

Rail Accident Inspection Form

*Reviewed
 OK to close.
 K Hunt
 5/1/12*

Docket No: TR-110120

Current Date: 3/19/12

Railroad Owning Track: BNSF Railway

Railroad Operating on Track: BNSF Railway

FRA Investigation: Yes No

Inspector: Bob Boston

I. Type of Accident

Public Crossing Private Crossing Trestle Pedestrian at Crossing
 Pedestrian Not at Crossing Other (explain)

II. Time and Location of Accident

Date 1/14/11 Time 2345
 USDOT Crossing No. _____ WUTC Crossing No. _____
 Railroad Milepost 25.5X GPS Identifier: Lat: _____ Long: _____
 Number of Tracks: 2 City: Sumner
 Road name, yard name, bridge identifier: _____ County: Pierce
 Company responsible for track maintenance: BNSF Railway
 Other railroad involved in train accident/incident: _____

III. Conditions Surrounding the Accident

Weather: Clear to cloudy Fog Rain Snow
 Road Condition: Dry Wet Snow Ice
 Visibility Due to Weather: Daylight Darkness Unknown
 Adequate Sight Distance: Yes No N/A Train Speed: 40 MPH
 Describe: _____
 Train Type: Freight Passenger Locomotive only Cars only Tilt train
 Remote Control: Yes No N/A Haz-Mat on Train: Yes No N/A
 Type of Haz-Mat: _____

IV. Pedestrian, Driver, or Passenger Fatalities Does this section apply? Yes No

Number of people killed 1 If a vehicle accident, number of passengers _____
 Name: Sung V. Huynh
 Driver: Passenger Pedestrian Age 33 Gender: Male Female
 Pedestrian trying to get on/off train? Yes No Suicide: Yes No Undetermined
 Alcohol: Yes No Undetermined Information supplied by: Pierce Co. Medical Examiner
 Drugs: Yes No Undetermined Information supplied by: Pierce Co. Medical Examiner
 Names of additional fatalities: _____
Redacted per RCW 68.50.105

V. Pedestrian, Driver, or Passenger Injuries

Does this section apply? Yes No

Number of people injured _____

If a vehicle accident, number of passengers _____

Name: _____

Driver: Passenger Pedestrian

Age _____ Gender: Male Female

Pedestrian trying to get on/off train? Yes No

Drugs: Yes No Undetermined

Suicide: Yes No Undetermined

Alcohol: Yes No Undetermined

Names of additional injured persons:

VI. Pedestrian Access

Does this section apply? Yes No

Obvious signs of consistent pedestrian trespass? Yes No

If yes, describe: _____

Pedestrian (not at a crossing) information: Accessing public area? Yes No

If yes, describe: _____

Deterrents at site, e.g. fence, signs, etc? Yes No

If yes, describe: _____

Previous collisions at or near site? Yes No

If yes, describe: _____

VII. Crossing History

Does this section apply? Yes No

Prior accidents at this crossing? Yes No

How many?

Dates of prior accidents: _____

Description of prior accidents (e.g., fatalities, injuries, property damage) _____

Last inspection date? _____

Defects? Yes No

If yes, describe: _____

Required to attach most current inventory? Yes No

VIII. Attachments

Railroad incident report? Yes No

Local law enforcement report? Yes No

Coroner/medical examiner report? Yes No

Pictures? Yes No

Other (describe):

