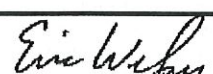


HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad <b>BNSF Railway</b>		1a. Alphabetic Code <b>BNSF</b>		1b. Railroad Accident/Incident No. <b>NW-0916-201</b>	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident <b>N/A</b>		2a. Alphabetic Code <b>N/A</b>		2b. Railroad Accident/Incident No. <b>N/A</b>	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) <b>BNSF RAILWAY</b>		3a. Alphabetic Code <b>BNSF</b>		3b. Railroad Accident/Incident No. <b>NW-0916-201</b>	
4. U.S. DOT-AAR Grade Crossing Identification Number <b>084723V</b>		5. Date of Accident/Incident month   day   year <b>09   27   16</b>		6. Time of Accident/Incident <b>6:17</b> <input type="checkbox"/> AM <input checked="" type="checkbox"/> PM	
7. Nearest Railroad Station <b>STANWOOD</b>		8. Subdivision <b>BELLINGHAM</b>		9. County <b>SNOHOMISH</b>	
10. State Abbr <b>WA</b>		Code			
11. City (if in a city) <b>N/A</b>		12. Highway Name or Number <b>PVT XING</b>		Public <input type="checkbox"/> Private <input checked="" type="checkbox"/>	
13. Type C.Truck-trailer A. Auto D.Pick-up truck B. Truck E.Van F.Bus G.School Bus H.Motorcycle J.Other motor vehicle K.Pedestrian M.Other (specify)			Code <b>C</b>	17. Equipment 4.Car(s) (moving) A.Train pulling - RCL B.Train pushing - RCL C.Train standing - RCL D.EMU Locomotive(s) E.DMU Locomotive(s) 1.Train (units pulling) 2.Train (units pushing) 3.Train (standing) 5.Car(s) (standing) 6.Light loco(s) (moving) 7.Light loco(s) (standing) 8.Other (specify)	
14. Vehicle Speed (est mph at impact) <b>005</b>			Code <b>3</b>	18. Position of Car Unit in Train <b>1</b>	
15. Direction (geographical) 1.North 2.South 3.East 4.West			Code <b>3</b>	19. Circumstance 1.Rail equipment struck highway user 2.Rail equipment struck by highway user Code <b>1</b>	
16. Position 1.Stalled on crossing 2.Stopped on crossing 3.Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates			Code <b>3</b>	20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1.Highway user 2.Rail equipment 3.Both 4.Neither Code <b>2</b>	
20b. Was there a hazardous materials release by 1.Highway user 2.Rail equipment 3.Both 4.Neither Code <b>4</b>			20c. State here the name and quantity of the hazardous material released, if any.		
21. Temperature (specify if minus) <b>065 °F</b>		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code <b>3</b>		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code <b>1</b>	
24. Type of Equipment Consist (single entry) 1.Freight train 2.Passenger train-Pulling 3.Computer train-Pulling 4.Hork train 5.Single car 6.Cut of cars 7.Yard/switching 8.Light loco(s) 9.Maint/inspect. car A.Spec. MoH Equip. B.Passenger Train-Pushing C.Computer Train-Pushing D.EHU E.DHU Code <b>1</b>		25. Track Type Used by Rail Equipment Involved 1.Main 2.Yard 3.Siding 4.Industry Code <b>1</b>		26. Track Number or Name <b>SINGLE MAIN</b>	
27. FRA Track Class(1-9,X) <b>4</b>		28. Number of Locomotive units <b>5</b>		29. Number of cars <b>066</b>	
30. Consist Speed (recorded speed if available) R-Recorded E-Estimated <b>042 MPH</b>		Code <b>R</b>		31. Time Table Direction 1.North 3.East 2.South 4.west Code <b>2</b>	
32. Type of Crossing Warning 1.Gates 2.Cantilever FLS 3.Standard FLS Code(s) <b>07 08</b>		4.Wig wags 5.Hwy traffic signals 6.Audible 7.Crossbucks 8.Stop signs 9.Watchman 10.Flagger by crew 11.Other (specify) 12.None		33. Signaled Crossing Warning (See reverse side for instructions and codes) Code <b>N/A</b>	
34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (standing, moving) Code <b>A</b>		35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach Code <b>1</b>		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code <b>N/A</b>	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code <b>2</b>		38. Highway User's Age <b>56</b>		39. Highway User's Gender 1. Male 2. Female Code <b>1</b>	
40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1.Yes 2.No 3.Unknown Code <b>2</b>		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/attempted suicide Code <b>3</b>		42. Driver Passed Standing Highway Vehicles 1. Yes 2. No 3. Unknown Code <b>2</b>	
43. View of Track Obscured by (primary obstruction) 1. Permanent structure 2. Standing Railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed Code <b>8</b>		44. Driver was 1. Killed 2. Injured 3. Uninjured Code <b>3</b>		45. Was Driver in the Vehicle 1. Yes 2. No Code <b>1</b>	
46. Highway-Rail Crossing Users Killed   Injured <b>1   1</b>		47. Highway Vehicle Property Damage (est. dollar damage) <b>\$5,000</b>		48. Total Number of Vehicle Occupants (including driver) <b>2</b>	
49. Railroad Employees <b>0</b>		50. Total Number of People on Train (include passengers and train crew) <b>3</b>		51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No Code <b>2</b>	
52. Passengers on train <b>0</b>		53a. Special Study Block Video Taken? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		53b. Special Study Block	
54. Narrative Description (Be specific, and continue on separate sheet if necessary)					
55. Typed Name and Title <b>Eric Weber Director, Safety Reporting &amp; Analysis</b>		56. Signature 		57. Date <b>10/31/2016</b>	

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)

### INSTRUCTIONS FOR COMPLETING BLOCK 33

Only if type 1 - 6, Items 32 are indicated, mark in Block 33 the status of the warning devices at the crossings at the time of the accident, using the following codes:

1. Provided minimum 20-second warning.
2. Alleged warning time greater than 60 seconds.
3. Alleged warning time less than 20 seconds.
4. Alleged no warning.
5. Confirmed warning time greater than 60 seconds.
6. Confirmed warning time less than 20 seconds.
7. Confirmed no warning.

If status code 5, 6, or 7 was entered, also enter a letter code explanation from the list below:

- A. Insulated rail vehicle.
- B. Storm/lightning damage.
- C. Vandalism.
- D. No power/batteries dead.
- E. Devices down for repair.
- F. Devices out of service.
- G. Warning time greater than 60 seconds attributed to accident-involved train stopping short of the crossing, but within track circuit limits, while warning devices remain continuously active with no other in-motion train present.
- H. Warning time greater than 60 seconds attributed to track circuit failure (e.g., insulated rail joint or rail bonding failure, track or ballast fouled, etc.).
- J. Warning time greater than 60 seconds attributed to other train/equipment within track circuit limits.
- k. Warning time less than 20 seconds attributed to signals timing out before train's arrival at the crossing/island circuit.
- L. Warning time less than 20 seconds attributed to train operating counter to track circuit design direction.
- M. Warning time less than 20 seconds attributed to train speed in excess of track circuit design speed.
- N. Warning time less than 20 seconds attributed to signal system failure to detect train approach.
- P. Warning time less than 20 seconds attributed to violation of special train operating instructions
- R. No warning attributed to signal system's failure to detect the train.
- S. Other cause(s). Explain in Narrative Description.

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.