

1. Name of Reporting Railroad Illinois Central Railroad Company [IC]				1a. Alphabetic Code IC				1b. Railroad Accident/Incident No. 988606																																							
2. Name of Other Railroad or Other Entity with Consist Involved NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORP. -- METRA [NIRC]				2a. Alphabetic Code NIRC				2b. Railroad Accident/Incident No. 2019071271																																							
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Illinois Central Railroad Company [IC]				3a. Alphabetic Code IC				3b. Railroad Accident/Incident No. 988606																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 2 year: 2019				6. Time of Accident/Incident 6:20 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) Code 12				8. Cars Carrying HAZMAT 1				9. HAZMAT Cars Damaged/ Derailed N/A				10. Cars Releasing HAZMAT N/A				11. People Evacuated N/A				12. Subdivision CHICAGO																											
13. Nearest City/ Town EAST HAZELCREST				14. Milepost (to nearest tenth) 22.1				15. State Abbr. IL				16. County COOK				17. Temperature (F) (specify if minus) 30 ° F				18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4				19. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2				20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry Code 2																			
21. Track Name/ Number TRACK MF84				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 2				24. Time Table Direction 1. North 2. South 3. East 4. West Code 2				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 Q198																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 005 MPH Code R				29. Trailing Tons (gross tonnage, excluding power units) 8,096				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*) * Mandatory to the extent that all applicable codes are entered 2 5				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																																			
31. Principal Car/Unit (1) First involved (derailed, struck, etc) DTTX620058				a. Initial and Number DTTX620058				b. Position in Train 018				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) No																																											
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End 2				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 143 (2) Total Derailed 1				a. Freight 143				b. Pass. 0				c. Freight 0				d. Pass. 0				e. Caboose 0			
36. Equipment Damage This Consist \$ 15,500				37. Track, Signal, Way, & Structure Damage \$ 585				38. Primary Cause Code H020				39. Contributing Cause Code																																			
40. Engineers/ Operators 1				41. Firemen 1				42. Conductors 1				43. Brakemen 1				44. Engineer/Operator Hrs: 01 Mins: 20				45. Conductor Hrs: 01 Mins: 20																											
Casualties to:				46. Railroad Employees 0				47. Train Passengers 0				48. Others 0				49a. Special Study Block A CWR				49b. Special Study Block B 000-000-000																											
50. Latitude 41.581991				51. Longitude -87.6577																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) INTERMODAL TRAIN Q 19851-14 PULLED INTO TRACK MF84 WITH 143 CARS. THEY INSTRUCTED TO MAKE A CUT AT DTTX 620058 AND SHOVE REMAINING CARS INTO AN ADJACENT TRACK. THE CONDUCTOR APPLIED 5 HANDBRAKES ON THE CARS THAT WERE LEFT UNATTENDED ON AIR INSTRUCTED HIS ENGINEER TO TEST THE EFFECTIVENESS. WHEN THE EFFECTIVENESS TEST WAS PERFORMED ONLY THE TRAIN BRAKES WERE RELEASED AND NOT THE INDECENT BRAKES ON THE LOCOMOTIVES. AS A RESULTED WHEN THE SLACK DID NOT ADJUST THE CREW WAS UNDER THE IMPRESSION THE HANDBRAKES WERE SUFFICIENT. THEY PROCEEDED TO SHOVE THE REMAINING CARS SOUTH INTO TRACKS MF21 WHEN THE UNATTENDED CARS BEGAN DRIFTING NORTH AND HIT THE HEAD END OF THEIR TRAIN INCLUDING THE LOCOMOTIVE THAT THE ENGINEER WAS OPERATING FROM. HE STATED THE IMPACT CAUSE HIM TO INJURED HIS RIGHT KNEE AND UPPER TORSO. DTTX 620058 WAS DERAILED AND LOCOMOTIVES CN 2430 & CN 3046 WERE DAMAGED ALONG WITH DTTX 620313, DTTX 888549, DTTX 721489, DTTX 759226, DTTX 681142, DTTX 659330, DTTX 751012 AND DTTX 726231. METRA ALSO SUSTAINED DAMAGE IN THE INCIDENT.																																															
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.																																															