

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORP. -- METRA [NIRC]				1a. Alphabetic Code NIRC		1b. Railroad Accident/Incident No. 2019071586					
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) NORTHEAST ILLINOIS REGIONAL COMMUTER RAIL CORP. -- METRA [NIRC]				3a. Alphabetic Code NIRC		3b. Railroad Accident/Incident No. 2019071586					
4. U. S. DOT Grade Crossing Identification Number 914218V				5. Date of Accident/Incident month 0 day 9 year 2019		6. Time of Accident/Incident 3:18 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 SOUTHWEST SUB			
13. Nearest City/ Town CHICAGO		14. Milepost (to nearest tenth) 10.48		15. State Abbr. IL		Code 17		16. County COOK			
17. Temperature (F) (specify if minus) 73 ° 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) 3		23. Annual Track Density (gross tons in millions) 3		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3					
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 C		26. Was Equipment Attended? 1. Yes 2. No Code Y	
27. Train Number/Symbol 830		28. Speed (recorded speed if available) R - Recorded E - Estimated 040 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*) L-Special Instructions Q-Traffic Control System/CTC * 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) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) METX008518		a. Initial and Number 001		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	
(2) Causing (if mechanical, cause reported)								33. Was this consist transporting passengers? (y/n) Yes			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End 1		b. Manual 0		c. Remote 0		d. Manual 0		e. Remote 0	
(1) Total in Train		1		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 210,281		37. Track, Signal, Way, & Structure Damage \$ 22,081		38. Primary Cause Code M304		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: 01 Mins: 07		45. Conductor Hrs: 01 Mins: 17	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000	
Fatal		0		0		0					
Nonfatal		1		1		0					
50. Latitude 41.756801				51. Longitude -87.687652							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) WHILE ENTERING THE NORTHFOLK SOUTHERN YARD, A SEMI TRAILER THAT WAS TRANSPORTING A CRANE BECAME HIGHCENTERED ON THE GRADE CROSSING. TRAIN #830 PLACED THE TRAIN INTO EMERGENCY AND STRUCK THE TRAILER. AS A RESULT, CAB CAR #8518 DERAILED CAUSING EXCESSIVE DAMAGE. THIS LOCATION HAS STOP SIGNS AND LOW GROUND CLEARANCE INDICATORS. THE DRIVER WAS NOT IN THE VEHICLE AT THE TIME OF IMPACT.											
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.											