

1. Name of Reporting Railroad Louisville & Indiana Railroad Company [LIRC]				1a. Alphabetic Code LIRC				1b. Railroad Accident/Incident No. 0628201701																			
2. Name of Other Railroad or Other Entity with Consist Involved CSX Transportation [CSX]				2a. Alphabetic Code CSX				2b. Railroad Accident/Incident No. 000169927																			
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Louisville & Indiana Railroad Company [LIRC]				3a. Alphabetic Code LIRC				3b. Railroad Accident/Incident No. 0628201701																			
4. U. S. DOT Grade Crossing Identification Number 535372W				5. Date of Accident/Incident month 0 day 6 year 2 8 2017				6. Time of Accident/Incident 1:30 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) 07							
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 LOUISVILLE											
13. Nearest City/ Town HENRYVILLE				14. Milepost (to nearest tenth) 89.3				15. State Abbr. IN				16. County CLARK															
17. Temperature (F) (specify if minus) 80 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2				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 1															
21. Track Name/ Number SINGLE MAIN				22. FRA Track Class (1-9, X) 4				23. Annual Track Density (gross tons in millions) 40,000.00				24. Time Table Direction 1. North 3. East 2. South 4. West Code 1															
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				26. Was Equipment Attended? 1. Yes 2. No Code				27. Train Number/Symbol			
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 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*) P-Track Warrant Control * 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																			
29. Trailing Tons (gross tonnage, excluding power units) 0				31. Principal Car/Unit (1) First involved (derailed, struck, etc) 000 (2) Causing (if mechanical, cause reported) 000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 000 Drugs 000				33. Was this consist transporting passengers? (y/n) 000															
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End b. Manual c. Remote				Mid Train d. Manual e. Remote				Rear End 35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 0 (2) Total Derailed 0				Loaded a. Freight b. Pass. c. Freight d. Pass. e. Caboose											
36. Equipment Damage This Consist \$ 0				37. Track, Signal, Way, & Structure Damage \$ 50,000				38. Primary Cause Code M308				39. Contributing Cause Code															
40. Engineers/ Operators 0				41. Firemen 0				42. Conductors 0				43. Brakemen 0				44. Engineer/Operator Hrs: Mins:				45. Conductor Hrs: Mins:							
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 38.541521				51. Longitude -85.765379				52. Narrative Description (Be specific, and continue on separate sheet if necessary) Q504.28 WAS TRAVELING NORTH ON THE MAINLINE WHEN THEY STRUCK A PEDESTRIAN VEHICLE (MITSUBISHI SMALLSUV) TRAVELING FROM THE WEST GOING EAST ON HWY 160, THAT FAILED TO YIELD AT THE CROSSING. THE STRUCK VEHICLE WAS PINNED UP AGAINST A TELEPHONE POLL LOCATED APPROXIMATELY 30FT EAST FROM THE MAINLINE NEXT TO PENNSYLVANIA STREET, NORTHEAST OF THE HWY 160 CROSSING. THE HEAD END OF THE VEHICLE WAS FACINGSOUTHWEST AND APPEARED TO HAD BEEN STRUCK FROM THE PASSENGER SIDE, SPUN AROUND CLOCKWISE MISSING THE SIGNAL MASS ON THE EAST SIDE OF THE CROSSING, STRIKING THE SIGNAL BUNGALOW ON THE SOUTH RIGHT CORNER AND THEN MADE ITS WAY EAST AND BROKE A TELEPHONE POLL AT ITS BASE. THE DRIVER OF THE VEHICLE AT WAS TAKEN TO A LOUISVILLE HOSPITAL WITH NON LIFE THREATING INJURIES AND TWO SMALLER CHILDREN THAT WERE LOCATED IN THE BACK SEAT OF THE VEHICLE WERE FATALLY INJURED.				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.																											