

Rail Accident Inspection Form

15234

Docket No: TR-160434

Current Date: March 22, 2017

Railroad Owning Track: BNSF Railway Co.

Railroad Operating on Track: BNSF Railway Co.

FRA Investigation: Yes No

Inspector: Thome

I. Type of Accident

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

*4-11-17
 Support
 staff rec.
 ok to
 close
 KH*

II. Time and Location of Accident

Date April 21, 2016

Time 2000 hours

USDOT Crossing No. N/A

WUTC Crossing No. _____

Railroad Milepost 71.5

GPS Identifier: Lat: 47.65627 Long: -117.41388

Number of Tracks: Four (4)

City: Spokane

Road name, yard name, bridge identifier: Near Browne St UC

County: Spokane

Company responsible for track maintenance: BNSF Railway Co.

Other railroad involved in train accident/incident: N/A

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: Unknown

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: N/A

IV. Pedestrian, Driver, or Passenger Fatalities

Does this section apply? Yes No

Number of people killed One

If a vehicle accident, number of passengers _____

Name: Gary L. Drake

Driver: Passenger Pedestrian

Age 56 Gender: Male Female

Pedestrian trying to get on/off train? Yes No

Suicide: Yes No Undetermined

Alcohol: Yes No Undetermined

Information supplied by: WSP Toxicology Laboratory

Drugs: Yes No Undetermined

Information supplied by: WSP Toxicology Laboratory

Names of additional fatalities: _____

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: A trail leads from the Browne underpass and proceeds northeast over the overpass, transient usage.

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):

IX. Comments

On April 21, 2016, at 6 p.m. an incident involving a trespasser (Gary Drake) versus train occurred on the BNSF Railway Co., tracks, Northwest Division, Spokane Subdivision, at railroad milepost 71.5 which is located at the Browne Street undercrossing. The USDOT is 065946K, MP 71.42 is the actual railroad milepost at this location. The Amtrak Depot is located west of the incident location and the House of Charity and Father Bach Haven Apartments are located southwest of where the victim was located. The victim was deceased at the accident scene as a result of the injuries sustained.

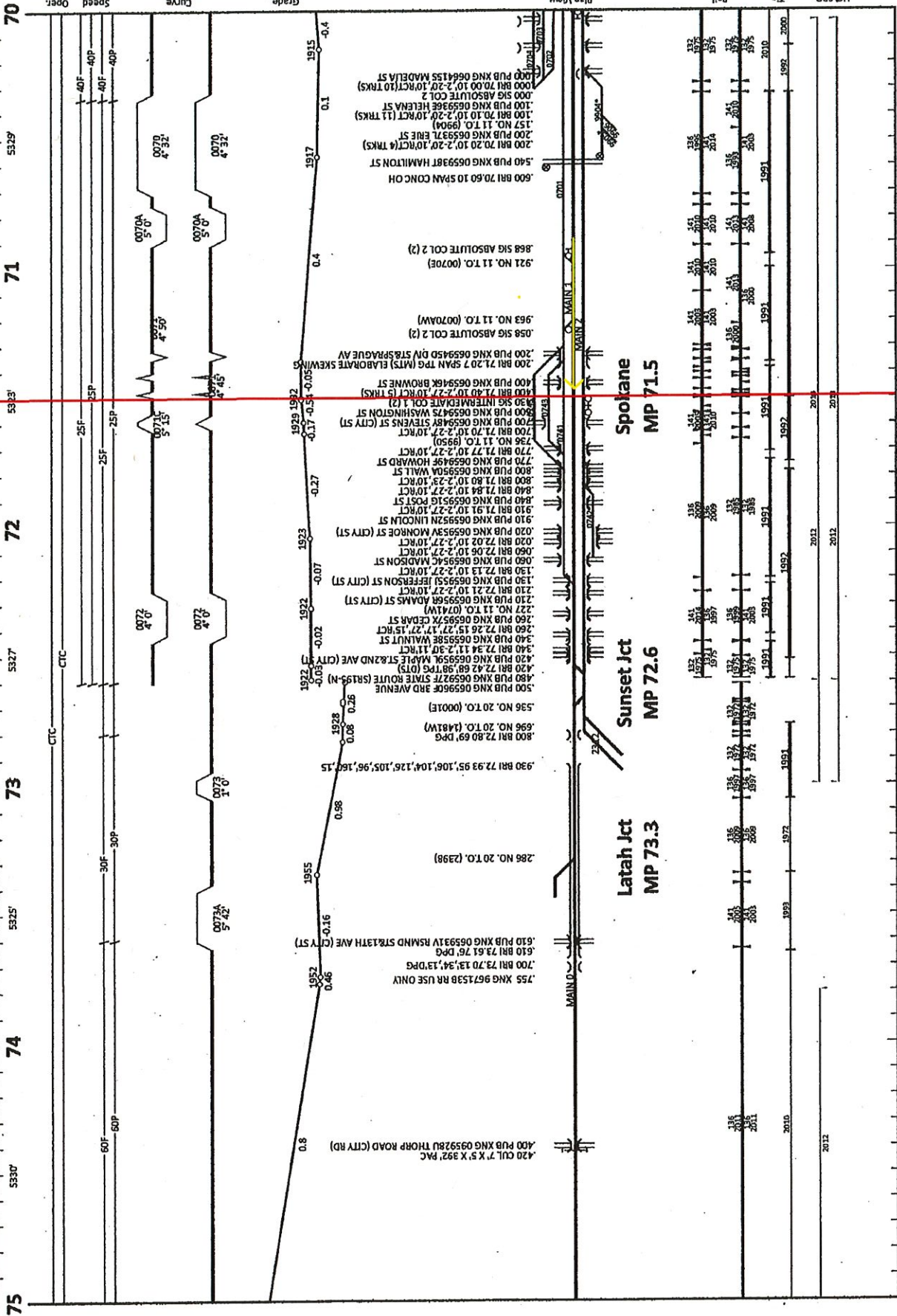
The House of Charity and the Father Bach Haven Apartments provide services for homeless persons. It appears based on the location of the trails that people may be accessing services at these organizations and are walking across the northeast side of the tracks and continuing east to the Division Street undercrossing. There is some fencing located behind these organizations but no other deterrents in this area to prevent trespassing over the tracks.

