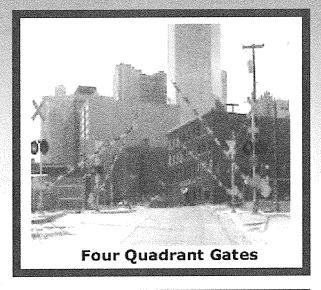
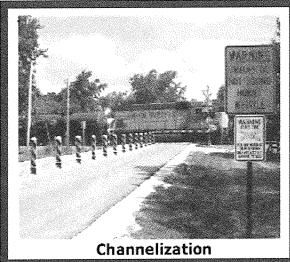
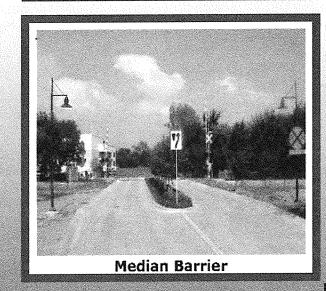
DATS Quiet Zone Feasibility Study Final



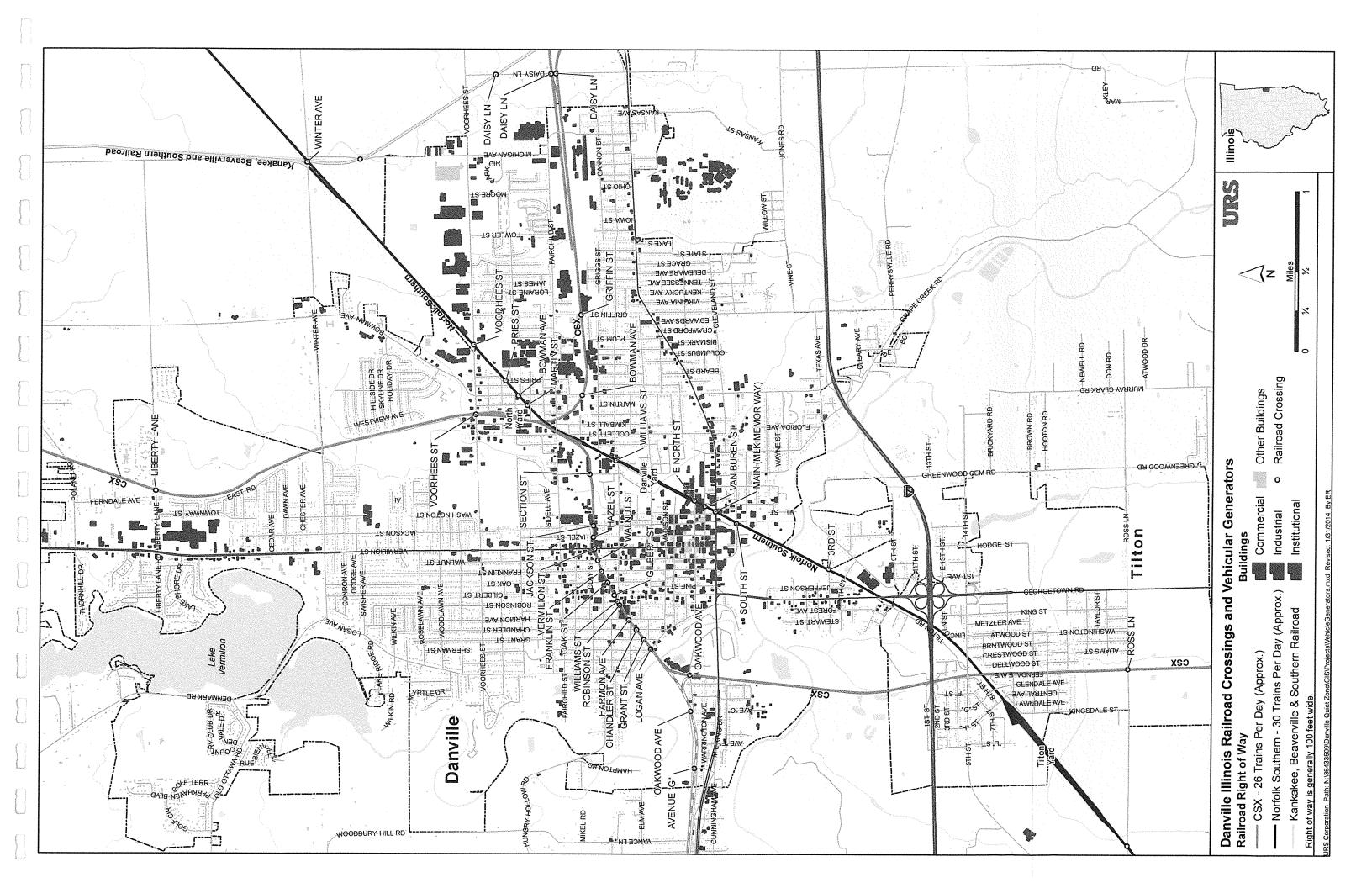




Prepared by URS Corporation
For the Danville Area Transportation Study

July 20

TAB 1
Technical Memo 1



TAB 2 Technical Memo 2

Existing Conditions Phase II Technical Memorandum DATS Quiet Zone Feasibility Study

This technical memo will summarize key deliverables and project progress in Phase II of the DATS Quiet Zone Feasibility Study.

Existing Condition

A field check was conducted February 14, 2014 to compare the actual field conditions of each highway rail grade crossing in Danville, IL and Catlin, IL to the Illinois Commerce Commission Grade Crossing Inventory, which was completed in 2012. There were three differences found; the first was at Griffin Street where crossing AAR #543151P is now out of service. The second and third are at two highway rail grade crossings at Daisy Lane AAR #372813N, and N. Michigan Avenue AAR #372813N where yield signs were added to the existing cross bucks at both crossings. These are the only three differences noted between actual field conditions and the warning devices noted in the ICC inventory. There have been no recent upgrades to grade crossings that have flashers only or gates and flashers. There are no grade crossings within Danville that are equipped with four quad gates.

In addition, we looked for highway-rail grade crossings that are on one-way streets within the community as SSM's may be more easily and less expensively installed at those locations. Unfortunately, none were found in our field review.

Rail Operations

URS has verified through train observations and dispatch systems that the majority of trains operating through Danville, are run through in nature. That is, they do not stop in Danville for any pick up or delivery while en route to their final destinations. However there are a small number of trains per week that are "local" in nature that operate to and from a handful of Danville industries that are served by rail. Nevertheless, these numbers are very small and 90% of trains in Danville are "run through".

Community Survey

URS developed a community survey to gauge the importance to and interest in the implementation of a train horn ban. This was accomplished by questions that asked of the impact of train horns in the community and disruptions they may cause. This quality of life survey was advertised in the local newspaper, with a link to the website placed on the DATS website. In addition, hard copies of the surveys were distributed within the community to those who prefer to answer in a hard copy fashion. The survey began on February, 20, 2014 and will run for approximately 30 days or until the end of March 2014. Initial response to the survey has been positive with a higher than expected participation rate. Collection and evaluation of these surveys will take place in the next project phase.

Emergency Service Provider Outreach

URS planning staff based in Chicago will initiate outreach efforts to engage the police, fire, ambulance, and public transit providers regarding grade crossings issues and to obtain the respective agencies input on the train horn community impacts. These interviews will be conducted by telephone, rather than survey completion as each of these organizations has a unique public service responsibility and that perspective may not be clearly represented by completion of the general public survey.

Railroad and Federal Agency Existing Documentation Regarding Quiet Zones

We have included three appendices, the Quiet Zone information provided by CSX and Norfolk Southern as a general guideline for local municipalities to follow if they are interested in establishing a Quiet Zone. None of these activities need to be undertaken at the feasibility stage of this process, but are illustrative of requirements in future phases. We also include the "Guide to the Quiet Zone Establishment Process" document as an information resource. URS staff is familiar with and have utilized these documents associated with the Quiet Zone process.

Appendix A CSX Quiet Zone Information



Quiet Zone Proposals

Key Points and Procedures

- This section was developed as a guideline for communities that approach CSXT in regards to the implementation of a Quiet Zone under the Federal Railroad Administration's ("FRA") final rule on the use of locomotive horns at public highway-rail grade crossings (the "Rule"), and to ensure CSXT's full compliance and cooperation with respect to the Rule.
- According to the FRA's commentary on the Rule, implementation of Quiet Zones without appropriate safeguards and equipment increases the risk of accidents at highway-rail grade crossings. In this context, CSXT encourages communities considering whether to implement Quiet Zones to take into account the installation of appropriate Supplemental Safety Measures ("SSMs"), as defined in the Rule, as well as the consolidation and/or closing of adjacent crossings, all of which will act as a safeguard to potentially reduce the risk of accidents at each crossing below the risk level that existed prior to the implementation of the Quiet Zone.
- Communities that wish to implement Quiet Zones will be required to strictly comply with the Rule.
- Pursuant to the Rule, notifications and/or applications to implement or continue Quiet Zones are to be made to the FRA and involve relevant state and local agencies, CSXT, and other rail carriers operating in the area.
- CSXT will seek to be reimbursed for work performed to design, implement, and maintain railroad facilities within Quiet Zones.
- CSXT desires to be a good corporate citizen. CSXT also places importance on the quality and timeliness of service to its customers and the communities it serves. As such, consistent with the Rule, CSXT will seek to encourage communities requesting Quiet Zones to implement solutions and SSMs that optimally achieve safety while minimizing the impact on railroad operations.

Overview

CSXT will fully comply with the Rule, which provides requirements for the sounding of locomotive horns when approaching public highway-rail grade crossings. The Rule also will provide guidance for conditions under which Public Authorities may apply for and establish Quiet Zones. A Quiet Zone is a section of a rail line that contains one or more consecutive public crossings at which locomotive horns are not routinely sounded. (For full details on the rules, CSXT recommends that communities either visit the FRA web site at www.fra.dot.gov. or contact the FRA's Office of Safety at 202-493-6299.)

Policy on Quiet Zones

The Rule clearly defines requirements that must be satisfied by the Public Authority requesting that a Quiet Zone be established or continued. CSXT will expect the Public Authority to strictly comply with these requirements.

Identification of the Crossing and Location

Each crossing has a unique DOT inventory identification number posted at the crossing. There is often more than one crossing on the same road. The crossing number (such as 123456A) must be used to identify the specific crossing in all communications with the railroad to reduce possible confusion about the specific location.

Preliminary Planning for Quiet Zones

Preliminary work by CSXT personnel and/or its consultants is likely to be required in connection with the proposed new or continued Quiet Zone, including, but not limited to: updating crossing inventory information; attending meetings; participating, to the extent feasible, in diagnostic reviews of the public, private and pedestrian crossings in a proposed Quiet Zone; preparing and processing estimates covering the cost of work to be performed by CSXT, if applicable; and processing necessary agreements. CSXT will coordinate preliminary planning activities with each Public Authority pursuant to an initial agreement that will also provide for payment to CSXT for services

provided during development of Quiet Zones.

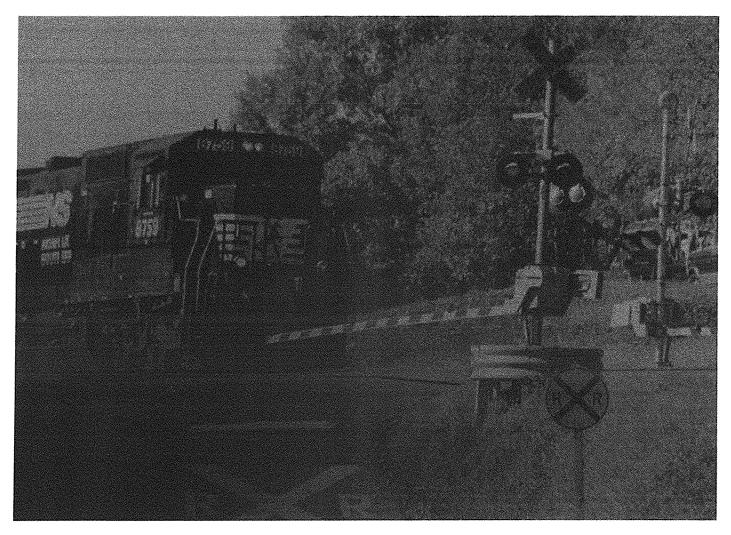
Getting Started: Process for Pursuing a Quiet Zone

- Groups or individuals interested in Quiet Zones should first contact the Public Authority responsible for the highway where the Quiet Zone would be located. Public Authorities should then contact the FRA for additional information on Quiet Zone requirements and procedures.
- 2. The Public Authority should direct initial CSXT contact relating to possible Quiet Zones to: Director of Public Safety, 500 Water Street (C205), Jacksonville, Florida 32202. Those making this contact will be furnished with the Quiet Zone policy and advised of the appropriate contact within the CSXT Public Projects Group for the initial planning activities with CSXT.
- 3. If the Public Authority decides to proceed with preliminary planning for a Quiet Zone CSXT will assist by providing, when required, DOT inventory information and attending diagnostic review meetings, to the extent schedules permit. CSXT resources to attend these meetings are limited and thus CSXT will seek flexibility in establishing meeting dates and times in order to permit CSXT representatives to attend.
- 4. The Preliminary Planning for a Quiet Zone project should include a review of the following principles:
 - a. CSXT will cooperate and work in good faith with local communities and the appropriate Public Authority to provide all possible assistance in a manner that protects the safety of local citizens and their communities as well as CSXT's employees. Communities should keep in mind that, because of the anticipated large volume of Quiet Zone applications and the demands placed on CSXT resources by other transportation and safety projects, it is difficult at this time to estimate how long the planning and implementation process will take.
 - b. In accordance with the Rule, CSXT's support of a Quiet Zone proposal will require the plan to meet very specific FRA measures and requirements, which, in some cases, may be subject to FRA review, approval and on-going oversight. Accordingly, CSXT retains the right to review and comment on the requests.
 - c. CSXT expects the involvement of the state DOT, FRA, and/or state regulatory authority in any diagnostic review of a public, private and pedestrian crossing in the Quiet Zone corridor being proposed.
 - d. As discussed above, the appropriate Public Authority will be expected to reimburse CSXT for its cost of installation and future maintenance of Quiet Zones, including, but not limited to, its installation of Supplemental Safety Measures (SSMs) and Alternative Safety Measures (ASMs). As an example, CSXT installs and maintains active warning systems at Highway-Rall Grade Crossings that may be modified or expanded for a Quiet Zone. Curbs, medians, pavement markings and other traffic control signs such as advance warning signs are installed and maintained by Public Authorities. The specific responsibilities are expected to be resolved during the Preliminary Planning for a Quiet Zone.
 - e. If one or more SSMs or ASMs selected to be installed require work by CSXT, a separate standard Preliminary Engineering Agreement will be required to cover CSXT's engineering, review, handling, and estimate preparation connected with the proposed work. A separate Construction Agreement will be used for implementation of the projects. The cost of this work will be the responsibility of the requesting Public Authority.

- f. SSMs or ASMs installed and maintained by the Public Authority as described above are important parts of traffic control at each crossing. The Public Authority is responsible for periodic inspection and repair of these items.
- 5. Standard CSXT Public Projects Group design and estimating procedures will be used for projects related to Quiet Zones.

Appendix B Norfolk Southern Quiet Zone Information

QUIET ZONE INFORMATION



Locomotive horns enhance safety at highway-rail crossings by warning of approaching trains. The Federal Railroad Administration requires horns be sounded where trains approach public grade crossings. An exception is where a public authority has created a valid "quite zone."

The rule was published in the Federal Register April 27, 2005, Volume 70, No. 80, beginning on page 21,888.

Learn more about the locomotive horn rule.

Community request to establish a new quiet zone

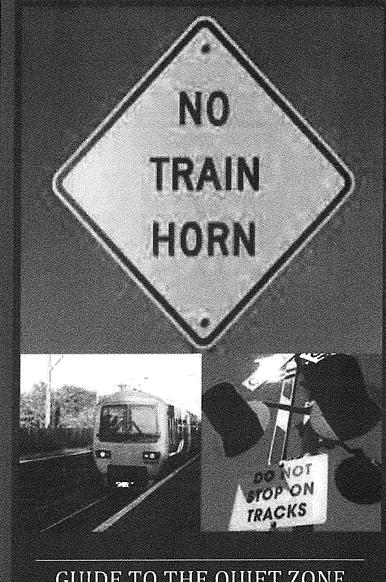
All requirements of the FRA rule must be met to establish a new quiet zone, including submitting a written notification to initiate the process. Proposed quiet zones involving NS public grade crossings should be submitted to:

W.L. (Bill) Barringer Norfolk Southern Corporation Director Grade Crossing Safety 1200 Peachtree St. N.E., Box 36 Atlanta GA 30309-0036

A second	To implement safety enhancements to comply with Part 222 involving active warning devices at crossings, contact the NS Communications & Signal Department. Upgrades will be performed under NS' direction, and the city will cover costs of installation and maintenance.
	For more info:
	Cayela J. Wimberly
	Administrator Highway Grade Crossings
	Norfolk Southern Corporation
2781	1200 Peachtree St. N.E.
	Atlanta GA 30309
	Telephone: 404-529-1234
No. of Contrast of	A \$2,800 quiet zone administrative handling fee applies. Requesting parties will be responsible for payment before completion of NS' review.
	Costs of quiet zone safety measures
	NS' primary concern at rail-highway grade crossings is safety. The company will assist communities as necessary, but
***	the responsible public authority must fully comply with federal rules. Public authorities pay for preliminary engineering,
	construction, maintenance, and replacement of active warning devices or their components installed at crossings to meet
Ž.	quiet zone standards. Public authorities must enter into a contract guaranteeing reimbursement to the railroad 30 days
4	after railroad work is completed. Costs to install safety measures vary. Examples include:
	Four-Quadrant Gate Systems - \$300,000 to \$500,000
	Basic Active Warning System including flashing lights and gates, constant warning time, power out indicator, and cabin - \$185,000 to \$400,000
	Basic Interconnect - \$5,000 to \$15,000-
l.	Annual Maintenance - \$4,000 to \$10,000
Samuel Control	
	WHERE WE STAND
Ì	WHERE WE STAND
	Where we stand creates possibilities today and tomorrow.
	Balanced regulation »
SÃ.	
	Stay informed about NS' impact in your community.
	JOIN THE LINE
	SONA ILIC FRAC
À	
, i	RELATED LINKS
	IN YOUR COMMUNITY
ail.	Working together to create prosperity

Appendix C Guide to the Quiet Zone Establishment Process Federal Railroad Administration





GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

AN INFORMATION GUIDE

Federal Railroad Administration

1200 New Jersey Avenue S.E. Washington, DC 20590 Telephone: 202-493-6299 www.fra.dot.gov

Federal Railroad Administration

Highway-Rail Crossing and Trespasser Programs Division

Follow FRA on and

Purpose of the Guide

This brochure was developed to serve as a guide for local decision makers seeking a greater understanding of train horn sounding requirements and how to establish quiet zones. Its purpose is to provide a general overview and thus does not contain every detail about the quiet zone establishment process. For more detailed and authoritative information, the reader is encouraged to review the official regulations governing the use of locomotive horns at public highway-rail grade crossings and the establishment of quiet zones that are contained in 49 CFR Part 222. A copy of the rule can be downloaded or printed at http://www.fra.dot.gov/eLib/Details/L02809.

About Quiet Zones



FRA is committed to reducing the number of collisions at highway-rail grade crossings, while establishing a consistent standard for communities who opt to preserve or enhance quality of life for their residents by establishing quiet zones within which routine use of train horns at crossings is prohibited.

Federal regulation requires that locomotive horns begin sounding 15–20 seconds before entering public highway-rail grade crossings, no more than one-quarter mile in advance. Only a public authority, the governmental entity responsible for traffic control or law enforcement at the crossings, is permitted to create quiet zones.

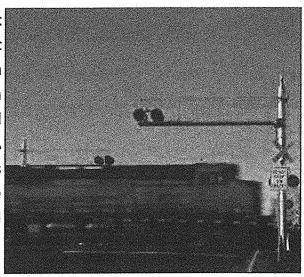
A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies to trains when approaching and entering crossings and does not include train horn use within passenger stations or rail yards. Train horns may be sounded in emergency situations or to comply with other railroad or FRA rules even within a quiet zone. Quiet zone regulations also do not eliminate the use of locomotive bells at crossings. Therefore, a more appropriate description of a designated quiet zone would be a "reduced train horn area."

Communities wishing to establish quiet zones must work through the appropriate public authority that is responsible for traffic control or law enforcement at the crossings.

Historical Context

Historically, railroads have sounded locomotive horns or whistles in advance of grade crossings and under other circumstances as a universal safety precaution. Some States allowed local communities to create whistle bans where the train horn was not routinely sounded. In other States, communities created whistle bans through informal agreements with railroads.

In the late 1980's, FRA observed a significant increase in nighttime train-vehicle collisions at certain gated highway-rail grade crossings on the Florida East Coast Railway (FEC) at which nighttime whistle bans had been established in accordance with State statute In 1991, FRA issued Emergency Order #15 requiring trains on the FEC to sound their horns again. The number and rate of collisions at affected crossings returned to pre-whistle ban levels.



In 1994, Congress enacted a law that required

FRA to issue a Federal regulation requiring the sounding of locomotive horns at public highway-rail grade crossings. It also gave FRA the ability to provide for exceptions to that requirement by allowing communities under some circumstances to establish "quiet zones."

The Train Horn Rule became effective on June 24, 2005. The rule set nationwide standards for the sounding of train horns at public highway-rail grade crossings. This rule changed the criteria for sounding the horn from distance-based to time-based. It also set limits on the volume of a train horn. The rule also established a process for communities to obtain relief from the routine sounding of train horns by providing criteria for the establishment of quiet zones. Locomotive horns may still be used in the case of an emergency and to comply with Federal regulations or certain railroad rules.

Public Safety Considerations

Because the absence of routine horn sounding increases the risk of a crossing collision, a public authority that desires to establish a quiet zone usually will be required to mitigate this additional risk. At a minimum, each public highway—rail crossing within a quiet zone must be equipped with active warning devices: flashing lights, gates, constant warning time devices (except in rare circumstances) and power out indicators.

In order to create a quiet zone, one of the following conditions must be met

- 1. The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below. The QZRI is the average risk for all public highway-rail crossings in the quiet zone, including the additional risk for absence of train horns and any reduction in risk due to the risk mitigation measures. The NSRT is the level of risk calculated annually by averaging the risk at all of the Nation's public highway-rail grade crossings equipped with flashing lights and gates where train horns are routinely sounded.
- 2. The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH) with additional safety measures such as SSMs or ASMs. The RIWH is the average risk for all public highway-rail crossings in the proposed quiet zone when locomotive horns are routinely sounded.
- 3. *Install SSMs at every public highway-rail crossing*. This is the best method to reduce to reduce risks in a proposed quiet zone and to enhance safety.

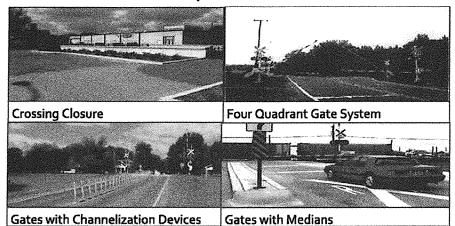
SSMs are pre-approved risk reduction engineering treatments installed at certain public highway-rail crossings within the quiet zone and can help maximize safety benefits and minimize risk. SSMs include: medians or channelization devices, one-way streets with gates, four quadrant gate systems, and temporary or permanent crossing closures. Examples of SSMs are shown on the next page.

ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

FRA strongly recommends that all crossings in the quiet zone be reviewed by a diagnostic team. A diagnostic team typically consists of representatives from the public authority, railroad, and State agency responsible for crossing safety and FRA grade crossing managers.

Public Safety Considerations continued

Examples of SSMs





Wayside Horns The train horn rule also provides another method for reducing the impact of routine locomotive horn sounding when trains approach public highway-rail grade crossings. A wayside horn may be installed at highway-rail grade crossings that have flashing lights, gates,

constant warning time devices (except in rare circumstances), and power out indicators. The wayside horn is positioned at the crossing and will sound when the warning devices are activated. The sound is directed down the roadway, which greatly reduces the noise footprint of the audible warning. Use of wayside horns is not the same as establishing a quiet zone although they may be used within quiet zones.

Cost Considerations

The enabling Federal statute did not provide funding for the establishment of quiet zones. Public authorities seeking to establish quiet zones should be prepared to finance the installation of SSMs and ASMs used. Costs can vary from \$30,000 per crossing to more than \$1 million depending on the number of crossings and the types of safety improvements required.

Legal Considerations

The courts will ultimately determine who will be held liable if a collision occurs at a grade crossing located within a quiet zone, based upon the facts of each case, as a collision may have been caused by factors other than the absence of an audible warning. FRA's rule is intended to remove failure to sound the horn as a cause of action in lawsuits involving collisions that have occurred at grade crossings within duly established quiet zones.

Guide to the Quiet Zone Establishment Process

The Quiet Zone Establishment Process

Under the Train Horn Rule, only public authorities are permitted to establish quiet zones. Citizens who wish to have a quiet zone in their neighborhood should contact their local government to pursue the establishment of a quiet zone. The following is a typical example of the steps taken to establish a quiet zone:

- 1. **Determine** which crossings will be included in the quiet zone. All public highway-rail crossings in the quiet zone must have, at a minimum, an automatic warning system consisting of flashing lights and gates. The warning systems must be equipped with constant warning time devices (except in rare circumstances) and power out indicators. The length of the quiet zone must be at least one-half mile in length.
- 2. *Identify* any private highway-rail grade crossings within the proposed quiet zone. If they allow access to the public or provide access to active industrial or commercial sites, a diagnostic review must be conducted and the crossing(s) treated in accordance with the recommendations of the diagnostic team.
- 3. Identify any pedestrian crossings within the proposed quiet zone and conduct a diagnostic review of those crossings too. They also must be treated in accordance with the diagnostic team's recommendations. NOTE: While it is not required by the regulations, FRA recommends that every crossing within a proposed quiet zone be reviewed for safety concerns.
- 4. Update the U.S. DOT Crossing Inventory Form to reflect current physical and operating conditions at each public, private, and pedestrian crossing located within a proposed quiet zone.
- 5. **Provide** a Notice of Intent (NOI) to all of the railroads that operate over crossings in the proposed quiet zone, the State agency responsible for highway safety and the State agency responsible for crossing safety. The NOI must list all of the crossings in the proposed quiet zone and give a brief explanation of the tentative plans for implementing improvements within the quiet zone. Additional required elements of the NOI can be found in 49 CFR 222.43(b). The railroads and State agencies have 60 days in which to provide comments to the public authority on the proposed plan.
- 6. Alternative Safety Measures If ASMs are going to be used to reduce risk, an application to FRA must be made. The application must include all of the elements provided in 49 CFR 222.39(b)(1) and copies of the application must be sent to the entities listed in 49 CFR 222.39(b)(3). They will have 60 days to provide comments to FRA on the application. FRA will provide a written decision on the application typically within three to four months after it is received.

The Quiet Zone Establishment Process continued

- 7. **Determine** how the quiet zone will be established using one of the following criteria: (Note that Options 2 through 4 will require the use of the FRA Quiet Zone Calculator available at http://safetydata.fra.dot.gov/quiet/.)
 - 1. Every public highway-rail crossing in the proposed quiet zone is equipped with one or more SSMs.
 - 2. The Quiet Zone Risk Index (QZRI) of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) without installing SSMs or ASMs.
 - 3. The QZRI of the proposed quiet zone is less than or equal to the Nationwide Significant Risk Threshold (NSRT) after the installation of SSMs or ASMs.
 - 4. The QZRI of the proposed quiet zone is less than or equal to the Risk Index with Horns (RIWH) after the installation of SSMs or ASMs.



- 8. **Complete** the installation of SSMs and ASMs and any other required improvements determined by the diagnostic team at all public, private, and pedestrian crossings within the proposed quiet zone.
- 9. **Ensure** that the required signage at each public, private, and pedestrian crossing is installed in accordance with 49 CFR Sections 222.25, 222.27, and 222.35, and the standards outlined in the Manual on Uniform Traffic Control Devices. These signs may need to be covered until the quiet zone is in effect.
- 10. *Establish* the quiet zone by providing a Notice of Quiet Zone Establishment to all of the parties that are listed in 49 CFR Section 222.43(a)(3). Be sure to include all of the required contents in the notice as listed in 49 CFR Section 222.43(d). The quiet zone can take effect no earlier than 21 days after the date on which the Notice of Quiet Zone Establishment is mailed.
- ***Appendix C to the Train Horn Rule provides detailed, step by step guidance on how to create a quiet zone.***

Guide to the Quiet Zone Establishment Process

Required Documentation

Public authorities interested in establishing a quiet zone are required to submit certain documentation during the establishment process. FRA has provided checklists for the various documents that can be found at http://www.fra.dot.gov/Elib/Details/L03055.

FRA's Regional Grade Crossing Managers are available to provide technical assistance. A State's department of transportation or rail regulatory agency also may be able to provide assistance to communities pursuing quiet zones.

Public authorities are encouraged to consult with the agencies in their State that have responsibility for crossing safety. Some States may have additional administrative or legal requirements that must be met in order to modify a public highway-rail grade crossing.

Role of Railroads

Communities seeking to establish a quiet zone are required to send a Notice of Intent and a Notice of Quiet Zone Establishment to railroads operating over the public highway-rail grade crossings within the proposed quiet zone. Railroad officials can provide valuable input during the quiet zone establishment process and should be included on all diagnostic teams. Listed below are links to the Class I Railroads and Amtrak.

BNSF Railway (BNSF)	Canadian Pacific (CP)
CSX Transportation (CSX)	Norfolk Southern (NS)
Canadian National (CN)	Union Pacific (UP)
Kansas City Southern (KCS)	Amtrak (ATK)

FINAL NOTE

The information contained in this brochure is provided as general guidance related to the Quiet Zone Establishment Process and should not be considered as a definitive resource. FRA strongly recommends that any public authority desiring to establish quiet zones take the opportunity to review all aspects of safety along its rail corridor. Particular attention should be given to measures that prevent trespassing on railroad tracks since investments made to establish a quiet zone may be negated if the horn has to be routinely sounded to warn trespassers.

POINTS OF CONTACT

General Questions:

Inga Toye, 202-493-6305 Debra Chappell, 202-493-6018 Ron Ries, 202-493-6285

Regional Contacts

Region 1 Connecticut, Maine, Massachusetts, New Hampshire, New Jersey,
New York, Rhode Island, and Vermont
1-800-724-5991

Region 2 Delaware, Maryland, Ohio, Pennsylvania, Virginia, West Virginia, and Washington, D.C.

1-800-724-5992

Region 3 Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, and Tennessee

1-800-724-5993

Region 4 Illinois, Indiana, Michigan, Minnesota, and Wisconsin 1-800-724-5040

Region 5 Arkansas, Louisiana, New Mexico, Oklahoma, and Texas 1-800-724-5995

Region 6 Colorado, Iowa, Kansas, Missouri, and Nebraska 1-800-724-5996

Region 7 Arizona, California, Nevada, and Utah 1-800-724-5997

Region 8 Alaska, Idaho, Montana, North Dakota, South Dakota, Oregon,
Washington, and Wyoming
1-800-724-5998



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TAB 3 Technical Memo 3

Community Survey, Phase III Technical Memorandum

DATS Quiet Zone Feasibility Study

Prepared by URS Corporation

For the Danville Area Transportation Study

April 2014



Community Survey Phase III Technical Memorandum DATS Quiet Zone Feasibility Study

This technical memorandum will serve to aid the analysis of the Danville Area Transportation Study (DATS) community survey associated with the DATS Quiet Zone Feasibility Study. The survey was available to the public for approximately 30 days from February 23 thru March 24, 2014. The survey was developed by URS and distribution of the survey into the community was undertaken by the DATS, and the link was distributed to a myriad of civic and volunteer groups throughout the community. The hard copies of the survey were distributed via regular post. 100 surveys were sent out to businesses and private residences adjacent to the rail line corridors in the study. Additionally, 20 surveys were mailed directly to the Danville neighborhood associations.

In total, there were 73 responses to the survey from community members. The surveys could be completed on-line (managed by URS) or a hard copy could be filled out and returned to the Study Director, who subsequently submitted them to URS for processing. 59 of the responses (80%) were on-line, and the remaining 14 (20%) were hard copies. While the raw survey numbers are not statistically significant, it does not diminish from the overall objective of this survey, which is to identify train horn impacts to the community and other railroad issues in Danville and Catlin. The survey results by question are presented as an attachment to this Technical Memorandum.

Question #1 "Please select what best describes where you live.

The vast majority of respondents identified themselves as Danville residents (83.6%), with a few respondents from Catlin (8.2%), other areas in Vermilion County (6.8%) and outside of Vermillion County (1.4%). It is evident that the survey reached its target market of Danville and Catlin and is not skewed towards individuals who do not live in these communities in general.

Question #2 "Please select what best describes where you work"

The distribution of respondents also mirrored the response in Question #1; over 90% are from the Danville and Catlin area. We can say with some certainty that the reach to the

URS Corporation 345 East Ash Avenue Decatur, IL 62526 Tel: 217-875-4800 Fax: 217-875-3577 www.urscorp.com



target market is confirmed both at work and at home from the answers to the first two questions.

Question #3 "Do you live or work near a railroad line or crossing?"

It is significant to note that 90% of respondents live or work near a railroad line. As railroad lines traverse Danville and Catlin from multiple directions, it is important to verify from the respondents that they have a familiarity with the rail lines and are aware of their presence and significance within the community. There is also an understanding within the community of the importance to the railroads to the city as a transportation hub and as a job creation source.

Question #4 "In your time living and/or working in the area, do you feel that train traffic has impacted any of the following?"

By far the greatest impact identified in the survey is the disruption to vehicular traffic caused by grade crossings. This is to be expected as everyone has been stopped by a train at a grade crossing, but not everyone lives close to an area where a train horns are sounded frequently. This impact to the motoring public is followed by the "quality of life" response with most of the comments referencing train noise, either by horns or idling locomotives. Lesser importance was attached to the overall roadway safety and non-motorized safety survey choices.

Question #5 On a scale of 1 to 10 where 1 represents "no problem" and 10 represents a "very significant problem", what is your opinion of overall train traffic in the area? We again see confirmation of the response to Question #4 with the overall average response at 6.95 out of 10 for this question. It is clear that train traffic in general is an issue for the people of Danville and Catlin. Our supposition from comments relates to long delays at crossings at key locations with switching moves blocking traffic for extraordinarily long times. A contributing factor is the number of train movements in and out of the 4 rail yards in the study area, which are CSX North and Brewer Yards and NS Danville and Tilton Yards.



Question #6 On a scale of 1 to 10 where 1 represents "no problem" and 10 represents a "very significant problem", what is your opinion specifically related to train horn noise in the area?

The train horn noise average value is 5.91, a full point lower than train traffic issue raised in Question #5. There also seems to be a significant dichotomy with both extremes (1 and 10) with high representations at either end of the spectrum and a relatively low representation of the middle values (4-7).

Question #7 Do you believe there is an issue with the frequency of train horns in the area?

Two-thirds of the survey respondents think the frequency of train horns being activated in the area is a minor or no problem. However, it appears that a vocal one-third minority are affected and voiced their concerns in the comments section.

Question #8 What time of the day do you believe this problem exists?

The greatest percentage response to this question is "all day". This is borne out by the Class I railroad freight operations which operate 24 hours a day/7 days a week with the trains normally distributed throughout the day. The next highest value, at night, is reflective of the population's expectations for quiet in the evening, but then it is disrupted by the train horn noise.

Question #9 If you live in Vermillion County provide the nearest roadway intersection to your home

See Exhibit A identifies location of residential population of survey submissions.

Question #10 If you work in Vermillion County provide the nearest roadway intersection to your place of employment.

See Exhibit B identifies location of workplace population of survey submissions.

Question #11 How many trains per day do you believe operate in the following areas? The actual number of trains per day 56, the average survey estimate of trains per day is 38. The survey values are somewhat close to the actual train volumes through Danville.



Question #12 Additional comments related to the rail/roadway crossings in the Danville/Catlin area.

There were significant comments received from the survey participants, which usually indicates an interest in the subject of the survey. The types of comments were divided into four categories; each of the four categories had a roughly equal number of comments:

- 1. Railroads are Part of the Community: There were comments that stated that trains are a long standing part of the community and that if you live here you should just accept that fact. There is also an understanding that the railroad presence contributed to the growth of Danville and is important to the community as a whole.
- 2. Trains blocking Crossings for Extended Periods: There were also comments that addressed long train crossing blockages as a disruptor of the smooth flow of the roadway system; examples were also provided of extraordinarily long blocked crossings at specific locations.
- 3. <u>Train Horn Noise</u>: Comments also were addressing the train horn blowing and how disruptive it is to the quality of life. There were several statements regarding the engineers "laying on the horn" when they do not have to.
- 4. Rail Safety at Crossings: The last category of comments addressed rail safety, lack of gates at some crossings, trains being too long and trains not moving.

Conclusion

Residents of Danville generally accept that railroads are part of the City and understand that rail traffic has benefits.

Residents agree that vehicular traffic delays caused by highway rail grade crossings blockages are the most problematic rail issue.

Residents agree that train noise, while perhaps not the most significant rail issue, is something that affects the quality of life for many that live or work close to highway rail grade crossings. A resident may be able to find an alternate route to avoid a blocked

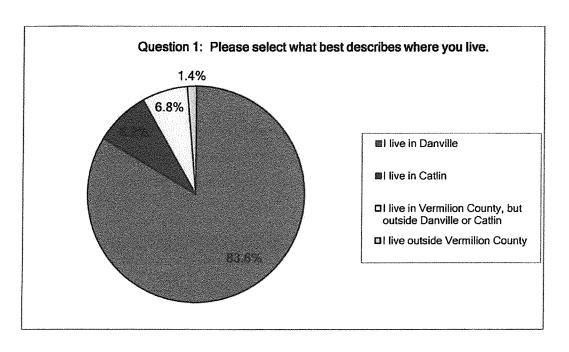


crossing, but there is no alternative to 24 hours a day/7 days a week train horn noise, if you live in close proximity to the railroad tracks.

Survey Data Attachment

Question 1: Please select what best describes where you live.

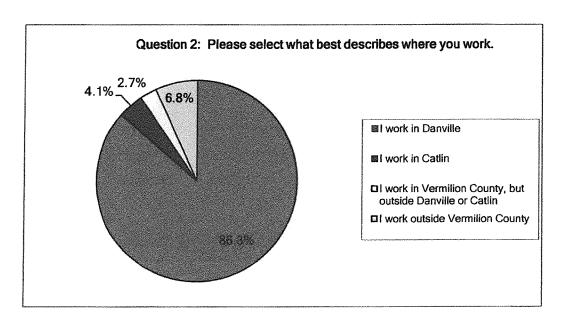
Answer Options	Response Percent	Response Count
I live in Danville	83.6%	61
I live in Catlin	8.2%	6
l live in Vermilion County, but outside Danville or Catlin	6.8%	5
live outside Vermilion County	1.4%	1
ans	wered question	73
S	kipped question	C



Question 1 Page 1 of 1

Question 2: Please select what best describes where you work.

	Response	Response
Answer Options	Percent	Count
I work in Danville	86.3%	63
I work in Catlin	4.1%	3
I work in Vermilion County, but outside Danville or Catlin	2.7%	2
I work outside Vermilion County	6.8%	5
ansi	wered question	73
sk	ipped question	0



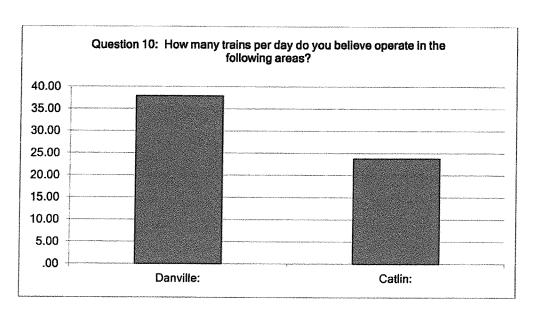
Question 9: If you work in Vermilion County, please provide the nearest roadway intersection to your place of employment. As an example, please use the following format to provide your response: Fairchild and Bowman (example only)

Answer Options	Response Count
answered question	36 36
skipped question	37

Number	Response Date	Response Text
1	Mar 31, 2014 2:34 PM	Voorhees and Bowman
2	Mar 26, 2014 8:56 PM	Bowman and Voorhees
3	Mar 26, 2014 8:51 PM	Main and Jackson
4	Mar 21, 2014 6:15 PM	Griffin and Fairchild
5	Mar 21, 2014 6:13 PM	South St. and Jackson
6	Mar 21, 2014 6:11 PM	Jackson and South
7	Mar 21, 2014 6:10 PM	Voorhees and Bowman
8	Mar 19, 2014 5:58 PM	Gilbert & English
9	Mar 7, 2014 11:59 PM	Fairchild and Bowman at rescue mission
10	Mar 3, 2014 6:05 PM	N/A
11	Mar 2, 2014 11:38 PM	I work all over town as I do home visits for therapy
12	Feb 27, 2014 6:39 PM	Hazel & Madison
13	Feb 26, 2014 1:00 AM	Bowman
14	Feb 25, 2014 9:12 PM	Voorhees and Griffin
15	Feb 24, 2014 7:45 PM	Voorhees and Grffin
16	Feb 24, 2014 6:22 PM	Gilbert and 9th
17	Feb 24, 2014 6:09 PM	Main and Griffin
18	Feb 24, 2014 3:05 PM	Main and Jackson
19	Feb 24, 2014 2:33 AM	Griffin
20	Feb 24, 2014 12:13 AM	Main St.
21	Feb 24, 2014 12:01 AM	Voorhees
22	Feb 23, 2014 6:01 PM	Winter / Vermilion
23	Feb 23, 2014 5:47 PM	I am a contractor but I would said the entire North
		and South EAST sides of town.
24	Feb 23, 2014 5:09 PM	Retired
25	Feb 23, 2014 3:50 PM	Lynch Road
26	Feb 23, 2014 1:28 PM	Fairchild and Bowman
27	Feb 22, 2014 5:57 PM	Vermilion and North
28	Feb 22, 2014 4:01 PM	North & Jackson
29	Feb 22, 2014 3:46 PM	North and Jackson
30	Feb 21, 2014 5:18 PM	Main and Washington
31	Feb 21, 2014 4:48 PM	near Garfield Park
32	Feb 21, 2014 3:45 PM	Woodbury and Franklin
33	Feb 21, 2014 3:43 PM	Voorhees and Bowman, Danville
34	Feb 21, 2014 3:27 PM	Vermilion and Williams
35	Feb 21, 2014 2:06 PM	Voorhees and Griffin
36	Feb 20, 2014 10:03 PM	Sandusky - Catlin

Question 10: How many trains per day do you believe operate in the following areas?

Answer Options	Response	Response	Response
Allamar Options	Average	Total	Count
Danville:	37.87	2,310	61
Catlin:	23.75	855	36
	an	swered question	61
		skipped question	12



Question 10: How many trains per day do you believe operate in the following areas?

Number	Response Date		Categories	Catlin:	
1	Mar 26, 2014 8:56 PM	25			10
2	Mar 26, 2014 8:53 PM	12			
3	Mar 26, 2014 8:51 PM	8			-
4	Mar 21, 2014 6:21 PM	50			
5	Mar 21, 2014 6:19 PM	30		T I	
6	Mar 21, 2014 6:17 PM	25			
7	Mar 21, 2014 6:15 PM	6	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		****************
8	Mar 21, 2014 6:13 PM	20			
9	Mar 21, 2014 6:11 PM	75			
10	Mar 21, 2014 6:10 PM	20	***************************************		1(
11	Mar 21, 2014 6:08 PM	10	Traditional Committee		
12	Mar 19, 2014 5:58 PM	25			10
13	Mar 14, 2014 4:51 PM	50	M-13 (2007) 		35
14	Mar 7, 2014 11:59 PM	25	······		10
15	Mar 5, 2014 7:01 PM	6	*************************************		6
16	Mar 3, 2014 6:05 PM	6			***************************************
17	Mar 2, 2014 11:38 PM	100			***************************************
18	Mar 2, 2014 5:53 PM	10			10
19	Feb 28, 2014 1:40 PM	15			
20	Feb 27, 2014 6:39 PM	12			3
21	Feb 27, 2014 6:44 AM	200	Endrein eine belannisk mainstillanum en		50
22	Feb 26, 2014 2:45 AM	40	***************************************		22
23	Feb 26, 2014 12:55 AM	100	·		
24	Feb 25, 2014 9:12 PM	20	······································		10
25	Feb 25, 2014 1:31 PM	10		_	5
26	Feb 25, 2014 12:07 AM	30			10
27	Feb 24, 2014 8:31 PM	300			150
28	Feb 24, 2014 7:45 PM	30			10
29	Feb 24, 2014 7:06 PM	15			10
30	Feb 24, 2014 6:22 PM	30		-	20
31	Feb 24, 2014 6:09 PM	10			5
32	Feb 24, 2014 5:52 PM	20			
33	Feb 24, 2014 3:32 FM				10
34		50			20
35	Feb 24, 2014 3:05 PM	20		-	20
36	Feb 24, 2014 2:33 AM	15			5
37	Feb 24, 2014 2:05 AM Feb 24, 2014 12:13 AM	5 15			
38				-	
39	Feb 24, 2014 12:01 AM	15		-	
40	Feb 23, 2014 6:01 PM	35		 	20
	Feb 23, 2014 5:47 PM	50	***************************************	_	
41	Feb 23, 2014 5:09 PM	60			
42	Feb 23, 2014 4:31 PM	3		<u> </u>	
43	Feb 23, 2014 3:50 PM	100		_	50
44	Feb 23, 2014 1:28 PM	100		1	100
45	Feb 23, 2014 12:20 PM	50			15
46	Feb 23, 2014 10:26 AM	60			
47	Feb 22, 2014 7:07 PM	15			
48	Feb 22, 2014 5:57 PM	10		<u> </u>	0
49	Feb 22, 2014 4:01 PM	13			5
50	Feb 22, 2014 3:46 PM	40			30
51	Feb 22, 2014 1:57 AM	20			
52	Feb 21, 2014 5:18 PM	30			15

Question 10 Page 2 of 3

Number	Response Date	Danville:	Categories	Catlin:
53	Feb 21, 2014 4:48 PM	10		
54	Feb 21, 2014 3:46 PM	10		
55	Feb 21, 2014 3:45 PM	20		
56	Feb 21, 2014 3:43 PM	5		5
57	Feb 21, 2014 3:27 PM	100		100
58	Feb 21, 2014 2:06 PM	75		45
59	Feb 20, 2014 11:11 PM	10	}	
60	Feb 20, 2014 10:55 PM	4		
61	Feb 20, 2014 10:03 PM	35		20

Question 10 Page 3 of 3

If you have any additional comments related to rail/roadway crossings in the Danville or Catlin area, please use the space below to provide this

Answer Options	Response
Allawei Optiona	Count
	42
answered question	42
skipped question	31

Number	Response Date	Response Text
1	Mar 31, 2014 2:34 PM	When working either trains or switches at track by Voorhees and Bowman and trains by Bob's Market went to work at about 6:20 am and the switch people never seem to care about tying up traffic or for how long can't guess 'em either
2	Mar 26, 2014 8:56 PM	The tracks on Voorhees by the Bowman intersection are closed periodically for long periods of time at high traffic times. I don't know how there has not been an accident at the intersection due to backed up traffic from the railroad tracks.
3	Mar 26, 2014 8:53 PM	I live close to the train tracks Chester Deadends at the tracks. Trains don't bother us at all. When you live close you are used to them.
4	Mar 26, 2014 8:51 PM	The people knew the railroads were here when they moved into the neighborhood
5	Mar 21, 2014 6:22 PM	There is constant train traffic on Voorhees tracks (Norfolk and SCX) also CSX on Griffen
6	Mar 21, 2014 6:19 PM	too long trains, can't wait for the Fairchild overpass is open
7	Mar 21, 2014 6:17 PM	trains blocks Gilbert St. for over an hour
8	Mar 21, 2014 6:15 PM	No rear problem the horn comes from when trains approach intersection
9	Mar 21, 2014 6:13 PM	By getting the Fairchild Bridge done it will help all matters
10	Mar 21, 2014 6:11 PM	Some engineers leave the horn on all the way through the intersection
11	Mar 19, 2014 5:58 PM	In February, 2014, a train stopped & sat idling the diesel engines for 4 DAYS @ our back yard. It rumbling with Air Brake noises throughout the entire time. The air was full of diesel smell. It was AWFUL for 4 days & nights. Trains often stop here for more than a day, but normally do not continue running (but this DOES happen a few times a year!).
12	Mar 7, 2014 11:59 PM	the tracks all have crossing arms but yet the trains will sound a horn up to 7 blasts in a row

Question 11 Page 1 of 4

Number	Response Date	Response Text
13	Mar 5, 2014 7:01 PM	How can I get more information about becoming a hobbo?
14	Mar 2, 2014 11:38 PM	Train noise at night is my main problem but it can also be during the day as well. Also train frequency on the East side of town seems to disturb traffic virtually every time I go on that side of town.
15	Mar 2, 2014 5:53 PM	Extremely tired of hearing the train engine idling at all hours of the day and night. I know there are two tracks but this noise is unnecessary. Also tired of hearing the horn sounding and the echo that follows. The train rarely moves.
16	Feb 28, 2014 1:40 PM	The trains blow the horn way before their location to blow the horn. I know where their spot is located and horns are blown unnecessarily.
17	Feb 27, 2014 6:44 AM	The railroad has been a part of this area for years. What do people expect in a blue collar community? Very much in disbelief that this has been such an issue for people in the area!!!
18	Feb 26, 2014 1:00 AM	The amount of time you have to wait for the trains to pass is so long. Also sometimes one train will be done and immediately another train will start.
19	Feb 26, 2014 12:55 AM	I have been late to work because of trains. I have also cancelled plans for recreation when more than one train stopped me and I would have been late. If I could plan for them, I could work around them.
20	Feb 25, 2014 9:12 PM	The train horns disrupt sleep in the night hours. Trains prevent emergency vehicles from timely response. Not all have crossing arms giving motorist and pedestrians too much opportunity to cross with train approaching
21	Feb 25, 2014 1:31 PM	if you have grown up in vermilion County, odds are you sleep right through the horns!
22	Feb 25, 2014 12:07 AM	Pretty sure most of these tracks have been there for a long time. Want to get you ups or mail or other goodsdeal with it. Trains were here long before we were
23	Feb 24, 2014 8:31 PM	Trains are an essential part of our community and provide jobs for the area. We should not impose any greater restrictions upon them for fear they might leave the area.

Question 11 Page 2 of 4

Number	Response Date	Response Text
24	Feb 24, 2014 6:22 PM	i think all crossings should have gates
25	Feb 24, 2014 6:09 PM	i live 1 1/2 blocks away from a train crossing, it seems there are trains running there constantly. we will go down road to gas station, get 1 or 2 trains at the same time. then when we head back home, again another train or two. just to go a few minutes down the road. also at night, they constantly wake me up w/ their noise, mainly idling. it's very frustrating.
26	Feb 24, 2014 5:52 PM	I find trains fascinating. Most of the time I don't mind getting stopped by a train at a crossing — they're amazing to watch. Ocassionally, I am in a hurry and they add to the stress of driving; but it's a small inconvenience, really!! They keep countless additional trucks off the roadways and conserve energy!
27	Feb 24, 2014 3:05 PM	It is the long horn sounds that are a nuisance. Shorter less aggressive sounds would help.
28	Feb 24, 2014 2:33 AM	Make them fix the tracks. Most in town are horrible.
29	Feb 23, 2014 6:01 PM	Being a native, train noise is something I'm inured to. But the affect on traffic is. at times, ridiculous. It would be wonderful to be able to get to downtown or DACC without catching a train. At night it's not unusual at all to catch a train going out to DACC, and another on the way home.
30	Feb 23, 2014 5:47 PM	While I am annoyed by traffic problems and delays that the trains present, my main problem is train noise and horns at night during evening & sleeping hours. The noise very negatively affects quality of life for everyone within earshot of it. Of course, some people sleep during the day due to their work schedule, so I could see how eliminating noise at all times in town would be beneficial for everyone.
31	Feb 23, 2014 5:09 PM	excessive horn blowing & noise levels prevents us from sleeping with window open. So loud if you are outsde can't carry on a conversation when horn blowing.
32	Feb 23, 2014 4:31 PM	They also are stopped longer than they are suposed to be, but nothing ever gets done about it. Even if you call the phone number provided, nothing ever gets done, no fines, tickets issed, etc.

Question 11 Page 3 of 4

Number	Response Date	Response Text
33	Feb 23, 2014 3:50 PM	The crossings on Voorhees St, both east and west of Bowman, cause the most traffic delays.
34	Feb 23, 2014 1:28 PM	A quiet zone would be an excellent idea!
35	Feb 23, 2014 12:20 PM	Moving trains mean a moving economy.
36	Feb 22, 2014 5:57 PM	No doubt the trains were the heart and soul of this town at one timebut now
37	Feb 22, 2014 3:46 PM	Rail relocation around the city would be ideal
38	Feb 21, 2014 4:48 PM	limit train traffic, they back up and take forever especially without a viaduct its terrible
39	Feb 21, 2014 3:46 PM	train over aqueduct on winter has woken me up in the middle of the night, trains crossing Main st near Bunge greatly disrupt traffic flow
40	Feb 21, 2014 3:27 PM	I have no idea number of trains, annoyed I have to put in a number b/c I have no clue I live near the hospital, seldom trains on vermilion and williams. Sometimes I can hear the Junction/Williams St. horn and train, seems far away
41	Feb 20, 2014 10:55 PM	some need repair
42	Feb 20, 2014 10:03 PM	They do need to blow there horn all throughout the town. I understand there was a law suit years ago: however, they still do not need to "lay on the horn"

Question 11 Page 4 of 4

Exhibit A

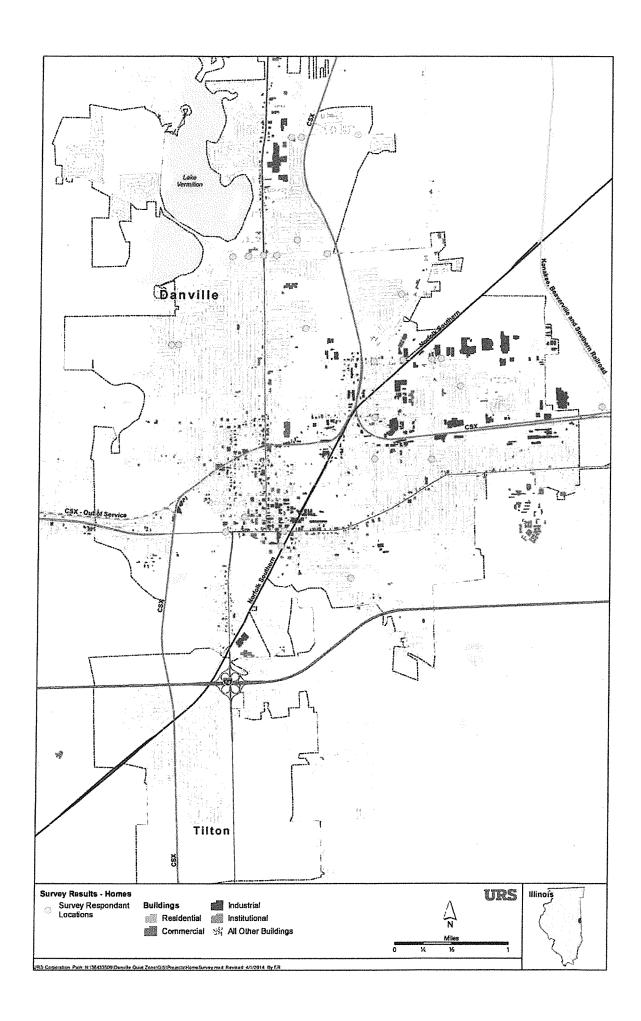
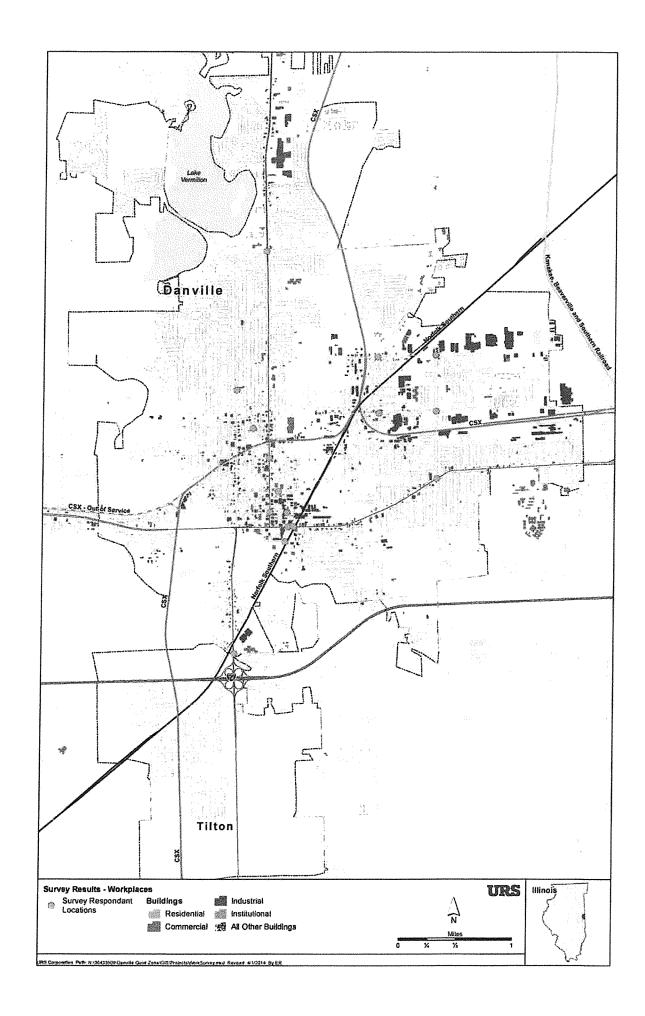


Exhibit B



TAB 4
Technical Memo 4

Technical Memo IV Analysis and Recommendations of Quiet Zone Improvements

Introduction

The sounding of a locomotive horn is a common occurrence in our daily lives. The Federal Railroad Administration (FRA) regulations determine when the horn shall be blown and for how long. It even specifies that the sounding of a locomotive horn will be two long blasts, one short blast and one long blast when approaching a highway-rail grade crossing. Failure to sound the horn or failure to sound the horn in the prescribed pattern will subject the offender to civil penalties up to \$7,500 for a willful violation.

In August 2006, the FRA changed the regulations to allow for quiet zones, where the locomotive train horn is exempt from sounding if a quiet zone is established and maintained. Nevertheless, train horns will continue to be sounded in all rail yards; the Quiet Zone process does not impact train horn noise generated within a yard.

This study is designed to investigate the feasibility of establishing a Quiet Zone in Danville or Catlin, based upon the Request for Proposal (RFP) released by the Danville Metropolitan Planning Organization (MPO) in December 2013. This Technical Memo IV is designed to analyze and recommend a Quiet Zone Improvement within the study area.

Details of the Quiet Zone (QZ) Safety Measures

The details of the appropriate Federal Regulations associated with Supplementary Safety Measures (SSM) and Alternative Safety Measures (ASM) are found in the Code of Federal Regulations (CFR) Title 49: Transportation Part 222 Appendices A and B. All of the information associated with the QZ process is contained within Part 222.

In order for a quiet zone to be implemented, certain SSMs and/or ASMs need to be implemented within the proposed quiet zones. For example, at a minimum, each highway rail grade crossing within the QZ must have gates, flashers, Constant Warning Time devices, and "power-out" indicators. In addition to the above-specified requirements, certain additional safety methods must be implemented-SSMs. The FRA has approved five SSMs that may be installed at highway rail grade crossings within QZs for risk credit reductions. Each SSM has been assigned an effectiveness rate which becomes a factor in the QZ analysis when using the Quiet Zone Calculator.

Supplementary Safety Measures (SSMs)

1. & 2. Closure of a Public Highway-Rail Grade Crossing –Temporary or Permanent

Effectiveness	1.0
---------------	-----

If a grade crossing is closed, it must effectively prevent a vehicle or a pedestrian entrance into the crossings; hence the probability of a collision with a train at the crossing is zero. However, one must take into account the redistribution of the traffic that would have used that closed crossing into other adjacent crossings or grade separations as part of the QZ. If a grade separation is implemented at an adjacent crossing, then there is no redistribution of the old traffic to adjacent crossings. The FRA also allows for a "temporary" closure of a grade crossing during certain hours as an SSM, however, this is allowed only if there is a "Partial Quiet Zone" that will be implemented.

3. Four-Quadrant Gate Systems

Effectiveness, no presence detection	0.82
Effectiveness with presence detection	0.77
Effectiveness with traffic of at least 60 feet	0.92
(regardless of presence detection)	

Four-quadrant gate systems must comply with the standards contained within the Manual of Uniform Traffic Control Devices (MUTCD). This will result in all highway approach and exit lanes on both sides of the grade crossings spanned by gates, thus denying the motorist the opportunity to switch lanes and cross the grade crossing while the gates are in the down position. Four Quad Gate Systems also must have Constant Warning Time devices and "power out" indicators in place.

Further determination regarding Vehicle Presence Detectors (VPDs) will need to be made. This technology allows for the detection of a "trapped" vehicle between all four-quad gates in the down position. The vehicle presence will be detected by the inductive loops in the crossing surface and an exit gate will raise allowing passage out the grade crossing surface and away from an oncoming train. VPD is not a requirement for the installation of the four-quad gates at the crossing to implement a QZ.

Four-quadrant gate systems with VPDs are being implemented on the Chicago to St. Louis High Speed Intercity Passenger Rail corridor with many systems are already operational.

4. Gates with Medians or Channelization Devices

Effectiveness with channelization devices	0.75
Effectiveness with non-traversable curbs	0.80
with or without channel devices	

In this case, opposing traffic lanes on both sides of the grade crossings, which are equipped with gates and flashers, must be separated by either channelization devices or non-traversable curbs. These medians or channelization devices must extend 100 feet from the crossing gate, but at least 60 feet if there is an intersection within 100 feet of the crossing. The details associated with median length, placement, and location are found in Appendix A to Part 222, Section A (3) (b) and (c). Both Constant Warning Time devices and "power out" indicators are also required at these grade crossings.

These devices must be considered in light of nearby driveways, alleys and streets as disruption of access needs to be considered when implementing. Complex issues involving this SSM are addressed thoroughly in the next project phase, which involves a grade crossing diagnostic process that will engage the affected railroad, FRA, Illinois Commerce Commission (ICC), the railroads (owners and those with operating rights), and local officials.

5. One Way Street with Gate(s)

In this case, the gate arms on the approach side of the crossing must extend across the road to within one foot of the far edge of the pavement. The edge of the road opposite the gate mechanism must be configured with a non-traversable curb extending at least 100 feet. Unfortunately, there are no one way streets within the project limits that are applicable to this SSM.

Alternative Safety Measures (ASMs)

The FRA has designated three types of Alternative Safety measures available to an agency interested in implementing a QZ. They are: Modified SSM, Non-Engineering ASM and Engineering ASM. The traits of each are described below.