BNSF Track Profile

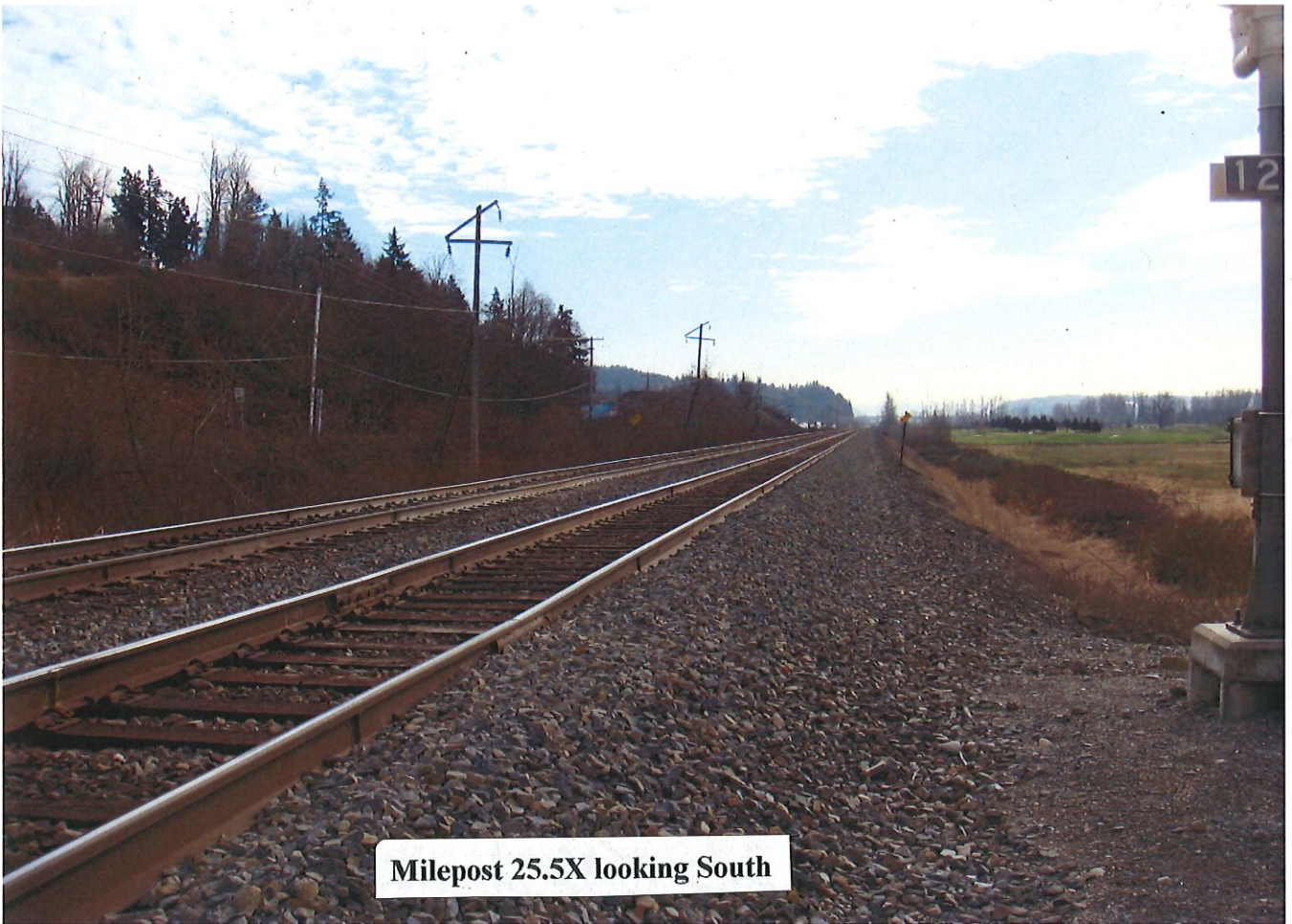
IX. Comments

On 1/14/2011 BNSF freight train Y-TAC2011-14A was traveling south near Sumner on main track 1 at approximately 35 - 40 mph. The train crew witnessed a person standing in the middle of the track ahead of them. It appeared the person was just staring at the train and made no attempt to move out of the way. The train was placed into emergency braking, but was unable to stop in time and struck the person. The train continued for approximately one-half mile before coming to a complete stop. The police investigation report indicates this incident was a probable suicide. The death certificate shows the manner of death as ~~Redacted~~ per RCW 68.50.105. *Redacted*