I observed established pathways/trails in the vicinity of the incident location which confirms that there is regular trespassing occurring at this location. I recommend that no trespassing signs be installed along this corridor and evaluate whether fencing the corridor is feasible. I further recommend that representatives from Operation Lifesaver contact the House of Charity and Father Bach Haven Apartments and provide outreach and educational materials about railroad safety.

(SB) Lakeside Jct, WA

Line Segment 45

Sandpoint Jct, ID (NB)



Spokane Subdivision
 Northwest Operating Division
 Northwest East Engineering Division

Engineering Track Chart
 Standard Maintenance Version
 Revised to June 25, 2014 Page 8 of 35

System Maintenance and Planning



Track Chart Spokane Subdivision

Sandpoint Jct., ID to Lakeside Jct., WA

MP 2.9 to MP 82.9

See each page for latest revised date.

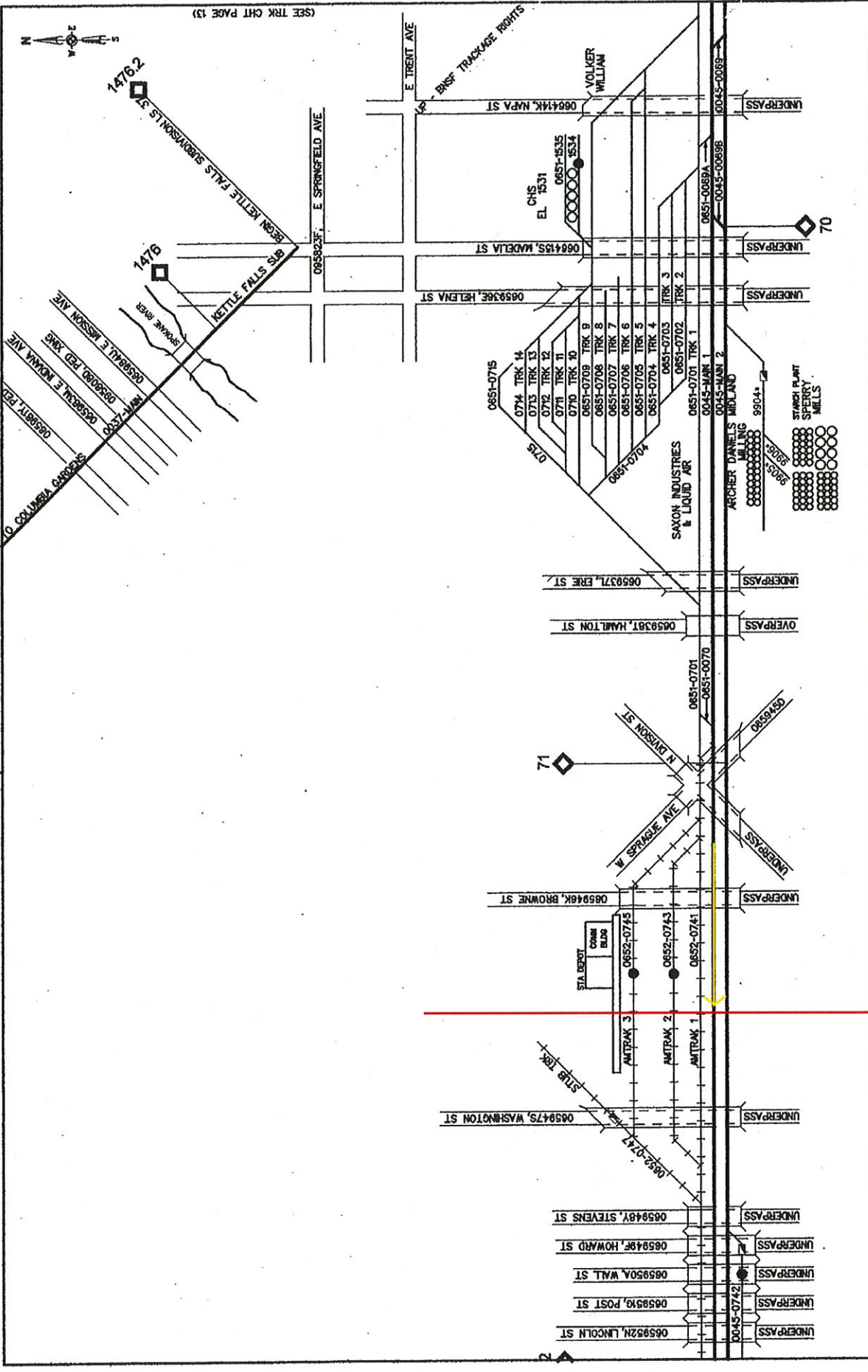
BNSF System Maintenance and Planning

Forward all corrections and changes to