Modified SSM

In certain instances, the FRA will allow, under unique circumstances, "partial credit" for an SSM that is not quite fully compliant of the full requirements of the SSM. The public authority must provide the effectiveness estimate and present it to the FRA for their review and approval. The FRA will also call upon similar examples in other communities in helping the local agency determine the effectiveness value.

Non-Engineering ASM

Non engineering ASMs require a programmed enforcement program, public education and awareness, or photo enforcement. Each of these options requires a vigorous statistically valid establishment of a baseline violation rate and a continuous law enforcement effort that must be well defined, along with a three-month continual monitoring effort. The same is applicable to a proposed public education program. Photo enforcement is also subject to the same audit and a statistically valid baseline rate through monitoring.

The effectiveness value determination is determined by a formula that takes into account the baseline and the violation rate reduction as a result of the ASM. The ASM violation rates are monitored for the first two quarters after implementation, and every second quarter thereafter for five years.

Engineering ASM

A similar process of monitoring for three months and auditing that applied to Non-Engineering ASMs also applies to Engineering ASMs. Engineering ASMs focus on geometric conditions, such as sight distance improvements that are the source of the increased risk. After the improvement is made, the audit continues, with the train horns still sounding, in order to evaluate incidents that occur at the crossing through the monitoring period. After the monitoring is completed, evaluation continues for additional quarters, as above.

Analysis of Quiet Zone (QZ) Performance and Measurement of Risk

In order for a QZ to be implemented it must be shown that the lack of a train horn does not represent a significant risk with respect to loss of life or serious personal injury, or that the significant risk has been compensated for by other means. Since the implementation of this rule in 2006 there have been four ways in which a quiet zone may be established:

- 1. One or more SSMs (as identified above) are installed at each public crossing in the QZ.
- 2. The Quiet Zone Risk Index (QZRI) must be less than or equal to the Nationwide Significant Risk threshold without implementation of any further safety measures.
- Additional safety measures are implemented at selected crossings, that result in the QZRI reduced to a level less than or equal to the Nationwide Significant Risk Threshold.
- 4. Additional safety measures are taken at selected crossings resulting in the QZRI being reduced to at least the level of the Risk Index with Horns.

The Nationwide Significant Risk Threshold is a value calculated by the FRA annually and can be found on their website. The QZRI is obtained from inputs to the Quiet Zone Risk Index Calculator that is also on the FRA website and is utilized in the scenarios below. Other inputs to

the QZRI calculator include the grade crossing U. S. Department of Transportation (USDOT) number for each crossing within the proposed Quiet Zone. The USDOT number for each crossing also contains an average daily traffic (ADT) value for the crossing. However, if that ADT value is older than three years, the sponsoring agency must provide recent ADT values to insure the existing conditions are properly reflected in the QZRI calculations. Our research shows that the USDOT ADT values for Danville crossings are from 2008; new ADTs will need to be provided if the Danville QZ process continues past this feasibility phase.

It should be noted, and the FRA cautions, that the use of the QZRI calculator only provides an output that is a relative cost for the proposed improvements and does not take into account local conditions and actual costs that can only be determined by a detailed grade crossing field diagnostic exercise. These diagnostics, which would occur at the next phase of this project, are staffed by personnel from the FRA, ICC, host railroad and railroads with operating rights, highway jurisdiction, and agency sponsoring the QZ effort.

Quiet Zone Scenarios

Several different scenarios are presented for review for consideration in Danville/Catlin. It should be noted that a Quiet Zone must be a minimum length of ½ mile and each of these scenarios meet that test. The scenarios are identified as follows:

Scenario A

Location:	Catlin
Affected Railroad:	Norfolk Southern
Grade Crossings with	Sandusky St 479876T
USDOT Crossing Numbers:	• Paris St 479875L
	• Catlin Rd 479874E
Existing Warning Devices:	Gates and Flashers

Scenario B

Location:	Danville – North	
Affected Railroad:	CSX Transportation	
Grade Crossings with	Liberty Lane 353708L	
USDOT Crossing Numbers:		
Existing Warning Devices:	Gates and Flashers	

Figure 2: Catlin Raised Median SSMs

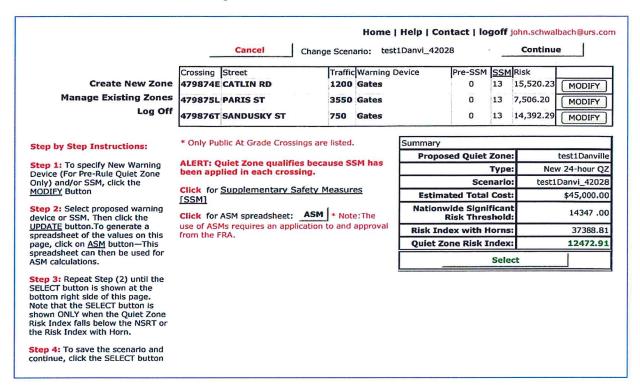
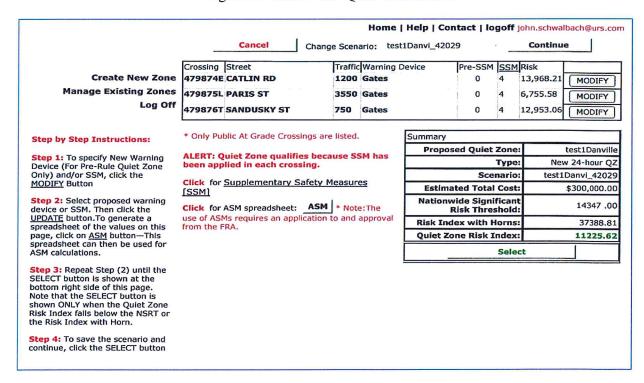


Figure 3: Catlin Four-Quad Gate SSM's



Scenario B: Danville North

This scenario involves only one grade crossing, Liberty Lane, located in an area with expanding residential and commercial businesses. Since this location is quite a distance from the closest crossing, train horn noise would be nearly undetectable from other crossings.

At a cursory review of the grade crossing geometrics, it appears that the raised median SSM option would not be a good solution because of a business' close proximity to the grade crossing; raised medians could affect customer access to the business. The installation of four-quadrant gates at this location is a feasible alternative at this location as the QZ calculator results indicate in Figure 4-Liberty Lane Existing Conditions and Figure 5-Liberty Lane Four Quadrant Gate SSM.

Home | Help | Contact | logoff john.schwalbach@urs.com Change Scenario: DANVILLE N_42031 Cancel Continue Traffic Warning Device Crossing Street Pre-SSM SSM Risk **Create New Zone** 353708L LIBERTY LANE 4450 Gates 62.621.1 MODIFY Manage Existing Zones Log Off * Only Public At Grade Crossings are listed. Summary Click for Supplementary Safety Measures Danville North Liberty **Proposed Quiet Zone** [SSM] Step by Step Instructions: Click for ASM spreadsheet: ASM | * Note:The Type New 24-hour QZ use of ASMs requires an application to and approval DANVILLE N 42031 Scenario Step 1: To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the from the FRA. **Estimated Total Cost** \$0.00 Nationwide Significant MODIFY Button 14347 .00 Risk Threshold: Step 2: Select proposed warning **Risk Index with Horns:** 37542.64 device or SSM. Then click the **Ouiet Zone Risk Index:** 62621.12 UPDATE button. To generate a spreadsheet of the values on this page, click on ASM button-This spreadsheet can then be used for ASM calculations. Step 3: Repeat Step (2) until the SELECT button is shown at the bottom right side of this page. Note that the SELECT button is shown ONLY when the Quiet Zone Risk Index falls below the NSRT or the Risk Index with Horn. Step 4: To save the scenario and continue, click the SELECT button

Figure 4: Liberty Lane Existing Condition QZ Calculator

Figure 5 Liberty Lane Four Quad Gate SSM

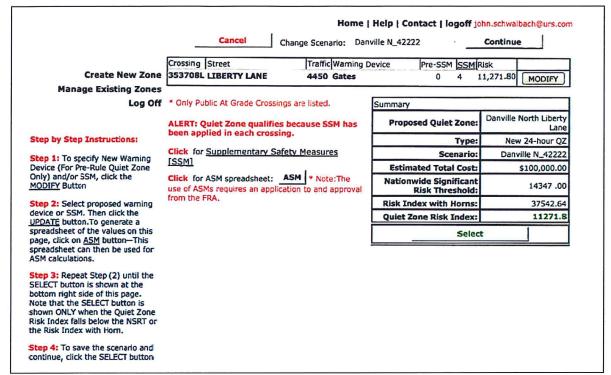
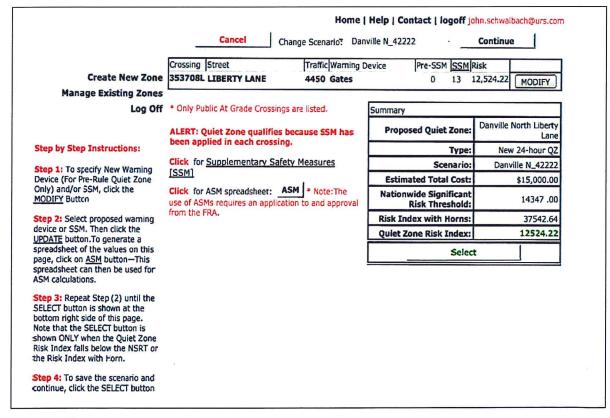


Figure 6: Liberty Lane with Raised Median SSM's



Scenario C: Danville - Downtown

This location contains high traffic volume areas and is in the heart of the downtown Danville area. Many of the respondents to the survey that was conducted in Phase III of this project either work or live nearby and addressing a QZ in the downtown area may have a greater impact within the community as it affects so much of the population.

This proposed five grade crossing QZ starts at the south at Third Street and continues north to South Street, Main Street (MLK Memorial) Van Buren Street, and Williams Street, for a total distance of just over 1.5 miles. This QZ also encompasses one private at-grade industrial crossing, North Street. In addition, trains are still required to sound their horns while traversing within the NS yard between North Street and Williams Street.

In order to develop a feasible QZ for this scenario, significant infrastructure improvements will need to be made if the Quad Gate SSM is accepted. This will require the closing of the existing Van Buren Street grade crossing, the installation of two four -Quad gate SSM systems at Main Street and Williams Street and 100-foot long, non-traversable median SSMs at South Street. If instead raised medians at each crossing are implemented, there will be less total infrastructure cost as no Quad Gates SSM's would be installed, but raised medians would be implemented at each grade crossing. This may be problematic from a traffic engineering standpoint, but that can be addressed at the next project Phase.

It should also be noted that technically medians would not have to be implemented at every grade crossing to establish at QZ. However, if SSM's are implemented at <u>each</u> crossing, then the Quiet Zone will be secure and not subject to the vagaries associated with a changing Nationwide Significant Risk Threshold. URS recommends this approach (SSM's at each location) rather than putting the QZ at risk based on the unknown change in the FRA Risk Threshold. If not, it is possible that the Quiet Zone designation could be removed without additional infrastructure improvement; if an SSM is implemented at each crossing in the QZ, the QZ's future is secure. As with all scenarios, significant engineering and review, including the private crossing at North Street, will need to be reviewed in the next phase of this project.

Figure 7: Danville Downtown Existing Conditions QZ Calculator

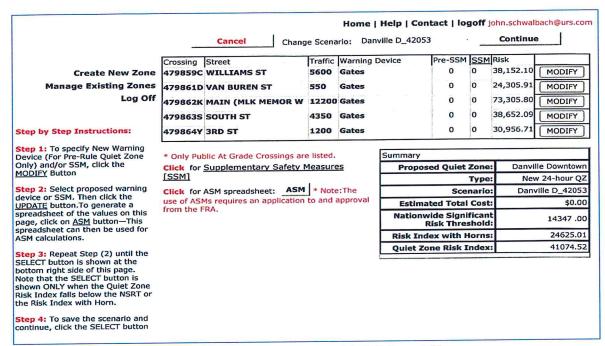


Figure 8: Danville Downtown with SSMs and Closures

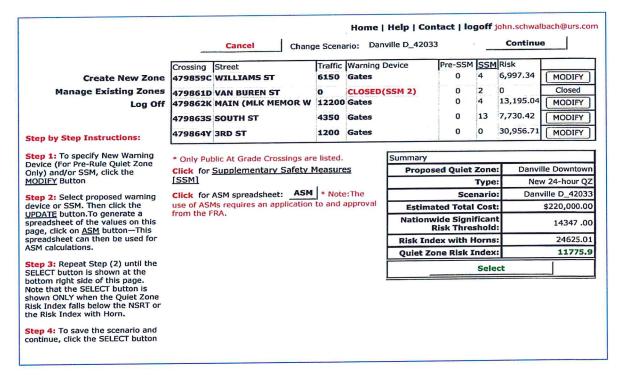
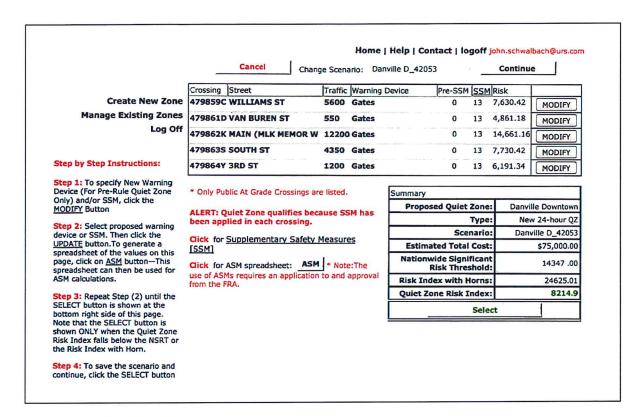


Figure 9: Danville Downtown with Raised Median SSM's



Scenario D: Danville - Northeast

This location also demonstrated, through survey responses, a significant interest in the train noise issue based on the volume and location of respondents. This proposed four grade crossing QZ begins at Martin Street and includes Bowman Ave., Pries Street, and Voorhees Street, a distance of 0.5 miles, on the Norfolk Southern tracks.

The feasibility of the QZ presented in Figure 10 requires the installation of a raised median barrier SSM at South Street, closing of Pries Street and Martin Street, and the installation of four-quad gate SSMs at Voorhees Street and Bowman Avenue. As part of the QZRI process, existing traffic from Pries Street and Martin Street is channeled into the highway rail grade crossings that remain open. This option is relatively expensive because of the two Four Quad Gate Installations at Voorhees and Bowman.

Another option, presented in Figure 10, includes no Quad Gate SSM's, but rather raised medians SSM's at Voorhees, Bowman, and Martin Street, with a closure of Pries Street. As in other median applications, traffic considerations must be taken into account concerning the geometrics of the locations, along with rail safety implications. Nevertheless, both options present feasible Quiet Zones, with Figure 11 as the less expensive alternative,

Figure 10: Danville Northeast Existing Conditions QZ Calculator

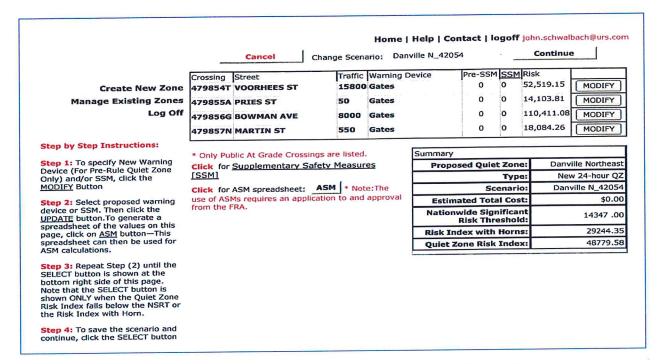


Figure 11: Danville Northeast with Four Quad Gate SSM's and Closures

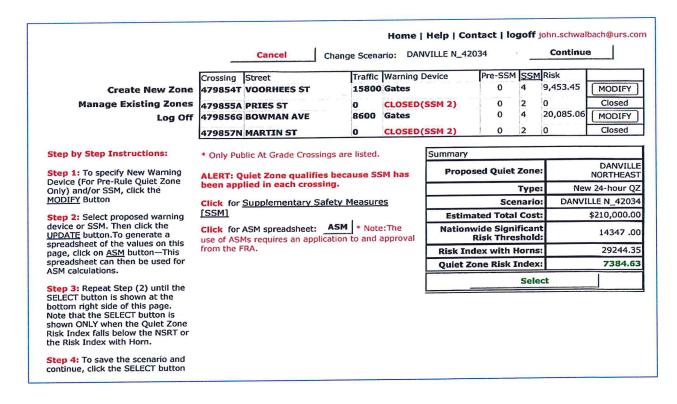
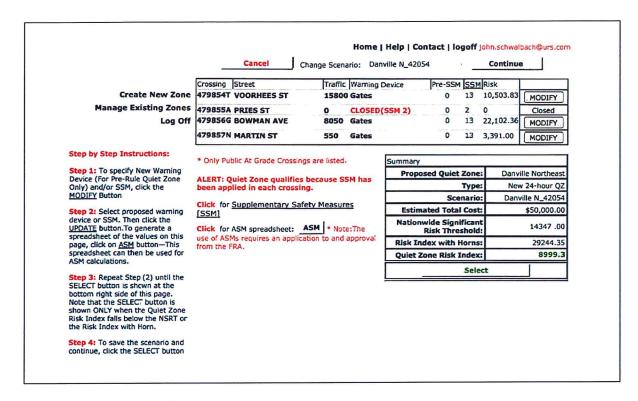


Figure 12: Danville Northeast with Raised Median SSM and Closure



Scenario E: Danville East

This location involves the CSX and grade crossings at Bowman Avenue and Griffin Street. Bowman currently is equipped with gates and flashers, however Griffin is only equipped with flashers (no gates). Consequently, the Griffin Street grade crossing fails the requirement of having gates and flashers as the existing condition of the QZ. However, if Danville were to discuss this with CSX and they were to install gates at this location, along with the existing flashers, this could become a viable candidate for a QZ. However, for now, this Scenario E is not feasible for a Quiet Zone. The FRA QZ calculator requires that before a QZ can even be calculated, the minimum standard of gates and flashers must be in place. Consequently the QZRI will not even operate without this upgrade at Griffin St. implemented. However, if gates are installed at Griffin, the QZRI could then be run and we believe that raised median SSM's, implemented at both Bowman St. and Griffin St., would result in a feasible Quiet Zone

Additional Scenario Request: Voorhees CSX

In July 2014 DATS requested that the Voorhees highway rail grade crossing on the CSX line (353711U), just north of the North Yard be considered for a standalone QZ. It should be noted

that a QZ cannot be located within a rail yard and the close proximity of this yard to this crossing will not eliminate all train horn noise in this vicinity. The existing conditions are presented in Figure 13 and Figure 14 presents the conditions if raised median SSM's are installed. This will result in a Feasible Quiet Zone at this location.

Figure 13: Existing Conditions at CSX Voorhees Grade Crossing QZ Calculator

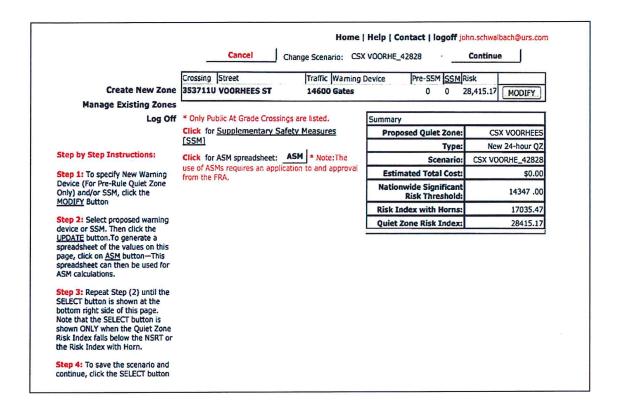
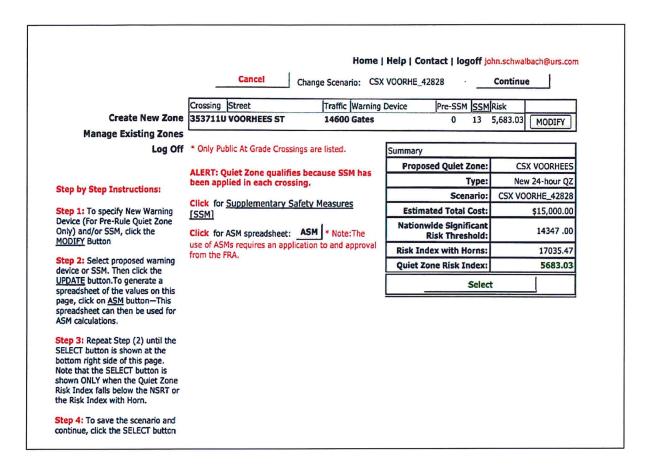


Figure 14: Voorhees CSX with Raised Median SSM's



Infrastructure Costs Associated with Quiet Zones

The costs presented in the FRA QZ calculator are only to be considered as costs for the improvement, primarily with the objective of helping QZ applicants compare the costs of different QZ's that are anticipated for review. It is very important for Danville to understand that these FRA relative values should not be used to develop a true project cost estimate.

Although a Feasibility Study such as this does not include an engineer's cost estimate, we can identify certain cost drivers that must be considered by the local agency in their decision making process:

- Four Quad Gate SSMs without VPD's are at least \$495,000 per installation
- Property acquisition costs for installation of the median SSMs should be considered, as the geometrics of the project area will be expanded.
- If a traffic signal device is close to the grade crossing or on an adjacent street, an interconnect with the grade crossing warning device may be needed.

- Constant Warning Time installation and "Power Out" indicators are at least \$175,000 per grade crossing. It appears that none of the grade crossings in Danville currently have these features, but this will need to be verified with CSX and Norfolk Southern.
- Maintenance of the QZ improvements is the responsibility of the QZ applicant.
- Grade Crossing closures may incur costs associated with public hearings and costs associated with the Administrative Law process of the Illinois Commerce Commission.

Safety Data

Appendix A of this section is a collection and summarization of accident/incident data at each highway rail grade crossing that is part of a proposed QZ. This information was obtained from the FRA database. The summary table contains information regarding the number of incidents, personal injuries and fatalities at each grade crossing. An examination of the details contained within each accident/incident may be useful in the Field Diagnostic phase of the project. It may also be valuable to note item #41 in each incident report that describes the driver's behavior at the highway-rail grade crossing; the number of drivers that drove around the gates while in the "down" position is significant and could be mitigated by the raised medians or channelization devices addressed in this section

Path Forward to Implement a Quiet Zone

In order to implement a QZ there are very specific steps that need to be followed, involving production of specific documents and initiation of the QZ process. The four steps are as follows:

- 1. Prepare a QZ Study Document
- 2. Provide a Notice of Intent (NOI) to Create a Quiet Zone
- 3. Provide a Notice of Intent to Establish a Quiet Zone
- 4. Provide a Notice of Intent to Implement a Quiet Zone

Quiet Zone Study Document

- Purpose is to document the existing conditions of the proposed QZ.
- Conduct the Field Diagnostic Review. Invite the FRA, ICC, IDOT, local agencies, host railroads, and railroads with operating rights on the track. FRA, local agency and host railroad must participate. Make sure the ICC is invited also; their input is critical and ICC will need to approve the proposed crossing improvements through their petition and public hearing process during the final design phase.
- Document the Diagnostic Review and include photos and comments from all participants.
- Based on the diagnostic review options discussed, run the QZ calculator for the QZ Zone.
- Prepare conceptual exhibit plans for the crossing improvements.

- Prepare engineering cost estimates.
- Update the Average daily traffic Counts (ADT) if data is greater than three years old.
- Update the USDOT crossing inventory forms with latest ADT values and any other changes to the grade crossing that are not reflected in the existing inventory.
- Update the ICC crossing inventory forms with latest ADT values and any other changes to the grade crossing that are not reflected in the existing inventory.
- Public Involvement is not required at this stage, it is up to the local agency to include public involvement in the process.

Notice of Intent to Create a Quiet Zone

- Provide a Notice of Intent to all the railroads that operate over the crossings in the proposed quiet zone, the FRA, ICC, and IDOT.
- The NOI must list all of the crossings within the proposed QZ and provide a brief explanation of the proposed plans to implement the improvements within the QZ. It must also state the time period when the restrictions would be imposed on the sounding of the train horn. The NOI must also state the name and title of the person who is the point of contact during the development process and how that person should be contacted. The agency must also list the names and addresses of each party that will receive the NOI. The required elements of the NOI can be found at 49 CFR § 222.43 (b).
- For 60 days after the NOI was mailed, any party that receives a copy of the NOI may comment or submit information about the proposed QZ to the public authority advancing the project.
- The public authority must address the comments received during this 60 day period.

Notice of Intent to Establish a Quiet Zone

- A means for the public authority to formally advise the affected parties that a quiet zone is being established, specific requirements can be found at 49 CFR § 222.43 (d)
- If the agency will utilize ASMs within the Quiet Zone, these ASM applications to the FRA should be submitted at this stage and copies to all others as listed. FRA will take three to four months to provide a written decision.
- Engineering final design and detailed cost estimates will be prepared and submitted.
- Improvements to the highway rail grade crossings are constructed.
- Proper signage must be in place at each public, private, and pedestrian crossing per MUTCD standards.

Notice of Intent to Implement a Quiet Zone

- This Notice is submitted when all field work is completed.
- There is a 60 day notice required.

Final Comments

In the implementation of a QZ, it must be borne in mind that the safety of the highway rail grade crossing is of paramount importance in the process. While many factors come into play, it is important to realize that it is the totality of the improvement at the grade crossing that needs to be most closely considered. Consequently, the Diagnostic Review and the comments that come from that review will give the MPA the best understanding of the probability of a QZ. The diagnostic review is critical as new perspectives about the proposed improvements will be developed, with the full evaluation of each SSMs' and ASMs' effectiveness reviewed. It is possible that initial thoughts about the suitable SSM will be summarily dismissed, but other alternatives might be suggested at this stage by respective participants that will have a greater potential for success and are based on experiences with QZ implementation across the United States.

It is also important for the MPA to revisit the Danville LRTP, as QZs are discussed within that document. Those organizations who will participate in the diagnostics should be made aware that establishment of a QZ in Danville is a well thought out strategy to improve the quality of life for the residents and not a quick fix to rectify a short-term problem.

While the opinions provided within this document are based on sound reasoning and interpretation of 49 CFR § Part 222, the actual language contained within this regulation supersedes any language contained within this deliverable to the MPA.

Appendix A

Phase IV Technical Memorandum

Highway-Rail Grade Crossing Accident/Incident Reports by Proposed Quiet Zones

Danville, IL

Summary of Data by Proposed QZ

QZ Name	Grade Crossings	Incidents	Injuries	Fatalities
Catlin	3	9	4	0
Liberty Lane	1	6	1	1
Downtown	5	34	10	1
Northeast	4	14	4	0
East	2	12	3	0
Newell	1	2	0	1
Voorhees CSX	1	3	0	0

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Catlin

DEPARTMENT OF TRANSPORTATIO FEDERAL RAILROAD ADMINISTRATION (F
1.Name of Reporting Railroad
Norfolk Southern Corp. INS 1

HIGHWAY-RAIL GRADE CROSSING

OMP Approval No. 2420 DEDO

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27. FRA Track 28. Number		8. Light	er of Cars	mmuter Train	t Speed (Re			7.00 = -0.1 0. ros - re-	Code		Table Direction	200 10
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4 Units	2	2	76	E. Esti	mated			50 mph		The same of the sa	uth 4. West	3
32. Type of 1. Gates	4. Wig wags	7. 0	Crossbucks 10.	Flagged by	crew	3	3. Signaled	Crossing	Waming	A Dry	way Conditions	
Crossing 2, Cantilever FLS				(F)				erse side fo		B. Wet C.Snow/S	hueb	
Warning 3, Standard FLS			Watchman 12.		,		instruction	ns and cod	es) Code	D.Ice		Code
Code(s) 03	1	T	1		1				1	TOTAL	flud, Dirt, Oil, Gravel Standing, Moving)	
35. Location of Warning			36, Crossir	ng Warning Ir	nterconnecte	ed .		3	7. Crossing	Illuminated		
1. Both Sides		, Coo	نابا طائب	ghway Signa			1.0	Code		Special Lig		Code
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	nroach	1		2. No 3	. Unknown			2	1. Yes	2. No 3. L	Inknown	1
38.Hignway 39.Highway User's C			r Went Behind o			Highwa			5. Othe			
User's		and Struck o	r was Struck by	Second Train			t around th			it around/thr es, see insti	ru temporary barrica	ade
Age 1. Male	Code	2 12 2		1	Code	3. Did n	ped and the lot stop	en proceed		nt thru the g		Cod
2. Female			lo 3. Unknown				ped on cro	ssing	B. Suid	ide/Attemp	ted suicide	3
42. Driver Passed Standing		Code	43. View of Trac				struction)			7 Other	(anasita)	Code
Highway Vehicle 1. Yes 2. No 3. Unknown		2		manent Struc Inding railroa			ssing Train			7. Other 8. Not O		8
1. 100 E. 110 C. CHIMIOWII	Villad		44. Driver was	inding ramoa	a equipmen	1 4. TOP	Ograpity	45. Was	Driver in th		Dan doled	Code
Casualties to:	Killed	Injured		Injured 3. U			2		s 2. No			1
46. Highway-Rail Crossing Users	0	1 4	47. Highway Veh		Damage		S5.500		Number of ding driver	f Vehicle Oc	ccupants	
49. Railroad Employees	1	0	(est. dollar da 50. Total Numbe		n Train		133,500			nent Accider	nt /	Code
	0	0	(include pass				1	Incid	ent Report	Being Filed		2
52. Passengers on Train 53a. Special Study Block	Video Ta		res No		53b. Spec	ial Stud	ly Block	1. Ye	es 2. No			
coa. Special class block	Video Us	2000 CO 0000	res No		Joop, Spec	aa oluu	., DIOGN					
54. Narrative Description (Be	specific, and	continue on s	separate sheet ii	f necessary)				32.12.00.000				
55. Typed Name and Title			- ware	56. Signatu	Ire .					57. Date		
NOTE: This report is part of the re	porting railro	ad's accident	report pursuant	The second name of the local division in which the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local division is not a second name of the local division in the local divi		tatute a	nd, as such	n shall not	be admitte	-	ce or used for any i	purpose
in any suit or action for damages g	rowing out o	of any matter i	mentioned in sai	d report" 4	9 U.S.C. 20	903. Se	e 49 C.F.R	R. 225.7 (b)				
FORM FRA F 6180.57 (Rev. 0	8/10)	* NOTE	THAT ALL CASU OMB at	PPROVALEX				RA F 6180.5	5A			

DEPARTMENT OF TRANSPOR		۵۱				L GRADE NCIDENT						OMB /	Approval No. 2	130-0500
1.Name of Reporting Railroad	TION (FRA	3)		ACCI	DENTA	HOIDENT		habetic	Code				road Accident/Inci	
Norfolk & Western Rwy Co. [NW]						NW					D322	274	
2.Name of Other Railroad or Other B	ntity Filling	for Equipme	ent Involv	red in Train A	Accident	Incident	2a. Alp	habetic	Code			2b, Rail	road Accident/Inci	dent No.
3. Name of Railroad or Other Entity Norfolk & Western Rwy Co. [1		le for Track f	Maintenar	nce (single	entry)		3a, Alp	habelio	Code			3b. Rail D322	lroad Accident/Inci	dent No.
4. U.S. DOT Grade Crossing ID No.		***************************************					5, Date	e of Acc	ident/In			6. Time	of Accident/Incide	ent
				479870	6T		1	month	0 8	D 10	ar 980	9:35	AM	✓ PM□
7. Nearest Railroad Station		9. Cou	Contract of the last of the la	0 1 0	0 1 13	700	10. Sta		Code					
CATLIN							VI	ERMII	LION				Abbr. [L	17
11. City (if in a city) CATLIN				12. Highwa	ay Name	or No.	OUTH S	SANDI	USKY	ST.			Public 🗸	Private
	hway Use	er Involved							AV THE REAL PROPERTY.		pment	Involve	d	
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mol		J. Other Moto K. Pedestria M. Other (s	n		Code	17. Equipr 1. To 2. To 3. To	ain (un ain (un	its pullin its pushi anding)	g) 5. (ng) 6.	Car(s) Light loc	(moving) (standing co(s) (m co(s) (si (specify	oving) (tanding)	A. Train pulling- RC: B. Train pushing- RC: C. Train standing- R D. EMU Locomotive E. DMU Locomotive	CL CL (s) Code
	irection	(geographica			. Code	18. Positio	n of Car	Unit in		. Onle	(Specify		E. DIVIO COCOMOLIVO	(0)
(est. mph at impact) 10 1. N	orth 2. So	uth 3. East			1						11			
16. Position 1. Stalled or stuck on 2. Stopped on Crossi 3. Moving over crossi	ng :	4. Trapped o 5. Blocked or			Code 3	19, Circun 1, Rail e		nt strucl	k highw	ay user	2. Rail e	quipment	t struck by highway	Code y user 1
20a. Was the highway user and/or	N28	ent involved			1 -	20b. Was	there a l	nazardo	us mate	erials rel	ease by			Code
in the impact transporting haz 1. Highway User 2. Rail Eq	ardous ma uipment	terials? 3. Both 4.	Neither		Code 4	1.	. Highwa	y User	2, Ra	ail Equip	ment 3	B. Both	4. Neither	
20c. State here the name and quan	tity of the h	azardous ma	aterial rele	eased, if any	<i>'</i>									
E0 0F	-	ingle entry) Day 3. Dusk	4. Dark		Code 2	23, Weat 1, Cle		-	5,000	4. Fog 5	5. Sleet	6. Snow		Code
24. Type of Equipment 1. Freight T		5. Single		9, Maint,/in			u L							
Consist 2. Passeng	er Train-Pu er Train-Pu	Illing 6, Cut o	Switching	A. Spec. M B. Passeng	loW Equi	ip, E.DM -Pushing	Code	Equip	ment In		Rail ig 4. Indu	Code	SINGLE M. TRACK	
27. FRA Track 28. Number of		8. Light 29. Numb		C. Commu		Speed (Re					Code		e Table Direction	Code
Class (1-9,X) Locomotin	ve 2	371.78.7 NATIONAL	98		R, Rec E. Estir	orded		•		mph	E	3523323	North 3, East South 4, West	4
32. Type of	Wig wags	7	Crosebuc	cks 10. Flag	aned by	rew	33	. Signal	led Cros	ssing W	arning	34. Roa	dway Conditions	
Crossing 2. Cantilever FLS 5.	30 30 30			1000	er (spec				verse s			B. Wet C.Snow	.tCl. ab	
Warning 3, Standard FLS 6.	10 (100)	-	Watchma		1.00			instruct	tions an	nd codes	Code	D.Ice		Code
Code(s) 03 06			1			T					1	the state of the s	f,Mud,Dirt,Oil,Grave r (Standing, Moving	
35. Location of Warning	•		36.	Crossing W	aming In	terconnecte	ed				_	Illuminat	ed by Street	
Both Sides Side of Vehicle Approach		Co	de	with Highwa	ay Signal	s		1	Code		_	Special L		Code
3. Opposite Side of Vehicle App		1				Unknown			2	1			. Unknown	2
38.Hignway 39.Highway User's Ge User's	DATE CONT.	Highway Use and Struck o					Highway 1. Went 2. Stopp	around	•		6. Wen		city) thru temporary bar istructions)	
254	Code	1. Yes 2. N	lo 3 l ln	known		Code	3. Did no	ot stop			7. Wer	nt thru the	gate	Code 3
2. Female 42. Driver Passed Standing		Code		of Track Ob	scured t		4. Stopp				8. Suic	ide/Atten	npted suicide	Code
Highway Vehicle		1	40. VICW	1. Perman			-	-		/egetatio	on	7. Othe	er (specify)	,
1. Yes 2, No 3, Unknown		2			g railroad	d equipment			6. F	Highway	Vehicles		Obstructed	8
Casualties to:	Killed	Injured	44. Drive 1. Kil	r was lled 2. Injure	ed 3 Lli	niniured		3	45	. Was D		e Vehicle	ır	Code
46. Highway-Rail Crossing Users	0	0	47. Highv	way Vehicle	Property			S100	48.	. Total N			Occupants	1
49. Railroad Employees	0	0		Number of F		n Train		10100	51.	. Is a Ra	il Equipm	ent Accid		Code
52. Passengers on Train	0	0	(inclu	de passenge	ers and t	rain crew)					t Report 2. No	Being File	ed	2
53a. Special Study Block	Video Ta	ken?	Yes	No		53b. Spec	ial Study	Block		1, 165	2.110			
54. Narrative Description (Be sp	Video Us ecific, and	continue on	Yes separate	sheet if nec	essary)							-		
		CONTRACTOR OF THE PROPERTY OF												
55. Typed Name and Title NOTE: This report is part of the repo	ding mile-	adla accide	roned -		Signatu		tatuta ca	d se c	ich eho	Il not "h	a admitta	57. Dat		DV DUITOGE
in any suit or action for damages gro	wing out o	f any matter	mentione	ed in said rep	port," 4	9 U.S.C. 20	903. Se	e 49 C.F	R. 225	5.7 (b).	aumme	u as 6viU	onde or daed for a	ily purpose
FORM FRA F 6180.57 (Rev. 08	(10)	* NOTE		L CASUALTI DMB appro				FORM	FRAF	6180.55 <i>F</i>	1			

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

	11101111	100						- Citiz Trapicital Ita	2100 000	
Name Of							Alphabetic Cod	le RR Accident/In	cident No.	
1. Reporting Railroad			orfolk So	uthern C	Corp. [NS]		1a. NS	1b. 095360		
Other Railroad Involved in Train		THE RESERVE ALL SELECTION AND ADDRESS OF THE PERSON ADDRESS OF THE P					2a. 3a. NS	2b.		
Railroad Responsible for Track	3b. 095360									
4. U.S. DOT-AAR Grade Crossing	ent/Incident 07:1									
7. Nearest Railroad Station CATLIN				Division	3	9, County VERM	IILION	10, State Abbr.	Code 7 IL	
11. City (if in a city) CATLII	✓ Public	Private								
Highwa										
13. Type C. Truck-trailer F. Bu	(moving) 8. (standing) A.	Other (specify) Train pulling- RCL	Code							
A. Auto D. Pick-up truck G. Sc	Train pushing- RCL									
B. Truck E. Van H. Motorcycle M. Other (specify) B. Truck E. Van H. Motorcycle M. Other (specify) 14. Vehicle Speed 15. Direction (geographical) Code 18. Position of Car Unit in Train										
(est. mph at impact) 1. North 2. South 3. East 4. West 4										
16. Position 1. Stalled on crossing 2. Stopped on Cross		oving over cr	rossing	Code 4	19. Circumstance 1. R		nt struck highway user nt struck by highway us	er	Code	
20a. Was the highway user and/or	rail equip	ment involve	ed	Code	20b. Was there a haza				Code	
in the impact transporting haz 1. Highway User 2. Rail Ed			4. Neither	4	1, Highway Us	er 2, Rail	Equipment 3. Both	4. Neither	4	
20c. State the name and quantity of	-			d, if any				an pro-Variante account for the party of the second		
		delegate ente	×							
Property of the second	10.00-01.00 (MI)	(single entry		Code	23. Weather (single of		F F Clt		Code	
(specify if fillings) as 1.	Dawn 2.	. Day 3. Du					Fog 5, Sleet 6, Snov		1	
24. Type of Equipment Consist 1. Freight train 4	. Work tra	ain 7. Yard/S	A. Spec. Mo Switching	ovv Equip	25. Track Type Used I Equipment Involve		Code	26. Track Number of	r Name	
(single entry) 2. Passenger train 5			12/19/2	Code	1, Main 2, Yard		4. Industry 1	MAINLINE		
27, FRA Track 28, Number		29. Number			eed (Recorded if availab		31. Time Table Direct		Code	
Class Locomotive Cars R. Recorded										
4 Units 2 34 E. Estimated 38 mph E 1. North 2. South 3. East 4. West 32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban									Code	
Crossing 2. Cantilever FLS 5	. Hwy. traf	ffic signals 8	8. Stop sign	ns 11.0	ther (specify)	Warn	-	1. Yes		
Warning 3. Standard FLS 6	. Audible		9. Watchma	an 12.N	one	20 coc w	arn min (1);	 No Unknown 	1 2	
Code(s) 01 35. Location of Warning			ode 36.	Crossing \	Naming Interconnected	Code	37. Crossing Illumin		Code	
1. Both Sides		,		1000 0000000000000000000000000000000000	way Signals	1	Lights or Specia	The Control of the Co	0040	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	l	1. Yes 2	. No 3. Unknown	2	1. Yes 2. No	3. Unknown	2	
38. Driver's 39. Driver's Code		r Drove Behi	ind or in Fro	ont of Train	Code 41. Driv	/er			Code	
Age Gender		Struck or wa			1 1		or thru the gate 4. S then proceeded 5. C			
50 1. Male 1	·	1. 1es 2. IV	O 3. UIKII	IOWII	2	Did not stop	their proceeded 5. C	outer (specify)	4	
42. Driver Passed Standing	Code	43. View of			(primary obstruction	1.00			Code	
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Strud ding railroad		3. Passing Train 5. \ ant 4. Topography 6. H		7. Other (special special spec		8	
1, 100 2, 110 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0, 0,			44. Drive			ode	45. Was Driver in the		Code	
Casualties to:	Killed	Injured			6 11-1-1 1	3	1. Yes 2. No		2	
46. Highway-Rail Crossing Users	_		47. Highv	way Vehicl	e Property Damage		48. Total Number of H	Highway-Rail Crossi		
46, Righway-Rail Clossing Osers	0	0	(est. c	dollar dam	age)	S0	(include driver)		0	
49. Railroad Employees	0	0			f People on Train		51. Is a Rail Equipme Incident Report Be		Code	
52. Passengers on Train	0	0	(inciue	ae passer	gers and crew)	2	1. Yes 2. No		2	
53a. Special Study Block					53b. Special Study Blo	ck				
54. Narrative Description										
55. Typed Name and Title		56. Signatur	re					57. Date		
os, Types Hame and Title		oo. Oignatur	_					55416		

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of								Alphal	oetic Cod	le RR Acc	cident/Inci	dent No.					
1. Reporting Railroad		N	orfolk & W	'estern	Rwy Co. [NW	V [1a. N	W	1b. X1	9098601	4					
2. Other Railroad Involved in Train A	Accident/I	ncident						2a.		2b.							
3. Railroad Responsible for Track M	aintenan	ce N	orfolk & W	estern	Rwy Co. [NW	/ 1		3a. N	W	3b. X1	9098601	4					
4. U.S. DOT-AAR Grade Crossing II	9/26/86	6. Time	of Accid	ent/Incident	10:45	PM											
7. Nearest Railroad Station TILTON			8. Div	vision			9. County VERM	ILION		10. Stat Abb		Code					
11. City (if in a city) CATLIN			12. Hi	ghway N	lame or No. S.	PARIS				✓ Publ	lic .	Private					
Highway User Involved Rail Equipment Involved																	
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment			(moving) (standing)	8,	Other ((specify)	Code					
A. Auto D. Pick-up truck G. Scho	ool Bus			Ε.	1. Train (unit			(standing) oco(s) (movi		Train pulling Train pushing		1 -					
B. Truck E. Van H. Moto	orcycle	M. Other (, ,,	A	3. Train (sta	nding)	7. Light I	oco(s) (stand		Train standi		Code Code In Code					
14. Vehicle Speed 15. Direction (geographical) Code 18. Position of Car Unit in Train																	
(est. mph at impact) 45 1. North 2. South 3. East 4. West 1 1 16. Position 1. Stalled on crossing 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user											Code						
2. Stopped on Crossing		Charles a break land	Ossing	3	19. Circumstan			nt struck by his				1					
20a. Was the highway user and/or ra	ail equipr	ment involve	d	Code	20b. Was there	a hazaro	dous materi	als release by	1			Code					
in the impact transporting haza 1. Highway User 2. Rail Equ			1 Noither	4	1 High	hway Use	r 2 Rail	Equipment	3 Both	4. Neither							
20c. State the name and quantity of					1. 11197	may occ	2.112.		0, 200.	1, 11-1,11-1							
200. Glate are finance and quartery or	0,0 ,,,,,	Todo mator															
	isibility	(single entry))	Code	23. Weather	(single er	ntry)										
(specify if minus) 68 °F 1. D	awn 2.	Day 3. Du	sk 4. Dark	4	1, Clear 2,	Cloudy	3. Rain 4.	Fog 5, Sleet	6. Sno	w		1					
24. Type of Equipment			A. Spec. MoV	N Equip	25. Track Typ	e Used by	y Rail		Code	26. Track N	umber or	Name					
		in 7. Yard/S		Cada	Equipmen	t involved	d										
(single entry) 2. Passenger train 5. 3. Commuter train 6.				Code 1	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE	MAINI	LINE					
27. FRA Track 28. Number of		29. Number		nsist Sp	eed (Recorded i	f available	e) Code	31. Time Tal	ole Direc	tion		Code					
Class Locomotiv		Cars	_	Recorde	_		1					1 -					
4 Units	1			Estimate	21 17	nph mph				3. East 4. \							
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wags				lagged by crew ther (specify)		33. Signal Warn	ed Crossing		34, Whistle E 1, Yes	Ban	Code					
Warning 3. Standard FLS 6.			9. Watchman		The state of the s		***	ıııg		2. No	4. West 3 stle Ban Code es o nknown						
Code(s) 03					20 sec warn min (1); 3. Unknown				wn								
35. Location of Warning		С			Warning Intercor	nnected	Code		-	ated by Stre	eet	Code					
Both Sides Side of Vehicle Approach		1 -		ith High	way Signals		١.	Lights	or Specia	i Lights							
Opposite Side of Vehicle Approach	roach	1	1	Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No	3. Unknow	n	1					
38. Driver's 39. Driver's Code 4	40. Drive	Drove Behi	nd or in Fron	t of Trai	n Code	41. Drive						Code					
Age Gender		and the same of th	s Struck by S		rain I			d or thru the g									
1. Male 2. Female		1. Yes 2. N	o 3. Unkno	wn	2	5000 100	id not stop	then proceed	ied 5. (Julei (spe	спу)	3					
42. Driver Passed Standing	Code	43. View of	Track Obsci	ured by	(primary ob	0.00						Code					
Highway Vehicle			anent Struct		3. Passing T ent 4. Topograp				Chetruct	• •		1 .					
1. Yes 2. No 3. Unknown	2	2. Stand			ent 4. Topograpi					Notice of the same							
Casualties to:	Killed	Injured	44. Driver v			. 1	de	45. Was Dri		· Vehicle?		Code					
		,			ured 3. Uninjur			1. Yes									
46. Highway-Rail Crossing Users	0	2	_	ıy Vehic <i>Ilar dan</i>	le Property Dam nage)	- 1	0	48. Total Nu (include		Highway-Ra							
49. Railroad Employees	0	0	50. Total N	umber o	of People on Tra	in		51. Is a Rail			1	Code					
52. Passengers on Train	0	0	(include	e passei	ngers and crew)			Incident 1. Yes		eing Filed		1					
53a, Special Study Block					53b, Special S	tudy Bloc	k										
54. Narrative Description										ļ							
55. Typed Name and Title		56. Signatur	re							57. D	ate						

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
Name Of Alphabetic Code RR Accident/Incident No. 1. Reporting Railroad Norfolk & Western Rwy Co. [NW] 1a. NW 1b. X191182014												
	1 == ident		orfolk & W	estern	Rwy Co. JNW	1					182014	1
2. Other Railroad Involved in Train		water trans	THE REST WATER					2a.		2b.		
3. Railroad Responsible for Track I				T - T	Rwy Co. [NW]		111 A 12 3000 25 12 25 2	3a. NW		3b. X191		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9875L	5. Dat	te of Accident/Incid	ent	11/17/82	6. Time of Acc			02:25 I	
7. Nearest Railroad Station DANVILLE			8. Div	rision			9, County VERM	IILION		10, State Abbr.	17	Code
11. City (if in a city) CATTIN	N .		12. Hig	hway N	lame or No. PAR	RIS S	T			✓ Public	P	rivate
Highway	y User Inve	olved					Rail Equi	pment Involved				
13. Type C. Truck-trailer F. Bus	s	J. Other Mr	otor Vehicle	Code	17. Equipment 1. Train (units p	aulline.	4. Car(s)	(moving) 8	3. Othe	er (spen	ecify)	Code
A, Auto D, Pick-up truck G, Sci	hool Bus	K. Pedestri	ian	M	2. Train (units p	pushin	ng) 6. Light I	loco(s) (moving) E	3. Traii	n pushing-	RCL	1
THE RESIDENCE BEEN MANUAL TO A CONTROL OF THE PARTY OF TH	otorcycle Direction	M. Other (Code	Train (stands 18. Position of Ca			loco(s) (standing) C	J. Itali	n standing-	KUL	
111 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10.000	South 3. East		4	10.1 00.00 2.	ii C		1				
16. Position 1. Stalled on crossing		loving over cr	rossing	Code	19. Circumstance		100	nt struck highway use				Code
Stopped on Crossi 20a. Was the highway user and/or			ıd .	Code	20b. Was there a			nt struck by highway i rials release by	user			Code
in the impact transporting haz									α	NA. 00003	1	Ocac
1. Highway User 2, Rail Ed				2	1, Highwa	ay Use	er 2, Rail	Equipment 3, Both	h 4.	Neither		
20c. State the name and quantity of	f the haza	ardous mater	rial released, it	fany								
21. Temperature 22.	Visibility	(single entry)	<i>(</i>)	Code	23. Weather (sin	inale e	entry)					Code
°-	-	Day 3, Dus		2		-	5.5	Fog 5, Sleet 6, Sn	iow		- 1	1
24. Type of Equipment			A. Spec. MoV					Code	1	Track Num	ber or N	lame
Consist 1. Freight train 4												
(single entry) 2, Passenger train 5 3, Commuter train 6			- 101	Code	1. Main 2. \	Vam	3 Siding	4. Industry 1	SI	INGLE M	IAIN	
27, FRA Track 28, Number of		29. Number		1175	eed (Recorded if a	_		31. Time Table Dire		INGEE IN	ICALIT	Code
Class Locomoti	ive	Cars	R. R	Recorde	d		1 -				1	
4 Units	3			stimate		mpl		1, North 2, South	1	error or The		3
32, Type of 1, Gates 4, Crossing 2, Cantilever FLS 5.	. Wig wag:				lagged by crew		33. Signal Warni	led Crossing		Vhistle Ban . Yes	i	Code
Warning 3. Standard FLS 6.	NAME OF TAXABLE PARTY.		9. Watchman		5 (5)		VVain	mg		. No	1	
Code(s) 03						_	20 sec w	arn min (1);	3	. Unknown		
35. Location of Warning		C	Carrier Comment		Warning Interconne	ected	Code	37, Crossing Illum				Code
1. Both Sides		1		th High	way Signals		1	Lights or Spec	ial Lig	hts		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	1.	Yes 2	. No 3. Unknown	1	2	1. Yes 2. No	3. L	Jnknown		1
		r Drove Behi	ind or in Front	of Train	n Code 41	1. Driv	er					Code
Age Gender	1		s Struck by Se		rain I			d or thru the gate 4.			_	
1. Male 2. Female		1. Yes 2. N	lo 3. Unknow	vn	2		Stopped and Did not stop	then proceeded 5.	Other	(specify	9	4
42. Driver Passed Standing	Code	43. View of	f Track Obscu	red by	(primary obstr	11111111						Code
Highway Vehicle	1	1, Perm	nanent Structu	ire	3. Passing Train	in 5. V	/egetation	7. Other (spe			1	100000, 10000
1. Yes 2. No 3. Unknown	2	2. Stand	ding railroad e	quipme	ent 4. Topography			nicles 8. Not Obstruc				8
Casualties to:	Killed	Injured	44. Driver w		- O Hatalusad	1	ode	45. Was Driver in th	ie Veh	nicle?	i	Code
		,			ured 3. Uninjured	3	3	1. Yes 2. No				2
46. Highway-Rail Crossing Users	0	0	_ =		e Property Damage	1	250	48, Total Number of (include driver)	f High	way-Rail C	_	Users
64 to a Bail Equipment Assistant /									0	Code		
	0	0			gers and crew)	1		Incident Report			i	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
52. Passengers on Train	0	0				\perp		1. Yes 2. No				2
53a. Special Study Block					53b, Special Stud	ly Bloc	ck					
. Narrative Description												
55. Typed Name and Title		56. Signature	'e							57. Date	!	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	etic Code	RR Accident/I	ncident No.
1. Reporting Railroad			Norfolk &	Western	Rwy Co. [NV	V]		1a. N	W	1b. B11517	
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintenan	ice N	orfolk &	Western	Rwy Co. [NV	v j		3a. N	W	3b. B11517	
4, U.S. DOT-AAR Grade Crossing	ID No.	479	9875L	5. Da	te of Accident/In	cident (01/10/81	6. Time	of Accident	/Incident 03:1	.0 PM
7. Nearest Railroad Station CATLIN			8.	Division	0		9. County VERM	IILION		10. State Abbr.	Code 17 IL
11. City (if in a city) CATLII	V		12.	Highway N	Name or No. P	ARIS S	TREET			✓ Public	Private
Highwa	User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bu	S	J. Other M	lotor Vehicle	e Code	17. Equipment 1. Train (uni	ite nullina	4. Car(s	(moving)	8. Ott	ner (specify ain pulling- RCL) Code
A. Auto D. Pick-up truck G. Sc				В	2. Train (uni	its pushin	g) 6. Light	loco(s) (movii	ng) B. Tra	in pushing- RCI	
	torcycle irection	M. Other (geographics)		Code	3. Train (sta			loco(s) (stand	ing) C. Tra	ain standing- RC	<u>- </u>
Make a manager of some and		outh 3. Eas	1.00		TOTAL CONCOLLEGE	041 01111			1		
16. Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstar			the state of the s			Code
Stopped on Cross Was the highway user and/or			ed	Code	20b. Was then			nt struck by hig ials release by			2 Code
in the impact transporting haz	ardous m	aterials?		1							1
1. Highway User 2. Rail Ed	-			4	1. Hig	hway Use	er 2. Rail	Equipment	3. Both 4	. Neither	
20c. State the name and quantity of	or the naza	irdous mate	riai reiease	d, if any							
21. Temperature 22.	Visibility	(single entry	()	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 8 °F 1.	Dawn 2.	Day 3, Du	ısk 4. Dark	2	1. Clear 2	. Cloudy	3, Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment A. Spec. MoW Equip 25, Track Type Used by Rail Code 26. Track Number or Name										or Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code SINGLE MAIN											
3. Commuter train 6				200	1. Main	2. Yard	3. Siding	4. Industry		TRACK	
27. FRA Track 28. Number	of	29. Numbe	r of 30. 0	Consist Spe	eed (Recorded)	if availabi	le) Code	31. Time Tab	ole Direction		Code
Class Locomot	ive 3	Cars		R. Recorde E. Estimate		1 mpl	h R	1 North 2	South 3 F	ast 4. West	3
- Cinto	. Wig wag		-		lagged by crew	IIIpi		led Crossing	1	Whistle Ban	Code
Crossing 2. Cantilever FLS 5	9.00	95-0					Warn	ing	1	1. Yes	
Warning 3, Standard FLS 6 Code(s) 03	. Audible		9. Watchm	an 12. N	one		20 sec u	arn min (1)		2. No 3. Unknown	1
35. Location of Warning			code 36.	Crossing	Warning Interco	nnected	Code			ed by Street	Code
1. Both Sides				7 7 10 10 10 10 10	way Signals		1	ACCUSATION TO A SECURITION OF THE PERSON AND ADDRESS OF THE PERSON ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADDRESS OF THE PERSON AND ADD	or Special L	200 C	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	araach	1	1	1. Yes 2	. No 3. Unkno	wπ	2	1. Yes	2. No 3.	Unknown	2
38, Driver's 39, Driver's Code	000	r Drove Beh	ind or in Fr	ont of Train	n Code	41. Driv	er				Code
Age Gender	250,5/201-12	Struck or wa	the party of the state of the	A TANK SECURIOR S	rain I					ped on crossing	
1, Male 2, Female	3	1. Yes 2. N	lo 3. Unk	nown	2	1	topped and	then proceed	ed 5. Oth	er (specify)	3
42. Driver Passed Standing	Code	43. View o	of Track Ob	scured by	(primary of						Code
Highway Vehicle	2		nanent Stru		 Passing T ent 4. Topograp 				hstructed		8
1. Yes 2. No 3. Unknown	4	2. 0.0			int 4, Topograp			Γ		hiolo?	
Casualties to:	Killed	Injured	44. Drive		ured 3. Uninjur		ode	45. Was Driv		enicie?	Code
						2		01: 2,5-2,5-2		hway-Rail Cross	ing Heers
46. Highway-Rail Crossing Users 0 2 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing User (est. dollar damage) \$2.800 (include driver) 2								2			
49. Railroad Employees	0	0	50. Total	l Number o	of People on Tra			51. Is a Rail			Code
52. Passengers on Train	0	0	(inclu	ude passer	ngers and crew)	1		Incident I	Report Bein	g Filed	2
53a. Special Study Block					53b. Special S	tudy Bloc	:k	1. 100	2.110		
54. Narrative Description						,				***************************************	
				one of the second						1	
55. Typed Name and Title		56. Signatu	re							57, Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

			-				-	T		DD 4	
Name Of 1. Reporting Railroad									betic Code		lent/Incident No.
	Assidant		orfolk & W	estern	Rwy Co. INW	V		1a. N	W	1b. B103	189
2. Other Railroad Involved in Train								2a.		2b.	200
3. Railroad Responsible for Track	Color Specie	- 110	ner cally threat the	1	Rwy Co. [NW	-	00 100 170	3a. N		3b. B103	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	875L	5. Da	te of Accident/Inc	cident	02/02/79	6. Time	of Accident/		03:45 PM
7. Nearest Railroad Station CATLIN			8. Div	ision			9. County VERM	IILION		10. State Abbr.	Code 17 IL
11. City (if in a city) CATLIN	V		12. Hi	ghway N	lame or No. SO	O. PAI	RIS ST			✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	:d		
13. Type C. Truck-trailer F. Bu	s	J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (unit	to nullin	4. Car(s	(moving)	8. Othe	er (sp n pulling-	pecify) Code
A. Auto D. Pick-up truck G. Sc				A			ing) 6. Light	loco(s) (movi	ng) B. Trai	n pushing-	RCL 1
	otorcycle Direction	M. Other (s		Code	3. Train (stail			loco(s) (stand	ling) C. Trai	n standing	RCL
		outh 3. East	- 35	2	10. Position of	Car on	it in Train		1		
16. Position 1, Stalled on crossing		oving over cro		Code	19. Circumstan	ce 1. F	Rail equipme	nt struck high	way user		Code
2. Stopped on Cross				3				nt struck by hig			2
20a. Was the highway user and/or in the impact transporting haz			i	Code	20b. Was there	a haza	irdous mater	ials release by	1		Code
1. Highway User 2. Rail Ed			. Neither	4	1. High	way Us	ser 2. Rail	Equipment	3, Both 4,	Neither	
20c. State the name and quantity of	of the haza	ardous materi	al released, i	fany							
					I an area						
	•	(single entry)		Code	23, Weather			N. 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			Code
(specify if fillitias) 10 1.	Dawn 2.	Day 3, Dus		2	THE RESIDENCE AND ADDRESS.	Cloudy	3, Rain 4.	Fog 5. Sleet	6. Snow		
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5				Code	Equipmen	t Involv	ea		.		
3. Commuter train 6	. Cut of ca	ars 9, Main,/ir	nspect, car	1	1. Main 2	2. Yard	3. Siding	4. Industry	1 S	INGLE N	MAIN
27. FRA Track 28. Number		29. Number	Action to the second second		eed (Recorded if	f availal	ble) Code	31. Time Tab	ole Direction		Code
Class Locomot Units	ive 4	Cars 9	_	Recorde Stimate	4.0	n m	oh E	1 North 2	South 3. Ea	et 4 W/	est 3
	. Wig wag	<u> </u>			lagged by crew	111)		led Crossing	- 1	Vhistle Bar	
Crossing 2. Cantilever FLS 5		in the same of the					Warn	ing	1	. Yes	
Warning 3, Standard FLS 6	. Audible	9	. Watchman	12. N	one		20	min (1)	- 1	. No . Unknowr	. 1
Code(s) 03 35. Location of Warning			ode 36. Cr	nesina	Warning Intercon	nected		arn min (1)	ng Illuminated		
1. Both Sides			1		way Signals	medica	Code		or Special Lig		Code
Side of Vehicle Approach		1		Voc. 5	. No 3. Unknov		2	1 Voc	2. No 3. l	Inknown	3
3. Opposite Side of Vehicle App		r Drove Behir				41. Dri		1. 103	2.110 0.1	Mikilowii	Code
38. Driver's 39. Driver's Code Age Gender	A SECULIAR S	Struck or was			I A TOTAL OF THE PARTY OF THE P			d or thru the g	ate 4. Stopp	ed on cro	
1. Male	1	1. Yes 2. No			2	2.	Stopped and	then proceed	ed 5. Other	(specif	y) 3
2 Female	0-4-	40.15	T! Ob				Did not stop				
42. Driver Passed Standing Highway Vehicle	Code	43. View of 1. Perma	anent Structu		(primary ob 3. Passing Tr			7. Othe	r (specify)		Code
1. Yes 2. No 3, Unknown	3	2. Stand	ling railroad e	equipme	ent 4. Topograph						8
20 700			44. Driver w	/as		C	Code	45. Was Driv	ver in the Veh	icle?	Code
Casualties to:	Killed	Injured	1. Killed	d 2, Inj	ured 3. Uninjure	ed	2	1. Yes	2. No		1
	50		47. Highway	y Vehic	e Property Dama			48. Total Nu	mber of High	way-Rail (Crossing Users
46. Highway-Rail Crossing Users	0	1	(est. doi	llar dam	age)	2	\$4,500	(include d	driver)		1
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Train	n			Equipment A		Code
52. Passengers on Train	0	0	(include	passer	gers and crew)			1. Yes	Report Being 2. No	Filed	2
53a. Special Study Block					53b. Special St	tudy Blo	ock				
54. Narrative Description					-	,				-	
55. Typed Name and Title		56. Signature	•							57. Date	9