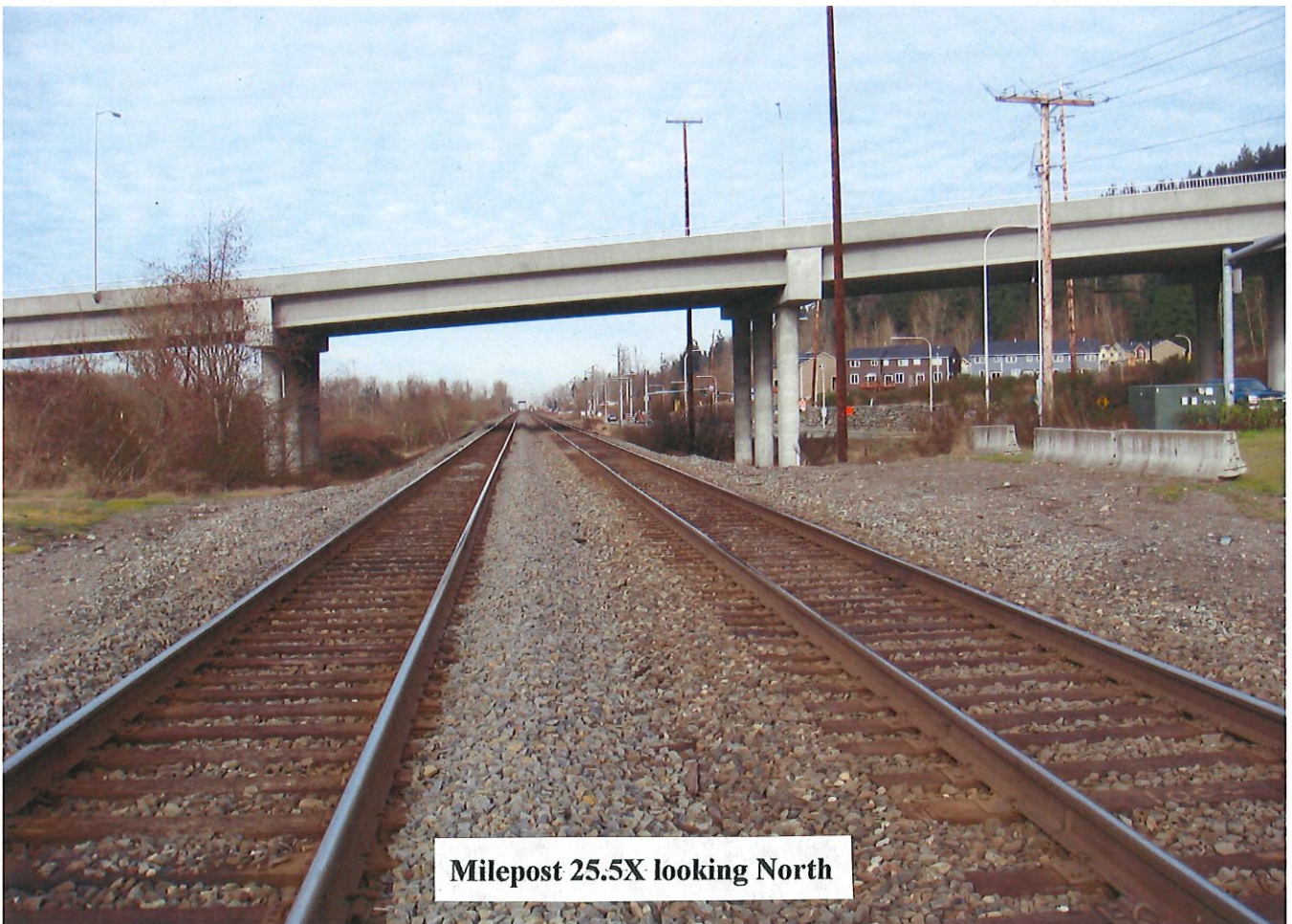








Milepost 25.5X looking South



Milepost 25.5X looking North



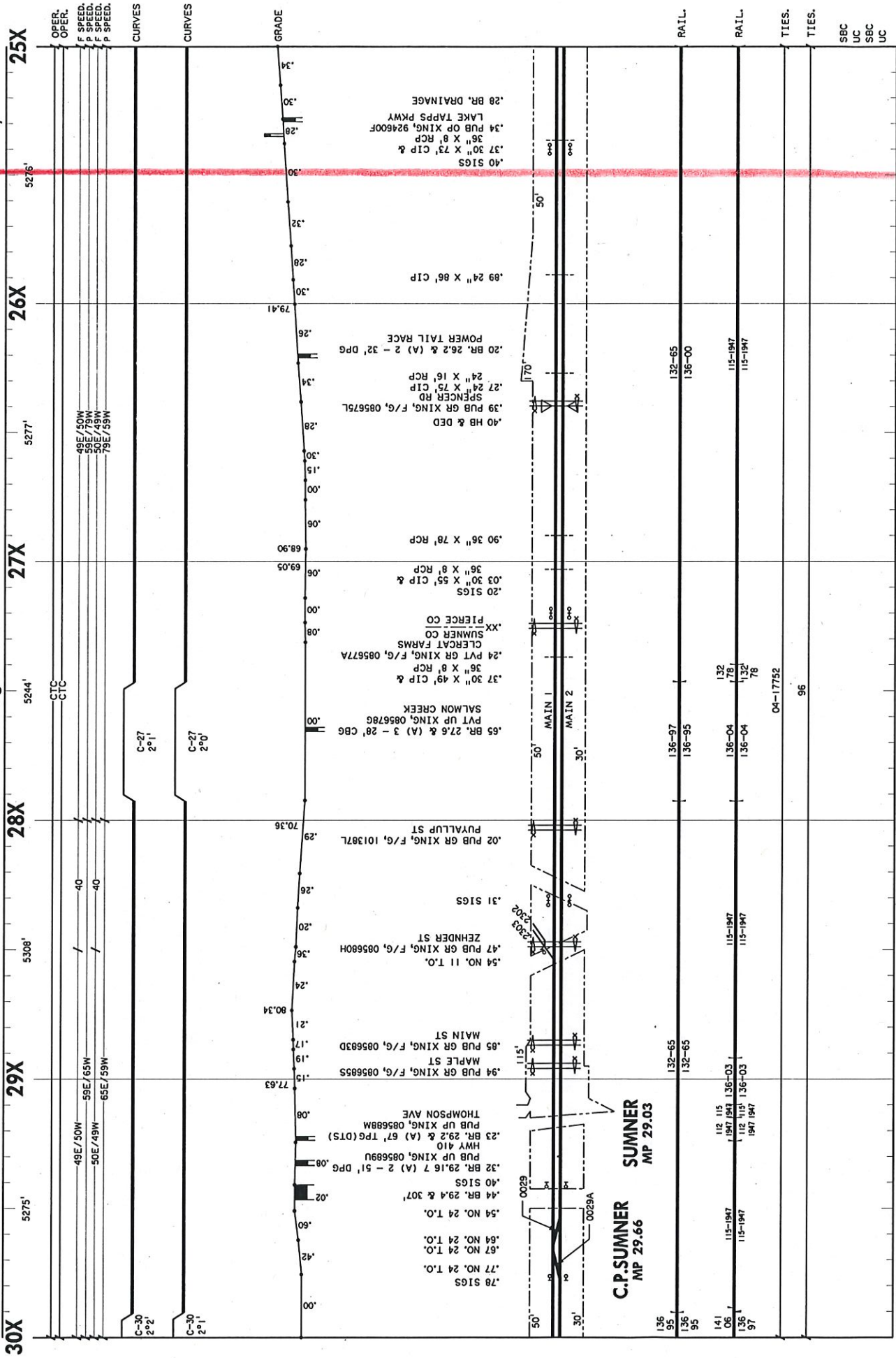


Vancouver, WA

Line Segment 51

Seattle, WA

32



BNSF Railway Company

SEA032.DGN

Revised: 10/26/2006

Seattle Subdivision

BNSF Fort Worth - Network Operations Center - **INCIDENT REPORT**

TR-110120

01-14-2011

2345
1143 PT

Date: 01-15-2011	Time: 0145-CT	MP: 25.5X on MT-1	D-Code: 11L510
Time & Date Last Revised: 0410-CT/15 aem			Divn: Northwest
Main Track disruption expected >8 hours? Has following link's report been accomplished? http://wfprd/approot/ncs_derail/load_derail_logon.htm TSS = TJS Then A, symbol, PF9. Then select the next forward TJS station (next station not "yellowed"). Run STN and use the 3-3-3 station name.			
Subdivision: Seattle	State: Washington	County: Pierce	
Line Segment:	51		
Nearest Station (distance/direction from):	at Sumner, Washington		
Nearest Major Terminal (distance/direction):	4 miles south of Auburn Yard, Washington		
Weather Conditions (wind, precip, temp):	51°, mostly cloudy, winds calm		