BNSF Outlook address
ENGR DL TRACK CHARTS
Or
FAX to (913)-551-4285

SPOKANE, WA
Spokane Subdivision

← Lakeside Jct, WA

Sandpoint Jct, ID →



(SEE TRK CHT PAGE 13)

BNSF RAILWAY

TRACK NUMBERS:
 4 DIGIT NUMBER IS A CLIC (0001-1234)
 8 DIGIT NUMBER IS A LINE SEGMENT FOLLOWED BY A CLIC (0001-1234)
 * = UNKNOWN TRACK NUMBER

REFER TO DIVISION TIMETABLE FOR:
 SPECIFIC RADIO FREQUENCIES
 SPECIAL CONDITIONS (ITEM #7)
 FOR ADDITIONAL QUESTIONS ON PHYSICAL CHARACTERISTICS, CONTACT A LOCAL DIVISION MANAGER
 EMPLOYEES MUST BE FAMILIAR AND COMPLY WITH ALL GENERAL NOTICES ON TERRITORY WHICH THEY ARE PERFORMING DUTY

STATION ABBR: SPOKAN
 FSAC: 01866
 REVISED: 5/22/2014
 TEAM: SPOK0707LDGN
 TRK CHT: SPO010.DGN
 TEAM PG 011

JOINT FACILITIES
 TRACKAGE RIGHTS
 FOREIGN TRACK

BNSF OWNED & MAINT
 INDUSTRY OWNED & BNSF MAINT
 IND OWNED & MAINT
 INDUSTRY MAINT & BNSF OWNED (LEASE)
 NO CLEARANCE - RESTRICTIONS APPLY FOR RIDING EQUIPMENT
 IF PURPLE OTHERS MAINTAIN (NOT BNSF)
 IF RED MAINTENANCE BILLABLE TO INDUSTRY