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
Name Of Alphabetic Code RR Accident/Incident No. 1. Reporting Railroad Norfolk Southern Corp. [NS] 1a. NS 1b. 038135											
			orfolk Sou	thern C	Corp. INS 1			1a. NS		1b. 038135	
2. Other Railroad Involved in Train								2a.	_	2b.	
Railroad Responsible for Track		110			Corp. [NS]			3a. NS		3b. 038135	
4. U.S. DOT-AAR Grade Crossing	ID No.	4798	874E		te of Accident/Incide	ent (1	6. Time of Acci		ncident 08:50	
7, Nearest Railroad Station CATLIN				ivision	8		9. County VERN	IILION	1	10. State Abbr. 17	Code
11. City (if in a city) CATLI!	V		12. H	lighway N	Name or No. CAT	TLIN	ROAD			✓ Public I	Private
Highway	y User Inv	olved					Rail Equi	pment Involved			
13. Type C. Truck-trailer F. Bu	s	J. Other Mot	tor Vehicle	Code	17. Equipment 1. Train (units p		4. Car(s	(moving) 8	. Other	(specify)	Code
A. Auto D. Pick-up truck G. Sc				1.	2. Train (units p	pulling, pushin	g) 6. Light) (standing) A loco(s) (moving) B		pulling- RCL pushing- RCL	
	torcycle	M. Other (s		A	3. Train (standi	_		loco(s) (standing) C	. Train	standing- RCL	1
2 2 0 2 0 2	irection Iorth 2, S	(geograph couth 3, East	E	Code 4	18. Position of Ca	ar Unit	in Train	1			
16. Position 1. Stalled on crossing 2. Stopped on Cross		oving over cro	ssing	Code 2	19. Circumstance			nt struck highway use			Code
20a. Was the highway user and/or	_			Code	20b. Was there a	71			JSEI .		Code
in the impact transporting haz				1							4
1. Highway User 2. Rail Ed				2	1. Highwa	ay Use	er 2, Rail	Equipment 3, Both	1 4.1	Neither	
20c. State the name and quantity of	if the haza	irdous materia	al released,	, if any							
21. Temperature 22.	Visibility	(single entry)	A .	Code	23. Weather (sin	nale e	ntrv)				Code
10 05	_	Day 3, Dusl		1 4			• •	Fog 5, Sleet 6, Sno	ow		4
24. Type of Equipment			A2 0.7 (0) 50000	_	7-1-2000 Aug 700-2 1070				1	mck Number or	Namo
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching 25. Track Type Used by Rail Code Equipment Involved 26. Track Number or Name											
(single entry) 2. Passenger train 5	_			Code						A TD: 110	
3, Commuter train 6		r	•	1	1, Main 2, Y			4, Industry 1		AIN #2	
27, FRA Track 28, Number of Class Locomot		29. Number of Cars	7. 5.00	Recorde	eed (Recorded if av	vailabl	le) Code	31. Time Table Direct	ction		Code
4 Units	2	90		Estimate		mph	h E	1. North 2. South	3. Eas	st 4. West	4
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag				lagged by crew		_	led Crossing		histle Ban	Code
Warning 3. Standard FLS 6			. Stop signs . Watchmar				Warn	ing		Yes No	
Code(s) 01 03	07						20 sec w	arn min (1);	3.	Unknown	2
35. Location of Warning		Co		The same of the sa	Warning Interconne	ected	Code	37. Crossing Illumi			Code
1. Both Sides		1	V	with High	way Signals		1	Lights or Speci	ial Ligh	nts	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	1	1. Yes 2	. No 3. Unknown		2	1. Yes 2. No	3. U	nknown	2
38. Driver's 39. Driver's Code		r Drove Behin	d or in Fron	nt of Train	n Code 41	I. Drive	er				Code
Age Gender		Struck or was	20 00000		rain ,			d or thru the gate 4.	(Indiana Control		
46 1. Male 2	8	1. Yes 2. No	3. Unkno	nwc	2			then proceeded 5.	Other	(specify)	4
42. Driver Passed Standing	Code	43. View of	Track Obsc	cured by	(primary obstra		id not stop				Code
Highway Vehicle	1	1. Perma	enent Struct	ture	3. Passing Train	n 5. V	egetation	7. Other (spe		1	
1. Yes 2. No 3. Unknown	2	2. Standi			ent 4. Topography			nicles 8. Not Obstruct			8
Casualties to:	Killed	Injured	44, Driver 1, Kille		ured 3. Uninjured		ode	45. Was Driver in the 1. Yes 2. No	e Vehi	cle?	Code 2
	 				le Property Damage			48. Total Number of	Highw	av-Rail Crossing	
46, Highway-Rail Crossing Users	0	0		ollar dam			3,000	(include driver)	. ng.ivi	0	, 03013
49, Railroad Employees			of People on Train			51. Is a Rail Equipm Incident Report I			Code		
52. Passengers on Train	(includ	e passer	ngers and crew)	2		1, Yes 2. No	Deling i	iled	2		
53a. Special Study Block			53b. Special Study	ly Bloc	k						
54. Narrative Description 1997 PONTIAC SUNFIRE LOST CO 19KD118. TRAIN KNOCKED VEHI WAS CHARGED WITH DRIVING U	CLE CLEA	AR OF MAIN #	#2, CAUSIN	G TOTA							
55. Typed Name and Title		56. Signature	!		100					57. Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at Liberty Lane

DEPARTMENT OF TRANSPORTATION	HIGHWAY-RAI	IL GRADE CR	ROSSING		
FEDERAL RAILROAD ADMINISTRATION (FRA)		INCIDENT RE		OMB Approval No. 2130-	0500
1.Name of Reporting Railroad		1000000	Alphabetic Code	1b. Railroad Accident/Incident	
CSX Transportation [CSX]			CSX	000024033	
2.Name of Other Railroad or Other Entity Filling for Equipment	Involved in Train Accident	/Incident 2a.	. Alphabetic Code	2b. Railroad Accident/Incident	No.
3. Name of Railroad or Other Entity Responsible for Track Mair	ntenance (single entry)	3a	. Alphabetic Code	3b. Railroad Accident/Incident	No.
CSX Transportation [CSX]			CSX	000024033	
4. U.S. DOT Grade Crossing ID No.		5.	Date of Accident/Incident	6. Time of Accident/Incident	
	353708L		0 6 1 0 2006	10:33 AM	РМ
7. Nearest Railroad Station	8. Subdivision	9.	County	10. State	Code
DANVILLE			VERMILION	Abbr. IL	17
11. City (if in a city) DANVILLE	12. Highway Name	or No. LIBE	RTY LANE	Public / Priva	ate
Highway User Involved			Rail Equipment		
13. Type	N. S. V	17. Equipment	C O Intendir		
C. Truck-trailer F. Bus J. Other Motor V.			(units pulling) 5. Car(s) (standing) (units pushing) 6. Light loco(s) (i	moving) C. Train standing- RCL	2-1-
A, Auto D. Pick-up truck G. School Bus K. Pedestrian B, Truck E, Van H. Motorcycle M, Other (spec	Code		(standing) 7. Light loco(s) (Code
The state of the s			8. Other (specificar Unit in Train	(y) E. DMU Locomotive(s)	1
14. Vehicle Speed 15. Direction (geographical) (est. mph at impact) 10 1. North 2. South 3. East 4.	West Code	10, FUSILION OF	car onit in Train		
16, Position 1. Stalled or stuck on crossing 4. Trapped on cro	ossing by traffic	19, Circumstan	nce		Code
Stopped on Crossing Moving over crossing S. Blocked on crossing	ossing by gates Code 3	1. Rail equip	oment struck highway user 2, Rail	equipment struck by highway user	
20a. Was the highway user and/or rail equipment involved	Code	20b. Was there	e a hazardous materials release by		Code
in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Nei	1	1. High	hway User 2. Rail Equipment	3. Both 4. Neither	4
20c. State here the name and quantity of the hazardous materia					-
21. Temperature 22. Visibility (single entry)	Code	1 no Modhar	totanta antaŭ		
25	Code		(single entry)	0.0	Code
(specify if minus) 55 T 1. Dawn 2. Day 3. Dusk 4. I 24. Type of Equipment 1. Freight Train 5. Single Ca	-		Cloudy 3, Rain 4, Fog 5, Sleet	6, Snow	"
Consist 2, Passenger Train-Pulling 6, Cut of cal			25. Track Type Used by Rail	Code 26. Track Number or	Name
(single entry) 3. Commuter Train-Pulling 7. Yard/Swit			Equipment Involved	1	
4. Work Train 8. Light loco			1. Main 2. Yard 3. Siding 4. Ind	ustry 1 LIBERTY LANE	E
27. FRA Track 28. Number of 29. Number of			led speed if available) Code	31. Time Table Direction	Code
Class (1-9,X) Locomotive 4 Units 3	R. Reco		55 mph E	1. North 3. East 2. South 4. West	2
32. Type of 1. Gates 4. Wig wags 7. Cros	ssbucks 10. Flagged by c	crew	33. Signaled Crossing Warning	34. Roadway Conditions A. Dry	-
Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stor			(See reverse side for	B. Wet	
vvarning	chman 12. None	11)	instructions and codes) Code	C.Snow/Slush D.Ice	Code
Code(s) 01 03 06 11	1			E. Sand, Mud, Dirt, Oil, Gravel	
35. Location of Warning	36. Crossing Warning Int	iterconnected	37. Crossing	F.Water (Standing, Moving) g Illuminated by Street	
1. Both Sides	with Highway Signals			r Special Lights	Code
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1	1. Yes 2. No 3.	. Unknown		2. No 3. Unknown	3
	ent Behind or in Front of T	Train 41. High		er (specify)	
7000 PM 100 M 100	as Struck by Second Train	2 04	ACTION TO THE PROPERTY WAS A STATE OF THE PARTY OF THE PA	nt around/thru temporary barricade /es, see instructions)	
Age 1 Male Code			opped and then proceeded (if y	yes, see instructions)	Code

	- I Onks				/ 4	1	othinatou					Z. Couli 4. West	
32. Type of	1. Gates	4. Wig wag	_	7 0		10 Flanced I			33, Signa	aled Cros	sing Warning	34. Roadway Conditions	
Crossing						10. Flagged I	by crew		/C		d- f	A. Dry	
	2. Cantilever FLS	5. Hwy. traf	ffic signals	8. Stop	signs 1	11. Other (s)	pecify)			everse si ctions and		B. Wet C.Snow/Slush	
Warning	3. Standard FLS	6. Audible		9. Wate	chman 1	12. None			n i o i o	ocionis ann	Code	D.Ice	Code
Code(s)	1				1	1					1	E. Sand, Mud, Dirt, Oil, Gravel	1
- Code(s)	01	03	06	11							1_	F.Water (Standing, Moving)	
35, Location					36. Cros	sing Waming	g Interco	nnected			37. Crossing	g Illuminated by Street	
1. Both S			. (Code	with	Highway Sig	nals		1	Code	Lights or	r Special Lights	, Cod
	f Vehicle Approach		11	1	1. Ye	s 2. No	3. Unkr	201415		•	1 Ves	2. No 3. Unknown	2
	ite Side of Vehicle A			1	19159970	2000 2000	-, -,			1			3
	39.Highway User's (Sender 40				or in Front		41. High	vay User ent around	d the get	5. Othe	er (specify) nt around/thru temporary barric	nde
User's			and Struc	k or wa	s Struck b	y Second Tr	ain	(50000000000000000000000000000000000000		-		res, see instructions)	au e
Age	1. Male	Code					Code		opped and			nt thru the gate	Cod
30	2. Female	2	1. Yes 2	2. No 3	3. Unknow	m	2	200	opped on			cide/Attempted suicide	1
42. Driver Pa	assed Standing		Code	43.	View of Tr	ack Obscure	d by	(primary o	bstruction	1)			Code
Highway 1	Vehicle			1	1. P	ermanent St	ructure	3 P	assing Tr	ain 5 W	egetation	7. Other (specify)	
1. Yes 2. N	o 3. Unknown		2		2.5	Standing rails	oad equi				ighway Vehicles		8
				44. [Driver was			P.1110111 17 1			Was Driver in th		Code
Cas	suatties to:	Killed	Injured		1. Killed 2	2. Injured 3.	. Uninjure	ed	3		1. Yes 2. No		1
46. Highway-	Rail Crossing Users			47. F	lighway V	ehicle Prope	rty Dam	age		48.	Total Number o	f Vehicle Occupants	
		0	0	(est. dollar	damage)			\$6,50	00	(including driver)	
49, Railroad B	Employees	0	0	50. 7	Total Num	ber of People	e on Trai	n			Is a Rail Equipn		Code
52. Passenge	ers on Train	0	0	1 0	include pa	ssengers an	d train c	rew)	2		Incident Report	Being Filed	1 2
53a. Special				1			Lea	0 : 10			1 Yes 2 No	The state of the s	
ooa. Special	Study Block	Video Ta Video U		Yes Yes	- No		530	Special St	пай вюск				
54. Narrative	Description (Be	specific, and	d continue o	on sepa	rate shee	t if necessar	וע						
DRIVER OF VE	EHICLE DROVE ARO							OTECTION	ALSO AT	CROSSIN	G: 2 SIGNS (2TR	ACKS).~	
						-					•	economic de contraction de contracti	
55. Typed Na	me and Title					56. Signa	ature					57. Date	
												ed as evidence or used for any	ourpose
in any suit or	action for damages g	rowing out	of any matte	er men	tioned in s	ald report	" 49 U.S.	C. 20903.	See 49 C.	F.R. 225.	.7 (b).		•
FORM FRA	F 6180.57 (Rev. 0	8/10)	* NO	TE THA	TALL CAS	SUALTIES MU	JST BE R	EPORTED	ON FORM	FRAF 6	180.55A		
		•			OMB	approval e	expires	02/28/201	4				

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING

FEDERAL RAILROAD ADMINISTR			AGGIDERT	INCIDENT	1121 0111		OMB Approval No. 2130-	0000
1.Name of Reporting Railroad					1a. Alphabetic Co	ode	1b. Railroad Accident/Incident	No.
CSX Transportation [CSX]					CSX		109521034	
2.Name of Other Railroad or Other	Entity Filling for Equ	uipment Invo	olved in Train Accident	t/Incident	2a. Alphabetic C	ode	2b. Railroad Accident/Incident	No.
3. Name of Railroad or Other Entity	y Responsible for Tr	rack Mainten	ance (single entry)		3a. Alphabetic C	ode	3b. Railroad Accident/Incident	No.
CSX Transportation [CSX]		***************************************			CSX		109521034	
4. U.S. DOT Grade Crossing ID No).				5. Date of Accid		6, Time of Accident/Incident	
1		1	353708L		1 0 2	day year	8:35 AM	РМ□
7. Nearest Railroad Station		8	Subdivision		9. County	3 1995	10. State	Code
RA JCT		0.	Cabarrolon		VERMILI	ON	Abbr. IL	17
11. City (if in a city) DANVIL	I F		12. Highway Name	e or No.	BERTY LANE		Public Priv	
	hway User Invo	lved		1.11	IDENTI LANCE	Rail Equipment	The second secon	
13. Type	,,			17. Equipr	ment	4. Car(s) (moving)		
C. Truck-trailer F. Bu	ıs J. Othe	r Motor Vehic	le	1. Tra		5. Car(s) (standing	B. Train pushing- RCL	
A. Auto D. Pick-up truck G. Sc			Code	2. Tra	and the same of th		D CMILL assemblish(s)	Code
The same of the sa		er (specify)	B	3, Tra	ain (standing)	7. Light loco(s) (s 8. Other (specify	landing)	1 1
4000 00000000	Direction (geogra		Code	18. Positio	n of Car Unit in Tr) L. DIVIO LOCOMOTIVE(S)	<u> </u>
	North 2. South 3, E		1	,		1		
16. Position 1. Stalled or stuck of			0-1-	19. Circum	nstance			Code
2. Stopped on Cross	0. Dioon	ed on crossi	ng by gates Code	1, Rail e	equipment struck h	nighway user 2. Rail e	equipment struck by highway use	
3, Moving over cross		t and	3	20h 14/ee	there a beneater		Aller million and an arrangement of the second	
20a. Was the highway user and/or in the impact transporting has	The same of the same of the same	oived	Code	200. Was	there a nazardous	materials release by		Code
1. Highway User 2. Rail E		4, Neither	r 4	1.	Highway User	2. Rail Equipment 3	3. Both 4. Neither	
20c. State here the name and quar	ntity of the hazardor	us material re	eleased, if any	1				
21. Temperature 22.	Visibility (single en	ntry)	Code	23. Weat	ther (single entry)	N.		Code
(specify if minus) 36 °F 1.	Dawn 2. Day 3.	Dusk 4. Dar	k 2	1. Cle	ar 2. Cloudy 3. R	ain 4. Fog 5. Sleet	6. Snow	2
24. Type of Equipment 1. Freight	Train 5.	Single Car	9. Maint /inspect, o	ar D. EM	u		0 1 00 T111-11	
Consist 2. Passeng	ger Train-Pulling 6. (Cut of cars	A. Spec, MoW Equ	uip. E. DM		pe Used by Rail ent involved	Code 26. Track Number of	r Name
(single entry) 3. Commu	ter Train-Pulling 7.	Yard/Switchin	ng B. Passenger Trair	n-Pushing ,	Code			
4. Work Tra		Light loco(s)			1 1. Main 2.	Yard 3. Siding 4. Indu	ustry 1 MAIN	
27. FRA Track 28. Number	of 29. t	Number of Ca			corded speed if av	railable) Code	31. Time Table Direction	Code
Class (1-9,X) Locomot	tive 2	_	NO 750 IS	corded		35 mph E	1. North 3. East	2
32. Type of			95 E. Esti	mated	33 Cignalad	Crossing Warning	2. South 4. West 34. Roadway Conditions	
1. Gates 4	. Wig wags	7. Crossbi	ucks 10. Flagged by	crew	So. Signaled	Crossing Warning	A. Dry	
Crossing 2. Cantilever FLS 5	. Hwy. traffic signal:	8. Stop sic	ns 11. Other (spe					
Warning 3. Standard FLS 6			giro i i. Ottici jope	cify)		rse side for	B. Wet	
	152	2 3		cify)		ns and codes)	C.Snow/Slush D.Ice	Code
Code(s) 01 0	. Audible	9. Watchn		cify)			C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel	Code
Code(s) 01 0:	. Audible	9. Watchn	nan 12. None		instruction	ns and codes) Code	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving)	Code
35. Location of Warning 1. Both Sides	. Audible	9. Watchm 07		nterconnecte	instruction	Code 1 37. Crossing	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach	. Audible	9. Watchn 07 36	nan 12. None 3. Crossing Warning Inwith Highway Signa	nterconnecte	instruction	Code 37. Crossing Lights or	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street	Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	. Audible 3 06	9. Watchm 07 36 Code 1	nan 12. None Crossing Warning In with Highway Signa 1. Yes 2. No 3	nterconnecte als 3. Unknown	instruction	Code 37. Crossing Lights or 1. Yes	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach	Audible 3 06 proach ender 40. Highway	9. Watchm 07 Code 1 User Went	nan 12. None Crossing Warning In with Highway Signa 1. Yes 2. No 3	nterconnecte als 3. Unknown Train 41. I	instruction ad Highway User New 1. Went around the	Code 1 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wen	C Snow/Slush D Ice E Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) tt around/thru temporary barricae	Code 3
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 38. Highway 39. Highway User's Gruser's	Audible 3 06 proach ender 40. Highway	9. Watchm 07 Code 1 User Went	nan 12. None Crossing Warning Inwith Highway Signa 1. Yes 2. No 3 Behind or in Front of	nterconnecte als 3. Unknown Train n	instruction Instruction Instruction Instruction Instruction Instruction Instruction Instruction	Code 1 37. Crossing Lights or 1, Yes 5. Othe e gate 6. Wenen proceeded (if ye	C. Snow/Slush D. Lee E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricades, see instructions)	Code 3
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 38. Highway 39. Highway User's Gruser's	proach ender 40. Highway	9. Watchm 07 Code 1 V User Went uck or was S	nan 12. None Crossing Warning II with Highway Signa 1. Yes 2. No 3 Behind or in Front of	nterconnecte als 3. Unknown Train 41. I	instruction ad Highway User New 1. Went around the	Code 1 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wen proceeded (if y 7. Wer 7. Wer	C Snow/Slush D Ice E Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) tt around/thru temporary barricae	Code 3
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 38. Hignway 39. Highway User's Guser's Age 1. Male	proach ender 40. Highway and Stri	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U	nan 12. None Crossing Warning II with Highway Signa 1. Yes 2. No 3 Behind or in Front of	nterconnecte als 3. Unknown Train 41. In I Code 2	instruction ad Highway User 1. Went around the 3. Did not stop	Code 1 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wen proceeded (if y 7. Wer 7. Wer	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving)	de Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Ap 38. Hignway User's Age 1. Male 2. Female	proach ender 40. Highway and Str. Code 1. Yes Code	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U	nan 12. None Crossing Warning Inwith Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train	nterconnecte als 3. Unknown Train 41. In Code 2 by (prim	Highway User 1. Went around the 2. Stopped and the 3. Did not stop 4. Stopped on cros	Code 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wif ye en proceeded (if y 7. Wer ssing 8. Suice	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving)	Code 1 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Ap 38. Highway 39. Highway User's Gi User's Age 1. Male 2. Female 42. Driver Passed Standing	proach ender 40. Highway and Stri Code 1. Yes	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U	nan 12. None 3. Crossing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown w of Track Obscured 1. Permanent Stru 2. Standing railroa	nterconnecte als 3. Unknown Train 1. Code 2	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train	code 1 37. Crossing Lights or 1. Yes 5. Othe e gate en proceeded rowsing sing 5. Vegetation 6. Highway Vehicles	C Snow/Slush D Ice E Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricates, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed	Code 3 de Code 1 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Hignway 39. Highway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	proach ender 40. Highway and Str. Code 1. Yes Code	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U 43. Viet	nan 12. None 3. Crossing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown w of Track Obscured 1. Permanent Stru 2. Standing railroader was	nterconnecte als 3. Unknown Train 1 Code 2 by (prim cture de equipment	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train	Code 37. Crossing Lights or 1. Yes e gate 6. Wen en proceeded (if y 7. Wer ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th	C Snow/Slush D Ice E Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricates, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed	Code 3 de Code 1 Code 8 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Hignway 39. Highway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to:	proach ender 40. Highway and Str. Code 1. Yes Code	9. Watchm 07 Code 1 User Went uck or was S 2. No 3. U 43. Viet 44. Driv 1. k	nan 12. None 3. Crossing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown w of Track Obscured 1. Permanent Stru 2. Standing railroa	nterconnecte als 3. Unknown Train Code 2 by (prim cture de equipment	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train	Code	C.Snow/Slush D.Ice E. Sand,Mud,Dirt,Oil,Gravel F.Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) it around/thru temporary barricades, see instructions) in thru the gate cide/Attempted suicide 7. Other (specify) is 8. Not Obstructed the Vehicle?	Code 3 de Code 1 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Hignway 39. Highway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown	proach ender 40. Highway and Stri Code 1. Yes Code	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U 43. Viet 44. Driv 1. k 47. High	nan 12. None Crossing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown w of Track Obscured 1. Permanent Stru 2. Standing railroader was Killed 2. Injured 3. U	nterconnecte als 3. Unknown Train Code 2 by (prim cture de equipment	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train	Code	C. Snow/Slush D. Loe E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illuminated by Street Special Lights 2. No 3. Unknown or (specify) tit around/thru temporary barricades, see instructions) of thru the gate cide/Attempted suicide 7. Other (specify) 6. 8. Not Obstructed 6. Vehicle Occupants	Code 3 de Code 1 Code 8 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Hignway 39. Highway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to:	proach ender 40. Highway and Str. Code 1. Yes Code	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U 43. Viet 44. Driv 1. k 47. High (est.	nan 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown What of Track Obscured 1. Permanent Struck Standing railroader was Cilled 2. Injured 3. Universe Way Vehicle Property adollar damage) al Number of People of	nterconnecte als 3. Unknown Train 41. In Code 2 by (primicure ad equipment Uninjured by Damage	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train 4. Topography	Code 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wen en proceeded (if ye rssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1. Yes 2. No 48. Total Number of (including driver, 51. Is a Rail Equipm	C. Snow/Slush D. Ice E. Sand,Mud,Dirt,Oil,Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code 3 de Code 1 Code 8 Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Ap 38.Hignway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users	proach ender 40. Highway and Str Code 1. Yes Code I Killed Injure	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U 43. Viet 44. Driv 1. k 47. High (est.	nan 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown Who of Track Obscured 1. Permanent Stru 2. Standing railroader was Silled 2. Injured 3. Unway Vehicle Property adollar damage)	nterconnecte als 3. Unknown Train 41. In Code 2 by (primicure ad equipment Uninjured by Damage	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train 4. Topography	Code 37. Crossing Lights or 1, Yes e gate 6. Wener proceeded (if yr ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1, Yes 2. No 48. Total Number of including driver, Incident Report	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code 3 de Code 1 Code 8 Code 1
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Hignway User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Railroad Employees	proach ender 40. Highway and Stn Code 1. Yes Code Killed Injure 1 0 0 0	9. Watchm 07 Code 1 y User Went uck or was S 2. No 3. U 43. Viet 44. Driv 1. k 47. High (est.	nan 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown w of Track Obscured 1. Permanent Stru 2. Standing railroa rer was Killed 2. Injured 3. Unway Vehicle Property dollar damage) al Number of People of	nterconnecte als 3. Unknown Train 1 Code 2 py (prim cture ad equipment Uninjured by Damage on Train train crew)	Highway User 1. Went around th 2. Stopped and th 3. Did not stop 4. Stopped on crostary obstruction) 3. Passing Train 4. Topography	Code 37. Crossing Lights or 1. Yes 5. Othe e gate 6. Wen en proceeded (if ye rssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1. Yes 2. No 48. Total Number of (including driver, 51. Is a Rail Equipm	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code Code R Code R Code Code Code Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Highway 39. Highway User's Age	Audible 3	9. Watchm 07 Code 1 User Went uck or was S 2. No 3. U 43. Viet 47. High (est. 50. Tota (incl	ana 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown W of Track Obscured 1. Permanent Struck Standing railroader was Cilled 2. Injured 3. Unway Vehicle Property dollar damage) al Number of People of Inde passengers and No No	nterconnecte als 3. Unknown Train 1 Code 2 py (prim cture ad equipment Uninjured by Damage on Train train crew)	instruction ad Highway User 1. Went around the 2. Stopped and the 3. Did not stop 4. Stopped on cro- eary obstruction 3. Passing Train 1. 4. Topography 1 \$8,000	Code 37. Crossing Lights or 1, Yes e gate 6. Wener proceeded (if yr ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1, Yes 2. No 48. Total Number of including driver, Incident Report	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code Code R Code R Code Code Code Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 39. Highway Jay. Highway User's Grand Standing User's Age 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to: 46. Highway-Rail Crossing Users 49. Railroad Employees 52. Passengers on Train 53a, Special Study Block	Audible 3	9. Watchm 07 Code 1 User Went uck or was S 2. No 3. U 43. Viet 47. High (est. 50. Tota (incl	nan 12. None Crossing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train on the Struck by Second Train on the Struck Discount of the Struck Discount On the Struck Discount of the Struck Discount On the Struck Dis	nterconnecte als 3. Unknown Train 1 Code 2 py (prim cture ad equipment Uninjured by Damage on Train train crew)	instruction ad Highway User 1. Went around the 2. Stopped and the 3. Did not stop 4. Stopped on cro- eary obstruction 3. Passing Train 1. 4. Topography 1 \$8,000	Code 37. Crossing Lights or 1, Yes e gate 6. Wener proceeded (if yr ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1, Yes 2. No 48. Total Number of including driver, Incident Report	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code 3 de Code 1 Code 8 Code 1
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Highway 39. Highway User's Age	Audible 3	9. Watchm 07 Code 1 User Went uck or was S 2. No 3. U 43. Viet 47. High (est. 50. Tota (incl	ana 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown W of Track Obscured 1. Permanent Struck Standing railroader was Cilled 2. Injured 3. Unway Vehicle Property dollar damage) al Number of People of Inde passengers and No No	nterconnecte als 3. Unknown Train 1 Code 2 py (prim cture ad equipment Uninjured by Damage on Train train crew)	instruction ad Highway User 1. Went around the 2. Stopped and the 3. Did not stop 4. Stopped on cro- eary obstruction 3. Passing Train 1. 4. Topography 1 \$8,000	Code 37. Crossing Lights or 1, Yes e gate 6. Wener proceeded (if yr ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1, Yes 2. No 48. Total Number of including driver, Incident Report	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code 3 de Code 1 Code 8 Code 1
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle App 38. Highway 39. Highway User's Age	Audible 3	9. Watchm 07 Code 1 User Went uck or was S 2. No 3. U 43. Viet 47. High (est. 50. Tota (incl	ana 12. None Consing Warning In with Highway Signa 1. Yes 2. No 3 Behind or in Front of Struck by Second Train Inknown W of Track Obscured 1. Permanent Struck Standing railroader was Cilled 2. Injured 3. Unway Vehicle Property dollar damage) al Number of People of Inde passengers and No No	nterconnecte als 3. Unknown Train Code 2 by (prim cture ad equipment dinijured y Damage on Train train crew) 53b. Speci	instruction ad Highway User 1. Went around the 2. Stopped and the 3. Did not stop 4. Stopped on cro- eary obstruction 3. Passing Train 1. 4. Topography 1 \$8,000	Code 37. Crossing Lights or 1, Yes e gate 6. Wener proceeded (if yr ssing 8. Suic 5. Vegetation 6. Highway Vehicles 45. Was Driver in th 1, Yes 2. No 48. Total Number of including driver, Incident Report	C. Snow/Slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Illiuminated by Street Special Lights 2. No 3. Unknown or (specify) at around/thru temporary barricace es, see instructions) at thru the gate cide/Attempted suicide 7. Other (specify) 8. Not Obstructed be Vehicle? If Vehicle Occupants Tent Accident /	Code 3 de Code 1 Code 8 Code 1

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING

FEDERAL RAILROAD ADMINISTR	ATION (FF	RA)		ACCI	DENTA	INCIDENT	REPOR	KT			OMB A	pprovai No. 21	30-0500
1.Name of Reporting Railroad							1a. Alph		ode		100000000000000000000000000000000000000	oad Accident/Incid	ent No.
CSX Transportation [CSX]	F-19 - FIRE	- f F '-					CSX				10922		4 N-
2.Name of Other Railroad or Other	Entity Fillin	ng for Equip	ment involv	ed in Train A	Accident	/Incident	2a. Alph	nabetic C	ode		2b. Railro	oad Accident/Incid	ent No.
Name of Railroad or Other Entity	Responsi	ble for Trac	k Maintena	nce (single e			3a Alph	nabetic C	ode		3h Railro	ad Accident/Incid	ent No
CSX Transportation [CSX]	,	-10 1-1 11-1		isingle e	niry)		CSX				10922		ont 140,
4. U.S. DOT Grade Crossing ID No).								ent/Incid		-	f Accident/Inciden	nt
			- 1	353708	RI		1 m	onth	day 2 3	1992	12.15	AM V	PM
7. Nearest Railroad Station			8.5	ubdivision			9. Cour	_	2 3	1992	12:15 10. State		Code
DANVILLE								RMILI	ON			Abbr. IL	17
11. City (if in a city) DANVIL	LE			12. Highwa	y Name	or No.	BERTY	LANE				Public / F	Private
Committee of the Commit		er Involv	ed	-				231 61 113	The second second	Equipmen	t Involved		
13. Type						17, Equipn	nent			r(s) (movin		Train pulling- RCL	
C. Truck-trailer F. Bu		J. Other M	lotor Vehicle			1. Tra	500	s pulling)	C 1 in	r(s) (standii ht loco(s) (Train pushing- RCI Train standing- RC	
A. Auto D. Pick-up truck G. Sc		K Pedest		1	Code	2. Tra 3. Tra		s pushing nding)	, -	ght loco(s)	(standing) D.	EMU Locomotive(s	Code
	otorcycle	M. Other			В				B. Ot	her (speci	fy) E.	DMU Locomotive(s	i) 1
4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Direction	(geograph	<i>icai)</i> st 4. West	. 1	Code 4	18. Position	n or Car C	יו חו אחנ	ain	1			
16. Position 1. Stalled or stuck of		Aller Services			- 7	19. Circum	stance						
2. Stopped on Cross	_	5. Blocked	on crossing	by gates	Code	1, Rail e	quipment	t struck t	ighway i	user 2, Rail	equipment s	truck by highway	Code
3, Moving over cross					3								1
20a. Was the highway user and/or in the impact transporting ha	The second second		ed		Code	20b. Was 1	there a ha	azardous	materia	ls release by	/		Code
1, Highway User 2, Rail E			4. Neither		4	1.	Highway	User	2. Rail E	quipment	3. Both 4.	Neither	
20c. State here the name and qua	ntity of the	hazardous	material rele	eased, if any									
				· · · · · · · · · · · · · · · · · · ·		1						words was a second and a second	
The second secon	•	single entry	-	9	Code		her (sing						Code
(Specify if fillings)			sk 4. Dark		4			udy 3. R	ain 4. F	og 5. Sleet	6. Snow		1
24. Type of Equipment 1, Freight Consist 2 Passent		5, Sir ulling 6, Cu	gle Car	9. Maint./ins	3.51)		25	Track Ty	pe Used	by Rail	Code	26. Track Number	er or Name
2,7 4000113				A. Spec. Mo B. Passenge			Code	Equipm	ent Invol	ved			
4. Work Tra			ht loco(s)	C. Commute		The same of the sa		Main 2.	ard 3.	Siding 4, Inc	lustry 1	MAIN 001	
27. FRA Track 28. Number	of	29. Nu	nber of Car	s 30.		Speed (Red	corded sp	eed if av	railable)	Code	10 000	Table Direction	Code
Class (1-9,X) Locomot		3	77	,	R. Reco				60 m	ph E	1. Nor	rth 3. East uth 4. West	1 2
32. Type of				•	L. Louis	ilotoq	33.	Signaled		g Warning	-	way Conditions	
Crossing	. Wig wags			ks 10. Flagg			,,	See rove	rse side	for	A. Drv B. Wet	5.00 • 100 FO N 100-200-200-200-200-200-200-200-200-200-	
2. Cantilever FLS 5 Warning		-				ify)			ns and co	odes)	C.Snow/S	lush	
3. Standard FLS 6			9. Watchma	n 12. None	-					Code		flud,Dirt,Oil,Gravel	Code
- 01 0	5		126	Crossing Wa	mina la	torcopporto				27 Crossin	F.Water (Standing, Moving)	
35. Location of Warning 1. Both Sides				with Highway	_		u				r Special Ligi		, Code
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	reach		,oue	1. Yes 2. N		Unknown			Code 2	1. Yes	2. No 3. U	Jnknown	2
38.Hignway 39.Highway User's G							Highway L		4		er (specify		
User's				uck by Secor		1	1. Went a	round th		6. We		ru temporary barri	cade
200 000 000 000	Code	4 V •				Code 3	2. Stopped 3. Did not		en proce		ent thru the g		Code
2. Female 42. Driver Passed Standing			No 3. Uni				4. Stopped		ssing	8. Su	icide/Attempt	ed suicide	1
Highway Vehicle		Code	43. View	of Track Obs 1. Permane		, ,,	ary obstru		5 V	4-4:	7. Other	(specify)	Code
1, Yes 2, No 3, Unknown		2				l equipment	 Passir Topog 				s 8. Not Ol		8
Casualties to:	Killed	Injured	44. Driver				1			s Driver in t Yes 2. No	he Vehicle?		Code
46. Highway-Rail Crossing Users				led 2. Injure vay Vehicle P				2			of Vehicle Oc	cupants	11
40, Fightiay Itali 01033ing 03013	0	1		lollar damage		Damage	5	80		cluding drive		cupants	1 -
49. Railroad Employees	0	0	50. Total	Number of P	eople or	n Train					ment Accider	nt /	Code
52. Passengers on Train	0	0	(includ	de passenge	rs and tr	rain crew)		_		Yes 2 No	Being Filed		1
53a, Special Study Block	Video Ta	_	Yes	No		53b. Specia	al Study E	Block					
54. Narrative Description (Be si	Video Us		yes n separate	No sheet if nece	ssan/								
(De 3)			00001010		200197								
											lec -	-	
55. Typed Name and Title NOTE: This report is part of the report	orting railes	ad'e accide	nt report or	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME	Signatur		ofute and	ac cuch	shall no	t "he admi+	57. Date	ce or used for co-	nurnees
in any suit or action for damages or	owing out o	f any matte	r mentione	d in said rose	accider	11 S C 200	M3 See	49 C F D	225 7 /	h)	ou as EVIUENI	se or used for any	hurbose

DEPARTMENT OF TRANSPORTATION HIGHWAY-RAIL GRADE CROSSING OMB Approval No. 2130-0500 FEDERAL RAILROAD ADMINISTRATION (FRA) ACCIDENT/INCIDENT REPORT 1.Name of Reporting Rallroad 1a. Alphabetic Code 1b. Railroad Accident/Incident No. LN 097806402 Louisville And Nashville RR Co. [LN] 2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident 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. Louisville And Nashville RR Co. [LN] 097806402 LN 4. U.S. DOT Grade Crossing ID No. 5. Date of Accident/Incident 6. Time of Accident/Incident 353708L AM PM 0 9 1978 10-15 7. Nearest Railroad Station 9. County 10. State Code Abbr. IL DANVILLE VERMILION 17 11. City (if in a city) 12. Highway Name or No. Public Private DANVILLE Highway User Involved Rail Equipment Involved 13. Type 17. Equipment 4. Car(s) (moving) A. Train pulling- RCL 5. Car(s) (standing) B. Train pushing- RCL 1 Train (units pulling) C. Truck-trailer F. Bus J. Other Motor Vehicle 6. Light loco(s) (moving) C. Train standing-RCL 2. Train (units pushing) 7. Light loco(s) (standing) D. EMU Locomotive(s) A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code Code (standing) 3. Train B. Truck E. Van H. Motorcycle M. Other (specify) E, DMU Locomotive(s) 1 A (specify) 18. Position of Car Unit in Train 14. Vehicle Speed 15. Direction (geographical) Code (est. mph at impact) 45 1. North 2. South 3. East 4. West 2 1. Stalled or stuck on crossing 4. Trapped on crossing by traffic 19. Circumstance Code Code 2. Stopped on Crossing 5. Blocked on crossing by gates 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 2 3 3. Moving over crossing 20a. Was the highway user and/or rail equipment involved 20b. Was there a hazardous materials release by Code Code in the impact transporting hazardous materials? 1. Highway User 2, Rail Equipment 3, Both 4. Neither 1. Highway User 2. Rail Equipment 3. Both 4. Neither 20c. State here the name and quantity of the hazardous material released, if any 22. Visibility (single entry) 21. Temperature Code 23. Weather (single entry) Code (specify if minus) 70 °F 1. Dawn 2. Day 3. Dusk 4. Dark 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1 24. Type of Equipment 1. Freight Train 5. Single Car 9. Maint./inspect, car D. EMU 25, Track Type Used by Rail 26, Track Number or Name Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec, MoW Equip. **Equipment Involved** (single entry) 3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code MAIN 1. Main 2. Yard 3. Siding 4, Industry 1 4. Work Train 8. Light loco(s) C. Commuter Train-Pushing 1 27, FRA Track 31. Time Table Direction 28. Number of 30. Consist Speed (Recorded speed if available) 29. Number of Cars R. Recorded 1. North 3. East Class (1-9,X) Locomotive 1 35 mph F Estimated 2. South 4. West Units 32. Type of 33. Signaled Crossing Warning 34. Roadway Conditions 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing B. Wet C.Snow/Slush (See reverse side for 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) instructions and codes) Warning D.Ice 3. Standard FLS 6. Audible 9. Watchman 12. None Code Code E. Sand, Mud, Dirt, Oil, Gravel Code(s) F. Water (Standing, Moving) 36. Crossing Warning Interconnected 37. Crossing Illuminated by Street 35. Location of Warning Lights or Special Lights Both Sides
 Side of Vehicle Approach with Highway Signals Code Code Code 1. Yes 2, No 3. Unknown 1. Yes 2. No 3. Unknown 1 3. Opposite Side of Vehicle Approach 5. Other (specify) 38. Highway | 39. Highway User's Gender | 40. Highway User Went Behind or in Front of Train 41. Highway User 6. Went around/thru temporary barricade 1. Went around the gate and Struck or was Struck by Second Train Users (if yes, see instructions) 2. Stopped and then proceeded Age Code 1. Male Code Code 3. Did not stop 7. Went thru the gate 1. Yes 2. No 3. Unknown 2. Female 1 2 8. Suicide/Attempted suicide 4. Stopped on crossing 42. Driver Passed Standing Code 43. View of Track Obscured by (primary obstruction) Code Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Yes 2. No 3. Unknown 2 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8 Code Killed Injured 1. Yes 2. No Casualties to: 1. Killed 2. Injured 3. Uninjured 1 47. Highway Vehicle Property Damage 46. Highway-Rail Crossing Users 48. Total Number of Vehicle Occupants n n \$3,500 (including driver) (est. dollar damage) 49. Railroad Employees 51. Is a Rail Equipment Accident / Code 50. Total Number of People on Train 0 0 Incident Report Being Filed (include passengers and train crew) 2 52. Passengers on Train 0 0 1. Yes 2. No 53a. Special Study Block Video Taken? 53b. Special Study Block Video Used? 54, Narrative Description (Be specific, and continue on separate sheet if necessary)

55. Typed Name and Title | 56. Signature | 57. 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).

DEPARTMENT OF TRANSPORTATION	HIGHW	VAY-RAIL GI	RADE C	ROSSING					
FEDERAL RAILROAD ADMINISTRATION (FRA)	ACC	IDENT/INCI	DENTR	EPORT			OMB A	pproval No. 213	0-0500
1.Name of Reporting Railroad			1	a. Alphabetic C	ode		1b. Railr	oad Accident/Incide	nt No.
Louisville And Nashville RR Co. [LN]				LN		-	10770	6402	
2.Name of Other Railroad or Other Entity Filling for Equipm	ent Involved in Train	Accident/Incide	ent 2	a. Alphabetic C	ode		2b. Railr	oad Accident/Incide	nt No.
3. Name of Railroad or Other Entity Responsible for Track I	Maintenance (single	entry)	3	a. Alphabetic C	ode		3b. Railn	oad Accident/Incide	nt No.
Louisville And Nashville RR Co. [LN] 4. U.S. DOT Grade Crossing ID No.				LN			10770	100 1 00 1 00 1 0 0 0 0 0 0 0 0 0 0 0 0	
4, U.S. DOT Grade Clossing ID No.	1			5. Date of Accid	ent/Incid	lent , year	6. Time o	of Accident/Incident	
	35370	8L			2 3	1977	12:15	AM 🗸	PM
7. Nearest Railroad Station	8. Subdivision		9	9. County			10. State)	Code
DANVILLE JCT				VERMILI	ON			Abbr. IL	17
11. City (if in a city) DANVILLE	12. Highw	ay Name or No) .					Public Pr	ivate
Highway User Involved				4	Rail	Equipment	Involved		
13. Type		17.	Equipme	nt		r(s) (moving	THE RESERVE TO THE PERSON NAMED IN	Train pulling- RCL	
C. Truck-trailer F. Bus J. Other Moto	or Vehicle		1 Train	(units pulling)		r(s) (standing		Train pushing- RCL	
A. Auto D. Pick-up truck G. School Bus K. Pedestrian	n	Code	2. Train	(units pushing	,	hl loco(s) (n		Train standing- RCL EMU Locomotive(s)	
B. Truck E. Van H. Motorcycle M. Other (s	specify)	М	3. Train	(standing)	7. Lig 8. Ot	ht loco(s) (s her (specify	tonung)	DMU Locomotive(s)	1 1
14. Vehicle Speed (est. mph at impact) 15. Direction (geographical 1. North 2. South 3. East		Code 18. I	Position o	f Car Unit in Tr		1	,		
16. Position 1. Stalled or stuck on crossing 4. Trapped or	n crossing by traffic		Circumsta	ance					
O Channel on Ossa-is-	crossing by gates	Code			ighway ı	user 2. Rail e	equipment s	struck by highway us	Code
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?		Code 20b.	Was the	re a hazardous	materia	ls release by			Code
1. Highway User 2. Rail Equipment 3. Both 4.	Neither	4	1. Hi	ghway User	2. Rail E	quipment 3	3. Both 4.	Neither	1
20c. State here the name and quantity of the hazardous ma	terial released, if any	y .				2-2			
21. Temperature 22. Visibility (single entry)		Code 23.	Weather	(single entry)					Code
(specify if minus) 40 °F 1. Dawn 2. Day 3. Dusk	4. Dark			2. Cloudy 3. R		na 5 Sleet	6 Snow		3
24. Type of Equipment 1. Freight Train 5. Single			D. EMU	2. 01000 0.10	un 4. 1	og J. Oldet	O. GIIOW	i -	
Consist 2, Passenger Train-Pulling 6, Cut of	cars A. Spec. N	loW Equip.	E. DMU	25. Track Ty Equipme	•	P1000 D000000 D0	Code	26, Track Number	or Name
(single entry) 3. Commuter Train-Pulling 7. Yard/s 4. Work Train 8. Light I	CANCEL TOTAL COMP.	ger Train-Pushi ter Train-Pushi			ard 3.5	Siding 4. Indu	stry 1	SINGLE MAIN	٧
27. FRA Track 28. Number of 29. Numb				ded speed if av	ailable)	Code	31, Time	Table Direction	Code
Class (1-9,X) Locomotive		R. Recorded				. 1	100000000000000000000000000000000000000	rth 3. East	1
2 Units 3 3	44	E. Estimated		I	15 mg			uth 4. West	2
1. Gates 4. Wig wags 7. 0	Crossbucks 10, Flag	ged by crew		33. Signaled	Crossin	g Warning	34. Roady A. Dry	vay Conditions	
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. 8	Stop signs 11. Oth	er (specify)		(See reve			B. Wet	11	
vvarring	Vatchman 12, Non	120 2 2020		instruction	is and co	Code	C.Snow/S D.Ice		Code
Code(s) 03	1					0000		lud,Dirt,Oil,Gravel	1
35. Location of Warning	36. Crossing W	aming Intercon	nected			37. Crossing		Standing, Moving)	
1. Both Sides 2. Side of Vehicle Approach Cod	unith History				ode		Special Lig	AV = 20 = 20	ı Code
Side of Vehicle Approach Opposite Side of Vehicle Approach	1. Yes 2.	No 3. Unkn	own	3	La particio	1. Yes	2. No 3. U	Inknown	3
38.Hignway 39.Highway User's Gender 40. Highway User				hway User			r (specify		3
User's and Struck or	was Struck by Seco			Vent around the				u temporary barrica	de
Age 1. Male Code		Code	2, 5	topped and the	n procee		es, see instr t thru the g		Code
	3. Unknown	2	4. S	topped on cros	sing		ide/Attempt		4
	13. View of Track Ob		(primary	obstruction)					Code
Highway Vehicle 1. Yes 2. No 3. Unknown 2		ent Structure		Passing Train			7. Other	3 /5/	1 -
4	2, Standing 4, Driver was	g railroad equip	ment 4.	Topography		vay Vehicles s Driver in the		ostructed	8 Code
Casualties to: Killed Injured	1. Killed 2. Injure			3		es 2. No	- Tolliolo I		2
46. Highway-Rail Crossing Users 4	7. Highway Vehicle I	Property Dama	ge		48. Tota	al Number of	Vehicle Oc	cupants	

55. Typed Name and Title 56. Signature

Yes

Yes

(Be specific, and continue on separate sheet if necessary)

0

0

0

Video Taken?

Video Used?

57. Date

Code

2

49. Railroad Employees

52. Passengers on Train

53a. Special Study Block

54. Narrative Description

\$6,000

53b, Special Study Block

(including driver)

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No

(est. dollar damage)

No

50. Total Number of People on Train

(include passengers and train crew)

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Downtown Danville

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Cod	le RR Accide	ent/Incid	ent No.
1. Reporting Railroad Norfolk & Western Rwy Co. [NW] 1a. NW 1b. X190284014 2. Other Railroad Involved in Train Accident/Incident 2a. 2b.												
2. Other Railroad Involved in Train	Accident	/Incident						2a.		2b.		
3. Railroad Responsible for Track	Maintenar	nce N	Norfolk & W	estern/	Rwy Co. INV	N I		3a. N	W	3b. X190	284014	!
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9864Y	5. Dat	te of Accident/Ir	ncident	02/26/84	6. Time	of Accid	ent/Incident	11:12 A	M
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE		12. Hi	ghway N	lame or No. 3	RD ST				✓ Public	Pr	rivate
Highwa	y User Inv	olved					Rail Equi	pment Involve	ed			
13. Type C. Truck-trailer F. Bu	s	J. Other M	lotor Vehicle	Code	17, Equipmen 1. Train (un		4. Car(s) (moving)) (standing)	8. A	Other (spe Train pulling- R	ecify)	Code
A, Auto D, Pick-up truck G, Sc				В	2. Train (un	its pushir	ng) 6. Light	loco(s) (movi	ing) B.	Train pushing-	RCL	1
	itorcycle irection	M. Other (geographics)		Code	3. Train (st			loco(s) (stand	ding) C.	Train standing-	RCL	
and the second of the second o			st 4. West	2	TO. T CONCOTT OF	our onn	in riam		1			
16. Position 1. Stalled on crossing		oving over o	crossing	Code	19. Circumsta							Code
2. Stopped on Cross 20a. Was the highway user and/or			ed	Code	20b. Was ther			nt struck by hi		ser		2 Code
in the impact transporting haz	Committee of the Commit			1							1	Code
1. Highway User 2. Rail Ed				4	1. Hig	hway Us	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity of	of the haza	ardous mate	rial released,	if any								
21. Temperature 22.	Visibility	(single entry	y)	Code	23. Weather	(single e	entry)					Code
(specify if minus) 40 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	w		2
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved									ame			
Consist 1. Freight train 4 (single entry) 2. Passenger train 5				Code	Equipme	nt Involve	ed					
3. Commuter train 6		A CONTRACTOR OF THE PARTY OF TH		1	1. Main	2. Yard	3. Siding	4. Industry	1	WESTBOU	IND M	AIN
27. FRA Track 28. Number	of	29. Numbe	r of 30. Cor	nsist Spe	eed (Recorded	if availab	le) Code	31, Time Ta	ble Direct	ion		Code
Class Locomot	ive 2	Cars	400	Recorde Estimate	000	30 mp	h E	1 North 2	South 3	B. East 4. We		4
	. Wig wag			The second second	agged by crew			led Crossing		34. Whistle Ban		Code
Crossing 2. Cantilever FLS 5	. Hwy. trai	ffic signals	8. Stop signs	11. 0	ther (specify)		Warn	The state of the s	- [1. Yes		
Warning 3, Standard FLS 6	. Audible		9. Watchman	12. N	one					2. No 3. Unknown	- 1	
Code(s) 07 35, Location of Warning			Code 36. Ci	nssing \	Warning Interco	nnected	Code	37 Crossi	na Illumin	ated by Street		Code
1. Both Sides					way Signals		,		or Specia			0000
Side of Vehicle Approach Separate Side of Vehicle Approach			1 1	Yes 2	. No 3. Unkno	own		1, Yes	2. No	3. Unknown	1	1
Opposite Side of Vehicle Ap Septimental Strategy Septimental		r Drove Beh	nind or in Fron			41. Driv	rer					Code
Age Gender	1		as Struck by S			1				topped on cros		
1. Male 2. Female		1. Yes 2. N	No 3. Unkno	wn	2	10.00	Stopped and Did not stop		led 5. C	Other (specify)	3
42. Driver Passed Standing	Code	43. View o	of Track Obsci	red by	(primary o	7 7 3						Code
Highway Vehicle			manent Struct		3. Passing ant 4. Topograp				cr (spec		1	8
1. Yes 2. No 3. Unknown	2	2, 3(a)			int 4, Topograf							
Casualties to:	Killed	Injured	44. Driver v		ured 3. Uninju	1	ode	45. Was Dri		venicle?	- 1	Code
					le Property Dan		3			Highway-Rail C	mesian I	lleere
46. Highway-Rail Crossing Users	0	0		y venid Ilar dam		- 1	\$1.000	(include		ngnway-Raii C	1	USEIS
								Code				
52. Passengers on Train	0	0			ngers and crew)					eing Filed	1	2
53a. Special Study Block	,	,			53b. Special S	Study Play	ok .	1. Yes	2.110			
54. Narrative Description					Sob. Special S	olddy Blu	UK .					
54. Narrative Description												
						-				1		
55. Typed Name and Title		56. Signatu	re							57. Date		

DEPARTMENT OF TRANSPORTATIONFEDERAL RAILROAD ADMINISTRATION (FRA)

		101.47						JIVID Apploval No. 2		
Name Of 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1. NW 1. NW 1. X191283015										
	A - siden'		Norfolk & V	Vestern	Rwy Co. [NW]		1a. NW	1b. X19128301	15	
Other Railroad Involved in Train Railroad Responsible for Track							2a.	2b.		
Railroad Responsible for Track North AR Grade Crossing					Rwy Co. [NW]		3a. NW	3b. X19128301		
4. U.S. DOT-AAR Grade Crossing	ID No.	4/:	9864Y		te of Accident/Inciden			t/Incident 11:42	AM	
7. Nearest Railroad Station DANVILLE				ivision			y MILION	10. State Abbr. 17	Code	
11. City (if in a city) DANVI	LLE		12. Hi	ighway h	Name or No. 3RD S	ST		✓ Public	Private	
	y User Inv	volved					uipment Involved			
13. Type C. Truck-trailer F. Bu A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo		K. Pedestr		Code	17. Equipment 1. Train (units pul. 2. Train (units pus. 3. Train (standing	shing) 6. Light	t loco(s) (moving) B. Tra	her (specify) ain pulling- RCL ain pushing- RCL ain standing- RCL	Code	
14. Vehicle Speed 15. D	Direction	(geographics)	phical)	Code 2			2	diri stantang		
16. Position 1. Stalled on crossing	ng 3. Mo	floving over c		Code	19. Circumstance 1	. Rail equipme	ent struck highway user		Code	
2. Stopped on Cross				3	2.	. Rail equipme	ent struck by highway user		2	
20a. Was the highway user and/or in the impact transporting has			ad	Code	20b. Was there a ha	izardous mate	rials release by		Code	
1. Highway User 2. Rail Ed	quipment	3. Both		4	1. Highway	User 2, Rai	il Equipment 3. Both 4	I. Neither		
20c. State the name and quantity of	of the haze	ardous mate	rial released,	if any						
21, Temperature 22,	Visibility	(single entry	n/l	Code	23. Weather (singl	's enter!	-		Code	
c ∘c		. Day 3. Du		l 2			. Fog 5, Sleet 6, Snow	ſ	Code	
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name										
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code Equipment Involved										
		The second		1	1. Main 2. Yar			EASTBOUND M	IAIN	
27. FRA Track 28. Number of Class Locomot	1000	29. Number Cars		nsist Spe	eed (Recorded if avail	lable) Code	31. Time Table Direction	ı	Code	
3 Units	ave 3			Estimate:	20	mph E	1. North 2. South 3. E	ast 4. West	3	
Crossing 2. Cantilever FLS 5.		iffic signals	7. Crossbucks 8. Stop signs	s 10. Fla 11. Ot	lagged by crew ther (specify)		aled Crossing 34.	Whistle Ban 1. Yes	Code	
Warning 3. Standard FLS 6.	. Audible		9. Watchman	12. No	one	_		2. No	1	
Code(s) 07 35. Location of Warning			Code 36. Cr	-ceing l	Warning Interconnecte	7 0240		3. Unknown	- 1-	
Location of vvarning Both Sides					Warning Interconnecte way Signals	ed Code	37. Crossing Illuminate Lights or Special Li		Code	
2. Side of Vehicle Approach		1 7	1			2			2	
3. Opposite Side of Vehicle App			1.		No 3. Unknown		1. Yes 2. No 3.	Unknown		
38. Driver's 39. Driver's Code Age Gender			nind or in Front as Struck by Se				nd or thru the gate 4. Stop	ned on crossing	Code	
1. Male			No 3. Unknov		2 2	2. Stopped and	then proceeded 5. Other		1	
2. Female 42. Driver Passed Standing	Code	Ta View C	of Track Obscu		3	3. Did not stop	ξ	10.0	4 Code	
Highway Vehicle	Code		or Track Obscu manent Structu		(primary obstruct 3. Passing Train 5		7. Other (specify)		Code	
1. Yes 2. No 3. Unknown	2						hicles B. Not Obstructed		8	
Convertion to:	Villad.		44. Driver w	vas		Code	45. Was Driver in the Ve	hicle?	Code	
Casualties to:	Killed	Injured	1. Killer	d 2. Inju	ured 3, Uninjured	3	1. Yes 2. No		2	
46. Highway-Rail Crossing Users	0	0		y Vehicle	e Property Damage	\$1,000	48. Total Number of High (include driver)	hway-Rail Crossing		
49. Railroad Employees	0	0			f People on Train		51. Is a Rail Equipment	Accident /	Code	
52. Passengers on Train	0	0	(include	passen	gers and crew)		Incident Report Being 1. Yes 2. No	g Filed	2	
53a, Special Study Block				$\overline{}$	53b. Special Study B	Nock	1. 163 2.110			
54. Narrative Description					002. Op.1,	noor.				
55. Typed Name and Title		56, Signatur	re					57, Date		
		A.								

