

1. Name of Reporting Railroad Long Island Rail Road [LI]				1a. Alphabetic Code LI				1b. Railroad Accident/Incident No. EQ20161001																																							
2. Name of Other Railroad or Other Entity with Consist Involved				2a. Alphabetic Code				2b. Railroad Accident/Incident No.																																							
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Long Island Rail Road [LI]				3a. Alphabetic Code LI				3b. Railroad Accident/Incident No. EQ20161001																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 0 year 8 2016				6. Time of Accident/Incident 9:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>																																							
7. Type of Accident/ Incident (single entry in code box)				1. Derailment 2. Head on collision 3. Rear end collision				4. Side collision 5. Raking collision 6. Broken train collision				7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction				10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts				13. Other (describe in narrative) 01																											
8. Cars Carrying HAZMAT N/A				9. HAZMAT Cars Damaged/ Derailed N/A				10. Cars Releasing HAZMAT N/A				11. People Evacuated N/A				12. Subdivision SYSTEM																															
13. Nearest City/ Town NEW HYDE PARK				14. Milepost (to nearest tenth) 16.9				15. State Abbr. NY				Code 36				16. County NASSAU																															
17. Temperature (F) (specify if minus) 67 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 3				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1																																			
21. Track Name/ Number MAINLINE 1				22. FRA Track Class (1-9, X) 4				23. Annual Track Density (gross tons in millions) 9.20				24. Time Table Direction 1. North 3. East 2. South 4. West Code 3																																			
25. Type of Equipment Consist (single entry)				1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train				5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s).				9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing				D. EMU E. DMU Code A				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol TC P																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 015 MPH Code R				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) G-Interlocking A-Auto Cab Signals * Mandatory to the extent that all applicable codes are entered				30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0																																							
29. Trailing Tons (gross tonnage, excluding power units) 0				31. Principal Car/Unit (1) First involved (derailed, struck, etc) TCPT000062				a. Initial and Number 001				b. Position in Train 000				c. Loaded (yes/no) N				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00																											
(2) Causing (if mechanical, cause reported)				33. Was this consist transporting passengers? (y/n) No																																											
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End 1				b. Manual 0				c. Remote 0				d. Manual 0				e. Remote 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 1 (2) Total Derailed 1				a. Freight 1				b. Pass. 0				c. Freight 0				d. Pass. 0				e. Caboose 0			
36. Equipment Damage This Consist \$ 2,200,000				37. Track, Signal, Way, & Structure Damage \$ 0				38. Primary Cause Code H702				39. Contributing Cause Code H607																																			
Number of Crew Members				Length of Time on Duty																																											
40. Engineers/ Operators 1				41. Firemen				42. Conductors				43. Brakemen				44. Engineer/Operator Hrs: 13 Mins:				45. Conductor Hrs: Mins:																											
Casualties to:				46. Railroad Employees				47. Train Passengers				48. Others				49a. Special Study Block A OTH				49b. Special Study Block B 000-000-000																											
Fatal				0				0				0																																			
Nonfatal				1				0				0																																			
50. Latitude 40.733466				51. Longitude -73.669544																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) TRACK CAR PTS-62 WHILE PROCEEDING EAST ON MAINLINE TRACK 1 OPERATED OVER SWITCH 12 WA WHICH WAS LOCKED IN REVERSE FOR A DIVERGING MOVE. IT DERAILED FOULING APPROACHING TRAIN 7734 ON MAINLINE TRACK 2 AND SUBSEQUENTLY A RAKING COLLISION OCCURRED. OPERATOR'S TIME ON DUTY FOR 13 HOURS VERIFIED.																																															
53. Typed/Printed Name & Title of Preparer				54. Signature				55. Date																																							
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).																																															
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.																																															

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3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Long Island Rail Road [LI]				3a. Alphabetic Code LI		3b. Railroad Accident/Incident No. EQ20161001									
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 1 day: 0 year: 2016		6. Time of Accident/Incident 9:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>									
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other (describe in narrative)		Code 01			
2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture		12. Other impacts							
3. Rear end collision		6. Broken train collision		9. Obstruction											
8. Cars Carrying HAZMAT N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision SYSTEM							
13. Nearest City/Town NEW HYDE PARK		14. Milepost (to nearest tenth) 16.9		15. State Abbr. NY		Code 36		16. County NASSAU							
17. Temperature (F) (specify if minus) 67 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 3		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1									
21. Track Name/ Number MAINLINE 2		22. FRA Track Class (1-9, X) 4		23. Annual Track Density (gross tons in millions) 9.20		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3									
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol 7734			
2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.		B. Passenger Train-Pushing		E. DMU							
3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing		C. Commuter Train-Pushing									
4. Work train		8. Light loco(s)		C. Commuter Train-Pushing											
28. Speed (recorded speed if available) R - Recorded E - Estimated 050 MPH		Code R		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) A-Interlocking A-Auto Cab Signals * Mandatory to the extent that all applicable codes are entered		30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0									
29. Trailing Tons (gross tonnage, excluding power units) 0															
31. Principal Car/Unit (1) First involved (derailed, struck, etc) LI007034		a. Initial and Number LI007034		b. Position in Train 001		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00							
(2) Causing (if mechanical, cause reported)				000				33. Was this consist transporting passengers? (y/n) Yes							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train		Rear End		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		Loaded		Empty			
		b. Manual		c. Remote		d. Manual				a. Freight		b. Pass.			
						e. Remote				c. Freight		d. Pass.			
										e. Caboose					
(1) Total in Train		0		0		0		(1) Total in Equipment Consist		0		12			
(2) Total Derailed		0		0		0		(2) Total Derailed		0		2			
		0		0		0				0		0			
		0		0		0				0		0			
36. Equipment Damage This Consist		\$ 6,000,000		37. Track, Signal, Way, & Structure Damage		\$ 1,465,437		38. Primary Cause Code H702		39. Contributing Cause Code H607					
Number of Crew Members				Length of Time on Duty											
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 03 Mins: 21		45. Conductor Hrs: 03 Mins: 21					
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B					
Fatal		0		0		0		CWR		000-000-000					
Nonfatal		3		36		0									
50. Latitude 40.733466				51. Longitude -73.669544											
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