W E S T W A R D	Length of Siding (Feet)	Station Nos.	Mile Post	Spokane Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	E A S T W A R D
				Adjoining Sub: Kootenai River, Montana Division Adjoining RR: MRL						
		01798	2.9	SANDPOINT JCT	J				0.1	
		01803	3.0	SANDPOINT			CTC		2.1	
		01810	5.1	EAST ALGOMA			2 MT		9.0	
			14.1	WEST ALGOMA			CTC		2.3	
		01817	16.4	COCOLALLA			CTC		5.9	
			22.3	CP 223	X(2)		2 MT		11.2	
		01830	33.5	ATHOL			CTC		4.2	
10,661		01837	37.7	RAMSEY			CTC		6.9	
		01843	44.6	RATHDRUM			2 MT		MT1-5.1 MT2-1.0	
			45.6	EAST HAUSER (MT2)			CTC		MT2-4.1 MT4.5- 1.8	
			47.4	EAST DOWNING	X(2)				0.1	
		01845	47.5	HAUSER YARD	BP		6MT		0.2	
			47.7	WEST DOWNING	X		CTC		2.0	
			49.7	WEST HAUSER	X(2)				2.1	
		01850	51.8	HAUSER JCT Adj. Sub: Coeur d'Alene, MP 51.6	JX		2 MT		45 7.1	
		01855	58.9	OTIS ORCHARDS			CTC		4.1	
		01861	63.0	IRVIN					3.1	
		01865	66.1	PARKWATER	X				2.0	
		01866	68.1	YARDLEY	BPT				0.3	
			68.4	HAVANA STREET	X(2)				1.3	
			69.7	NAPA STREET Adj. Sub: Kettle Falls, MP 69.6 Adj. RR: UP, MP 69.8	JX(2)		2 MT		1.3	
			71.0	ERIE STREET (MT1)	X(2)				0.5	
		01870	72.2	SPOKANE STREET (MT1)					1.0	
		01877	72.6	SUNSET JCT Adj. Lakeside: MP 72.6	JX(2)				0.8	
		01878	73.3	LATAH JCT Adj. Sub: Columbia River, MP 73.3	J				3.4	
11,537		12005	78.2	OVERLOOK					4.2	
		12008	81.0	SCRIBNER Adj. Sub: Lakeside, MP 80.9	JX		CTC		2.0	
		12009	82.5	UP JCT Adj. RR: UP, MP 82.5	J				0.5	
		63009	82.9	LAKESIDE JCT	J				80.0	
Adjoining Sub: Lakeside Information for Lakeside Jct is found in the Lakeside Sub Timetable.										

Radio Call-In		
Radio Channel 088-020 in service in Hauser Yard		
Radio Channel 031 assigned to Hauser Yard Mechanical		
UP Channel 042-042, UP Call-up *16 BNSF DISPR - Marshall 53(X)		
Radio Channel 076 in service Sandpoint Jct to UP Jct		
Sandpoint - 49(X)	Athol - 50(X)	Hauser - 42(X)
Spokane - 52(X)		
Radio Channel 048 in service for switching Spokane Yard		
Radio Channel 070 in service UP Jct to Lakeside Jct		
Lakeside - 53(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Customer Support X=3, Railroad Police X=4, Detector Desk X=5		

Dispatcher Information

Sandpoint Jct to UP Jct—817-867-7072, Fax 817-352-7010
 UP Jct to Lakeside Jct—817-867-7071, Fax 817-352-7012
 UP—402-636-1710 weekdays, 402-636-1709 weekends

1. Speed Regulations

See Item 1 of the System Special Instructions for additional speed restrictions.

1(A). Speed—Maximum

Main Track	Psgr	Frnt	
		Under 100 TOB	100 TOB & Over
MP 2.9 to MP 82.9	79	60	50*

* Exception to System Special Instructions, Item 1, Speed Restrictions: Trains under 105 TOB consisting entirely of loaded doublestack equipment may operate at 60 MPH.

Other Tracks where CTC is in Effect

Track	Psgr	Frnt
MP 68.2 to MP 68.3, Havana St, Drill track,	10	10 10
Mission St holding signal to MP 69.9, NSI Main	10	10 10
MP 70.9 to MP 71.1, Erie St, Amtrak Lead	10	10 10
MP 80.0 to MP 80.8, Scribner, Connection track	25	25 25

Temperature Restrictions

Contact the train dispatcher if in doubt of the temperature. Notify the train dispatcher when the train is restricted.

Temperature Range	Psgr	Frnt
90 to 95 degrees F	60	50 45
96 to 100 degrees F	60	45 40

If the temperature exceeds the range in the chart above, the Engineering Department will determine if further restrictions are necessary and issue a Track Bulletin.