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of				-				Alababatia Oa	J. T	DD Assidant	Manid	ant Na
Name Of Alphabetic Code RR Accident/Incident No. 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1a. NW 1b. D30606												
Other Railroad Involved in Train A	ccident/Inc		ik & W	estern	Rwy Co. [NW	<u></u>		1a. NW		1b. D3 0606)	
Railroad Responsible for Track Ma									_	7		
U.S. DOT-AAR Grade Crossing ID		1101101			Rwy Co. [NW]			3a. NW		3b. D30606		
Mark 1997	J NO.	479864	łY	5. Dai	te of Accident/Incid	ent	11/17/79	6. Time of Accid	denvir	ncident 07	:30 P	M
7. Nearest Railroad Station DANVILLE			8. Divi	ision			9. County VERN	11LION	1	10. State Abbr.	17	Code
11. City (if in a city) DANVILI	LE		12. Hig	hway N	lame or No. 3RD	ST				✓ Public	Pr	ivate
Highway l	Jser Involv	ved					Rail Equ	ipment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Scho		I. Other Motor V	ehicle	Code	1. Train (units p	pulling	4. Car(s 5. Car(s) (standing) A		pulling- RCI		Code
		M. Other (special	fy)	A	2. Train (units p 3. Train (standi					pushing-R0 standing-R		1
14. Vehicle Speed 15. Dire		(geographical)		Code	18. Position of Ca							
		ith 3. East 4.		4				49				
16. Position 1, Stalled on crossing 2. Stopped on Crossing		ing over crossing	g	Code 3	19. Circumstance			nt struck highway use nt struck by highway u			1	Code
20a. Was the highway user and/or ra				Code	20b. Was there a				SCI			2 Code
in the impact transporting hazar											1	0000
1. Highway User 2. Rail Equi				4	1. Highwa	ay Us	er 2. Rail	Equipment 3. Both	4. 1	Veither		
20c. State the name and quantity of t	ine nazaro	ious material rei	eased, ir	any								
21. Temperature 22. Vi	sibility (si	ingle entry)		Code	23. Weather (sir	ngle e	entry)	A				Code
(specify if minus) 40 °F 1. Da	awn 2. Da	ay 3. Dusk 4.	Dark	4	1. Clear 2. Cl	oudy	3. Rain 4.	Fog 5. Sleet 6. Sno	w			1
24. Type of Equipment			ec. MoW	Equip	25. Track Type U	Jsed b	y Rail	Code	26. T	rack Number	r or Na	ame
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved												
3. Commuter train 6. (Code 1	1. Main 2. Y	Yard	3. Siding	4. Industry 1	W	ESTBOUN	D M	AIN
27. FRA Track 28. Number of				ist Spe	ed (Recorded if av			31, Time Table Direct	tion			Code
Class Locomotive	3	Cars 82	R. R	ecorde stimate	d .	mpi	1 -	1. North 2. South		at 4. West		2
32. Type of 1. Gates 4. V	Vig wags	7. Cros			agged by crew					histle Ban		Code
Crossing 2. Cantilever FLS 5. H Warning 3. Standard FLS 6. A			_		5 74 495		Warn	ing		Yes		
Code(s) 07	dalbie	9. vvat	chman	12, No	one	-	-			No Unknown	1	
35. Location of Warning	1,	Code	36. Cro	ssing \	Warning Interconne	ected	Code	37. Crossing Illumin	_			Code
1. Both Sides			1		way Signals			Lights or Specia				5545
2. Side of Vehicle Approach		1	1.1	Yes 2	. No 3. Unknown		2	1. Yes 2. No	3 Ui	nknown	1	2
Opposite Side of Vehicle Appro Striver's 39, Driver's Code 40		rove Behind or				. Driv	or					Code
Age Gender		uck or was Strue						d or thru the gate 4. S	Stoppe	d on crossin	g	Code
1. Male	1. `	Yes 2. No 3.	Unknow	n	2		10 March 10	then proceeded 5.0	Other	(specify)	1	3
2. Female 42. Driver Passed Standing	Code 4	3. View of Track	Obscur	ed by	(primary obstra		old not stop					Code
Highway Vehicle	0000	1. Permanent		•	3. Passing Train			7. Other (spec	cify)		1	Code
1. Yes 2. No 3. Unknown	2	2. Standing ra	ailroad ed	quipme	nt 4. Topography	6. H	lighway Vel	nicles 8. Not Obstruct	ed			8
Casualties to:	Cilled Ir	niurad	Driver wa		and O Hainiumad	1	ode	45. Was Driver in the	Vehic	cle?	,	Code
			ALL PARAMETERS	-	ıred 3. Uninjured	2	2	1. Yes 2. No				1
46. Highway-Rail Crossing Users	0 1	1	Highway <i>(est. dolla</i>		e Property Damage <i>age)</i>	1	300	48. Total Number of (include driver)	Highw	ay-Rail Cros	sing (Jsers
49. Railroad Employees	0	0 50.	Total Nur	mber o	f People on Train			51. Is a Rail Equipme			9	Code
52. Passengers on Train	0	0	include p	passen	gers and crew)			Incident Report B 1. Yes 2. No	Being F	Filed	1	2
53a. Special Study Block					53b. Special Study	v Bloc	k					
54. Narrative Description												
55. Typed Name and Title	56.	. Signature								57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphat	etic Code	RR Accident/Ir	cident No.
1. Reporting Railroad		N	orfolk & W	estern/	Rwy Co. [NV	V]		1a. N	W	1b. B93 06	
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3, Railroad Responsible for Track N	/laintenar	ice N	orfolk & W	estern	Rwy Co. [NW	V 1		3a. N	w	3b. B9306	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	864Y	5. Dat	te of Accident/Inc	cident	05/12/77	6. Time	of Accident	/Incident 08:1	5 PM
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr.	Code 17 IL
11. City (if in a city) DANVII	LE		12. Hi	ghway N	lame or No. E	AST TI	HIRD STI	REET		✓ Public	Private
Highway	User Inv	olved				316	Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bus	1	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (uni	to pulling	4. Car(s) (moving)	8. Ott	ner (specify, nin pulling- RCL) Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri	an	A				loco(s) (movii		in pushing-RCL	1
	torcycle	•	, ,,		3. Train (sta			loco(s) (stand	ing) C. Tra	ain standing- RCI	
5 (c)	irection orth 2. S	geograp) outh 3. East		Code 3	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing		oving over cr		Code	19. Circumstan	ice 1. R	ail equipme	nt struck highw	vay user		Code
2. Stopped on Crossin				3				nt struck by hig			2
20a. Was the highway user and/or in the impact transporting haza	7		d	Code	20b. Was there	a hazar	rdous mater	rials release by			Code
1. Highway User 2. Rail Eq			4. Neither	4	1. High	hway Us	er 2. Rail	Equipment	3. Both 4	. Neither	
20c. State the name and quantity of	f the haza	rdous mater	ial released,	if any							
04 T	Cathilla.	(single entry	,	0-4-	1 00 10/	(-il					Code
50 °F		Day 3. Du		Code	23. Weather			Fog 5. Sleet	6 Snow		1
24. Type of Equipment	Jawii Z.		A. Spec. MoV						-	Trook Number	
	. Work tra	in 7. Yard/S		v Equip	25. Track Type Equipmen				Code 26	. Track Number o	r Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main finspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK											
27. FRA Track 28. Number of	of	29. Number	of 30. Cor	nsist Spe	eed (Recorded in	f availab	le) Code	31. Time Tab	le Direction		Code
Class Locomoti 3 Units	ve 2	Cars		Recorde Estimate	_	2 mp	h E	1 North 2	South 3 F	ast 4. West	3
	Wig wag				lagged by crew	ШР	-	led Crossing		Whistle Ban	Code
Crossing 2. Cantilever FLS 5.					0.0		Warn	ning		1. Yes	
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		-			2. No 3. Unknown	1
Code(s) 07 35, Location of Warning			ode 36. Cr	rossina \	Warning Intercor	nnected	Code	37 Crossin		ed by Street	Code
1. Both Sides		ŭ	and the second		way Signals			and the property of the second	or Special Li	The state of the s	5545
2. Side of Vehicle Approach		1	1	Ves 2	. No 3. Unkno	wn	2	1 Yes	2. No 3.	Unknown	3
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		- Desus Babi	nd or in Fron			41. Driv	-	1. 103	2.140 0.	Olikilowii	Code
38. Driver's 39. Driver's Code Age Gender			s Struck by S			The second second		d or thru the g	ate 4. Stop	ped on crossing	Code
1. Male			o 3. Unkno		2	2. 8	Stopped and	then proceed		-	3
2. Female	Code	42 \/:	Track Obscu	read but			Did not stop				Code
42. Driver Passed Standing Highway Vehicle	Code	STATE OF STREET OF	anent Struct		(primary ob 3. Passing T		200	7. Other	r (specify)	1	Code
1. Yes 2. No 3. Unknown	3	2. Stand	ding railroad	equipme	ent 4. Topograpi	hy 6. F	lighway Ve	hicles 8. Not C	Obstructed		8
0	Killed		44. Driver v	vas		C	ode	45. Was Driv	er in the Ve	hicle?	Code
Casualties to:	Killed	Injured	1. Kille	d 2. Inj	ured 3. Uninjur	ed 2	2	1. Yes 2	2. No		1
46. Highway-Rail Crossing Users	0	2		•	le Property Dam	age				hway-Rail Crossi	ng Users
		2		llar dam			6300	(include o			2
(include passengers and crew) Incident Report Being Filed									Code		
52. Passengers on Train	0	0	(moidac	. passer	ngers and crewy			1. Yes	2. No		2
53a. Special Study Block					53b. Special S	tudy Bloc	ck				
54, Narrative Description	54. Narrauve Description										
55. Typed Name and Title		56. Signatur	re							57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of					Alphabetic Code	RR Accident/Incident	t No.			
Reporting Railroad	No	rfolk Southern	Corp. [NS]		1a. NS	1b. 015288				
2. Other Railroad Involved in Train Accide	nt/Incident				2a.	2b.				
Railroad Responsible for Track Mainter	ance No	rfolk Southern	Corp. INS 1		3a. NS	3b. 015288				
4. U.S. DOT-AAR Grade Crossing ID No.	4798	63S 5. D	ate of Accident/Incident	01/10/04	6. Time of Accident	Incident 08:26 PM	Ī .			
7. Nearest Railroad Station DANVILLE		8. Division	IS	9. County VERM	IILION		Code			
11. City (if in a city) DANVILLE		12. Highway	Name or No. S. ST			Public Priva	atc			
Highway User	nvolved			Rail Equi	pment Involved					
13. Type C. Truck-trailer F. Bus	J. Other Moto	or Vehicle Cod	e 17. Equipment 1. Train <i>(units pulli</i>	4. Car(s)	(moving) 8. Oth	er (specify) (in pulling- RCL	Code			
A. Auto D. Pick-up truck G. School Bu		F	2. Train (units pusi	hing) 6. Light	loco(s) (moving) B. Tra	in pushing- RCL	1			
B. Truck E. Van H. Motorcycle 14. Vehicle Speed 15. Direction	a decide designation	pecify)	3. Train (standing) e 18. Position of Car U		loco(s) (standing) C, Tra	in standing- RCL	_			
	South 3, East		o i i o i o o i o o i o o o o o o	mem man	1					
	Moving over cros	ssing Cod	10,000000000000000000000000000000000000		nt struck highway user		Code			
Stopped on Crossing 4. 20a. Was the highway user and/or rail equ		Cod			nt struck by highway user ials release by		Code			
in the impact transporting hazardous	materials?	1					4			
1. Highway User 2. Rail Equipment 20c, State the name and quantity of the had			1. Highway U	Jser 2. Kail	Equipment 3. Both 4	Neither				
200, Glate the Harne and quantity of the hazardous material released, if any										
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code										
(specify if minus) 29 °F 1. Dawn 2. Day 3. Dusk 4. Dark 4 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow										
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved Circle (1) - 1 - 1 - 2 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3										
(single entry) 2. Passenger train 5. Single 3. Commuter train 6. Cut o	Control of the contro			d 3, Siding	4. Industry 1 N	O. 2 MAINLINE				
27. FRA Track 28. Number of	29. Number o	f 30. Consist S	peed (Recorded if availa	able) Code	31. Time Table Direction	C	Code			
Class Locomotive 4 Units	Cars 82	R, Record		nph E	1, North 2, South 3, E	ast 4. West	4			
32. Type of 1. Gates 4. Wig w Crossing 2. Cantilever FLS 5. Hwy. t		Crossbucks 10.	AND THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO I				Code			
Warning 3, Standard FLS 6, Audibl			None (specify)	Warn		I. Yes 2. No				
Code(s) 01				20 sec w	arn min (1);	3. Unknown	2			
35, Location of Warning 1, Both Sides	Cod		Warning Interconnecter hway Signals	d Code	37. Crossing Illuminate Lights or Special Lights		Code			
Side of Vehicle Approach	1			1		1	,			
3. Opposite Side of Vehicle Approach			2. No 3. Unknown		1. Yes 2. No 3.	Jnknown	1			
li de la companya del companya de la companya del companya de la c		or in Front of Trans Struck by Second			d or thru the gate 4. Stop		Code			
68 1. Male 1	1. Yes 2. No	Access to the second se			then proceeded 5. Othe		1			
I 2. Female	- 40 Minus et T		3,	Did not stop			_			
42. Driver Passed Standing Coo	per la contracto de la contrac	rack Obscured by nent Structure	(primary obstructi 3. Passing Train 5.		7. Other (specify)		Code			
1. Yes 2. No 3. Unknown 2	2, Standin	g railroad equipn	nent 4. Topography 6.	Highway Veh	icles 8. Not Obstructed		8			
Casualties to: Killed	Injured	44. Driver was		Code	45. Was Driver in the Ve	nicle? Co	ode			
0.0000000000000000000000000000000000000			njured 3. Uninjured	3	1. Yes 2. No		1			
46. Highway-Rail Crossing Users 0	0 '	47. Highway Vehi (est. dollar da	cle Property Damage mage)		48. Total Number of High (include driver)	way-Rail Crossing Use	ers			
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code										
52. Passengers on Train		(include passe	engers and crew)	2	Incident Report Being 1. Yes 2. No		2			
53a. Special Study Block	_ll;		53b. Special Study BI	lock						
14. Narrative Description										
55. Typed Name and Title	56. Signature					57. Date				

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphabetic Co	de RR Accident/Ir	cident No
1. Reporting Railroad	***************************************		Norfolk	Southern	Corp. [NS]			1a. NS	1b. 005286	iolachi i i c
2. Other Railroad Involved in Trail	n Accident			Cournern	corp. [No]			2a.	2b. 005286	
3. Railroad Responsible for Track	Maintena	nce	Norfolk	Southern	Corp. [NS]			3a. NS	3b. 005286	
4. U.S. DOT-AAR Grade Crossing	ID No.		9863		ate of Accident/Ir	ncident	04/23/01		dent/Incident 10:0	5 AM
7. Nearest Railroad Station DANVILLE				8. Division	ie.		9. Count	у	10. State	Code
11. City (if in a city) DANV	LIE			12 Highway	Name or No.	CTDE		MILION	Abbr. 1	7 IL Private
	y User Inv	volved		12. Highway	I I I I I I I I I I I I I I I I I I I	. SIKE		dans at level and	Phone	JPHVate
42 Tune				Code	17. Equipmen	t		uipment Involved	Other (specify)	Code
A. Auto D. Pick-up truck G. Sc		J. Other M K. Pedesi		hicle I	1. Train (un	its pulling	g) 5. Car(s) (standing) A.	Train pulling- RCL	
B. Truck E. Van H. Me	otorcycle) A	3. Train (sta				Train pushing- RCL Train standing- RCL	
	Direction	(geogra		Code	18. Position of	Car Uni	t in Train	•		
(est. mph at impact) 6 1. I	_	South 3, Ea		/est 3	19 Circumeta	nce 1 D	ail equipme	1 ent struck highway user		Code
2. Stopped on Cross	sing 4. To	rapped		3	15. Circumsta		200	ent struck highway user ent struck by highway us		l 1
20a. Was the highway user and/or			ed	Code	20b. Was then			rials release by		Code
in the impact transporting ha. 1. Highway User 2. Rail E			4. Neith	er 4	1. Hig	ihway Us	er 2. Ra	il Equipment 3. Both	4 Neither	4
20c. State the name and quantity									i. Helife	
								-		
		(single entr		Code	The state of the s		(5.5)			Code
(specify if fillings) 55 1.	Dawn 2	. Day 3. D			-	. Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sno	w	2
24. Type of Equipment Consist 1. Freight train	1 Work tra	ain 7. Yard/		. MoW Equi	1		2.5	Code	26. Track Number o	r Name
(single entry) 2. Passenger train				g Code	Equipmen	nt Involve	eď		EASTBOUND	
3. Commuter train 6	6. Cut of c	ars 9. Main.	/inspect.	car 1	1. Main	2. Yard	3. Siding	4. Industry 1	MAINLINE	
27. FRA Track 28. Number		29. Numbe	er of 30		eed (Recorded	if availab	le) Code	31. Time Table Direct	tion	Code
Class Locomo	ove 2	Cars	53	R. Recorde	_	4 mp	h E	1. North 2. South 3	R Fast 4 West	3
32. Type of 1. Gates 4	. Wig wag	ıs	7. Cross	bucks 10. F	lagged by crew	тър	33, Signa	aled Crossing	34, Whistle Ban	Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6		inc signals	9. Watch		10.0		Warr	ning	1, Yes 2, No	
Code(s) 01 03	04	1 (06				20 sec v	varn min (1);	3. Unknown	2
35. Location of Warning		(Code 3	_	Warning Interco	nnected	Code	37. Crossing Illumin		Code
Both Sides Side of Vehicle Approach		Ĩ	.	with High	way Signals		1 -	Lights or Specia	I Lights	
3. Opposite Side of Vehicle Ap	proach		1	1. Yes	2. No 3, Unkno	wn	2	1, Yes 2, No	3. Unknown	2
38. Driver's 39. Driver's Code				Front of Tra		41. Driv				Code
Age Gender	1	1. Yes 2. N		by Second	1			d or thru the gate 4. S I then proceeded 5. C		
50 2 Female 1					2		oid not stop		(apecily)	1
42. Driver Passed Standing	Code		of Track (manent S	Obscured by	(primary of					Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2				 Passing T ent 4. Topograp 			7. Other (spec hicles 8. Not Obstructe	<i>ify)</i> ed	8
				iver was		200	ode	45. Was Driver in the		Code
Casualties to:	Killed	Injured	100		ured 3. Uninjur			1. Yes 2. No	Value of	1
			47. His	ghway Vehic	le Property Dam			48. Total Number of h	Highway-Rail Crossin	n Users
46. Highway-Rail Crossing Users	0	0		st. dollar dan			0	(include driver)	1	
49. Railroad Employees	0	0	50. To	tal Number	of People on Trai	_		51. Is a Rail Equipme	nt Accident /	Code
52. Passengers on Train	0	0	(in	clude passei	ngers and crew)	2		Incident Report Be 1. Yes 2. No	eing Filed	2
53a. Special Study Block					53b, Special S	tudy Bloc	:k			-
54. Narrative Description										
55. Typed Name and Title		56. Signatu	re						57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							A CONTRACTOR OF THE CONTRACTOR	Alababatia C	- 45	RR Accide	n#/Incid	ant No
Name Of 1, Reporting Railroad			VanCall, Co.	46 - mp (7 INC 1			Alphabetic C	oae			entivo.
Other Railroad Involved in Train	Accident	The state of the s	NOTIOIK SOL	itnern (Corp. [NS]			1a. NS		1b. 00518 2b. 00518		
Railroad Responsible for Track			Jawfall, Can	thoun (Corn INC 1			3a. NS		3b. 00518		
4. U.S. DOT-AAR Grade Crossing			9863S		te of Accident/Inc	ident	04/13/01	6. Time of Acc	ident/l			M
7. Nearest Railroad Station		4/3					1		1		13.13 A	1000,000
DANVILLE			1,537,185	Division LINOIS	s		9. County	IILION		10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE				Name or No. S.	STRE		ILLIOIV		✓ Public		rivate
	y User Inv	olved			1	UTTE		ipment Involved				
13. Type C. Truck-trailer F. Bu			lotor Vehicle	Code	17. Equipment 1. Train (units	YOUR		<u> </u>	3. Othe	er (spe	ecify)	Code
A. Auto D. Pick-up truck G. Sc				1 -) (standing)		n pulling-R n pushing-		
	otorcycle			D	3. Train (star	ding)	7. Light	loco(s) (standing)				1
	Direction	(geograp		Code	18. Position of 0	Car Uni	t in Train	73				
(est. mph at impact) 20 1. No. 16. Position 1. Stalled on crossing		oving over c		3 Code	19 Circumstan	ne 1 R	ail equinme	nt struck highway use				Code
2. Stopped on Cross	-		iiossiiig	3	13. Oli Cultistano			nt struck by highway				2
20a. Was the highway user and/or	(5)		ed	Code	20b, Was there	a haza	rdous mater	rials release by				Code
in the impact transporting haz 1. Highway User 2. Rail Ed			4 Neither	4	1 High	way Us	er 2 Rai	Equipment 3. Bot	h 4.	Neither		4
20c. State the name and quantity of					Ig.	way oo	2.110	- Equipment 0: 500				
ATTENDED OF THE PROPERTY AND ADDRESS OF THE PROPERTY ADDRESS OF THE PR	Visibility	(single entry	v)	Code	23. Weather (single e	entry)					Code
(specify if minus) 45 °F 1.	Dawn 2.	Day 3, Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sn	wo			1
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Type	Used I	by Rail	Code	26.	Track Numl	er or N	ame
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code EASTBOUND												
3. Commuter train 6				1	1. Main 2	. Yard	3, Siding	4. Industry 1	100000	AINLIN		
27. FRA Track 28. Number	of	29. Numbe	r of 30. Co	onsist Sp	eed (Recorded if	availab	ole) Code	31. Time Table Dire	ction			Code
Class Locomot		Cars		Recorde			. -				. 1	2
3 Units 32, Type of 1, Gates 4	2			Estimate		mp		1. North 2. South			st	3
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	, Wig wag . Hwv. traf				lagged by crew		33. Signa Warn	led Crossing	8 25 65	Vhistle Ban . Yes		Code
Warning 3. Standard FLS 6			9, Watchman		5 (a)			9	500	. No	1	•
Code(s) 07								,	3	Unknown		2
35. Location of Warning		C	S. S. SESSE	rates received	Warning Intercon	nected	Code	37. Crossing Illum				Code
Both Sides Side of Vehicle Approach		1 :		with High	way Signals		1 .	Lights or Spec	aai Lig	nts		
Opposite Side of Vehicle Apple	proach		1 .	1. Yes 2	2. No 3. Unknow	'n	2	1. Yes 2, No	3. L	Inknown		ı
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Fro	nt of Trai	n Code	41. Driv						Code
Age Gender			s Struck by		Train			d or thru the gate 4. I then proceeded 5.				
34 1. Male 2. Female 1		1, 1es 2, N	lo 3. Unkno	own	2		Did not stop	and the same of th	Olitei	(specify)	'	3
42. Driver Passed Standing	Code	1 S	of Track Obso		(primary obs	struction	n)					Code
Highway Vehicle	2		nanent Struc		3. Passing Tr			7. Other (spenicles 8. Not Obstruc			1	
1. Yes 2. No 3. Unknown		2, State			siit 4, Topograpii			<u> </u>				0
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjure	. 1	ode	45. Was Driver in th	ne Veh	icle?	1	Code
A STATE OF THE STA		-				- 1	2	0.01.00 9000 9000 90000				1
46. Highway-Rail Crossing Users	0	1			le Property Dama	1		48. Total Number of (include driver)	f High	way-Rail Cr		Users
40 D-7			•	ollar dam			50	51. Is a Rail Equipm	nent A	ccident /	1	Code
49. Railroad Employees	0	0			of People on Train orgers and crew)	1		Incident Report				Code
52. Passengers on Train	0	0	(iiiciac	e passer	igers and crew)	1	2	1. Yes 2. No				2
53a, Special Study Block					53b. Special Stu	ıdy Blo	ck					
54. Narrative Description												
						- Personne				T		
55, Typed Name and Title		56. Signatu	re							57, Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

		200 Z.E.								T : -	
Name Of								Alphat	etic Code	RR Accident/Inc	cident No.
Reporting Railroad			orfolk & W	estern	Rwy Co. [NW		il-um-sug-	1a. N	<i>N</i>	1b. 080580	
2. Other Railroad Involved in Train	ALLO DE CO	36.500003.10-00.7.10						2a.		2b.	
Railroad Responsible for Track I	Maintenar				Rwy Co. [NW			3a. N		3b. 080580	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	863S	5. Da	te of Accident/Inc	ident 1	2/02/93	6. Time	of Accident	/Incident 02:05	AM
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr. 11	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hi	ghway M	Name or No. SC	OUTH S	ST.			✓ Public	Private
Highway	/ User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus	s	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units		4. Car(s) (moving)	B. Oth		Code
A. Auto D. Pick-up truck G. Sc				1 24	2. Train (units	s pulling, s pushin	<i>g)</i> 6. Light) (standing) loco(s) <i>(movii</i>		in pulling-RCL in pushing-RCL	1
	torcycle			M	3. Train (star	nding)	7. Light	loco(s) (stand		ain standing- RCL	1
	irection	(geograpi	2.5	Code	18. Position of 0	Car Unit	in Train		1		
(est. mph at impact) 6 1. N		outh 3, East oving over cr		4 Code	19. Circumstand	re 1 Pr	ail equipme	nt etruck highy	Vay liger		Code
2. Stopped on Crossi	2007 117700		ussing	3	19. Circumstant			nt struck by high			1 1
20a. Was the highway user and/or			d	Code	20b. Was there						Code
in the impact transporting haz				4	1 Uiah	wou bloc	r 2 Pail	Equipment	3 Both 4	Neither	1
Highway User 2. Rail Ed 20c. State the name and quantity of	_				I I. High	way Use	2. Rail	Equipment	3. Botti 4	. IVeluiei	
200. State the hame and quantity of	i ule naza	ildons mater	iai reieaseu,	ii arry							
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code											
(specify if minus) 46 °F 1.	Dawn 2.	Day 3. Dus	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6, Snow		3
24. Type of Equipment			A. Spec. MoV	N Equip					-	Track Number or	Name
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved Code 26, Track Number or Name Equipment Involved											
(single entry) 2. Passenger train 5	-	was named that was		Code			0.011		1 \	VESTBOUND	MAIN
3. Commuter train 6				1 1	1, Main 2			4, Industry			
27, FRA Track 28, Number of Class Locomot		29. Number Cars		nsist Sp Records	eed (Recorded if	availabl	e) Code	31. Time Tab	ole Direction		Code .
3 Units	2			Estimate		mpl	E	1. North 2.	South 3, E	ast 4. West	4
32. Type of 1. Gates 4.	. Wig wag	s 7	7. Crossbuck	s 10. F	lagged by crew		33. Signa	led Crossing	34.	Whistle Ban	Code
Crossing 2. Cantilever FLS 5.		_			8.6		Warr	ning	1	1, Yes	
Warning 3. Standard FLS 6	. Audible	<u></u>	9. Watchman	12, N	one		20 sec v	varn min (1):		2. No 3. Unknown	1
Code(s) 01 35. Location of Warning			ode 36, Cr	rossina	Waming Intercon	nected	Code			ed by Street	Code
1. Both Sides		0		econe was a first	way Signals		oodc	Constant or or	or Special Li		5545
2, Side of Vehicle Approach		1		V (No 2 Helianii		2	1 Van	2. No 3.	Hakaawa	1 1
Opposite Side of Vehicle Apple	Tona car a				2, No 3, Unknov		L	1, 165	2, 110 3,	Olknown	
38. Driver's 39. Driver's Code Age Gender			nd or in Fron s Struck by S			41. Drive		d or thru the o	ate 4 Stor	ped on crossing	Code
Age Gender	2000		o 3. Unkno		1 1			then proceed			1 .
2. Female					2	3. D	id not stop				1
42. Driver Passed Standing	Code	1	Track Obscu		(primary ob		F-10 /m 14-15	7.0%			Code
Highway Vehicle	2	1. Perm 2. Stand	anent Structi	ure eauipme	 Passing Trent 4. Topograph 	aın 5.V v 6.H	egetation ighway Ve		r (specify) Obstructed	!	8
1. Yes 2. No 3. Unknown							ode	45. Was Driv		shiolo?	Code
Casualties to:	Killed	Injured	44. Driver v		ured 3. Uninjure			1. Yes		muer	1 .
										burer Beil Creesie	1
46. Highway-Rail Crossing Users	0	1	0.00.10.00.00.	10 10 9-200-V (EA	le Property Dama	1		(include d		hway-Rail Crossin	
	-	-		llar dan			0	51. Is a Rail		Accident /	Code
49, Railroad Employees	49. I Namided Employees U U U Sol. Total Number of reput of I family Incident Report Being Filed										
52. Passengers on Train	0	0	(IIICIUUE	e passei	ngers and crewy			1. Yes			2
53a. Special Study Block					53b. Special St	udy Bloc	:k				
54. Narrative Description											
										1	
55. Typed Name and Title		56, Signatur	e							57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	betic Code	RR Accident/In	cident No.
1. Reporting Railroad			Norfolk & V	Vestern	Rwy Co. INV	V [1a. N	w	1b. X1909860	113
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintenar	ice N	lorfolk & V		Rwy Co. JNW			3a. N	W	3b. X1909860	113
4, U.S. DOT-AAR Grade Crossing	ID No.	479	9863S	5. Da	te of Accident/Inc	cident (09/28/86	6. Time	of Accider	nt/Incident 12:4) AM
7. Nearest Railroad Station DANVILLE			8. D	ivision			9. County VERM	ILION		10. State Abbr.	Code 7 IL
11. City (if in a city) DANVI	LLE		12. H	ighway N	Name or No. Se	OUTH	ST			Public	Private
Highway	User Inv	olved					Rail Equip	oment involve	ed .		
13. Type C. Truck-trailer F. Bu	3	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (unit	to mulling	4. Car(s)	(moving)	B, Q	ther (specify) ain pulling- RCL	Code
A. Auto D. Pick-up truck G. Sc	hool Bus	K. Pedest	rian	A	2. Train (uni				ing) B. Tr	ain pushing-RCL	
	torcycle	M. Other (geography)			3, Train (sta			oco(s) (stanc	ding) C. Ti	rain standing- RCL	<u>. </u>
110 120000 20000			st 4. West	Code 3	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstan						Code
Stopped on Cross 20a. Was the highway user and/or			-d	2	20b. Was there			t struck by hi			1
in the impact transporting haz			su	Code	ZUD. VVAS LIETE	a IIazai	dous mater	als release by	,		Code
1. Highway User 2. Rail Ed	uipment	3. Both	4. Neither	4	1. High	hway Use	er 2, Rail	Equipment	3. Both	4, Neither	
20c. State the name and quantity of	f the haza	irdous mate	rial released,	if any							
21. Temperature 22.	Visibility	(single entr	y)	Code	23. Weather	(single e	ntry)				Code
(specify if minus) 75 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Typ	e Used b	y Rail		Code 26	6. Track Number o	r Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code WESTBOUND											
3. Commuter train 6. Cut of cars 9. Main, /inspect, car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomot	ive 2	Cars		Recorde	_	0 mpl	h E	1 North 2	South 3	East 4. West	1 4
- Office	. Wig wag				lagged by crew	- Inpi		ed Crossing		. Whistle Ban	Code
Crossing 2. Cantilever FLS 5	. Hwy. traf	fic signals	8. Stop signs	11.0	ther (specify)		Warni	ing		1. Yes	
Warning 3. Standard FLS 6	Audible		9. Watchman	1 12. N	one		20 sec w	arn min (1)		2. No 3. Unknown	1
Code(s) 01 03 35, Location of Warning			Code 36. C	rossing	Warning Intercor	nnected	Code			ed by Street	Code
1. Both Sides				Carlo March	way Signals				or Special I		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	aranah	2	1 ,	I. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3	. Unknown	1
38. Driver's 39. Driver's Code	50.0	r Drove Beh	ind or in Fron	nt of Trai	n Code	41. Drive	er				Code
Age Gender	and :	Struck or wa	as Struck by S	Second 7				-		pped on crossing	
1. Male 2. Female		1. Yes 2. N	No 3. Unkno	own	2		topped and id not stop	then proceed	led 5. Oth	ner (specify)	4
42. Driver Passed Standing	Code	43. View o	of Track Obsc	ured by	(primary ob			·			Code
Highway Vehicle	2		manent Struct		3. Passing T ent 4. Topograpi				r (specify		1 8
1. Yes 2. No 3. Unknown		Z. Otal			one 4. Topograpi						
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjur	- A I	ode	45. Was Driv		enicier	Code
•					le Property Dam	3		man mores		hway-Rail Crossi	2 ng Users
46. Highway-Rail Crossing Users	0	0		ollar dan		1	60	(include			0
49. Railroad Employees 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code											
52. Passengers on Train	0	0	(includ	e passer	ngers and crew)			Incident 1, Yes	Report Bei	ng Filed	1 2
53a. Special Study Block					53b. Special S	tudy Bloc					
54. Narrative Description										· · · · · · · · · · · · · · · · · · ·	
AND ADDRESS OF THE PARTY OF THE											
55. Typed Name and Title		56, Signatu	re							57, Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alaba	hatia Cada	RR Accident/Inc	rident No
Name Of 1. Reporting Railroad Norfolk & Western Rwy Co. [NW] 1a. NW 1b. B8987											
Other Railroad Involved in Train	Accident		orioik & W	estern	RWY Co. INV	<u> </u>		2a.	<u>w</u>	2b.	
			-					3a.		3b.	
3. Railroad Responsible for Track				T							
4. U.S. DOT-AAR Grade Crossing 7. Nearest Railroad Station	ID No.	479	863S 8. Div		e of Accident/In	cident]	9. County	6. Time	of Accident	Incident 04:40	Code
DANVILLE			6. DIV	181011			7600 00 00 00 00 00 00	IILION		Abbr. 1	181
11. City (if in a city) DANVII	LLE		12. Hig	hway N	lame or No. S	OUTH S	STREET		_	✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	ed .		
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sc	hool Bus		an	Code	CONT. ICONOMIC I INCIDENT	ts pushin	g) 6. Light	loco(s) (movi	ng) B. Tra	in pulling-RCL in pushing-RCL	Code
	torcycle	M. Other (a		Code	3. Train (sta			loco(s) (stand	iirig) C. Ha	in standing- RCL	
7.10 CELINIE - PERE		outh 3. East	100	4	TO. T COMMON OF	our onne	m man		1		
16. Position 1. Stalled on crossing	3. M	oving over cr	ossing	Code	19. Circumstar	nce 1, Ra	ail equipme	nt struck high	way user		Code
2. Stopped on Cross				3	001-141-11			nt struck by hi	-		1_1_
20a. Was the highway user and/or in the impact transporting haz			a	Code	20b. Was there	a nazan	dous mater	iais release b	,		Code
1. Highway User 2. Rail Ed			. Neither	4	1. Higl	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of	f the haza	ardous materi	ial released, i	fany							
	Visibility	(single entry))	Code	23. Weather	(single e	ntry)				Code
	Dawn 2.	Day 3, Dus	sk 4. Dark	2	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
Delegation of the second secon		in 7. Yard/S			25, Track Typ Equipmen		5		Code 26.	Track Number or	Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN											
27. FRA Track 28. Number	of	29. Number	of 30. Con	sist Spe	ed (Recorded i	f availabl	e) Code	31. Time Tai	ole Direction		Code
Class Locomot	ive 2	Cars 8	3,001.4	Recorde Stimate	_	n mpt	E	1, North 2	. South 3, Ea	ast 4. West	3
	. Wig wag	s 7			agged by crew		33. Signa	led Crossing	34.	Whistle Ban	Code
Crossing 2. Cantilever FLS 5	(m)	10 -0 0			VO. 6 1516		Warn	ing		I. Yes	
Warning 3. Standard FLS 6	Audible	9	. Watchman	12. N	one		20			2. No	1
Code(s) 01 03								arn min (1)		3. Unknown	
35. Location of Warning 1. Both Sides		Co	ACCESSED 10 10 10 10 10 10 10 10 10 10 10 10 10	_	Naming Intercon way Signals	nnected	Code	Section 1 Telephone and 1	ng Illuminate or Special Lig	St. St. St. Britain St.	Code
Side of Vehicle Approach		1		g	, e.ge		3			101 100	3
Opposite Side of Vehicle Apple	proach		1.	Yes 2	. No 3. Unkno	wn	3	1. Yes	2. No 3.	Unknown	
38. Driver's 39. Driver's Code	40. Drive	r Drove Behi	nd or in Front	of Train	n Code	41. Drive					Code
Age Gender	50.000		s Struck by Se		rain I					ped on crossing	
1. Male 2. Female		1. Yes 2. No	o 3, Unknov	vn	2	et 22%	topped and id not stop	then proceed	ied 5, Othe	т (ѕресту)	1
42. Driver Passed Standing	Code	43. View of	Track Obscu	red by	(primary of						Code
Highway Vehicle	1	1. Perm	anent Structu	ire	3. Passing T	rain 5. V	egetation		r (specify)		1
1. Yes 2. No 3. Unknown	3	2. Stand	ding railroad e	equipme	nt 4. Topograp	hy 6. H	ighway Vel	nicles 8. Not	Obstructed		2
Casualties to:	Killed	Injured	44. Driver w				ode		ver in the Ve	hicle?	Code
Casalites to.		Injuica	1. Killed	2. Inji	ured 3. Uninjur	ed 2		1. Yes	2. No		1
46. Highway-Rail Crossing Users	0	1	47. Highway (est. dol		e Property Dam age)	1	200	(include	driver)	nway-Rail Crossin 1	g Users
49. Railroad Employees	0	0	50. Total Nu	ımber o	f People on Tra	in		SANCE PARTIES THE REPORTED	Equipment /		Code
52. Passengers on Train	0	0	(include	passer	igers and crew)			1. Yes	Report Being 2. No	g rijed	2
53a, Special Study Block					53b. Special S	tudy Bloc	:k				
54. Narrative Description											
55. Typed Name and Title		56. Signatur	е							57, Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

[N of										DD 411	All==1-1-1 1 1
Name Of Alphabetic Code RR Accident/Incident No 1. Reporting Railroad Norfolk Southern Corp. [NS] 1a. NS 1b. 035129											
Other Railroad Involved in Train	Assidant		orfolk Sou	thern (Corp. NS			1a. NS		2b. 035129	1
3. Railroad Responsible for Track					Corp. [NS]	-1-1		3a. NS		3b. 035129	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K		te of Accident/Inc	cident	1		of Accident/I	rina california	
7. Nearest Railroad Station DANVILLE			1000	ivision	S		9. County VERM	ILION		10. State Abbr.	Code 17 IL
11. City (if in a city) DANVI	LLE		12. H	ighway N	Name or No. M	IAIN				✓ Public	Private
Highway	y User Inv	olved					Rail Equi	ipment Involved			
13. Type C. Truck-trailer F. But A. Auto D. Pick-up truck G. Sc		J. Other Mo		1 -	17. Equipment 1. Train (unit	ts pulling) 5. Car(s) (moving)) (standing) loco(s) (movin		r (spec n pulling- RC n pushing- R	CL
The same and the s	torcycle			K	3. Train (stai			loco(s) (standii			
Section in teaching the control of t	irection	(geograph	-	Code	18. Position of	Car Unit	in Train		120		
		outh 3. East		4					1		
16. Position 1. Stalled on crossing 2. Stopped on Cross	E	oving over cro	ossing	Code I 3	19. Circumstan			nt struck highwant struck by high	(5)		Code
20a. Was the highway user and/or			i	Code	20b. Was there				iway user		Code
in the impact transporting haz				1							4
1. Highway User 2. Rail Ed				4	1. High	way Use	er 2, Rai	Equipment 3	3. Both 4.	Neither	1
20c. State the name and quantity of	of the haza	ardous materi	al released,	if any							
21 Temperature 22	21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code										
10 %		Day 3. Dus		1 4				Fog 5. Sleet	6. Snow		1 2
24. Type of Equipment	Dawn Z.			1						Fronk Numbe	
Consist 1, Freight train 4, Work train 7, Yard/Switching Equipment Involved (single entry) 2, Passenger train 5, Single car 8, Light loco(s) Code											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect, car 1											
27, FRA Track 28, Number	of	29. Number	of 30. Co	nsist Sp	eed (Recorded if	f availabl	(e) Code	31, Time Tabl	e Direction		Code
Class Locomot	ive 3	Cars 6	_	Recorde		9 mpt	h R	1. North 2.	South 3. Ea	st 4. West	4
	. Wig wag	s 7			lagged by crew			led Crossing	1	/histle Ban	Code
Crossing 2. Cantilever FLS 5	N=1	100					Warn	ing		Yes	
Warning 3. Standard FLS 6 Code(s) 01 02	. Audible		. Watchmar	07	one		20 sec v	varn min (1);	1	No Unknown	2
35. Location of Warning	1 0.			1	Warning Intercon	nected	Code	37. Crossing			Code
1. Both Sides				_	way Signals			Comment of the Commen	Special Ligi		
2. Side of Vehicle Approach		1		Yes 2	. No 3. Unknov	wn	2	1 Yes	2, No 3, U	nknown	2
3. Opposite Side of Vehicle Ap 38. Driver's 39. Driver's Code		r Drove Behir				41. Drive			2,110 0,0		Code
Age Gender		Struck or was				TOTAL COMMENTS		d or thru the ga	te 4. Stopp	ed on crossii	
67 1. Male 1	2000000	1. Yes 2. No	(Table) 1 1 1 1 1 1 1 1 1		·-···	2227 6000		then proceede	100 100 100 100 100 100 100 100 100 100		1
1 2. Female	L	I					id not stop				
42. Driver Passed Standing Highway Vehicle	Code	43. View of	Track Obso		(primary ob 3. Passing To		,	7 Other	(specify)		Code
1. Yes 2. No 3. Unknown					ent 4. Topograph						8
			44. Driver				ode	45. Was Drive		icle?	Code
Casualties to:	Killed	Injured			ured 3. Uninjure			1. Yes 2			1
			47. Highwa	av Vehic	e Property Dama	age		48, Total Num	ber of High	vav-Rail Cro	ssing Users
46. Highway-Rail Crossing Users	1	0		•		1	:0	(include di		ray man oro	1
49, Railroad Employees											
52. Passengers on Train	0	0			ngers and crew)	2		Incident R	eport Being	Filed	2
					FOL Caraial Ca			1, tes 2	. 140		1
53a, Special Study Block					53b. Special St	uay Bioc	:К				
54. Narrative Description WESTBOUND TRAIN 58VD122 WIT INTENDED, STRUCK AND FATAL GATE PROTECTED MAIN STREET	LY INJUR										
55. Typed Name and Title	. Typed Name and Title 56, Signature 57, Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of						Alphat	oetic Code	RR Accident/Inc	ident No.	
1. Reporting Railroad	N	orfolk Southern	Corp. [NS]			1a. NS	3	1b. 013517		
2. Other Railroad Involved in Train Accide	nt/Incident					2a.		2b.		
3. Railroad Responsible for Track Mainter	ance No	orfolk Southern	Corp. [NS]			3a. N	S	3b. 013517		
4, U.S. DOT-AAR Grade Crossing ID No.	479	862K 5. D	ate of Accident/Incident	dent 0	7/30/03	6. Time	of Accident/	Incident 08:27	PM	
7, Nearest Railroad Station DANVILLE		8. Division	IS		9. County VERM	IILION		10. State Abbr. 17	Code IL	
11. City (if in a city) DANVILLE		12. Highway	Name or No. MA	AIN				✓ Public	Private	
Highway User	nvolved		T		Rail Equi	pment Involve	d			
13. Type C. Truck-trailer F. Bus	J. Other Mo	tor Vehicle Cod	e 17. Equipment 1. Train (units		4. Car(s)	(moving)	8. Oth	er (specify)	Code	
A. Auto D. Pick-up truck G. School Bu		an I	2 Train (unite	pulling) pushing	g) 6, Light	loco(s) (movii	ng) B. Trai	n pulling- RCL n pushing- RCL	1 1	
B, Truck E. Van H. Motorcycl			3, Irain (stand			loco(s) (stand	ling) C. Tra	n standing- RCL		
14. Vehicle Speed 15. Direction	(geograph South 3, East		e 18. Position of C	ar Unit i	in Train		1			
	Moving over cre		e 19. Circumstance	e 1 Ra	il equipme	nt struck highy			Code	
2. Stopped on Crossing 4.	•	2	o is, circumstant			nt struck by hig			1	
20a. Was the highway user and/or rail equ	and the same of th	d Cod	e 20b. Was there a	a hazaro	dous mater	ials release by	1		Code	
in the impact transporting hazardous		Neither 4	1 Highy	way Use	r 2 Rail	Equipment	3 Both 4	Neither	4	
Highway User 2. Rail Equipment State the name and quantity of the high			1. 1 1911	ruy osc	2,110	Equipment	0,000,		<u> </u>	
200. Otato dio Hamo and quantity of the In-	Lui do do illuto.	,								
21. Temperature 22. Visibilit	(single entry)	Cod	e 23. Weather (s	single er	ntry)				Code	
(specify if minus) 75 °F 1. Dawn	2. Day 3. Dus	sk 4. Dark 3	1, Clear 2, C	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment		A. Spec. MoW Equ	ip 25, Track Type	Used by	y Rail		Code 26.	Track Number or	Name	
The second secon	train 7. Yard/S		Equipment	Involved	đ		N.	ORTHBOUND	Y	
(single entry) 2. Passenger train 5. Single 3. Commuter train 6. Cut of				. Yard	3. Sidina	4. Industry	1	IAINLINE		
27, FRA Track 28, Number of	29, Number		Speed (Recorded if a			31, Time Tat	ole Direction		Code	
Class Locomotive	Cars	R, Recon			1_				1 .	
4 Units		E. Estima		mph				ast 4. West	4	
32. Type of 1. Gates 4. Wig w	_	Crossbucks 10.			-	led Crossing		Whistle Ban . Yes	Code	
Crossing 2. Cantilever FLS 5. Hwy. Warning 3. Standard FLS 6. Audib	-), Watchman 12.			Warn	ing	1	. No		
Code(s) 01 02	03 04	05	06		20 sec w	arn min (1)	; :	3. Unknown	2	
35. Location of Warning	Co	ode 36. Crossin	g Warning Interconn	nected	Code		ng Illuminate		Code	
1. Both Sides	i .	with Hig	ghway Signals		1	Lights of	or Special Lig	phts		
Side of Vehicle Approach Opposite Side of Vehicle Approach	1	1. Yes	2. No 3. Unknow	'n	3	1. Yes	2. No 3.	Jnknown	1	
	ver Drove Behi	nd or in Front of Tr	ain Code 4	41. Drive	er				Code	
The state of the s	d Struck or was	Struck by Second						oed on crossing		
1. Male 2. Female 1	1. Yes 2. No	o 3, Unknown	2			then proceed	led 5. Othe	r (specify)	4	
42. Driver Passed Standing Co.	le 43. View of	Track Obscured b	y (primary obs		id not stop				Code	
Highway Vehicle	1. Perm	anent Structure	3. Passing Tra				r (specify)		1 -	
1. Yes 2. No 3. Unknown 2	2. Stand	ding railroad equip	ment 4. Topography	y 6. H	ighway Vel	hicles 8. Not (Obstructed		8	
Casualties to: Killed	Internet	44. Driver was			ode	45. Was Driv		nicle?	Code	
Casualties to: Killed	Injured	1, Killed 2. I	njured 3. Uninjured	d 2		1. Yes	2, No		1	
46. Highway-Rail Crossing Users 0			icle Property Dama	ge		I		way-Rail Crossin	g Users	
40. Fingitivaly=trail Glossing Cools (1	(est. dollar da	amage)			(include		1	-	
49. Railroad Employees 0	0		r of People on Train	١.		51. Is a Rail	Equipment / Report Being		Code	
52. Passengers on Train		(include pass	engers and crew)	2		1. Yes	and the same of th) Fileu	2	
53a. Special Study Block			53b. Special Stu	udy Bloc	:k					
54. Narrative Description ITEM 13: BICYCLE										
55. Typed Name and Title	5. Typed Name and Title 56. Signature 57. Date									

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	oetic Cod	le RR Acciden	t/Incident No.
1. Reporting Railroad		N	Norfolk Sou	thern (Corp. [NS]			1a. NS	3	1b. 089535	<u> </u>
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track M	faintenan	ice N	orfolk Sou	thern C	Corp. [NS]			3a. N	S	3b. 089535	i
4. U.S. DOT-AAR Grade Crossing I	D No.	479	9862K	5. Da	te of Accident/Inc	cident (19/21/96	6. Time	of Accid	ent/Incident 02	2:10 AM
7. Nearest Railroad Station DANVILLE			8. D	ivision			9. County VERIV	IILION		10. State Abbr.	Code 17 IL
11. City (if in a city) DANVII	LE		12. H	ighway I	lame or No. M	IAIN				✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	Code	17. Equipment		4. Car(s) (moving)) (standing)	8.	Other (spec	ify) Code
A. Auto D. Pick-up truck G. Sch				A	1. Train (unit 2. Train (unit) (standing) loco(s) (movi	ng) B.	Train pulling- RC Train pushing- R	CL 1
	orcycle	M. Other	And the company of the		3. Train (star			loco(s) (stand	ling) C.	Train standing- F	RCL 1
The second secon	rection	(geograp outh 3 Eas	onicai) st 4. West	Code 4	18. Position of	Car Unit	in Irain		20		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstan	ce 1. Ra	ail equipme	nt struck high	vay user		Code
2. Stopped on Crossin				3				nt struck by hig	-	ser	1 2
20a. Was the highway user and/or r in the impact transporting haza			ed	Code	20b. Was there	a hazar	dous mater	ials release by	′		Code
Highway User 2. Rail Equ			4. Neither	4	1. High	nway Use	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	the haza	rdous mate	rial released,	if any							
04 T	//- 11-1114 ·	(aingle eath		O- d-	1 00 141-4	/-il	-4-4				Code
0-		(single entry		Code 4	23. Weather			Fog 5. Sleet	e Sno	.,,	l 1
(specify if fillings) 55 1. L	Jawii Z.	Day 3. DL	A. Spec. Mo					roy 5. Sieet	- 1		N
24. Type of Equipment Consist 1. Freight train 4.	Work tra	in 7. Yard/		vv Equip					Code	26. Track Number	er or Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code											
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE 27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotiv		Cars		Recorde	Andrews • Contract trace of the contract of the	i availaul	e) Code	31. Time rat	DIE DIEC	IION	Code
3 Units	2			Estimate		n mpl	n E	1. North 2	South 3	B. East 4. West	3
	Wig wag				lagged by crew		_	led Crossing	:	34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.			Stop signsWatchmar				Warn	ing		1. Yes 2. No	
Code(s) 01 03	06		7				20 sec w	arn min (1)	,	3. Unknown	
35. Location of Warning				rossing	Warning Intercor	nected	Code	37, Crossir	ng Illumir	ated by Street	Code
1. Both Sides				vith High	way Signals		L	Lights	or Specia	ıl Lights	
Side of Vehicle Approach Opposite Side of Vehicle App	roach		1 .	l. Yes 2	2. No 3. Unknow	wn	2	1. Yes	2. No	3. Unknown	1
	7 7-5 6	r Drove Beh	nind or in Fro	nt of Trai	n Code	41. Drive	er				Code
Age Gender			s Struck by		Frain					stopped on crossi	ng ,
1. Male 2. Female		1. Yes 2. N	No 3. Unkno	own	2		topped and id not stop	The state of the s	ed 5, C	Other (specify)	1
42. Driver Passed Standing	Code	43. View o	of Track Obso	ured by	(primary ob						Code
Highway Vehicle	2	1. Perr	manent Struc	ture equiom	 Passing Trent 4. Topograph 	rain 5. V	egetation	7. Othe	r (spec	cify) ed	8
1. Yes 2. No 3. Unknown		2. 0.0	I		ont 4. Topograpi			45. Was Driv			Code
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjure	. 1	ode	1. Yes		venicies	1
					le Property Dama	3				Highway-Rail Cro	l leers
46. Highway-Rail Crossing Users	0	0	10000000	ollar dan		- 1	0	(include		ngmay-ran ord	1
49. Railroad Employees	0	0			of People on Trai			51. Is a Rail	Equipme	ent Accident /	Code
52. Passengers on Train 0 0 (include passengers and crew) Incident Report Being Filed 1. Yes 2. No 2											
	-				Lean Consider	Audu Blac	d.	1. Yes	2. NO		
53a. Special Study Block					53b. Special St	tudy bloc	- K				
54. Narrative Description											
was a summer of the summer of											
55. Typed Name and Title		56. Signatu	ire							57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

1. Reporting Railroad 2. Other Railroad Involved in Train Accident/Incident 3. Railroad Responsible for Track Maintenance 4. U.S. DOT-AAR Grade Crossing ID No. Norfolk & Western Rwy Co. [NW] 5. Date of Accident/Incident 01/22/94	1a. NW 2a. 3a. NW 6. Time of Accid	1b. 081119 2b. 3b. 081119											
Other Railroad Involved in Train Accident/Incident Railroad Responsible for Track Maintenance	3a. NW												
The term of the second string con [1.1.1]		3. Railroad Responsible for Track Maintenance Norfolk & Western Rwy Co. [NW] 3a. NW 3b. 081119											
4. U.S. DOT-AAR Grade Crossing ID No. 479862K 5. Date of Accident/Incident 01/22/94	6. Time of Accid												
		lent/Incident 02:57	AM										
7. Nearest Railroad Station 8. Division 9. County DANVILLE VERM	ILION	10. State Abbr. 17	Code										
11. City (if in a city) DANVILLE 12. Highway Name or No. MAIN		✓ Public	Private										
	ment Involved												
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 17. Equipment 4. Car(s) 1. Train (units pulling) 5. Car(s)	(moving) 8.	Other (specify)	Code										
A. Auto D. Pick-up truck G. School Bus K. Pedestrian 1 2 Train (units pushing) 6 Light le	(standing) A. oco(s) (moving) B.	Train pulling- RCL Train pushing- RCL	1										
B. Truck E. Van H. Motorcycle M. Other (specify) A 3. Train (standing) 7. Light leads 1. Truck E. Van H. Motorcycle M. Other (specify)		Train standing- RCL											
14. Vehicle Speed 15. Direction (geographical) Code 18. Position of Car Unit in Train (est. mph at impact) 10 1. North 2. South 3. East 4. West 1	1												
(est. mph at impact) 10 1. North 2. South 3. East 4. West 1 1 16. Position 1. Stalled on crossing 3. Moving over crossing Code 19. Circumstance 1. Rail equipmen			Code										
To the state of th	t struck by highway us		2										
20a. Was the highway user and/or rail equipment involved Code 20b. Was there a hazardous material	als release by		Code										
in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail	Equipment 3. Both	4. Neither											
20c. State the name and quantity of the hazardous material released, if any													
	and the state of t												
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry)			Code										
(specify if minus) 4 °F 1. Dawn 2. Day 3. Dusk 4. Dark 4 1. Clear 2. Cloudy 3. Rain 4. F	og 5. Sleet 6. Sno		1										
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved	Code	26. Track Number or	Name										
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE													
	31. Time Table Direc		Code										
Class Locomotive Cars R. Recorded	OT, TIMO TUDIO DIIGO		1										
3 Units 1 73 E. Estimated 25 mph E	1. North 2. South	3. East 4. West	3										
THE PARTY OF THE P		34. Whistle Ban	Code										
Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warni Warning 3. Standard FLS 6. Audible 9. Watchman 12. None	ng	1. Yes 2. No											
	arn min (1);	3. Unknown											
35, Location of Warning Code 36, Crossing Warning Interconnected Code 1, Both Sides with Highway Signals	37. Crossing Illumin		Code										
2. Side of Vehicle Approach 2. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Yes 2. No 3. Unknown 2	1. Yes 2. No	3 Unknown	1										
3. Opposite Side of Venicle Approach	1. 100 2.110	o., o.m.nom.n	Code										
	or thru the gate 4.5	Stopped on crossing	Ouc										
The company of the co	then proceeded 5.0		1										
2. Female 3, Did not stop			Code										
42. Driver Passed Standing Code 43. View of Track Obscured by (primary obstruction) Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation	7. Other (spec	cify)	ı										
1. Yes 2. No 3. Unknown 2 2. Standing railroad equipment 4. Topography 6. Highway Veh	icles 8. Not Obstruct	ed	8										
44. Driver was Code	45. Was Driver in the	e Vehicle?	Code										
Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 3	1. Yes 2. No		1										
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage (est. dollar damage) \$0	48. Total Number of (include driver)	Highway-Rail Crossing	g Users										
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code Incident Report Being Filed													
52. Passengers on Train 0 0 (include passengers and crew)	1. Yes 2. No	seing Filed	2										
53a. Special Study Block 53b. Special Study Block													
54. Narrative Description													
5. Typed Name and Title 56. Signature 57. Date													

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	betic Code	RR Accident/Inc	ident No.
1. Reporting Railroad			Norfolk (& Westerr	Rwy Co. [NV	v <u>1</u>		1a. N	w	1b. X1912870	(1
2. Other Railroad Involved in Train	Accident/	Incident			147.00	W 3		2a.		2b.	
3. Railroad Responsible for Track	Maintenan	nce N	orfolk a	& Western	Rwy Co. [NW	V I		3a. N	W	3b. X1912870	11
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9862K	5. Da	te of Accident/In	cident	12/22/87	6. Time	of Accide	nt/Incident 09:20	AM
7. Nearest Railroad Station DANVILLE			1	8. Division			9. County	MILION		10. State Abbr.	Code
11. City (if in a city) DANVI	IIF		1	2 Highway I	Name or No. IV	TAINS	-	IILION			Private
	y User Inv	olved		z. mgmay	Turno or rec. [4	MINS		ipment Involve	d		
13 Tupo				Code	17. Equipment					ther (specify)	Code
A. Auto D. Pick-up truck G. Sc		J. Other M		icle	1. Train (uni				A. T	rain pulling-RCL	
and the second s	torcycle			K	3. Train (uni			loco(s) (movid loco(s) (stand		rain pushing- RCL rain standing- RCL	1
	Direction	(geogra		Code							
(est. mph at impact) 1. I	North 2. S	outh 3, Eas	st 4. We						1		
16. Position 1. Stalled on crossin		oving over o	rossing	Code	19. Circumstar			and the second second			Code
Stopped on Cross 20a. Was the highway user and/or			ed	Code	20b. Was there			nt struck by hig		ır	Code
in the impact transporting has			-	l	Zob. Was there	Juniala	racas mate	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			l
1. Highway User 2. Rail E	quipment	3. Both	4. Neithe	er 4	1. Higi	hway Us	er 2. Rai	I Equipment	3. Both	4. Neither	
20c. State the name and quantity	of the haza	ardous mate	rial releas	sed, if any							
21, Temperature 22.	Visibility	(single entr	v)	Code	23, Weather	/single /	noted)				Code
20 %	1.50	Day 3. Du		1-				Fog 5. Sleet	e Spour		1 2
	Dawii Z.	Day 3. Di						rug 5. Sieet	1		<u> </u>
24. Type of Equipment Consist 1. Freight train	1. Work tra	in 7. Yard/		. MoW Equip	25. Track Typ Equipmer		175.		Code 2	6. Track Number or	Name
(single entry) 2. Passenger train	5. Single c	ar 8. Light	loco(s)	Code					1	EASTBOUND	
3. Commuter train							3. Siding	4. Industry	1	MAINLINE	
27. FRA Track 28. Number		29. Numbe Cars	rof 30	-	eed (Recorded i	f availab	ole) Code	31. Time Tal	ole Direction	on	Code
Class Locomo Units	3		102	R. Recorde	-	5 mp	h E	1. North 2.	South 3.	East 4. West	3
32. Type of 1. Gates 4	. Wig wag	s	7. Crossi	bucks 10. F	lagged by crew		33. Signa	aled Crossing	34	. Whistle Ban	Code
Crossing 2. Cantilever FLS 5				175			Warr	ning		1. Yes	
Warning 3. Standard FLS 6	1 120		9. Watch	man 12, N	lone		20 000 1	varn min (1)	.	2. No 3. Unknown	ļ
Code(s) 01 03 35. Location of Warning	06		Code 3	6 Crossing	Warning Intercor	nnacted		1		ted by Street	Code
1. Both Sides		,	Joue 15	The second second	way Signals	illooted	Code		or Special		Code
2. Side of Vehicle Approach		1	1	4 1/2-	0 No. 0 Helses		2	1 Vas	a Ne. a	Liekanus	1 2
Opposite Side of Vehicle Ap					2. No 3. Unkno	T		I. res	2. NO 3	3. Unknown	
38. Driver's 39. Driver's Code Age Gender				Front of Tra by Second		41. Driv		od or thru the o	ate A Str	opped on crossing	Code
1. Male	1	1. Yes 2.				1		Section 2. Person and the section 2.		her (specify)	1
2. Female						3. [Did not stop				
42. Driver Passed Standing	Code	COURSE INCOMPANY AS		obscured by				7 015	r (specif		Code
Highway Vehicle 1. Yes 2. No 3. Unknown			manent Si nding railr		Passing T ent 4. Topograp						7
1. 100 2. 110 0. 0			44 Dri	iver was		C	ode	45. Was Driv	ver in the \	/ehicle?	Code
Casualties to:	Killed	Injured	10.000		jured 3. Uninjur		-	1. Yes			1
					le Property Dam			48 Total Nu	mber of Hi	ighway-Rail Crossin	n Heere
46. Highway-Rail Crossing Users	1	0	,	st. dollar dan		1	\$0	(include		0 (Briway-Naii	-
49. Railroad Employees	0				of People on Tra			51. Is a Rail	Equipmen		Code
		0			ngers and crew)			AND THE PERSON NAMED IN	Report Bei		
52, Passengers on Train	0	0		•				1. Yes	2. No		2
53a. Special Study Block					53b. Special S	tudy Blo	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	ITO .							57. Date	
OO. 1 Speed Harris and Tibe		o. olynatu								5,1,54,10	_

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

				-		-				Tan										
Name Of Alphabetic Code RR Accident/Incident No. 1, Reporting Railroad Norfolk & Western Pays Co. INW 1 1a. NW 1b. X191287001																				
			orfolk & V	Vestern	Rwy Co. INW			1a. N	N	1b. X1912870	01									
2. Other Railroad Involved in Train								2a,		2b.										
Railroad Responsible for Track		- 1	17.11.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.		Rwy Co. [NW	100		3a. N		3b. X1912870										
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Da	te of Accident/Inci	dent 1	2/06/87	6, Time	of Accident/	Incident 09:58	AM									
7. Nearest Railroad Station DANVILLE			8. 0	ivision			9. County VERM	ILION		10. State Abbr. 1	Code 7 IL									
11. City (if in a city) DANVII	LLE		12. F	lighway I	Name or No. MA	AIN ST	ľ			✓ Public	Private									
Highway	User Inv	olved					Rail Equi	pment Involve	d											
13. Type C. Truck-trailer F. Bus	S	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units	dina	4. Car(s)	(moving)	B. Oth	er (specify) in pulling- RCL	Code									
A. Auto D. Pick-up truck G. Sc	hool Bus			1	2. Train (units					in pushing- RCL	1									
	torcycle	M. Other		A	3. Train (stan			oco(s) (stand	ing) C. Tra	in standing- RCL										
1 1	irection	geograu) outh 3.Eas		Code 4	18. Position of C	ar Unit	in Train		1											
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstanc	e 1. Ra	il equipme	nt struck highy			Code									
2. Stopped on Cross	0.000 100000			3	10. Olloumbland			nt struck by hig			1									
20a. Was the highway user and/or			ed	Code	20b. Was there a	a hazaro	dous mater	ials release by	1		Code									
in the impact transporting haz 1. Highway User 2, Rail Ed			4 Neither	2	1. Highy	wav Use	r 2. Rail	Equipment	3. Both 4.	Neither										
20c. State the name and quantity of									SOMEORE IN STREET											
Particle of Street Stre	Visibility	(single entry	1)	Code	23. Weather (s	single ei	ntry)				Code									
(specify if minus) 33 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2. C	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2									
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Type	Used by	y Rail		Code 26.	Track Number o	Name									
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code EASTBOUND																				
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1																				
27. FRA Track 28. Number	of	29. Numbe	r of 30. Co	onsist Sp	eed (Recorded if	available	e) Code	31. Time Tab	ole Direction		Code									
Class Locomot		Cars	=0	Recorde	20		1 -				1 .									
3 Units	4			Estimate		mph				ast 4. West	3									
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag				lagged by crew		33. Signal Warn	ed Crossing		Mistle Ban	Code									
Warning 3. Standard FLS 6		_	9. Watchma				vvain	ıı ığ	1	2. No										
Code(s) 01 03	06						20 sec w	arn min (1)	; 3	3. Unknown										
35. Location of Warning		(The second second second	Warning Interconn	nected	Code		ng Illuminate		Code									
Both Sides Side of Vehicle Approach		1	.	with High	way Signals		1 .	Lights	or Special Lig	ghts										
Side of Verlicle Approach Side of Vehicle Approach Side of Vehicle Approach	proach		1	1. Yes 2	2. No 3. Unknow	'n	2	1. Yes	2. No 3. I	Unknown	2									
		r Drove Beh	ind or in Fro	nt of Trai	n Code 4	41. Drive	er				Code									
Age Gender	1		s Struck by		Train					ped on crossing										
1, Male 2, Female		1. Yes 2. N	lo 3. Unkn	nwo	2		topped and id not stop	then proceed	ed 5. Othe	r (specify)	1									
42, Driver Passed Standing	Code	43. View o	of Track Obs	cured by	(primary obs						Code									
Highway Vehicle	1 _		nanent Struc		3. Passing Tra				r (specify)		1 _									
1. Yes 2. No 3. Unknown	2	2. Star	iding railroad	equipme	ent 4. Topography	у 6. Н	ignway ver				7									
Casualties to:	Killed	Injured	44. Driver				de	45. Was Driv		hicle?	Code									
Castalles to.	I Tuniou	Injured	1. Kill	ed 2. Inj	ured 3. Uninjure	d 3		1. Yes			1									
46, Highway-Rail Crossing Users	0	0			le Property Dama	1			_	way-Rail Crossin	ng Users									
(est. dollar damage) \$0 (include driver)										L										
49. Railroad Employees	0	0	St.		of People on Train			51. Is a Rail	Equipment A Report Being		Code									
52. Passengers on Train	0	0	(includ	te passei	ngers and crew)			1. Yes		, , , , , , , , , , , , , , , , , , , ,	2									
53a. Special Study Block					53b. Special Stu	ıdy Bloc	:k				-1									
54. Narrative Description																				
on Hamaro Boodipion																				
• • • • • • • • • • • • • • • • • • • •																				
55. Typed Name and Title	55. Typed Name and Title 56. Signature 57. Date																			
										55. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de R	RR Accide	nt/Incid	dent No.
1. Reporting Railroad		1	Norfolk & V	Vestern	Rwy Co. [NW	/ <u> </u>		1a. N	w	1	b. X1908	8601	7
2. Other Railroad Involved in Train	Accident/	Incident						2a,		2	2b.		
Railroad Responsible for Track I	Maintenan	ice N	Norfolk & V		Rwy Co. JNW			3a. N	W	3	b. X1908	8601	7
4. U.S. DOT-AAR Grade Crossing	iD No.	479	9862K	5. Da	te of Accident/Inc	cident	08/25/86	6. Time	of Accid	dent/Inc	cident ()	3:05	AM
7. Nearest Railroad Station DANVILLE			8. D	ivision			9. County VERM	ILION		10	0. State Abbr.	17	Code
11. City (if in a city) DANVII	LE		12. H	ighway I	Name or No. M	IAIN S	Т			v	/ Public	F	rivate
Highway	User Inv	olved					Rail Equi	pment Involve	ed				
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	Code	17. Equipment	4 <i>!!!</i>	4. Car(s) (moving)) (standing)	8.	Other	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch				l ĸ	1. Train (unit 2. Train (unit	ts pulling ts pushi	g) 5. Car(s ng) 6. Light) (standing) loco(s) <i>(movi</i>			pulling- RC pushing- R		1
	torcycle		. 1 .,	-	3. Train (star			loco(s) (stand	ding) C.	. Train s	standing- l	RCL	
and the same of th	orth 2 S	(geogra) outh 3 Fas	onicai) st 4. West	Code 2	18. Position of	Car Uni	t in Train		1				
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstan	ce 1. R	ail equipme	nt struck high	way user	r			Code
2. Stopped on Crossin				3				nt struck by hi		ser			1
20a. Was the highway user and/or in the impact transporting haze			ed	Code	20b. Was there	a haza	rdous mater	ials release by	у			,	Code
1. Highway User 2. Rail Eq			4. Neither	4	1. High	nway Us	er 2. Rail	Equipment	3. Both	4. No	either		
20c. State the name and quantity of				if any									
The second second		(single entr		Code	23, Weather		••					1	Code 1
(specify intimaty) 1. David 2. Day 3. Dusk 4. Daik 4.													
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 25. Track Type Used by Rail Equipment Involved Equipment Involved										er or N	lame		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 WESTBO											ESTBOU	ND M	IAIN
27, FRA Track 28, Number of	of	29. Numbe	r of 30. Co	nsist Sp	eed (Recorded it	f availat	ole) Code	31. Time Tal	ble Direc	tion			Code
Class Locomoti 3 Units	ve 4	Cars		Recorde Estimate		3 mp	oh E	1. North 2	, South	3. East	4. Wes	t	4
	Wig wag				lagged by crew			led Crossing			nistle Ban		Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.			Stop signsWatchmar		ther (specify)		Warn	ing		1. Y 2. N	Yes		
Code(s) 01 02	Addible		9, vvatannar	1 12.1	one		20 sec w	arn min (1)	.		Unknown		
35. Location of Warning			Code 36. C	rossing	Warning Intercor	nected	Code	37. Crossii					Code
1. Both Sides			N	vith High	way Signals			Lights	or Specia	al Light	ts		
 Side of Vehicle Approach Opposite Side of Vehicle App 	roach		1 .	Yes 2	2. No 3. Unknow	wn	2	1. Yes	2, No	3. Uni	known	- 1	2
		r Drove Beh	nind or in Fron	nt of Trai	n Code	41. Driv	ver						Code
Age Gender	and S	Struck or wa	as Struck by S	Second 7	Frain ,	0.0		d or thru the g					
1. Male 2. Female		1. Yes 2.	No 3, Unkno	own		777,000	Stopped and Did not stop	then proceed	led 5.0	Other	(specify)	- 1	
42. Driver Passed Standing	Code	43. View o	of Track Obso	ured by	(primary ob								Code
Highway Vehicle			manent Struc		3. Passing T				r (spe			1	-
1. Yes 2. No 3. Unknown		2. Star	nding railroad	equipme	ent 4. Topograph	ny 6. i	Highway Vel	nicles 8. Not	Obstructi	ea			8
Casualties to:	Killed	Injured	44. Driver 1. Kille		ured 3. Uninjure	720	ode	45. Was Dri		e Vehic	:le?		Code
			47. Highwa	ay Vehic	le Property Dama	age		48. Total Nu	ımber of	Highwa	ay-Rail Cro	ossing	Users
46. Highway-Rail Crossing Users 0 1 (est. dollar damage) \$0 (include driver)								-	0				
49. Railroad Employees	0	0			of People on Trai	n .		51. Is a Rail					Code
52. Passengers on Train	0	0	(includ	e passei	ngers and crew)			Incident 1. Yes		seing Fi	ilea	1	2
53a. Special Study Block					53b, Special St	tudy Blo	ck	0.00000					
54. Narrative Description													
55. Typed Name and Title 56. Signature 57. Date													

