

1. Name of Reporting Railroad Norfolk Southern Railway Company [NS]				1a. Alphabetic Code NS		1b. Railroad Accident/Incident No. 136148					
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. 136148					
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 1 day: 1 year: 2019		6. Time of Accident/Incident 6:27 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) 13	
8. Cars Carrying HAZMAT 9		9. HAZMAT Cars Damaged/ Derailed 1		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision DEARBORN			
13. Nearest City/ Town CHICAGO		14. Milepost (to nearest tenth) B518.0		15. State Abbr. IL		Code 17		16. County COOK			
17. Temperature (F) (specify if minus) 72 °F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3		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 96 LEAD		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 0.00		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3					
25. Type of Equipment Consist (single entry)		1. Freight train 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 1		26. Was Equipment Attended? 1. Yes 2. No Code Y	
27. Train Number/Symbol 229L		28. Speed (recorded speed if available) R - Recorded E - Estimated 006 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 * 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) 24		31. Principal Car/Unit (1) First involved (derailed, struck, etc) DTTX766907		a. Initial and Number DTTX766907		b. Position in Train 034		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00	
(2) Causing (if mechanical, cause reported)		33. Was this consist transporting passengers? (y/n) No		34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) a. Head End (1) Total in Train 3 (2) Total Derailed 0		b. Manual (1) Total in Train 0 (2) Total Derailed 0		c. Remote (1) Total in Train 0 (2) Total Derailed 0		d. Manual (1) Total in Train 0 (2) Total Derailed 0	
e. Remote (1) Total in Train 0 (2) Total Derailed 0		35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 45 (2) Total Derailed 1		a. Freight 45 1		b. Pass. 0 0		c. Freight 0 0		d. Pass. 0 0	
e. Caboose 0		36. Equipment Damage This Consist \$ 0		37. Track, Signal, Way, & Structure Damage \$ 27,372		38. Primary Cause Code H306		39. Contributing Cause Code H702			
Number of Crew Members		Length of Time on Duty		40. Engineers/ Operators 1		41. Firemen 1		42. Conductors 1		43. Brakemen 1	
44. Engineer/Operator Hrs: 02 Mins: 27		45. Conductor Hrs: 02 Mins: 27		Casualties to:		46. Railroad Employees 0		47. Train Passengers 0		48. Others 0	
Fatal 0		Nonfatal 0		49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000					
50. Latitude 41.757648		51. Longitude -87.668042		52. Narrative Description (Be specific, and continue on separate sheet if necessary) NS TRAIN 229L410 WAS SHOVING WESTWARD ON 96 LEAD THROUGH THE BOTTOM CROSSOVER TOWARDS 95 LEAD WITH 3UNITS (NS1037, NS9278, BN4006) 45 LOADS AND 0 EMPTYES.WHILE SHOVING, 229 RAN THROUGH THE WEST ENDOF THE BOTTOM CROSSOVER, THEN TIED ON TO LY06. 2229 PULLED EASTWARD DERAILING DTTX 766907.							
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.											