

1. Name of Reporting Railroad NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORP. -- METRA [NIRC]				1a. Alphabetic Code NIRC				1b. Railroad Accident/Incident No. 2019071271															
2. Name of Other Railroad or Other Entity with Consist Involved Illinois Central Railroad Company [IC]				2a. Alphabetic Code IC				2b. Railroad Accident/Incident No. 988606															
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 N/A		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) 21.5		15. State Abbr. IL		Code 17		16. County COOK															
17. Temperature (F) (specify if minus) 30 ° 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 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																	
21. Track Name/ Number TRACK MF84		22. FRA Track Class (1-9, X) X		23. Annual Track Density (gross tons in millions)		24. Time Table Direction 1. North 3. East 2. South 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		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. 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		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		a. Initial and Number		b. Position in Train		c. Loaded (yes/no)		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.													
										Alcohol		Drugs											
										33. Was this consist transporting passengers? (y/n) No													
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		0		0		0		0		0		(1) Total in Equipment Consist		0		0		0		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist		\$ 0		37. Track, Signal, Way, & Structure Damage		\$ 27,600		38. Primary Cause Code H020		39. Contributing Cause Code													
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 0		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:													
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 41.581991				51. Longitude -87.6577																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) INTERMODAL TRAIN Q19851-14 PULLED INTO TRACK MF84 WITH 143 CARS. THEY WERE INSTRUCTED TO MAKE A CUTAT DTTX 620058 AND SHOVE REMAINING CARS INTO AN ADJACENT TRACK. THE CONDUCTOR APPLIED 5 HANDBRAKES ON THE CARS THAT WERE LEFT UNATTENDED ON AIR AND INSTRUCTED HIS ENGINEER TO TEST THE EFFECTIVENESS. WHEN THE EFFECTIVENESS TEST WAS PERFORMED ONLY THE TRAIN BRAKES WERE RELEASED AND NOT THE INDEPENDENTBRAKES ON THE LOCOMOTIVES. AS A RESULT WHEN THE SLACK DID NOT ADJUST THE CREW WAS UNDER THE IMPRESSION THE THE 5 HANDBRAKES WERE SUFFICIENT. THEY PROCEEDED TO SHOVE THE REMAINING CARS SOUTH INTO TRACKMF21 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 CAUSED HIM TO INJURE 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.																							
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.																							