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.											
1. Reporting Railroad		No	rfolk & W	estern	Rwy Co. [NV	v į		1a. N	w	1b. X1904850	02
2. Other Railroad Involved in Train	Accident/	Incident						2a,		2b.	
3. Railroad Responsible for Track	Maintenar	nce No	folk & W	estern	Rwy Co. [NW	V]		3a. N	W	3b. X1904850	02
4. U.S. DOT-AAR Grade Crossing	ID No.	4798	62K	5. Da	te of Accident/Ind	cident (04/02/85	6, Time	of Accident	Incident 12:20	AM
7. Nearest Railroad Station DANVILLE			8. Div	vision			9. County VERN	11LION		10. State Abbr. 17	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hig	ghway N	Name or No.	IAIN ST	-			✓ Public	Private
Highway	User Inv	olved					Rail Equ	ipment Involve	ed .		
13. Type C. Truck-trailer F. Bus		J. Other Mot	or Vehicle	Code	17. Equipment) (moving)) (standing)	8. Ott		Code
A. Auto D. Pick-up truck G. Sci				1 _	1. Train (unit) (standing) loco(s) (movi		ain pulling-RCL ain pushing-RCL	1 -
	torcycle			B	3. Train (sta	inding)	7. Light			ain standing- RCL	1
6 NO. 04 SECTION OF SECURITY AND SECURITY.	irection	(geographi		Code	18. Position of	Car Unit	in Train		1		
(est. mph at impact) 1. N		outh 3. East		2 Code	19. Circumstan	nce 1 Pr	ail equipme	nt staick high			Code
2. Stopped on Crossi			sality	3	15. Circumstan			nt struck by hi	-		1 1
20a. Was the highway user and/or				Code	20b. Was there	a hazar	dous mater	rials release by	/		Code
in the impact transporting haz 1. Highway User 2. Rail Ed			Neither	4	1 High	hway He	er 2 Rai	Equipment	3. Both 4	l Neither	
20c. State the name and quantity of					1. 11191	illiay oo	2.110	Equipment	U. Dour	, riolatoi	
200, Gaile 210 Hallie and quality of											
Parties of the Control of the Contro	Visibility	(single entry)		Code	23. Weather	(single e	ntry)				Code
(specify if minus) 34 °F 1.	Dawn 2.	Day 3, Dusk	4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name											Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN											
27. FRA Track 28. Number of		29. Number o	<u> </u>	nsist Sp	eed (Recorded in			31. Time Tal	ole Direction	1	Code
Class Locomot		Cars	1000000	Recorde	_						1 2
3 Units	3	67		stimate		() mp				ast 4. West	3 Code
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag				lagged by crew		33. Signa Warr	led Crossing	1	Whistle Ban 1. Yes	Code
Warning 3, Standard FLS 6,		-	Watchman					9	1	2. No	1
Code(s) 01 03							20 sec v	arn min (1)	;	3. Unknown	
35. Location of Warning		Cod			Waming Intercor way Signals	nnected	Code	The second secon	ng Illuminate or Special Li	ed by Street	Code
Both Sides Side of Vehicle Approach			"	iui riigii	way Signais		1 2	Lights	or opecial L	igins	1 4
Opposite Side of Vehicle Apr	roach	1	1.	Yes 2	2. No 3. Unkno	wn		1. Yes	2. No 3.	Unknown	1
		r Drove Behind				41. Driv					Code
Age Gender 1. Male		Struck or was : 1, Yes 2, No						d or thru the g I then proceed		oped on crossing	1
2. Female		1, 103 2, 140	o, onknov		2		old not stop		0,001	or (speary)	1
42. Driver Passed Standing	Code	43, View of 1			(primary ob						Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nent Structu na railroad e		 Passing T ent 4. Topograph 				r <i>(specify)</i> Obstructed)	8
1. Tes 2. NO 3. UTRIOWIT			44. Driver w	<u> </u>			ode	45. Was Dri		shiele?	Code
Casualties to:	Killed	Injured			ured 3. Uninjur	. 1		1. Yes		snicle?	1 .
					le Property Dam	3				hway-Rail Crossin	1 llsom
46. Highway-Rail Crossing Users	0	0	est. dol			- 1	1,000	(include		ilway-Raii Ciossiii	y users
Ed la p Bail Equipment Aggidant /										Accident /	Code
	0				ngers and crew)			Incident	Report Bein	g Filed	
52. Passengers on Train	0	0						1. Yes	2. No		2
53a. Special Study Block					53b. Special St	tudy Bloo	ck				
54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No.												
Name Of Authorities Code												
			iorfolk & W	'estern	Rwy Co. [NW]			1a. NW			84011	
2. Other Railroad Involved in Train		30,000			The second second			2a.		2b.	0.404.4	
3. Railroad Responsible for Track					Rwy Co. [NW]			3a. NW		3b. X1909		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Dat	te of Accident/Inciden	t (09/13/84	6. Time of Acci		148	1:00 A	
7, Nearest Railroad Station DANVILLE			8. Div	ision			9. County VERM	ILION	_ 1	0. State Abbr.	17	Code
11. City (if in a city) DANVII	LE		12. Hi	ghway N	lame or No. MAIN	ST	Γ		[✓ Public	P	rivate
Highway	User Invo	olved					Rail Equip	ment Involved				
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units pui	llina	4. Car(s)	(moving) 8	. Other	(spe		Code
A. Auto D. Pick-up truck G. Scl		K. Pedestr	ian	A	2. Train (units pus	shin	g) 6. Light lo	oco(s) (moving) B	3. Train	pushing- F	RCL	1
	torcycle	M. Other			Train (standing Standing Standing Standing			oco(s) (standing) C	. Train	standing-	RCL	
	irection orth 2. Se	geograp outh 3. Eas		Code 1	18. Position of Car t	Unit	in Irain	1				
16, Position 1, Stalled on crossing		oving over c		Code	19. Circumstance 1	I. Ra	ail equipmen	t struck highway use	er			Code
2. Stopped on Crossi				3		_		t struck by highway t	user		1	
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a ha	azar	dous materia	als release by			1	Code
Highway User 2. Rail Eq.			4. Neither	4	1. Highway	Use	er 2. Rail l	Equipment 3, Both	1 4. N	Veither		_
20c. State the name and quantity of	f the haza	rdous mate	rial released,	if any								
		(-1tt-			1 00 104 11 - 44-							Code
200		(single entry		Code	23. Weather (sing			F Clast - C Ca			1	1
(specify if fillinus)	Dawn 2.	Day 3, Du	A CONTRACTOR OF THE PARTY OF TH	4		_	COO. 100	Fog 5. Sleet 6. Sn	1	Sanala Niverb		
24. Type of Equipment Consist 1. Freight train 4	. Work tra	in 7. Yard/s	A. Spec. MoV Switching	w Equip				Code	26. 1	rack Numb	erorn	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code EASTBOUND												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE												
27. FRA Track 28. Number of	10	29. Numbe Cars		nsist Sp Recorde	eed (Recorded if ava.	ilabl	le) Code	31. Time Table Dire	ction			Code
Class Locomot	2			Estimate		mpl	h E	1. North 2. South	3. Eas	st 4. Wes	t	3
32. Type of 1. Gates 4.	Wig wag	s	7. Crossbuck	s 10.F	lagged by crew		33. Signale	ed Crossing	34. W	histle Ban		Code
Crossing 2. Cantilever FLS 5.	-	-	A CONTRACTOR OF THE PARTY OF TH		ther (specify)		Warni	ng		Yes		
Warning 3. Standard FLS 6. Code(s) 01 03	Audible		9. Watchman	12, N	one		20 sec wa	arn min (1);		No Unknown	- 1	
35. Location of Warning			Code 36. Ci	rossing	Warning Interconnect	ted	Code	37. Crossing Illum	inated	by Street		Code
1. Both Sides					way Signals			Lights or Spec				
2. Side of Vehicle Approach		1	1 1	Yes 2	2. No 3. Unknown		2	1. Yes 2. No	3. U	nknown	1	1
Opposite Side of Vehicle App Section 38. Driver's 39. Driver's Code		r Drove Beh	ind or in Fron			Driv	er					Code
Age Gender			s Struck by S					or thru the gate 4.	Stoppe	ed on cross	sing	
1. Male		1. Yes 2. N	lo 3, Unkno	wn	1 2 1		1,000	then proceeded 5.	Other	(specify)		1
2, Female 42, Driver Passed Standing	Code	43 View o	of Track Obsc	red by	(primary obstruc		oid not stop					Code
Highway Vehicle	1	1. Perr	nanent Struct	ure	3. Passing Train	5. V	/egetation	7. Other (spe	ecify)		1	
1. Yes 2. No 3. Unknown	3	2. Stan	ding railroad	equipme	ent 4. Topography	6. H	lighway Veh	icles 8. Not Obstruc	ted	1 1		1
Convelling to	Killed	Inturnel	44. Driver v			Co	ode	45. Was Driver in th	ne Vehi	icle?		Code
Casualties to:	Killed	Injured	1. Kille	d 2. Inj	ured 3. Uninjured	2	2	1. Yes 2. No				1
46. Highway-Rail Crossing Users	0	2	47. Highwa	y Vehic	de Property Damage	1		48. Total Number o	f Highv	vay-Rail Cr		Users
45. Highway-Itali Glossing Oscio	U	2	(est. do	llar dan	nage)	5	\$1,500	(include driver)			2	
49. Railroad Employees	0	0			of People on Train			51. Is a Rail Equipm Incident Report				Code
52. Passengers on Train	0	0	(include	e passe	ngers and crew)			1. Yes 2. No	Doing			2
53a. Special Study Block	-				53b. Special Study	Bloc	ck					
54. Narrative Description					•							
,												
	_									1		
55. Typed Name and Title		56. Signatu	re							57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

T E DE L'OLE LO LIEU L'OLE L'O								Alabah	otio Coo	do RR	R Accident/Inci	dent No
Name Of 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1a. NW 1b. B10676												
	^i-d#//		rtolk & W	estern	Rwy Co. INW			2a.	<u>N</u>	2b.		
2. Other Railroad Involved in Train	-				D C 15/33/			3a. N	N/		· B10676	
3. Railroad Responsible for Track N					Rwy Co. INW te of Accident/Inc		7/01/70				dent 11:10	AM
4. U.S. DOT-AAR Grade Crossing I	D NO.	4/98	362K		te of Accidentific	Juent (1	0, 111110	01710010			
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	ILION		100000000	State Abbr. 17	Code
11. City (if in a city) DANVII	LE		12. Hi	ghway N	Name or No. M	AIN ST	Γ			✓	Public	Private
Highway	User Invo	olved	•				Rail Equi	pment Involve	d			
13. Type C. Truck-trailer F. Bus		J. Other Mot	tor Vehicle	Code	17. Equipment 1. Train (unit	e pulling	4. Car(s)	(moving)		Other Train or	(specify) ulling- RCL	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestria	in	A	2. Train (unit	s pushin	g) 6. Light	loco(s) (movi	ng) B.	Train pu	ushing- RCL	1
	orcycle	M. Other (s		Code	3. Train (star 18. Position of 0			loco(s) (stand	ling) C.	Train st	tanding- RCL	
THE TAILED BY SEE	rection orth 2. So	outh 3. East	5	4	18, Position of	Cai Oill	in Hain		1			
16. Position 1. Stalled on crossing		ving over cro		Code	19. Circumstan	ce 1. Ra	ail equipme	nt struck high	vay user	г		Code
2. Stopped on Crossin	ng 4. Tra			3	22-2			nt struck by hi		ser		1_1_
20a. Was the highway user and/or in the impact transporting haz				Code	20b. Was there	a hazar	dous mater	ials release by	/			Code
1. Highway User 2. Rail Eq			. Neither	4	1. High	way Use	er 2. Rail	Equipment	3. Both	4. Nei	ither	
20c. State the name and quantity of	f the haza	rdous materia	al released,	if any								
					1							Code
00 05	•	(single entry)		Code	23. Weather			Car C Class	C C.			l 1
(specify if fillings) of 1.1	Dawn 2.	Day 3, Dus		2				Fog 5, Sleet		1		
24, Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7, Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code Equipment Involved												
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EAST 2001 MAIN. 27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomoti	ve	Cars	R.	Record	ed		1 -	1. North 2	Courth	2 East	4 Most	1
3 Units	3	7		Estimate	lagged by crew	7 mp		led Crossing	1	34. Whi		Code
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag						Warr		- 1	1, Ye		
Warning 3. Standard FLS 6.			. Watchman							2. N		ı
Code(s) 01 03								varn min (1)	-	2000	nknown	
35, Location of Warning		Co			Warning Intercornway Signals	nnected	Code	37, Crossi		inated by ial Lights		Code
Both Sides Side of Vehicle Approach		1		viui i ligi	iway Oigitais		2					1 1
Opposite Side of Vehicle App	roach	1	1	. Yes	2, No 3, Unkno	wn		1, Yes	2. No	3. Unk	nown	
38. Driver's 39. Driver's Code		r Drove Behir				41. Driv		d aatha tha a	into 4	Stoppod	on crossing	Code
Age Gender	(00000000000000000000000000000000000000	Struck or was 1. Yes 2. No			1 -			d or thru the o				
2. Female		1. 100 2.10	0. 01		2	Annual C	Did not stop					1
42. Driver Passed Standing	Code	43. View of						7 011	er (spe	oifu)		Code
Highway Vehicle	2	1. Perm 2. Stand	anent Structing railroad	ture equipm	3. Passing T ent 4. Topograp	hy 6.F	lighway Ve	hicles 8. Not	Obstruct	ted		8
1. Yes 2. No 3. Unknown	-		44, Driver				ode	45. Was Dri			e?	Code
Casualties to:	Killed	Injured			jured 3. Uninjur		3	1. Yes				1
					cle Property Dam	•	,	48. Total No	ımber of	Highwa	y-Rail Crossin	
46. Highway-Rail Crossing Users	0	1	and a language	ollar dar		1	\$375	(include			3	-
49. Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Code											Code	
	0	0			engers and crew)	4 (2)		200 (1000 (000 000)	SC Selet	Being Fil	led	2
52. Passengers on Train	0	U						1, Yes	2. No			
53a. Special Study Block					53b. Special S	tudy Blo	CK					
54. Narrative Description												
55. Typed Name and Title		56. Signatur	re								57. Date	
SS. Typod Hamis and Hes		- 2, 2.g										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

13. Yigh C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck S. School Bus K. Pedestrian A. Auto D. Pick-up truck S. School Bus Train pulling-RCL B. Truck E. Van H. Motorcycle M. Other (specify) A. 3. Train (inst spushing) S. Claris (siradning) S. Claris (siradning) S. Claris (siradning) S. Train (siradning) S. Claris (siradning) S. Train (sir	FEDERAL RAILROAD ADMINIST	ATION (FR	Λ)			Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner		and the same					_	
2. Cher Rallroad Involved in Train Accidentifications 3. Rallroad Responsible for Trait A Maintenance 4. U.S. IDCHARG (effect Consent) 10. No. 479862K 5. Sabe of Accidentifination 15/13/79 8. Time of Accidentifination 15/13/79 10. Train Accidentifination 15/13/79 11. City (if in a city) 12. Highway User Involved 15. Type C. Track-trailer F. Eus 1. City (if in a city) 15. Type C. Track-trailer F. Eus 1. City (if in a city) 16. Political Private 17. Type C. Track-trailer F. Eus 18. D. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian 18. Truck E. Van H. H. Motoryop M. Other (Reporty) A. Train (sputhing) 4. City (in a city) 16. Political (in a city) 17. Light Local (in a city) 18. Train (sputhing) 18. Train (sputh	Name Of								Alphat	etic Cod				tent No.
A U.S. DOT-ARG Grade Crossing ID No. 479862K 1. Copy (if in a city) DANVILLE 11. Coly (if in a city) DANVILLE 12. Highway User Involved Highway User Involved Highway User Involved 13. Type C. Truck-trailer F. Bus J. Other Motor-Vehicle A Acts D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van B. Tr	Reporting Railroad		No	orfolk & V	/estern	Rwy Co. JNW				N			10	
A U.S. DOT-ANY Grade Crossing To No. 479862K S. Diale of Accidentifinodent 0.5/13/79 S. Time of Accidentificodent 0.5/13/79 S. Time of Accidentificodentif	2. Other Railroad Involved in Train	Accident/I	ncident								_			
Application Section	3. Railroad Responsible for Track	Maintenand	ce No	orfolk & W	estern	Rwy Co. [NW	1							
7. Nearest rearrosa Salaum DANYILLE 11. Clipty (if in e oily) DANYILLE 11. Clipty (if in e oily) DANYILLE 11. Clipty (if in e oily) DANYILLE 12. Highway Nama or No. MAIN ST Ral Equipment Involved 13. Type C., Track-trailer, F. Bus A. Auto. D. Pick-up trust, C. School Blus K. Pedestrust, C. School Blus K.	4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Da	e of Accident/Inc	ident (05/13/79	6. Time	of Accid	ent/Inci	ident	03:40	AM
1. City (if in a city) D. ANVILLE 12. Highway Name or No. MAIN ST Phiste Phi	STATE SECTION AND ADDRESS OF THE PARTY OF TH			8. Di	vision				ILION		10		17	· Property
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestran A. Wato D. Pick-up truck G. School Bus K. Pedestran B. Truck E. Van H. Midorcycle M. Other (specify) A. Struck E. Van H. Midorcycle M. Other M. A. Spec. MoW Equip Cossate 1. Freight train 4. Vlork train 7. YardiSwinching (specify if minus) A. Spec. MoW Equip Cossate 1. Freight train 4. Vlork train 7. YardiSwinching (specify if minus) A. Spec. MoW Equip Cossate 3. Light loco(6) A. Normater train 6. Culof cars 9. Minim Ainspect. car I i in Misper C. Cossate M. Midorching Class S. Unimater train 6. Culof cars 9. Minim Ainspect. car I i in Misper C. Cossate M. Midorching Class S. Journal of Warning A. Discouranter train 6. Culof cars 9. Minim Ainspect. car I i in Other (specify) A. Normater train 6. Culof cars 9. Minim Ainspect. car I i in Other (specify) A. Normater train 6. Culof cars 9. Minim Ainspect. car I i in Other (specify) A. Normater Cossate Standing Highway Vahicie A. Spoc. Mower of Train Code A. Normater Cossate Standing Highway Vahicie A. Spoc. Mower of Train Code		LLE		12. Hi	ghway N	lame or No. M.	AIN ST	Г			V	Public		rivate
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck C. School Bus K. Pedestrian A. Care I. Train (unital pulling) S. Care Gendering) A. Train pulling-RCL Train (unital pulling) S. Care Gendering) A. Train pulling-RCL Train (unital pulling) S. Care Gendering) A. Train pulling-RCL Train (unital pulling) S. Care Gendering) A. Train pulling-RCL Train (unital pulling) S. Care Gendering) T. Light train (geographical) Geographical) Geogra	Highwa	y User Invo	olved					Rail Equip	ment Involve	d			_	
A Auto D. Pick-up tunk O. School Bus K. Pedestlan B. Truck E. Vers H. Hiddroxyde M. Other (specify) A 1. Truck (rading) P. C. Train standing-RCL 1 14. Versical Speed (rading) 15. Direction (geographical) (set might almosted) 15. Direction (geographical) (set might almost 2. Subged on Crossing 3. Moving over crossing 2. Subged on Crossing 3. Moving over crossing 1. Train standard (set might almost 2. Subged on Crossing 3. Moving over crossing 2. Subged on Crossing 4. Trapped 17. North 2. South 3. Bast 4. West 17. Train standard (set might almost 2. Subged on Crossing 4. Trapped 18. South 18. North 2. Subged on Crossing 4. Subged on Crossing 4. North 2. Subged on Crossing 4. Subged o	40 T			tor Vehicle	Code	17. Equipment	م مالانم م	4. Car(s)	(moving)			(sp	ecify)	Code
B. Truck E. Van					1.	2. Train (units	s punnig s pushin	ng) 6. Light I	oco(s) (movi	ng) B.	Train p	ushing-	RCL	1
18, Position 1, Sialled on crossing 3, Moving over crossing 2, Siopped on Crossing 3, Moving over crossing 22 Siopped on Crossing 4, Trapped 1, Highway user 2, Rall equipment struck highway user 1 2 2 2 2 2 2 2 2 2									oco(s) (stano	ling) C.	Train s	standing	- RCL	
18. Postport on Crossing 4. Trapped 20a. Was the highway user and/or rail equipment involved in the inpact transporting highway user and/or rail equipment involved in the inpact transporting highway user 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 6 1. Closer 2. Sure and 6 1. Closer 2. Sure and 6 1. Closer 2. Closer 3. Closer 6 1. Closer 7 1. Closer 7 1. Closer 7 1. Closer 6 1. Closer 7 1. Closer 6 1. Closer 7 1.					1	18. Position of C	Jar Unit	in Irain		1				
20a. Was the highway user and/or rall equipment involved in the impact transporting hazardous materials released by 1. Highway User 2. Rall Equipment 3. Both 4. Neither 4. Highway User 2. Rall Equipment 3. Both 4. Neither 4. Highway User 2. Rall Equipment 3. Both 4. Neither 4. Highway User 2. Rall Equipment 3. Both 4. Neither 4. User Impact transporting hazardous material released, if any 2. Learning User 2. State the name and quantity of the hazardous material released, if any 2. Learning User 2. State the name and quantity of the hazardous material released, if any 2. Learning User 2. State the name and quantity of the hazardous material released, if any 2. Learning User 2. State the name and quantity of the hazardous material released, if any 2. Learning User 2. State the name and quantity of the hazardous materials release by 5. Code 1. Highway User 2. Rall Equipment 1. Highway User 2. Rall Equipment 1. Highway User 2. Rall Equipment 1. Code 1. Highway User 2. Rall Equipment 1. Lobar 2. Cloud 9. State 1. Highway User 2. Rall Equipment 1. Lobar 2. Cloud 9. State 1. Lobar 2. Cloud 9. State 1. Lobar 3. Lobar 3	Applied to the state of the sta	_		ossing		19. Circumstand							ı	Code
in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 20. State the name and quantity of the hazardous material released, if any 2. The properature (specify if minus) 44 21. Temperature 2. Visibility (single entry) 22. Track post of quipment 2. Day 3. Dusk 4. Dark 4. Dark 4. Dark 4. Dark 4. The properature (single entry) 4. The properature (single entry) 4. The properature (single entry) 4. The properation of				d		20b. Was there								Code
20. State the name and quantity of the hazardous material released, if any 21. Temperature (specify if minus) 44 "F 1, Dawn 2, Day 3, Dusk 4, Dark 4 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 2, Track Type of Equipment Trovbed Consist 1, Freight train 4, Work train 7, Yard/Switching Conde 3, Commuter train 6, Cut of care 9, Main finspect, car 1 1, Main 2, Yard 3, Siding 4, Industry 1 EASTBOUND MAIN 27, FRA Track 28, Number of Cars 29, Number of Cars 1 1, Main 2, Yard 3, Siding 4, Industry 1 EASTBOUND MAIN 27, FRA Track Class 3 Units 3 and 9 mgh 1, North 2, South 3, East 4, West 1 1	in the impact transporting ha	zardous ma	aterials?		1			0.0-1	in-mant	2 Dath	4 No	nithor	1	
21. Temperature						1. High	way Us	er 2. Rail	Equipment	3. Both	4. NE	eluner		
2. Transperature 7 2. Transperature	20c. State the name and quantity	of the haza	rdous mater	ial released,	if any									
	21. Temperature 22	Visibility	(single entry))	Code	23. Weather	(single e	entry)						Code
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN 27. FRA Track 28. Number of Class 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 2. Second 2. Commoditive train 6. Cut of cars 9. Main firspect. car 1 1 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 3. Commuter train 6. Cut of cars 9. Main firspect. car 1 1 3. Commuter 6. Second 2. Cars 1 2. Second 2.	(specify if minus) 44 °F 1	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	w			1
3. Commuter train 6. Cut of cars 9. Main Ainspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN 27. FRA Track Class 28. Number of Cars 29. Number of Cars 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code Cars 29. Number of Cars 29. Number of Cars 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code Cars 29. Number of People on Train (Include passengers and crew) 10. Main 2. Yard 3. Siding 4. Industry 1 EASTBOUND MAIN Code 31. Time Table Direction Code 31. Time Table Direction Code 31. Time Table Direction Code 32. Number of People on Train (Include passengers and crew) 1. North 2. South 3. East 4. West 1 1. North 2. South 3. East 4. North 2. South 3. East 4. North 2. South 3. South 3. East 4. North 2. South 3. East 4. North 2. South 3. South 3. East 4. North 2. South 3. South 3. East 4. North 2. South 3.	Consist 1. Freight train	Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
Class 3 Units 3 95 E. Estimated Class 3 Units 3 95 E. Estimated 30 mph R 1. North 2. South 3. East 4. West 1 32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Male 2. Female 4. Driver Passed Standing Highway Vehicle 1. Permanent Structure 1. Ners 2. No 3. Unknown 3. Standard FLS 6. Audible 44. Driver Passed Standing Highway Vehicle 45. Highway Vehicle 46. Highway-Rail Crossing Users 0 0 0 50. Total Number of People on Train (include passengers and crew) 53. Special Study Block 54. Narrative Description 38. Stops 11. Other (specify) Warning 3. Standard Crossing 34. Whistle Ban Code 11. Yes 2. No 3. Unknown 2. None 11. Yes 2. No 3. Unknown 2. None 2. No 3. Unknown 3. Unknown 3. Number of People on Train (include passengers and crew) 48. Total Number of Highway-Rail Crossing Users 0 0 50. Total Number of People on Train (include passengers and crew) 53. Special Study Block 54. Narrative Description						1. Main 2	2. Yard	3. Siding	4. Industry	1	EAS	STBOU	UND M	IAIN
3	Code													
32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) 9. Warning 2. Code 1. Yes 2. No 3. Unknown 12. None 20 sec warn min (1); 3. Unknown 2. No 3. Unknown 12. None 2. Stop of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Unknown 2. Stop of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Opposite Sid						24	n mp	h R	1. North 2	. South	3. East	4. W	est	1
Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Slopped and then proceeded 5. Other (specify) 42. Driver Passed Standing 42. Driver Passed Standing 43. View of Track Obscured by 44. Driver 1. Driver or thus the gate 4. Stopped on crossing 42. Shopped and then proceeded 5. Other (specify) 43. View of Track Obscured by 44. Driver 1. Driver or thus the gate 4. Stopped on crossing 45. Stopped and then proceeded 5. Other (specify) 46. Highway Vehicle 1. Yes 2. No 3. Unknown 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (set. dollar damage) 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. 0 0 0 50. Total Number of People on Train (include driver) 49. Railroad Employees 40. 0 0 0 53b. Special Study Block 45. Narrative Description		4. Wig wag	s 7					33. Signa	led Crossing	- 1	34. Wh	iste Ba	n	Code
Code Oliver Driver Code Standing Code Side of Vehicle Approach Side of Vehicle Side of Vehicle Approach Side of Vehicle	Crossing 2. Cantilever FLS	7000						Warn	ing					
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Driver's Day Driver's Code Age Gender 1. Male 1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 44. Driver was Structure 3. Passing Train 5. Vegetation 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 45. Was Driver in the Vehicle? 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Railroad Employees 49. Railroad Employees 40. O 47. Highway Vehicle Property Damage (est. dollar damage) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 53. Driver Description 51. Is a Rail Equipment Accident / Code Incident Report Being Filed 1. Yes 2. No 53. Driver Description				9. Watchmar	1 12.1	lone		20 sec v	ern min (1)				n 1	
33. Doposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Stopped and then proceeded 5. Other (specify) 4. Driver approach 4. Stopped and then proceeded 5. Other (specify) 5. Other (specify) 7. Other (spec				ada 36 C	'rossina	Warning Intercor	nected							Code
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 39. Driver's 29. Driver's Code Age Gender 1. Male 2. Female 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 43. Driver Passed Standing 44. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 42. Stopped and then proceeded 5. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 43. Priver Was Struck or proved or	100		·			was and the same	mootoc							
3. Opposite Side of Vehicle Approach Age Side of Vehicle Age Side of Vehicle Approach Age Side of Vehicle Ag	Side of Vehicle Approach		1		1 Von	2 No. 2 Unknow	um.	2	1 Yes	2 No	3 Un	known		3
Age Gender 1. Male 2. Female 1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 1. Yes 2. No 3. Unknown 3. Passing Train 5. Vegetation 7. Other (specify) 6. Highway Vehicle 1. Yes 2. No 3. Unknown 3. Passing Train 5. Vegetation 7. Other (specify) 8. Not Obstructed 1. Killed 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 4. Tyes 2. No 1. Yes 2. No 1. Yes 2. No 1. Thighway Vehicle Property Damage (est. dollar damage) 5. Other (specify) 6. Highway-Rail Crossing Users (include driver) 1. Yes 2. No 1. Yes 2. No 1. Salidous driver) 1. Yes 2. No 1. Yes 2. Ye									1. 100	2.110	0. 0			Code
1. Male 2. Female 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 1 3. Did not stop 2. Stopped and then proceeded 5. Other (specify) 1 3. Did not stop 3. Did not stop 42. Driver Passed Standing Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 8. Not Obstructed 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 8. Not Obstructed 1. Yes 2. No 1. Yes 2. Yes						man :			d or thru the	ate 4.	Stoppe	d on cro	ssing	Code
2. Female 2 3. Did not stop Code 42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 3 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8 Not Obstructed 1 Not Obstructed 9 Not Obstructed 1 Not Obstructed														1
Highway Vehicle 1. Yes 2. No 3. Unknown 3 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8 Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 48. Total Number of Highway-Rail Crossing Users 6. Highway-Rail Cr			1											
1. Yes 2. No 3. Unknown 1. Yes 2. No 3. Unknown Casualties to: Killed Injured 44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 1. Yes 2. No 1 45. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 0 0 50. Total Number of People on Train (include passengers and crew) 52. Passengers on Train 0 0 53. Special Study Block 54. Narrative Description		Code	CT-0000 - 11 - 12 - 12 - 12 - 12 - 12 - 12						7. Othe	er (spe	cify)			Code
Casualties to: Killed Injured Injured 44. Driver was 1. Killed 2. Injured 3. Uninjured 3 1. Yes 2. No 1 46. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) \$300 (include driver) 1 49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 53b. Special Study Block 54. Narrative Description	Annual Television States and Stat	3	2. Stan	ding railroad	equipm	ent 4. Topograpi	hy 6. I	Highway Ve	hicles 8. Not	Obstruct	ed			8
46. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) \$300 (include driver) 1 49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Code Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 53b. Special Study Block				44. Driver	was		С	Code	4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		e Vehic	de?		Code
46. Highway-Rail Crossing Users 0 0 (est. dollar damage) \$300 (include driver) 1 49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Code Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 53b. Special Study Block	Casualties to:	Killed	Injured					3						
49. Raifroad Employees 0 0 0 Su. Total Number of People on Train Incident Report Being Filed 52. Passengers on Train 0 0 0 Su. Total Number of People on Train Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 54. Narrative Description	46 Highway Pail Crossing Users 0													
52. Passengers on Train 0 0 0 (Include passengers and crew) 1. Yes 2. No 2 53a. Special Study Block 54. Narrative Description	49. Railroad Employees	0	0											Code
54. Narrative Description	52. Passengers on Train	0	0	(includ	de passe	ngers and crew)					Dening i			2
E7 Deta	53a, Special Study Block					53b, Special S	tudy Blo	ock						
55. Typed Name and Title 56. Signature 57. Date	54. Narrative Description													

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

	HON (FF									B Apploval No.	
Name Of 1. Reporting Railroad Norfolk & Western Rwy Co. [NW] 1a. NW 1b. D29481											
			orfolk & W	estern	Rwy Co. INW	V]		1a. NW		1b. D29481	
2. Other Railroad Involved in Train A								2a,		2b.	
Railroad Responsible for Track M.	aintenan	ce No	rfolk & W		Rwy Co. JNW			3a. NW		3b. D29481	
4. U.S. DOT-AAR Grade Crossing II	O No.	4798	362K		te of Accident/Inc	cident		6. Time of Ac		ncident 08:3	
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERIV	IILION			Code 7 IL
11. City (if in a city) DANVIL	LE		12. Hi	ghway N	lame or No. M	IAIN S'	Т			✓ Public	Private
Highway	User Invo	olved	10 July 12				Rail Equi	pment involved			
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Scho			ın	Code		ts pushir		loco(s) (moving)	B. Train	pulling-RCL pushing-RCL	1 1
B. Truck E. Van H. Moto		M. Other (s			3. Train (sta. 18. Position of			loco(s) (standing)	C. Trair	standing- RCL	ــــــــــــــــــــــــــــــــــــــ
14. Vehicle Speed 15. Dir (est. mph at impact) 1. No		geograph) outh 3. East		Code 4	16. Position of	Car Onit	in Irani	1			
16. Position 1. Stalled on crossing 2. Stopped on Crossing	3. Mo	ving over cro		Code 3	19. Circumstan			nt struck highway us nt struck by highway			Code
20a. Was the highway user and/or ra	7		h	Code	20b. Was there				usei		Code
in the impact transporting haza	rdous ma	aterials?		1							1
1. Highway User 2. Rail Equ				4	1. High	nway Us	er 2. Rail	Equipment 3. Bo	tn 4. i	Neitner	
20c. State the name and quantity of	the haza	rdous materia	al released,	if any							
21, Temperature 22, Vi	isibility (single entry)		Code	23, Weather	(single e	entry)				Code
(specify if minus) 60 °F 1. D	awn 2.	Day 3. Dus	k 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet 6. S	now		1
		in 7, Yard/Sv			25. Track Type Equipmen			Code	26. 1	rack Number o	r Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1											
27, FRA Track 28, Number of	_	29, Number	1		eed (Recorded in	f availab	le) Code	31. Time Table Dir	ection		Code
Class Locomotiv 3 Units	e 3	Cars 9		Recorde Estimate		ճ mp	h R	1. North 2. South	h 3. Ea:	st 4. West	1
32. Type of 1. Gates 4. \ Crossing 2. Cantilever FLS 5. I	Wig wags Hwy, traff				agged by crew ther (specify)		33. Signa Warn	led Crossing ina		/histle Ban Yes	Code
Warning 3. Standard FLS 6. /	Audible	9.	Watchman	12. N	one					No	1
Code(s) 01 03							20 sec w	arn min (1);		Unknown	1
35. Location of Warning		Co			Warning Intercor	nnected	Code	37. Crossing Illur Lights or Spe			Code
Both Sides Side of Vehicle Approach		1.	w	iui mign	way Signals		2	Lights of Spe	ciai Ligi	ita	1 2
3. Opposite Side of Vehicle Appr	oach	1	1	Yes 2	. No 3. Unknow	wn		1. Yes 2. N	o 3. U	nknown	3
CONTRACTOR OF STATES OF STATES OF		Drove Behin			170	41. Driv					Code
Age Gender 1. Male		Struck or was 1. Yes 2. No			rain 2	2. 5	Stopped and	d or thru the gate 4 then proceeded 5			1 1
2. Female 42. Driver Passed Standing	Code	43. View of	Track Obsc	ured by	(primary ob		Did not stop				Code
Highway Vehicle		1. Perma	anent Struct	ure	3. Passing T	rain 5. V	/egetation	7. Other (sp			
1. Yes 2, No 3. Unknown	3	2. Stand	ing railroad	equipme	ent 4. Topograph	hy 6. F	Highway Vel	nicles B. Not Obstru	ıcted		8
Casualties to:	Killed	Injured	44. Driver v		ured 3. Uninjure	a I	ode	45. Was Driver in 1	the Vehi	icle?	Code
					le Property Dam		3	48. Total Number	of High	vav-Rail Crossi	no Users
46. Highway-Rail Crossing Users	0	0	-	llar dam			\$300	(include driver)			1
49, Railroad Employees 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / Incident Report Being Filed									Code		
52. Passengers on Train	0	0	(include	e passer	igers and crew)			1. Yes 2. No			2
53a. Special Study Block					53b. Special St	tudy Blo	ck				
54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

FEBRAL MALKADA ADMINISTRATION (FAA)											
Name Of Alphabetic Code RR Accident/Incident No.											
1. Reporting Railroad		No	rfolk & W	estern	Rwy Co. [NW]		1a. NW		1b. D29373		
2. Other Railroad Involved in Train	Accident						2a.		2b.		
3. Railroad Responsible for Track	Maintenar	nce No	rfolk & W	estern	Rwy Co. [NW]		3a. NW		3b. D29373		
4. U.S. DOT-AAR Grade Crossing	ID No.		362K		te of Accident/Incident	04/07/79	6. Time of Accid	ident/In	ncident 12:13	3 AM	
7. Nearest Railroad Station DANVILLE			8. Div	ision		9. County VERM	11LION	1	0. State Abbr. 1	Code 7 IL	
11. City (if in a city) DANVII	LLE		12. Hig	hway N	Name or No. MAIN S	ST		[✓ Public	Private	
Highway	y User Inv	olved				Rail Equi	ipment Involved				
13. Type C. Truck-trailer F. Bus		J. Other Mot	for Vehicle	Code	17. Equipment 1. Train (units pullin	4. Car(s) (moving) 8.	. Other	(specify)	Code	
A, Auto D. Pick-up truck G, Sc				L .	Train (units pulling Train (units push)) (standing) A loco(s) (moving) B		pulling- RCL pushing- RCL	1 .	
	torcycle			A	3. Train (standing)	7. Light			standing- RCL	. 1	
NORMAN S. S. ANC. IN S. D. S	irection	(geographi South 3. East		Code	18. Position of Car Un	nit in Train	1				
16. Position 1. Stalled on crossing		loving over cro		3 Code	19. Circumstance 1. i	Rail equipme		r		Code	
2. Stopped on Crossi				3			nt struck by highway u			1 1	
20a. Was the highway user and/or				Code	20b. Was there a haza	ardous mater	rials release by			Code	
in the impact transporting haz 1. Highway User 2. Rail Ed			Neither	4	1. Highway U	Jser 2. Rail	Equipment 3. Both	4. N	Veither		
20c. State the name and quantity of									2.2 (1000000)		
	Visibility	(single entry)		Code	23. Weather (single	entry)				Code	
(specify if minus) 32 °F 1.	Dawn 2.	. Day 3. Dust	k 4. Dark	4	1, Clear 2, Cloudy	y 3. Rain 4.	Fog 5, Sleet 6, Sno	ow		1	
24. Type of Equipment	1 1Alaele tee		Spec, MoV	/ Equip		17	Code	26. T	rack Number o	r Name	
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		ain 7. Yard/Sw car 8. Light loc		Code	Equipment Involv	ved					
3. Commuter train 6				1	1, Main 2, Yard	3. Siding	4. Industry 1	EA	STBOUND I	MAIN	
27. FRA Track 28. Number of	of	29. Number o	of 30. Cons	sist Spe	eed (Recorded if availa	ible) Code	31. Time Table Direc	ction		Code	
Class Locomoti	ive 3	Cars 87	2/02/02/0	ecorde stimate		nph E	1. North 2. South	3. Eas	t 4. West	1	
	. Wig wag	20 %			lagged by crew	33. Signa	27 N PM 20 120		histle Ban	Code	
Crossing 2. Cantilever FLS 5.		-	The second secon		ther (specify)	Warn	ing		Yes		
Warning 3. Standard FLS 6. Code(s) 01 03	Audible	9.	Watchman	12. N	one	- 20 sec w	varn min (1);		No Unknown		
35, Location of Warning		Cod	de 36, Cro	ossing \	Warning Interconnected		37. Crossing Illumi			Code	
1. Both Sides			2000	_	way Signals	. 5555	Lights or Specia			000	
2. Side of Vehicle Approach		1	1	Vac 2	2. No 3. Unknown	3	1, Yes 2, No	3 Hr	akaowa	3	
Opposite Side of Vehicle App St. Driver's 39. Driver's Code		er Drove Behine					1, 103 2, 110	0, 01	INTOWIT		
Age Gender		Struck or was					d or thru the gate 4.5	Stoppe	ed on crossing	Code	
1. Male	200000000000000000000000000000000000000	1. Yes 2. No					then proceeded 5.			1	
2, Female 42. Driver Passed Standing	C-d-	T42 \/i====5'	Teesle Ohean		3.	Did not stop					
Highway Vehicle	Code		nent Structu		(primary obstruction 3. Passing Train 5.		7. Other (spe-	cify)		Code .	
1. Yes 2. No 3. Unknown	3				ent 4. Topography 6.					8	
Casualties to:	Killed	Injured	44. Driver w			Code	45. Was Driver in the	e Vehic	cle?	Code	
						3	1. Yes 2. No			1	
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail (est. dollar damage) \$300 (include driver)								ay-Rail Crossin			
49, Railroad Employees	0	0			of People on Train		51. Is a Rail Equipme			Code	
52. Passengers on Train	0	0	(include	passen	ngers and crew)		Incident Report E 1. Yes 2. No	Being F	-liea	2	
53a, Special Study Block					53b, Special Study Blo	ock					
54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

TEDERAL TATIETTO AB ABINITION	11101111	V V										
Name Of Alphabetic Code RR Accident/Incident No												lent No.
1. Reporting Railroad			Norfolk & W	estern	Rwy Co. NW			1a. NW	/	1b. B1027	9	
2. Other Railroad Involved in Train								2a.		2b.		
Railroad Responsible for Track I					Rwy Co. INW			3a. NW		3b. B1027		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	9862K		te of Accident/Incid	dent	T	6. Time o	of Accident/	incident 0	4:30 I	
7. Nearest Railroad Station DANVILLE			8. Div	ision			9. County VERM	IILION		10. State Abbr.	17	Code
11. City (if in a city) DANVII	LLE		12, Hig	hway N	Name or No. EN	AIN	STREET			✓ Public	P	rivate
Highway	User Inve	olved					Rail Equi	pment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sci			lotor Vehicle	Code	17. Equipment 1. Train (units 2. Train (units					er (spe n pulling- RC n pushing- R	CL	Code
F 204 F - 10 10 10 10 10 10 10 10 10 10 10 10 10	torcycle	M. Other		A	3. Train (stand			loco(s) (standin		n standing- l		1
	irection	(geograp	a second	Code	18. Position of Ca	ar Unit	t in Train					
(est. mph at impact) 5 1. N 16, Position 1, Stalled on crossing	100000000000000000000000000000000000000	outh 3. Eas	st 4. West	3 Code	19. Circumstance	a 1 R	ail equipme	nt struck highwa	1			Code
2. Stopped on Crossi		•	lossing	3	19. Circumstance			nt struck by high	-		1	1
20a. Was the highway user and/or			ed	Code	20b. Was there a	hazar	rdous mater	ials release by				Code
in the impact transporting haz 1. Highway User 2. Rail Ed			4. Neither	4	1. Highw	vay Us	er 2. Rail	Equipment 3	. Both 4.	Neither		
20c. State the name and quantity of	-											
											Code	
(specify if immos) - 1. Dawii 2. Day 3. Dusk 4. Daik 2. 1, Clear 2. Cloudy 3. Rain 4. Log 3. Gleet 6. Show											1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved Cligate part of 3. Percentage train 5. Single part 8. Light least (2).										lame		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main /inspect. car 1												
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code												
Class Locomot	ive 0	Cars	2	Recorde Stimate		mpl	h R	1. North 2. S	South 3. Ea	st 4. West	t	3
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wags				lagged by crew ther (specify)		-	led Crossing		Vhistle Ban . Yes		Code
Warning 3. Standard FLS 6.			9. Watchman	12. N			Warn	ing		. No		
Code(s) 01 03							20 sec w	arn min (1);	3	. Unknown		
35, Location of Warning		C			Warning Interconne	ected	Code	37. Crossing				Code
Both Sides Side of Vehicle Approach		1 :		ui rigii	way Signals		2	Lights of	Special Lig	iiis		
Opposite Side of Vehicle App	roach	,	1 1.	Yes 2	. No 3. Unknown	1		1, Yes	2. No 3. L	Jnknown		3
			ind or in Front	2 30 12 21		1. Driv					•	Code
Age Gender	ı		as Struck by Se No 3. Unknow					d or thru the gat then proceeded				
2. Female	<u></u>				2		Did not stop	ROSE CHOCK WOOD ALSO DO AGES		(-77)		1
42. Driver Passed Standing	Code		of Track Obscu	-	(primary obst		and the	7 Other	(amonifu)			Code
Highway Vehicle 1, Yes 2, No 3, Unknown	3		manent Structu iding railroad e		 Passing Trainent 4. Topography 	6. H	regetation lighway Vel	nicles 8. Not Ob	(specify) ostructed			8
			44. Driver w				ode	45, Was Drive		nicle?		Code
Casualties to:	Killed	Injured	1. Kilted	1 2. Inje	ured 3. Uninjured	1 2	2	1. Yes 2.	No			1
46, Highway-Rail Crossing Users			47. Highway	y Vehicl	e Property Damag			48. Total Num	ber of High	way-Rail Cro	ssing	Users
(est. dollar damage) \$250 (include diver)												
49. Railroad Employees	0	0			of People on Train			51. Is a Rail E	quipment A eport Being			Code
52. Passengers on Train	0	0	(include	passer	igers and crew)			1. Yes 2.		i lied		2
53a. Special Study Block					53b. Special Stud	dy Bloc	ck					
54. Narrative Description												
55. Typed Name and Title 56. Signature 57. Date												

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of Alphabetic Code RR Accident/Incident No												nt No.
1. Reporting Railroad		N	orfolk & W	/estern	Rwy Co. [NW	L		1a. NW		1b. D27282		
2. Other Railroad Involved in Train	Accident					•		2a.		2b.		
3. Railroad Responsible for Track	Maintenar	nce No	orfolk & W	estern	Rwy Co. [NW	L		3a. NW	,	3b. D27282	2	
4. U.S. DOT-AAR Grade Crossing	ID No.	479	862K	5. Da	te of Accident/Incid	dent	02/10/78	6. Time o	f Accident/I	ncident 07	:45 Al	M
7. Nearest Railroad Station DANVILLE			8. Div	rision			9. County VERM	MILION		10. State Abbr.	17	Code
11. City (if in a city) DANVII	LLE		12. Hiç	ghway f	Name or No. E M	MAIN				✓ Public		vate
	y User Inv	rolved						ipment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sci	hool Bus		an	Code	1. Train (units	pulling	4. Car(s g) 5. Car(s ng) 6. Light	s) (moving) s) (standing) loco(s) (moving		er (spec n pulling- RC n pushing- RC	L	Code 1
	torcycle	M. Other (s			3. Train (stand	ding)	7. Light	loco(s) (standin		n standing- R		1
	irection North 2. S	geograph) South 3. East		Code 4	18, Position of Ca	ar Uni	tin Tram		1			
16. Position 1. Stalled on crossing	g 3. Mo	loving over cro		Code	19. Circumstance	e 1.R	ail equipme	ent struck highwa			2	Code
2. Stopped on Crossi			•	Code	COL 18/ac there s			nt struck by high	way user			1
20a. Was the highway user and/or in the impact transporting haz			1	Code	20b. Was there a	1 hazaı	rdous mace	ials release by			f	Code
1. Highway User 2. Rail Ed	quipment	3. Both 4		4	1. Highw	vay Us	er 2. Rail	Equipment 3	Both 4.	Neither		
20c. State the name and quantity of	f the haza	ardous materi	ial released, if	fany								
21. Temperature 22.	Visibility	(single entry))	Code	23. Weather (s	ingle e	entry)					Code
. 05	CONTRACTOR OF THE PERSON OF TH	Day 3. Dus		2				Fog 5. Sleet	6. Snow		1	4
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Na										r or Na	me	
7.7.7.1.7.1.7.1.7.1.7.1.7.1.7.1.7.1.7.1		ain 7. Yard/Si	witching		Equipment I		5	31				
(single entry) 2. Passenger train 5 3. Commuter train 6		The state of the s		Code	1. Main 2.	Yard	3. Siding	4. Industry	1 EA	ASTBOUN	D MA	IN
27. FRA Track 28. Number of		29. Number		1	eed (Recorded if a			31. Time Table			7900	Code
Class Locomoti	3	1	R. R	Recorde Estimate	ed .		1 _	1. North 2. S		st 4. West		3
Crossing 2. Cantilever FLS 5.		ffic signals 8	3. Stop signs	11.0			33. Signa Wam	aled Crossing ning	1.	Vhistle Ban . Yes		Code
Warning 3, Standard FLS 6, Code(s) 01 03	Audible	9	9. Watchman	12. No	one		20 sec w	varn min (1);		. No . Unknown	1	
35, Location of Warning		Cr	ode 36. Cro	ossing '	Warning Interconne	ected	Code	37. Crossing				Code
1. Both Sides		1	e-captains to the	207 to 43 d	way Signals		1		Special Ligi			
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	roach	1	1.	Yes 2	2. No 3. Unknown	n	3	1. Yes	2. No 3. U	nknown	1	3
		r Drove Behir	nd or in Front			1. Driv	 /er					Code
Age Gender	and S	Struck or was	s Struck by Se	econd T		1. D	Drove aroun	d or thru the gate	11111/2/30/70/1111			
1. Male 2. Female	1	1, Yes 2, No	o 3. Unknow	٧n	2		Stopped and Did not stop	then proceeded	5. Other	(specify)		1
42. Driver Passed Standing	Code	43, View of	Track Obscur	red by	(primary obst							Code
Highway Vehicle	1 ,	1000 0000000000000000000000000000000000	anent Structu		3. Passing Trai			7. Other			1	•
1. Yes 2. No 3. Unknown	3	Z. Statiu			ent 4. Topography							8
Casualties to:	Killed	Injured	44. Driver w		used 2 Uninjured	. 1	ode	45. Was Driver 1. Yes 2.		icle?	1	Code
					ured 3. Uninjured	1 4	2			D - II O		1
46. Highway-Rail Crossing Users	0	1	47. Highway (est. doll	•	le Property Damag nage)	1	\$500	48. Total Numb (include dri		vay-Rail Clos	ising U	sers
49. Railroad Employees	0	0	50. Total Nu	ımber o	of People on Train			51. Is a Rail Ed	CONTRACTOR OF THE PARTY OF THE		C	Code
52. Passengers on Train	0	0	(include	passen	ngers and crew)			Incident Re 1. Yes 2.	port Being	Filed	ľ	2
53a. Special Study Block					53b. Special Stud	dy Bloc	ck					
54. Narrative Description												
55. Typed Name and Title 56. Signature 57. Date												

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

						T	o . T	DD Assid4#	dont No		
Name Of Alphabetic Code RR Accident/Incident No. 1. Reporting Railroad Norfolk & Western Rwy Co. [NW] 2. Other Railroad Involved in Train Accident/Incident 2a. 2b.											
	of Costa Palestra	rfolk & Wester	rn Rwy Co. INW				100		_		
Other Railroad Involved in Train Accide					,	200					
Railroad Responsible for Track Mainter	110		rn Rwy Co. INW			3a. N		3b. B 9782			
4. U.S. DOT-AAR Grade Crossing ID No.	4798	8. Division	Date of Accident/Inc	ident (9. County	6. Time		ncident 07:25	Code		
7. Nearest Railroad Station DANVILLE		o. Division	5)		200 0	IILION		Abbr. 17	IL		
11. City (if in a city) DANVILLE		12. Highway	y Name or No. EA	AST MA	AIN STR	EET		✓ Public	Private		
Highway User	nvolved					pment Involved	1				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School Bu B. Truck E. Van H. Motorcycl		n A	1. Train (units	s pushin	g) 6. Light		g) B. Trair	r (specify) pulling- RCL pushing- RCL standing- RCL	Code		
14. Vehicle Speed 15. Direction (est. mph at impact) 30 1. North 2	(geograph South 3, East	1	1 2 2 2	Car Unit	in Train		1				
	Moving over cro	essing Coo			The state of the s	nt struck highw nt struck by hig			Code		
Stopped on Crossing 4. 20a. Was the highway user and/or rail equ									Code		
in the impact transporting hazardous	· No the law	1					0 D-#- 4 I	Maish as	1		
1. Highway User 2. Rail Equipme				way Use	er 2. Rail	Equipment	3. Both 4.	veitner			
20c. State the name and quantity of the h	zardous materia	al released, if any									
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code											
(specify if minus) 8 °F 1. Dawn 2. Day 3. Dusk 4. Dark 4 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow											
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved 25. Track Type Used by Rail Equipment Involved											
(single entry) 2, Passenger train 5. Singl 3, Commuter train 6. Cut of			de 1. Main 2	2. Yard	3. Siding	4. Industry	1 E	ASTBOUND M	IAIN		
27. FRA Track 28. Number of	29. Number	of 30. Consist 8	Speed (Recorded if	availabi	le) Code	31, Time Tab	le Direction		Code		
Class Locomotive Units	Cars 84	R. Recor		mpl	h E	1. North 2.	South 3. Ea	st 4. West	3		
32. Type of 1. Gates 4. Wig w			. Flagged by crew		33. Signa	led Crossing	34. V	/histle Ban	Code		
Crossing 2. Cantilever FLS 5. Hwy.					Warn	ing		Yes			
Warning 3. Standard FLS 6. Audib	e 9.	. Watchman 12	None		20 sec v	arn min (1):		No Unknown	1		
Code(s) 01 03	Co	ide 36. Crossin	g Warning Intercon	nected	Code	1	g Illuminated		Code		
35, Location of Warning 1, Both Sides	00	200,000	ighway Signals		Couc		or Special Lig				
2. Side of Vehicle Approach	1	1 Ver	2. No 3. Unknow	WD.	2	1 Yes	2. No 3. U	nknown	3		
3, Opposite Side of Vehicle Approach						1. 103	2.110 0.0	III.			
		d or in Front of T Struck by Secon	reserve constitution of	41. Driv		d or thru the a	ate 4 Stopp	ed on crossing	Code		
Age Gender a		3. Unknown				then proceed			1		
2. Female			2		oid not stop						
42. Driver Passed Standing Co	William Collection Described States	Track Obscured I	by (primary ob 3, Passing Ti			7 Othe	(specify)		Code		
Highway Vehicle 1. Yes 2. No 3. Unknown 3	2. Stand	anent Structure ling railroad equip	ment 4. Topograph	ny 6. H	lighway Ve			9	8		
		44. Driver was			ode	and the same of th	er in the Veh	icle?	Code		
Casualties to: Killer	Injured	1. Killed 2.	Injured 3. Uninjure	ed 2	2	1. Yes	2. No		1		
46. Highway-Rail Crossing Users 0	45. Highway Poil Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users										
	2	(est. dollar d			51,000	(include o	Equipment A	ccident /	Code		
49. Railroad Employees 0	0		er of People on Trai sengers and crew)	n I		Incident	Report Being				
52. Passengers on Train 0	0					1. Yes	2. No		2		
53a. Special Study Block			53b. Special St	tudy Bloo	ck						
54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of						Al-t-t-t-	- DD Assidoration	cident No				
Name Of	Name Of Alphabetic Code RR Accident/Incident No. 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1a. NW 1b. D23198 2. Other Railroad Involved in Train Accident/Incident 2a. 2b.											
		olk & Western	Rwy Co. INW									
Railroad Responsible for Track Mainten						3a.	3b.					
		016										
U.S. DOT-AAR Grade Crossing ID No. Nearest Railroad Station	47986	8. Division	te of Accident/Inci	dent (9. County		lent/Incident 02:50	Code				
DANVILLE					The state of the s	IILION	The second secon	7 IL				
11. City (if in a city) DANVILLE		12. Highway N	Name or No. MA	AIN ST	TREET		✓ Public	Private				
Highway User I	volved				Rail Equi	pment Involved						
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. School Bu		A	1. Train (units 2. Train (units	pushin	g) 6. Light	loco(s) (moving) B.	Other (specify) Train pulling- RCL Train pushing- RCL	1 4				
B. Truck E. Van H. Motorcycle 14, Vehicle Speed 15, Direction	M. Other (spe (geographica		3. Train (stand			loco(s) (standing) C.	Train standing- RCL	·				
The state of the s	South 3. East 4					1						
	Moving over cross	ing Code	19. Circumstanc		No.	nt struck highway user		Code				
Stopped on Crossing 4. 20a. Was the highway user and/or rail equ		Code	20b. Was there a			nt struck by highway us	ser	2 Code				
in the impact transporting hazardous	The state of the s	Code	200. Was there t	u nazar	dodo mater	als foldade by		Code				
1. Highway User 2. Rail Equipmer			1. Highv	way Use	er 2. Rail	Equipment 3. Both	4. Neither					
20c. State the name and quantity of the ha	zardous material r	eleased, if any										
21, Temperature 22, Visibility	(single entry)	Code	23. Weather (s	single e	n(n)			Code				
24 %	2. Day 3. Dusk 4	120			•	Fog 5, Sleet 6, Sno	w	1 2				
24. Type of Equipment		Spec. MoW Equip				Code	26. Track Number o	r Namo				
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved												
(single entry) 2. Passenger train 5. Single		t 180	1000 0				EASTBOUND					
3. Commuter train 6. Cut of			1, Main 2,			4, Industry 1	MAINLINE	0.1				
27, FRA Track 28, Number of Locomotive	29. Number of Cars	R. Recorde	eed (Recorded if a	availabi	e) Code	31. Time Table Direct	tion	Code				
ACT OF THE PARTY O	10	E. Estimate	40	mph	h E	1. North 2. South 3	3. East 4. West	1				
32. Type of 1. Gates 4. Wig was Crossing 2. Cantilever FLS 5. Hwy. t		rossbucks 10. F top signs 11. C			33, Signa Warn		34. Whistle Ban 1, Yes	Code				
Warning 3. Standard FLS 6. Audibl	9. W	atchman 12, N	one				2. No	1				
	16					/arn min (1);	3. Unknown					
35. Location of Warning 1. Both Sides	Code	The second secon	Warning Interconn way Signals	nected	Code	37. Crossing Illumin Lights or Specia	A STATE OF THE PARTY OF THE PAR	Code				
2. Side of Vehicle Approach	1				2			1				
Opposite Side of Vehicle Approach		1, Yes 2	2. No 3. Unknow	n		1, Yes 2, No	3. Unknown	1				
	er Drove Behind			11. Drive		d	·	Code				
Age Gender an	Struck or was St 1, Yes 2, No					d or thru the gate 4. S I then proceeded 5. 0	the state of the s	i .				
2. Female	1, 100 2, 110		2		id not stop			1				
42, Driver Passed Standing Cod	THE RESERVE THE PERSON NAMED IN	ick Obscured by	(primary obs		-	- 0"		Code				
Highway Vehicle 1. Yes 2, No 3, Unknown 2	1. Permane 2. Standing	ent Structure railroad equipme	 Passing Tra ent 4. Topography 	aın 5.V y 6.H	egetation lighway Vel	7. Other (spec nicles 8. Not Obstructe	city) ed	8				
1. 165 2, 165 3. Olikilowii		I. Driver was			ode	45. Was Driver in the		Code				
Casualties to: Killed	Injured		ured 3. Uninjured	20		1. Yes 2. No		2				
	47	7. Highway Vehic	le Property Dama			48, Total Number of	Highway-Rail Crossi					
46. Highway-Rail Crossing Users 0	0	(est. dollar dan		1	0	(include driver)		2				
49, Railroad Employees 0	0 50		of People on Train			51. Is a Rail Equipme Incident Report B		Code				
52. Passengers on Train 0	0	(include passer	ngers and crew)			1. Yes 2. No	eng ried	2				
53a. Special Study Block			53b, Special Stu	dy Bloc	k	**************************************						
54. Narrative Description												
5. Typed Name and Title 56. Signature 57. Date												