1(B). Speed—Permanent Restrictions

Track	Psgr	Frnt
MP 2.9 to MP 5.0	35	35
MP 5.0 to MP 5.9	50	45
MP 5.9 to MP 7.5, MT2	60	50
MP 5.9 to MP 14.2, MT1	60	50
MP 7.5 to MP 14.2, MT2	70	
MP 14.6 to MP 14.8	40	40
MP 19.3 to MP 19.6	75	
MP 21.6 to MP 22.0	70	
MP 33.0 to MP 33.5	75	
MP 44.4 to MP 44.5	60	
MP 45.6 to MP 47.5, MT4, MT5, MT6	40	40
MP 47.2 to MP 47.5, MT3	10	10
MP 47.5 to MP 47.6, MT4, MT5, MT6	25	25
MP 47.5 to MP 47.6, MT4, MT5, MT6 (M&H trains only)	10	10
MP 47.6 to MP 49.7, MT4, MT5, MT6	40	40
MP 63.3 to MP 70.3, MT1	40	40
MP 63.3 to MP 65.9, MT2	79	60
MP 65.8 to 66.11, MT2 to MT2, WWD, HER	10	10
MP 65.9 to MP 70.3, MT2	40	40
MP 70.3 to MP 72.8	25	25
MP 72.8 to MP 73.6	30	30
MP 73.6 to MP 79.6	60	60
MP 79.6 to MP 82.5	55	55
MP 82.5 to MP 82.9	35	35

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

Date: 02-26-16	Time: 1750-CT	MP: 44	D-Code: 162289
Time & Date Last Revised:			Divn: Northwest
Subdivision: Seattle	State: Washington	County: Thurston	
Line Segment:		52	
Nearest Station:		Tenino, WA	
Nearest Major Terminal (distance/direction):		44 miles south of Tacoma, WA	
Weather Conditions (Temp, wind, precipitation):		51* Cloudy, Lite rain and fog, 5 Mph West to Southwest	

Injuries or Fatalities?	Fatality to trespasser	Employee?	
Name:		Craft:	

Symbol:	A-507-1-26	If Yard Job, is it Remote Control Operation (RCO)?	
Lead Locos:	Amtk 117	L-E-T-F:	14-0-312-747 FT
DP Locos:	None	Direction:	South
Did Lead locomotive have Ditch Lites?	Yes	Were Ditch Lite's operating?	Yes
Speed:		Maximum Authorized Speed:	
Train Crew's Origin / Destination:			
Conductor:	S. Oleary	Engineer:	A. Taylor
Prior Rest		Prior Rest	
On Duty Time/Date:	0720-PT/26	On Duty Location:	
Crew Interviewed by:	TM Chris Lyons		
Event Recorder/Camera:			

Locomotives <u>video equipped?</u>											
Lead Locos	Y/N		Y/N		Y/N		Y/N		Y/N		Y/N
Amtk 117	N										

Crossing Name:	Not at a 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:	Line:	Position (upright?):	Contents:	Disposition:
None				
Heavy equipment ordered:				
Equip. ETA:		Equipment Arrived:		Equipment Released:

Main Blocked?	Yes	Estimated Reopen:	Actual Reopen:	2010 CT
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Estimated Damages and Costs:			
\$		Track	Track, Track Structures, and Roadbed Damages.
\$		Signal	
\$		"Other"	Adjacent buildings, other private property, etc.
\$		Car Damages	Car damage, incl. flat cars but excluding their trailers/containers and contents.
\$		Locomotive Damages	
\$	0	FRA Reportable Subtotal	2015 FRA Reportable \$10,500
Contractor Expense Rerailing & clearing expenses only. Do not include environmental cleanup, air monitoring, etc.			
\$		Estimated Lading Recovery Costs	Source is usually Damage Prevention/LARS. This figure includes trucking charges and site remediation charges.
\$		Prelim. Lading Loss Estimates	Railcar/Trailer/Container Contents ONLY
		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:	
Cause: Which Car / Locomotive, etc.?			
Brief Narrative of Incident:			
1749 CT: NWE: Seattle Sub - A-507-1-26 reporting striking a trespasser at MP 44 (between Tenino and Wabash), not at a crossing as the individual ran out on to the tracks. Conductor has confirmed this is a fatality. A-516-1-26 will be held at Centralia. 4 BNSF and 2 UPRR trains are immediately affected.			
2010 CT: Train and track released by local authorities.			

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 MEH 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 Dustin Foster 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?	No	Which BNSF Mgr took crew for test?	
Was the Dispatcher tested?	No	Which BNSF Mgr took Dispr for test?	

