

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Norfolk Southern Railway Company [NS]				1a. Alphabetic Code NS		1b. Railroad Accident/Incident No. 135596									
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) Norfolk Southern Railway Company [NS]				3a. Alphabetic Code NS		3b. Railroad Accident/Incident No. 135596									
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 9 year: 2019		6. Time of Accident/Incident 3:44 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>									
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other (describe in narrative)		Code 13			
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture							
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts							
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 ILLINOIS							
13. Nearest City/Town DECATUR		14. Milepost (to nearest tenth) D372.2		15. State Abbr. IL		Code 17		16. County MACON							
17. Temperature (F) (specify if minus) 72 ° 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 2									
21. Track Name/ Number ICE HOUSE LEAD		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 29.00		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3									
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol 146D			
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.		E. DMU							
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing									
		4. Work train		8. Light loco(s)		C. Commuter Train-Pushing									
28. Speed (recorded speed if available) R - Recorded E - Estimated 008 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*) L-Special Instructions * Mandatory to the extent that all applicable codes are entered		Code 1		Code 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					
29. Trailing Tons (gross tonnage, excluding power units) 0															
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TTGX971991		a. Initial and Number		b. Position in Train 035		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)				000				33. Was this consist transporting passengers? (y/n) No							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train		Rear End		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		Loaded		Empty			
		b. Manual		c. Remote		d. Manual				a. Freight		b. Pass.			
						e. Remote				c. Freight		d. Pass.			
(1) Total in Train		4		0		0		(1) Total in Equipment Consist		23		0			
(2) Total Derailed		0		0		0		(2) Total Derailed		0		0			
36. Equipment Damage This Consist		\$ 8,165		37. Track, Signal, Way, & Structure Damage		\$ 51,045		38. Primary Cause Code H525		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: 14		45. Conductor Hrs: 01 Mins: 59					
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 39.861869				51. Longitude -88.885992											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) NS TRAIN 146D123 PULLING EAST DERAILED TTXG 971991 (ALL WHEELS), THEN REVERSED AND MADE A SUBSEQUENT PULL MOVE THAT CAUSED TTXG 704791 (R1, R2) TTXG 986300 (ALL WHEELS), TTXG 965259 (ALL WHEELS), TTXG253474 (ALL WHEELS), TTXG 965938 (R1, R2), AND TTXG 978901 (ALL WHEELS) TO DERAIL.															
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.															