

1. Name of Reporting Railroad Belt Railway Company Of Chicago [BRC]				1a. Alphabetic Code BRC				1b. Railroad Accident/Incident No. 014227																																							
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) Belt Railway Company Of Chicago [BRC]				3a. Alphabetic Code BRC				3b. Railroad Accident/Incident No. 014227																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 2 year: 2019				6. Time of Accident/Incident 6:00 AM <input checked="" type="checkbox"/> PM <input 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 BEDFORD PARK				14. Milepost (to nearest tenth) 9.5				15. State Abbr. IL				16. County COOK																																			
17. Temperature (F) (specify if minus) 20 ° 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 1				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																																			
21. Track Name/ Number 23 WEST DEPARTURE				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 1				24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																																			
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 1				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol 2230																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 003 MPH Code E				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*) * 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 3																																							
29. Trailing Tons (gross tonnage, excluding power units) 0				31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF793307				a. Initial and Number 014				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 Drugs																											
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End				b. Manual				c. Remote				d. Manual				e. Remote				35. Cars (Include EMU, DMU, and Cab Car Locomotives.)				a. Freight				b. Pass.				c. Freight				d. Pass.				e. Caboose			
(1) Total in Train				1				0				0				0				0				(1) Total in Equipment Consist				26				0				11				0				0			
(2) Total Derailed				0				0				0				0				0				(2) Total Derailed				6				0				8				0				0			
36. Equipment Damage This Consist \$ 10,839				37. Track, Signal, Way, & Structure Damage \$ 12,300				38. Primary Cause Code H310				39. Contributing Cause Code																																			
Number of Crew Members				Length of Time on Duty																																											
40. Engineers/ Operators 1				41. Firemen				42. Conductors 1				43. Brakemen				44. Engineer/Operator Hrs: 07 Mins: 30				45. Conductor Hrs: 07 Mins: 30																											
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				0				0				0																																			
50. Latitude 41.767267				51. Longitude -87.784989																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AT APPROXIMATELY 0600 HOURS A DERAILMENT WAS REPORTED ON 23 WEST DEPARTURE. THE 2230 WY ASSIGNMENT WAS PULLING 37 CARS FROM 40 WEST CLASS TO 23 WEST DEPARTURE. WHILE ATTEMPTING TO PULL WEST ON 23 WESTDEPARTURE HELPER STATED HE STARTED HAVING ISSUES PULLING THE TRACK. THE 13TH CAR IN THE TRACK A BNSF 793307(EMPTY REEFER) AND A INTX 095136 (EMPTY HOPPER) WERE PULLED DOWN WHILE HAVING CROSSED DRAW BARS RESULTING IN THE CARS DERAILING ABOUT A CAR LENGTH FROM THE 23/24 INSIDE SWITCH AND THE RAIL TURNING UNDERNEATH THE CARS. THERE WAS 14 CARS DERAILED AS A RESULT WITH AN EXCESS OF 700 FEET OF TURNED RAIL. CONDUCTOR STATED HE WALKED THE ENTIRE TRACK WHEN COUPLING BUT DID NOT SEE THE CROSSED DRAW BARS. TRACK WAS TAKEN OUT OF SERVICE.				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.																																															