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Highway User Involved 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A Auto D. Pick-up truck G. School Bus K. Pedestrian (specify) K. Train (units pulling) 5. Carlej (standing) A. Train pulling-RCL 1. Train (units pulling) 5. Carlej (standing) A. Train pulling-RCL 1. Train (units pulling) 7. Light loco(s) (moving) B. Train pulling-RCL 1. Train (units pulling) 7. Light loco(s) (moving) B. Train pulling-RCL 1. Train (standing) 7. Light loco(s) (standing) A. Train pulling-RCL 1. Train (standing) 7. Light loco(s) (standing) A. Train pulling-RCL 1. Train (standing) 7. Light loco(s) (standing) A. Train pulling-RCL 1. Train (standing) 7. Light loco(s) (standing) A. Train pulling-RCL 1. Train (standing) 7. Light loco(s) (standing) 7. Light loco(s	FEDERAL RAILROAD ADMINISTRA	TION (F	RA)					OMB Approval No.	2130-050			
2. Other Railroad Involved in Train Accident/incident 3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS 1 3. RNS 3. 001535 7. Nearest Railroad Station DANVILLE 8. Division DANVILLE 9. County VERMILLON Rail Equipment Involved 10. State VERMILLON Rail Equipment Involved 11. Train Accident/incident 12. Train (units pulling) 13. Type 14. Vehicle Speed (est. mph at Impact) 15. Drain of Costeller F. Bus 16. Other Report) 16. Track Costeller F. Bus 17. Chir (if in eith) 18. Vehicle Speed (est. mph at Impact) 19. County 19. County VERMILLON Rail Equipment Involved 19. County 19. Co	Name Of						Alphabetic Coo	de RR Accident/Inc	ident No.			
3. A saliroad Responsible for Track Maintenance Norfolk Southern Corp. NS 4. U.S. DOT-A/R Grade Crossing ID No. 479861	1. Reporting Railroad		Norfo	olk Southern C	Corp. INS 1		1a. NS	1b. 001535				
4. U. S. DOT-AAR Grade Crossing ID No. 479861D S. Date of Accident/Incident 0,6726/00 S. Time of A	2. Other Railroad Involved in Train	Accident/	Incident				2a.	2b.				
4. U. S. DOT-AAR Grade Crossing ID No. 479861D S. Date of Accident/Incident 0,6726/00 S. Time of Accident/Incident 0,6726/00 P. Nearest Railroad Station JANVILLE S. DOT-AAR Grade Crossing ID No. 11. ILINOIS S. County VERMITLON S. DATE S. D. County VERMITLON S. D. Pick- Highway User Involved 13. Type C. Truck-kraller F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian A. Auto D. Pick-up truck G. School Bus K. Pedestrian A. Auto D. Pick-up truck G. School Bus K. Pedestrian A. Auto D. Pick-up truck G. School Bus K. Pedestrian A. Auto D. Pick-up truck G. School Bus K. Pedestrian 4. Auto D. Pick-up truck G. School Bus G. Pedestrian 4. Auto D. Pick-up truck G. School Bus G. Pedestrian 4. Auto D. Pick-up truck G. School Bus G. Pedestrian 4. Auto D. Pick-up truck G. Code G. Pedestrian 4. Pedestrian 4. H. Motor G. Code G. Pedestrian 4. H. Hollows G. Code G. Pedestrian 4. H. Highway User C. Rail Equipment Struck Highway User 4. Fighway User C. Rail Equipment Struck	3. Railroad Responsible for Track M	/aintenan	ce Norfo	lk Southern C	Corp. [NS]		3a. NS	3b. 001535				
The content of the	4. U.S. DOT-AAR Grade Crossing I	D No.	47986	1 D 5. Dat	te of Accident/Incident	05/26/00	6. Time of Accid	dent/Incident 06:00	PM			
11. City (If in a city) DANVILLE 12. Highway Name or No. VAN BUREN				2000 1000				Division Division Company	Code			
Highway User Involved Fall Equipment Involved Sachool Bus K. Pedestrian J. Other Motor Vehicle Code T. Teau Fall Equipment Involved S. Other Auto D. Pick-trailer F. Bus J. Other Motor Vehicle Code T. Teau T. Train (units pushing) S. Upit (code) S. Other Auto D. Pick-trailer F. Bus J. Other Motor Vehicle Code T. Train (units pushing) S. Upit (code) S. Other Autor P. C. Train (units pushing) S. Upit (code) S. Other Autor P. C. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Other (specify) S. Train (units pushing) S. Upit (code) S. Train (units pushing) S. Train (units pushing) S. Train pushing-RCL Train (units pushing) S. Train pushing-RCL Train (units pushing) S. Train (units pushing S. Special (units pushing) S. Train (units pushin						-	LION					
13. Type	11. City (if in a city) DANVIL	LE		12. Highway N	Name or No. VAN BU	REN		✓ Public	Private			
A. Auto D. Pick-up Tuck G. School Bus K. Pedestrian K. Pedestrian K. Pick-up Tuck G. School Bus K. Pedestrian K. Pick-up Tuck G. Pick-up Tuc		User Invo	olved									
2. Stopped on Crossing 4. Trapped 3 2. Rail equipment struck by highway user 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4. Work train 7. Vardi/Switching 2. Stopped on Crossing 3. Stopped on Crossing	A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot 14. Vehicle Speed 15. Di	orcycle rection	K. Pedestrian M. Other (spec	sify) K	Train (units pushir Train (standing)	ng) 6. Light lo 7. Light lo	co(s) (moving) B. co(s) (standing) C.	Train pulling-RCL Train pushing-RCL	Code			
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither	16. Position 1. Stalled on crossing	3. Mc	oving over crossin		19. Circumstance 1. R	ail equipment	struck highway user		Code			
In the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 3. Rail Equipment 3. Both 4. Neither 4 1. Highway User 3. Rail Equipment 3. Both 4. Neither 4 1. Highway User 3. Rail Equipment 3. Both 4. Neither 4 3. Highway User 3. Rail Equipment 3. Both 4. Neither 4 3. Highway User 3. Rail Equipment 3. Both 4. Neither 4 3. Highway User 3. Rail Equipment 3. Both 4. Neither 4 3. Highway User 3. Rail 4. Fog 5. Sleet 6. Snow 5 6. Rail Rail 6. Both		-	4.4					ser	1			
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4.				Code	20b. Was there a hazar	rdous materia	is release by		Code			
20. State the name and quantity of the hazardous material released, if any				either 4	1. Highway Us	er 2. Rail E	Equipment 3, Both	4. Neither	4			
Special yil minus 65						eta con	H 27 - 15 - 10 - 10 - 10 - 10 - 10 - 10 - 10		***************************************			
Specify Fininus 65	24 Tomporature 22 Visibility (single onta) Code 22 Moether (single onta)											
24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching Code 3. Commuter train 6. Cut of cars 9. Main/Sneet. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAINLINE		isibility	(single entry)	Code	23. Weather (single e	entry)			Code			
Consist 1. Freight train	(specify if minus) 65 °F 1. [Dawn 2.	Day 3. Dusk 4.	Dark 2	1. Clear 2. Cloudy	3, Rain 4, F	og 5. Sleet 6. Sno	w	3			
27. FRA Track Class 3 28. Number of Locomotive 29. Number of Cars 119 R. Recorded 18 mph E 1. North 2. South 3. East 4. West 23. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 12. None 22. No 3. Unknown 12. None 23. No 3. Unknown 12. None 13. Signaled Crossing 13. Unknown 14. Yes 14. North 2. South 3. East 4. West 14. North 2. South 3. East 4. North 2. South 3. East 4. North 2. South 3. East 4. North 2. N	Consist 1. Freight train 4.		in 7. Yard/Switch	hing	20, 112011 1770 0000 1		Code	26. Track Number or	Name			
Class 3												
3	THE RESERVE OF THE PARTY OF THE	15		The Action District Committee of the	The second is the particular and the second control of the second	le) Code	31. Time Table Direct	tion	Code			
Crossing Warning 3. Standard FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)			1000000			h E	1. North 2. South 3	3. East 4. West	3			
Code (s) 03 06 07	Crossing 2. Cantilever FLS 5.	Hwy. traf	fic signals 8. Sto	op signs 11.O	ther (specify)		-	1. Yes	Code			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Diver's 39. Driver's 39. Driver's 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 42. Driver Passed Standing 42. Driver Passed Standing 43. View of Track Obscured by 1. Permanent Structure 3. Passing Train 5. Vegetation 44. Driver was 45. Logative Property Damage 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver Passed Standing 44. Driver was 44. Driver was 45. Code 45. Was Driver in the Vehicle? 1. Yes 2. No 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver was 40. Driver was 41. Driver was 42. Driver was 43. Uninjured 44. Driver was 44. Driver was 45. Was Driver in the Vehicle? 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver was 40. Driver was 41. Driver was 42. Driver was 43. Driver was 44. Driver was 44. Driver was 45. Was Driver in the Vehicle? 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver was 40. Driver was 41. Total Number of Highway-Rail Crossing Users 41. Train S. Vegetation 42. Driver was 43. Driver was 44. Driver was 45. Driver was 46. Highway Vehicle Property Damage 47. Highway Vehicle Property Damage 48. Total Number of Highway Vehicle Property Damage 48. Total Number of Highway Vehicle Property Damage 48. Tota				atchman 12.N	one	-			2			
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Driver's 39. Driver's Code Age Gender Age Gender 43 1. Male 1 2. Female 1 1 1. Yes 2. No 3. Unknown 43. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 44. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 45. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 46. Highway-Rail Crossing Users 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 42. Driver Passed Standing Rilphay Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 6. Highway Vehicles 8. Not Obstructed 45. Was Driver in the Vehicle? 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Driver Drove Behind or in Front of Train (include passengers and crew) 40. Driver Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 42. Driver Passed Standing Train 5. Vegetation 7. Other (specify) 42. Driver Passed Standing Train 5. Vegetation 7. Other (specify) 43. Driver Drove around or thru the gate 4. Stopped on Crossing 4. Driver Include 4. Driver	35. Location of Warning	07		the same of the sa	Company of the Compan	Code		nated by Street	Code			
3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 4. Univer Gender 4. Univer Gender 4. Univer Passed Standing 5. Univer Passed Standing 6. Highway Vehicle 7. Other (specify) 7. Other (specify) 7. Other (specify) 8. Highway Vehicles 8. Not Obstructed 4. Univer Was 1. Killed 1. Yes 2. No 4. Univer Was 1. Killed 1. Yes 2. No 4. Univer Was 1. Killed 1. Yes 2. No 4. Univer Was 1. Killed 1. Yes 2. No 4. Univer Was 1. Killed 1. Yes 2. No 4. Univer Was 1. Killed 1. Yes 2. No 5. Univer Vasing Univer In the Vehicle? 1. Yes 2. No 5. Univer Vasing Univer In the Vehicle? 1. Yes 2. No 5. Univer Vasing Univer In the Vehicle? 5. Univer Vasing Univer In the Vehicle? 6. Highway Vehicle Property Damage 7. Other (specify) 8. Highway Vehicles 8. Not Obstructed 1. Yes 2. No 5. Univer Vasing Univer In the Vehicle? 7. Other (specify) 8. Highway Vehicles 8. Not Obstructed 1. Yes 2. No 5. Univer Vasing Univer			1		0.000	1,	20 mile 20 mile 20 mile		2			
Age Gender 1. Male 2. Famale 1 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3. Did not stop 43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 1. Yes 2. No 44. Driver was 1. Killed 2. Injured 3. Uninjured 1. Yes 2. No 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users 0 0 0 50. Total Number of People on Train (include passengers and crew) 3. Special Study Block 53b. Special Study Block		roach		1. Yes 2	2. No 3. Unknown		1. Yes 2. No	3. Unknown	4			
Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to: KIlled Injured KIlled Injured KIlled Injured At. Driver was 1. Killed 2. Injured 3. Uninjured Casualties to: Casualties to: KIlled Injured At. Driver was 1. Killed 2. Injured 3. Uninjured At. Driver was 1. Killed 2. Injured 3. Uninjured At. Highway Vehicle Property Damage (est. dollar damage) At. Highway Vehicle Property Damage (est. dollar damage) At. Highway Vehicle Property Damage (include driver) At. Total Number of Highway-Rail Crossing U (include driver) At. Total Number of People on Train (include passengers and crew) At. Total Number of People on Train (include passengers and crew) At. Total Number of Highway-Rail Crossing U (include driver) At. Total Number of People on Train (include passengers and crew) At. Total Number of Highway-Rail Crossing U (include driver) At.	Age Gender 1. Male 1	and S	Struck or was Str	uck by Second 1	Frain 1. 0 2. S 3. 0	Orove around Stopped and to Did not stop			Code			
2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Casualties to: Killed Injured Injured 44. Driver was Code 1. Killed 2. Injured 3. Uninjured 1. Yes 2. No 1. Yes 2. No 46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 50 48. Total Number of Highway-Rail Crossing Users 1. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 53a. Special Study Block 53b. Special Study Block		Code	200 2000	U 0000	and the same of th		7.00	_:=.1	Code			
Casualties to: Killed Injured 44. Driver was 1. Killed 2. Injured 3. Uninjured 5. No 1. Yes 2. No 46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 50 48. Total Number of Highway-Rail Crossing Users 0 0 0 50. Total Number of People on Train 52. Passengers on Train 0 0 0 50. Total Number of People on Train (include passengers and crew) 3 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 53a. Special Study Block									8			
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) S0 48. Total Number of Highway-Rail Crossing Users (include driver) 1 49. Railroad Employees 0 0 50. Total Number of People on Train (include passengers and crew) 3 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 53a. Special Study Block		Killed	44.	. Driver was	Co		45. Was Driver in the		Code			
49. Railroad Employees 0 0 0 50. Total Number of People on Train 52. Passengers on Train 0 0 0 53b. Special Study Block 53b. Special Study Block	46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users											
52. Passengers on Train 0 0 (include passengers and crew) 3 Incident Report Being Filed 1. Yes 2. No 53a. Special Study Block	49. Railroad Employees			-			51. Is a Rail Equipme	ent Accident /	Code			
	52. Passengers on Train				ngers and crew)	B	Control of the Control	Being Filed	2			
54. Narrative Description	53a. Special Study Block				53b. Special Study Bloo	ck						
	54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date	55. Typed Name and Title		56. Signature					57. Date				

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphal	betic Code	RR Accident/Inc	ident No.
1. Reporting Railroad		1	Norfolk &	Western	Rwy Co. [NV	V I		1a. N	w	1b. D34484	
2. Other Railroad Involved in Train A	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track M	laintenan	ice N	orfolk &	Western	Rwy Co. [NV	V]		3a. N	W	3b. D34484	
4. U.S. DOT-AAR Grade Crossing II	D No.	479	9861D	5. Da	te of Accident/In	cident	01/19/82	6. Time	of Acciden	/Incident 06:55	AM
7. Nearest Railroad Station DANVILLE			8.	Division			9. County VERM	IILION		10. State Abbr. 17	Code
11. City (if in a city) DANVIL	LE		12.	Highway N	Name or No. V	AN BU	REN STR	REET		✓ Public	Private
Highway	User Inve	olved					Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. Bus		2.0	lotor Vehicle	e Code	1. Train (uni	ts pulling	4. Car(s 7) 5. Car(s) (moving)) (standing)		ain pulling-RCL	Code
A. Auto D. Pick-up truck G. Scho B. Truck E. Van H. Moto	orcycle	M. Other		В	2. Train (uni 3. Train (sta			loco(s) (movi		ain pushing- RCL ain standing- RCL	1
14. Vehicle Speed 15. Dir	active to the state of	(geogra)		Code	18. Position of			locoto) (ciama	g/ C. 11.	an ounding NOL	1
(est. mph at impact) 20 1. No	orth 2. S	outh 3. Eas	st 4. West	2					1		
16. Position 1. Stalled on crossing 2. Stopped on Crossin		oving over o apped	crossing	Code 3	19. Circumstar		Vicent Control of the	nt struck high nt struck by hi			Code 1
20a. Was the highway user and/or ra	ail equipr	ment involve	ed	Code	20b. Was there						Code
in the impact transporting haza 1. Highway User 2. Rail Equ			4 Neither	2	1. Hial	hwav Us	er 2 Rail	Equipment	3. Both 4	. Neither	1
20c. State the name and quantity of					1g.	illuj ou	<u> </u>	Edokusu	0. 200.		
				-,,							
The second secon	isibility	(single entr	y)	Code	23. Weather	(single e	entry)				Code
(specify if minus) 16 °F 1. D	awn 2.	Day 3. Du	ısk 4. Dark			Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2
24. Type of Equipment Consist 1. Freight train 4.	Work tra	in 7. Yard/	A. Spec. N Switching	NoW Equip	25. Track Typ Equipmen		100		Code 26	. Track Number or	Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main /inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK											
27. FRA Track 28. Number of		29. Numbe	, , , , , , , , , , , , , , , , , , , ,		eed (Recorded i			31. Time Tal	ole Direction)	Code
Class Locomotiv 3 Units	/e 3	Cars		R. Recorde	_	5 mp	h R	1. North 2	. South 3. E	ast 4. West	4
	Wig wag	S			lagged by crew			led Crossing		Whistle Ban	Code
Crossing 2. Cantilever FLS 5. I		-			. (0) 5 (0.5)		Warn	ing	- 1	1. Yes	
Warning 3. Standard FLS 6. /			9. Watchm	an 12, N	one		20 sec 3	arn min (1)	1	2. No 3. Unknown	1
Code(s) 01 03 35. Location of Warning	06		Code 36.	Crossing	Warning Intercor	nnected	Code	1		ed by Street	Code
1. Both Sides			Jour Jose	_	way Signals				or Special L		0000
Side of Vehicle Approach George Side of Vehicle Approach	roach	1	1	1. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3.	Unknown	2
		Drove Beh	ind or in Fr	ont of Trai	n Code	41. Driv	rer	***************************************)		Code
Age Gender			as Struck by	A STATE OF THE PARTY OF THE PAR	Frain	A4, 155		DATE OF THE STATE		pped on crossing	
1. Male 2. Female		1. Yes 2. N	No 3. Unk	nown	2		Stopped and Did not stop	then proceed	led 5. Oth	er (specify)	1
42. Driver Passed Standing	Code	43. View o	of Track Ob	scured by	(primary of						Code
Highway Vehicle	2		nanent Stru		 Passing T ent 4. Topograp 				r (specify)	8
1. Yes 2. No 3. Unknown		Z. Jiai			siit 4. Topograp					- L'-1-0	
Casualties to:	Killed	Injured	44. Drive 1. K		ured 3. Uninjur		ode 3	45. Was Driv		enicie?	Code
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) \$800 (include driver) 1											
49. Railroad Employees	0	0			of People on Tra	in		51, Is a Rail			Code
52. Passengers on Train	0	0	(inclu	ıde passer	ngers and crew)			1. Yes	Report Bein 2. No	g riled	2
53a. Special Study Block					53b. Special S	tudy Bloo	ck				
54. Narrative Description											
55. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

Reporting Ralicoad Involved in Train Accident/Incident 2.0 there 2.0 the	FEDERAL RAILROAD ADMINISTRATION (FR	RA)					OMB Approval No. 2	2130-0500					
2. Other Railroad Responsible for Traits Administrations Norfolk Southern Corp. [NS	Name Of Alphabetic Code RR Accident/Incident No.												
3. Railroad Responsible for Track Maintenance 4. U.S. DOF-AR Grade Crossing ID No. 4. Table 1. I. LILIOIS I. LILIOIS I. County II. LINOIS Rail Equipment Involved Rail Equipment Involved II. LINOIS Rail Equipment Involved Rail Equipment Involved II. Linois II. Linois II. Linois Rail Equipment Involved II. Linois II. Linois II. Linois II. Linois II. Linois Rail Equipment Involved II. Linois Rail Equipment Involved II. Linois II.	1. Reporting Railroad	Norfo	lk Southern C	Corp. [NS]		1a. NS	1b. 011641						
4. U.S. DOT-AAR Grade Crossing ID No. 479859C 5. Date of Accidentificident 92/05/03 6. Time of Accidentificident 11/20 PM 7. Nearest Railroad Station 5. Dishison 11.100 PM 7. Nearest Railroad Station 11.100 PM 7. Nearest Railroad Station 12. Highway Name or No. WMS. 13. Type 14. Circle Called F. Bus 1. Other Motor Vehicle Called Name or No. WMS. 14. Circle Called Name or No. MMS. 14. Circle Called Name or No. Circle Called Na	2. Other Railroad Involved in Train Accident/I	200				2a.	2b.						
4. U.S. DOF-AAR Grade Crossing ID No. 479859C 5. Date of Accidentificident (2/26/03) 5. Time of Accidentificident (1/26/04) 11. City (rin a city) DANVILLE 12. Highway Name or No. WMS. 7. III. City (rin a city) DANVILLE 12. Highway Name or No. WMS. Rail Equipment Involved 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck (5 school Bus K. Padestrian L. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 6. Carrior (rindentificident) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) (rinding) 7. Train standings (RCL 1. Train (citiz) puting) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) puting) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) putings) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) putings) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) putings) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) putings) 7. Light floodoct) 8. Train putings (RCL 1. Train (citiz) putings) 7. Light floodoct) 8. Train putin	3. Railroad Responsible for Track Maintenand	ce Norfol	k Southern C	orp. [NS]		3a. NS	3b. 011641						
The content of the	4. U.S. DOT-AAR Grade Crossing ID No.	479859	C 5. Dat	e of Accident/Incident	02/05/03	6. Time of Accide	ent/Incident 11:20	PM					
1. City (if in a city) DANVILLE 12. Highway Name or No. WMS. Rall Equipment Involved Private P			ters organizations				100 march 100 ma	Code					
Highway User Involved		-			VERMI	LION							
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code 17. Equipment 4. Car(s) (moving) 8. Other (spacify) C. A. Auto D. Pick-up truck G. School Bus K. Pedestrian A. B. Truck E. Van H. Motorcyde M. Other (specify) A. S. Train (units pushing) S. Carlo (standing) C. B. Train pushing-RCL T. Train (units pushing) S. Carlo (standing) C. B. Train pushing-RCL T. Train (units pushing) S. Carlo (standing) C. B. Train pushing-RCL T. Train (units pushing) S. Carlo (standing) C. B. Train pushing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) S. Carlo (standing) C. Train standing-RCL T. Train (units pushing) C. Train standing-	11. City (if in a city) DANVILLE		12. Highway N	ame or No. WMS.			Public	rnvate					
A Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcyde M. Cheff (specify) A 2. Train (units pushing) E. Light loco(s) (moving) B. Train pushing-RCL 14. Vehicle Speed 15. Direction (geographical) Gode 14. Vehicle Speed 15. Direction (geographical) Gode 12. Direction Geographical) Gode 14. Vehicle Speed 15. Direction Geographical) Gode 16. Direction Geographical) Gode 16. Direction Geographical) Gode 16. Direction Geographical) Geographical Geo	Highway User Invo	olved											
Code 16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Situped on Crossing 4. Trapped 2 20a. Was the highway user and/or rail equipment invoked in the impact transporting lacardous materials Code 2. Rail equipment struck highway user Code	A. Auto D. Pick-up truck G. School Bus	K. Pedestrian	enicle A	2. Train (units pushir	ng) 6. Light loo	co(s) (moving) B.	Train pulling-RCL Train pushing-RCL	Code 1					
2. Stopped on Crossing 4. Trapped	AND CONTRACTOR OF PROPERTY OF THE PROPERTY OF			18. Position of Car Unit	t in Train	1							
20a. Was the highway user and/or all equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 22. Visability (single entry) 23. Side 4. Neither 4 24. Type of Equipment 24. Type of Equipment 24. Work train 7. Yard/Switching (single entry) 25. Track Type Used by Rail Equipment Involved 25. Track Type Used by Rail Equipment Involved 26. Track Number of Rail Equipment Involved 27. Track Type Used by Rail Equipment Involved 28. Number of Rail Rail Rail Rail Rail Rail Rail Rail	16. Position 1. Stalled on crossing 3. Mo	ving over crossin	9					Code					
In the impact transporting hazardous materials? 1. Highway User 2. Rall Equipment 3. Both 4. Neither 4 1. Highway User 2. Rall Equipment 3. Both 4. Neither 4 20. State the name and quantity of the hazardous material released, if any 21. Temperature (specify if minus) 30							er	1					
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			Code	20b. vvas tnere a nazai	rdous material	is release by		Code					
22 Temperature 22 Subbility (single entry) Code 23 Weather (single entry) Code (specify) if minus) 30 ° F 1, Dawn 2, Day 3, Dusk 4, Dark 4 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear 2, Cloudy 3, Rain 4, Fog 5, Sleet 6, Snow 1 1, Clear			ither 4	1. Highway Us	er 2, Rail E	quipment 3. Both	4. Neither	4					
Copecify if minus 30	20c. State the name and quantity of the haza	rdous material re	leased, if any										
Copecify if minus 30		(ainela art-i)		l 00 10/ / /				Codo					
A Spec MoVN Equipment				was a seminary		F Clast - 0 C		Code 1					
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main /inspect car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN	(specify if fillinus) 20 1. Dawii 2.					1							
Single entry 2. Passenger train 5. Shigle car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 3. Main /inspect car 1 1. Main 2. Yard 3. Skling 4. Industry 1 #IFASTBOUND MAIN			12. 2		•	Code	26. Track Number or	Name					
27. FRA Track 28. Number of 29. Number of 29. Number of 29. Number of 20. Consist Speed (Recorded if available) Code 31. Time Table Direction Code Cars 55. R. Recorded 20. mph E 1. North 2. South 3. East 4. West 3.	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code #1 EASTBOUND												
Class	3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN												
32. Type of 1. Gates 4. Wing wags 7. Crossbucks 10. Flagged by crew 2. Crossing 24. Whistle Ban Coccosing Crossing 25. Crossbucks 1. Other (specify) 9. Watchman 12. None 20 sec warm min (1); 3. Unknown 2. No 20 sec warm min (1); 3. Unknown 2. No 20 sec warm min (1); 3. Unknown 2. No 2. No 3. Unknown 2. No 2. No 3. Unknown	The second of th												
32. Type of 1. Gates			77500 1 BUT 1901	•••	h E	1. North 2. South 3	, East 4. West	3					
Crossing Q 2. Cantilever FLS 5. Hwy, traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None 20 sec warn min (1); 3. Unknown 2 35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1. Male 2 2. Female 2 2. Diver Passed Standing Highway Vehicle 1. Permanent Structure 2. Standing railroad equipment 4. Topography 6. Highway Vehicle 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 4. Driver Passed Standing Cade Injured 4. Driver was Casualties to: Killed Injured 4. Driver was Casualties to: Killed Injured 4. Driver was Casualties to: Killed Injured 6. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 53. Special Study Block 54. Narrative Description				1119	·			Code					
Code(s) 01 04 07 20 sec warn min (1); 3. Unknown 2 35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 40. Driver Drove Behind or in Front of Train 40. Driver Drove Behind or in Front of Train 41. Yes 2. No 3. Unknown 42. Stopped and then proceeded 5. Other (specify) 43. Did not stop 44. Driver Passed Standing 44. Driver Passed Standing 44. Driver Passed Standing 44. Driver Was 44. Driver Was 45. Vegetation 46. Highway Vehicle 46. Highway Vehicle Property Damage 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 49. Railroad Employees 40. Opposite Study Block 41. Driver 42. Driver Passed Standing 43. Uninjured 44. Driver Passed Standing 45. Narrative Description 46. Highway Vehicle Property Damage 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users 48. Total Number of Highway-Rail Crossing Users 48. Driver Passed Standing 49. Sailroad Employees 40. Opp	Crossing 2. Cantilever FLS 5. Hwy. traff	fic signals 8. Sto	p signs 11. O	ther (specify)			1, Yes						
Solution of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 3. Diriver's Ocde Gender 1. Male Capter Solution of Struck or was Struck by Second Train 1. Male Capter Solution of Struck or was Struck by Second Train 1. Male Capter Solution of Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 4. Special Study Block 4. Uniqued Solution of Struck Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Yes 2. No 3. Unknown 4. Tiplian of Struck or was Struck Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 1. Yes 2. No 9. Other (specify) 1. Yes 2.	The state of the s		tchman 12, N	one	20 202	rn min (1).		2					
1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Opposite Side Side Side Side Side Side Side Sid	0. 0. 0.		36 Consinc	Naming Interconnected				Code					
2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Opposite Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 4. Driver Dassed Standing 4. Driver Dassed Standing 4. Driver Passed Standing 4. Driver P	CONTRACTOR	Code	0.75	The second secon	Code			Coue					
3. Opposite Side of Vehicle Approach 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing 4. Driver Passed Standing 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing 4. Driver Passed Standing 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing 4. Driver Passed Standing 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop. 7. Other (specify) 8. Not Obstructed 9. Obstructed 1. Yes 2. No 1. Yes 2. No 2. Standing railroad equipment of People on Train (include passengers and crew) 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 52. Passengers on Train 53b. Special Study Block 54. Narrative Description	2. Side of Vehicle Approach	1			2			1 1					
Age Gender 1. Male 2. Female 2 2. No 3. Unknown 1. Yes 2. No 3. Unknown 2. Stopped and then proceeded 5. Other (specify) 4. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 9. Not Obstr		10.00		1		1, 1es 2, NO	3, OHKHOWII						
1. Male 2. Female 2 1. Yes 2. No 3. Unknown 2 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 3. Did not stop 4. Did not stop 5. Other (specify) 4. Did not stop 6. Highway Vehicle 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8. Did not stop 7. Other (specify) 8. Did not stop 7. Other (specify) 8. Did not stop 7. Other (specify) 9. Did not stop 7. Did not stop 7. Other (specify) 9. Did not stop 7. Other (specify) 9. Did not stop 7. Other (specify) 9. Did not stop 7. Did no				20. 12-major (20)-00 00-00 (20)-00-20		or thru the nate 4 C	tonned on crossing	Code					
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Casualties to: Killed Injured Killed Injured 43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Killed Injured Killed Injured 44. Driver was Code 1. Killed 2. Injured 3. Uninjured 4. Topography 6. Highway Vehicles 8. Not Obstructed 4. Topography 6. Highway Vehicles 8.	1 Male I		-	1 29				1 4					
Highway Vehicle 1. Yes 2. No 3. Unknown 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 9. Not Obstruct	50 2. Female 2	F											
1. Yes 2. No 3. Unknown Casualties to: Killed Injured Injured 4. Driver was Code 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 3. Uninjured 48. Total Number of Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 0 49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 2 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 53b. Special Study Block		25		The second secon	and the same of th	7 Other Jense	rify)	Code					
Casualties to: Killed Injured 44. Driver was Code 1. Killed 2. Injured 3. Uninjured 3 Uninjured 4 University S								8					
Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 48. Total Number of Highway-Rail Crossing User (include driver) 6. Uniclude driver) 7. Uniclude driver) 8. Uniclude driver) 8. Uniclude driver) 8. Uniclude driver) 9. Uniclude driver	L. III C. CHRIOTHI				ode	45. Was Driver in the	Vehicle?	Code					
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 0 49. Railroad Employees 0 0 50. Total Number of People on Train (include passengers and crew) 2 51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2 53a. Special Study Block 54. Narrative Description	Casualties to: Killed						nominations.	2					
49. Railroad Employees 0 0 0 50. Total Number of People on Train (include passengers and crew) 2 1. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2 2 53a. Special Study Block 53b. Special Study Block 54. Narrative Description	46 Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users												
52. Passengers on Train 53a. Special Study Block 54. Narrative Description	49. Railroad Employees 0	0 50.	Total Number of	of People on Train		51. Is a Rail Equipme	ent Accident /	Code					
54. Narrative Description	52. Passengers on Train		(include passer	ngers and crew)	2		enig Filed	2					
	53a. Special Study Block			53b. Special Study Blo	ck								
55. Typed Name and Title 56. Signature 57. Date	54. Narrative Description												
	55. Typed Name and Title	56. Signature				-	57. Date						

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

- EDETATE THE TEXT OF THE PROPERTY OF THE	THOIT (I	137 47							Oliv	io reprovarito.	2100-000
Name Of								Alphabetic C	ode	RR Accident/Ind	cident No.
1. Reporting Railroad			orfolk & W	estern	Rwy Co. JNV	<u>v I</u>		1a. NW		1b. G9408910	01
2. Other Railroad Involved in Train					A.			2a.		2b.	
Railroad Responsible for Track	Maintena	nce No	rfolk & W		Rwy Co. [NV			3a. NW		3b. G9408910	
4. U.S. DOT-AAR Grade Crossing	ID No.	4798	859C	5. Dat	te of Accident/In	cident	08/12/91	6. Time of Acc	ident/li	ncident 11:56	PM
7. Nearest Railroad Station DANVILLE			8. Div	rision			9. County VERN	MILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hig	jhway N	lame or No. V	VILLIA	MS ST			✓ Public	Private
Highway	User Inv	rolved					Rail Equ	ipment Involved			
13. Type C. Truck-trailer F. But A. Auto D. Pick-up truck G. Sc B. Truck E. Van H. Mo		J. Other Mo K. Pedestria M. Other (s	ın	Code	17. Equipment 1. Train (uni 2. Train (uni 3. Train (sta	its pushin	<i>ig)</i> 6. Light	loco(s) (moving) E	3. Trair	r (specify) n pulling- RCL n pushing- RCL n standing- RCL	1 .
14. Vehicle Speed 15. D	irection	(geograph South 3, East	ical)	Code 1	18. Position of			1			
16. Position 1. Stalled on crossing		oving over cro	ssing	Code	19. Circumstar	nce 1. Ra	ail equipme	ent struck highway use	er		Code
2. Stopped on Crossi 20a. Was the highway user and/or				2	OOL Man thou			nt struck by highway	user		1
in the impact transporting haz				Code	200. Was there	e a nazar	dous mater	rials release by			Code
1. Highway User 2. Rail Ed			. Neither	4	1. Hig	hway Use	er 2. Rai	l Equipment 3. Bot	h 4.1	Neither	
20c. State the name and quantity of	f the haza	ardous materia	al released, i	any							
24 Townsenture 00.1	nath the .	(single entry)		0-1-	1 00 14/	<i>'</i>					
(or		. Day 3. Dus	k 4 Dode	Code	23, Weather			F 5 Clast 6 Ca			Code
24. Type of Equipment	Dawii Z.			4				Fog 5. Sleet 6. Sn	1		
The state of the s	. Work tra	ain 7. Yard/Sv	 Spec. MoV vitching 	v Equip	25. Track Typ Equipmer		•	Code	26. 1	rack Number or	Name
(single entry) 2. Passenger train 5	-	·		Code				i .		ESTBOUND	
3. Commuter train 6	-			1	1. Main			4. Industry 1	M	AINLINE	
27. FRA Track 28. Number of Class Locomot		29. Number of Cars		sist Spe ecorde	eed (Recorded i	if availabl	le) Code	31. Time Table Dire	ction		Code
3 Units	2			stimate	_	5 mpl	h E	1. North 2. South	3. Eas	st 4. West	4
32. Type of 1. Gates 4.	Wig wag	s 7.		Water and	agged by crew			led Crossing		/histle Ban	Code
Crossing 2. Cantilever FLS 5.			F				Warn	ning	1000	Yes	
Warning 3, Standard FLS 6,			Watchman	12. No	one		20 000 11			No	1
Code(s) 01 03 35. Location of Warning	06	Co	do 36 Cm	ecine l	Naming Intercor	nanatad		varn min (1);	-	Unknown	0.4
1. Both Sides		Co	The same of the sa		way Signals	mected	Code	37. Crossing Illum Lights or Spec			Code
Side of Vehicle Approach		1		_			2				1
3. Opposite Side of Vehicle App					. No 3. Unkno			1. Yes 2. No	3.0	nknown	
38, Driver's 39, Driver's Code Age Gender	7.00	r Drove Behin Struck or was				41. Drive		d or thru the gate 4.	Stoon	ed on crossing	Code
1. Male		1, Yes 2, No			_			then proceeded 5.			
2. Female		F		100.0	2	7 - 9 - 83 - 5	id not stop				1
42. Driver Passed Standing Highway Vehicle	Code		Track Obscu Inent Structu		(primary ob 3. Passing T		-	7. Other (spe	acifu)		Code
1. Yes 2. No 3. Unknown	2							hicles 8. Not Obstruc	ted		8
			44. Driver w	as		Co	de	45. Was Driver in th	e Vehi	icle?	Code
Casualties to:	Killed	Injured	1. Killed	2. Inju	red 3. Uninjur	ed 3		1. Yes 2. No			2
47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users											
46. Highway-Rail Crossing Users	0	0	(est. doll	lar dam	age)	S	0	(include driver)		0	l .
49. Railroad Employees	0	0	50. Total Nu	mber o	f People on Trai	in		51. Is a Rail Equipm			Code
52. Passengers on Train	0	0	(include	passen	gers and crew)			Incident Report 1. Yes 2. No	Being !	Filed	2
53a. Special Study Block	L	II			53b. Special St	tudy Bloc	:k				
54. Narrative Description										ı	
5. Typed Name and Title 56. Signature 57. Date											

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

								T		IDD Assid		
Name Of 1. Reporting Railroad Norfolk & Western Rwy Co. NW 1. Other Railroad Involved in Train Accident/Incident 2. Other Railroad Involved in Train Accident/Incident Norfolk & Western Rwy Co. NW 2. Other Railroad Involved in Train Accident/Incident												
	Accident		Norfolk &	Western	Rwy Co. INV	V I		1a. N	w	2b.	289371	
Railroad Responsible for Track					n 0 000						200251	
U.S. DOT-AAR Grade Crossing					Rwy Co. [NW le of Accident/Ind		10/00/00	3a. N	of Accident	3b. X941		
7. Nearest Railroad Station	ID NO.	4/5	9859C		e of Accidenting	cident	1		or Accident		-	
DANVILLE			0.1	Division			9. County VERM	ALION		10. State Abbr.	Code	
11. City (if in a city) DANVI	LLE		12. H	Highway N	lame or No. 🦞	VILLIA	M ST.			✓ Public	Private	
Highwa	y User Inv	olved						ipment Involve	d			
13. Type C. Truck-trailer F. Bu	s	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train <i>(uni</i>	ts pulling	4. Car(s) (moving)) (standing)	8. Oth A. Tra	ier (sp.	ecify) Code	
A. Auto D. Pick-up truck G. Sc				В	2. Train (unit	ts pushii	<i>ng)</i> 6. Light	loco(s) (movi	ng) B. Tra	in pushing-	RCL 1	
	otorcycle	M. Other		Code	3. Train (sta 18. Position of			loco(s) (stand	ling) C. Tra	in standing-	RCL	
		South 3. Eas	-	4	10.1 031001101	Oai Oili	car riant		1			
16, Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstan			and the second second			Code	
Stopped on Cross 20a. Was the highway user and/or			ed	Gode Code	20b. Was there			nt struck by his			Code	
in the impact transporting haz			Ju	Code	200. Was tricic	a mazar	raous mater	iais release by			l Code	
1. Highway User 2. Rail Ed				2	1. High	hway Us	er 2. Rail	Equipment	3. Both 4	. Neither		
20c. State the name and quantity of	of the haza	ardous mate	rial released	i, if any								
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code												
(specify if minus) 20 °F 1.	Dawn 2.	Day 3. Du	ısk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment A. Spec, MoW Equip 25, Track Type Used by Rail Code 26. Track Number or Name												
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		ain 7. Yard/s	_	Code	Equipmen	t Involve	ed		.			
3. Commuter train 6	_	-			1. Main	2. Yard	3. Siding	4. Industry	1 8	INGLE M	AINLINE	
27. FRA Track 28. Number	of	29. Numbe	r of 30. Co	onsist Spe	ed (Recorded in	f availab	le) Code	31. Time Tab	ole Direction		Code	
Class Locomot	ive 2	Cars		. Recorde . Estimate		7 mp	h R	1 North 2	South 3, E	ast 4.We	st 3	
	. Wig wag	S			agged by crew		-	led Crossing	1	Whistle Ban	-	
Crossing 2. Cantilever FLS 5	5		are comment in the				Warn	ing		1. Yes		
Warning 3. Standard FLS 6 Code(s) 01 02	. Audible		9. Watchma	n 12. N	one		20 sec w	arn min (1):		2. No 3. Unknown	1	
35. Location of Warning			Code 36.0	Crossing \	Naming Intercor	nnected	Code		ng Illuminate	-8	Code	
1. Both Sides			,	with High	way Signals		•	A	or Special Li	The state of the s		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	araaah	1	1	1. Yes 2	. No 3. Unknov	wn	2	1. Yes	2. No 3.	Unknown	1	
		r Drove Beh	ind or in Fro	ont of Train	Code	41. Driv	er				Code	
Age Gender	and	Struck or wa	s Struck by	Second T	20 00000000	* // * lessession		d or thru the g	ate 4. Stop	ped on cros		
1. Male 2. Female		1. Yes 2. N	lo 3. Unkn	own	2			then proceed	ed 5. Othe	er (specify	1	
42. Driver Passed Standing	Code	43. View o	of Track Obse	cured by	(primary ob		Did not stop n)				Code	
Highway Vehicle	1 -		nanent Struc		3. Passing T	rain 5. V	egetation		(specify)		1 .	
1. Yes 2. No 3. Unknown	2	2. Stan			nt 4. Topograph						8	
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjure	ا ام	ode	45. Was Driv		hicle?	Code	
										way Bail C	1	
46. Highway-Rail Crossing Users	1	0		ray venici dollar dam	e Property Dam: <i>age)</i>	1	60	(include d		iway-Raii Ci	rossing Users	
49. Railroad Employees	0	0			f People on Trai			51. Is a Rail			Code	
52. Passengers on Train	0	0	(includ	de passen	gers and crew)			Incident I	Report Being	g Filed	2	
53a. Special Study Block					53b. Special St	tudy Blo	ck					
54. Narrative Description						,						
on manage beautiful												
55. Typed Name and Title		56, Signatu	re							57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of						Alphai	etic Code	RR Accident/Inc	ident No.	
1. Reporting Railroad	Nor	folk & Westerr	Rwy Co. [NW			1a. N	W	1b. G94058900	01	
2. Other Railroad Involved in Train Accident	/Incident			3		2a.		2b.		
3. Railroad Responsible for Track Maintena	nce Nort	olk & Western	Rwy Co. [NW	1		3a. N	w	3b. G9405890	01	
4. U.S. DOT-AAR Grade Crossing ID No.	4798	9C 5. Da	te of Accident/Inci	ident (05/10/89	6. Time	of Accident	/Incident 02:25	AM	
7, Nearest Railroad Station DANVILLE		8. Division			9. County VERM	IILION		10. State Abbr. 17	Code	
11. City (if in a city) DANVILLE		12. Highway I	Name or No. W	ILLIA				✓ Public	Private	
Highway User Inv	olved					pment Involve	d			
13. Type C. Truck-trailer F. Bus	J. Other Motor	Vehicle Code	17. Equipment 1. Train (units		4. Car(s	(moving)	8. Oth		Code	
A. Auto D. Pick-up truck G. School Bus		1	1. Train (units					in pulling-RCL in pushing-RCL		
B. Truck E. Van H. Motorcycle	M. Other (spe	**	3. Train (stan	iding)	7. Light	loco(s) (stand		in standing- RCL	1	
14. Vehicle Speed 15. Direction (est. mph at impact) 1. North 2. S	geographic) South 3. East		18. Position of C	Car Unit	in Train		1			
	oving over cross		19. Circumstano	e 1 Ra	ail equipme	nt struck highy			Code	
2. Stopped on Crossing 4. T		1	To: On damoid in			nt struck by hig			1	
20a. Was the highway user and/or rail equip		Code	20b. Was there	a hazan	dous mater	ials release by			Code	
in the impact transporting hazardous m 1. Highway User 2. Rail Equipment		either 4	1. High	wav Use	er 2. Rail	Equipment	3. Both 4	. Neither		
20c. State the name and quantity of the haz				, 000	2					
, , , , , , , , , , , , , , , , , , , ,										
The second secon	(single entry)	Code	23. Weather (single e	ntry)				Code	
(specify if minus) 42 °F 1. Dawn 2	Day 3. Dusk	4. Dark 4	1. Clear 2. (Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching 25. Track Type Used by Rail Equipment Involved Code 26. Track Number or Name										
(single entry) 2. Passenger train 5. Single of		_		Involve	d		, v	VESTBOUND		
3. Commuter train 6. Cut of c			1. Main 2	. Yard	3. Siding	4. Industry	1 N	MAINLINE		
27. FRA Track 28. Number of	29. Number of	30. Consist Sp	eed (Recorded if	availabl	e) Code	31, Time Tab	le Direction		Code	
Class Locomotive 3 Units 2	Cars 48	R. Recorde E. Estimate		mpl	R	1 North 2	South 3 F	ast 4. West	4	
32. Type of 1. Gates 4. Wig was		rossbucks 10. F		mpi		led Crossing		Whistle Ban	Code	
Crossing 2. Cantilever FLS 5. Hwy. tra					Warn	ing		1. Yes		
Warning 3, Standard FLS 6. Audible		Vatchman 12. N	lone		20			2. No	ı	
Code(s) 01 03 00		26 Cressies	Marsina Internaci	nostod	Code	arn min (1)		3, Unknown	Code	
35. Location of Warning 1. Both Sides	Code		Warning Interconr way Signals	riecteu	Code	Contract of the contract of th	ng Illuminate or Special Li	CONTRACTOR OF THE PARTY OF THE	Code	
2. Side of Vehicle Approach	1	4 7/	0 N- 0 H-b		2	4 ٧	0 No. 0	Halanaum	1	
3. Opposite Side of Vehicle Approach			2. No 3. Unknow	- N NO N	1	1. 165	2. No 3.	UIKHOWH		
		or in Front of Trainuck by Second		41. Drive		d or thru the a	ate 4 Ston	ped on crossing	Code	
1. Male	1. Yes 2. No	NAME OF PERSONS	2			then proceed	E-	the same of the sa	4	
2 Female	T				id not stop					
42, Driver Passed Standing Code Highway Vehicle		ack Obscured by ent Structure	(primary obs 3. Passing Tra			7 Other	r (specify)		Code	
1. Yes 2. No 3. Unknown 2			ent 4. Topography	y 6. H	ighway Vel				8	
	4	4. Driver was		Co	ode	45. Was Driv	er in the Ve	hicle?	Code	
Casualties to: Killed	Injured	1. Killed 2. In	jured 3. Uninjure	d 3		1. Yes 2	2. No		2	
46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users										
49. Railroad Employees	0 5	(est. dollar dan			U	51. Is a Rail		Accident /	Code	
	0 5		of People on Train ngers and crew)			Incident I	Report Being		2	
	U					1. Yes	2. No			
53a. Special Study Block			53b. Special Stu	udy Bloc	:k					
54. Narrative Description										
55. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

	HON (FRA								_	D Apploval	The state of the s	
Name Of								Alphabetic Co	de	RR Accide	nt/Incid	ent No.
1. Reporting Railroad			k & West	tern	Rwy Co. [NW]			1a. NW		1b. X1910	8700;	3
2. Other Railroad Involved in Train A								2a.	_	2b.		
Railroad Responsible for Track M		1101101			Rwy Co. [NW]			3a. NW		3b. X1910		
4. U.S. DOT-AAR Grade Crossing II	O No.	479859			e of Accident/Incide	nt j		6. Time of Acc			2:00 I	
7. Nearest Railroad Station DANVILLE			8. Divisio	on			9. County VERM	ILION		0, State Abbr,	17	Code
11. City (if in a city) DANVIL	LE		12. Highw	vay N	ame or No. WIL	LIA	MS ST.		[✓ Public	F	rivate
Highway	User Involv	ed					Rail Equip	ment Involved				
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Scho		Other Motor V	ehicle C	ode	17. Equipment 1. Train (units po 2. Train (units po	ulling	4. Car(s) 5. Car(s)	(moving) 8 (standing) A		(spe pulling-R pushing-F	CL	Code
B. Truck E. Van H. Moto		1. Other (special	fy)	С	3. Train (standing					standing-		4
14. Vehicle Speed 15. Dir (est. mph at impact) 5 1. No		(geographical) th 3. East 4.	The second second	ode 2	18. Position of Car	Unit	in Train	1				
16. Position 1. Stalled on crossing	3. Movi	ng over crossing	g C	ode 3				nt struck highway use			,	Code
Stopped on Crossing Was the highway user and/or ra				ode	20b. Was there a h			t struck by highway i	ser			2 Code
in the impact transporting haza	the state of the s		ı	oue				doctor of forcestation (1	Code
1. Highway User 2. Rail Equ				4	1. Highway	y Use	er 2. Rail	Equipment 3. Both	4.1	Veither		
20c, State the name and quantity of	the hazard	ous material rel	eased, if ar	ny								
21. Temperature 22. V	isibility (si	ngle entry)	C	ode	23. Weather (sin	gle e	entry)					Code
(specify if minus) 50 °F 1. D	awn 2. Da	ay 3, Dusk 4.	Dark	2	1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5, Sleet 6, Sn	ow			1
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved										lame		
Consist 1. Freight train 4. (single entry) 2. Passenger train 5.			_	ode	Equipment Inv	volve	ed		w	ESTBOU	ND	
3. Commuter train 6.				4	1. Main 2. Y	ard	3. Siding	4. Industry 1	M.	AINLINE		
27. FRA Track 28. Number of				A-55	ed (Recorded if ava	ailabi	le) Code	31. Time Table Dire	ction			Code
Class Locomotiv 2 Units	e 0	Cars 1	R. Rec E. Esti		_	mpl	h E	1. North 2. South	3, Eas	st 4. Wes	t	4
	Nig wags				agged by crew			ed Crossing		histle Ban		Code
Crossing 2. Cantilever FLS 5. I Warning 3. Standard FLS 6. /	Spirite in the Principle	The Parish and the Control of the Co	Carlo	1. O	ther (specify)		Warni	ng		Yes No		
Code(s) 01 03	- dulible	5. vva	T T	2.1	Dile		20 sec w	arn min (1);		Unknown	1	
35, Location of Warning		Code	36. Cross	sing \	Waming Interconnect	cted	Code	37. Crossing Illum	inated	by Street		Code
1. Both Sides			with I	High	way Signals			Lights or Spec	ial Ligh	nts		
Side of Vehicle Approach Opposite Side of Vehicle Appr	oach	1	1. Ye	es 2	. No 3. Unknown		2	1. Yes 2. No	3. U	nknown		2
		rove Behind or	in Front of	Trair	Code 41.	Driv	er					Code
Age Gender		uck or was Stru		ond T	rain			or thru the gate 4.				
1. Male	1. '	Yes 2. No 3.	Unknown		2		Stopped and Did not stop	then proceeded 5.	Other	(specify)	1	1
2. Female 42. Driver Passed Standing	Code 4	3. View of Trac	k Obscured	d by	(primary obstru							Code
Highway Vehicle	200	1. Permanen			3. Passing Train			7. Other (spe			- 1	
1. Yes 2. No 3. Unknown	2	2. Standing ra	ailroad equ	ipme	nt 4. Topography			icles 8, Not Obstruc				8
Casualties to:	Killed I	njured 44.	Driver was		ured 3. Uninjured	1	ode	45. Was Driver in th	e Vehi	cle?	1	Code
		47			e Property Damage	3	•	48. Total Number of	Highy	vay-Rail Cr	nesing	1 Heare
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$0 (include driver) 1									Useis			
49. Railroad Employees	0	•			f People on Train			51. Is a Rail Equipm Incident Report				Code
52. Passengers on Train	0	0	(include pa	issen	gers and crew)			1. Yes 2. No				2
53a. Special Study Block					53b. Special Study	Bloc	ck					
54. Narrative Description												
55. Typed Name and Title 56. Signature 57. Date												

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in Northwest Danville

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of							Alphabetic Code	RR Accident/In	cident No.	
Reporting Railroad			Norfolk S	Southern	Corp. INS 1		1a. NS	1b. 041448		
2. Other Railroad Involved in Train	Acciden						2a.	2b.		
3. Railroad Responsible for Track	Maintena	ance	Norfolk S	outhern (Corp. INS 1		3a. NS	3b. 041448		
4. U.S. DOT-AAR Grade Crossing	ID No.	47	9856G	5. Da	ate of Accident/Incid	dent 02/16/11	6. Time of Acciden	Vincident 06:10) AM	
7. Nearest Railroad Station DANVILLE				. Division	S	9. Count	y MILION	10. State Abbr. 1	Code	
11. City (if in a city) DANVI	LLE				Name or No. BO			✓ Public	Private	
Highwa	y User In	volved					uipment Involved			
13. Type C. Truck-trailer F. Bu	s	J. Other N	Motor Vehic	de Code	17. Equipment	4. Car(pulling) 5. Car(s) (moving) 8. Ott	ner (specify)	Code	
A. Auto D. Pick-up truck G. So B. Truck E. Van H. Mo				В	2. Train (units	pushing) 6. Ligh	t loco(s) (moving) B. Tra	ain pulling-RCL		
	otorcycle Direction	M. Other (geogra		Code	3. Train (stand		t loco(s) (standing) C. Tra	ain standing- RCL		
		South 3. Ea			To To Guidin Gr Gr	ar omen nam	1			
16. Position 1, Stalled on crossin 2. Stopped on Cross	•	Moving over	crossing	Code	19. Circumstance		ent struck highway user ent struck by highway user	7.50	Code	
20a. Was the highway user and/or	rail equip	oment involv	ed	Code	20b. Was there a				2 Code	
in the impact transporting had 1. Highway User 2. Rail Ed			4 Neither	4	1 Highw	yay Hear 2 Da	il Equipment 3 Beth 4	Naither	4	
20c. State the name and quantity of					1. Tilgriw	vay User 2. Ra	il Equipment 3. Both 4	. Neither		
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry)										
40 - 10				Code	23. Weather (si	ingle entry)			Code	
24 Type of Equipment										
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved 25. Track Type Used by Rail Code 26. Track Number or Nar										
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 1										
27. FRA Track 28. Number		29. Numbe			eed (Recorded if a	vailable) Code	31. Time Table Direction		Code	
Class Locomot Units	ive 3	Cars		R. Recorde		mph R	4 North 2 Court 2 C	4 106-4	4	
32. Type of 1. Gates 4	Wig wag	js	7. Crossbu	icks 10. F	lagged by crew		1. North 2. South 3. Each	Whistle Ban	Code	
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	Hwy, tra	iffic signals				War		1. Yes		
Code(s) 01 03	O	6 (9. Watchm	ian 12. N	one	20 sec v		2. No 3. Unknown	2	
35. Location of Warning			1000	Crossing	Warning Interconne		37. Crossing Illuminate	AL DESCRIPTION OF THE PROPERTY	Code	
1. Both Sides			_	with High	way Signals		Lights or Special Lights			
Side of Vehicle Approach Opposite Side of Vehicle Approach	roach		1	1. Yes 2	2. No 3. Unknown	2	1. Yes 2. No 3.	Unknown	2	
	40. Drive	r Drove Beh	nind or in Fr	ront of Trai	n Code 41	1. Driver	-	1	Code	
Age Gender	and	Struck or wa			rain		nd or thru the gate 4. Stop			
59 7. Male 2		1. Yes 2. N	NO 3, UNK	nown	2	Stopped and Did not stop	d then proceeded 5. Othe	r (specify)	1	
42. Driver Passed Standing	Code	III. SA	of Track Ob		(primary obstr	ruction)			Code	
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Stru iding railros		3. Passing Trainent 4. Topography	in 5, Vegetation 6, Highway Ve	7. Other (specify) hicles 8. Not Obstructed		8	
TO THE STATE OF STATE			44. Drive			Code		hisla?		
Casualties to:	Killed	Injured	100000000000000000000000000000000000000		ured 3. Uninjured		45. Was Driver in the Vel	licie?	Code	
47 Highway Vehicle Property Damage 40 Tabul Number of Highway 1									1 Ileans	
46. Highway-Rail Crossing Users	0	0	15.	dollar dam		\$3,000	(include driver)	1	, 03613	
49. Railroad Employees	0	0	50. Total	Number o	f People on Train		51. Is a Rail Equipment A		Code	
52, Passengers on Train	0	0	(inclu	ide passer	gers and crew)	3	Incident Report Being 1. Yes 2. No	Filed	2	
53a, Special Study Block			***************************************		53b. Special Stud	ly Block	1. 163 2.110			
54. Narrative Description DT61 SHOVING WEST BOUND OVI THE REAR CAR (LEADING END OF	R HIGH MOVEN	WAY GRAD MENT) CSYX	E CROSSIN K 12694.	NG AT BOV			/ HHR THAT WENT AROU	ND GATES AND F	ИТ	
55. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

. 2022		,	-							DD 4	
Name Of											/Incident No.
1. Reporting Railroad		- Carlos	rfolk & W	estern	Rwy Co. [NW	<u> </u>		1a. NW		1b. B10857	
2. Other Railroad Involved in Train	1022300000000							2a.		2b.	
3. Railroad Responsible for Track N					Rwy Co. NW			3a. NW		3b. B10857	
4. U.S. DOT-AAR Grade Crossing I	D No.	4798	356G	5. Dat	te of Accident/Ind	cident		6. Time o		ncident 09	
7. Nearest Railroad Station DANVILLE			8. Div	vision			9. County VERM	IILION		10. State Abbr.	Code 17 IL
11. City (if in a city) DANVIL	LE		12, Hig	ghway N	lame or No. Bo	OWMA	ANAVE			✓ Public	Private
Highway	User Inve	olved					Rail Equi	pment Involved			
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot		J. Other Mot K. Pedestria M. Other (s	n	Code	17. Equipment 1. Train (unii 2. Train (unii 3. Train (sta	ts pushir	ng) 6. Light) (moving)) (standing) loco(s) (moving loco(s) (standin) B. Trair	r (speci pulling-RCI pushing-R0 standing-R	CL 1
	rection	(geograph		Code	18. Position of			1000(0) (0(0)10)	97 0		
(est. mph at impact) 0 1. N	orth 2. S	outh 3. East	4. West	1					1		
16. Position 1. Stalled on crossing		oving over cro	ssing	Code	19, Circumstan			nt struck highwa nt struck by high			Code
Stopped on Crossii 20a. Was the highway user and/or in the state of the st				Code	20b. Was there				iway usei		Code
in the impact transporting haza	ardous ma	aterials?		1						Malabaa	
1. Highway User 2. Rail Eq				4	1. High	nway Us	er 2, Rail	Equipment 3	. Both 4,	veitner	
20c. State the name and quantity of	the haza	rdous materia	ai released, i	r any							
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code											
(specify if minus) 48 °F 1. Dawn 2. Day 3. Dusk 4. Dark 2 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow											
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name											
0		in 7. Yard/Sv		0	Equipmen	t Involve	ed		E	STBOUN	D MAIN
(single entry) 2. Passenger train 5. 3. Commuter train 6.				Code 1	1, Main	2. Yard	3. Siding	4. Industry	1 TI		D IVERTILY
27. FRA Track 28. Number of	f	29. Number	of 30. Con	sist Sp	eed (Recorded in	f availab	le) Code	31. Time Table	e Direction		Code
Class Locomoti 2 Units		Cars 82	R. F	Recorde Estimate	d		1 -	1. North 2. S	South 3. Ea	st 4. West	3
32. Type of 1. Gates 4.	Wig wag	s 7.	Crossbucks	10. F	lagged by crew		33. Signa	led Crossing	34. W	/histle Ban	Code
Crossing 2. Cantilever FLS 5.							Warn	ing	1	Yes	
Warning 3. Standard FLS 6. Code(s) 03 06	Audible 07		Watchman	12. N	one		20 sec w	arn min (1);	10	Unknown	1
35. Location of Warning	1 07		de 36. Cr	ossing	Waming Intercor	nnected	Code	37. Crossing	Illuminated	by Street	Code
1. Both Sides		*	w	ith High	way Signals			Lights or	Special Lig	hts	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	h	1	1.	Yes 2	. No 3. Unkno	wπ	2	1. Yes	2. No 3. U	nknown	2
		r Drove Behin	d or in Front	t of Trai	n Code	41, Driv	/er				Code
Age Gender		Struck or was			100			d or thru the ga	te 4. Stopp	ed on crossir	ng
1. Male		1. Yes 2. No	3. Unknow	wn	2	ACCUSE 101		then proceede	d 5, Other	(specify)	4
42. Driver Passed Standing	Code	43 View of	Track Obscu	ured by	(primary of		Did not stop		AND COURSE		Code
Highway Vehicle		1. Perma	anent Structu	ure	3. Passing T	rain 5. \	/egetation		(specify)		1 .
1. Yes 2. No 3. Unknown	2	2. Stand	ing railroad e	equipme	ent 4. Topograp	hy 6. h	Highway Vel	hicles 8. Not O	bstructed		8
Casualties to:	Killed	Injured	44. Driver v			2	ode	45. Was Drive		icle?	Code
Casualties to.	Tanoa	mjureu	1. Kille	d 2. Inj	ured 3. Uninjur	ed	2	1. Yes 2			2
46. Highway-Rail Crossing Users 0 3 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 3											
49. Railroad Employees	0	0	50. Total N	umber o	of People on Tra	in		51. Is a Rail E	New Property and		Code
52. Passengers on Train	0	0	(include	passei	ngers and crew)			1. Yes 2	eport Being No	Filed	2
53a. Special Study Block					53b. Special S	tudv Blo	ıck				
54. Narrative Description											
55. Typed Name and Title	55. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of					WARE DESIGNATION OF THE PARTY O			Alababatia C	and the same of the same of	DD Assidentile	
1. Reporting Railroad			Norfol	lk Southern	Corp. JNS 1			Alphabetic C		RR Accident/In	cident No
2. Other Railroad Involved in Tra	in Accide	nt/Incident	110110	ik Southern	Corp. 148		-	1a, NS 2a,		1b. 016139	
3. Railroad Responsible for Trac	k Mainter	nance	Norfol	k Southern	Corp. [NS]					2b.	
4. U.S. DOT-AAR Grade Crossin			79854		Date of Accident/In	ncident	02/15/04	3a. NS		3b. 016139	
7. Nearest Railroad Station		71	303-			CIGCIII				cident 09:50) PM
DANVILLE JCT				8. Division ILLINO			9. County		10	0. State	Code
11. City (if in a city) DANY	TLLE				Name or No. V	/OODI		IILION			7 IL
	ay User I	nvolved		. L. riigiiwaj	I I	OURI				/ Public	Private
13. Type C. Truck-trailer F. B				obiala Cod	e 17. Equipment			pment Involved	2 011		
A. Auto D. Pick-up truck G. S		J. Otner s K. Pedes	Motor Ve	ehicle I	1. Train (uni	its pullin	g) 5. Car(s)			pulling- RCL	Cod
I	fotorcycle			(y) A	2. Train (uni	its pushi andina)				pushing- RCL	1
The same of the sa	Direction	(geogr	aphical)	Cod				oco(s) (standing)	o, Halli s	standing- RCL	
		South 3. E						1			
16. Position 1. Stalled on crossin 2. Stopped on Cros		Moving over	crossing	Cod	e 19. Circumstan			nt struck highway use			Code
20a. Was the highway user and/o	r rail equi	ipment invol	ved	Code	e 20b. Was there	2, R	ail equipmen	t struck by highway	user		1
in the impact transporting ha	azardous	materials?		1							Code
1. Highway User 2. Rail E	quipmen	t 3. Both	4. Neitl	her 2	1. High	hway Us	er 2. Rail	Equipment 3. Both	h 4. Ne	either	4
20c. State the name and quantity	or the ha	zardous mai	terial rele	eased, if any							
21. Temperature 22	Visibility	(single ent	try)	Code	23. Weather	(single c	ntne)				
40 05	•	2. Day 3. D			2200 NAMES AND A		• •	F Cl+ - C C-			Code
24. Type of Equipment		,		c. MoW Equi				og 5, Sleet 6, Sn	1		
Consist 1. Freight train	4. Work to	rain 7. Yard	/Switchir	ng	P 25. Track Type Equipment			Code	26. Tra	ack Number or	Name
(single entry) 2. Passenger train	5. Single	car 8. Light	t loco(s)	Code	•			t	EAS	TBOUND	
3. Commuter train 27. FRA Track 28 Number					1. Main 2		_	4. Industry 1	MA	INLINE	
27. FRA Track 28. Number Class Locomo		29, Numb	erof 3	0. Consist Sp R. Record	need (Recorded if	availab	le) Code	31. Time Table Direct	ction		Code
2 Units	4		114	E. Estimat		2 mpl	h I E	1. North 2. South	3 East	A Most	3
	. Wig wa		7. Cross	sbucks 10. F	lagged by crew		33, Signale		34. Whis		Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6	. Hwy. tra	affic signals					Warnir	_	1. Ye		OOGE
Code(s) 01 02	. Audible		9. Watc	hman 12. N	Vone		20		2. No		-
35, Location of Warning			Code	36 Crossina	Warning Intercon			rn min (1);	2000	nknown	2
1. Both Sides			OUGC	2000 1000	way Signals	nected	Code	 Crossing Illumi Lights or Specia 			Code
2. Side of Vehicle Approach			1	4 V	o No. o Hai		1 2	5 DW 7 SW		1	
Opposite Side of Vehicle Ap Server's 39. Driver's Code					2. No 3. Unknow			1. Yes 2. No	3. Unki	nown	2
Age Gender				Front of Tra		41. Drive		andless the sector A. C		_	Code
21 1. Male 2		1. Yes 2. I				2, Si	topped and t	or thru the gate 4.5 hen proceeded 5.0	Other	on crossing	
2. Female	<u> </u>	Trans.			2		id not stop		Outor	(Specify)	4
42, Driver Passed Standing Highway Vehicle	Code		of Track (manent S	Obscured by		10 10 10 10 10 10 10 10 10 10 10 10 10 1	60.				Code
1. Yes 2. No 3. Unknown	2				 Passing Tra ent 4. Topography 	aın 5. Ve v 6. Hi	egetation ahway Vehic	7. Other (spec des 8. Not Obstructe	<i>cify)</i> ed	1	8
				river was		Co		7/4			100
Casualties to:	Killed	Injured			ured 3. Uninjured	. I	de l'	 Was Driver in the Yes 2. No 	vehicle)? 	Code
		e Property Damag	3					2			
46. Highway-Rail Crossing Users	0	0		st. dollar dam		ye 	ľ	 Total Number of I (include driver) 	Highway	-Rail Crossing	Users
49, Railroad Employees					of People on Train			1. Is a Rail Equipme	ant Accid	lont /	Code
52. Passengers on Train					gers and crew)	1		Incident Report B			Code
						2		1. Yes 2. No			2
53a. Special Study Block				1	53b. Special Stu	dy Block	(
54. Narrative Description									1 - 1		
55. Typed Name and Title		FC 0::									
, pod riamo and me		56. Signatur	е						57	. Date	

