

1. Name of Reporting Railroad WISCONSIN CENTRAL LTD. [WC]				1a. Alphabetic Code WC		1b. Railroad Accident/Incident No. 820595																	
2. Name of Other Railroad or Other Entity with Consist Involved WISCONSIN & SOUTHERN RAILROAD, LLC [WSOR]				2a. Alphabetic Code WSOR		2b. Railroad Accident/Incident No. D754514																	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) WISCONSIN CENTRAL LTD. [WC]				3a. Alphabetic Code WC		3b. Railroad Accident/Incident No. 820595																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 7 year: 2014		6. Time of Accident/Incident 8:34 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) 04													
8. Cars Carrying HAZMAT 23		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated 124		12. Subdivision WAUKESHA															
13. Nearest City/ Town SLINGER		14. Milepost (to nearest tenth) 122.57		15. State Abbr. WI		Code 55		16. County WASHINGTON															
17. Temperature (F) (specify if minus) 70 ° 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 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) 4		23. Annual Track Density (gross tons in millions) 54.65		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 1		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol A444											
28. Speed (recorded speed if available) R - Recorded E - Estimated 038 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*) * 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) 10,549		31. Principal Car/Unit (1) First involved (derailed, struck, etc) CN002191 (2) Causing (if mechanical, cause reported) 000		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: <input type="checkbox"/> Drugs: <input type="checkbox"/>		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		3		0		0		0		0		(1) Total in Equipment Consist		71		0		27		0		0	
(2) Total Derailed		3		0		0		0		0		(2) Total Derailed		4		0		0		0		0	
36. Equipment Damage This Consist		\$ 1,864,948		37. Track, Signal, Way, & Structure Damage		\$ 1,100,000		38. Primary Cause Code H306		39. Contributing Cause Code H403													
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 09 Mins: 34		45. Conductor Hrs: 09 Mins: 34													
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															
Nonfatal		2		0		0																	
50. Latitude 43.329166				51. Longitude -88.287479																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) WSOR TRAIN OCCUPIED THE WC MAIN TRACK WITHOUT AUTHORITY. THEY HAD SHOVED OUT ONTO THE MAIN AT SLINGER. WC TRAIN, A44481-20 STRUCK THE REAR END OF THE WSOR TRAIN THAT WAS SHOVED OUT. THREE LOCOMOTIVES AND FOUR LOADED CARS WERE DERAILED ON THE WC TRAIN. BOTH CREW MEMBERS WERE TRANSPORTED TO LOCAL HOSPITALS FOR INJURIES SUSTAINED IN THE IMPACT. DRUG AND ALCOHOL TESTING WAS NOT DONE ON THE WC CREW AS THEY HAD BEEN TREATED & RELEASED FROM THE HOSPITAL PRIOR TO TESTING BEING COMPLETED. WSOR ADVISED \$219,844 IN EQUIPMENT DAMAGE.																							
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.																							