Injuries or Fatalities? 01 fatality	Employee? No
Name:	Craft:

Symbol: Y-TAC2011-14A	If Yard Job, is it Remote Control Operation (RCO)? N/A
Lead Locos: BNSF 2089, BNSF 2326	L-E-T-F: Not reported
DP Locos: None	Direction: South
Did Lead locomotive have Ditch Lites?	Were Ditch Lite's operating?
Speed:	Maximum Authorized Speed:
Train Crew's Origin / Destination: Tacoma, Washington / Tacoma, Washington	
Conductor: A. T. Lehman	Engineer: N. Kremsner
Prior Rest	Other: P. S. Gilderhus
On Duty Time/Date: 1530-PT/14	On Duty Location: Tacoma, Washington
Crew Interviewed by: Tacoma Terminal Trainmaster Keith Quimby	
Event Recorder/Camera:	

Locomotives Video equipped?							
Lead Locomotive	Y/N		Y/N		Y/N		Y/N
BNSF 2089	N		BNSF 2326	N			

Crossing Name: Not at a grade crossing	DOT Number:
Equipped with:	Functioning?
Vehicle Direction:	Vehicle Description:
Law Enforcement Agency:	Citations?

Haz Material? No	Release (Y/N):	# Cars, Amount:
Commodity:		

Derailed Locomotives / Cars:				
Init. Number: None	Line:	Position (upright?):	Contents:	Disposition:
Heavy equipment ordered: (Blackberry Andrew Manthei)				
None				
Equip. ETA:	Equipment Arrived:	Equipment Released:		
Main Blocked? Yes, Main Track 1	Estimated Reopen:	Actual Reopen: MT-1:		

Estimated Damages and Costs:			
\$	0	Track	Track, Track Structures, and Roadbed Damages.
\$	0	Signal	
\$	0	"Other"	Adjacent buildings, other private property, etc.
\$	0	Car Damages	Car damage, incl. flat cars but excluding their trailers/containers and contents.
\$	0	Locomotive Damages	
\$	0	FRA Reportable Subtotal	2011 FRA Reportable \$9,400
\$	0	Contractor Expense	Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.

\$	0	Estimated Lading Recovery Costs	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.
\$	0	Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY
	0	Trailer/Container Damages	Excludes contents. (Mktg-Equip Mtce Team - Evita Murdock)
\$	0	Not FRA Reportable Subtotal	
\$	0	Estimated Grand Total	(FRA Reportable Subtotal + Not FRA Reportable Subtotal)

Cause Code: _____ **Description:** Under investigation

Cause: Which Car / Locomotive, etc.? _____

Brief Narrative of Incident:
 Yard Job southbound on Main Track 1 reported they struck a person who was standing between the rails of Main Track 1.

Post Accident Testing (FRA):

Did this Incident meet FRA Post Accident Testing criteria? No

If the incident analysis indicates the need for FRA Testing, Contact M:H Dept so they can work with the field officer in charge of the testing to insure proper process is followed.
 (817) 352-1648 during normal business hours.
 (817) 352-1613 After hours, weekends and holidays. If no answer, then page Martin Crespin or Chris Kowalkowski via Blackberry.