Notifications:			
Time:	Entity:	Person Notified:	Reminders:
1749 CT	Service Interruption:	DS 86 to JLP	Include who notified SID.
1750 CT	Resource Operations:	Sandy	
	Cust. Solutions: 593-4670 Outlook Mail: Desk, CNS Cust. Support: 234-1135 Outlook Mail: CSESDesk		Notify them of all derailments, collisions, or shipment damages. Cust Support works 5pm-5am on weekdays and all shifts weekends.
1800 CT	Trainmaster:	Chris Lyons	Get ETA, check Cell number.

	Road Foreman Engines:				
	Signal Desk: 593 - 5998		Signal Logs, TWD Logs.		
	M/W Desk: 593-6823/1		Last track inspn, last B-9 inspn.		
	Mechanical Desk:		Emergency car desk 593-9128		
1756 CT	Corridor Supt:	Dan Clark			
1756 CT	GST/AGST:	Darren Whitten			
1756 CT	Divn Supt Operations:	Ronald Hackney			
1756 CT	Divn General Manager:	Jared Wootton			
1756 CT	Divn GDT:	Jason Moyer			
	Manager Dispatching Practices & Rules: 352-1312		Tape recordings, including SID and ROC, when appropriate.		
1756 CT	Superintendent Operating Practices (All have Blackberry)	Mike Surina	<table border="0"> <tr> <td>California, L.A. Chicago Gulf, Texas Kansas Montana Nebraska Northwest Powder River North Powder River South Southwest Springfield Twin Cities</td> <td>Coleman, Herbert T Wazny, William A Cleveland, Scott M Valencia, Randy J Mizelle, Nicholas O Musgrove, Chris E Surina, Mike I Erickson, Tony A Percival, Everett E Strot, Ben K Ferris, Ed Lund, Michael E</td> </tr> </table>	California, L.A. Chicago Gulf, Texas Kansas Montana Nebraska Northwest Powder River North Powder River South Southwest Springfield Twin Cities	Coleman, Herbert T Wazny, William A Cleveland, Scott M Valencia, Randy J Mizelle, Nicholas O Musgrove, Chris E Surina, Mike I Erickson, Tony A Percival, Everett E Strot, Ben K Ferris, Ed Lund, Michael E
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	The following group list is for the following departments: Safety, Law, Rules, Transportation Support, Rules and field Support, Corporate Relations, Government Affairs, and Evidence Preservation Major event group page list (Not MIIP) (It is located with the SID Locomotive group lists)		Page for the following events: 1. Major derailments or train collisions. 2. Derailments or collisions with evacuations, explosions, or involving crude oil trains. 3. Major Hazardous Incidents 4. Employee Fatalities, life threatening injuries, or amputations.		
	Conference Calls:		If Conf Call is being established: (1) Notify: NOC Mechanical Desk (2) Notify: NOC M/W Desk (3) Notify: ROC		
	Hazardous Incidents: Contact East/West On-call mgrs. If California, notify CUPA.		Page for all Hazardous Incidents: Pat Brady, Piper, Justin, Reid, Clay D, Howard Horn, David C Clark, John D. Lovenburg, Allen Stegman, Laura Fiffick		
	ChemTrec (USA) 800-424-9300 CanuTec (Canada) 1-888-226-8832 or 613-996-6666		Call whenever Haz Matl 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 <i>significant</i> violence or threats of violence against people or property (02-07-01).	Does not meet reportable criteria.	Obtain their Report Number and name of person who took the report. <i>This block is for the Initial SID analysis. If initially "not reportable" and later becomes "reportable," use next block.</i>		
	NRC: (#2) 800 - 424 - 8802				

1815 CT	State:	Washington Emergency Operations POC: Earl, report # 16-0753	
	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).
1801 CT 1830 CT	Passenger Svcs: 352-2606	Clair Page and copy of report to Wessler and Depler	If incident involves passenger train route, Page to: Rich Wessler, Rick Depler.
Yes	State Corporate Relations:	Copy of report to: Melonas, Lane and Wallace.	Notify of all significant Incidents: Gus Melonas, Ross Lane, and Courtney Wallace: BC, ID, OR, WA Matt Jones: MT, WY Joe Faust: AL, AR, LA, MS, TN, TX Lena Kent: AZ, CA Amy McBeth: MB, MN, ND, SD, WI Andy Williams: KS, MO, NE, IL, KY, IA Joe Sloan: CO, OK, NM, UT, NV
	Energy Desk:		Notify Energy desk of any crude oil train derailments: OPR DL Energy Desk managers or call 817-8670021





