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRA	ATION (F	RA)							OM	B Approval No.	2130-0500
Name Of								Alphabetic C	ode	RR Accident/Ind	cident No.
1. Reporting Railroad Norfolk Southern Corp. [NS] 1a. NS 1b. 095821 2. Other Railroad Involved in Train Accident/Incident 2a. 2b.											
2. Other Railroad Involved in Train	Accident	and the state of						2a.		2b.	
3. Railroad Responsible for Track	Maintenar	nce N	orfolk Sou	thern C	Corp. INS 1			3a. NS		3b. 095821	
4. U.S. DOT-AAR Grade Crossing	ID No.		9854T		te of Accident/In	cident	12/05/98			ncident 09:20	PM
7. Nearest Railroad Station			8. D	ivision			9. County		1	I0. State	Code
DANVILLE JCT			IL	LINOIS	3		VERM	ILION		Abbr. 1	7 IL
11. City (if in a city) DANVII	LLE		12. H	ighway N	Name or No. V	OORH	EES			✓ Public	Private
Highway	/ User Inv	olved					Rail Equi	ipment Involved			
13. Type C. Truck-trailer F. Bus	s	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	ita autine	4. Car(s) (moving)	B. Other	r (specify) pulling-RCL	Code
A. Auto D. Pick-up truck G. Sci	hool Bus	K. Pedestr	rian	A	2. Train (uni	its pulling its pushir	ng) 6. Light			pushing- RCL	1
	torcycle				3. Train (sta			loco(s) (standing)	C. Train	standing- RCL	1
The second secon	irection	geograu) South 3. Eas		Code 3	18. Position of	Car Unit	in Train	1			
16. Position 1. Stalled on crossing		loving over c		Code	19 Circumstar	nce 1 R	ail equipme	nt struck highway use	er		Code
2. Stopped on Crossi			iossing	2	13. Circumstar		100	nt struck by highway			1 1
20a. Was the highway user and/or			ed	Code	20b. Was there	e a hazaı	rdous mater	rials release by			Code
in the impact transporting haz			4 Noither	4	1 Hiol	hway He	or 2 Rail	Equipment 3. Bot	h 4 h	Veither	4
Highway User 2. Rail Ed State the name and quantity of					1. 11191	ilway 03	61 Z. IXGII	Equipment 5. Bot	4.1	veinier	
21 Temperature 22 1	Vicibility.	(single entry	w]	Code	23. Weather	(cinalo c	antne)				Code
Service Comment Comment Comment	and the second s				ANNEXA SINGAMENTONIA			Fac E Clast C Co			1 1
(specify if fillings)	Dawn 2.	. Day 3. Du		4				Fog 5, Sleet 6. Sr	1		
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved 25. Track Type Used by Rail Code Equipment Involved									Name		
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code											
3. Commuter train 6	. Cut of c	ars 9. Main.	/inspect. car	1	1. Main	2. Yard	3. Siding	4. Industry 1	M	AINLINE	
27, FRA Track 28, Number of	of	29, Numbe	ALL MARKS CONTRACT SERVICE		ed (Recorded i	if availab	le) Code	31. Time Table Dire	ection		Code
Class Locomot	ive 3	Cars	~ .	Recorde		0 mn	h E	1. North 2. South	2 For	at 4 Mont	4
1 0	. Wig wag			Estimate	agged by crew	mp		led Crossing	•	histle Ban	Code
Crossing 2, Cantilever FLS 5.							Warn	-	200,000 000	Yes	5545
Warning 3, Standard FLS 6.	Audible		9. Watchman	12. N	one				5100	No	2
Code(s) 01 02								varn min (1);		Unknown	1
35. Location of Warning 1. Both Sides		(2007/00/20		Waming Intercor way Signals	nnected	Code	37. Crossing Illum Lights or Spec			Code
2. Side of Vehicle Approach		1.	ı `	viui riigii	way Olgilais		2	Lights of Open	ciai Ligi	113	i .
3. Opposite Side of Vehicle App	roach		1 1	Yes 2	. No 3. Unkno	wn		1. Yes 2. No	3. U	nknown	1
The state of the s			ind or in Fron			41. Driv					Code
Age Gender 1. Male 1	12022300		s Struck by S to 3. Unkno		rain I			d or thru the gate 4. I then proceeded 5.			
22 1. Wale 1		1. 165 2.1	VO 3. UTIKITO	own	2	1	Did not stop		. Outer	(specify)	1
42. Driver Passed Standing	Code	43. View o	of Track Obsc	ured by	(primary ob						Code
	١.		nanent Struct		3. Passing T			7. Other (sp			1 .
1. Yes 2. No 3. Unknown	2	2. Star	iding railroad	equipme	ent 4. Topograp	ny b. F	Highway Vel	hicles 8. Not Obstruc	cted		8
Casualties to:	Killed	Injured	44. Driver				ode	45. Was Driver in the	he Vehi	cle?	Code
- Castallies to.		Injured	1. Kille	ed 2. Inj	ured 3. Uninjur	red 3	3	1. Yes 2. No			1
46. Highway-Rail Crossing Users	0	0	47. Highwa	ay Vehic	e Property Dam	1		48. Total Number of	of Highw	vay-Rail Crossin	g Users
(est. dollar damage) S0 (include driver)								3			
49. Railroad Employees	0	0			f People on Tra			51. Is a Rail Equipr			Code
52. Passengers on Train	0	0	(includ	e passer	igers and crew)	3	3	Incident Report 1. Yes 2. No	being	rijed	2
53a. Special Study Block		***************************************			53b. Special S	tudy Blo	ck				-
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re							57. Date	

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA) Name Of OMB Approval No. 2130-0500 1. Reporting Railroad Alphabetic Code RR Accident/Incident No. Norfolk & Western Rwy Co. [NW] 2. Other Railroad Involved in Train Accident/Incident 1a. NW 1b. X191183019 3. Railroad Responsible for Track Maintenance 2a. 2b. Norfolk & Western Rwy Co. [NW] 4. U.S. DOT-AAR Grade Crossing ID No. 3a. NW 3b. X191183019 479854T 5. Date of Accident/Incident 11/26/83 7. Nearest Railroad Station 6. Time of Accident/Incident 06:28 PM 8. Division DANVILLE 9. County 10. State 11. City (if in a city) Code VERMILION DANVILLE 12. Highway Name or No. VOORHEES ST Abbr. 17 | IL Highway User Involved ✓ Public Private 13. Type C. Truck-trailer F. Bus Rail Equipment Involved 17. Equipment 4. Car(s) (moving) 5. Car(s) (standing) J. Other Motor Vehicle Code A. Auto D. Pick-up truck G. School Bus K. Pedestrian 8. Other (specify)
A. Train pulling- RCI Code B. Truck E. Van Train (units pushing) 6. Light loco(s) (moving)
 Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL
 Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL H. Motorcycle M. Other (specify) A 14. Vehicle Speed 15. Direction (geographical) 1 (est. mph at impact) Code 18. Position of Car Unit in Train 30 1. North 2. South 3. East 4. West 16. Position 1. Stalled on crossing 4 3. Moving over crossing Code 19. Circumstance 1. Rail equipment struck highway user Stopped on Crossing 4. Trapped 20a. Was the highway user and/or rail equipment involved 3 Code Rail equipment struck by highway user 20b. Was there a hazardous materials release by in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both Code 20c. State the name and quantity of the hazardous material released, if any 4. Neither 2 1. Highway User 2. Rail Equipment 3. Both 4. Neither 21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) (specify if minus) 55 1. Dawn 2. Day 3. Dusk 4. Dark 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 4 24. Type of Equipment 2 A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching 25. Track Type Used by Rail (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 26. Track Number or Name Equipment Involved 3. Commuter train 6. Cut of cars 9. Main.finspect. car Code 1 1. Main 2. Yard 3. Siding 27. FRA Track 28. Number of 4. Industry WESTBOUND MAIN 1 29. Number of 30. Consist Speed (Recorded if available) Code Class Locomotive 31. Time Table Direction Cars R. Recorded Code Units E. Estimated 32. Type of 50 1. Gates 4. Wig wags mph 1. North 2. South 3. East 4. West 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 33. Signaled Crossing 34. Whistle Ban 3. Standard FLS 6. Audible Code Warning 9. Watchman 12. None 1. Yes 01 03 2. No 35, Location of Warning 20 sec warn min (1); Code 36. Crossing Warning Interconnected 3. Unknown 1. Both Sides Code 37. Crossing Illuminated by Street with Highway Signals 2. Side of Vehicle Approach Code Lights or Special Lights Opposite Side of Vehicle Approach 1 1. Yes 2. No 3. Unknown 2 38. Driver's 39. Driver's Code 1. Yes 2. No 3. Unknown 40. Driver Drove Behind or in Front of Train 1 Age Gender 41. Driver and Struck or was Struck by Second Train Drove around or thru the gate 4. Stopped on crossing 1. Male Code 1. Yes 2. No 3. Unknown 2. Female 2. Stopped and then proceeded 5. Other (specify) 42. Driver Passed Standing 43. View of Track Obscured by 3. Did not stop 1 Highway Vehicle (primary obstruction) Permanent Structure 1. Yes 2. No 3. Unknown Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography Code 3 7. Other (specify) 6. Highway Vehicles 8. Not Obstructed 8 Casualties to: 44. Driver was Killed Injured Code 45. Was Driver in the Vehicle? 1. Killed 2. Injured 3. Uninjured Code 1. Yes 2. No 3 46. Highway-Rail Crossing Users 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) 49. Railroad Employees \$1,500 (include driver) 0 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident / 52. Passengers on Train (include passengers and crew) Code 0 Incident Report Being Filed 53a. Special Study Block 1. Yes 2. No 2 53b. Special Study Block 54. Narrative Description 55. Typed Name and Title 56. Signature 57. Date

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alphabetic C	ode	RR Accident/Inc	ident No.
1. Reporting Railroad	N	orfolk & We	estern	Rwy Co. INW	1		1a. NW		1b. D32757	
2, Other Railroad Involved in Train Accide	nt/Incident						2a.		2b.	
3. Railroad Responsible for Track Mainter	ance N	orfolk & We	stern	Rwy Co. INW	1		3a. NW		3b. D32757	
4. U.S. DOT-AAR Grade Crossing ID No.	479	854T	5. Dat	te of Accident/Incident	dent (01/20/81	6. Time of Acc	cident/l	ncident 05:50	PM
7. Nearest Railroad Station DANVILLE		8. Divi	sion			9. County VERN	MILION		10. State Abbr. 17	Code
11. City (if in a city) DANVILLE		12. Higl	hway N	Name or No. VO	ORHI				✓ Public	Private
Highway User	nvolved					Rail Equi	ipment Involved			
13. Type C. Truck-trailer F. Bus	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units		4. Car(s) (moving)	8. Othe		Code
A. Auto D. Pick-up truck G. School Bu			A	2. Train (units	pushing	g) 6. Light			n pulling- RCL n pushing- RCL	1
B. Truck E. Van H. Motorcycl 14. Vehicle Speed 15. Direction			Code	3. Train (stand			loco(s) (standing)	C. Trair	n standing- RCL	
The state of the s	South 3, Eas		4	16. Position of C	ai Oill	iii iiaiii	1			
The second secon	Moving over co	rossing	Code 3	19. Circumstance			nt struck highway us		-	Code
Stopped on Crossing 4. 20a. Was the highway user and/or rail equ		d l	Code	20b. Was there a			nt struck by highway	user		2 Code
in the impact transporting hazardous	materials?	1								
1. Highway User 2. Rail Equipme			4	1. Highw	vay Use	er 2. Rail	Equipment 3. Bot	h 4.	Neither	
20c. State the name and quantity of the ha	izardous mater	iai reieaseo, ir	any							
21. Temperature 22, Visibilit	(single entry)	Code	23. Weather (s	single er	ntry)				Code
(specify if minus) 40 °F 1. Dawn	2. Day 3. Du	sk 4. Dark	3	1. Clear 2. C	Cloudy	3. Rain 4.	Fog 5. Sleet 6. Sr	ow		1
24. Type of Equipment Consist 1. Freight train 4. Work	train 7. Yard/S	A. Spec. MoW	Equip		The same of the sa		Code	26.7	Frack Number or	Name
(single entry) 2. Passenger train 5. Single			Code	Equipment	Involved	d	1	SI	NGLE MAIN	
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK										
27. FRA Track 28. Number of	29. Number Cars	FREE BUILDINGS		eed (Recorded if a	available	e) Code	31, Time Table Dire	ection		Code
Class Locomotive 4 Units			ecorde stimate		mph	R	1. North 2. South	3. Ea:	st 4. West	2
32. Type of 1. Gates 4. Wig w	=			agged by crew	1	33. Signa	led Crossing	34. V	Vhistle Ban	Code
Crossing 2. Cantilever FLS 5. Hwy. 1 Warning 3. Standard FLS 6. Audib	_		11. O	9.6 5.5		Warn	ing		Yes	
Code(s) 01 03		o, vvaiciilian	12,10	one		20 sec w	arn min (1);		. No . Unknown	
35. Location of Warning	C	ode 36. Cro	ssing \	Naming Interconn	ected	Code	37. Crossing Illum	ninated	by Street	Code
1. Both Sides	1 -		h High	way Signals			Lights or Spec	cial Ligi	hts	_
Side of Vehicle Approach Opposite Side of Vehicle Approach	1	1. \	res 2	. No 3. Unknown	n	2	1. Yes 2. No	3. U	nknown	2
38. Driver's 39. Driver's Code 40. Dri	ver Drove Behi	nd or in Front o	of Train	n Code 4	1. Drive	er				Code
Age Gender ar		s Struck by Sec		rain			d or thru the gate 4.		_	
2. Female	I. Tes Z. N	o 3. Unknowi	п	2		id not stop	then proceeded 5.	Other	(specify)	1
42. Driver Passed Standing Cod		Track Obscur	-	(primary obsi		10 1000				Code
Highway Vehicle 1. Yes 2. No 3. Unknown 2		anent Structur ding railroad ed		Passing Tra ent 4. Topography			7. Other (spenicles 8, Not Obstruct			8
T. 100 E. 110 O. Cimalowi		44. Driver wa				de	45, Was Driver in th		icle?	Code
Casualties to: Killed	Injured			ured 3. Uninjured			1. Yes 2. No	10 1011		1
		47. Highway	Vehicl	e Property Damag			48. Total Number o	f High	vay-Rail Crossing	
46. Highway-Rail Crossing Users 0 0 (est. dollar damage) \$500 (include driver) 1										
49. Railroad Employees 0	0			f People on Train			51. Is a Rail Equipn Incident Report			Code
52. Passengers on Train 0	0	(iiiciade p	<i>J</i> 033 0 11	igers and crew)			1. Yes 2. No		***************************************	2
53a. Special Study Block				53b. Special Stud	dy Bloci	k				
54. Narrative Description										
55. Typed Name and Title	56. Signatur	е							57, Date	_

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

								1== A		
Name Of 1. Reporting Railroad				-			Alphabetic Co		cident No.	
Other Railroad Involved in Train	Accident		ortolk & W	estern	Rwy Co. [NW]		1a. NW	1b. B10570 2b.		
Railroad Responsible for Track			aufall. 6 W		Down Co. Day 1		3a. NW	3b. B10570		
4. U.S. DOT-AAR Grade Crossing		110	854T		Rwy Co. [NW] te of Accident/Inciden	ot 05/14/70		dent/Incident 05:10	D A M	
		4/5			ta of Accidentificidal					
7. Nearest Railroad Station DANVILLE			8. Div	/ISION		9. County	MILION	10. State Abbr. 1	Code	
11. City (if in a city) DANVI	LLE		12. Hic	hway N	Name or No. VOO		ILION	✓ Public	Private	
	y User Inv	olved		,,	1		ipment Involved			
13. Type C. Truck-trailer F. Bu		J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (units pu			Other (specify)	Code	
A. Auto D. Pick-up truck G. Sc				١.,	1. Train (units pu 2. Train (units pu	lling) 5. Car(s		Train pulling- RCL Train pushing- RCL	1 .	
	otorcycle			В	3. Train (standing	g) 7. Light		. Train standing- RCL		
A MANAGEMENT AND A STATE OF THE PARTY OF THE	Direction	(geograph South 3, East		Code	18. Position of Car I	Unit in Train	1			
16. Position 1. Stalled on crossing	accentration construction	oving over cro	V 000 000-000-00	4 Code	19 Circumstance 1	Rail equipme	ent struck highway use	r	Code	
2. Stopped on Cross	-	•		3	01-02 F0000-C 0000000000000000000000000000000		nt struck by highway u		1 1	
20a. Was the highway user and/or in the impact transporting haz	The state of the s		i	Code	20b. Was there a ha	azardous mate	rials release by		Code	
1. Highway User 2. Rail Ed			. Neither	4	1. Highway	User 2 Rai	Equipment 3. Both	4. Neither		
20c. State the name and quantity of				fany			1			
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code										
·		-		Code	23, Weather (sing				Code	
(specify if fillinus)	Dawn 2.	Day 3, Dus		1		udy 3, Rain 4.	Fog 5, Sleet 6. Sno	ow .	1	
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved A. Spec. MoW Equip Equipment Involved 25. Track Type Used by Rail Equipment Involved										
(single entry) 2, Passenger train 5				Code	Equipment Inve	olved	T			
3, Commuter train 6	. Cut of ca	ars 9. Main./ir	nspect. car	1	1, Main 2, Ya	ard 3. Siding	4. Industry 1	WESTBOUND	MAIN	
27, FRA Track 28, Number		29, Number		1115	ed (Recorded if avai	ilable) Code	31. Time Table Direct	ction	Code	
Class Locomot Units	ive 3	Cars 6	-	Recorde Stimate		mph R	1. North 2. South	3 Fast 4 West	2	
	. Wig wag	s 7			agged by crew			34. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5						Warr	ning	1. Yes		
Warning 3. Standard FLS 6 Code(s) 01 03	Audible	9.	. Watchman	12, N	one	20 sec v	varn min (1);	2. No 3. Unknown	1	
35. Location of Warning		Cc	ode 36. Cm	ossina \	Varning Interconnect		37, Crossing Illumi		Code	
1. Both Sides					way Signals		Lights or Specia	Production of the Contract of	Code	
2. Side of Vehicle Approach		1	1.	Yes 2	. No 3, Unknown	2	1. Yes 2. No	3 Unknown	3	
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		r Drove Behin		M_1 = M	The second secon	L Driver	1.100 2,110	o, omaioum	Code	
Age Gender		Struck or was					d or thru the gate 4. \$	Stopped on crossing	Code	
1, Male		1. Yes 2. No	3, Unknow	vn			then proceeded 5. (Other (specify)	1 1	
42. Driver Passed Standing	Code	43. View of	Track Obscu	red by	(primary obstruc	3. Did not stop		Matter Adams and the second se	Code	
Highway Vehicle	1	1. Perma	anent Structu	re	3, Passing Train	5. Vegetation	7. Other (spec		1	
1, Yes 2, No 3, Unknown	2	2. Stand	ing railroad e	quipme	ent 4. Topography	6. Highway Ve	hicles 8. Not Obstruct	ed	8	
Casualties to:	Killed	Injured	44. Driver w			Code	45. Was Driver in the	e Vehicle?	Code	
Casualties to.	Timed	injuled	1. Killed	2. Inju	ured 3. Uninjured	3	1. Yes 2, No		1	
46. Highway-Rail Crossing Users	0	0	-		e Property Damage			Highway-Rail Crossir	ng Users	
	0	0	(est. dol.	lar dam	age)	\$2,500	(include driver)			
49, Railroad Employees	0	0			f People on Train	1	51. Is a Rail Equipme Incident Report B		Code	
52. Passengers on Train	0	0	(include	passen	gers and crew)		1. Yes 2. No	ocing r nea	2	
53a. Special Study Block					53b. Special Study I	Block				
54. Narrative Description										
	1									
55. Typed Name and Title		56. Signature						57. Date		
	- 1							1		

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTR	ATION (F	RA)							OM	IB Approval No	J. 213	30-0500
Name Of								Alphabetic C	ode	RR Accident/I	ncide	ent No.
Reporting Railroad		N	orfolk &	Western	Rwy Co. JNW	1		1a. NW		1b. D28401		
2. Other Railroad Involved in Train	Accident	/Incident	William					2a.		2b.		
3. Railroad Responsible for Track	Maintenar	nce N	orfolk &	Western	Rwy Co. JNW			3a. NW		3b. D28401		
4. U.S. DOT-AAR Grade Crossing	ID No.	479	854T	5. Da	te of Accident/Incid	ent	11/06/78	6. Time of Acc	ident/li	ncident 02:	32 A	M
7. Nearest Railroad Station			8.	Division			9. County			10. State	1	Code
11. City (if in a city) DANVI	IIE		12	Highway N	lame or No. VO	ODU		ILION		Abbr.	17 Pri	ivate
	/ User Inv	rolyad	12.	riigiiway i	lane or No. VO	OKII		pment Involved		Tuone [
13 Type		0 200 00		Code	17. Equipment				3. Othe	r (specify	v)	Code
A. Auto D. Pick-up truck G. Sc			otor Vehick ian	e J	1. Train (units)			(standing)	A. Trair	pulling-RCL		0000
	torcycle			A	3. Train (stand			loco(s) (moving) E loco(s) (standing) (n pushing- RCI n standing- RC		1
2 20 20 2 200	irection	(geograp	n 191 occurs	Code	18. Position of Ca	r Unit	in Train					
		South 3. Eas						1				
16, Position 1. Stalled on crossing 2. Stopped on Crossing	20 00 00	oving over c	rossing	Code I 3	19. Circumstance		and the second	nt struck highway use nt struck by highway			1	Code 2
20a. Was the highway user and/or			ed	Code	20b. Was there a				4301			Code
in the impact transporting haz			4 11 11	1.	d History	au I Iac	. 2 Dei	Fauinment 2 Bet		Maithar	1	
Highway User 2. Rail Ed State the name and quantity of				d if any	1. Highwa	ay Use	er Z. Kaii	Equipment 3. Bot	11 4.1	Neither		
The state of the s	Visibility	(single entry)	Code	23. Weather (si	ngle e	ntry)					Code
(specify if minus) 55 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1, Clear 2, Cl	loudy	3. Rain 4.	Fog 5. Sleet 6. Sn	ow			1
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4, Work train 7, Yard/Switching 25. Track Type Used by Rail Code 26. Track Number or Name										ame		
				0-4-	Equipment Ir	nvolve	d		w	ESTBOUNI) M	AIN
(single entry) 2. Passenger train 5 3. Commuter train 6				Code	1. Main 2. \	Yard	3. Sidina	4. Industry 1	200 800	NE) 1417	MIIN
27, FRA Track 28, Number of		29. Number			eed (Recorded if a			31. Time Table Dire	ction	Thursday, July 1997		Code
Class Locomot		Cars	F	R. Recorde	d		1 -		201		1	
3 Units 32. Type of 1. Gates 4	. Wig wag			E. Estimate	d 35 agged by crew	mpl		1. North 2. South led Crossing		st 4. West Inistle Ban		4 Code
Crossing 2. Cantilever FLS 5.					ther (specify)		Warn			Yes		Code
Warning 3. Standard FLS 6.	Audible		9. Watchma	an 12.N	one				2.	No	1	
Code(s) 01 03								arn min (1);		Unknown		
35, Location of Warning 1, Both Sides		C	ode 36.	11000	Naming Interconne way Signals	ected	Code	37. Crossing Illum Lights or Spec				Code
Side of Vehicle Approach		1	.	0000000 0000 000 000			3				1	3
Opposite Side of Vehicle App	roach		· .	1. Yes 2	. No 3. Unknown		3	1. Yes 2. No	3. U	nknown		
		r Drove Beh				. Drive		d as they the gate A	Ctonn	ad an arassina		Code
Age Gender 1. Male		Struck or wa 1. Yes 2. N						d or thru the gate 4. I then proceeded 5.	Comment of the	and the second second	1	-
2. Female		1			2		id not stop	COMPANY OF THE CONTRACT OF THE	O CHANGE MAN			1
42. Driver Passed Standing	Code	43. View o	f Track Obs		(primary obstr 3. Passing Train	,	•	7. Other (spe	ociful			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	3				ent 4. Topography	6. H	ighway Vel	nicles 8. Not Obstruc	cted			8
			44. Drive	erwas		Co	ode	45. Was Driver in th	ne Vehi	icle?		Code
Casualties to:	Killed	Injured			ured 3. Uninjured			1. Yes 2. No			1	1
			47. High	way Vehicl	e Property Damage			48. Total Number o	f Highv	vay-Rail Cross	ing l	
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$750 (include driver) 1												
49. Railroad Employees	0	0	50. Total	Number o	f People on Train	-		51. Is a Rail Equipn	nent Ad	ccident /		Code
52. Passengers on Train	0	0	(inclu	ide passer	gers and crew)	1		Incident Report 1. Yes 2. No	Being	Filed	1	2
53a. Special Study Block					53b. Special Stud	ly Bloc	·k	1. 163 2. NO				-
54. Narrative Description	-				оор. ороски отаа	, D.O.						
or, ranguve Description												
55. Typed Name and Title		56. Signatui	re							57. Date		

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alphabetic Coo	te RR Accident/In	cident No.	
1. Reporting Railroad			Norfolk	& Wester	n Rwy Co. [NW]		1a. NW	1b. D25027		
2. Other Railroad Involved in Trail	n Acciden				4		2a.	2b.	,	
3. Railroad Responsible for Track	Maintena	ince]	Norfolk (& Wester	n Rwy Co. [NW]		3a. NW	3b. D25027		
4. U.S. DOT-AAR Grade Crossing	ID No.	47	98547	5. D	ate of Accident/Incide	ent 01/09/77		ent/Incident 01:50) AM	
7. Nearest Railroad Station NEWELL				8. Division		9. County VER	MILION	10. State Abbr. 1	Code	
11. City (if in a city) NEWE	LL		12	2. Highway	Name or No. VOC			Public	Private	
Highwa	y User In	volved			1		ipment Involved			
13. Type C, Truck-trailer F, Bu	ıs	J. Other M	/lotor Vehi	icle Code		4. Carts	s) (moving) 8.	Other (specify)	Code	
A. Auto D. Pick-up truck G. Sc			rian	В	1. Train (units po			Train pulling- RCL Train pushing- RCL	1 .	
	otorcycle Direction	M. Other (geogra			3. Train (standir			Train standing- RCL	1	
Var a decrease and decreases (1940)		South 3. Eas		Code	18. Position of Car	Unit in Train	1			
16. Position 1. Stalled on crossin		floving over o	-	Code	19. Circumstance	1. Rail equipme	ent struck highway user		Code	
Stopped on Cross 20a. Was the highway user and/or				2			ent struck by highway us	er	<u>1</u>	
in the impact transporting ha			ea	Code	20b. Was there a h	nazardous mate	rials release by		Code	
1. Highway User 2. Rail E					1. Highway	y User 2. Ra	l Equipment 3. Both	4. Neither		
20c. State the name and quantity	of the haz	ardous mate	erial releas	sed, if any						
21. Temperature 22.	Visibility	(single entr	ν)	Code	23, Weather (sin	ale entry)			Code	
0 %	-	. Day 3. Du					Fog 5. Sleet 6. Snov	W	1	
24. Type of Equipment		•	1.1	MoW Equi				26, Track Number or	Nome	
		ain 7. Yard/	Switching		Equipment Inv	and the same of th	Code			
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code DOUBLE MAIN										
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 TRACK 27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code										
Class Locomo	tive	Cars		R. Record	ed	1	OT. TIME TABLE BILECO	ion	l	
4 Units	2		71	E. Estimat		mph E	1. North 2. South 3		4	
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig wag . Hwv. tra	gs Iffic signals	8. Stop si	ans 11.0	lagged by crew	33. Signa Warr		4. Whistle Ban 1. Yes	Code	
Warning 3, Standard FLS 6			9. Watchr				iiig	2. No		
Code(s) 07								3. Unknown		
35. Location of Warning 1. Both Sides		C	Code 36	A CONTRACTOR OF THE PARTY OF TH	Warning Interconnectivay Signals	ted Code	37. Crossing Illumina		Code	
Side of Vehicle Approach		1	1			3	Lights or Special	Lights		
3. Opposite Side of Vehicle Ap	2				2. No 3. Unknown		1. Yes 2. No	3. Unknown	3	
38, Driver's 39, Driver's Code Age Gender	1	er Drove Beh Struck or wa			1982 CHARLESON (1982)	Driver	d as they the gate 4 Ct		Code	
1. Male	4.1.4	1. Yes 2. N			2		d or thru the gate 4. St I then proceeded 5. O			
2. Female	Cada	40 1/5	(T!		!!	3. Did not stop			4	
42. Driver Passed Standing Highway Vehicle	Code		nanent St		(primary obstrue 3. Passing Train	100 m 200	7. Other (speci	fv)	Code	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railro	ad equipme	ent 4. Topography	6. Highway Vel	nicles 8. Not Obstructed	ď	8	
Convolting to	Killed		44. Driv	er was		Code	45. Was Driver in the	Vehicle?	Code	
Casualties to:	Killeu	Injured	1. I	Killed 2. Inj	ured 3. Uninjured	3	1. Yes 2. No		2	
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users									g Users	
	0	0	(est	dollar dan	nage)	\$2,500	(include driver)	0		
49. Railroad Employees	0	0			of People on Train		51. Is a Rail Equipmer Incident Report Be		Code	
52, Passengers on Train	0	0	(Inc.	iude passei	ngers and crew)		1. Yes 2. No	ing ried	2	
53a. Special Study Block					53b. Special Study	Block				
54. Narrative Description										
55. Typed Name and Title		EG 0!						[
oo. Typed Hallie and Tille		56. Signatur	i e					57. Date		

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone in East Danville

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of		3 -0			Alphabetic Co	ode RR Accident/In	cident No.				
1. Reporting Railroad	CSX	Transportatio	on [CSX]		1a. CSX	1b. 01022900	6				
2. Other Railroad Involved in Train Acciden	/Incident				2a.	2b. 01022900	6				
3. Railroad Responsible for Track Maintena	nce CSX	Transportatio	n [CSX]		3a. CSX	3b. 01022900	6				
4. U.S. DOT-AAR Grade Crossing ID No.	35371	4P 5. Da	te of Accident/Incident	01/06/02	6. Time of Acci	ident/Incident 05:0	D AM				
7. Nearest Railroad Station DANVILLE		8. Division CHICAG	0	9. County VERM	IILION	10. State Abbr.	Code				
11. City (if in a city) DANVILLE			Name or No. BOWM			✓ Public	Private				
Highway User In	olved				pment Involved						
13. Type C. Truck-trailer F. Bus	J. Other Motor	Vehicle Code	17. Equipment 1. Train (units pullir	4. Car(s)	(moving) 8	Other (specify)	Code				
A. Auto D. Pick-up truck G. School Bus		1	1. Train (units pullir 2. Train (units push			A. Train pulling-RCL B. Train pushing-RCL	1 .				
B. Truck E. Van H. Motorcycle			3. Train (standing)	7. Light		C. Train standing- RCL	. 1				
14. Vehicle Speed 15. Direction (est. mph at impact) 10 1. North 2.	geographica. South 3, East 4		18. Position of Car Un	it in Train	1						
	loving over crossi		19. Circumstance 1. I	Rail equipme	nt struck highway use	er	Code				
2. Stopped on Crossing 4. T	rapped	3	2. F	Rail equipmer	nt struck by highway i		2				
20a. Was the highway user and/or rail equip		Code	20b. Was there a haza	ardous mater	ials release by		Code				
in the impact transporting hazardous n 1. Highway User 2. Rail Equipment		either 4	1. Highway U	ser 2. Rail	Equipment 3. Both	4. Neither	0				
20c. State the name and quantity of the haz	ardous material re	eleased, if any									
						0					
MARKET IN CONTRACTOR STATEMENT STATE	(single entry)	Code	23. Weather (single				Code				
(specify if fillinus) = 1. Dawii 2	. Day 3. Dusk 4				Fog 5, Sleet 6, Sn	1					
24. Type of Equipment Consist 1. Freight train 4. Work tr		pec. MoW Equip hing			Code	26. Track Number o	r Name				
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code BOWMAN AVE										
3, Commuter train 6, Cut of cars 9, Main, finspect. car 1 1. Main 2. Yard 3, Siding 4, Industry 1 XING											
27. FRA Track 28. Number of	29. Number of Cars	30. Consist Sp R. Recorde	eed (Recorded if availa	ble) Code	31. Time Table Dire	ction	Code				
Class Locomotive 2 Units 2		E. Estimate		ph E	1. North 2. South	3. East 4. West	2				
32. Type of 1. Gates 4. Wig way	js 7. Cr	ossbucks 10. F	lagged by crew	33. Signal	led Crossing	34. Whistle Ban	Code				
Crossing 2. Cantilever FLS 5, Hwy, tra Warning 3, Standard FLS 6, Audible		op signs 11. O atchman 12. N	8 8	Warn	ing	1. Yes 2. No					
Code(s) 03 06	3, 77	atomian 12.14	One	20 sec w	arn min (1);	3. Unknown	2				
35. Location of Warning 1. Both Sides	Code	4000 0000	Warning Interconnected	Code	37. Crossing Illum Lights or Spec	No. of the control of	Code				
2. Side of Vehicle Approach	1	1 Ves 3	2. No 3. Unknown	3	1 Ves 2 No	3. Unknown	3				
3. Opposite Side of Vehicle Approach 38. Driver's 39. Driver's Code 40. Driver	s Denue Robind o				1. 100 2.110	o, omalowii	Code				
Process Sound Control of the Control	er Drove Behind o Struck or was Str		Section 1		d or thru the gate 4.	Stopped on crossing	Code				
41 1. Male 1	1. Yes 2. No 3	3. Unknown	7.		then proceeded 5.	Other (specify)	3				
42. Driver Passed Standing Code	43 View of Tra	ck Obscured by	(primary obstruction	Did not stop		-17	Code				
Highway Vehicle	1. Permane	nt Structure	3. Passing Train 5.	Vegetation	7. Other (spe	ecify)	1				
1. Yes 2. No 3. Unknown 3	2. Standing	railroad equipme	ent 4. Topography 6.	Highway Veh	nicles 8. Not Obstruc	ted	8				
Casualties to: Killed	Injured 44	. Driver was		Code	45. Was Driver in th	ne Vehicle?	Code				
Casuallies to.	Injuied	1. Killed 2. Inj	ured 3. Uninjured	3	1. Yes 2. No		1				
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 1											
49. Railroad Employees 0	0 50		of People on Train		51. Is a Rail Equipm		Code				
52. Passengers on Train 0	0	(include passer	ngers and crew)	2	Incident Report 1. Yes 2. No	Being Filed	2				
53a. Special Study Block			53b. Special Study Blo	ock							
54. Narrative Description TRAIN Q59706 APPROACHING BOWMAN A AND STRUCK LEAD ENGINE NO INJURIES		LIGHTS WERE	FLASHING, HORN WA	S SOUNDING	S - DRIVER OF A UTO	O DID NOT STOP IN T	IME				
55. Typed Name and Title	5. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of					-		Alpha	betic Code	RR Accident/Inc	cident No.	
1. Reporting Railroad	C	SX Transpo	ortatio	n ICSX I			1a. C	SX	1b. 029921013	7	
2. Other Railroad Involved in Train Accide		or riumpe	<i></i>			Van-1	2a.		2b.		
3. Railroad Responsible for Track Mainter	ance CS	SX Transpo	rtatio	n [CSX]			3a. C	SX	3b. 029921011	7	
4. U.S. DOT-AAR Grade Crossing ID No.		714P		te of Accident/Inc	cident ()2/15/99	6. Time	of Accide	nt/Incident 06:56	AM	
7. Nearest Railroad Station DANVILLE		8. Div	rision SHVII	1.E		9. County VERM	IILION		10. State Abbr. 1	Code	
11. City (if in a city) DANVILLE	0.000	0.000 20.000	5 00	lame or No. Bo	OWMA				✓ Public	Private	
Highway User I	volved		•				pment Involve	ed			
13. Type C. Truck-trailer F. Bus	J. Other Mo	tor Vehicle	Code	17. Equipment 1. Train (unit				8. C	ther (specify)	Code	
A. Auto D. Pick-up truck G. School Bu			1 -	1. Train (unit	ts pulling, ts pushin) 5. Car(s) a) 6. Light	(standing) loco(s) (movi		rain pulling- RCL rain pushing- RCL	1 .	
B. Truck E. Van H. Motorcycle			В	3. Train (sta	nding)	7. Light	loco(s) (stand		rain standing- RCL	1	
14. Vehicle Speed 15. Direction	(geograpi	The second second	Code	18, Position of	Car Unit	in Train		1			
1	South 3. East Moving over cre		Code	19. Circumstan	ce 1 Ra	ail equipme	nt struck high			Code	
2. Stopped on Crossing 4.	_	ossing	3	15, Oilcumstan		- A - A	nt struck by hi		er	2	
20a. Was the highway user and/or rail equ		d	Code	20b. Was there	a hazar	dous mater	ials release b	у		Code	
in the impact transporting hazardous 1. Highway User 2. Rail Equipment		Neither	4	1. High	hway Use	er 2. Rail	Equipment	3. Both	4. Neither	0	
20c. State the name and quantity of the ha		081 10			,					-	
250: 500 110 110 110 110 110 110 110									0		
	(single entry)		Code	23. Weather						Code	
	2. Day 3. Dus		1		Cloudy	3. Rain 4.	Fog 5, Sleet			<u> </u>	
-	rain 7. Yard/S			25. Track Type Equipmen		7		Code 2	6. Track Number o	r Name	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomotive 2 Units	Cars 6	-	Recorde stimate		n mpi	h R	1. North 2	. South 3.	East 4. West	1	
32. Type of 1. Gates 4. Wig w	-			lagged by crew			led Crossing	34	4. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5. Hwy. Warning 3. Standard FLS 6. Audible		Stop signs Watchman	11. C			Warn	ing		1. Yes 2. No		
Code(s) 03 06		Vacciman	12.11			20 sec w	arn min (1)	;	3. Unknown	2	
35. Location of Warning	C		_	Warning Intercor	nnected	Code			ited by Street	Code	
Both Sides Side of Vehicle Approach	1 -		ith High	way Signals		1 -	Lights	or Special	Lights	11 -	
Opposite Side of Vehicle Approach	1	1.	Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No	3. Unknown	1	
	er Drove Behi				41. Driv					Code	
	d Struck or was			Frain (1000 00		A DESCRIPTION OF STREET		opped on crossing ther (specify)		
27 1. Male 1 2. Female 1	1. Tes 2. N	o 3. Unknov	WII	2		old not stop		Jeu 5. O	alei (apecity)	3	
	e 43. View of	Track Obscu	red by	(primary ob		•				Code	
Highway Vehicle	1. Perm	anent Structu	ire Squinma	 Passing T ent 4. Topograp 	rain 5. V	egetation	7. Othe	er (specii Obstructed	fy) 1	8	
1. Yes 2. No 3. Unknown 2	2, 5616	100 ten 100		Silt 4. Topograp							
Casualties to: Killed	Injured	44. Driver w		ured 3. Uninjur		ode	45. Was Dri 1. Yes		venicie?	Code	
	-			le Property Dam			A10.000.000		ighway-Rail Crossi	ng Users	
46. Highway-Rail Crossing Users 0	1	(est. doi	•	5	- 1	3,000	(include		igiliay itali oloooli	1	
49. Railroad Employees 0	0			of People on Tra					nt Accident /	Code	
52. Passengers on Train 0	0	(include	passe	ngers and crew)	2	:	Incident 1. Yes	Report Be 2. No	ing Filed	2	
53a. Special Study Block			-	53b. Special S	tudy Blog	ck					
54. Narrative Description TRAIN GOING ACROSS BOWMAN AVE V FRONT, BENDING STEPS OF ENGINE.	AS STRUCK E	BY TRUCK TE	HAT FA	ILED TO STOP	FOR CRO	OSSING. TR	RUCK STRUC	K ENGINE	CSXT 8120 IN RIG	нт	
55. Typed Name and Title	56. Signatur	e							57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alpha	betic Code	RR Accident/Ind	cident No.	
1. Reporting Railroad		CSX Transp	ortatio	n [CSX]			1a. C	SX	1b. 109221004		
2. Other Railroad Involved in Train Acc	ident/Incident						2a.		2b,		
3. Railroad Responsible for Track Mair	tenance	CSX Transpo					3a. C	SX	3b. 109221004		
4. U.S. DOT-AAR Grade Crossing ID N	lo. 35 3	3714P	5. Da	te of Accident/Inc	cident	10/05/92	6. Time	of Acciden	/Incident 12:25	AM	
7. Nearest Railroad Station DANVILLE		8. Div	vision			9. County VERIV	ILION		10. State Abbr. 1'	Code	
11. City (if in a city) DANVILLE	2	12. Hiç	ghway N	Name or No. Bo	OWMA	NAVEN	UE		✓ Public	Private	
Highway Us	er Involved					Rail Equi	pment Involve	ed			
13. Type C. Truck-trailer F. Bus	J. Other N	lotor Vehicle	Code	17. Equipment 1. Train (unit	te nullina	4. Car(s	(moving)	8. Ott	ner (specify) ain pulling- RCL	Code	
A. Auto D. Pick-up truck G. School			A	2. Train (unit	ts pushin	ng) 6. Light	loco(s) (movi	ing) B. Tra	in pushing- RCL	1	
B. Truck E. Van H. Motorc 14. Vehicle Speed 15. Direc			Code	3. Train (sta			loco(s) (stand	ding) C. Tra	ain standing- RCL		
	2. South 3. East		2	10:1 00:0011 01	04. 01	THE THE		24			
16. Position 1. Stalled on crossing 2. Stopped on Crossing	3. Moving over o	crossing	Code 3	19. Circumstan			nt struck high nt struck by hi			Code 2	
20a. Was the highway user and/or rail		ed	Code	20b. Was there						Code	
in the impact transporting hazardo		4 Noither	4	1 High	way He	er 2 Pail	Equipment	3 Roth 4	, Neither		
Highway User 2. Rail Equips State the name and quantity of the		4. Neither erial released, i		i, nigi	iway Use	ci Z. Naii	Equipment	3. DOIII 4	, INCIUICI		
			,								
	ility (single entr	y)	Code	23. Weather	(single e	entry)				Code	
	n 2. Day 3. Di	usk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5, Sleet	6. Snow		1	
The state of the s	ork train 7. Yard/	_		25. Track Type Equipmen		•		Code 26	. Track Number or	Name	
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN 27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code										
27. FRA Track 28. Number of	29. Numbe	CHOOLING TO STATE OF THE STATE OF		A-10-10-1 - A-11-10-10-10-10-10-10-10-10-10-10-10-10-	f availabi	le) Code	31, Time Tal	ole Direction		Code	
Class Locomotive 2 Units	Cars		Recorde stimate		R mpl	h R	1. North 2	South 3. E	ast 4. West	2	
	y wags		-	agged by crew		,	led Crossing		Whistle Ban	Code	
Crossing 2. Cantilever FLS 5. Hw Warning 3. Standard FLS 6. Aug						Warn	ing	- 1	1. Yes		
Warning 3, Standard FLS 6, Aud Code(s) 03	lible	9. Watchman	12. N	one		20 sec w	arn min (1)		2. No 3. Unknown	5	
35, Location of Warning 1, Both Sides	(2		Waming Intercon	nected	Code	37. Crossii		ed by Street	Code	
2, Side of Vehicle Approach	1	1				1 2				1	
3. Opposite Side of Vehicle Approa	ch] 1.		. No 3. Unknov			1. Yes	2. No 3.	Unknown		
38. Driver's 39. Driver's Code 40. Age Gender	Driver Drove Bel and Struck or wa			DOCUMENTS OF	41, Driv		d or thru the a	ata 4 Stor	ped on crossing	Code	
1. Male		No 3. Unknov		3			then proceed			3	
2. Female	2-4- 42 1/2	of Tanalı Ohaası				oid not stop					
42. Driver Passed Standing (Highway Vehicle	Code 43. View of 1. Pen	nanent Structu	•	(primary ob 3. Passing T			7. Othe	r (specify)	is:	Code	
1. Yes 2. No 3. Unknown	3 2. Star	nding railroad e	equipme	ent 4. Topograph	hy 6. H	lighway Veh	nicles 8. Not (Obstructed		8	
Casualties to: Kil	led Injured	44. Driver w				ode	45. Was Driv		hicle?	Code	
	ge.ce			ured 3. Uninjure	J		1. Yes			1	
46. Highway-Rail Crossing Users 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) 50 (include driver) 1								g Users			
49. Railroad Employees 0	0	50. Total Nu	ımber o	f People on Trai	n		51. Is a Rail			Code	
52. Passengers on Train	0	(include	passer	igers and crew)			1. Yes	Report Bein 2. No	g rilea	2	
53a. Special Study Block				53b. Special St	tudy Bloc	ck					
54. Narrative Description											
55. Typed Name and Title	56. Signatu	re							57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de RR	Accide	ent/Inci	dent No.
Reporting Railroad		(CSX Tra	nsportatio	n [CSX]			1a. C	SX	1b.	06922	21048	
2. Other Railroad Involved in Train	Accident	/Incident						2a.		2b.			
3. Railroad Responsible for Track	Maintenar	nce (CSX Tra	nsportatio	n [CSX]			3a. C	SX	3b.	06922	21048	
4. U.S. DOT-AAR Grade Crossing	ID No.	353	3714P	5. Da	te of Accident/Incide	ent (06/18/92	6. Time	of Acci	dent/Incid	ent (1:50	4M
7. Nearest Railroad Station BREWER			8	8. Division			9. County VERN	IILION		10. S	State Abbr.	17	Code
11. City (if in a city) DANVI	LLE		12	2. Highway N	lame or No. BOV	VMA	N AVEN	UE		V	Public		Private
Highway	y User Inv	olved					Rail Equi	pment Involve	d				
13, Type C. Truck-trailer F. Bu	s	J. Other M	lotor Vehi	cle Code	17. Equipment 1. Train (units p	ullina	4. Car(s	(moving)		Other		ecify)	Code
A, Auto D, Pick-up truck G, Sc				A	2. Train (units p	ushin	g) 6. Light	loco(s) (movi	ng) B	. Train put	shing-	RCL	1
	otorcycle	M. Other (geogra)	-	Code	Train (standing 18, Position of Care)			loco(s) (stand	ling) C	. Train sta	nding-	RCL	
ALL STATE OF THE PROPERTY OF T		outh 3, Eas			10.1 Goldon or Gal	Oine	in man		1				
16. Position 1. Stalled on crossing	500	oving over o	crossing	Code	19. Circumstance								Code
Stopped on Cross 20a. Was the highway user and/or			ed	Code	20b. Was there a h			nt struck by hi		isei			Code
in the impact transporting haz				1.	4 History		0 D-1	Caulamant	2 Dath	4 Naid			
1. Highway User 2. Rail Ed 20c. State the name and quantity of	-				1. Highwa	ly USE	er Z. Kali	Equipment	J. BOIII	4. Neith	lei		
200. Otate the frame and quantity t	n uic naze	ildous mate	alai ICicas	scu, ii arry								_	
	Visibility	(single entr	y)	Code	23. Weather (sin	gle e	ntry)						Code
	Dawn 2.	Day 3, Du			1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5. Sleet	6, Sno	ow			1
24. Type of Equipment Consist 1. Freight train 4	. Work tra	ain 7. Yard/		MoW Equip	25. Track Type Us Equipment In		-		Code	26, Track	(Num	ber or I	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code													
o, commend than of out of call of manning peak and													
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code Class Locomotive Cars R. Recorded													
4 Units	3		54	E. Estimate		mpl	h E	1. North 2	South	3. East	4. We	st	2
	. Wig wag				agged by crew			led Crossing		34. Whist			Code
Crossing 2. Cantilever FLS 5 Warning 3. Standard FLS 6		_		man 12, N			Warn	ing		1. Yes 2. No	3		
Code(s) 03 06							20 sec w	arn min (1)	;	3. Unl	known		
35. Location of Warning		(Code 36		Warning Interconnection	cted	Code	37, Crossir	_		Street		Code
Both Sides Side of Vehicle Approach		1	.	with High	way Signals		2	Lights	or Speci	ial Lights		1	,
Opposite Side of Vehicle Apple	proach		1	1, Yes 2	, No 3, Unknown			1, Yes	2, No	3, Unkno	own		3
38. Driver's 39. Driver's Code Age Gender	1			Front of Train by Second 1		. Drive		d a c than tha a ma	-4- 4 1	Ctannad a		nin e	Code
Age Gender 1. Male	0.000.00.000	1. Yes 2.		ma herminerature a				d or thru the g then proceed					
2. Female	L				2		oid not stop						3
42. Driver Passed Standing Highway Vehicle	Code		of Track O manent St	bscured by	(primary obstru 3. Passing Train		-	7. Othe	r (soe	cify)			Code
1. Yes 2. No 3. Unknown	1				ent 4. Topography								8
0	Killed		44. Dri	ver was		Co	ode	45, Was Driv	er in the	e Vehicle?	•		Code
Casualties to:	Killed	injured	1.	Killed 2. Inju	ured 3. Uninjured	3	1	1. Yes	2. No				1
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 1									Users				
49, Railroad Employees	0	0			f People on Train			51. Is a Rail					Code
52. Passengers on Train	0	0	(inc	clude passer	igers and crew)			1. Yes		Being File		1	2
53a. Special Study Block					53b, Special Study	y Bloc	:k						
54. Narrative Description													
55. Typed Name and Title		56. Signatu	ire							57	. Date	9	
							- Marie - Control of the Control of						

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/In	cident No.
1, Reporting Railroad		CS	X Transp	ortatio	n [CSX]			1a. C.	sx	1b. 119121059	9
2. Other Railroad Involved in Train A	ccident	er money - c-						2a,	21.0	2b.	
3. Railroad Responsible for Track Ma	aintenan	ice CS	X Transpo	ortatio	n [CSX]			3а. С	SX	3b. 119121059	9
4. U.S. DOT-AAR Grade Crossing ID	No.	3537	714P	5. Da	te of Accident/In	ncident	11/17/91	6. Time	of Accident	/Incident 05:00	AM
7. Nearest Railroad Station BREWER			8. Di	vision			9. County VERN	MILION		10. State Abbr. 1	Code
11. City (if in a city) DANVILI	LE		12. Hi	ghway N	Name or No.	OWMA		ILLIOIT		Public	Private
Highway L		olved			_			ipment Involve	ed		-
13. Type C. Truck-trailer F. Bus		J. Other Mot	or Vehicle	Code	17. Equipment 1. Train (uni	t			8. Oth		Code
A. Auto D. Pick-up truck G. Scho	ool Bus			١.				s) (standing) loco(s) (movi		in pulling-RCL in pushing-RCL	1 .
B. Truck E. Van H. Moto		M. Other (s		A	3. Train (sta	anding)	7. Light	loco(s) (stance	•	in standing- RCL	1
14. Vehicle Speed 15. Dire		<i>(geograph</i> outh 3. East		Code	18. Position of	Car Unit	in Train		1		
(est. mph at impact) 15 1. Not 16. Position 1. Stalled on crossing		oving over cro		Code	19, Circumstar	nce 1 Ra	ail equipme	ent struck high	vay user		Code
2. Stopped on Crossing			oomig	3	To, Ollounious			nt struck by hi			1 1
20a. Was the highway user and/or ra				Code	20b. Was there	e a hazar	dous mate	rials release by	/		Code
in the impact transporting hazar 1. Highway User 2. Rail Equi			Neither	4	1. Hig	hway Use	er 2. Rai	l Equipment	3. Both 4	. Neither	
20c. State the name and quantity of t				1		,					
									- Van State of the second		
VALUE A MARKETHANDON AND THE PART COME	sibility	(single entry)		Code	23, Weather	(single e	ntry)				Code
(specify if minus) 25 °F 1. De	awn 2.	Day 3. Dus	4. Dark	4	1. Clear 2	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
• • • • • • • • • • • • • • • • • • • •		in 7. Yard/Sv		V Equip	25. Track Typ Equipmer		-		Code 26.	Track Number or	· Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN											
27. FRA Track 28. Number of	- 1	29. Number of	The second secon		eed (Recorded	if availabi	le) Code	31. Time Tal	ole Direction		Code
Class Locomotive 2 Units	2	Cars 44	8.3852	Recorde Estimate	_	0 mpl	h E	1. North 2	South 3. E	ast 4. West	1
	Vig wags	s 7.		-	lagged by crew			led Crossing	1	Whistle Ban	Code
Crossing 2. Cantilever FLS 5. H	(A-1)	-			3 5		Warr	ning		1. Yes	
Warning 3, Standard FLS 6, A Code(s) 03 06	T		Watchman	12. N	one		20 cac v	varn min (1)		2. No 3. Unknown	1
Code(s) 03 06 35. Location of Warning	07	Co	de 36 Cr	nssina '	Waming Interco	nnected	Code		ng Illuminate		Code
1. Both Sides		00			way Signals		Oode		or Special Li		COGC
2. Side of Vehicle Approach		1	1	Yes 2	2. No 3. Unkno	wn	2	1 Yes	2. No 3.	Unknown	1
3. Opposite Side of Vehicle Appro 38. Driver's 39. Driver's Code 40		Drove Behin		1000		41. Drive		1. 100	2.110 0.		Code
Age Gender		Struck or was						d or thru the g	ate 4. Stop	ped on crossing	Code
1. Male		1. Yes 2. No	3, Unknow	wn	2	1	A 25	then proceed	ed 5. Othe	er (specify)	3
2. Female 42. Driver Passed Standing	Code	43. View of	Frank Ohen	red by	(primary ol		id not stop				Code
Highway Vehicle	Code		nent Structu		3. Passing T	man menanga		7. Othe	r (specify)		ı
1. Yes 2. No 3. Unknown	2	2. Standi	ng railroad e	equipme	ent 4. Topograp	hy 6. H	ighway Ve	hicles B. Not (Obstructed		8
Casualties to:	Cilled	Injured	44. Driver w			20000	ode	45. Was Driv	ver in the Ve	hicle?	Code
Casualties to.	uncu	injuieu	1. Kille	d 2. Inj	ured 3. Uninjur	red 2		1. Yes	2. No		1
46. Highway-Rail Crossing Users 0 1 47. Highway Vehicle Property Damage (est. dollar damage) 48. Total Number of Highway-Rail Crossing Users (include driver) 1											
49. Railroad Employees	0	0	50. Total No	umber c	of People on Tra	in		51. Is a Rail			Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			1. Yes	Report Being 2. No	g Filed	2
53a. Special Study Block					53b. Special S	tudy Bloc	k				
54. Narrative Description											
55. Typed Name and Title		56, Signature			2					57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alpha	betic Co	de RR Accident/In	cident No.
Reporting Railroad		Seaboard Sys	stem R	R, Inc. [SBD	ĺ		1a. SI	BD	1b. 03850440	3
2. Other Railroad Involved in Train Accid	nt/Incident						2a.		2b.	
3. Railroad Responsible for Track Mainte	nance S	Seaboard Sys	tem R	R, Inc. [SBD]	l		3a. S	BD	3b. 03850440	3
4. U.S. DOT-AAR Grade Crossing ID No	353	3714P	5. Da	te of Accident/In	cident (03/25/85	6. Time	of Acci	dent/Incident 09:4.	3 AM
7. Nearest Railroad Station BREWER		8. Div	vision			9. County VERN	ILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVILLE		12. Hig	ghway N	Name or No. B	OWMA	NAVEN	UE		✓ Public	Private
Highway User	nvolved					Rail Equ	ipment Involve	ed		
13. Type C. Truck-trailer F. Bus	J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	ite oulling	4. Car(s	(moving)		Other (specify) Train pulling- RCL	Code
A. Auto D. Pick-up truck G. School B			C	2. Train (uni	its pushin	g) 6. Light	loco(s) (movi	ng) B	. Train pushing- RCL	
B. Truck E. Van H. Motorcyc 14. Vehicle Speed 15. Direction			Code	3. Train (sta			loco(s) (stand	ling) C	. Train standing- RCL	
The seminary page 1 and	. South 3. Eas		1					1		
16. Position 1. Stalled on crossing 3 2. Stopped on Crossing 4	Moving over o	crossing	Code 3	19. Circumstar		1511 150	nt struck high			Code
20a. Was the highway user and/or rail ed		ed	Code	20b. Was there					1361	Code
in the impact transporting hazardou		4 11-10	4	1 Uial	buou Ha	or 2 Pai	Equipment	2 Doth	4. Neither	
1. Highway User 2. Rail Equipme 20c. State the name and quantity of the temporary		The second of th		1. nigi	hway Use	2. Kai	Equipment	J. Boui	4. Neitriei	
250. Glate the finance and quantity of the f	JEGIGOUS MAIC	inar released, i	any							
	y (single entr	y)	Code	23. Weather	(single e	entry)				Code
	2. Day 3. Du		2		. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	DW .	1
	train 7. Yard/			25. Track Typ Equipmer				Code	26. Track Number o	r Name
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN										
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code										
Class Locomotive 2 Units	Cars	4-0	Recorde Stimate		0 mpl	h E	1. North 2	. South	3. East 4. West	2
32. Type of 1. Gates 4. Wig v	ags	7. Crossbucks	10. F	lagged by crew		33. Signa	led Crossing	1	34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Hwy. Warning 3. Standard FLS 6. Audil	_	Stop signs Watchman				Warr	ing		1. Yes 2. No	
Code(s) 03 06	6	9, vvalGillian	12. N	one		20 sec v	varn min (1)	,	3. Unknown	1
35. Location of Warning		Code 36. Cr	ossing '	Warning Intercor	nnected	Code	1		nated by Street	Code
1. Both Sides	r	w	ith High	way Signals		i i	Lights	or Speci	al Lights	
Side of Vehicle Approach Opposite Side of Vehicle Approach		1 1.	Yes 2	2. No 3. Unkno	wn	1	1. Yes	2. No	3. Unknown	2
	ver Drove Beh	nind or in Front	of Train	n Code	41. Driv	er				Code
Age Gender a 1. Male 1		as Struck by So No 3. Unknov		rain 	1				Stopped on crossing Other (specify)	
2. Female	1, 165 2,1	NO 3. UTIKITON	WII	2	2000 50	oid not stop		J. 1	Outer (specify)	3
A STATE OF THE PARTY OF THE PAR	Charles and Charle	of Track Obscu		(primary of		-				Code
Highway Vehicle 1. Yes 2. No 3. Unknown 2		manent Structu iding railroad e		 Passing T ent 4. Topograp 				r (spe Obstruct		8
7. 100 2. 100 0. OHMOWN		44. Driver w				ode	45. Was Dri			Code
Casualties to: Kille	Injured			ured 3. Uninjur			1. Yes	2. No		1
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (est. dollar damage) \$1,500 (include driver) 0									_	
49. Railroad Employees 0	0	50. Total Ni	umber c	of People on Tra					ent Accident /	Code
52. Passengers on Train 0	0	(include	passer	ngers and crew)			1. Yes	Aller Aller	Being Filed	2
53a. Special Study Block				53b. Special S	tudy Bloc	ck				
54. Narrative Description										
55. Typed Name and Title	55. Typed Name and Title 56. Signature 57. Date									

