

1. Name of Reporting Railroad CENTRAL MAINE & QUEBEC RAILWAY [CMQX]				1a. Alphabetic Code CMQX				1b. Railroad Accident/Incident No. 03252017							
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) CENTRAL MAINE & QUEBEC RAILWAY [CMQX]				3a. Alphabetic Code CMQX				3b. Railroad Accident/Incident No. 03252017							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 3 2 5 2017				6. Time of Accident/Incident 10:15 AM ☒ PM ☐							
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)		Code 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 MOOSEHEAD							
13. Nearest City/ Town GREENVILLE JUNCTION				14. Milepost (to nearest tenth) 00034.		15. State Abbr. ME		Code 23		16. County PISCATAQUIS					
17. Temperature (F) (specify if minus) 40 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark 2		Code 2		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry 1					
21. Track Name/ Number SINGLE MAIN TRACK				22. FRA Track Class (1-9, X) 2		Code 2		23. Annual Track Density (gross tons in millions) 195,239.00		24. Time Table Direction 1. North 3. East 2. South 4. West 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 400			
28. Speed (recorded speed if available) R - Recorded E - Estimated 021 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*) * 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) 7,020															
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number SOO601354		b. Position in Train 058		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							
(2) Causing (if mechanical, cause reported)		SOO601354		058		N		33. Was this consist transporting passengers? (y/n) No							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train b. Manual c. Remote		Rear End d. Manual e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		Loaded a. Freight b. Pass.		Empty c. Freight d. Pass.		e. Caboose	
(1) Total in Train		4		0 0		0 0		(1) Total in Equipment Consist		49 0		11 0		0	
(2) Total Derailed		0		0 0		0 0		(2) Total Derailed		0 0		2 0		0	
36. Equipment Damage This Consist		\$ 30,000		37. Track, Signal, Way, & Structure Damage		\$ 226,650		38. Primary Cause Code E4BC		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: 03 Mins: 15				45. Conductor Hrs: 03 Mins: 15			
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 45.459491								51. Longitude -69.59061							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE LAST TWO RAILCARDS (ONE LOAD AND ONE EMPTY) ON THE WESTBOUND THROUGH FREIGHT TRAIN DERAILED FOR APPROXIMATELY 1.4 MILES BEFORE THE TRAIN WENT INTO EMERGENCY AIR BRAKE APPLICATION AND CAME OFF THE RAILS. AFTER A DOWNLOAD OF THE ENGINE AND TRACK INSPECTION IT WAS FOUND THAT THE LOADED RAILCAR HAD A STIFF BOLSTER AND FAILED TO NAVIGATE A TURN.															
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.															