID	OK 26
DH	DO NOT HUMP								
6	BNSF	927151	YM9 E		ENIDOK	33	ROADMASTER	ENID	OK 30
DH	DO NOT HUMP								
7	BNSF	927162	YM9 E	RWYMTL	ENIDOK	33	ROADMASTER	ENID	OK 34
8	BNSF	927155	YM9 E		ENIDOK	33	ROADMASTER	ENID	OK 38
DH	DO NOT HUMP								
9	BNSF	927160	YM9 E	RWYMTL	ENIDOK	35	ROADMASTER	ENID	OK 42
10	BNSF	927156	YM9 E		ENIDOK	35	ROADMASTER	ENID	OK 46
DH	DO NOT HUMP								
11	BNSF	927159	YM9 E	RWYMTL	ENIDOK	35	ROADMASTER	ENID	OK 50
12	BNSF	927147	YM9 E		ENIDOK	33	ROADMASTER	ENID	OK 54
DH	DO NOT HUMP								
13	BNSF	927055	YFX L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 58E
DH	DO NOT HUMP								
14	BNSF	927290	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 62
DH	DO NOT HUMP								
15	BNSF	927291	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 66
DH	DO NOT HUMP								
16	BNSF	927300	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 70
DH	DO NOT HUMP								
17	BNSF	927298	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 74
DH	DO NOT HUMP								
18	BNSF	927299	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 78
DH	DO NOT HUMP								
19	BNSF	927287	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 82
DH	DO NOT HUMP								
20	BNSF	927294	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 86
DH	DO NOT HUMP								
21	BNSF	927296	YFS L	RWYMCH	CRESIA	103	ROADMASTER	CRESTON	IA 90
DH	DO NOT HUMP								

22 BNSF 927297 YFS L RWYMCH CRESIA	103 ROADMASTER	CRESTON	IA	94
DH DO NOT HUMP				
23 HZGX 155 YO L RWYMCH CRESIA	123 ROADMASTER	CRESTON	IA	98
DH DO NOT HUMP				
24 BNSF 927274 YM9 L RWYMCH CRESIA	103 ROADMASTER	CRESTON	IA	102
DH DO NOT HUMP				
25 BNSF 927245 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	106
DH DO NOT HUMP				
26 BNSF 927271 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	110
DH DO NOT HUMP				
27 BNSF 927272 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	114
DH DO NOT HUMP				
28 BNSF 927273 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	118
DH DO NOT HUMP				
29 BNSF 927239 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	122
DH DO NOT HUMP				
30 BNSF 927251 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	126
DH DO NOT HUMP				
31 BNSF 927270 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	130
DH DO NOT HUMP				
32 BNSF 927247 YM9 L RWYMCH MCPHIA	103 MECHANFOREMA	CRESTON	IA	134
DH DO NOT HUMP				
33 BNSF 927022 YFX L RWYMCH MCPHIA	102 MECHANFOREMA	CRESTON	IA	138E
DH DO NOT HUMP				
34 HZGX 150 YH5 E RWYMCH MCPHIA	44 MECHANFOREMA	CRESTON	IA	142

Block Totals 34 Cars 21 Loads 13 Empties 2635 Tons 3096 Feet

35 BNQ 45013 ETD CRESIA CRESTON IA
 >>>>>Device 2-WAY equipped<<<<<<
 >>>>>Wabtec<<<<<<

Train Totals 34 Cars 21 Loads 13 Empties 2635 Tons 3096 Feet
 (34 Railcars) 77.5 TOB 74 Loco
 0 RSSM Car Count 3170 Total

Bare stanchions - 0 Bare tables - 0
 Count . . 20 . 28 . 35 . 40 . 42 . 45 . 48 . 50 . 52 . 53 . 65 . Total
 Cont 0 0 0 0 0 0 0 0 0 0 0 0
 Van 0 0 0 0 0 0 0 0 0 0 0 0

264
 123
 1133
 40
 35
 35
 35

W O R K E V E N T S U M M A R Y
 FOR
 U-BRGCRI5-15G

Station	Seq	Dir	Event	Lds	Mty	Tons	Lngth	HL	KY	Customer
CRESIA	840	EAST	SETOUT	21	13	2635	3096			

PICKUP / SETOUT / TRAIN Summary

Station	-- S E T O U T S -- /				-- P I C K U P S --- /				----- T R A I N -----					
	Lds	Mty	Tons	Lngth	Lds	Mty	Tons	Lngth	Lds	Mty	Tons	Lngth	HL	KY
ON TRAIN									21	13	2635	3096		
CRESIA	21	13	2635	3096					0	0	0	0		
	21	13	2635	3096	0	0	0	0	0	0	0	0		