Did the AGST agree with the above analysis? Yes

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:
0149-CT	Service Interruption:	Al Morin by Centralia Dispatcher	Include who notified SID:
0151-CT	Resource Operations:	Brand Webb	
	Cust. Solutions: 593-4670		Notify them of ALL DERAILMENTS Outlook: Desk, CNS
0203-CT	Trainmaster:	Tacoma Terminal Trainmaster Keith Quimby; ETA 25 minutes	Get ETA, check Cell number.
0300-CT	Road Foreman Engines:	Dennis Kautzmann	
	Signal Desk: 593 - 5998		Signal Logs, TWD Logs.
	M/W Desk: 593-6823/1		Last track inspn, last B-9 inspn.
	Mechanical Desk:		234-7388 North 234-2300 South 234-6259 Cars
	Corridor Supt:		
0153-CT	GST/AGST:	North AGST Blair Wade	
	Divn Supt Operations:		
	Divn General Manager:		
	Divn GDT:		
	Severe Injury/Fatality:		Blackberry Page the following asap: Werner, Doug Law Wilde, Kevin Safety Weber, James K Safety Weber, Eric Safety
0205-CT	Manager Dispatching Practices & Rules: 352-1312	June Wells	Tape recordings, including SID and ROC, when appropriate.
Yes	Superintendent Operating Practices (All have Blackberry)	Gary Hein; emailed report	California, L.A. Chicago Colorado Gulf, Texas Kansas Montana Nebraska Northwest Powder River Southwest Springfield Twin Cities Stevenson, John A Wazny, William A Kreger, Larry P Rooks, Rickey L Valencia, Randy J Mizelle, Nicholas O Harvey, Michael A Hein, Gary L Erickson, Tony A McReynolds, Kevin C Rees, Lou Lund, Michael E

	Bodeman, Dan E General Director Rules and Field Support		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	Schulze, Mark A VP Safety, Training and Operations Support	Emailed report	Blackberry in the event of: (1) Major derailments incl employee injury and/or HazMat evacuation. (2) Roll outs, run-away equipment incidents. (3) Grade Crossing Incident. (4) HazMat if equipment damage, derailment, fatality, or possible rules violation. (5) Catastrophic or Natural Disaster if results in equipment damage, derailment, fatality, or possible rules violation. (6) Threats of violence including bomb threats. (7) Alleged "False Proceed Signal Indications."
	Rogerson, David L Gen. Dir. Transp. Support (Blackberry)		Major Derailments, Major Hazardous Incidents, Employee Injuries & Employee Fatalities
	Conference Calls:		If Conf Call is being established: (1) Notify: NOC Mechanical Desk (2) Notify: NOC M/W Desk (3) Notify: ROC (4) If NW or MT Division derailment, Blackberry to: Miller, Ryan J
	Hazardous Incidents: <i>If California, notify CUPA.</i>		ASAP, page the following: Blackberry: Pat Brady, Howard Horn, Ed Chapman, David C Clark, W Brock Lowman, Allen Stegman. Also, consider notifying Industrial Hygiene. If anything leaked or vented, notify Emer. Nr. listed on Waybill regardless if any product actually "hit the ground."
	Assoc. of Amer. Railroads 202-639-2910		24-Hr. Railroad Alert Network. Notify them of any significant hazardous material event or any suspicious potential Nat'l Security event or threat to railroad property.
	ChemTrec (USA) 800-424-9300 CanuTec (Canada) 613-996-6666		Call whenever Haz Mat car involved in derailment or damaged; whether leaking or not. Run TSS: WBCOPY & HAZ & EXCR
No	NRC: (#1) 800 - 424 - 8802 (Initial SID Analysis) Reasons for notifying them now include for significant violence or threats of violence against people or property (02-07-01)	Not reportable	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 If initially "not reportable," and later becomes "reportable," record your notification here. What changed?		If initially "not reportable," and later becomes "reportable," record your notification here.
0410-CT	State:	Washington Emergency Operations (Mike); Report # 11-0146 Fax completed report to: 360-586-1172	
	California - CUPA		
	Foreign Railroad:		
	"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).

	Rules & Field Support:		Blackberry Page the following in event of any service interruption that involves equipment damage, derailment, Employee fatality, possible rules violation: Adams, Douglas R Farris, Darl Ratlidge, Aaron Repola, Robert E Wagner, Kevin L Weber, Eric Weber, James K Wilde, Kevin D.
0325-CT	Passenger Svcs: 234-7332	John Wall	If incident involves passenger train route, Blackberry to: Rich Wassler, Rick Depler.
Yes	Corporate Relations:	Gus Melonas; emailed report Steve Forsberg; emailed report	Notify of all significant Incidents: Melonas: CAN, ID, MT, OR, WA, WY Faust: AL, AR, LA, MS, NM, OK, TN, TX Kent: AZ, CA, CO, NV, UT McBeth: IA, IL, KY, MN, ND, SD, WI Williams: KS, MO, NE Forsberg: ALL