DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad	1a. Alphabetic Code	1b. Railroad Accident/Incident No.
Norfolk Southern Railway Company [NS]	**NS**	**135769**
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)*	3a. Alphabetic Code	3b. Railroad Accident/Incident No.
Norfolk Southern Railway Company [NS]	**NS**	**135769**

4. U. S. DOT Grade Crossing Identification Number	5. Date of Accident/Incident (month / day / year)	6. Time of Accident/Incident
	1 0 / 0 9 / 2019	**1:30** AM [X] PM [ ]

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
	2. Head on collision	5. Raking collision	8. RR grade crossing	11. Fire/violent rupture		**13**
	3. Rear end collision	6. Broken train collision	9. Obstruction	12. Other impacts		

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/ Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
N/A	**N/A**	**N/A**	**N/A**	**CHICAGO LINE**

13. Nearest City/ Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
CHICAGO	**CD517.**	**IL**	**17**	**COOK**

17. Temperature (F) *(specify if minus)*	18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
57 °F		**4**		**1**		**2**

21. Track Name/ Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3.East 4. West	Code
FF38	**1**		**25.00**		**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
	1		**Y**	**206B**

28. Speed *(recorded speed if available)* R - Recorded E - Estimated	Code	30. Type of Territory *(enter codes that apply)*	30a. Remotely Controlled Locomotive?
003 MPH	**E**	Signalization *(Mandatory)* 1. Signaled 2. Not Signaled **2** Method of Operation/Authority for Movement *(Mandatory)* **5** 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track **K-Restricted Speed or Equivalent** Supplemental/Adjunct Codes *(Mandatory*)* * Mandatory to the extent that all applicable codes are entered	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)
5,588

31. Principal Car/Unit	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
(1) First involved *(derailed, struck, etc)*	**DTTX788782**	**033**	**Y**			
(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 b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote	35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Train	**2**	**0**	**0**	**0**	**0**	(1) Total in Equipment Consist	**41**	**0**	**1**	**0**	**0**
(2) Total Derailed	**0**	**0**	**0**	**0**	**0**	(2) Total Derailed	**2**	**0**	**0**	**0**	**0**

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
$ **0**	$ **40,032**	**H306**	**H702**

Number of Crew Members 40. Engineers/ Operators	41. Firemen	42. Conductors	43. Brakemen	Length of Time on Duty 44. Engineer/Operator	45. Conductor
1		**1**		Hrs: **02** Mins:	Hrs: **02** 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**	**OTH**	**000-000-000**
Nonfatal	**0**	**0**	**0**		

50. Latitude	51. Longitude
41.795105	**-87.635349**

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

WHILE PULLING THE OUTBOUND 206B309 TO THE SIGNAL FOR A CREW SWAP, BC41 DERAILED THE 33RD HEAD CAR DTTX788782 - L5-8, R5-8 AND 34TH HEAD CAR DTTX729148 - L1-6, R1-4 DUE TO REVERSE MOVE THROUGH PREVIOUSLY RUN THROUGH SWITCH BY THE SAME CREW.

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 ime 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.