TRAIN - U-BRGCRI5-15G
 WORK ORDER 4106

C R E S T O N, I A
 E A S T S E T O U T

ARRIVAL DATE _____
 TIME _____

Ln Nbr	InitNumber	L E	Grs Ton	Current Seq-Location-	Destination	Consignee	SCHI	Statn	Trk	Loc Seq
	BNSF 9470			1 ON TRAIN						
1	BNSF927052	E	40	2 ON TRAIN	ENIDOK	ROADMASTER	PR			
2	BNSF927164	E	33	3 ON TRAIN	ENIDOK	ROADMASTER	PR			
3	BNSF927167	E	33	4 ON TRAIN	ENIDOK	ROADMASTER	PR			
4	BNSF927146	E	33	5 ON TRAIN	ENIDOK	ROADMASTER	DH			
5	BNSF927150	E	33	6 ON TRAIN	ENIDOK	ROADMASTER	DH			
6	BNSF927151	E	33	7 ON TRAIN	ENIDOK	ROADMASTER	DH			
7	BNSF927162	E	33	8 ON TRAIN	ENIDOK	ROADMASTER	PR			
8	BNSF927155	E	33	9 ON TRAIN	ENIDOK	ROADMASTER	DH			
9	BNSF927160	E	35	10 ON TRAIN	ENIDOK	ROADMASTER	PR			
10	BNSF927156	E	35	11 ON TRAIN	ENIDOK	ROADMASTER	DH			
11	BNSF927159	E	35	12 ON TRAIN	ENIDOK	ROADMASTER	PR			
12	BNSF927147	E	33	13 ON TRAIN	ENIDOK	ROADMASTER	DH			
13	BNSF927055	L	103	14 ON TRAIN	CRESIA	ROADMASTER	DH			
14	BNSF927290	L	103	15 ON TRAIN	CRESIA	ROADMASTER	DH			
15	BNSF927291	L	103	16 ON TRAIN	CRESIA	ROADMASTER	DH			
16	BNSF927300	L	103	17 ON TRAIN	CRESIA	ROADMASTER	DH			
17	BNSF927298	L	103	18 ON TRAIN	CRESIA	ROADMASTER	DH			
18	BNSF927299	L	103	19 ON TRAIN	CRESIA	ROADMASTER	DH			
19	BNSF927287	L	103	20 ON TRAIN	CRESIA	ROADMASTER	DH			
20	BNSF927294	L	103	21 ON TRAIN	CRESIA	ROADMASTER	DH			
21	BNSF927296	L	103	22 ON TRAIN	CRESIA	ROADMASTER	DH			
22	BNSF927297	L	103	23 ON TRAIN	CRESIA	ROADMASTER	DH			
23	HZGX 155	L	123	24 ON TRAIN	CRESIA	ROADMASTER	DH			
24	BNSF927274	L	103	25 ON TRAIN	CRESIA	ROADMASTER	DH			

25	BNSF927245	L 103	26	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
26	BNSF927271	L 103	27	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
27	BNSF927272	L 103	28	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
28	BNSF927273	L 103	29	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
29	BNSF927239	L 103	30	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
30	BNSF927251	L 103	31	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
31	BNSF927270	L 103	32	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
32	BNSF927247	L 103	33	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
33	BNSF927022	L 102	34	ON TRAIN	MCPHIA	MECHANFOREM	DH	_____	_____	_____
34	HZGX	150 E 44	35	ON TRAIN	MCPHIA	MECHANFOREM		_____	_____	_____
	BNQ	45013	36	ON TRAIN				_____	_____	_____

Total: 34 Cars (21 Loads, 13 Empties, 2635 Tons, 3096 Feet)

BNSF CHAIN OF CUSTODY - RAIL SECURITY SENSITIVE MATERIAL CARS
 (LOADED CARS ONLY)

DATE _____

TIME _____

BNSF Employee's Name or TSS logon ID (B number) _____

BNSF transferring custody TO/FROM Foreign Road/Customer: _____
 (circle one) (Railroad or Customer Name)

Persons transferring custody: From _____ To _____
 (Person's Name) (Person's Name)

When required, fax completed form to 817-352-0940

Car Initial	Car Number	Station	Track

Chain of Custody compliance is required:

1. Any time a loaded Restricted Commodity car is pulled from an industry. An employee of the industry must be on site to transfer custody to BNSF and complete documentation.
2. When spotting a loaded Restricted Commodity car to an industry inside a High Threat Urban Area. An employee of the industry must be on site to receive custody from BNSF and complete documentation.
3. When interchange is received from/delivered to a foreign carrier. An employee of the foreign carrier must be available to transfer/receive custody and complete documentation.

Check Division General Orders in effect for excepted locations. BNSF employees must confer with the customer or interchange road representative to ensure both their documentation records contain the same information.

BNSF CHAIN OF CUSTODY - RAIL SECURITY SENSITIVE MATERIAL CARS
(LOADED CARS ONLY)

DATE _____ TIME _____

BNSF Employee's Name or TSS logon ID (B number) _____

BNSF transferring custody TO/FROM Foreign Road/Customer: _____
(circle one) (Railroad or Customer Name)

Persons transferring custody: From _____ To _____
(Person's Name) (Person's Name)

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- 3. When interchange is received from/delivered to a foreign carrier. An employee of the foreign carrier must be available to transfer/receive custody and complete documentation.

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