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Code	RR Accident/In	cident No.
1. Reporting Railroad		I	ouisville A	nd Nas	hville RR Co.	[LN]		1a. []	N	1b. 03810640	3
2. Other Railroad Involved in Train	Accident	Incident						2a.		2b.	
3. Railroad Responsible for Track I	Maintenan	ce L	ouisville A	ıd Nas	hville RR Co.	ILN I		3a. L	N	3b. 03810640	3
4. U.S. DOT-AAR Grade Crossing	ID No.	353	714P	5. Da	te of Accident/Inc	cident (03/11/81	6. Time	of Accident	Incident 12:05	5 AM
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	ILION		10. State Abbr. 1	Code 7 IL
11. City (if in a city) DANVII	LLE		12. Hi	ghway N	Name or No. B	OWMA	NAVE			✓ Public	Private
Highway	User Inve	olved					Rail Equi	oment Involve	ed		
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (uni	to pulling	4. Car(s)	(moving)	8. Oth	er (specify) in pulling- RCL	Code
A. Auto D. Pick-up truck G. Sci	hool Bus			A	2. Train (unit		g) 6. Light	oco(s) (movi	ing) B. Tra	in pushing- RCL	1 1
	torcycle	M. Other			3. Train (sta			oco(s) (stand	ding) C. Tra	in standing- RCL	
THE COMMON OFFICE	irection lorth 2. Se	(geograp outh 3. Eas		Code 2	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing	(a)	oving over c	rossing	Code	19. Circumstan						Code
Stopped on Crossi 20a. Was the highway user and/or			nd .	2 Code	20b. Was there			it struck by hi		· · · · · · · · · · · · · · · · · · ·	Code
in the impact transporting haz			·u	Lode	200. Was there	z a nazan			-		1
1. Highway User 2. Rail Ed	uipment	3. Both	4. Neither	4	1. High	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither	<u> </u>
20c. State the name and quantity of	f the haza	rdous mate	rial released,	if any							
21, Temperature 22.	Visibility	(single entry	"	Code	23. Weather	(single e	entry)				Code
(specify if minus) 33 °F 1.	Dawn 2.	Day 3. Du	isk 4. Dark	4	1. Clear 2.	. Cloudy	3. Rain 4.	Fog 5, Sleet	6. Snow		1
24. Type of Equipment			A. Spec. Mo	W Equip			-		Code 26.	Track Number o	r Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S ar 8. Light I		Code	Equipmen	it Involve	ed		.		
3. Commuter train 6. Cut of cars 9. Main, finspect, car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN TRACK											
27. FRA Track 28. Number of		29. Numbe			eed (Recorded i	f availabl	ie) Code	31. Time Ta	ble Direction		Code
Class Locomot Units	ive 3	Cars		Recorde Estimate		2 mpi	h E	1. North 2	. South 3, E	ast 4. West	2
32. Type of 1. Gates 4	Wig wag	S	7. Crossbuck	s 10.F	lagged by crew		33. Signa	ed Crossing		Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•		Stop signsWatchman				Warn	ing		I. Yes 2. No	
Code(s) 03 06	Audible	- T	9. VValCillian	12.1	one		20 sec w	arn min (1)		3. Unknown	
35, Location of Warning	_		ode 36. C	rossing	Warning Intercor	nnected	Code	37. Crossi	ng Illuminate	d by Street	Code
1. Both Sides		ia	٧ ا	ith High	way Signals		i.	Lights	or Special Li	ghts	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	nmach	1	L 1	. Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3.	Unknown	1
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Fror	t of Trai	n Code	41. Drive	er				Code
Age Gender			s Struck by S		Train ,	0.00		and the second second second second	Control Control Springer	ped on crossing	
1. Male 2. Female		1. Yes 2, N	lo 3, Unkno	wn	2		Stopped and Did not stop	then proceed	ted 5. Othe	r (specify)	4
42. Driver Passed Standing	Code	43. View o	f Track Obsc	ured by	(primary of		12	7 10 10 10 10			Code
Highway Vehicle	١,		nanent Struct		3, Passing T ent 4, Topograph				er <i>(specify)</i> Obstructed		8
1. Yes 2. No 3. Unknown	2	2. 0(2)			ciit 4. Topograpi	_	ode		ver in the Ve	hicla?	Code
Casualties to:	Killed	Injured	44. Driver		ured 3. Uninjur			1, Yes		illoie :	2
					le Property Dam		,	48. Total Nu	ımber of High	way-Rail Crossi	
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$250 (include driver) 0									0		
49. Railroad Employees	0	0			of People on Tra				Equipment A		Code
52. Passengers on Train	0	0	(includ	e passe	ngers and crew)			1. Yes	Report Being 2. No	j riled	2
53a. Special Study Block					53b. Special S	tudy Bloc	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re		And the second second second second					57. Date	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of				1)				Alpha	betic Cod	e RR Accid	ent/Incident No.
1. Reporting Railroad		L	ouisville Ar	id Nas	hville RR Co.	[LN]		1а. []	N	1b. 1276	06033
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track !	Maintenan	ce						3a.		3b.	
4. U.S. DOT-AAR Grade Crossing	ID No.	353	714P	5. Da	te of Accident/Inc	cident	12/09/76	6. Time	of Accide	ent/Incident	05:55 PM
7. Nearest Railroad Station DANVILLE			8. Di	vision			9. County VERM	IILLION		10. State Abbr.	Code 17 IL
11. City (if in a city)			12. Hi	ghway M	lame or No. B	OWMA	ANAVE			✓ Public	Private
Highway	User Inve	olved					Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. Bus	3	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (uni	te pulline	4. Car(s)	(moving)	8. Q	Other (sp Train pulling- F	ecify) Code
A. Auto D. Pick-up truck G. Scl				A	2. Train (uni	its pushir	ng) 6. Light	loco(s) (movi	ing) B.	Train pushing-	RCL 1
	torcycle irection	M. Other (geograp		Code	3. Train (sta			loco(s) (stand	ding) C.	Train standing-	- RCL -
1. 1.0. (3/25/132010) (O. P. (3/27/27)		outh 3. Eas		1	10.1 001101101	our onn	THE FLORING		1		
16. Position 1. Stalled on crossing 2. Stopped on Crossi		oving over c	rossing	Code	19. Circumstan			nt struck high nt struck by hi		er	Code
20a. Was the highway user and/or			d	Code	20b. Was there					<u> </u>	Code
in the impact transporting haz			4 NI-141	4	1 High	bway He	or 2 Pail	Equipment	3 Roth	4. Neither	
1. Highway User 2. Rail Ed 20c. State the name and quantity of					1. 11191	ilway 05	El Z. Mail	Equipment	J. Dour	4. 14010101	
250. State the hame and quantity o											
The state of the s	Visibility	(single entry	9	Code	23, Weather	(single e	entry)				Code
(specify if minus) 38 °F 1.	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snov	v	2
a consistent of the constant o		in 7. Yard/S			25. Track Typ Equipmen		-		Code	26. Track Num	ber or Name
(single entry) 2. Passenger train 5 3. Commuter train 6	7	Mary Company of the		Code 7	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE M	IAIN
27. FRA Track 28. Number of	of	29, Number	r of 30. Cor	nsist Sp	eed (Recorded i	if availab	ole) Code	31, Time Tal	ble Directi	ion	Code
Class Locomoti Units	ive 1	Cars		Recorde Estimate		9 mp	h E	1. North 2	. South 3	, East 4. We	est 2
The state of the s	32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban Code										
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.			 Stop signs Watchman 		E 150 (936		Warn	ing		1. Yes 2. No	
Code(s) 03	Audible		5. VVatCillian	12.1	Olle		20 sec w	arn min (1)	;	3, Unknown	1
35. Location of Warning			ode 36. Cr	ossing	Warning Intercor	nnected	Code			ated by Street	Code
1. Both Sides		ī		ith High	way Signals		1	Lights	or Specia	l Lights	
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	1.	Yes 2	2. No 3. Unkno	wn	3	1. Yes	2. No	3. Unknown	1
38, Driver's 39, Driver's Code	40. Drive	r Drove Beh	ind or in Fron	t of Trai	n Code	41. Driv					Code
Age Gender 1. Male	1000 - 000 000		s Struck by S to 3. Unknot		1					topped on cros other (specify	u) 1
2. Female		1. 165 2.10	io 3, Olikilo	wii	2		Did not stop	125		raici (Specin)	3
42. Driver Passed Standing	Code		f Track Obsci		(primary of			7.0%-	. /	ie.a	Code
Highway Vehicle 1. Yes 2. No 3. Unknown	3	1. Pern 2. Stan	nanent Structi ding railroad	ure equipmo	 Passing T ent 4. Topograph 			nicles 8. Not	er (speci Obstructe	d .	8
			44. Driver v				ode	45. Was Dri			Code
Casualties to:	Killed	Injured			ured 3. Uninjur	ed	3	1. Yes	2. No		1
46. Highway-Rail Crossing Users	0	0		- 9 10000000	le Property Dam	age				Highway-Rail C	rossing Users
49. Railroad Employees	0	0	(est. do		of People on Tra		\$750	(include 51. Is a Rail		nt Accident /	Code
52. Passengers on Train	0	0			ngers and crew)				Report Be	eing Filed	2
53a. Special Study Block					53b. Special S	tudy Blo	nok	1. Yes	2. 140		
54. Narrative Description					Job. Special S	tudy bio					
54. Nariative Description											
SE Tuned Name and Title	1	EC Ciasata								57. Date	
55. Typed Name and Title		56. Signatu	16							J7. Date	·

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alphat	oetic Code	RR Accident/Inc	cident No.
Reporting Railroad			SX Transp	ortatio	n [CSX]			1a. CS	SX	1b. 080229014	l
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b. 080229014	1
3. Railroad Responsible for Track N	/laintenan	ce C	SX Transp	ortatio	n [CSX]			3a. C	SX	3b. 080229014	l
4. U.S. DOT-AAR Grade Crossing	D No.	353	715W	5. Da	te of Accident/Ind	cident (08/08/02	6. Time	of Accident	l/Incident 03:00	AM
7. Nearest Railroad Station DANVILLE			2022 2000	vision	0		9. County VERM	IILION		10. State Abbr. 1'	Code
11. City (if in a city) DANVII	LE		12. Hi	ghway N	Name or No. G	RIFFI	N STREET	Γ		✓ Public	Private
Highway	User Invo	olved					Rail Equi	pment Involve	d		
	orcycle	K. Pedestri M. Other	(specify)	Code	3. Train (sta	ts pushin Inding)	ng) 6. Light l 7. Light l	loco(s) (movii	ng) B. Tra	ner (specify) ain pulling- RCL ain pushing- RCL ain standing- RCL	Code
TOTAL CONTROL AND ADDRESS OF THE PARTY OF TH	rection	geograp outh 3. Eas		Code	18. Position of	Car Unit	in Train		1		
(est. mph at impact) 0 1. N 16, Position 1, Stalled on crossing		oving over c		Code	19. Circumstan	nce 1. Ra	ail equipme	nt struck highy			Code
2. Stopped on Crossi				1	,			nt struck by hig			1
20a. Was the highway user and/or			ed b	Code	20b. Was there	a hazar	rdous mater	ials release by	1		Code
in the impact transporting haz			4 Neither	4	1. High	hway Us	er 2. Rail	Equipment	3. Both 4	. Neither	0
20c. State the name and quantity of				if any						W 3	
										0	
The same of the sa	/isibility	(single entry)	Code	23. Weather	(single e	entry)				Code
(specify if minus) 72 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
00,10.01	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved										
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1										
Class Locomoti 2 Units		Cars	R.	Recorde Estimate	4	8 mp	h E	1. North 2	. South 3. E	East 4. West	1
32. Type of 1. Gates 4.	Wig wag	3	7. Crossbuck	s 10. F	lagged by crew		33. Signal	led Crossing	34.	Whistle Ban	Code
Crossing 2. Cantilever FLS 5.			The second secon				Warn	ing		1. Yes	
Warning 3. Standard FLS 6. Code(s) 03 06			9. Watchman	12, N	ione		20 sec w	arn min (1)		2. No 3. Unknown	2
Code(s) 03 06 35. Location of Warning	11		ode 36. C	rossina	Waming Intercor	nnected	Code	1		ed by Street	Code
1. Both Sides			200000000	vith High	way Signals			Lights	or Special L	ights	
2. Side of Vehicle Approach		1	١ ١	Yes :	2. No 3. Unkno	wn	1	1. Yes	2. No 3.	Unknown	1
3. Opposite Side of Vehicle App		Drava Bah	ind or in Fron			41. Driv	/OF				Code
38. Driver's 39. Driver's Code Age Gender			s Struck by S			200000000000000000000000000000000000000		d or thru the g	ate 4. Stop	oped on crossing	0000
21 1. Male 1	100000000000000000000000000000000000000	1. Yes 2. N	io 3. Unkno	wn	2			then proceed	led 5, Oth	er (specify)	4
2 Female 1	0-4-	42 1/5	f Tanak Ohaa	used bu			Did not stop				Code
42. Driver Passed Standing Highway Vehicle	Code	1. Pem	of Track Obsc manent Struct	ure	3. Passing T	rain 5. V	/egetation	7. Othe	r (specify	J	Code
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad	equipm	ent 4. Topograp	hy 6. F	Highway Vel	hicles 8. Not	Obstructed	•	8
			44. Driver	was		C	ode	45. Was Driv	ver in the Ve	ehicle?	Code
Casualties to:	Killed	Injured	1. Kille	ed 2. Inj	jured 3. Uninjur	ed 3	3	1. Yes	2. No		1
46. Highway-Rail Crossing Users	46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users (include driver) 1										
49. Railroad Employees	0	0	50. Total N	lumber	of People on Tra	in		51, Is a Rail			Code
52. Passengers on Train	0	0	(includ	e passe	ngers and crew)	2	2	Incident 1. Yes	Report Bein 2. No	ng Filed	2
53a, Special Study Block					53b, Special S	tudy Blo	ck				
54. Narrative Description Q12006 HIT VAN. CREW WENT TO	INSPECT	T SITUATIO	N, BUT THE	VAN HA	AD LEFT THE SO	CENE OI	F THE ACC	IDENT. MIN C	DR DAMAG	E TO LEAD LOCO	L a
55. Typed Name and Title		56, Signatu	re							57. Date	

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of							Alpha	abetic Code	RR Accident/In	icident No		
1. Reporting Railroad	I	Louisville	And Nas	hville RR Co.	[LN]	NOTE:	1а. [And the second second	1b. 05820640	4		
2. Other Railroad Involved in Train Ac	cident/Incident						2a.		2b.			
3. Railroad Responsible for Track Mai	ntenance I	Louisville	And Nas	hville RR Co.	ILN I		3а. [N	3b. 05820640	4		
4. U.S. DOT-AAR Grade Crossing ID	No. 353	3715W	5. Da	te of Accident/Ir	ncident	05/19/82	6. Tim	e of Accident	/Incident 03:3			
7. Nearest Railroad Station DANVILLE		8.	B. Division	100		9. County	11LION		10. State Abbr. 1	Code		
11. City (if in a city) DANVILLI	Ξ	12	. Highway N	Name or No.	RIFFI		ILION	200	Public	Private		
Highway Us					J		ipment Involv	ed	<u></u>]		
13. Type C. Truck-trailer F. Bus	W 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	fotor Vehic	de Code	17. Equipment 1. Train (un	t			8. Oth		Cod		
A. Auto D. Pick-up truck G. Schoo			1	1. Train (un	its pulling	g) 5. Car(s) (standing) loco(s) (mov	A. Tra	in pulling- RCL in pushing- RCL	1		
B. Truck E. Van H. Motoro		11 37	M	3. Train (sta	anding)	7. Light	loco(s) (stan		in standing-RCL			
14. Vehicle Speed 15. Direct (est. mph at impact) 3 1. North	tion (geographics 2. South 3. Eas		Code	18. Position of	f Car Unit	in Train		1				
16. Position 1. Stalled on crossing	3. Moving over c		St 3	19. Circumstar	nce 1 R	ail equinme	nt etruck high	1 way usar	and the same of th	Code		
2. Stopped on Crossing	4. Trapped		3	To. Ollounida		100	nt struck by hi			1 1		
20a. Was the highway user and/or rail in the impact transporting hazarde		be	Code	20b. Was there	e a hazar	dous mater	ials release b	У		Code		
Highway User 2. Rail Equip		4. Neither	4	1. Hig	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither			
20c. State the name and quantity of the				1			-4-6		TTOTATO			
	oility (single entry		Code	23. Weather	(single e	ntry)				Code		
(apecity if thintus)	n 2. Day 3. Du				. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2		
	Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN											
27. FRA Track 28. Number of	29. Number	r of 30.0	Consist Spe	eed (Recorded i	if availabl	e) Code	31. Time Ta	ble Direction		Code		
Class Locomotive	T. Recolded											
				agged by crew	·· inpi		ed Crossing		Whistle Ban	Code		
Crossing 2. Cantilever FLS 5. Hw	y. traffic signals 8	8. Stop sig	ns 11. Ot	ther (specify)		Warni			. Yes	0040		
Warning 3. Standard FLS 6. Aud Code(s) 03 06	lible 9	9. Watchm	12. No	one		20	• (4)	1	. No	1		
35, Location of Warning		ode 36.	Crossing V	Naming Intercor	nnectod	Code	arn min (1)		. Unknown			
1. Both Sides	Ü	000	14 to 1 to	way Signals	inicoled	Code		ng Illuminated or Special Lig		Code		
2. Side of Vehicle Approach	1	.	1 Vor. 2	. No 3. Unknow		2				1 1		
Opposite Side of Vehicle Approach Strategy Strategy	Driver Drove Behi	ind on in Co					I. Tes	2. No 3. L	JIKNOWN	<u> </u>		
Age Gender	and Struck or was			100000000000000000000000000000000000000	41. Drive		or thru the a	ate 4 Stone	ed on crossing	Code		
1. Male	1. Yes 2. N	o 3. Unki	nown	2	2. S	topped and	then proceed			1 2		
42. Driver Passed Standing	code 43. View of	Track Ob	oourod by	(primary ob		id not stop				3		
Highway Vehicle	1. Perm	nanent Stru	ucture	3, Passing Tr	rain 5. Ve	egetation	7. Othe	r (specify)		Code		
1. Yes 2. No 3. Unknown	, 2. Stand	ding railroa	ad equipme	nt 4. Topograph	hy 6. Hi	ighway Veh	icles 8. Not 0	Obstructed		8		
Casualties to: Kill	od laissad	44. Drive	er was		Co	de	45. Was Driv	er in the Veh	icle?	Code		
Casualies to.	ed Injured	1. Ki	illed 2. Inju	red 3. Uninjure	ed 3		1. Yes	2. No		2		
46. Highway-Rail Crossing Users 0	0		way Vehicle dollar dama	e Property Dama	1	80	48. Total Nu	Order 1996	way-Rail Crossin	_		
49. Railroad Employees 0	0	50. Total	Number of	People on Train			51. Is a Rail	Equipment A		Code		
52. Passengers on Train 0	0	(inclu	ide passeng	gers and crew)			Incident I	Report Being	Filed	2		
53a. Special Study Block				53b. Special St	tudy Block	 k	1, 103	2, 110				
54. Narrative Description												
55. Typed Name and Title	56, Signature	e							57. Date			

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

					-					DD 4 14 1/1	: A1-
Name Of 1. Reporting Railroad							<u></u>		betic Code	RR Accident/Inc	
Other Railroad Involved in Train	Accident		ouisville Ar	nd Nas	hville RR Co.	ILN I		1a. []	V	1b. 117706403 2b.	
Railroad Responsible for Track	to a file of						The second second				
					hville RR Co.		11/08/88	3a, []		3b. 117706403	
4. U.S. DOT-AAR Grade Crossing	ID No.	3531	715W		te of Accident/In	cident	1			ncident 06:50	
7. Nearest Railroad Station DANVILLE JCT		V-14110-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	8. Di	vision	The second secon		9. County VERM	ILION		10. State Abbr. 17	Code
11. City (if in a city) DANVII	LLE		12. Hi	ghway I	Name or No. G	RIFFI	N ST			✓ Public _	Private
Highway	User Inv	olved					Rail Equi	ipment Involve	d		
13. Type C. Truck-trailer F. Bu: A. Auto D. Pick-up truck G. Sc		J. Other Mo K. Pedestria		Code	1. Train (uni	t its pulling its pushin	4. Car(s f) 5. Car(s fg) 6. Light) (moving)) (standing) loco(s) (movi		r (specify) n pulling- RCL n pushing- RCL	Code
	torcycle	M. Other (s			3. Train (sta			loco(s) (stand	ling) C. Train	standing-RCL	
	irection lorth 2. S	(geograph outh 3. East		Code	18. Position of	Car Unit	in Irain		1		
16. Position 1. Stalled on crossing	3. M	oving over cro		Code	19. Circumstar		order of				Code
Stopped on Cross Was the highway user and/or				1	20b. Was there			nt struck by hi			1 2
in the impact transporting haz				Code	200, Was there	c a liazai	dous mater	ilais reicase b	,		Code
1. Highway User 2. Rail Ed	uipment	3. Both 4	. Neither	4	1. Higi	hway Use	er 2. Rail	Equipment	3. Both 4.	Neither	
20c. State the name and quantity of	f the haza	ardous materi	al released,	if any							
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code											
0 %		Day 3. Dus		1 2	0.0000 0.000000000000000000000000000000			Fog 5. Sleet	6. Snow		3
24. Type of Equipment			A. Spec. MoV	N Equip		to the same of the	A		1	Frack Number or	Name
	(single entry) 2. Passenger train 5. Single car 8. Light loco(s)										
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 SINGLEMAIN											
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction Code											
Class Locomot	ve 2	Cars 2		Recorde Estimate		9 mp	h E	1. North 2	South 3. Ea	st 4. West	1
	Wig wag				lagged by crew		33. Signa	led Crossing	34. V	/histle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.			. Stop signs . Watchman		0.0		Warn	ning		Yes	
Code(s) 03	Audible		, vvaichman	12.19	lone		20 sec v	varn min (1)		No Unknown	
35, Location of Warning		Co	de 36. Cr	rossing	Warning Intercor	nnected	Code	T	ng Illuminated		Code
1. Both Sides				ith High	way Signals			The state of the s	or Special Lig		
Side of Vehicle Approach Opposite Side of Vehicle Approach	rooch	1	1.	Yes 2	2. No 3. Unkno	wn	2	1. Yes	2. No 3. U	nknown	2
		r Drove Behir	d or in Fron	t of Trai	n Code	41. Driv	er			Service Control of the Control of th	Code
Age Gender	ALC: ALL TRACES OF	Struck or was			1.5 (E.M.) (C.M.)	200000000000000000000000000000000000000		d or thru the g	ate 4. Stopp	ed on crossing	
1. Male		1. Yes 2. No	3, Unknow	wn	2	1		then proceed	ed 5, Other	(specify)	4
2. Female 42. Driver Passed Standing	Code	43. View of	Track Obscu	ured by	(primary of		oid not stop				Code
Highway Vehicle	2		anent Structi		3. Passing T ent 4. Topograp				r <i>(specify)</i>		8
1. Yes 2. No 3. Unknown		Z, Gaille	44. Driver v		one it ropograp		ode		ver in the Veh	ide?	Code
Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 3 1. Yes 2. No 2											
			47. Highwa	v Vehic	le Property Dam			48. Total Nu	mber of High	way-Rail Crossing	
46. Highway-Rail Crossing Users	0	0	(est. do		AND IN COMMENCE HAS BURN		50	(include		2	
49. Railroad Employees	0	0			of People on Tra	2			Equipment A		Code
52. Passengers on Train	0	0	(include	passei	ngers and crew)			1. Yes		riled	2
53a. Special Study Block					53b. Special S	tudy Bloc	ck	,,,,,			
54. Narrative Description	อง. Ivalialive Description										
55. Typed Name and Title	55. Typed Name and Title 56. Signature 57. Date										

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of						Alphai	betic Code	RR Accident/Inc	ident No.
Reporting Railroad	Loui	isville And Nas	hville RR Co. [Ll	NI		1a. []	V	1b. 087606050	
2, Other Railroad Involved in Train Accident	All Control of the Co					2a.		2b.	
3. Railroad Responsible for Track Maintena	nce					3a.		3b.	
4. U.S. DOT-AAR Grade Crossing ID No.	35371	5W 5. Da	te of Accident/Incide	ent ()	8/13/76	6. Time	of Acciden	/Incident 02:56	PM
7. Nearest Railroad Station DANVILLE		8. Division			9. County VERM	ILION		10. State Abbr. 17	Code
11. City (if in a city)		12. Highway	Name or No. GRI	IFFIN		101011		✓ Public	Private
Highway User Inv	olved		1			oment Involve	d		
13. Type C. Truck-trailer F. Bus		.Vabiala Code	17. Equipment				8. Ott		Code
A. Auto D. Pick-up truck G. School Bus B. Truck E. Van H. Motorcycle		A	17. Equipment 1. Train (units p 2. Train (units p 3. Train (standi	pushing	g) 6. Light I		ng) B. Tra	ain pulling- RCL ain pushing- RCL ain standing- RCL	1
14. Vehicle Speed 15. Direction	(geographica		-			oco(s) (stanc	mig/ 0. III	an standing-1000	1
(est. mph at impact) 20 1. North 2.5	South 3. East	4. West 2					1		
16. Position 1. Stalled on crossing 3. M 2. Stopped on Crossing 4. T	oving over cross	sing Code	19. Circumstance			nt struck high			Code
20a. Was the highway user and/or rail equip		Code	20b. Was there a	_			-		Code
in the impact transporting hazardous n		leither 4	4 Highwa	ou Hoo	s 2 Doil	Fauinment	2 Poth	Noither	
1. Highway User 2. Rail Equipment 20c. State the name and quantity of the haz			1. Highwa	ay Use	i Z. Kali	Equipment	S, Bour 4	, Neiulei	
200. State the name and quantity of the naz	aruous materiai i	released, if ally							
21. Temperature 22. Visibility	(single entry)	Code	23. Weather (sir	ngle er	ntry)				Code
(specify if minus) 85 °F 1. Dawn 2	Day 3. Dusk	4. Dark 2	1. Clear 2. Ck	loudy	3. Rain 4.	Fog 5. Sleet	6. Snow		1
24. Type of Equipment Consist 1. Freight train 4. Work tr	A. S ain 7. Yard/Swit	Spec. MoW Equip ching	25. Track Type U Equipment In		8		Code 26	. Track Number or	Name
(single entry) 2. Passenger train 5. Single of 3. Commuter train 6. Cut of commuter train 6.		5 5 L STAR SEE	1. Main 2. Y	Yard	3. Siding	4. Industry	2 1	RUNNING TRA	CK
27, FRA Track 28, Number of	29. Number of	30. Consist Sp	eed (Recorded if av	vailable	e) Code	31. Time Tal	ole Direction)	Code
Class Locomotive Cars R. Recorded Units 1 1 E. Estimated 15 mph E 1. North 2. South 3. East 4. West 2									
32. Type of 1. Gates 4. Wig was	s 7. C	rossbucks 10. F		1	33. Signal	ed Crossing	1	Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Hwy. tra	1 00	(B) (C)			Warni	ing	1	1. Yes	
Warning 3. Standard FLS 6. Audible	9. W	Vatchman 12. N	lone		20 con w	arn min (1)		2. No 3. Unknown	1
Code(s) 03	Code	36 Crossing	Warning Interconne	octed	Code			ed by Street	Code
35, Location of Warning 1. Both Sides	Code		way Signals	cicu	Code		or Special L		Code
2. Side of Vehicle Approach	1	4 Vee	2. No 3. Unknown		2	4 Von	2. No 3.	Haknoun	1
3. Opposite Side of Vehicle Approach				285. 26		1. 168	2. NO 3.	Olikilowii	
		or in Front of Tra truck by Second		I. Drive		d or thru the o	ate 4 Stor	ped on crossing	Code
1. Male	1. Yes 2. No		2			then proceed	·		3
2 Female	1				id not stop		-		200
42. Driver Passed Standing Code Highway Vehicle	Company Company 27 2022 CONT.	ack Obscured by ent Structure	(primary obstrate) 3. Passing Train	DCC ADCC COLOR TO THE		7. Othe	r (specify	1	Code
1. Yes 2. No 3. Unknown 2			ent 4. Topography						8
	4	4. Driver was		Со	de	45. Was Driv	ver in the Ve	ehicle?	Code
Casualties to: Killed	Injured		jured 3. Uninjured	2		1, Yes	2. No		1
46. Highway-Rail Crossing Users 0	1 4	7. Highway Vehic	de Property Damage		5,000	48. Total Nu (include	CONTROL OF THE PROPERTY.	hway-Rail Crossin	g Users
49. Railroad Employees 0	0 50	0. Total Number	of People on Train	2		51. Is a Rail			Code
52. Passengers on Train 0	0	(include passe	ngers and crew)			1. Yes	Report Bein 2. No	g Filed	2
53a. Special Study Block			53b. Special Stud	y Bloc	k				
54. Narrative Description									
55. Typed Name and Title	56. Signature							57, Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at CSX Voorhees Street

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD ADMINISTRATION (FRA)

	2072 30		-		_				****		150	T		
Name Of 1. Reporting Railroad										phabetic (Code	RR Accide	ent/Inc	ident No
Other Railroad Involved in Train	Accident		Louisv	ille And N	lash	ville RR Co.	[LN]			LN		1b. 12800	<u> 16401</u>	
Railroad Responsible for Track				:::- A - J N		- "II - DD C	(1 NI 1		2a			2b.		
4. U.S. DOT-AAR Grade Crossing						ville RR Co.		13/00/00		LN	eidont/	3b. 12800 Incident 1		
7. Nearest Railroad Station	10 110.	350	3711			S OI ACCIDENTIN	Liuent	1		ille oi Ac	Cideno		1:40	
DANVILLE				8. Division	n			9. County	MILION			10. State Abbr.	17	Code
11. City (if in a city) DANVI	LLE			12. Highwa	y Na	ame or No.		VERN	HEION			✓ Public	_	Private
	y User Inv	olved			İ			Rail Fou	ipment Inv	nived				
13. Type C. Truck-trailer F. Bu		J. Other M	fotor V	ehicle Co	de	17. Equipment 1. Train (unit					8. Othe		ecify)	Code
A. Auto D. Pick-up truck G. Sc				1		1. Train (unit	ts pulling ts pushir	7) 5. Car(s 19) 6. Light	s) (standing loco(s) (r			n pulling-R n pushing- l		
	torcycle			-		3. Train (sta	nding)	7. Light	loco(s) (s	-		in standing-		6
	irection	geograg) South 3. Eas	50	West 1		18. Position of	Car Unit	in Train		1				
16. Position 1. Stalled on crossing		oving over o			_	19. Circumstan	ce 1. R	ail equipme	ent struck h					Code
2. Stopped on Cross	ing 4. Tr	rapped		3				ail equipme		-				2
20a. Was the highway user and/or in the impact transporting haz			bed	Co	de	20b. Was there	a hazar	dous mate	rials releas	e by				Code
1. Highway User 2. Rail Ed			4. Neit	ther 4		1. High	way Use	er 2. Rai	l Equipme	nt 3. Bo	th 4.	Neither		
20c. State the name and quantity of	of the haza	ardous mate	rial rele	eased, if any	,									
0.7		(attt-												
		(single entry	***	Cod		23. Weather	tolki ty			121				Code
(specify if fillings)	Dawn 2,	Day 3. Du			4	1. Clear 2.			Fog 5. SI	eet 6. S	now			
24. Type of Equipment A. Spec. MoW Equip Consist 1. Freight train 4. Work train 7. Yard/Switching 25. Track Type Used by Rail Equipment Involved Equipment Involved														
(single entry) 2. Passenger train 5	. Single c	ar 8. Light I	loco(s)	Cod	de	Equipmen	tinvoive	i u		1		RACK TH	IREE	:
	3. Commuter train 6. Cut of cars 9. Main,/inspect, car 8 1. Main 2. Yard 3. Siding 4. Industry 2 NYD													
27, FRA Track 28, Number of Class Locomot		29. Number Cars	rof	30. Consist S R. Reco		ed (Recorded if	availabi	e) Code	31. Time	Table Din	ection			Code
1 Units	4	1,000,000,000	0	E. Estima			5 mpl	h E	1. Nort	2. South	3. Ea	st 4. Wes	t	2
	Wig wag					gged by crew		33. Signa	led Crossi	ng	34. V	Vhistle Ban		Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.								Warr	ning			. Yes		
Code(s) 01 03	O6		9. VVau	chman 12	, NO	ne		20 sec v	varn min	(I):		. No . Unknown		
35. Location of Warning	1 00	-	Code	36. Crossin	ıg V	laming Intercon	nected	Code		• • • • • • • • • • • • • • • • • • • •		by Street		Code
1. Both Sides				with Hi	ighw	ay Signals		L	Ligi	nts or Spe	cial Lig	hts		
Side of Vehicle Approach Opposite Side of Vehicle Approach	mach	1	1	1. Yes	2.	No 3. Unknow	vn	2	1.	Yes 2. No	3. L	Inknown	1	1
		r Drove Beh	ind or i	in Front of Ti	rain	Code	41. Drive	er						Code
Age Gender				ck by Second	d Tra	ain						ed on cross	-	
1. Male 2. Female	1	1. Yes 2. N	ło 3.	Unknown		2		topped and id not stop		eeded 5	. Other	(specify)	1	3
42. Driver Passed Standing	Code	43. View o	f Track	Obscured b	ру	(primary ob								Code
Highway Vehicle		HILT STORE SEAR		Structure		3. Passing Tr				ther (sp			1	_
1. Yes 2. No 3. Unknown	2	2. Stan			men	t 4. Topograph								8
Casualties to:														
	3													
46. Highway-Rail Crossing Users	0	0		lighway Veh <i>est. dollar da</i>		Property Dama	1		CONTRACTOR OF THE PARTY OF THE	Number o de driver)	f High	way-Rail Cro	ossing	Users
49. Railroad Employees					_			1,250		Rail Equipr	nent A	ccident /		Code
	0	0				People on Train ers and crew)	1		and the same	ent Report				
52. Passengers on Train	0	0							1. Ye	s 2. No				2
53a. Special Study Block	ž.				1	53b. Special St	udy Bloc	k						
54. Narrative Description														
55. Typed Name and Title		5. Typed Name and Title 56. Signature 57. Date										57. Date		

DEPARTMENT OF TRANSPORTATION

HIGHWAY-RAIL GRADE CROSSING

ACCIDENT/INCIDENT REPORT FEDERAL RAILROAD ADMINISTRATION (FRA)

FEDERAL RAILROAD ADMINISTR	EDERAL RAILROAD ADMINISTRATION (FRA) OMB Approval No. 2130-0500									
Name Of							Alphabetic Cod	e RR Accident/I	ncident No.	
Reporting Railroad			Norfolk & V	Vestern	Rwy Co. JNW J		1a. NW	1b. D29927		
2. Other Railroad Involved in Train	Acciden	t/Incident					2a.	2b.		
Railroad Responsible for Track	Maintena	ance	Louisville A	nd Nas	hville RR Co. [LN		3a. LN	3b. XXX		
4. U.S. DOT-AAR Grade Crossing	ID No.	35	3711U	5. Da	te of Accident/Incident	07/29/79	6. Time of Accide	ent/Incident 09:0	5 PM	
7. Nearest Railroad Station DANVILLE			8. D	ivision		9. County		10. State Abbr.	Code	
11. City (if in a city) DANVI	LLE		12. H	ighway N	lame or No. VOOR		MILION	✓ Public	Private	
Highwa	y User In	volved				200 200	ipment Involved			
13. Type C. Truck-trailer F. Bu			flotor Vehicle	Code	17. Equipment 1. Train (units pulli		a second control of the control of t	Other (specify) Code	
A. Auto D. Pick-up truck G. Sc				١.	Train (units pulli Train (units pusi	ing) 5. Car(s hina) 6. Light	s) (standing) A. 1	Frain pulling-RCL Frain pushing-RCL		
	otorcycle			A	3. Train (standing)	7. Light		Train standing- RC		
TOTAL STATE OF THE PROPERTY OF	Direction	(geogra	phical) st 4. West	Code 4	18. Position of Car U	nit in Train	1			
16. Position 1. Stalled on crossin		Noving over	SOURCE AND AND CONTRACTOR	Code	19. Circumstance 1.	Rail equipme	ent struck highway user		Code	
2. Stopped on Cross	•	-	g	3			nt struck by highway us	er	1 1	
20a. Was the highway user and/or			ed	Code	20b. Was there a haz	ardous mate	rials release by		Code	
in the impact transporting has 1. Highway User 2. Rail Ed			4 Neither	4	1. Highway U	Jser 2. Rai	l Equipment 3. Both	4. Neither		
20c. State the name and quantity of				if any						
21, Temperature 22.	Visibility	(single entr	v)	Code	23, Weather (single	entry)			Code	
92 %		2. Day 3. Di		4			Fog 5. Sleet 6. Snow	,	1 2	
24. Type of Equipment		54, 0.5	A. Spec. Mo				1	200 200 200 200 200		
	. Work tr	ain 7. Yard/		** Equip	25, Track Type Used Equipment Invol	3 DE . ONOR 1883	Code	26. Track Number of	or Name	
(single entry) 2. Passenger train 5				Code				NORTH YARI)	
3. Commuter train 6				1	1. Main 2. Yard		4. Industry 2	TRACK		
27. FRA Track 28. Number Class Locomot	ive	29. Numbe Cars		nsist Spe Recorde		ible) Code	31. Time Table Direction	on	Code	
3 Units	C. Estimated Inpit 2 1. Notal 2. South 5. Last 4. West 2									
32. Type of 1. Gates 4 Crossing 2. Cantilever FLS 5	. Wig was				agged by crew			4. Whistle Ban	Code	
Warning 3. Standard FLS 6	0.5	inic signais	9. Watchman		ther (specify)	Warr	ing	1. Yes 2. No	. 1	
Code(s) 01 03	1	0				Allgd. n	10 warn (4);	3. Unknown		
35. Location of Warning		(Vaming Interconnected	d Code	37, Crossing Illumina		Code	
Both Sides Side of Vehicle Approach		т.		ith High	way Signals	1	Lights or Special	Lights		
Opposite Side of Vehicle Apple	oroach		1 1	Yes 2	. No 3. Unknown	2	1. Yes 2. No	3. Unknown	2	
38. Driver's 39. Driver's Code	100		ind or in Fron		20.00 C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	iver			Code	
Age Gender 1. Male I	and		s Struck by S		1		d or thru the gate 4. St		.	
2. Female		1, 1es 2, 1	NO 3. UNKNO	wn	1 2 1	Did not stop	then proceeded 5. Of	her (specify)	3	
42, Driver Passed Standing	Code		of Track Obsci		(primary obstruction				Code	
National Company Community (National Community	2		nanent Struct		 Passing Train 5. Topography 6. 		7. Other (special hicles 8. Not Obstructed		1 .	
1. Yes 2. No 3. Unknown		2.00							8	
Casualties to:	Killed	Injured	44. Driver v		red 3. Uninjured	Code	45. Was Driver in the 1	/ehicle?	Code	
		-			e Property Damage	3		inhumu Ball Canadi	1	
46. Highway-Rail Crossing Users	0	0	ATT:	llar dam		\$500	48. Total Number of H (include driver)		ng Users	
49. Railroad Employees	0	0	50. Total N	umber o	People on Train		51. Is a Rail Equipmer	t Accident /	Code	
52. Passengers on Train	0	0	(include	e passen	gers and crew)		Incident Report Be 1. Yes 2. No	ing Filed	2	
53a. Special Study Block					53b. Special Study Bl	ock				
54. Narrative Description	1000	104-10-10-10-10-10-10-10-10-10-10-10-10-10-								
•										
			····					1		
55. Typed Name and Title		56. Signatu	re					57. Date	- 1	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Cod	e RR Accident/Inc	cident No.
Reporting Railroad			Louisville	And Nas	hville RR Co.	ILN I		1а. Ц	NN	1b. 473100135	59
2. Other Railroad Involved in Train	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track N	Maintenar	ice						За,		3b.	
4. U.S. DOT-AAR Grade Crossing I	D No.	353	3711U	5. Da	te of Accident/Inc	cident	10/07/75	6. Time	of Accide	ent/Incident 01:00	PM
7, Nearest Railroad Station DANVILLE			8	. Division			9. County VERM	IILION		10. State Abbr. 1	Code
11. City (if in a city) DANVIL	LE		12	. Highway N	Name or No. V	OORH	EES			✓ Public	Private
Highway	User Inv	olved					Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehic	le Code	17. Equipment	to mulling	4. Car(s	(moving)		Other (specify)	Code
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedest	rian	l A	1. Train (unit			loco(s) <i>(movi</i>		Train pulling- RCL Train pushing- RCL	8
	orcycle	M. Other			3. Train (sta			loco(s) (stand	ding) C.	Train standing- RCL	0
	rection orth 2. S	(geographical) outh 3. East		Code st 3	18. Position of	Car Unit	in Iram				
16. Position 1. Stalled on crossing		oving over o		Code	19. Circumstan	ice 1. R	ail equipme	nt struck high	way user		Code
2. Stopped on Crossin				3				nt struck by his	7	er	1 2
20a. Was the highway user and/or r in the impact transporting haze			ed	Code	20b. Was there	a hazar	rdous mater	ials release by	1		Code
1. Highway User 2. Rail Eq			4. Neither	4	1. High	hway Us	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	the haza	rdous mate	erial release	ed, if any							
21. Temperature 22. V	/ieihility	(single entr	v)	Code	23. Weather	(single s	antnel				Code
(C 0F		Day 3. Du						Fog 5. Sleet	6 Snov	w	1
24. Type of Equipment		,		MoW Equip		-			- 1	26. Track Number or	Name
Consist 1. Freight train 4.		in 7. Yard/	Switching		Equipmen				oode	20. Hack Number of	Ivanie
(single entry) 2. Passenger train 5. 3. Commuter train 6.	100			Code ar 4	1. Main	2. Yard	3. Siding	4. Industry	1	SINGLE MAIN	
27. FRA Track 28. Number o	f	29. Numbe	r of 30.	Consist Spe	eed (Recorded in	f availab	le) Code	31. Time Tab	ole Directi	ion	Code
Class Locomotiv	ve 0	Cars	.	R. Recorde	-	5 mn	. .				1
1 Units 32. Type of 1. Gates 4.	Wig wag			E. Estimate	agged by crew	mp		1. North 2.		East 4. West	1 Code
Crossing 2. Cantilever FLS 5.	_				ther (specify)		Warn		3	4. Whistle Ban 1. Yes	Code
Warning 3. Standard FLS 6.	Audible		9. Watchn	nan 12. N	one		40-4 -			2. No	ı
Code(s) 01 03			26	Conning	Warning Intercor	nastad		o warn (4);	!!!!-	3. Unknown	0-4-
35, Location of Warning 1. Both Sides		,	Code 36	2000 Dec 2000	way Signals	mecteu	Code	 Exposure Turk Entitle June 	ng Illumina or Special	ated by Street I Lights	Code
2. Side of Vehicle Approach		1	1	1 Ves 2	. No 3. Unknow	wn	3	1 Ves	2 No	3. Unknown	2
Opposite Side of Vehicle App St. Driver's 39, Driver's Code	ra con de la constitución de la	Denve Bob	ind as in E	ront of Train		41. Driv		1. 103	2.110	O. Olikilowii	Code
Age Gender				y Second T		100000000000000000000000000000000000000		d or thru the g	ate 4. St	topped on crossing	Code
1. Male	1	1. Yes 2. N	No 3, Uni	known	3		(- A) - A	then proceed	ed 5. O	ther (specify)	3
2. Female 42. Driver Passed Standing	Code	43. View o	of Track Ob	scured by	(primary ob		Oid not stop				Code
Highway Vehicle	0000	1. Perr	manent Str	ructure	3. Passing T	rain 5. V	egetation		r (speci		1
1. Yes 2. No 3. Unknown	2	2. Star	nding railro	ad equipme	ent 4. Topograpi	hy 6. F	lighway Veh	nicles 8. Not (Obstructe	d	. 8
Casualties to:	Casualties to: Killed Injured 44. Driver was Code 45. Was Driver in the Vehicle? Code 45. Was Driver in the Vehicle? Code 45. Was Driver in the Vehicle?										
	1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. 1. Yes 2. No 1 47. Highway Vehicle Property Damage 48. Total Number of Highway-Rail Crossing Users										
46. Highway-Rail Crossing Users	0	0		hway Vehicl . <i>dollar dam</i>		1	5500	48. Total Nu (include d		lighway-Rail Crossin 1	g Users
49. Railroad Employees	0	0	-2000 C 0000		f People on Trai	in .		5 60 00 0		nt Accident / eing Filed	Code
52. Passengers on Train	0	0	(inci	lude passer	igers and crew)		_	1. Yes	5.5.0	sing r lieu	2
53a. Special Study Block	*	•			53b. Special St	tudy Bloo	ck				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re							57. Date	

Highway-Rail Grade Crossing Accident/Incident Reports for Proposed Quiet Zone at Newell Lane

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION (FRA)

Name Of								Alpha	betic Co	de RR Accident	/Incident No.
Reporting Railroad			CSX Trans	portatio	n [CSX]			1a. C	SX-	1b. 000072	479
2. Other Railroad Involved in Train A	Accident/	Incident						2a.		2b.	
3. Railroad Responsible for Track M	laintenan	ce (CSX Trans	portatio	n [CSX]			3а. С	SX	3b. 000072	179
4. U.S. DOT-AAR Grade Crossing II	D No.	35	3704J	5. Da	te of Accident/In	cident (01/27/10	6. Time	of Accid	dent/Incident 07	16 PM
7. Nearest Railroad Station DANVILLE			1000	Division HICAG	0		9. County VERM	IILION		10. State Abbr.	Code 17 IL
11. City (if in a city) DANVIL	LE		12. H	lighway N	Name or No. N	EWEL			3011 301	✓ Public	Private
Highway I	User Invo	olved					Rail Equi	pment Involve	ed		
13. Type C. Truck-trailer F. Bus		J. Other M	lotor Vehicle	Code	17. Equipment 1. Train (uni	·	4. Car(s	(moving)		Other (speci	fy) Code
A. Auto D. Pick-up truck G. Scho				D) (standing) loco(s) <i>(movi</i>		Train pulling- RCI Train pushing- RCI	
B. Truck E. Van H. Moto		M. Other			3. Train (sta			loco(s) (stand	ding) C.	Train standing- R	CL I
14. Vehicle Speed 15. Dir (est. mph at impact) 1. No		(geogra) outh 3. Eas	st 4. West	Code 4	18. Position of	Car Unit	in Irain		1		
16, Position 1. Stalled on crossing		oving over o		Code	19. Circumstar	nce 1. Ra	ail equipme	nt struck high	way user	r	Code
2. Stopped on Crossing				3				nt struck by hi		ser	1
20a. Was the highway user and/or ra in the impact transporting haza			ed	Code	20b. Was there	e a hazan	dous mater	ials release by	y		Code
1. Highway User 2. Rail Equ			4. Neither	4	1, Higi	hway Use	er 2. Rail	Equipment	3. Both	4. Neither	4
20c. State the name and quantity of	the haza	rdous mate	rial released	, if any							
21. Temperature 22. Vi	inibility /	(single entr	v)	Code	23. Weather	(cinalo o	ntn ()				Code
0. %		200	ısk 4. Dark	4	2 800			Fog 5. Sleet	6 Sno	w.	6
24. Type of Equipment	um 2,	Day 0. De	A. Spec. Mo			E1/12 - G		r og b. cicce	Code	26. Track Number	r or Nama
Consist 1. Freight train 4.		in 7. Yard/	Switching	/// Equip	25. Track Typ Equipmen				Code	26, Hack Number	or marine
(single entry) 2. Passenger train 5. 3. Commuter train 6.				Code	1. Main	2. Yard	3. Siding	4. Industry	1	TRACK 1	
27. FRA Track 28. Number of		29. Numbe	r of 30. C	onsist Sp	eed (Recorded i	if availabl	e) Code	31. Time Tal	ble Direc	tion	Code
Class Locomotive	re 3	Cars		. Recorde	_	4	l p				2
4 Units 3 22 E. Estimated 54 mph R 1. North 2. South 3. East 4. West 2 32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 33. Signaled Crossing 34. Whistle Ban Code											
Crossing 2. Cantilever FLS 5. H Warning 3. Standard FLS 6. A	Hwy. trafi	fic signals		s 11.0	ther (specify)		Warn			1. Yes 2. No	Couc
Code(s) 01 03	06		-				20 sec w	arn min (1)	;	3. Unknown	2
35. Location of Warning 1. Both Sides		. (Nacada A	0.000	Warning Interco	nnected	Code	142 HOLD TO THE SECOND OF SECOND SECO	ng Illumii or Specia	nated by Street al Lights	Code
2. Side of Vehicle Approach		- 1	1	1 Yes 2	2. No 3. Unkno	wn	2	1 Yes	2. No	3. Unknown	2
3. Opposite Side of Vehicle Appro 38. Driver's 39. Driver's Code 4		Drove Bet	ind or in Fro			41. Drive			2.1.0		Code
Age Gender			s Struck by			Decree/Adjusted to Medical		d or thru the g	ate 4.5	Stopped on crossin	
18 1. Male 1		1. Yes 2. I	lo 3. Unkn	own	2		and the same of th	-	led 5. (Other (specify)	5
42, Driver Passed Standing	Code	43. View o	of Track Obs	cured by	(primary of		id not stop				Code
Highway Vehicle		1. Perr	nanent Struc	cture	3. Passing T	rain 5. V	egetation		r (spec		1
1. Yes 2. No 3. Unknown											
Casualties to:	Killed	Injured	44. Driver 1. Kill		ured 3. Uninjur		ode	45. Was Dri		e Vehicle?	Code
46. Highway-Rail Crossing Users	1	0	50 100 00 C		le Property Dam	age		E Section Species and Section 1999		Highway-Rail Cros	
	0	0	•	lollar dam	nage) of People on Tra		6,500	(include 51. Is a Rail		ent Accident /	1 Code
	0	0			ngers and crew)	14		ı		Being Filed	2
	U	U	-		rot Caralato			1. Yes	2. No		
53a. Special Study Block					53b. Special S	tudy Bloc	:K				
54. Narrative Description TRUCK APPROACHED THE CROSS MOTORIST FAILED TO STOP SHOR	ING AT	NEWELL R ROSSING A	OAD AND W ND WAS ST	'AS UNAI RUCK AN	BLE TO CONTR ID FATALLY IN	OL HIS V JURED B	/EHICLE D SY Q12727.	UE TO SNOW VEHICLE SPI	BEING EED UNI	ON THE GROUND KNOWN.	•
55. Typed Name and Title		56. Signatu	re							57. Date	

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

Name Of						Alphabetic Code	RR Accident/Inc	cident No.			
1. Reporting Railroad		Louisville A	nd Nas	hville RR Co. [LN	V]	1a. LN	1b. 108006402	2			
2. Other Railroad Involved in Train Accid						2a.	2b.				
3. Railroad Responsible for Track Mainte	nance	Louisville Ar	nd Nas	hville RR Co. [LN	11	3a. LN	3b. 108006402	2			
4. U.S. DOT-AAR Grade Crossing ID No	35	3704J	5. Da	te of Accident/Incide	nt 10/07/80	6. Time of Accider	nt/Incident 04:25	PM			
7. Nearest Railroad Station WEST NEWELL		8. Di	vision		9. County VERM	y MILION	10. State Abbr. 17	Code 7 IL			
11. City (if in a city) DANVILLE		12. Hi	ghway N	Name or No. WES			✓ Public	Private			
Highway Use	Involved				and white	ipment Involved					
13, Type C. Truck-trailer F. Bus	J. Other N	Motor Vehicle	Code	17. Equipment 1. Train (units pu	4. Car(s	s) (moving) 8. Ot	ther (specify) rain pulling- RCL	Code			
A. Auto D. Pick-up truck G. School E			В	2. Train (units pu	ushing) 6. Light	t loco(s) (moving) B. Tr	ain pushing- RCL	1			
B. Truck E. Van H. Motorcyo 14. Vehicle Speed 15, Directio			Code	3. Train (standing 18. Position of Car		t loco(s) (standing) C. Tr	rain standing- RCL				
	2. South 3. Eas		2	16. FUSINGILOI GA	Official Francis	1					
The state of the s	. Moving over o	crossing	Code	1		ent struck highway user		Code			
Stopped on Crossing 4 20a. Was the highway user and/or rail ed		red.	Code	20b, Was there a ha		ent struck by highway user	<u> </u>	1			
in the impact transporting hazardou	s materials?		Code	200, Was there a no	azardous mate	rials release by		Code			
1. Highway User 2. Rail Equipme			4	1. Highway	/ User 2. Rai	il Equipment 3, Both	4. Neither				
20c. State the name and quantity of the I	azardous mate	erial released, i	if any								
21. Temperature 22. Visibil	Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code										
== 00	, code										
24. Type of Equipment		A. Spec. MoV					5. Track Number or	Name			
	train 7, Yard/	/Switching		Equipment Inv	-	0000	. Hack Humber of	Name			
(single entry) 2. Passenger train 5. Sing 3. Commuter train 6. Cut			Code	1. Main 2. Ya	ard 3 Sidina	4. Industry 1	MAIN TRACK				
27, FRA Track 28, Number of	29. Numbe			eed (Recorded if ava		31. Time Table Direction		Code			
Class Locomotive 3 Units	Cars	R.F	Recorde Estimate	ed	mph E	1. North 2. South 3. E		2			
32. Type of 1. Gates 4. Wig v	/ags	7. Crossbucks	10, FI	lagged by crew			Whistle Ban	Code			
Crossing 2. Cantilever FLS 5. Hwy.	traffic signals	8. Stop signs	11.0	ther (specify)	Warn	ning	1. Yes	-			
Warning 3. Standard FLS 6. Audit Code(s) 07	e	9. Watchman	12, N	one		1	2. No 3. Unknown	1			
35. Location of Warning		Code 36. Cro	ossing \	Waming Interconnect	ted Code	37. Crossing Illuminate		Code			
1. Both Sides		-0.107	91 (000000000000000000000000000000000000	way Signals	.,	Lights or Special L		0000			
Side of Vehicle Approach Opposite Side of Vehicle Approach		1 1.	Yes 2	. No 3. Unknown	2	1. Yes 2. No 3.	Unknown	2			
	as our too	nind or in Front			Driver	10 5 75 type open	O. Mario	Code			
Age Gender a	nd Struck or wa	as Struck by Se	econd T	rain	1. Drove aroun	d or thru the gate 4. Stop		0000			
1. Male 2. Female	1. Yes 2. N	No 3. Unknow	νn	4 1 1		then proceeded 5. Oth	er (specify)	3			
	de 43. View o	of Track Obscu	red by	(primary obstruc	3. Did not stop ction)			Code			
Highway Vehicle		manent Structu		3, Passing Train	5. Vegetation	7. Other (specify))	1			
1. Yes 2. No 3. Unknown 2	Z, Oldii	_		nt 4. Topography		hicles 8. Not Obstructed		8			
Casualties to: Killer	Injured	44. Driver w		ured 3. Uninjured	Code	45. Was Driver in the Ve	hicle?	Code			
					3	1. Yes 2. No		1			
46. Highway-Rail Crossing Users 0	0	47. Highway (est. doll		e Property Damage	52,000	48. Total Number of Hig (include driver)					
49. Railroad Employees 0	0		0.1	f People on Train	32,000	51. Is a Rail Equipment	Accident /	Code			
52. Passengers on Train 0	0	The state of the s		gers and crew)	1	Incident Report Bein	g Filed	2			
53a. Special Study Block				53b. Special Study 8	Plack	1. Yes 2. No		-			
54. Narrative Description				Job. Opedar Olday	DICCK	-					
or management											
							- 1				
55. Typed Name and Title	57. Date										

TAB 5 Technical Memo 5

Phase V Draft Final Report DATS QZ Feasibility Study

Summary of the Feasibility Study

The Danville Area Transportation Study (DATS) Railroad Quiet Zone (QZ) Feasibility Study commenced in January 2014. Information was collected and developed to support the preparation of four Technical Memoranda which are included as Tabs to this study:

- I. Study Area Map and Project Objectives (Tab I)
- II. Existing Conditions (Tab II)
- III. Community Survey (Tab III)
- IV. Analysis and Recommendations for QZ Improvements (Tab IV)

Phase I: Study Area Map and Proposed Objectives

A map of the Study Area was prepared which identified the appropriate railroad corridors by operating railroad including ownership. Included within this information was the number of trains per day on each of the corridors. Identified were certain key drivers which identified the locations of highway-rail grade crossings within the study area, along with existing development within the community. The map contains the locations of businesses and commercial developments as they currently exist. This map was submitted to DATS on January 31, 2014. The study area map was used as basis for developing that is presented in the feasibility study and the exhibits.

Phase II: Existing Conditions

The Phase II Technical memorandum focused on evaluating the existing conditions of the highway rail grade crossing in the study area.

Existing Conditions

On February 14, 2014, a field check was conducted to compare the existing conditions of each highway rail grade crossing in Danville and Catlin to the 2012 Illinois Commerce Commission (ICC) Grade Crossing Inventories. Table 2 presents the three crossings where the field conditions were not consistent with those on the ICC Grade Crossing Inventory forms.

Table 1: Update on Highway-Rail Grade Crossing Existing Conditions

Highway Rail Crossing	U.S. DOT Number	Existing Condition
Griffin Street	543151P	Crossing is out of service.
Daisy Lane	372813N	YIELD signs were added to existing cross bucks
North Michigan Avenue	372813N	YIELD signs were added to existing cross bucks.

There have been no upgrades by the railroads to the flashers only or gates and flashers at the highway-rail crossings. No highway-rail crossings are equipped with four-quadrant gates in Danville.

A check was made for highway-rail crossings that are on one-way streets within the study area as Supplemental Safety Measures (SSMs) may be more easily and less expensively installed at those locations. There were no locations within the City that met these criteria.

Outreach to Public Service Agencies

Subsequent to the completion the Phase II Technical memorandum, URS reached out to several public service agencies for their input regarding the implementation of a Quiet Zone(s) in Danville. The organizations contacted were:

- Village of Catlin
- Vermillion County Sheriff's Department
- Presence United Samaritan Medical Center
- City of Danville, Director of Public Safety
- Vermillion County Technology Services/Emergency Management Agency

The comments about general rail safety were wide ranging, but the comments specific to train horn noise were that the train horn blowing is inconsistent from train to train. In some cases the perception is that it is either excessive, or in some cases non-existent. None of the organizations contacted had a strong opinion about the implementation of a Quiet Zone, although there were negative comments about train horn noise in general.

Rail Operations

Through train observations and dispatch systems, it was verified that the majority of the trains operating through Danville are run through in nature. That is, trains do not stop in Danville for any pick up or delivery while en route to their final destinations. However, it was noted that there are about 18 trains per week that are "local" in nature and operate to and from a handful of Danville industries that are served by rail. From observations, approximately 90% of the trains in Danville operate as run-throughs.

Regulation and Railroad Requirements

On June 24, 2005, 49 Code of Federal Regulations (CFR) § Part 222 established the Train Horn Rule that set the rules for the nationwide standards for sounding train horns at public highway-rail grade crossings. Since that time, the railroads have worked closely with the Federal Railroad Administration (FRA) on establishing quiet zones nationwide. As a result, the railroads have established their own guidelines for establishing quiet zones. Table 2 presents the federal and railroad guidelines that were provided as Appendices to Technical Memorandum II.

Table 2: Federal and Railroad Guidelines on Establishment of Quiet Zones

Agency or Railroad	Document	Revision/Source
FRA	Guide to the Quiet Zone Establishment Process	September 2013
CSX Corporation (CSX)	Quiet Zone Proposals	Revised July 23, 2005
Norfolk Southern (NS)	Quiet Zone Information	www.nscorp.com

Phase III: Community Survey

To gage the impact of the train horn noise on the community, a survey was developed and distributed. Promotion of this survey was managed by DATS. Distribution of the surveys was accomplished through the use of a link on the DATS website and also hard copy via U.S. mail. Approximately 100 surveys were sent to businesses and private residences adjacent to the rail corridors in the study area. Additionally, 20 surveys were mailed directly to the Danville neighborhood associations. The survey was available to the public for approximately 30 days during the period from February 23 through March 24, 2014.

In total, there were 73 responses to the survey from community members. Although the number of responses was not statistically significant, a great deal of useful information was collected. To many residents the train horn and train idling noise were significant disruptors to their quality of life, to others the noise is just an accepted as living in an urban environment; and there was also the recognition by some that trains are important to Danville and train horn noise is just a fact of life.

The report quantifies, in some detail, the opinions of the residents; however most of the responses were received in the areas where train traffic and train horn noise could be problematic. Responses were heavy in the downtown, on the east side and near the area where CSX and NS meet; the locations of the responses are plotted on the map to help DATS make decisions regarding community impacts in specific neighborhoods. This information used to develop the quiet zone scenarios to be analyzed.

Phase IV: Analysis and Recommendations of Quiet Zone Improvements

The analysis and recommendation component analyzes the feasibility for implementing quiet zones in the study area. Five different scenarios for consideration by of quiet zones were developed. The rationale is to illustrate a range of options available for consideration, based upon relative cost and also community impact.

Ranging all the way from a single highway-rail grade crossing to other scenarios that required multiple SSMs including highway-rail grade crossing closures was the objective of this section.

QZRI (Quiet Zone Risk Indicator) values were determined for each scenario from the FRA Quiet

Zone Calculator to illustrate relative costs of improvement and also to consider the location of the proposed quiet zone relative to the cost effectiveness of the impact to the businesses and resident. Also taken into account was the location of the survey responses received so as to be responsive to areas of the community with the greatest level of concern and disruption due to train horn noise. Finally, consideration for the locations of the highest train traffic is a factor as this would generate the highest number of train horn noise incidents per day that would be mitigated by a quiet zone. Lastly, we developed a path forward for the DATS to pursue a Quiet Zone and identified next steps in the process involving the railroads, the FRA, ICC, railroads and other interested parties.

Conclusion

The <u>Danville LRTP</u>: <u>Directions to 2035</u> presents the Quiet Zone issue as significant enough within the community for the it to be raised in Chapter 7 of the document under Rail and Aviation Recommendations and Performance measures. Item #3a states: "Identify potential improvements at at-grade crossings that would eliminate the need for trains to sound their horns at all at-grade rail crossings." While it is impractical financially to implement a Quiet Zone that contains the entire study area, it makes more sense to focus on selected areas where train noise greatly impacts the greatest number of citizens and is cost effective. This was the premise used in developing the scenarios contained in Technical Memorandum IV.

In reviewing the analysis of the scenarios proposed, it is recommended that consideration or quiet zone implementation is most feasible in the following ranking order.

- 1. Scenario B: Liberty Lane 4 Quad gates
- 2. Scenario A Catlin: Raised medians or channelization
- 3. Scenario D Northeast Danville: 4 Quad gates and closures
- 4. Scenario C Downtown: 4 Quad gates and closures
- 5. Scenario A Catlin: 4 Quad gates

Each of these has its strengths and weaknesses. Liberty Lane is a one-off example that will require a 4-quad gate installation with an immediate impact to the neighborhood. The Catlin median scenario is relatively less expensive but has significant challenges concerning traffic patterns in the community. Scenarios D and C requires substantial financial outlay for Quad Gates and the sometimes unpopular approach of closing existing grade crossings. Each of these scenarios are feasible Quiet Zones, but the local agency now needs to decide which are practical and financially feasible relative to municipal budgets. It is anticipated that each railroad will request a fee before commencing any work associated with a Quiet Zone; we would anticipate the City should expect at least \$25,000 as an upfront fee and perhaps more.

The use non-engineered or engineered ASMs (Alternative Safety Measures) are not recommended as a tool to reduce the Quiet Zone Risk Index. The Quiet Zone Risk Index must

be reduced to a level that is at or below either the Risk Index with Horns or the Nationwide Significant Risk Threshold in order to implement any Quiet Zone. The baseline information and required monitoring in order to establish a statistically valid violation rate is too unpredictable and will take too long to implement. A modified SSM which, because of its modified nature, becomes an ASM, is an acceptable method for application. The burden is on the local agency to develop the effectiveness rate but a modification to an SSM is acceptable. An example of this is a channelized median that does not meet the 100-foot approved length with a median length that is reduced to 75 feet, for example. ASMs will need to be discussed with the FRA, ICC, railroads and other key stakeholders during the crossing diagnostic review process.

The use of a fully compliant SSM to lower the QZRI rate is strongly recommended. This assures that the agency is not subject to the fluctuation of the Nationwide Significant Risk threshold (which can change annually). When the agency implements the appropriate SSM, a formal application to the FRA and approval is not necessary per 49 CFR §Part 222.39 (a) to implement the quiet zone.

The FRA also allows for the use a "Wayside Horn" in place of the locomotive horn. This horn is mounted at each highway rail grade crossing and is sounded at the approach of the train; the horn that is on the train itself is not sounded. Although the sound is focused towards the grade crossing itself, there is still a horn sounding when the train passes. The local agency can decide if this approach may be acceptable to the community, but there is still "horn noise" associated with each passing train.

The objective of this study was to determine the Feasibility of a Quiet Zone or Quiet Zones implementations within the study limits. It is clear that there are several locations, described in the Scenarios A through E, which are certainly feasible and are worth pursuing with the FRA, ICC, railroads and other key stakeholders. Each of them has their own issues that need resolution. Those issues are best resolved during the Quiet Zone crossing diagnostic review process. Which proposed quiet zone to pursue is a function of key factors such as SSM cost, property acquisition, community interest, and maintenance expense to the local agency. The relative weight assigned to these factors will drive the decision making process to advance the Quiet Zone process.

Newell Road

As this document was going to print, URS received an inquiry from DATS to address the Newell Road location as an additional Quiet Zone scenario. Newell Road is outside the initial study area of the project but at DATS request, it will be addressed here.

Newell Road lies on the north end of the CSX route through Danville, approximately 2 miles north of Liberty Lane and is in a rural location. URS was asked to evaluate a stand-alone Quiet Zone for this location. At this location there may be a vehicular access issue because of the driveways that are within 100 feet of the grade crossing, but those issues may be worked out with

the property owners during the diagnostic phase. We do not believe that constant warning time or power out devices are in place at this location today. This crossing could be a prime candidate for the utilization of a raised median or channelization SSM to allow a Quiet Zone to be implemented. It is feasible for a Quiet Zone to be implemented at this location. The QZRI for this location is as follows:

