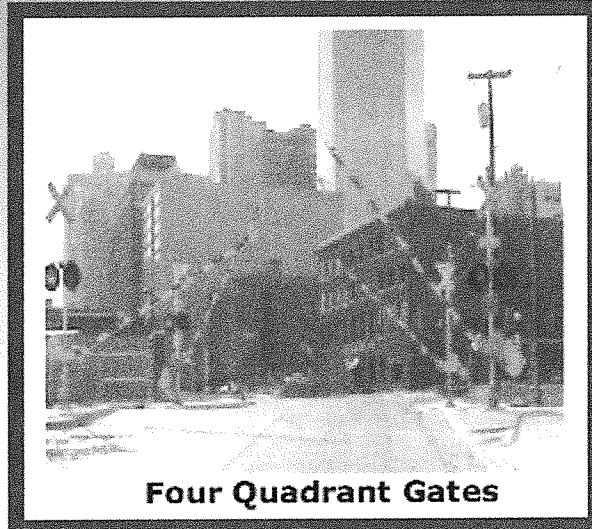
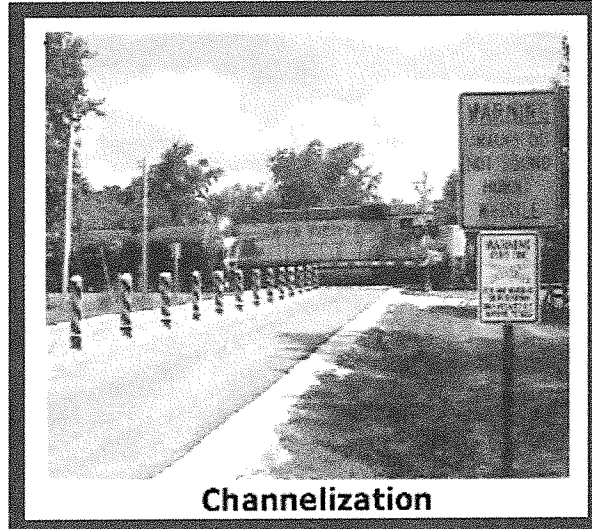


# DATS Quiet Zone Feasibility Study

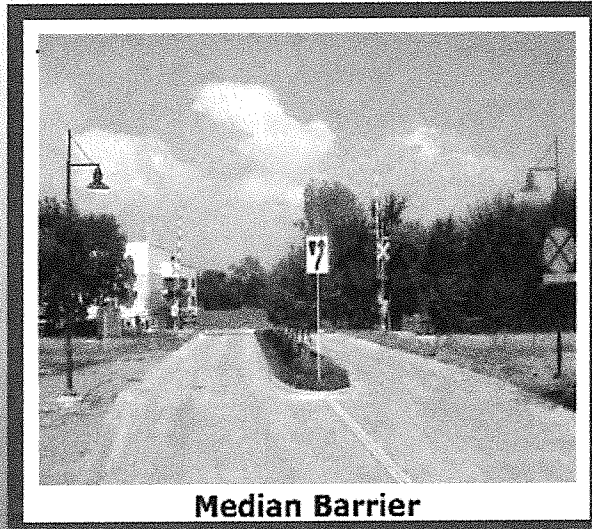
## Final



**Four Quadrant Gates**



**Channelization**

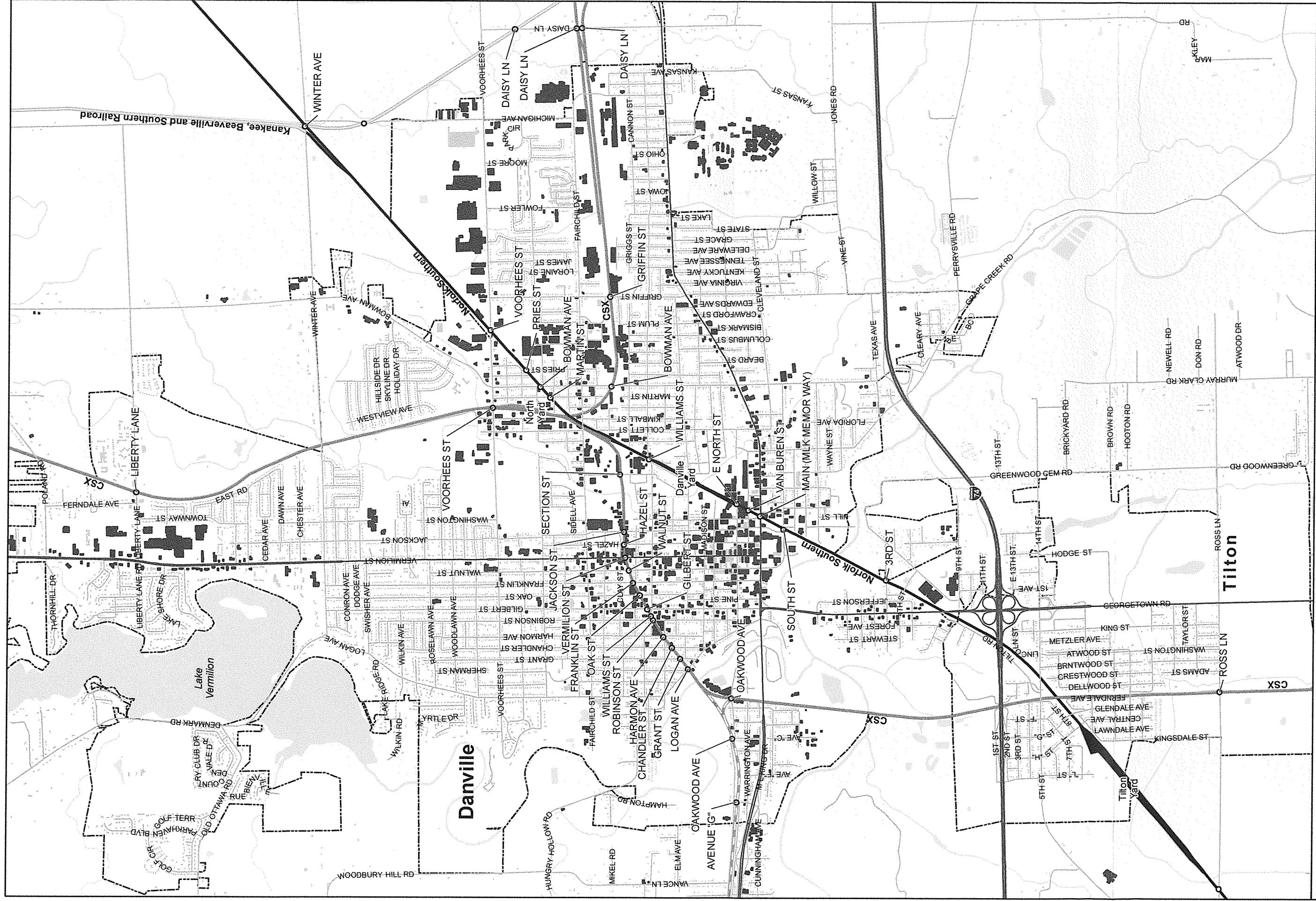


**Median Barrier**

TAB 1

Technical Memo 1

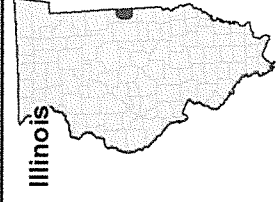




**Danville Illinois Railroad Crossings and Vehicular Generators**

- Railroad Right of Way**
- CSX - 26 Trains Per Day (Approx.)
  - Norfolk Southern - 30 Trains Per Day (Approx.)
  - Kankakee, Beaverville & Southern Railroad
- Buildings**
- Commercial
  - Industrial
  - Institutional
  - Other Buildings
- Railroad Crossing**
- Railroad Crossing

Right of way is generally 100 feet wide.



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](http://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**

1. 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-Rail 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

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  
1200 Peachtree St. N.E.  
Atlanta GA 30309  
Telephone: 404-529-1234

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 quiet zone standards. Public authorities must enter into a contract guaranteeing reimbursement to the railroad 30 days 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-

Annual Maintenance - \$4,000 to \$10,000

## WHERE WE STAND

Where we stand creates possibilities today and tomorrow.

[Balanced regulation](#) »

Stay informed about NS' impact in your community.

JOIN THE LINE

## RELATED LINKS

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### IN YOUR COMMUNITY

Working together to create prosperity

Appendix C

Guide to the Quiet Zone Establishment Process  
Federal Railroad Administration





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## GUIDE TO THE QUIET ZONE ESTABLISHMENT PROCESS

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AN INFORMATION GUIDE

**Federal Railroad Administration**

1200 New Jersey Avenue S.E.

Washington, DC 20590

Telephone: 202-493-6299

[www.fra.dot.gov](http://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.

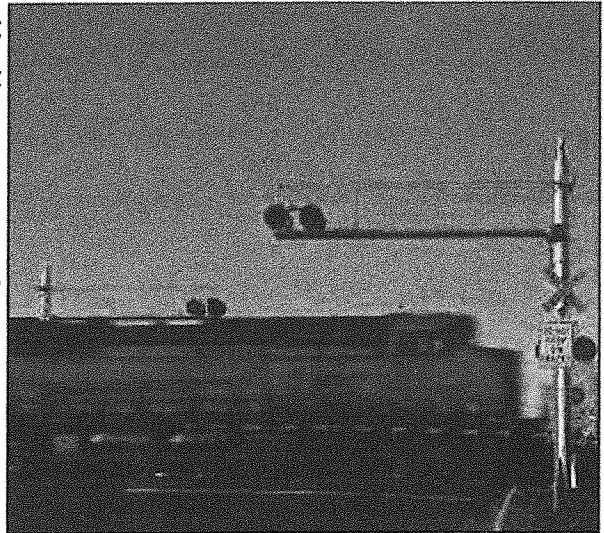
A quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway-rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings. The prohibited use of train horns at quiet zones only applies 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.

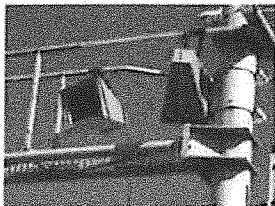
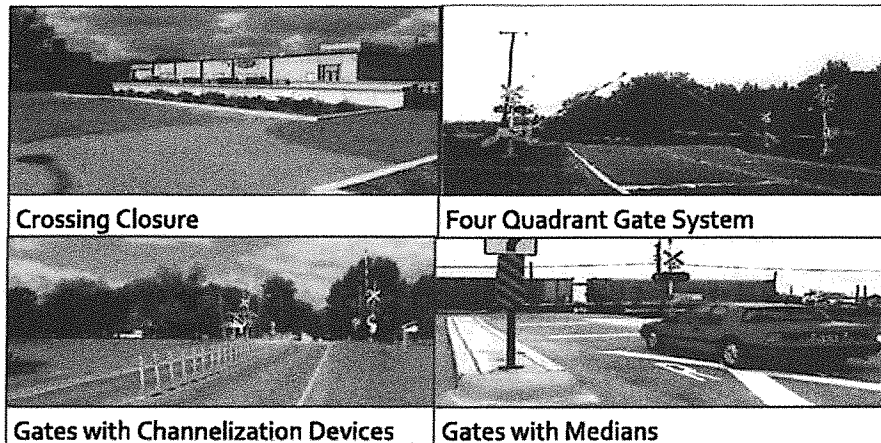
ASMs are safety systems, other than SSMs, that are used to reduce risk in a quiet zone. ASMs typically are improvements that do not fully meet the requirements to be SSMs and their risk reduction effectiveness must be submitted in writing and approved by FRA.

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.

## 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/.](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.\*\*\***

**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.

|   |  |
|---|--|
| <a href="#"><u>BNSF Railway (BNSF)</u></a>        | <a href="#"><u>Canadian Pacific (CP)</u></a> |
| <a href="#"><u>CSX Transportation (CSX)</u></a>   | <a href="#"><u>Norfolk Southern (NS)</u></a> |
| <a href="#"><u>Canadian National (CN)</u></a>     | <a href="#"><u>Union Pacific (UP)</u></a>    |
| <a href="#"><u>Kansas City Southern (KCS)</u></a> | <a href="#"><u>Amtrak (ATK)</u></a>          |

**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



## **Rail – Moving America Forward**

The mission of the Federal Railroad Administration is to enable the safe, reliable, and efficient movement of people and goods for a strong America, now and in the future.

### **U.S. Department of Transportation Federal Railroad Administration**

1200 New Jersey Avenue S.E.

Washington, DC 20590

Telephone: 202-493-6299

**[www.fra.dot.gov](http://www.fra.dot.gov)**

**Follow FRA on Facebook and Twitter**

**September 2013**

TAB 3

Technical Memo 3

**Community Survey, Phase III Technical  
Memorandum**

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**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 Vermillion 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

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. Train Horn Noise: 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

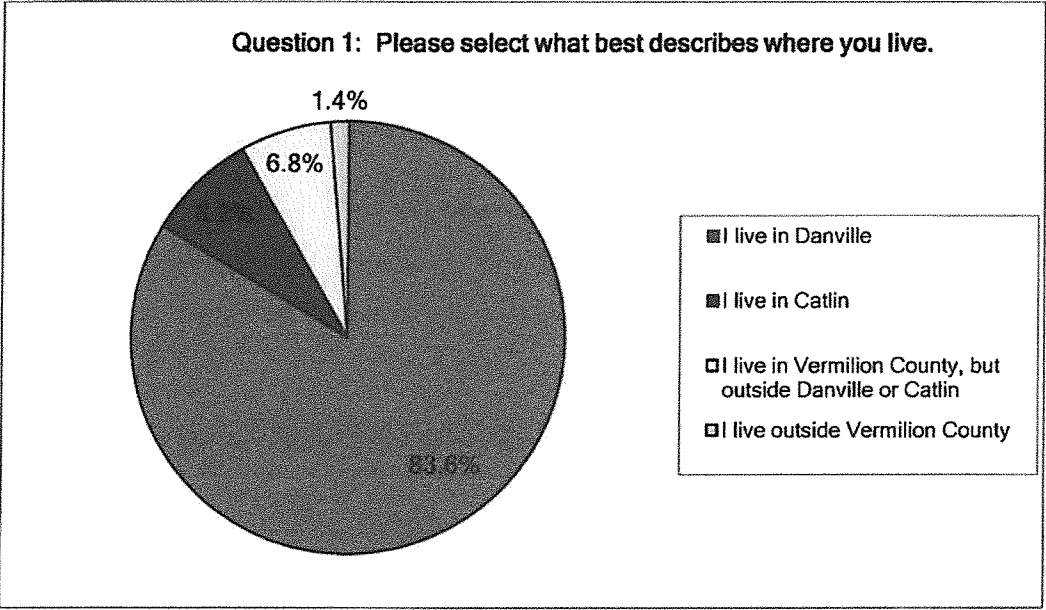
crossing, but there is no alternative to 24 hours a day/7 days a week train horn noise, if you live in close proximity to the railroad tracks.

Survey Data  
Attachment

DATS Quiet Zone Study

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

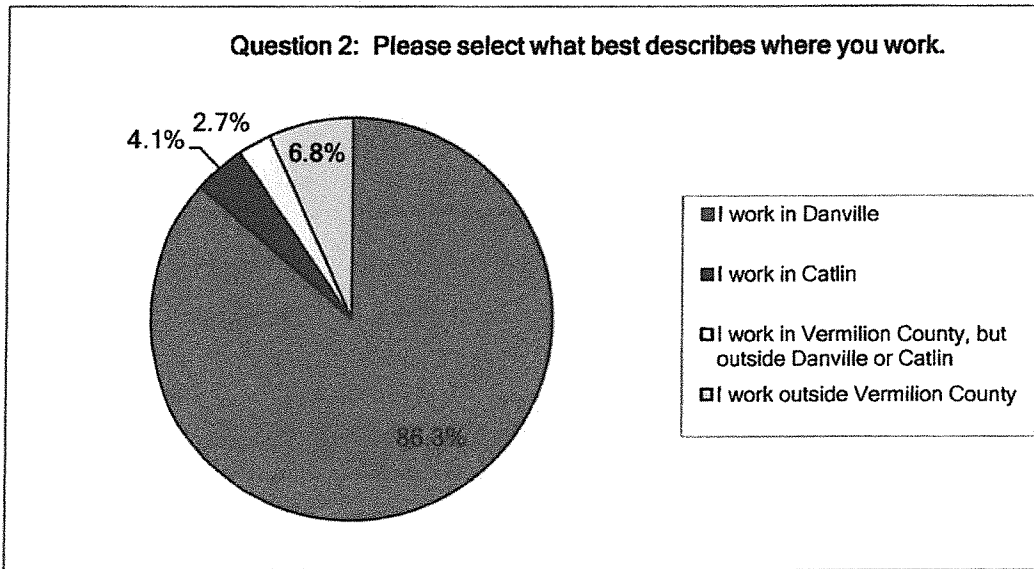
| Answer Options   | Response Percent | Response Count |
|--|------------------|----------------|
| I live in Danville   | 83.6%            | 61             |
| I live in Catlin   | 8.2%             | 6              |
| I live in Vermilion County, but outside Danville or Catlin | 6.8%             | 5              |
| I live outside Vermilion County                            | 1.4%             | 1              |
| <i>answered question</i>                                   |                  | <b>73</b>      |
| <i>skipped question</i>                                    |                  | <b>0</b>       |



# DATS Quiet Zone Study

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

| Answer Options   | Response Percent | Response 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              |
| <i>answered question</i>                                   |                  | <b>73</b>      |
| <i>skipped question</i>                                    |                  | <b>0</b>       |





**DATS Quiet Zone Study**

**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)**

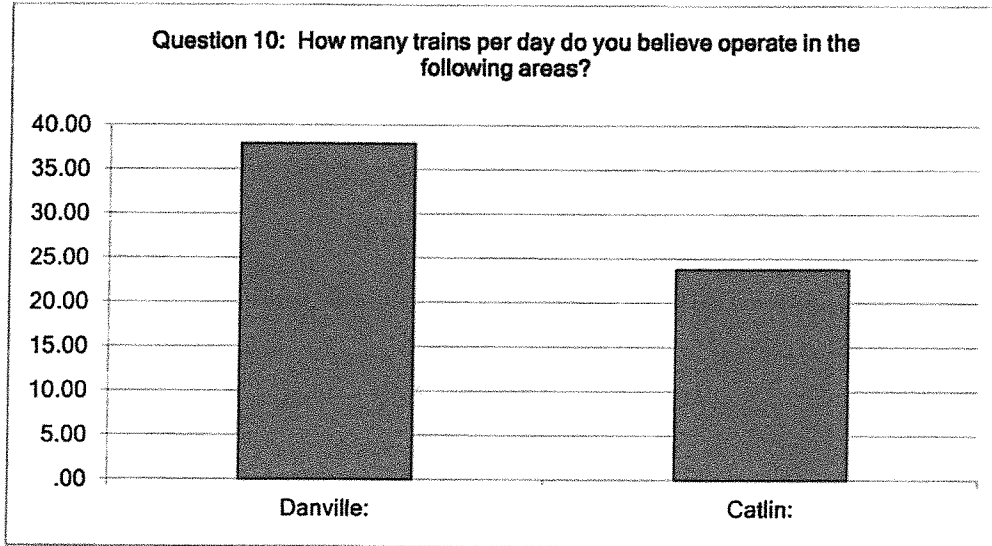
| Answer Options           | Response Count |
|--------------------------|----------------|
|                          | 36             |
| <i>answered question</i> | 36             |
| <i>skipped question</i>  | 37             |

| 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   |

# DATS Quiet Zone Study

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

| Answer Options | Response Average         | Response Total | Response Count |
|----------------|--------------------------|----------------|----------------|
| Danville:      | 37.87                    | 2,310          | 61             |
| Catlin:        | 23.75                    | 855            | 36             |
|                | <i>answered question</i> |                | <b>61</b>      |
|                | <i>skipped question</i>  |                | <b>12</b>      |



## DATS Quiet Zone Study

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

| Number | Response Date         | Danville: | 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         |            | 7       |
| 4      | Mar 21, 2014 6:21 PM  | 50        |            |         |
| 5      | Mar 21, 2014 6:19 PM  | 30        |            |         |
| 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        |            | 10      |
| 11     | Mar 21, 2014 6:08 PM  | 10        |            |         |
| 12     | Mar 19, 2014 5:58 PM  | 25        |            | 10      |
| 13     | Mar 14, 2014 4:51 PM  | 50        |            | 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       |            | 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        |            | 10      |
| 33     | Feb 24, 2014 4:17 PM  | 50        |            | 20      |
| 34     | Feb 24, 2014 3:05 PM  | 20        |            | 20      |
| 35     | Feb 24, 2014 2:33 AM  | 15        |            | 5       |
| 36     | Feb 24, 2014 2:05 AM  | 5         |            |         |
| 37     | Feb 24, 2014 12:13 AM | 15        |            |         |
| 38     | Feb 24, 2014 12:01 AM | 15        |            |         |
| 39     | Feb 23, 2014 6:01 PM  | 35        |            | 20      |
| 40     | Feb 23, 2014 5:47 PM  | 50        |            |         |
| 41     | Feb 23, 2014 5:09 PM  | 60        |            |         |
| 42     | Feb 23, 2014 4:31 PM  | 3         |            |         |
| 43     | Feb 23, 2014 3:50 PM  | 100       |            | 50      |
| 44     | Feb 23, 2014 1:28 PM  | 100       |            | 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        |            | 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      |

### DATS Quiet Zone Study

| 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         |            | 2       |
| 61     | Feb 20, 2014 10:03 PM | 35        |            | 20      |

## DATS Quiet Zone Study

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 Count |
|--------------------------|----------------|
|                          | 42             |
| <i>answered question</i> | 42             |
| <i>skipped question</i>  | 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  |

## DATS Quiet Zone Study

| 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 vermillion 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 goods....deal 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.  |

## DATS Quiet Zone Study

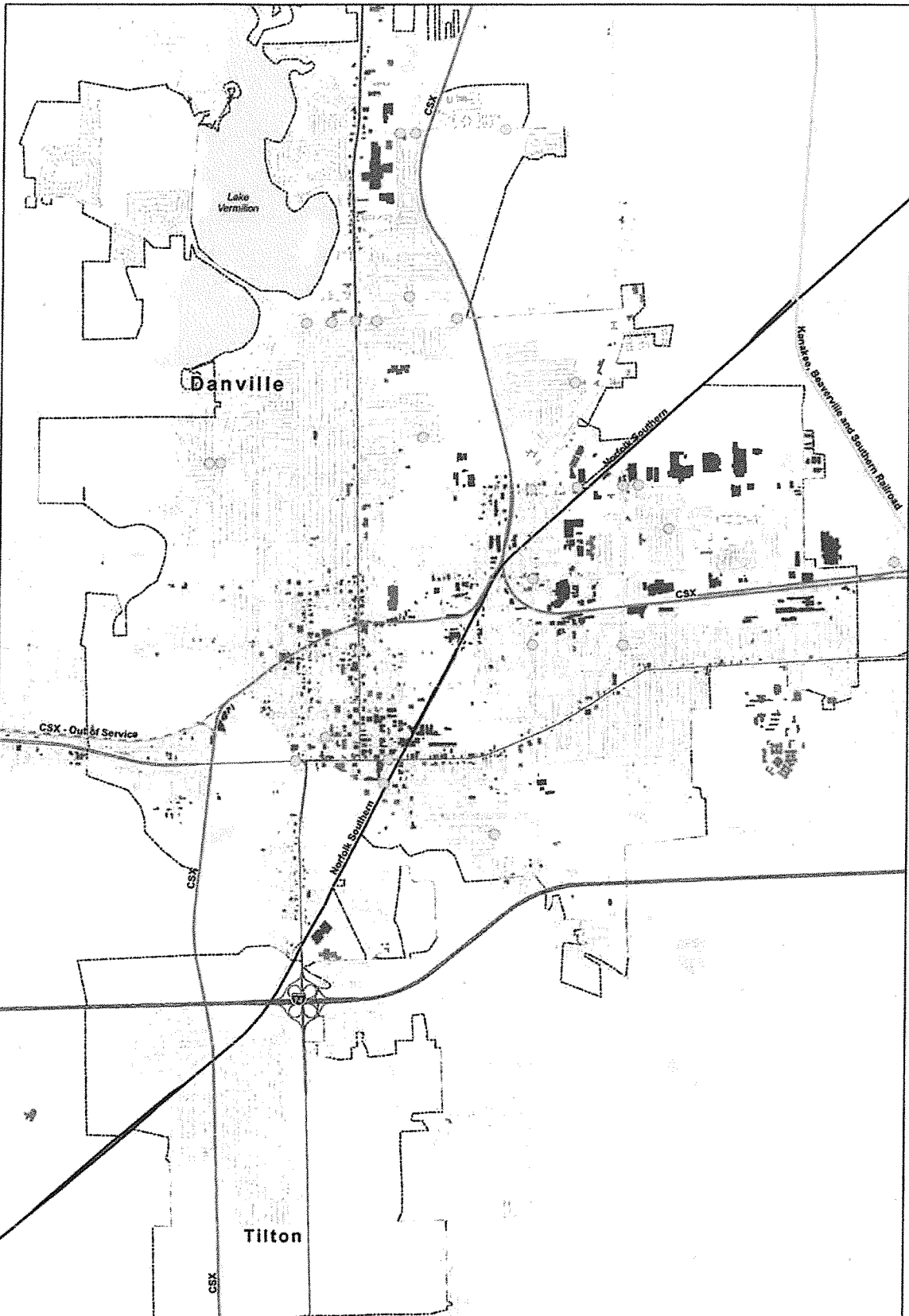
| Number | Response Date        | Response Text  |
|--------|----------------------|--|
| 24     | Feb 24, 2014 6:22 PM | i think all crossings should have gates  |
| 25     | Feb 24, 2014 6:09 PM | i live 1 1/2 blocks away from a train crossing, it seems there are trains running there constantly. we 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 outside can't carry on a conversation when horn blowing.  |
| 32     | Feb 23, 2014 4:31 PM | They also are stopped longer than they are supposed to be, but nothing ever gets done about it. Even if you call the phone number provided, nothing ever gets done, no fines, tickets issued, etc.   |

## DATS Quiet Zone Study

| 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 time.....but 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"   |



Exhibit A



**Survey Results - Homes**

○ Survey Respondant Locations

■ Buildings

■ Residential

■ Commercial

■ Industrial

■ Institutional

■ All Other Buildings

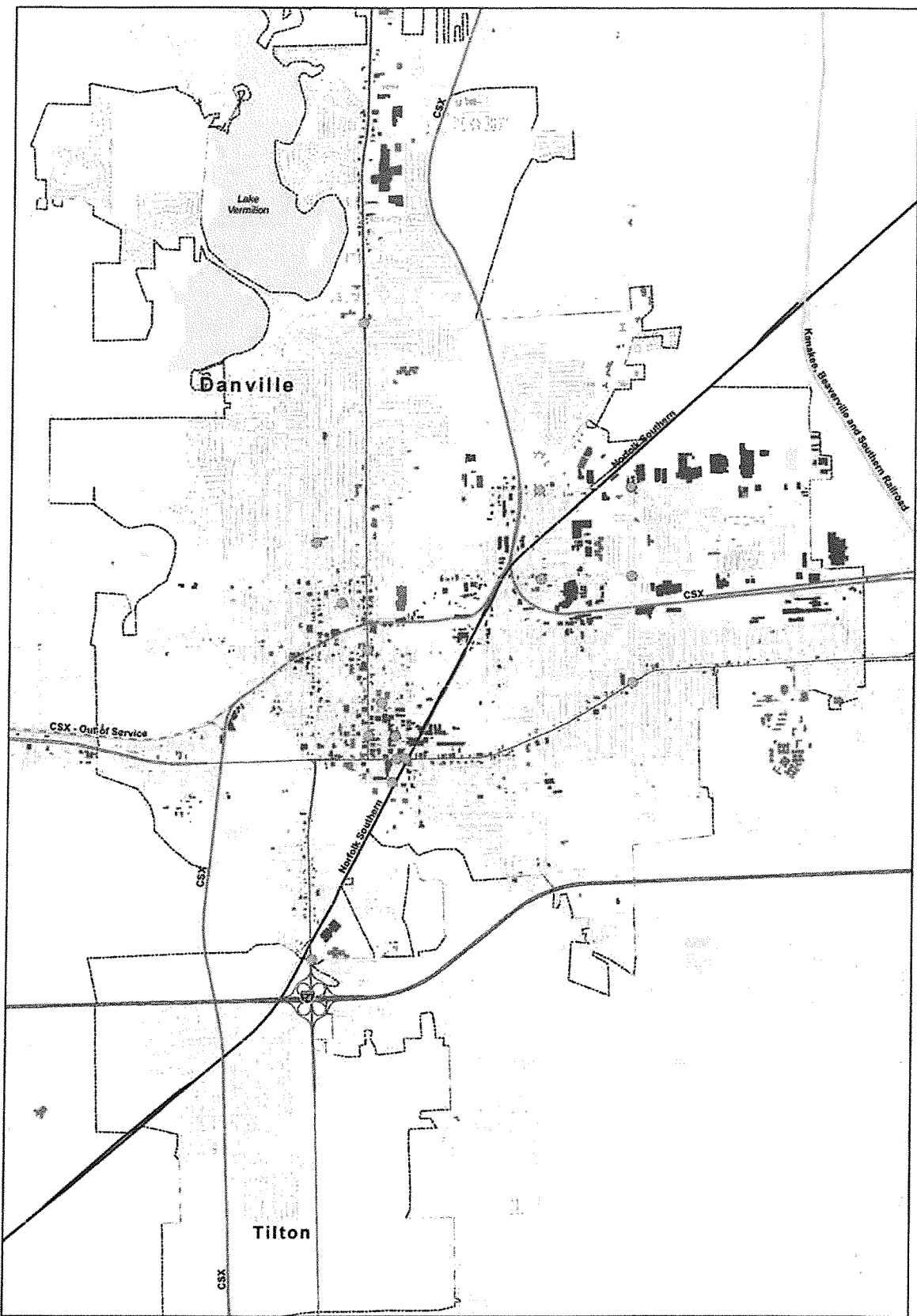


**URS**

Illinois






Exhibit B




**Survey Results - Workplaces**

|                               |               |                       |
|-------------------------------|---------------|-----------------------|
| ● Survey Respondant Locations | ■ Buildings   | ■ Industrial          |
|                               | ■ Residential | ■ Institutional       |
|                               | ■ Commercial  | ■ All Other Buildings |



  
 N  
  
 Miles

  
 Illinois

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 (regardless of presence detection) | 0.92 |

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 with or without channel devices | 0.80 |



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)**

|               |      |
|---------------|------|
| Effectiveness | 0.82 |
|---------------|------|

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.
3. 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<br>USDOT Crossing Numbers: | <ul style="list-style-type: none"> <li>• Sandusky St 479876T</li> <li>• Paris St 479875L</li> <li>• Catlin Rd 479874E</li> </ul> |
| Existing Warning Devices:                       | Gates and Flashers   |

#### **Scenario B**

|   |  |
|---|--|
| Location:                                       | Danville – North   |
| Affected Railroad:                              | CSX Transportation   |
| Grade Crossings with<br>USDOT Crossing Numbers: | <ul style="list-style-type: none"> <li>• Liberty Lane 353708L</li> </ul> |
| Existing Warning Devices:                       | Gates and Flashers   |

Figure 2: Catlin Raised Median SSMs

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Change Scenario: test1Danvl\_42028

|                              | Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|------------------------------|----------|-------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| <b>Create New Zone</b>       | 479874E  | CATLIN RD   | 1200    | Gates          | 0       | 13  | 15,520.23 | <input type="button" value="MODIFY"/> |
| <b>Manage Existing Zones</b> | 479875L  | PARIS ST    | 3550    | Gates          | 0       | 13  | 7,506.20  | <input type="button" value="MODIFY"/> |
| <b>Log Off</b>               | 479876T  | SANDUSKY ST | 750     | Gates          | 0       | 13  | 14,392.29 | <input type="button" value="MODIFY"/> |

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

\* Only Public At Grade Crossings are listed.

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                  |
|---|------------------|
| <b>Proposed Quiet Zone:</b>                   | test1Danville    |
| <b>Type:</b>                                  | New 24-hour QZ   |
| <b>Scenario:</b>                              | test1Danvl_42028 |
| <b>Estimated Total Cost:</b>                  | \$45,000.00      |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00        |
| <b>Risk Index with Horns:</b>                 | 37388.81         |
| <b>Quiet Zone Risk Index:</b>                 | <b>12472.91</b>  |
| <input type="button" value="Select"/>         |                  |

Figure 3: Catlin Four-Quad Gate SSM's

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Change Scenario: test1Danvl\_42029

|                              | Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|------------------------------|----------|-------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| <b>Create New Zone</b>       | 479874E  | CATLIN RD   | 1200    | Gates          | 0       | 4   | 13,968.21 | <input type="button" value="MODIFY"/> |
| <b>Manage Existing Zones</b> | 479875L  | PARIS ST    | 3550    | Gates          | 0       | 4   | 6,755.58  | <input type="button" value="MODIFY"/> |
| <b>Log Off</b>               | 479876T  | SANDUSKY ST | 750     | Gates          | 0       | 4   | 12,953.06 | <input type="button" value="MODIFY"/> |

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

\* Only Public At Grade Crossings are listed.

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

Click for Supplementary Safety Measures [SSM]

Click for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                  |
|---|------------------|
| <b>Proposed Quiet Zone:</b>                   | test1Danville    |
| <b>Type:</b>                                  | New 24-hour QZ   |
| <b>Scenario:</b>                              | test1Danvl_42029 |
| <b>Estimated Total Cost:</b>                  | \$300,000.00     |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00        |
| <b>Risk Index with Horns:</b>                 | 37388.81         |
| <b>Quiet Zone Risk Index:</b>                 | <b>11225.62</b>  |
| <input type="button" value="Select"/>         |                  |

## 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.

Figure 4: Liberty Lane Existing Condition QZ Calculator

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Change Scenario: DANVILLE N\_42031
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|  | Crossing | Street       | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                        |
|--|----------|--------------|---------|----------------|---------|-----|-----------|------------------------|
|  | 353708L  | LIBERTY LANE | 4450    | Gates          | 0       | 0   | 62,621.12 | <a href="#">MODIFY</a> |

**Create New Zone**

**Manage Existing Zones**

**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

**Step 2:** Select proposed warning device or SSM. Then click the [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

\* Only Public At Grade Crossings are listed.

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) \* Note: The use of ASMs requires an application to and approval from the FRA.

Summary

|   |                             |
|---|-----------------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville North Liberty Lane |
| <b>Type:</b>                                  | New 24-hour QZ              |
| <b>Scenario:</b>                              | DANVILLE N_42031            |
| <b>Estimated Total Cost:</b>                  | \$0.00                      |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00                   |
| <b>Risk Index with Horns:</b>                 | 37542.64                    |
| <b>Quiet Zone Risk Index:</b>                 | 62621.12                    |



Figure 5 Liberty Lane Four Quad Gate SSM

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Change Scenario: Danville N\_42222

| Crossing | Street       | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|----------|--------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| 353708L  | LIBERTY LANE | 4450    | Gates          | 0       | 4   | 11,271.80 | <input type="button" value="MODIFY"/> |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off** \* Only Public At Grade Crossings are listed.

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

**Click** for Supplementary Safety Measures [SSM]

**Click** for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                             |
|---|-----------------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville North Liberty Lane |
| <b>Type:</b>                                  | New 24-hour QZ              |
| <b>Scenario:</b>                              | Danville N_42222            |
| <b>Estimated Total Cost:</b>                  | \$100,000.00                |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00                   |
| <b>Risk Index with Horns:</b>                 | 37542.64                    |
| <b>Quiet Zone Risk Index:</b>                 | <b>11271.8</b>              |
| <input type="button" value="Select"/>         |                             |

Figure 6: Liberty Lane with Raised Median SSM's

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Change Scenario? Danville N\_42222

| Crossing | Street       | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|----------|--------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| 353708L  | LIBERTY LANE | 4450    | Gates          | 0       | 13  | 12,524.22 | <input type="button" value="MODIFY"/> |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off** \* Only Public At Grade Crossings are listed.

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

**Click** for Supplementary Safety Measures [SSM]

**Click** for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                             |
|---|-----------------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville North Liberty Lane |
| <b>Type:</b>                                  | New 24-hour QZ              |
| <b>Scenario:</b>                              | Danville N_42222            |
| <b>Estimated Total Cost:</b>                  | \$15,000.00                 |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00                   |
| <b>Risk Index with Horns:</b>                 | 37542.64                    |
| <b>Quiet Zone Risk Index:</b>                 | <b>12524.22</b>             |
| <input type="button" value="Select"/>         |                             |

### 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 each 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

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Change Scenario: Danville D\_42053
Continue

| Crossing | Street            | Traffic | Warning Device | Pre-SSM | SSM | Risk      |        |
|----------|-------------------|---------|----------------|---------|-----|-----------|--------|
| 479859C  | WILLIAMS ST       | 5600    | Gates          | 0       | 0   | 38,152.10 | MODIFY |
| 479861D  | VAN BUREN ST      | 550     | Gates          | 0       | 0   | 24,305.91 | MODIFY |
| 479862K  | MAIN (MLK MEMOR W | 12200   | Gates          | 0       | 0   | 73,305.80 | MODIFY |
| 479863S  | SOUTH ST          | 4350    | Gates          | 0       | 0   | 38,652.09 | MODIFY |
| 479864Y  | 3RD ST            | 1200    | Gates          | 0       | 0   | 30,956.71 | MODIFY |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

*\* Only Public At Grade Crossings are listed.*  
**Click** for **Supplementary Safety Measures [SSM]**

**Click** for ASM spreadsheet: **ASM** *\* Note: The use of ASMs requires an application to and approval from the FRA.*

| Summary                                       |                   |
|---|-------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville Downtown |
| <b>Type:</b>                                  | New 24-hour QZ    |
| <b>Scenario:</b>                              | Danville D_42053  |
| <b>Estimated Total Cost:</b>                  | \$0.00            |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00         |
| <b>Risk Index with Horns:</b>                 | 24625.01          |
| <b>Quiet Zone Risk Index:</b>                 | 41074.52          |

Figure 8: Danville Downtown with SSMs and Closures

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Change Scenario: Danville D\_42033
Continue

| Crossing | Street            | Traffic | Warning Device | Pre-SSM | SSM | Risk      |        |
|----------|-------------------|---------|----------------|---------|-----|-----------|--------|
| 479859C  | WILLIAMS ST       | 6150    | Gates          | 0       | 4   | 6,997.34  | MODIFY |
| 479861D  | VAN BUREN ST      | 0       | CLOSED(SSM 2)  | 0       | 2   | 0         | Closed |
| 479862K  | MAIN (MLK MEMOR W | 12200   | Gates          | 0       | 4   | 13,195.04 | MODIFY |
| 479863S  | SOUTH ST          | 4350    | Gates          | 0       | 13  | 7,730.42  | MODIFY |
| 479864Y  | 3RD ST            | 1200    | Gates          | 0       | 0   | 30,956.71 | MODIFY |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

*\* Only Public At Grade Crossings are listed.*  
**Click** for **Supplementary Safety Measures [SSM]**

**Click** for ASM spreadsheet: **ASM** *\* Note: The use of ASMs requires an application to and approval from the FRA.*

| Summary                                       |                   |
|---|-------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville Downtown |
| <b>Type:</b>                                  | New 24-hour QZ    |
| <b>Scenario:</b>                              | Danville D_42033  |
| <b>Estimated Total Cost:</b>                  | \$220,000.00      |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00         |
| <b>Risk Index with Horns:</b>                 | 24625.01          |
| <b>Quiet Zone Risk Index:</b>                 | 11775.9           |
| <b>Select</b>                                 |                   |



Figure 9: Danville Downtown with Raised Median SSM's

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Change Scenario: Danville D\_42053

| Crossing | Street            | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|----------|-------------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| 479859C  | WILLIAMS ST       | 5600    | Gates          | 0       | 13  | 7,630.42  | <input type="button" value="MODIFY"/> |
| 479861D  | VAN BUREN ST      | 550     | Gates          | 0       | 13  | 4,861.18  | <input type="button" value="MODIFY"/> |
| 479862K  | MAIN (MLK MEMOR W | 12200   | Gates          | 0       | 13  | 14,661.16 | <input type="button" value="MODIFY"/> |
| 479863S  | SOUTH ST          | 4350    | Gates          | 0       | 13  | 7,730.42  | <input type="button" value="MODIFY"/> |
| 479864Y  | 3RD ST            | 1200    | Gates          | 0       | 13  | 6,191.34  | <input type="button" value="MODIFY"/> |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

*\* Only Public At Grade Crossings are listed.*

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

Click for **Supplementary Safety Measures [SSM]**

Click for ASM spreadsheet: **ASM** *\* Note: The use of ASMs requires an application to and approval from the FRA.*

| Summary                                       |                   |
|---|-------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville Downtown |
| <b>Type:</b>                                  | New 24-hour QZ    |
| <b>Scenario:</b>                              | Danville D_42053  |
| <b>Estimated Total Cost:</b>                  | \$75,000.00       |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00         |
| <b>Risk Index with Horns:</b>                 | 24625.01          |
| <b>Quiet Zone Risk Index:</b>                 | <b>8214.9</b>     |
| <input type="button" value="Select"/>         |                   |

**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

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Change Scenario: Danville N\_42054
Continue

| Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk       |        |
|----------|-------------|---------|----------------|---------|-----|------------|--------|
| 479854T  | VOORHEES ST | 15800   | Gates          | 0       | 0   | 52,519.15  | MODIFY |
| 479855A  | PRIES ST    | 50      | Gates          | 0       | 0   | 14,103.81  | MODIFY |
| 479856G  | BOWMAN AVE  | 8000    | Gates          | 0       | 0   | 110,411.08 | MODIFY |
| 479857N  | MARTIN ST   | 550     | Gates          | 0       | 0   | 18,084.26  | MODIFY |

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

**\* Only Public At Grade Crossings are listed.**

**Click** for **Supplementary Safety Measures [SSM]**

**Click** for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                    |
|---|--------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville Northeast |
| <b>Type:</b>                                  | New 24-hour QZ     |
| <b>Scenario:</b>                              | Danville N_42054   |
| <b>Estimated Total Cost:</b>                  | \$0.00             |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00          |
| <b>Risk Index with Horns:</b>                 | 29244.35           |
| <b>Quiet Zone Risk Index:</b>                 | 48779.58           |

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

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Cancel
Change Scenario: DANVILLE N\_42034
Continue

| Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk      |        |
|----------|-------------|---------|----------------|---------|-----|-----------|--------|
| 479854T  | VOORHEES ST | 15800   | Gates          | 0       | 4   | 9,453.45  | MODIFY |
| 479855A  | PRIES ST    | 0       | CLOSED(SSM 2)  | 0       | 2   | 0         | Closed |
| 479856G  | BOWMAN AVE  | 8600    | Gates          | 0       | 4   | 20,085.06 | MODIFY |
| 479857N  | MARTIN ST   | 0       | CLOSED(SSM 2)  | 0       | 2   | 0         | Closed |

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

**\* Only Public At Grade Crossings are listed.**

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

**Click** for **Supplementary Safety Measures [SSM]**

**Click** for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                    |
|---|--------------------|
| <b>Proposed Quiet Zone:</b>                   | DANVILLE NORTHEAST |
| <b>Type:</b>                                  | New 24-hour QZ     |
| <b>Scenario:</b>                              | DANVILLE N_42034   |
| <b>Estimated Total Cost:</b>                  | \$210,000.00       |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00          |
| <b>Risk Index with Horns:</b>                 | 29244.35           |
| <b>Quiet Zone Risk Index:</b>                 | 7384.63            |

**Select**



Figure 12: Danville Northeast with Raised Median SSM and Closure

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Change Scenario: Danville N\_42054

| Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                                       |
|----------|-------------|---------|----------------|---------|-----|-----------|---------------------------------------|
| 479854T  | VOORHEES ST | 15800   | Gates          | 0       | 13  | 10,503.83 | <input type="button" value="MODIFY"/> |
| 479855A  | PRIES ST    | 0       | CLOSED(SSM 2)  | 0       | 2   | 0         | Closed                                |
| 479856G  | BOWMAN AVE  | 8050    | Gates          | 0       | 13  | 22,102.36 | <input type="button" value="MODIFY"/> |
| 479857N  | MARTIN ST   | 550     | Gates          | 0       | 13  | 3,391.00  | <input type="button" value="MODIFY"/> |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

\* Only Public At Grade Crossings are listed.

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

Click for **Supplementary Safety Measures [SSM]**

Click for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                    |
|---|--------------------|
| <b>Proposed Quiet Zone:</b>                   | Danville Northeast |
| <b>Type:</b>                                  | New 24-hour QZ     |
| <b>Scenario:</b>                              | Danville N_42054   |
| <b>Estimated Total Cost:</b>                  | \$50,000.00        |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00          |
| <b>Risk Index with Horns:</b>                 | 29244.35           |
| <b>Quiet Zone Risk Index:</b>                 | 8999.3             |
| <input type="button" value="Select"/>         |                    |

### 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

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[Cancel](#)
Change Scenario: CSX VOORHE\_42828
[Continue](#)

| Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk      |                        |
|----------|-------------|---------|----------------|---------|-----|-----------|------------------------|
| 353711U  | VOORHEES ST | 14600   | Gates          | 0       | 0   | 28,415.17 | <a href="#">MODIFY</a> |

**Create New Zone**

**Manage Existing Zones**

**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the [MODIFY](#) Button

**Step 2:** Select proposed warning device or SSM. Then click the [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

**\* Only Public At Grade Crossings are listed.**

[Click](#) for [Supplementary Safety Measures \[SSM\]](#)

[Click](#) for ASM spreadsheet: [ASM](#) **\* Note:**The use of ASMs requires an application to and approval from the FRA.

**Summary**

|   |                  |
|---|------------------|
| <b>Proposed Quiet Zone:</b>                   | CSX VOORHEES     |
| <b>Type:</b>                                  | New 24-hour QZ   |
| <b>Scenario:</b>                              | CSX VOORHE_42828 |
| <b>Estimated Total Cost:</b>                  | \$0.00           |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00        |
| <b>Risk Index with Horns:</b>                 | 17035.47         |
| <b>Quiet Zone Risk Index:</b>                 | 28415.17         |

Figure 14: Voorhees CSX with Raised Median SSM's

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Change Scenario: CSX VOORHE\_42828

| Crossing | Street      | Traffic | Warning Device | Pre-SSM | SSM | Risk     |                                       |
|----------|-------------|---------|----------------|---------|-----|----------|---------------------------------------|
| 353711U  | VOORHEES ST | 14600   | Gates          | 0       | 13  | 5,683.03 | <input type="button" value="MODIFY"/> |

**Create New Zone**  
**Manage Existing Zones**  
**Log Off** \* Only Public At Grade Crossings are listed.

**Step by Step Instructions:**

**Step 1:** To specify New Warning Device (For Pre-Rule Quiet Zone Only) and/or SSM, click the **MODIFY** Button

**Step 2:** Select proposed warning device or SSM. Then click the **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

**ALERT: Quiet Zone qualifies because SSM has been applied in each crossing.**

Click for **Supplementary Safety Measures [SSM]**

Click for ASM spreadsheet: **ASM** \* Note: The use of ASMs requires an application to and approval from the FRA.

| Summary                                       |                  |
|---|------------------|
| <b>Proposed Quiet Zone:</b>                   | CSX VOORHEES     |
| <b>Type:</b>                                  | New 24-hour QZ   |
| <b>Scenario:</b>                              | CSX VOORHE_42828 |
| <b>Estimated Total Cost:</b>                  | \$15,000.00      |
| <b>Nationwide Significant Risk Threshold:</b> | 14347 .00        |
| <b>Risk Index with Horns:</b>                 | 17035.47         |
| <b>Quiet Zone Risk Index:</b>                 | <b>5683.03</b>   |
| <input type="button" value="Select"/>         |                  |

## 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

| <b>QZ Name</b> | <b>Grade Crossings</b> | <b>Incidents</b> | <b>Injuries</b> | <b>Fatalities</b> |
|----------------|------------------------|------------------|-----------------|-------------------|
| 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 TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |  |   |  |  |  |  |  |
|--|--|--|---|--|--|--|--|--|
| 1. Name of Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |  |  | 1a. Alphabetic Code<br><b>NS</b>  |  |  | 1b. Railroad Accident/Incident No.<br><b>104696</b>  |  |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>Norfolk Southern Corp. [NS ]</b>  |  |  | 3a. Alphabetic Code<br><b>NS</b>  |  |  | 3b. Railroad Accident/Incident No.<br><b>104696</b>  |  |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>479876T</b>  |  |  | 5. Date of Accident/Incident<br>month   day   year<br><b>0   5   1   7   2013</b> |  |  | 6. Time of Accident/Incident<br><b>12:45</b> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>  |  |  |
| 7. Nearest Railroad Station<br><b>CATLIN</b>   |  |  | 8. Subdivision<br><b>ILLINOIS</b>   |  |  | 9. County<br><b>VERMILION</b>  |  |  |
| 11. City (if in a city)  |  |  | 12. Highway Name or No.<br><b>SANDUSKY ST.</b>                                    |  |  | 10. State<br>Abbr. <b>IL</b> Code<br><b>17</b>   |  |  |
| 11. City (if in a city)  |  |  | 12. Highway Name or No.<br><b>SANDUSKY ST.</b>                                    |  |  | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>  |  |  |
| Highway User Involved  |  |  |   | Rail Equipment Involved  |  |  |  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)<br>Code<br><b>C</b>   |  |  |   | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>D. EMU Locomotive(s)<br>E. DMU Locomotive(s)<br>Code<br><b>1</b> |  |  |  |  |
| 14. Vehicle Speed (est. mph at impact) <b>5</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>1</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>  |  |  |  |  |
| 16. Position<br>1. Stalled or stuck on crossing 4. Trapped on crossing by traffic<br>2. Stopped on Crossing 5. Blocked on crossing by gates<br>3. Moving over crossing<br>Code<br><b>3</b>   |  |  |   | 19. Circumstance<br>1. Rail equipment struck highway user 2. Rail equipment struck by highway user<br>Code<br><b>1</b>   |  |  |  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>   |  |  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>  |  |  |  |  |
| 20c. State here the name and quantity of the hazardous material released, if any   |  |  |   |  |  |  |  |  |
| 21. Temperature (specify if minus) <b>81</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>2</b>  |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>   |  |  |  |  |
| 24. Type of Equipment (single entry)<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing<br>Code<br><b>1</b> |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>  |   | 26. Track Number or Name<br><b>DOUBLE-MAINLINE</b>   |  |  |  |  |
| 27. FRA Track Class (1-9,X) <b>4</b>   |  | 28. Number of Locomotive Units <b>2</b>  |   | 29. Number of Cars <b>72</b>   |  | 30. Consist Speed (Recorded speed if available)<br>R. Recorded <b>38</b> mph<br>E. Estimated<br>Code<br><b>E</b>   |  |  |
| 31. Time Table Direction<br>1. North 3. East<br>2. South 4. West<br>Code<br><b>4</b>   |  | 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03 06 07</b> |   |  |  | 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes)<br>Code<br><b>1</b>   |  |  |
| 34. Roadway Conditions<br>A. Dry<br>B. Wet<br>C. Snow/Slush<br>D. Ice<br>E. Sand, Mud, Dirt, Oil, Gravel<br>F. Water (Standing, Moving)<br>Code<br><b>A</b>  |  | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>  |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |  |  |
| 38. Highway User's Age<br>1. Male<br>2. Female<br>Code<br><b>1</b>   |  | 39. Highway User's Gender<br>1. Male<br>2. Female<br>Code<br><b>1</b>  |   | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |  | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)<br>6. Went around/thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide<br>Code<br><b>1</b> |  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b>              |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |  |  |
| 46. Highway-Rail Crossing Users<br>Killed <b>0</b><br>Injured <b>0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$1,500</b>  |   | 48. Total Number of Vehicle Occupants (including driver) <b>1</b>  |  |  |  |  |
| 49. Railroad Employees <b>0</b>  |  | 50. Total Number of People on Train (include passengers and train crew) <b>3</b>   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>   |  |  |  |  |
| 52. Passengers on Train <b>0</b>   |  | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  |   | 53b. Special Study Block   |  |  |  |  |
| 54. Narrative Description (Be specific, and continue on separate sheet if necessary)<br><b>TRAIN STRUCK SEMI TRACTOR-TRAILER AT CROSSING.</b>  |  |  |   |  |  |  |  |  |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |  |   |   |  |   |  |  |  |  |
|---|--|---|---|--|---|--|--|--|--|
| 1. Name of Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  |   | 1a. Alphabetic Code<br><b>NW</b>  |  |   | 1b. Railroad Accident/Incident No.<br><b>X190284003</b>  |  |  |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  |   | 3a. Alphabetic Code<br><b>NW</b>  |  |   | 3b. Railroad Accident/Incident No.<br><b>X190284003</b>  |  |  |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>479876T</b>   |  |   | 5. Date of Accident/Incident<br>month   day   year<br><b>0   2   0   6   1984</b> |  |   | 6. Time of Accident/Incident<br>4:20 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>                      |  |  |  |
| 7. Nearest Railroad Station<br><b>TILTON</b>  |  | 8. Subdivision  |   | 9. County<br><b>VERMILION</b>  |   | 10. State<br>Abbr. <b>IL</b>   |  | Code<br><b>17</b>  |  |
| 11. City (if in a city) <b>CATLIN</b>   |  |   | 12. Highway Name or No.<br><b>SANDUSKY ST</b>                                     |  |   | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>  |  |  |  |
| <b>Highway User Involved</b>  |  |   |   | <b>Rail Equipment Involved</b>   |   |  |  |  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |  |   |   | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing) |   | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify) |  | A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>D. EMU Locomotive(s)<br>E. DMU Locomotive(s) |  |
| 14. Vehicle Speed (est. mph at impact) <b>25</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West |   | Code<br><b>1</b>   |   | 18. Position of Car Unit in Train<br><b>1</b>  |  |  |  |
| 16. Position<br>1. Stalled or stuck on crossing 4. Trapped on crossing by traffic<br>2. Stopped on Crossing 5. Blocked on crossing by gates<br>3. Moving over crossing  |  |   |   | Code<br><b>3</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user 2. Rail equipment struck by highway user                           |  |  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |   |   | Code<br><b>2</b>   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither                      |  |  |  |
| 20c. State here the name and quantity of the hazardous material released, if any  |  |   |   |  |   |  |  |  |  |
| 21. Temperature (specify if minus) <b>12</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |   | Code<br><b>3</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  |  |  |
| 24. Type of Equipment (single entry)<br>Consist<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing |  | Code<br><b>1</b>  |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry      |   | Code<br><b>1</b>   |  | 26. Track Number or Name<br><b>SINGLE MAIN LINE</b>  |  |
| 27. FRA Track Class (1-9,X) <b>4</b>  |  | 28. Number of Locomotive Units <b>2</b>                           |   | 29. Number of Cars <b>76</b>   |   | 30. Consist Speed (Recorded speed if available)<br>R. Recorded <b>50</b> mph<br>E. Estimated                                 |  | Code<br><b>E</b>   |  |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None  |  |   | Code(s) <b>03</b>   |  | 33. Signaled Crossing Warning (See reverse side for instructions and codes)<br>Code<br><b>1</b>   |  | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) |  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |  |   | Code<br><b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>2</b>   |  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>1</b>  |   | 38. Highway User's Age<br>1. Male 2. Female  |   | Code<br><b>2</b>   |  | 39. Highway User's Gender<br>Code<br><b>2</b>  |  |
| 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  |   | Code<br><b>2</b>  |  | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing   |  | Code<br><b>3</b>   |  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown   |  |   | Code<br><b>2</b>  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured |  |  | Code<br><b>8</b>   |  |
| Casualties to:  |  | Killed <b>0</b>   |   | Injured <b>1</b>   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  | Code<br><b>2</b>   |  |
| 46. Highway-Rail Crossing Users   |  | Killed <b>0</b>   |   | Injured <b>0</b>   |   | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$5,500</b>  |  | Code<br><b>1</b>   |  |
| 49. Railroad Employees  |  | Killed <b>0</b>   |   | Injured <b>0</b>   |   | 50. Total Number of People on Train (include passengers and train crew)  |  | Code<br><b>2</b>   |  |
| 52. Passengers on Train   |  | Killed <b>0</b>   |   | Injured <b>0</b>   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>   |  |
| 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No   |  |   | 53b. Special Study Block  |  |   |  |  |  |  |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |  |  |   |   |   |  |
|--|--|--|--|---|---|---|--|
| 1. Name of Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  |  |  | 1a. Alphabetic Code<br><b>NW</b>  |   | 1b. Railroad Accident/Incident No.<br><b>D32274</b>   |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  |  |  | 3a. Alphabetic Code<br><b>NW</b>  |   | 3b. Railroad Accident/Incident No.<br><b>D32274</b>   |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>479876T</b>  |  |  |  | 5. Date of Accident/Incident<br>month   day   year<br><b>1   0   0   8   1980</b>   |   | 6. Time of Accident/Incident<br><b>9:35</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>  |  |
| 7. Nearest Railroad Station<br><b>CATLIN</b>   |  | 8. Subdivision   |  | 9. County<br><b>VERMILION</b>   |   | 10. State<br>Abbr. <b>IL</b> Code<br><b>17</b>  |  |
| 11. City (if in a city) <b>CATLIN</b>  |  |  | 12. Highway Name or No.<br><b>SOUTH SANDUSKY ST.</b>   |   |   | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>   |  |
| <b>Highway User Involved</b>   |  |  |  | <b>Rail Equipment Involved</b>  |   |   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian Code<br>B. Truck E. Van H. Motorcycle M. Other (specify) Code<br><b>B</b>   |  |  |  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>D. EMU Locomotive(s)<br>E. DMU Locomotive(s) Code<br><b>1</b> |   |   |  |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>1</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |   |   |  |
| 16. Position<br>1. Stalled or stuck on crossing 4. Trapped on crossing by traffic<br>2. Stopped on Crossing 5. Blocked on crossing by gates Code<br>3. Moving over crossing Code<br><b>3</b>   |  |  |  | 19. Circumstance<br>1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code<br><b>1</b>   |   |   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>  |  |  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code  |   |   |  |
| 20c. State here the name and quantity of the hazardous material released, if any   |  |  |  |   |   |   |  |
| 21. Temperature (specify if minus) <b>70</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark Code<br><b>2</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code<br><b>1</b>   |   |   |  |
| 24. Type of Equipment Consist (single entry)<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code<br><b>1</b> |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry Code<br><b>1</b>   |  | 26. Track Number or Name<br><b>SINGLE MAIN TRACK</b>  |   |   |  |
| 27. FRA Track Class (1-9,X) <b>4</b>   |  | 28. Number of Locomotive Units <b>2</b>  |  | 29. Number of Cars <b>98</b>  |   | 30. Consist Speed (Recorded speed if available)<br>R. Recorded <b>25</b> mph Code<br>E. Estimated Code<br><b>E</b>  |  |
| 31. Time Table Direction<br>1. North 3. East<br>2. South 4. West Code<br><b>4</b>  |  |  |  | 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>03 06</b>  |   |   |  |
| 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes) Code  |  |  |  | 34. Roadway Conditions<br>A. Dry<br>B. Wet<br>C. Snow/Slush<br>D. Ice<br>E. Sand, Mud, Dirt, Oil, Gravel<br>F. Water (Standing, Moving) Code  |   |   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach Code<br><b>1</b>   |  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown Code<br><b>2</b> |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown Code<br><b>2</b> |   |  |
| 38. Highway User's Age<br>1. Male Code<br>2. Female Code   |  | 39. Highway User's Gender<br>1. Male Code<br>2. Female Code  |  | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>  |   | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)<br>6. Went around thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide Code<br><b>3</b> |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>   |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code<br><b>8</b> |  |   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured Code<br><b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No Code<br><b>1</b>  |  | 46. Highway-Rail Crossing Users<br>Killed <b>0</b> Injured <b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$100</b>   |   | 48. Total Number of Vehicle Occupants (including driver) <b>1</b>   |  |
| 49. Railroad Employees <b>0</b>  |  | 50. Total Number of People on Train (include passengers and train crew) <b>0</b>   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No Code<br><b>2</b>   |   |   |  |
| 52. Passengers on Train <b>0</b>   |  | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No  |  | 53b. Special Study Block  |   |   |  |
| 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).



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |  |   |
|--|---|--|---|
| <b>Name Of</b>   |   | <b>Alphabetic Code</b>   | <b>RR Accident/Incident No.</b>   |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |   | 1a. <b>NS</b>  | 1b. <b>095360</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   |  |   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |   | 2a. <b>NS</b>  | 2b. <b>095360</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479875L</b>   |   | 5. Date of Accident/Incident <b>10/07/98</b>   | 6. Time of Accident/Incident <b>07:18 AM</b>  |
| 7. Nearest Railroad Station<br><b>CATLIN</b>   |   | 8. Division<br><b>ILLINOIS</b>   | 9. County<br><b>VERMILION</b>   |
| 11. City (if in a city) <b>CATLIN</b>  |   | 12. Highway Name or No. <b>PARIS ST.</b>   |   |
| <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |   |  |   |
| <b>Highway User Involved</b>   |   | <b>Rail Equipment Involved</b>   |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) <b>B</b>  |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL <b>1</b> |   |
| 14. Vehicle Speed<br>(est. mph at impact)  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West <b>4</b>    | 18. Position of Car Unit in Train<br><b>1</b>  |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped <b>4</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user <b>1</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>4</b>  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>4</b>   |   |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |   |
| 21. Temperature<br>(specify if minus) <b>60</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>4</b>      | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>2</b>  |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car <b>1</b> |   | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>  | 26. Track Number or Name<br><b>MAINLINE</b>   |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>2</b>                                    | 29. Number of Cars<br><b>34</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>38</b> mph <b>E</b><br>E. Estimated   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West <b>4</b>   |   | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |   |
| Code(s) <b>01</b>  |   | 33. Signaled Crossing<br>Warning <b>20 sec warn min (1);</b>   |   |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown <b>2</b>  |   | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>   |   |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown <b>2</b>   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown <b>2</b>  |   |
| 38. Driver's Age<br><b>50</b>  | 39. Driver's Gender<br>1. Male <b>1</b><br>2. Female                          | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown <b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>4</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown <b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b>   |   |
| Casualties to:<br><b>Killed Injured</b>  |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured <b>3</b>   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No <b>2</b>   |
| 46. Highway-Rail Crossing Users<br><b>0 0</b>  | 47. Highway Vehicle Property Damage<br>(est. dollar damage) <b>\$0</b>        |  | 48. Total Number of Highway-Rail Crossing Users<br>(include driver) <b>0</b>  |
| 49. Railroad Employees<br><b>0 0</b>   | 50. Total Number of People on Train<br>(include passengers and crew) <b>2</b> |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No <b>2</b>   |
| 52. Passengers on Train<br><b>0 0</b>  |   |  |   |
| 53a. Special Study Block   |   | 53b. Special Study Block   |   |
| 54. Narrative Description  |   |  |   |
| 55. Typed Name and Title   |   | 56. Signature  |   |
|  |   | 57. Date   |   |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>X190986014</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>X190986014</b>                        |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479875L</b>   |  | 5. Date of Accident/Incident <b>09/26/86</b>   | 6. Time of Accident/Incident <b>10:45 PM</b> |
| 7. Nearest Railroad Station<br><b>TILTON</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State Abbr. <b>17</b>  | Code <b>IL</b>                               |
| 11. City (if in a city) <b>CATLIN</b>  |  | 12. Highway Name or No. <b>S.PARIS ST</b>  |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 2. Train (units pushing) 3. Train (standing)<br>4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling-RCL B. Train pushing-RCL C. Train standing-RCL |  |
| Code <b>A</b>  |  | Code <b>1</b>  |  |
| 14. Vehicle Speed (est. mph at impact) <b>45</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  |
| Code <b>1</b>  |  | Code <b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped   |  | 19. Circumstance<br>1. Rail equipment struck highway user 2. Rail equipment struck by highway user   |  |
| Code <b>3</b>  |  | Code <b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code <b>4</b>  |  | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature (specify if minus) <b>68</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code <b>4</b>  |  | Code <b>1</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code <b>1</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car<br>A. Spec. MoW Equip |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code <b>1</b>  |  | Code <b>1</b>  |  |
| 26. Track Number or Name<br><b>SINGLE MAINLINE</b>   |  |  |  |
| 27. FRA Track Class<br><b>4</b>  |  | 28. Number of Locomotive Units<br><b>1</b>   |  |
| 29. Number of Cars<br><b>15</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>60</b> mph<br>E. Estimated   |  |
| Code <b>E</b>  |  | Code <b>3</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code <b>3</b>  |  |
| 32. Type of Crossing<br>1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify) 12. None       |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s) <b>03</b>  |  | Code   |  |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |  | Code   |  |
| 35. Location of Warning<br>1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| Code <b>1</b>  |  | Code <b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code <b>1</b>  |  |
| 38. Driver's Age<br>1. Male 2. Female  |  | 39. Driver's Gender<br>Code  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify)   |  |
| Code <b>2</b>  |  | Code <b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Not Obstructed   |  |
| Code <b>2</b>  |  | Code <b>8</b>  |  |
| Casualties to:<br>Killed Injured   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Code <b>0</b> <b>2</b>   |  | Code <b>2</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code <b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b> <b>2</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>2</b>   |  |  |  |
| 49. Railroad Employees<br><b>0</b> <b>0</b>  |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 52. Passengers on Train<br><b>0</b> <b>0</b>   |  | Code <b>1</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code <b>1</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |  |   |
|--|---|--|---|
| <b>Name Of</b>   |   | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>  | 1b. <b>X191182014</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>  | 3b. <b>X191182014</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479875L</b>  | 5. Date of Accident/Incident<br><b>11/17/82</b>                   | 6. Time of Accident/Incident<br><b>02:25 PM</b>  |   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   | 8. Division   | 9. County<br><b>VERMILION</b>  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |
| 11. City (if in a city)<br><b>CATTIN</b>   | 12. Highway Name or No.<br><b>PARIS ST</b>                        |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |
| Highway User Involved  |   | Rail Equipment Involved  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | Code<br><b>M</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)   | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | 18. Position of Car Unit in Train<br><b>1</b>  | Code<br><b>4</b>  |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped  | Code<br><b>1</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  | Code<br><b>1</b>  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   | Code<br><b>2</b>  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  | Code  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |   |
| 21. Temperature<br>(specify if minus) <b>55</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   | Code<br><b>2</b>   <b>1</b>   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main /inspect. car        | A. Spec. MoW Equip<br>Code<br><b>1</b>                            | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   | Code<br><b>1</b>   <b>SINGLE MAIN</b>   |
| 26. Track Number or Name   | 27. FRA Track Class<br><b>4</b>                                   | 28. Number of Locomotive Units<br><b>3</b>   | 29. Number of Cars<br><b>126</b>  |
| 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>35</b> mph   | Code<br><b>E</b>  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  | Code<br><b>3</b>  |
| 32. Type of Crossing<br>1. Gates 2. Cantilever FLS 3. Standard FLS<br>4. Wig wags 5. Hwy. traffic signals 6. Audible<br>7. Crossbucks 8. Stop signs 9. Watchman<br>10. Flagged by crew 11. Other (specify)<br>12. None | Code(s)<br><b>03</b>  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  | 34. Whistle Ban<br>1. Yes 2. No 3. Unknown  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   | Code<br><b>1</b>  | 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female  | Code<br><b>4</b>  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   | Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate<br>2. Stopped and then proceeded<br>3. Did not stop   | Code<br><b>4</b>  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment<br>3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles<br>7. Other (specify) 8. Not Obstructed | Code<br><b>8</b>  |
| Casualties to:   | Killed  | Injured  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |
|  | <b>0</b>  | <b>0</b>   | Code<br><b>3</b>  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   | Code<br><b>2</b>  |  |   |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage<br>(est. dollar damage) <b>\$50</b>  | 48. Total Number of Highway-Rail Crossing Users<br>(include driver) <b>0</b>  |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train<br>(include passengers and crew)   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  |  | Code<br><b>2</b>  |
| 53a. Special Study Block   | 53b. Special Study Block  |  |   |
| 54. Narrative Description  |   |  |   |
|  |   |  |   |
| 55. Typed Name and Title   | 56. Signature   |  | 57. Date  |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |   |   |
|---|---|---|---|
| Name Of   |   | Alphabetic Code   | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 1a. <b>NW</b>   | 1b. <b>B11517</b>   |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>   | 3b. <b>B11517</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479875L</b>   | 5. Date of Accident/Incident<br><b>01/10/81</b>                   | 6. Time of Accident/Incident<br><b>03:10 PM</b>   |   |
| 7. Nearest Railroad Station<br><b>CATLIN</b>  | 8. Division   | 9. County<br><b>VERMILION</b>   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |
| 11. City (if in a city)<br><b>CATLIN</b>  | 12. Highway Name or No.<br><b>PARIS STREET</b>                    |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |
| Highway User Involved   |   | Rail Equipment Involved   |   |
| 13. Type<br>A. Auto<br>B. Truck<br>C. Truck-trailer<br>D. Pick-up truck<br>E. Van<br>F. Bus<br>G. School Bus<br>H. Motorcycle<br>J. Other Motor Vehicle<br>K. Pedestrian<br>M. Other (specify)  | Code<br><b>B</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL | Code<br><b>1</b>  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>30</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | 18. Position of Car Unit in Train<br><b>1</b>   |   |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped   |   | Code<br><b>3</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | Code<br><b>4</b>  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |   |
| 21. Temperature<br>(specify if minus) <b>8</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | Code<br><b>2</b>  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |
| 24. Type of Equipment<br>Consist<br>1. Freight train<br>2. Passenger train<br>3. Commuter train<br>4. Work train<br>5. Single car<br>6. Cut of cars<br>7. Yard/Switching<br>8. Light loco(s)<br>9. Main./inspect. car<br>A. Spec. MoW Equip |   | Code<br><b>1</b>  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |
| 27. FRA Track Class<br><b>4</b>   | 28. Number of Locomotive Units<br><b>3</b>                        | 29. Number of Cars<br><b>102</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>41</b> mph   <b>R</b>  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |   | Code<br><b>3</b>  |   |
| 32. Type of Crossing<br>1. Gates<br>2. Cantilever FLS<br>3. Standard FLS<br>4. Wlg wags<br>5. Hwy. traffic signals<br>6. Audible<br>7. Crossbucks<br>8. Stop signs<br>9. Watchman<br>10. Flagged by crew<br>11. Other (specify)<br>12. None |   | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |
| Code(s) <b>03</b>   |   |   |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |   | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |
| Code<br><b>2</b>  |   | Code<br><b>2</b>  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown  |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male<br>2. Female                       | Code  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  |
| Code<br><b>2</b>  |   | Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)  |
| Code<br><b>3</b>  |   |   |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>2</b>  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure<br>2. Standing railroad equipment<br>3. Passing Train<br>4. Topography<br>5. Vegetation<br>6. Highway Vehicles<br>7. Other (specify)<br>8. Not Obstructed |
| Code<br><b>8</b>  |   |   |   |
| Casualties to:  |   | Killed  | Injured   |
|   |   | <b>0</b>  | <b>2</b>  |
| 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |   | Code<br><b>2</b>  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |
| Code<br><b>1</b>  |   |   |   |
| 46. Highway-Rail Crossing Users   | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)  | <b>\$2,800</b>  |
| Code<br><b>2</b>  |   |   |   |
| 49. Railroad Employees  | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   | <b>0</b>  |
| 52. Passengers on Train   | <b>0</b>  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |   |
| Code<br><b>2</b>  |   |   |   |
| 53a. Special Study Block  |   | 53b. Special Study Block  |   |
| 54. Narrative Description   |   |   |   |
|   |   |   |   |
| 55. Typed Name and Title  |   | 56. Signature   |   |
|   |   |   |   |
| 57. Date  |   |   |   |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>                                      |  | 1a. <b>NW</b>   | 1b. <b>B10389</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>              |  | 3a. <b>NW</b>   | 3b. <b>B10389</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479875L</b>   |  | 5. Date of Accident/Incident <b>02/02/79</b>  | 6. Time of Accident/Incident <b>03:45 PM</b> |
| 7. Nearest Railroad Station<br><b>CATLIN</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>IL</b>  | Code   |
| 11. City (if in a city) <b>CATLIN</b>  |  | 12. Highway Name or No. <b>SO. PARIS ST</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private           |  |
| Highway User Involved  |  |   |  |
| Rail Equipment Involved  |  |   |  |
| 13. Type   |  | Code  |  |
| C. Truck-trailer F. Bus J. Other Motor Vehicle   |  | 4. Car(s) (moving) 8. Other (specify)   |  |
| A. Auto D. Pick-up truck G. School Bus K. Pedestrian   |  | 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL                    |  |
| B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL               |  |
|  |  | 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL                 |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>35</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West                     |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
| 16. Position   |  | Code  |  |
| 1. Stalled on crossing 3. Moving over crossing   |  | 19. Circumstance  |  |
| 2. Stopped on Crossing 4. Trapped  |  | 1. Rail equipment struck highway user   |  |
|  |  | 2. Rail equipment struck by highway user  |  |
|  |  | Code  |  |
|  |  | <b>3</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? |  | 20b. Was there a hazardous materials release by                                       |  |
| 1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 1. Highway User 2. Rail Equipment 3. Both 4. Neither                                  |  |
|  |  | Code  |  |
|  |  | <b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any                              |  |   |  |
|  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>15</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark                       |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
| 23. Weather (single entry)   |  | Code  |  |
| 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  |   |  |
|  |  | Code  |  |
|  |  | <b>1</b>  |  |
| 24. Type of Equipment  |  | Code  |  |
| Consist 1. Freight train 4. Work train 7. Yard/Switching   |  | 25. Track Type Used by Rail Equipment Involved  |  |
| (single entry) 2. Passenger train 5. Single car 8. Light loco(s)   |  | 1. Main 2. Yard 3. Siding 4. Industry   |  |
| 3. Commuter train 6. Cut of cars 9. Main./inspect. car   |  | Code  |  |
|  |  | <b>I</b>  |  |
| 26. Track Number or Name<br><b>SINGLE MAIN</b>   |  |   |  |
| 27. FRA Track Class  |  | 28. Number of Locomotive Units  |  |
| 4  |  | 4   |  |
| 29. Number of Cars   |  | 30. Consist Speed (Recorded if available)   |  |
| 95   |  | R. Recorded   |  |
|  |  | E. Estimated  |  |
|  |  | 40 mph  |  |
|  |  | Code  |  |
|  |  | <b>E</b>  |  |
| 31. Time Table Direction   |  | Code  |  |
| 1. North 2. South 3. East 4. West  |  |   |  |
|  |  | Code  |  |
|  |  | <b>3</b>  |  |
| 32. Type of Crossing   |  | 33. Signaled Crossing   |  |
| 1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew   |  | Warning   |  |
| 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)                              |  | 34. Whistle Ban   |  |
| 3. Standard FLS 6. Audible 9. Watchman 12. None  |  | 1. Yes  |  |
|  |  | 2. No   |  |
|  |  | 3. Unknown  |  |
| Code(s) <b>03</b>  |  | 20 sec warn min (1);  |  |
| 35. Location of Warning  |  | Code  |  |
| 1. Both Sides  |  | 36. Crossing Warning Interconnected with Highway Signals                              |  |
| 2. Side of Vehicle Approach  |  | 1. Yes 2. No 3. Unknown   |  |
| 3. Opposite Side of Vehicle Approach   |  | Code  |  |
|  |  | <b>1</b>  |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
|  |  | Code  |  |
|  |  | <b>3</b>  |  |
| 38. Driver's Age   |  | 39. Driver's Gender   |  |
| 1. Male  |  | 2. Female   |  |
| Code   |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train |  |
|  |  | 1. Yes 2. No 3. Unknown   |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
| 41. Driver   |  | Code  |  |
| 1. Drove around or thru the gate 4. Stopped on crossing  |  |   |  |
| 2. Stopped and then proceeded 5. Other (specify)   |  |   |  |
| 3. Did not stop  |  |   |  |
|  |  | Code  |  |
|  |  | <b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle   |  | 43. View of Track Obscured by (primary obstruction)                                   |  |
| 1. Yes 2. No 3. Unknown  |  | 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)              |  |
|  |  | 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed    |  |
|  |  | Code  |  |
|  |  | <b>3</b>  |  |
| 44. Driver was   |  | Code  |  |
| 1. Killed 2. Injured 3. Uninjured  |  |   |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
| 45. Was Driver in the Vehicle?   |  | Code  |  |
| 1. Yes 2. No   |  |   |  |
|  |  | Code  |  |
|  |  | <b>1</b>  |  |
| 46. Highway-Rail Crossing Users  |  | 47. Highway Vehicle Property Damage (est. dollar damage)                              |  |
| 0  |  | 1   |  |
|  |  | \$4,500   |  |
|  |  | Code  |  |
|  |  | <b>1</b>  |  |
| 49. Railroad Employees   |  | 50. Total Number of People on Train (include passengers and crew)                     |  |
| 0  |  | 0   |  |
| 52. Passengers on Train  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed                        |  |
| 0  |  | 1. Yes 2. No  |  |
|  |  | Code  |  |
|  |  | <b>2</b>  |  |
| 53a. Special Study Block   |  |   |  |
| 53b. Special Study Block   |  |   |  |
| 54. Narrative Description  |  |   |  |
|  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |
|  |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |   |   |
|---|---|---|---|
| <b>Name Of</b>  |   | Alphabetic Code   | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 1a. <b>NS</b>   | 1b. <b>038135</b>   |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 3a. <b>NS</b>   | 3b. <b>038135</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479874E</b>  |   | 5. Date of Accident/Incident <b>01/18/10</b>  | 6. Time of Accident/Incident <b>08:50 PM</b>  |
| 7. Nearest Railroad Station<br><b>CATLIN</b>  |   | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>   |
| 10. State<br>Abbr. <b>IL</b>  |   | 10. State Code  |   |
| 11. City (if in a city) <b>CATLIN</b>   |   | 12. Highway Name or No. <b>CATLIN ROAD</b>  |   |
| <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |   |   |   |
| Highway User Involved   |   | Rail Equipment Involved   |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | Code<br><b>A</b>  |   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>4</b>   |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>2</b>   |   | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>Code<br><b>1</b> |   |
| 18. Position of Car Unit in Train<br><b>1</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>1</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>2</b>  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>   |   |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |   |
| 21. Temperature<br>(specify if minus) <b>40</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>   |   |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>4</b>  |   |   |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code<br><b>1</b>   |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   |   |
| 26. Track Number or Name<br><b>MAIN #2</b>  |   |   |   |
| 27. FRA Track Class<br><b>4</b>   | 28. Number of Locomotive Units<br><b>2</b>                      | 29. Number of Cars<br><b>90</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>25</b> mph<br>Code<br><b>E</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>4</b>   |   |   |   |
| 32. Type of Crossing<br>1. Gates 4. W/g ways 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03 07</b>   |   | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |   |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code<br><b>2</b>  |   |   |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |   |   |   |
| 38. Driver's Age<br><b>46</b>   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>2</b> | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |   |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>4</b>  |   |   |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b>   |   |
| Casualties to:<br><b>Killed Injured</b>   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   |   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>2</b>  |   |   |   |
| 46. Highway-Rail Crossing Users<br><b>0 0</b>   |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$3,000</b>  |   |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>  |   |   |   |
| 49. Railroad Employees<br><b>0 0</b>  |   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |   |   |   |
| 52. Passengers on Train<br><b>0 0</b>   |   |   |   |
| 53a. Special Study Block  |   | 53b. Special Study Block  |   |
| 54. Narrative Description<br>1997 PONTIAC SUNFIRE LOST CONTROL OF WESTBOUND VEHICLE LODGING VEHICLE BETWEEN MAINS #1 AND #2, IN THE FOUL OF WESTBOUND TRAIN 19KD118. TRAIN KNOCKED VEHICLE CLEAR OF MAIN #2, CAUSING TOTAL LOSS DAMAGE TO VEHICLE MINOR DAMAGE TO ENGINE UP 5427. DRIVER WAS CHARGED WITH DRIVING UNDER THE INFLUENCE OF ALCOHOL. |   |   |   |
| 55. Typed Name and Title  |   | 56. Signature   |   |
|   |   |   |   |
|   |   | 57. Date  |   |

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



DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |  |  |   |   |  |
|---|--|--|---|---|--|
| 1. Name of Reporting Railroad<br><b>CSX Transportation [CSX]</b>  |  | 1a. Alphabetic Code<br><b>CSX</b>  |   | 1b. Railroad Accident/Incident No.<br><b>000024033</b>  |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>CSX Transportation [CSX]</b>               |  | 3a. Alphabetic Code<br><b>CSX</b>  |   | 3b. Railroad Accident/Incident No.<br><b>000024033</b>  |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>353708L</b>   |  | 5. Date of Accident/Incident<br>month   day   year<br><b>0   6   1   0   2006</b>  |   | 6. Time of Accident/Incident<br><b>10:33</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>   |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Subdivision   |   | 9. County<br><b>VERMILION</b>   |  |
| 11. City (if in a city)<br><b>DANVILLE</b>  |  | 12. Highway Name or No.<br><b>LIBERTY LANE</b>   |   | 10. State Code<br>Abbr. <b>IL</b> Code <b>17</b>  |  |
| Highway User Involved   |  |  | Rail Equipment Involved   |   |  |
| 13. Type<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)<br>Code <b>A</b> |  |  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>Code <b>1</b> |   |  |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code <b>4</b>   |   | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled or stuck on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>Code <b>3</b>                 |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code <b>1</b>   |   | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code <b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code <b>4</b>              |  | 20c. State here the name and quantity of the hazardous material released, if any   |   |   |  |
| 21. Temperature (specify if minus) <b>55</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code <b>2</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code <b>3</b>   |  |
| 24. Type of Equipment (single entry)<br>1. Freight Train 2. Passenger Train-Pulling<br>3. Commuter Train-Pulling<br>4. Work Train     |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code <b>1</b>   |   | 26. Track Number or Name<br><b>LIBERTY LANE</b>   |  |
| 27. FRA Track Class (1-9,X)<br><b>4</b>   |  | 28. Number of Locomotive Units<br><b>3</b>   |   | 29. Number of Cars<br><b>74</b>   |  |
| 30. Consist Speed (Recorded speed if available)<br>R. Recorded<br>E. Estimated<br><b>55 mph</b> Code <b>E</b>                         |  | 31. Time Table Direction<br>1. North 3. East<br>2. South 4. West<br>Code <b>2</b>  |   | 32. Type of Crossing Warning<br>1. Gates 2. Cantilever FLS<br>3. Standard FLS<br>Code(s) <b>01 03 06 11</b>   |  |
| 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes)<br>Code <b>1</b>                                       |  | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush<br>D. Ice E. Sand/Mud/Dirt/Oil/Gravel<br>F. Water (Standing, Moving)<br>Code   |   | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code <b>1</b>  |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code <b>1</b>                                  |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code <b>3</b>  |   | 38. Highway User's Age<br>1. Male 2. Female<br>Code <b>2</b>  |  |
| 39. Highway User's Gender<br>1. Male 2. Female<br>Code <b>2</b>   |  | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>   |   | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)<br>6. Went around/thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide<br>Code <b>1</b> |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment<br>3. Passing Train 4. Topography<br>5. Vegetation 6. Highway Vehicles<br>7. Other (specify) 8. Not Obstructed<br>Code <b>8</b> |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code <b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code <b>1</b>   |  | 46. Highway-Rail Crossing Users<br>Killed <b>0</b> Injured <b>0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$6,500</b>  |  |
| 48. Total Number of Vehicle Occupants (including driver)<br><b>1</b>  |  | 49. Railroad Employees<br><b>0</b>   |   | 50. Total Number of People on Train (include passengers and train crew)<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code <b>2</b>                                       |  | 52. Passengers on Train<br><b>0</b>  |   | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No   |  |
| 53b. Special Study Block  |  | 54. Narrative Description (Be specific, and continue on separate sheet if necessary)<br><b>DRIVER OF VEHICLE DROVE AROUND ACTIVATED CROSSING AND WAS STRUCK BY Q64710. PROTECTION ALSO AT CROSSING: 2 SIGNS (2TRACKS).~</b>                  |   |   |  |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |  |  |  |   |   |   |  |   |
|---|--|--|--|---|---|---|--|---|
| 1. Name of Reporting Railroad<br><b>CSX Transportation [CSX]</b>  |  |  | 1a. Alphabetic Code<br><b>CSX</b>  |   |   | 1b. Railroad Accident/Incident No.<br><b>109521034</b>  |  |   |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>CSX Transportation [CSX]</b>   |  |  | 3a. Alphabetic Code<br><b>CSX</b>  |   |   | 3b. Railroad Accident/Incident No.<br><b>109521034</b>  |  |   |
| 4. U.S. DOT Grade Crossing ID No.<br><b>353708L</b>   |  |  | 5. Date of Accident/Incident<br>month   day   year<br><b>1   0   2   5   1995</b>  |   |   | 6. Time of Accident/Incident<br><b>8:35</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>  |  |   |
| 7. Nearest Railroad Station<br><b>RA JCT</b>  |  | 8. Subdivision   |  | 9. County<br><b>VERMILION</b>   |   | 10. State<br>Abbr. <b>IL</b>  |  | Code<br><b>17</b>   |
| 11. City (if in a city)<br><b>DANVILLE</b>  |  |  | 12. Highway Name or No.<br><b>LIBERTY LANE</b>   |   |   | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>   |  |   |
| <b>Highway User Involved</b>  |  |  |  |   | <b>Rail Equipment Involved</b>  |   |  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) Code<br><b>B</b>   |  |  |  |   | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>D. EMU Locomotive(s)<br>E. DMU Locomotive(s) Code<br><b>1</b> |   |  |   |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>3</b> |  | 18. Position of Car Unit in Train<br><b>1</b>   |   |   |  |   |
| 16. Position<br>1. Stalled or stuck on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped on crossing by traffic<br>5. Blocked on crossing by gates Code<br><b>3</b>   |  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user Code<br><b>1</b>   |   |   |   |  |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>   |  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code   |   |   |   |  |   |
| 20c. State here the name and quantity of the hazardous material released, if any  |  |  |  |   |   |   |  |   |
| 21. Temperature (specify if minus) <b>36</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark Code<br><b>2</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code<br><b>2</b>   |   |   |  |   |
| 24. Type of Equipment (single entry)<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing Code<br><b>1</b> |  |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry Code<br><b>1</b>   |   | 26. Track Number or Name<br><b>MAIN</b>   |   |  |   |
| 27. FRA Track Class (1-9,X) <b>4</b>  |  | 28. Number of Locomotive Units <b>2</b>  |  | 29. Number of Cars <b>95</b>  |   | 30. Consist Speed (Recorded speed if available)<br>R. Recorded<br>E. Estimated <b>35</b> mph Code<br><b>E</b>   |  | 31. Time Table Direction<br>1. North 3. East<br>2. South 4. West Code<br><b>2</b> |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03 06 07</b>  |  |  | 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes) Code<br><b>1</b>  |   |   | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush D. Ice<br>E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code  |  |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach Code<br><b>1</b>  |  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown Code   |   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown Code<br><b>3</b>   |  |   |
| 38. Highway User's Age<br>1. Male<br>2. Female Code   |  | 39. Highway User's Gender<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>              |  | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>                                    |   | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)<br>6. Went around/thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide Code<br><b>1</b> |  |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown Code<br><b>1</b>  |  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code<br><b>8</b> |   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured Code<br><b>1</b>  |  |   |
| Casualties to:  |  | Killed   |  | Injured   |   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No Code<br><b>1</b>   |  |   |
| 46. Highway-Rail Crossing Users<br><b>1</b>   |  | <b>0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$8,000</b>  |   | 48. Total Number of Vehicle Occupants (including driver)<br><b>1</b>  |  |   |
| 49. Railroad Employees<br><b>0</b>  |  | <b>0</b>   |  | 50. Total Number of People on Train (include passengers and train crew)   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No Code<br><b>2</b>   |  |   |
| 52. Passengers on Train<br><b>0</b>   |  | <b>0</b>   |  | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No |   | 53b. Special Study Block  |  |   |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |  |  |  |   |  |          |  |
|--|--|--|--|--|---|--|----------|--|
| 1. Name of Reporting Railroad<br><b>CSX Transportation  CSX  </b>  |  |  | 1a. Alphabetic Code<br><b>CSX</b>  |  |   | 1b. Railroad Accident/Incident No.<br><b>109221031</b>   |          |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>CSX Transportation  CSX  </b>   |  |  | 3a. Alphabetic Code<br><b>CSX</b>  |  |   | 3b. Railroad Accident/Incident No.<br><b>109221031</b>   |          |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>353708L</b>  |  |  | 5. Date of Accident/Incident<br>month   day   year<br><b>1   0   2   3   1992</b>                    |  |   | 6. Time of Accident/Incident<br><b>12:15</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>              |          |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Subdivision   |  | 9. County<br><b>VERMILION</b>  |   | 10. State<br>Abbr. <b>IL</b>   |          | Code<br><b>17</b>  |
| 11. City (if in a city)<br><b>DANVILLE</b>   |  |  | 12. Highway Name or No.<br><b>LIBERTY LANE</b>   |  |   | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>  |          |  |
| <b>Highway User Involved</b>   |  |  |  | <b>Rail Equipment Involved</b>   |   |  |          |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) Code<br><b>B</b>  |  |  |  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)   |   | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify) |          | A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL<br>D. EMU Locomotive(s)<br>E. DMU Locomotive(s) Code<br><b>1</b>                          |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>4</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>  |   |  |          |  |
| 16. Position<br>1. Stalled or stuck on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing   |  | 4. Trapped on crossing by traffic<br>5. Blocked on crossing by gates Code<br><b>3</b>  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user Code<br><b>1</b>                 |   |  |          |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>  |  |  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code                           |   |  |          |  |
| 20c. State here the name and quantity of the hazardous material released, if any   |  |  |  |  |   |  |          |  |
| 21. Temperature (specify if minus) <b>59</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code<br><b>1</b>                                      |   |  |          |  |
| 24. Type of Equipment (single entry)<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing <b>1</b> |  |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>     |  | 26. Track Number or Name<br><b>MAIN 001</b>   |  |          |  |
| 27. FRA Track Class (1-9,X) <b>4</b>   |  | 28. Number of Locomotive Units <b>3</b>  |  | 29. Number of Cars <b>77</b>   |   | 30. Consist Speed (Recorded speed if available)<br>R. Recorded <b>60</b> mph E. Estimated <b>E</b>                           |          | 31. Time Table Direction<br>1. North 3. East<br>2. South 4. West Code<br><b>2</b>  |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03</b>   |  |  |  | 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes) Code<br><b>1</b>  |   | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving) Code    |          |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach Code<br><b>1</b>   |  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown Code<br><b>2</b> |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown Code<br><b>2</b> |  |          |  |
| 38. Highway User's Age<br>1. Male 2. Female Code   |  | 39. Highway User's Gender<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>  |  | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown Code<br><b>2</b> |   | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing    |          | 5. Other (specify)<br>6. Went around/thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide Code<br><b>1</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>   |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code<br><b>8</b> |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured <b>2</b>   |   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No Code<br><b>1</b>  |          |  |
| 46. Highway-Rail Crossing Users<br>Killed <b>0</b> Injured <b>1</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>  |  | 48. Total Number of Vehicle Occupants (including driver) <b>1</b>  |   |  |          |  |
| 49. Railroad Employees<br>Killed <b>0</b> Injured <b>0</b>   |  | 50. Total Number of People on Train (include passengers and train crew)  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No Code<br><b>1</b>  |   |  |          |  |
| 52. Passengers on Train<br>Killed <b>0</b> Injured <b>0</b>  |  | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No  |  | 53b. Special Study Block   |   |  |          |  |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |   |   |   |   |  |  |
|--|--|---|---|---|---|--|--|
| 1. Name of Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  |   | 1a. Alphabetic Code<br><b>LN</b>  |   | 1b. Railroad Accident/Incident No.<br><b>097806402</b>  |  |  |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>Louisville And Nashville RR Co. [LN ]</b>   |  |   | 3a. Alphabetic Code<br><b>LN</b>  |   | 3b. Railroad Accident/Incident No.<br><b>097806402</b>  |  |  |
| 4. U.S. DOT Grade Crossing ID No.<br><b>353708L</b>  |  |   | 5. Date of Accident/Incident<br>month   day   year<br><b>0   9   0   5   1978</b>   |   | 6. Time of Accident/Incident<br><b>10:15</b> AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> |  |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Subdivision  |   | 9. County<br><b>VERMILION</b>   |   | 10. State<br>Abbr. <b>IL</b> Code<br><b>17</b>   |  |
| 11. City (if in a city) <b>DANVILLE</b>  |  |   | 12. Highway Name or No.   |   |   | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>  |  |
| <b>Highway User Involved</b>   |  |   |   | <b>Rail Equipment Involved</b>  |   |  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)<br>Code<br><b>A</b>   |  |   |   | 17. Equipment<br>1 Train (units pulling)<br>2 Train (units pushing)<br>3 Train (standing)<br>4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>Code<br><b>1</b> |   |  |  |
| 14. Vehicle Speed (est. mph at impact) <b>45</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b> |   | 18. Position of Car Unit in Train<br><b>1</b>   |   |  |  |
| 16. Position<br>1. Stalled or stuck on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped on crossing by traffic<br>5. Blocked on crossing by gates<br>Code<br><b>3</b>   |  |   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>2</b>   |   |  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>   |  |   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code   |   |  |  |
| 20c. State here the name and quantity of the hazardous material released, if any   |  |   |   |   |   |  |  |
| 21. Temperature (specify if minus) <b>70</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>  |   |  |  |
| 24. Type of Equipment (single entry)<br>1. Freight Train<br>2. Passenger Train-Pulling<br>3. Commuter Train-Pulling<br>4. Work Train<br>5. Single Car<br>6. Cut of cars<br>7. Yard/Switching<br>8. Light loco(s)<br>9. Maint./inspect. car<br>A. Spec. MoW Equip.<br>B. Passenger Train-Pushing<br>C. Commuter Train-Pushing<br>D. EMU<br>E. DMU<br>Code<br><b>1</b> |  |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   |   | 26. Track Number or Name<br><b>MAIN</b>   |  |  |
| 27. FRA Track Class (1-9,X)<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>3</b>  |   | 29. Number of Cars<br><b>30</b>   |   | 30. Consist Speed (Recorded speed if available)<br>R. Recorded<br>E. Estimated<br><b>35 mph   E</b>  |  |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01   07</b>   |  |   |   | 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes)<br>Code<br><b>1</b>  |   | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush D. Ice E. Sand/Mud/Dirt/Oil/Gravel F. Water (Standing, Moving)<br>Code   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>      |  |  |
| 38. Highway User's Age<br>1. Male 2. Female<br>Code  |  | 39. Highway User's Gender<br>Code   |   | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify)<br>6. Went around/thru temporary barricade (if yes, see instructions)<br>7. Went thru the gate<br>8. Suicide/Attempted suicide<br>Code<br><b>1</b> |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |   |   |  |  |
| Casualties to:   |  | Killed  |   | Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | <b>0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$3,500</b>  |   | 48. Total Number of Vehicle Occupants (including driver)<br><b>2</b>   |  |
| 49. Railroad Employees<br><b>0</b>   |  | <b>0</b>  |   | 50. Total Number of People on Train (include passengers and train crew)   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>   |  |
| 52. Passengers on Train<br><b>0</b>  |  | <b>0</b>  |   | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No   |   |  |  |
| 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  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |  |  |  |  |   |  |   |
|--|--|--|--|--|--|---|--|---|
| 1. Name of Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  |  | 1a. Alphabetic Code<br><b>LN</b>   |  |  | 1b. Railroad Accident/Incident No.<br><b>107706402</b>  |  |   |
| 2. Name of Other Railroad or Other Entity Filing 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)<br><b>Louisville And Nashville RR Co. [LN ]</b>   |  |  | 3a. Alphabetic Code<br><b>LN</b>   |  |  | 3b. Railroad Accident/Incident No.<br><b>107706402</b>  |  |   |
| 4. U.S. DOT Grade Crossing ID No.<br><b>353708L</b>  |  |  | 5. Date of Accident/Incident<br>month   day   year<br><b>1   0   2   3   1977</b>                    |  |  | 6. Time of Accident/Incident<br><b>12:15</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>   |  |   |
| 7. Nearest Railroad Station<br><b>DANVILLE JCT</b>   |  | 8. Subdivision   |  | 9. County<br><b>VERMILION</b>  |  | 10. State<br>Abbr. <b>IL</b>  |  | Code<br><b>17</b>   |
| 11. City (if in a city) <b>DANVILLE</b>  |  |  | 12. Highway Name or No.  |  |  | Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>   |  |   |
| <b>Highway User Involved</b>   |  |  |  | <b>Rail Equipment Involved</b>   |  |   |  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) Code<br>M   |  |  |  | 17. Equipment<br>4. Car(s) (moving) A. Train pulling- RCL<br>1. Train (units pulling) 5. Car(s) (standing) B. Train pushing- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) C. Train standing- RCL<br>3. Train (standing) 7. Light loco(s) (standing) D. EMU Locomotive(s) Code<br>8. Other (specify) E. DMU Locomotive(s) <b>1</b> |  |   |  |   |
| 14. Vehicle Speed (est. mph at impact)   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>3</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>  |  |   |  |   |
| 16. Position<br>1. Stalled or stuck on crossing 4. Trapped on crossing by traffic<br>2. Stopped on Crossing 5. Blocked on crossing by gates Code<br>3. Moving over crossing <b>1</b>   |  | 19. Circumstance<br>1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code<br><b>1</b>  |  |  |  |   |  |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code   |  |  |  |   |  |   |
| 20c. State here the name and quantity of the hazardous material released, if any   |  |  |  |  |  |   |  |   |
| 21. Temperature (specify if minus) <b>40</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code<br><b>3</b>  |  |   |  |   |
| 24. Type of Equipment (single entry)<br>1. Freight Train 5. Single Car 9. Maint./inspect. car D. EMU<br>Consist 2. Passenger Train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU<br>3. Commuter Train-Pulling 7. Yard/Switching B. Passenger Train-Pushing Code<br>4. Work Train 8. Light loco(s) C. Commuter Train-Pushing <b>1</b> |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>   |  | 26. Track Number or Name<br><b>SINGLE MAIN</b>   |  |   |  |   |
| 27. FRA Track Class (1-9,X) <b>2</b>   |  | 28. Number of Locomotive Units <b>3</b>  |  | 29. Number of Cars <b>44</b>   |  | 30. Consist Speed (Recorded speed if available)<br>R. Recorded <b>15</b> mph E. Estimated <b>E</b>  |  | 31. Time Table Direction<br>R. Recorded 1. North 3. East<br>2. South 4. West Code<br><b>2</b> |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>03</b>  |  |  | 33. Signaled Crossing Warning<br>(See reverse side for instructions and codes) Code<br><b>1</b>      |  |  | 34. Roadway Conditions<br>A. Dry B. Wet C. Snow/Slush D. Ice E. Sand,Mud,Dir,Oil,Gravel F. Water (Standing, Moving) Code  |  |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach Code<br>3. Opposite Side of Vehicle Approach <b>1</b>  |  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown Code<br><b>3</b> |  |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown Code<br><b>3</b>   |  |   |
| 38. Highway User's Age<br>1. Male Code<br>2. Female  |  | 39. Highway User's Gender  |  | 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>   |  | 41. Highway User<br>1. Went around the gate<br>2. Stopped and then proceeded<br>3. Did not stop<br>4. Stopped on crossing<br>5. Other (specify) (if yes, see instructions)<br>6. Went around/thru temporary barricade<br>7. Went thru the gate<br>8. Suicide/Attempted suicide Code<br><b>4</b> |  |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown Code<br><b>2</b>   |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured Code<br><b>8</b> |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured Code<br><b>3</b>   |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No Code<br><b>2</b>   |  |   |
| 46. Highway-Rail Crossing Users<br>Killed <b>0</b> Injured <b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$6,000</b>  |  | 48. Total Number of Vehicle Occupants (including driver) <b>0</b>  |  |   |  |   |
| 49. Railroad Employees <b>0</b>  |  | 50. Total Number of People on Train (include passengers and train crew)  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No Code<br><b>2</b>  |  |   |  |   |
| 52. Passengers on Train <b>0</b>   |  | 53a. Special Study Block<br>Video Taken? <input type="checkbox"/> Yes <input type="checkbox"/> No<br>Video Used? <input type="checkbox"/> Yes <input type="checkbox"/> No  |  | 53b. Special Study Block   |  |   |  |   |
| 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).

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



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| <b>Name Of</b>  |   | <b>Alphabetic Code</b>   | <b>RR Accident/Incident No.</b>  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 1a. <b>NW</b>  | 1b. <b>X190284014</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>  | 3b. <b>X190284014</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479864Y</b>  |   | 5. Date of Accident/Incident <b>02/26/84</b>   | 6. Time of Accident/Incident <b>11:12 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |  |
| 12. Highway Name or No. <b>3RD ST</b>   |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| <b>Highway User Involved</b>  |   | <b>Rail Equipment Involved</b>   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>B</b>  |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) Code<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL   <b>1</b><br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>25</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   <b>2</b>    | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>2</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>40</b> °F  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>2</b> | 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>2</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b> |   | 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>   <b>WESTBOUND MAIN</b>  |  |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>2</b>                                      | 29. Number of Cars<br><b>100</b>   | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>30</b> mph   <b>E</b><br>E. Estimated |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None        |   | 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>4</b>  |  |
| 33. Signaled Crossing Warning<br>Code(s) <b>07</b>  |   | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown  |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>1</b>  |   | 38. Driver's Age<br>39. Driver's Gender Code<br>1. Male<br>2. Female   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |   | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>3</b>   |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |   | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>  |  |
| Casualties to:  |   | <b>Killed</b>  | <b>Injured</b>   |
| 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>   |   | 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>   <b>0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$1,000</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>1</b>   |   | 49. Railroad Employees<br><b>0</b>   <b>0</b>  |  |
| 50. Total Number of People on Train (include passengers and crew)   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>   |  |
| 52. Passengers on Train<br><b>0</b>   <b>0</b>  |   | 53a. Special Study Block   |  |
| 53b. Special Study Block  |   | 54. Narrative Description  |  |
| 55. Typed Name and Title  |   | 56. Signature  |  |
|   |   | 57. Date   |  |



### HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

### ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |   |   |   |
|---|---|---|---|
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | Alphabetic Code<br>1a. <b>NW</b>  | RR Accident/Incident No.<br>1b. <b>X191283015</b>   |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>   | 3b. <b>X191283015</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479864Y</b>   | 5. Date of Accident/Incident<br><b>12/29/83</b>                                       | 6. Time of Accident/Incident<br><b>11:42 AM</b>   |   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  | 8. Division   | 9. County<br><b>VERMILION</b>   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |
| 11. City (if in a city)<br><b>DANVILLE</b>  | 12. Highway Name or No.<br><b>3RD ST</b>  |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |
| Highway User Involved   |   | Rail Equipment Involved   |   |
| 13. Type<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  | C. Truck-trailer F. Bus J. Other Motor Vehicle<br>Code<br><b>B</b>                    | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)  | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL<br>Code<br><b>1</b> |
| 14. Vehicle Speed<br>(est. mph at impact) <b>10</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b> | 18. Position of Car Unit in Train<br><b>2</b>   |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>3</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>2</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code   |   |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |   |
| 21. Temperature<br>(specify if minus) <b>5</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>2</b>   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>  |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code<br><b>1</b>           |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   | 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>55</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>30</b> mph<br>E. Estimated<br>Code<br><b>E</b>  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>07</b> |   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>3</b>   | 33. Signaled Crossing Warning<br>34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code                                   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>4</b>  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |   |
| Casualties to:  |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>2</b>  |
| 46. Highway-Rail Crossing Users<br><b>0</b>   | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$1,000</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>2</b>  |
| 49. Railroad Employees<br><b>0</b>  | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |
| 52. Passengers on Train<br><b>0</b>   | <b>0</b>  |   |   |
| 53a. Special Study Block  |   | 53b. Special Study Block  |   |
| 54. Narrative Description   |   |   |   |
| 55. Typed Name and Title  |   | 56. Signature   | 57. Date  |



**HIGHWAY-RAIL GRADE CROSSING**

**DEPARTMENT OF TRANSPORTATION**  
**FEDERAL RAILROAD ADMINISTRATION (FRA)**

**ACCIDENT/INCIDENT REPORT**

OMB Approval No. 2130-0500

|   |  |   |  |
|---|--|---|--|
| <b>Name Of</b>  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>D30606</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>   | 3b. <b>D30606</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479864Y</b>  |  | 5. Date of Accident/Incident <b>11/17/79</b>  | 6. Time of Accident/Incident <b>07:30 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 10. State Code<br>Abbr. <b>17 IL</b>  |  |
| 12. Highway Name or No. <b>3RD ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved   |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) Code<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>15</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>4</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |  | 18. Position of Car Unit in Train<br><b>49</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>   |  | 19. Circumstance<br>1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user <b>2</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code  |  |   |  |
| 20c. State the name and quantity of the hazardous material released, if any   |  |   |  |
| 21. Temperature<br>(specify if minus) <b>40 °F</b>  |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>4</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>1</b>  |  | 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car <b>1</b>  |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>   |  | 26. Track Number or Name<br><b>WESTBOUND MAIN</b>   |  |
| 27. FRA Track Class<br><b>3</b>   |  | 28. Number of Locomotive Units<br><b>3</b>  |  |
| 29. Number of Cars<br><b>82</b>   |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>25</b> mph <b>E</b><br>E. Estimated  |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West <b>2</b>   |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  |  |
| 33. Signaled Crossing Warning   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown <b>2</b>  |  | 38. Driver's Age  |  |
| 39. Driver's Gender Code<br>1. Male<br>2. Female  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown <b>2</b>  |  |
| 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>3</b>  |  | 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  |
| 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b> |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured <b>2</b>   |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No <b>1</b>  |  | 46. Highway-Rail Crossing Users<br>Killed Injured<br><b>0 1</b>   |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$300</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |
| 49. Railroad Employees <b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train <b>0</b>  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No <b>2</b>  |  |
| 53a. Special Study Block  |  | 53b. Special Study Block  |  |
| 54. Narrative Description   |  |   |  |
| 55. Typed Name and Title  |  | 56. Signature   |  |
|   |  |   |  |
|   |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad <b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 1a. <b>NW</b>   | 1b. <b>B9306</b>                             |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 3a. <b>NW</b>   | 3b. <b>B9306</b>                             |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479864Y</b>   |  | 5. Date of Accident/Incident <b>05/12/77</b>  | 6. Time of Accident/Incident <b>08:15 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 10. State Abbr. <b>17</b> Code <b>IL</b>  |  |
| 12. Highway Name or No. <b>EAST THIRD STREET</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL |  |
| 14. Vehicle Speed (est. mph at impact) <b>30</b>   |  | 15. Direction (geographical) Code<br>1. North 2. South 3. East 4. West <b>3</b>   |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user <b>2</b>   |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | 20c. State the name and quantity of the hazardous material released, if any   |  |
| 21. Temperature (specify if minus) <b>70</b> °F  |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>3</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>1</b>   |  | 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car <b>1</b>                                      |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>  |  | 26. Track Number or Name<br><b>DOUBLE MAIN TRACK</b>  |  |
| 27. FRA Track Class <b>3</b>   |  | 28. Number of Locomotive Units <b>2</b>   |  |
| 29. Number of Cars <b>98</b>   |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>22</b> mph <b>E</b><br>E. Estimated  |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West <b>3</b>  |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  |
| 33. Signaled Crossing Warning  |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown <b>3</b>   |  | 38. Driver's Age 39. Driver's Gender Code<br>1. Male<br>2. Female   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown <b>3</b>  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b>   |  |
| Casualties to: Killed Injured  |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured <b>2</b>   |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No <b>1</b>   |  | 46. Highway-Rail Crossing Users <b>0</b> <b>2</b>   |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$300</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>2</b>   |  |
| 49. Railroad Employees <b>0</b> <b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No <b>2</b>   |  | 52. Passengers on Train <b>0</b> <b>0</b>   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |   |  |
|---|---|---|--|
| <b>Name Of</b>  |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 1a. <b>NS</b>   | 1b. <b>015288</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 3a. <b>NS</b>   | 3b. <b>015288</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>  |   | 5. Date of Accident/Incident <b>01/10/04</b>  | 6. Time of Accident/Incident <b>08:26 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>  |
|   |   | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 12. Highway Name or No. <b>S. ST</b>  |  |
|   |   | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private   |
| Highway User Involved   |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | Code<br><b>E</b>  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL |
| 14. Vehicle Speed<br>(est. mph at impact) <b>5</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>1</b>   | Code<br><b>1</b>   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   |   | Code<br><b>3</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | Code<br><b>4</b>  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |
| Code<br><b>4</b>  |   | Code<br><b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |  |
| 21. Temperature<br>(specify if minus) <b>29</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | Code<br><b>4</b>   |
|   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  | Code<br><b>1</b>   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car |   | A. Spec. MoW Equip<br>Code<br><b>1</b>  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   |
| 27. FRA Track Class<br><b>4</b>   |   | 28. Number of Locomotive Units<br><b>1</b>  | 29. Number of Cars<br><b>82</b>  |
|   |   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>25</b> mph<br>Code<br><b>E</b>   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>4</b>  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code<br><b>2</b>   |
| Code(s) <b>01</b>   |   |   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |   | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>  |
|   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>  |  |
| 38. Driver's Age<br><b>68</b>   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>1</b> | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>1</b>   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |  |
| Casualties to:  |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |
| 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>0</b> Injured   |   | 47. Highway Vehicle Property Damage (est. dollar damage)  |  |
| 49. Railroad Employees<br><b>0</b> Killed <b>0</b> Injured  |   | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |  |
| 52. Passengers on Train   |   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |   |   |  |
| 53a. Special Study Block  |   | 53b. Special Study Block  |  |
| 54. Narrative Description   |   |   |  |
| 55. Typed Name and Title  |   | 56. Signature   |  |
|   |   | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| <b>Name Of</b>  |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 1a. <b>NS</b>  | 1b. <b>005286</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b. <b>005286</b>  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 3a. <b>NS</b>  | 3b. <b>005286</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>  |   | 5. Date of Accident/Incident <b>04/23/01</b>   | 6. Time of Accident/Incident <b>10:05 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division<br><b>ILLINOIS</b>   | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |  |
| 12. Highway Name or No. <b>S. STREET</b>  |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved   |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | Code<br><b>A</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>6</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>3</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br><b>3</b>   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing) |  |
| 18. Position of Car Unit in Train<br><b>1</b>   |   | 8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL<br><b>1</b>  |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br><b>1</b>   |   | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br><b>4</b>  |   | Code<br><b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br><b>4</b>   |   |  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>66</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br><b>2</b>  |  |
| Code<br><b>2</b>  |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br><b>2</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car                   |   | A. Spec. MoW Equip<br>Code<br><b>1</b>   |  |
| 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br><b>1</b>   |   | Code<br><b>1</b>   |  |
| 26. Track Number or Name<br><b>EASTBOUND<br/>MAINLINE</b>   |   | Code<br><b>1</b>   |  |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>2</b>              | 29. Number of Cars<br><b>53</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>24</b> mph<br><b>E</b>                        |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br><b>3</b>   |   | Code<br><b>3</b>   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None          |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |  |
| Code(s) <b>01 03 04 06</b>  |   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br><b>2</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br><b>1</b>   |   | Code<br><b>1</b>   |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br><b>2</b>   |   | Code<br><b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br><b>2</b>  |   | Code<br><b>2</b>   |  |
| 38. Driver's Age<br><b>50</b>   | 39. Driver's Gender<br>1. Male<br>2. Female<br><b>1</b> | Code<br><b>1</b>   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br><b>2</b> |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br><b>1</b>  |   | Code<br><b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br><b>2</b>   |   | Code<br><b>2</b>   |  |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br><b>8</b> |   | Code<br><b>8</b>   |  |
| Casualties to:  |   | Killed   | Injured  |
| 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br><b>3</b>   |   | Code<br><b>3</b>   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br><b>1</b>  |   | Code<br><b>1</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>   |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |   | Code<br><b>1</b>   |  |
| 49. Railroad Employees<br><b>0</b>  |   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br><b>2</b>  |   | Code<br><b>2</b>   |  |
| 52. Passengers on Train<br><b>0</b>   |   | Code<br><b>2</b>   |  |
| 53a. Special Study Block  |   | 53b. Special Study Block   |  |
| 54. Narrative Description   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature  |  |
|   |   |  |  |
|   |   | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |   |  |
|---|--|---|--|
| <b>Name Of</b>  |  | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad <b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>   | 1b. <b>005181</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.   | 2b. <b>005181</b>  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>   | 3b. <b>005181</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>  |  | 5. Date of Accident/Incident <b>04/13/01</b>  | 6. Time of Accident/Incident <b>03:15 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |  |
| 12. Highway Name or No. <b>S. STREET</b>  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved   |  | Rail Equipment Involved   |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>D</b>   |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL   <b>1</b> |  |
| 14. Vehicle Speed (est. mph at impact) <b>20</b>  |  | 15. Direction (geographical) Code<br>1. North 2. South 3. East 4. West   <b>3</b>   |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |  | 18. Position of Car Unit in Train<br><b>73</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>   |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>2</b>  |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>  |  | 20c. State the name and quantity of the hazardous material released, if any   |  |
| 21. Temperature (specify if minus) <b>45</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>  |  | 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b>  |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>   |  | 26. Track Number or Name<br><b>EASTBOUND<br/>MAINLINE</b>   |  |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>2</b> | 29. Number of Cars<br><b>121</b>  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>25</b> mph   <b>E</b><br>E. Estimated |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>3</b>   |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  |
| 33. Signaled Crossing Warning   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   <b>2</b>  |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>1</b>  |  | 38. Driver's Age<br><b>34</b>   |  |
| 39. Driver's Gender Code<br>1. Male   <b>1</b><br>2. Female   |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  |
| 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>3</b>  |  | 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  |
| 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b> |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>2</b>   |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |  | 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>1</b> Injured   |  |
| 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$0</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>1</b>   |  |
| 49. Railroad Employees<br><b>0</b>  |  | 50. Total Number of People on Train (include passengers and crew)   <b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  | 52. Passengers on Train<br><b>0</b>   |  |
| 53a. Special Study Block  |  | 53b. Special Study Block  |  |
| 54. Narrative Description   |  |   |  |
| 55. Typed Name and Title  |  | 56. Signature   |  |
|   |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | <b>Alphabetic Code</b>  | <b>RR Accident/Incident No.</b>  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>080580</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>   | 3b. <b>080580</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>   |   | 5. Date of Accident/Incident <b>12/02/93</b>  | 6. Time of Accident/Incident <b>02:05 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   | 8. Division   | 9. County<br><b>VERMILION</b>   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  | 12. Highway Name or No. <b>SOUTH ST.</b>                          |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| <b>Highway User Involved</b>   |   | <b>Rail Equipment Involved</b>  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | Code<br><b>M</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)  | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)                                       |
| 14. Vehicle Speed<br>(est. mph at impact) <b>6</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | 18. Position of Car Unit in Train<br><b>1</b>   | Code<br><b>1</b>   |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped  | Code<br><b>3</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   | Code<br><b>1</b>   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>46</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  | Code<br><b>4</b>   <b>3</b>  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  | Code<br><b>1</b>   <b>WESTBOUND MAIN</b>   |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>2</b>                        | 29. Number of Cars<br><b>88</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>25</b> mph<br>E. Estimated <b>E</b>  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code<br><b>4</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |
| Code(s) <b>01</b>  |   | <b>20 sec warn min (1);</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   | Code<br><b>1</b>   <b>2</b>   <b>1</b>   |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female                       | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   | Code<br><b>2</b>  | Code<br><b>1</b>  | Code<br><b>1</b>   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>2</b>   | Code<br><b>8</b>  | Code<br><b>8</b>  |  |
| Casualties to:   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |
| Killed   | Injured   | Code<br><b>2</b>  | Code<br><b>1</b>   |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>1</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  |   | Code<br><b>2</b>   |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   | 57. Date   |



### HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

### ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>X190986013</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>   | 3b. <b>X190986013</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>   |   | 5. Date of Accident/Incident <b>09/28/86</b>  | 6. Time of Accident/Incident <b>12:40 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division   | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>SOUTH ST</b>   |  |
|  |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>7. Light loco(s) (standing) C. Train standing- RCL |  |
| Code<br><b>A</b>   |   | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   |   | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |   | Code<br><b>3</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>2</b>   |   | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |   | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>75</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  |
| Code<br><b>1</b>   |   | Code  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>1</b>   |   | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>WESTBOUND MAINLINE</b>  |   | Code  |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>2</b>  | 29. Number of Cars<br><b>25</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>30</b> mph   |
| Code<br><b>E</b>   |   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>4</b>   |   | Code  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s)<br><b>01 03</b>  |   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |  |
| Code   |   | Code  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |   | Code<br><b>2</b>  |  |
| Code   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>1</b>   |   | Code  |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   |   | Code<br><b>4</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   |  |
| Code<br><b>2</b>   |   | Code<br><b>8</b>  |  |
| Casualties to:   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Killed   |   | Code<br><b>3</b>  |  |
| Injured  |   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |  |
| Code   |   | Code<br><b>2</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>                                    | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |
| Code   |   | Code  |  |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>                                    | 50. Total Number of People on Train (include passengers and crew)   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |
| Code   |   | Code<br><b>2</b>  |  |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>                                    |   |  |
| Code   |   |   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
|  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   |  |
|  |   |   |  |
|  |   | 57. Date  |  |
|  |   |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>B8987</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance  |   | 3a.   | 3b.  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479863S</b>   |   | 5. Date of Accident/Incident <b>11/15/76</b>  | 6. Time of Accident/Incident <b>04:40 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>SOUTH STREET</b>   |  |
|  |   | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private   |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>7. Light loco(s) (standing) C. Train standing- RCL |  |
| Code<br><b>A</b>   |   | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>20</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>4</b>   |   | Code<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | 18. Position of Car Unit in Train   |  |
| Code<br><b>3</b>   |   | Code<br><b>1</b>  |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |   | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |   | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>40</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>2</b>   |   | Code  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |   | Code<br><b>1</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>1</b>   |   | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>MAIN</b>  |   | Code  |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>2</b>  | 29. Number of Cars<br><b>84</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>30</b> mph   |
| Code<br><b>E</b>   |   | Code<br><b>3</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code<br><b>3</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s)<br><b>01 03</b>  |   | Code<br><b>3</b>  |  |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>3</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |   | Code<br><b>3</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>3</b>  |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   |   | Code<br><b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   |  |
| Code<br><b>3</b>   |   | Code<br><b>2</b>  |  |
| Casualties to:<br>Killed Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Code<br><b>0 1</b>   |   | Code<br><b>2</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |   | Code<br><b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0 1</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$200</b>  |  |
| Code<br><b>1</b>   |   | Code  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   |   | Code  |  |
| Code<br><b>1</b>   |   | Code  |  |
| 49. Railroad Employees<br><b>0 0</b>   |   | 50. Total Number of People on Train (include passengers and crew)   |  |
| Code<br><b>0 0</b>   |   | Code<br><b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |   | Code<br><b>2</b>  |  |
| 52. Passengers on Train<br><b>0 0</b>  |   | Code  |  |
| Code<br><b>0 0</b>   |   | Code  |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
|  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   |  |
|  |   |   |  |
| 57. Date   |   |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>   | 1b. <b>035129</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>   | 3b. <b>035129</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>12/22/08</b>  | 6. Time of Accident/Incident <b>08:40 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>  |
|  |  | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>MAIN</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private   |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL<br>C. Train standing- RCL |  |
| Code<br><b>K</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact)  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>4</b>   |  | Code<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>10</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>2</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car   |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>I</b>   |  | Code<br><b>I</b>  |  |
| 26. Track Number or Name<br><b>MAIN NO. 1</b>  |  |   |  |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>3</b>                                     | 29. Number of Cars<br><b>65</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>29</b> mph<br>E. Estimated                           |
| Code<br><b>R</b>   |  | Code<br><b>4</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>4</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  | 33. Signaled Crossing<br>Warning  |  |
| Code(s)<br><b>01 02 03 06 07</b>   |  | Code<br><b>20 sec warn min (I);</b>   |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>2</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | Code<br><b>1</b>  |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>2</b>  |  |
| 38. Driver's Age<br><b>67</b>  | 39. Driver's Gender<br>1. Male<br>2. Female                                    | Code<br><b>1</b>  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  | Code<br><b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>1</b>  |  |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  | Code<br><b>8</b>  |  |
| Casualties to:   |  | Killed  | Injured  |
| 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  |   |  |
| 46. Highway-Rail Crossing Users<br><b>1</b>  | <b>0</b>   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   | 49. Railroad Employees<br><b>0</b>   |   |  |
| Code<br><b>1</b>   |  | Code<br><b>0</b>  |  |
| 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No |   | Code<br><b>2</b>   |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description<br><b>WESTBOUND TRAIN 58VD122 WITH ALL REQUIRED LIGHTING FUNCTIONING AS INTENDED, BELL AND HORN SOUNDING AND FUNCTIONING AS INTENDED, STRUCK AND FATALLY INJURED TRESPASSER WHEN HE WALKED IN FRONT OF CLOSELY APPROACHING TRAIN AT FLASHERS, BELL AND GATE PROTECTED MAIN STREET.</b> |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |
|  |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. INS I</b>   |  | 1a. <b>NS</b>  | 1b. <b>013517</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. INS I</b>   |  | 3a. <b>NS</b>  | 3b. <b>013517</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>07/30/03</b>   | 6. Time of Accident/Incident <b>08:27 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division<br><b>ILLINOIS</b>   | 9. County<br><b>VERMILION</b>  |
|  |  | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>MAIN</b>  |  |
|  |  | <input checked="" type="checkbox"/> Public   | <input type="checkbox"/> Private   |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| Code<br><b>M</b>   |  | Code<br><b>1</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  |
| Code<br><b>1</b>   |  | Code<br><b>I</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature<br>(specify if minus) <b>75</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>   |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>1</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code<br><b>1</b>   |  | Code<br><b>I</b>   |  |
| 26. Track Number or Name<br><b>NORTHBOUND<br/>MAINLINE</b>   |  |  |  |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>2</b> | 29. Number of Cars<br><b>60</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>25</b> mph   |
| Code<br><b>E</b>   |  | Code<br><b>4</b>   |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>4</b>   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning   |  |
| Code(s)<br><b>01 02 03 04 05 06</b>  |  | Code<br><b>2</b>   |  |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>2</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>1</b>   |  | Code<br><b>3</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>   |  |
| 38. Driver's Age<br><b>44</b>  | 39. Driver's Gender<br>1. Male 2. Female   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>1</b>   |  | Code<br><b>2</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  |
| Code<br><b>2</b>   |  | Code<br><b>8</b>   |  |
| Casualties to:<br>Killed Injured   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Code<br><b>0 1</b>   |  | Code<br><b>2</b>   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code<br><b>1</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0 1</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)   |  |
| Code<br><b>0 0</b>   |  | Code<br><b>1</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   |  | Code<br><b>1</b>   |  |
| 49. Railroad Employees   |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| Code<br><b>0 0</b>   |  | Code<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>   |  |
| 52. Passengers on Train  |  |  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description<br><b>ITEM 13: BICYCLE</b>   |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |  |
|---|--|--|--|
| <b>Name Of</b>  |  | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad <b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>  | 1b. <b>089535</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>  | 3b. <b>089535</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |  | 5. Date of Accident/Incident <b>09/21/96</b>   | 6. Time of Accident/Incident <b>02:10 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division  | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |  |
| 12. Highway Name or No. <b>MAIN</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved   |  | Rail Equipment Involved  |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>A</b> |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL   <b>1</b><br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL |  |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>  |  | 15. Direction (geographical) Code<br>1. North 2. South 3. East 4. West   <b>4</b>  |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |  | 18. Position of Car Unit in Train<br><b>20</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>         |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>2</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |  |  |  |
| 21. Temperature (specify if minus) <b>55</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>  |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>  |  | 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b>   |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>   |  | 26. Track Number or Name<br><b>MAINLINE</b>  |  |
| 27. FRA Track Class <b>3</b>  | 28. Number of Locomotive Units <b>2</b>          | 29. Number of Cars <b>41</b>   | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>10</b> mph   <b>E</b><br>E. Estimated   |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>3</b>   |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None  |  |
| Code(s) <b>01 03 06 07</b>  |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  |
| 34. Whistle Ban Code<br>1. Yes 2. No 3. Unknown   |  | 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>  |  |
| 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>1</b>   |  |
| 38. Driver's Age  | 39. Driver's Gender Code<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>1</b> |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>  |  |
| Casualties to: Killed Injured   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>  |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |  | 46. Highway-Rail Crossing Users <b>0 0</b>   |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>  |  |
| 49. Railroad Employees <b>0 0</b>   |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  | 52. Passengers on Train <b>0 0</b>   |  |
| 53a. Special Study Block  |  | 53b. Special Study Block   |  |
| 54. Narrative Description   |  |  |  |
| 55. Typed Name and Title  |  | 56. Signature  |  |
|   |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>081119</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>   | 3b. <b>081119</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |   | 5. Date of Accident/Incident <b>01/22/94</b>  | 6. Time of Accident/Incident <b>02:57 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State Abbr. <b>17</b>   | Code <b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>MAIN</b>   |  |
|  |   | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private   |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing)                         |  |
| Code <b>A</b>  |   | Code <b>1</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>10</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |   | Code <b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code <b>3</b>  |   | Code <b>2</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code <b>4</b>  |   | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>4</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code <b>4</b>  |   | Code <b>4</b>   |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |   | Code <b>1</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code <b>1</b>  |   | Code <b>1</b>   |  |
| 26. Track Number or Name<br><b>MAINLINE</b>  |   |   |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>1</b>  | 29. Number of Cars<br><b>73</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>25</b> mph<br>E. Estimated   |
| Code <b>E</b>  |   | Code <b>E</b>   |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code <b>3</b>   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing Warning<br>20 sec warn min (1);   |  |
| Code(s) <b>01 02 06 07</b>   |   | Code  |  |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |   | Code  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code <b>1</b>  |   | Code <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |   | Code <b>1</b>   |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code <b>2</b>  |   | Code <b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code <b>2</b>  |   | Code <b>8</b>   |  |
| Casualties to:   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |
| Killed <b>0</b> Injured <b>0</b>   |   | Code <b>3</b>   | Code <b>1</b>  |
| 46. Highway-Rail Crossing Users<br><b>0 0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>   |  |
| 49. Railroad Employees<br><b>0 0</b>   |   | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |
| 52. Passengers on Train<br><b>0 0</b>  |   | 50. Total Number of People on Train (include passengers and crew)   |  |
|  |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |  |
|  |   | Code <b>2</b>   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   |  |
|  |   |   |  |
|  |   | 57. Date  |  |



### HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

### ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| Name Of   |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 1a. <b>NW</b>  | 1b. <b>X191287011</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>  | 3b. <b>X191287011</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |   | 5. Date of Accident/Incident <b>12/22/87</b>   | 6. Time of Accident/Incident <b>09:20 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
|   |   | 10. State Abbr. <b>17</b>  | Code <b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 12. Highway Name or No. <b>MAIN ST</b>   |  |
|   |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved   |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| Code <b>K</b>   |   | Code <b>1</b>  |  |
| 14. Vehicle Speed   |   | 18. Position of Car Unit in Train  |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |   | <b>1</b>   |  |
| Code <b>4</b>   |   |  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  |
| Code <b>3</b>   |   | Code <b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code <b>4</b>   |   | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>38</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code <b>2</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  |
| Code <b>2</b>   |   | Code <b>2</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car |   | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code <b>1</b>   |   | Code <b>1</b>  |  |
| 26. Track Number or Name<br><b>EASTBOUND MAINLINE</b>   |   |  |  |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>102</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>25</b> mph   |
| Code <b>E</b>   | Code <b>3</b>                               | Code <b>3</b>  | Code <b>3</b>  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |   | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  |
| Code <b>3</b>   |   | 33. Signaled Crossing<br>Warning   |  |
| Code <b>3</b>   |   | Code   |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |   | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  |
| Code <b>2</b>   |   | Code <b>1</b>  |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  |
| Code <b>2</b>   |   | Code <b>2</b>  |  |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code  | Code  | Code   | Code   |
| Code  | Code  | Code   | Code   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  |
| Code  |   | Code <b>7</b>  |  |
| Casualties to:  |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Killed  |   | Code   |  |
| Injured   |   | Code   |  |
| Code  |   | Code   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |   | 46. Highway-Rail Crossing Users<br><b>1</b> <b>0</b>   |  |
| Code  |   | Code <b>0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>   |   | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>0</b>  |  |
| Code <b>0</b>   |   | Code <b>0</b>  |  |
| 49. Railroad Employees <b>0</b>   |   | 50. Total Number of People on Train (include passengers and crew)  |  |
| Code <b>0</b>   |   | Code   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |   | Code <b>2</b>  |  |
| Code <b>2</b>   |   |  |  |
| 52. Passengers on Train <b>0</b>  |   | 53a. Special Study Block   |  |
| Code <b>0</b>   |   | 53b. Special Study Block   |  |
| 54. Narrative Description   |   |  |  |
|   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature  |  |
|   |   |  |  |
|   |   | 57. Date   |  |
|   |   |  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |  |
|---|--|--|--|
| <b>Name Of</b>  |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 1a. <b>NW</b>  | 1b. <b>X191287001</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 3a. <b>NW</b>  | 3b. <b>X191287001</b>                        |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |  | 5. Date of Accident/Incident <b>12/06/87</b>   | 6. Time of Accident/Incident <b>09:58 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 10. State Code<br>Abbr. <b>17</b> <b>IL</b>  |  |
| 12. Highway Name or No. <b>MAIN ST</b>  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved   |  | Rail Equipment Involved  |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>A</b>   |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL   <b>1</b> |  |
| 14. Vehicle Speed 15. Direction (geographical) Code<br>(est. mph at impact) <b>30</b> 1. North 2. South 3. East 4. West   <b>4</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>2</b>  |  | 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20c. State the name and quantity of the hazardous material released, if any   |  |  |  |
| 21. Temperature (specify if minus) <b>33</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>2</b>  |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>2</b>  |  |  |  |
| 24. Type of Equipment A. Spec. MoW Equip Code<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car   <b>1</b> |  | 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>  |  |
| 26. Track Number or Name<br><b>EASTBOUND<br/>MAINLINE</b>   |  |  |  |
| 27. FRA Track Class <b>3</b>  |  | 28. Number of Locomotive Units <b>4</b>  |  |
| 29. Number of Cars <b>58</b>  |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>30</b> mph   <b>E</b><br>E. Estimated   |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>3</b>   |  |  |  |
| 32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None                             |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  |
| 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |  |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  |  |  |
| 38. Driver's Age  |  | 39. Driver's Gender Code<br>1. Male<br>2. Female   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>7</b>  |  |
| Casualties to: Killed Injured   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>  |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |  |  |  |
| 46. Highway-Rail Crossing Users <b>0</b> <b>0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |  |  |
| 49. Railroad Employees <b>0</b> <b>0</b>  |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  |  |  |
| 52. Passengers on Train <b>0</b> <b>0</b>   |  |  |  |
| 53a. Special Study Block  |  | 53b. Special Study Block   |  |
| 54. Narrative Description   |  |  |  |
| 55. Typed Name and Title  |  | 56. Signature  |  |
|   |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |   |  |
|---|--|---|--|
| <b>Name Of</b>  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 1a. <b>NW</b>   | 1b. <b>X190886017</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 3a. <b>NW</b>   | 3b. <b>X190886017</b>                        |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |  | 5. Date of Accident/Incident <b>08/25/86</b>  | 6. Time of Accident/Incident <b>03:05 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
|   |  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |  |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 12. Highway Name or No. <b>MAIN ST</b>  |  |
|   |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private             |
| Highway User Involved   |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>K</b>  |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) Code<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL   <b>1</b><br>7. Light loco(s) (standing) C. Train standing- RCL |  |
| 14. Vehicle Speed<br>(est. mph at impact)   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   <b>2</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>1</b>   |  |   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20c. State the name and quantity of the hazardous material released, if any   |  |   |  |
| 21. Temperature<br>(specify if minus) <b>54</b> °F  |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>  |  |   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b> |  | 25. Track Type Used by Rail<br>Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>  |  |
| 26. Track Number or Name<br><b>WESTBOUND MAIN</b>   |  |   |  |
| 27. FRA Track Class<br><b>3</b>   |  | 28. Number of Locomotive Units<br><b>4</b>  |  |
| 29. Number of Cars<br><b>51</b>   |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded<br>E. Estimated <b>23</b> mph   <b>E</b>  |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>4</b>   |  |   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None        |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |   |  |
| Code(s) <b>01 02</b>  |  |   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  |   |  |
| 38. Driver's Age  |  | 39. Driver's Code<br>Gender<br>1. Male<br>2. Female   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>   |  |
| Casualties to:  |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured  |  |
| Killed  |  | 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   |  |
| Injured   |  |   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>1</b> Injured   |  | 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$0</b>   |  |
| 49. Railroad Employees<br><b>0</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>0</b>   |  |
| 52. Passengers on Train<br><b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
|   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  |
| 53a. Special Study Block  |  | 53b. Special Study Block  |  |
| 54. Narrative Description   |  |   |  |
| 55. Typed Name and Title  |  | 56. Signature   |  |
|   |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |                               |
|--|--|---|-------------------------------|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.      |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>X190485002</b>         |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.                           |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>   | 3b. <b>X190485002</b>         |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>04/02/85</b>  |                               |
| 6. Time of Accident/Incident <b>12:20 AM</b>   |  |   |                               |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b> |
| 10. State<br><b>IL</b>   |  | 11. City (if in a city) <b>DANVILLE</b>   |                               |
| 12. Highway Name or No. <b>MAIN ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |                               |
| Highway User Involved  |  | Rail Equipment Involved   |                               |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | Code<br><b>B</b>  |                               |
| 14. Vehicle Speed<br>(est. mph at impact)  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b>   |                               |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>3</b>  |  | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)   |                               |
| 18. Position of Car Unit in Train<br><b>1</b>  |  | 8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL<br>Code<br><b>1</b>   |                               |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>1</b>  |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>  |                               |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code  |  | 20c. State the name and quantity of the hazardous material released, if any   |                               |
| 21. Temperature<br>(specify if minus) <b>34</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>   |                               |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>   |  | 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>A. Spec. MoW Equip<br>Code<br><b>I</b> |                               |
| 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>I</b>  |  | 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |                               |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>3</b>  |                               |
| 29. Number of Cars<br><b>67</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>20</b> mph<br>E. Estimated<br>Code<br><b>E</b>  |                               |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>3</b>  |  | 32. Type of Crossing<br>1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03</b>          |                               |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (I);</b>   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code  |                               |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |                               |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>   |  | 38. Driver's Age<br>Code  |                               |
| 39. Driver's Gender<br>1. Male<br>2. Female<br>Code  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |                               |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>1</b>   |  | 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |                               |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   |                               |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |  | 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>0</b> Injured   |                               |
| 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$1,000</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |                               |
| 49. Railroad Employees<br><b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)<br><b>0</b>   |                               |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>   |  | 52. Passengers on Train<br><b>0</b>   |                               |
| 53a. Special Study Block   |  | 53b. Special Study Block  |                               |
| 54. Narrative Description  |  |   |                               |
| 55. Typed Name and Title   |  | 56. Signature   |                               |
|  |  | 57. Date  |                               |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | <b>Alphabetic Code</b>  | <b>RR Accident/Incident No.</b>              |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>X190984011</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>   | 3b. <b>X190984011</b>                        |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>09/13/84</b>  | 6. Time of Accident/Incident <b>01:00 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>MAIN ST</b>  |  |
|  |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private             |
| <b>Highway User Involved</b>   |  | <b>Rail Equipment Involved</b>  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 8. Other (specify)<br>A. Train pulling- RCL B. Train pushing- RCL<br>C. Train standing- RCL |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>30</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>65</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |  | Code<br><b>1</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>1</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>EASTBOUND<br/>MAINLINE</b>  |  | Code  |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>2</b>  |  |
| 29. Number of Cars<br><b>95</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>26</b> mph<br>E. Estimated  |  |
| Code<br><b>E</b>   |  | Code<br><b>3</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>3</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s)<br><b>01 03</b>  |  | Code<br><b>1</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>1</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |  | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>  |  |
| 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>  |  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  | Code<br><b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| Casualties to:<br><b>Killed Injured</b>  |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| <b>0 2</b>   |  | Code<br><b>2</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code<br><b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0 2</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$1,500</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>2</b>   |  | Code  |  |
| 49. Railroad Employees<br><b>0 0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train<br><b>0 0</b>  |  | Code<br><b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>B10676</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>   | 3b. <b>B10676</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>07/01/79</b>  | 6. Time of Accident/Incident <b>11:10 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 10. State Abbr. <b>17</b> Code <b>IL</b>  |  |
| 12. Highway Name or No. <b>MAIN ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| <b>Highway User Involved</b>   |  | <b>Rail Equipment Involved</b>  |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL |  |
| 14. Vehicle Speed (est. mph at impact) <b>25</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b><br>2. Rail equipment struck by highway user   <b>1</b>  |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>   |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>  |  |
| 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20c. State the name and quantity of the hazardous material released, if any   |  |
| 21. Temperature (specify if minus) <b>80</b> °F  |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>2</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>   |  | 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b>                                    |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>  |  | 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>3</b> | 29. Number of Cars<br><b>78</b>   | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>27</b> mph   <b>R</b><br>E. Estimated |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>1</b>  |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>1</b>   |  | 38. Driver's Age<br>39. Driver's Gender Code<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>   |  |
| Casualties to:   |  | Killed  | Injured  |
| 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>  |  | 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$375</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>3</b>  |  | 49. Railroad Employees<br><b>0</b>  |  |
| 50. Total Number of People on Train (include passengers and crew)   <b>0</b>   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  |
| 52. Passengers on Train<br><b>0</b>  |  | 53a. Special Study Block  |  |
| 53b. Special Study Block   |  | 54. Narrative Description   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
| 57. Date   |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad <b>Norfolk &amp; Western Rwy Co. [NW  </b>   |  | 1a. <b>NW</b>   | 1b. <b>D29510</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk &amp; Western Rwy Co. [NW  </b>   |  | 3a. <b>NW</b>   | 3b. <b>D29510</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>05/13/79</b>  | 6. Time of Accident/Incident <b>03:40 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 10. State Code<br>Abbr. <b>17   IL</b>  |  |
| 12. Highway Name or No. <b>MAIN ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing- RCL |  |
| 14. Vehicle Speed<br>(est. mph at impact)  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped  |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither         |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  | 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| 21. Temperature<br>(specify if minus) <b>44</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  | 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main /inspect. car   |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   |  | 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>3</b>  |  |
| 29. Number of Cars<br><b>95</b>  |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>30</b> mph<br>E. Estimated   |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  |  |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown  |  | 38. Driver's Age Code<br>39. Driver's Gender<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown  |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  |
| Casualties to: Killed Injured  |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured  |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No  |  | 46. Highway-Rail Crossing Users<br><b>0</b> <b>0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$300</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |
| 49. Railroad Employees <b>0</b> <b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No  |  | 52. Passengers on Train <b>0</b> <b>0</b>   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |  |
|---|--|--|--|
| <b>Name Of</b>  |  | <b>Alphabetic Code</b>   | <b>RR Accident/Incident No.</b>              |
| 1. Reporting Railroad <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>D29481</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>D29481</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |  | 5. Date of Accident/Incident <b>05/05/79</b>   | 6. Time of Accident/Incident <b>08:30 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
|   |  | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 12. Highway Name or No. <b>MAIN ST</b>   |  |
|   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| <b>Highway User Involved</b>  |  | <b>Rail Equipment Involved</b>   |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL |  |
| 14. Vehicle Speed (est. mph at impact)  |  | 18. Position of Car Unit in Train  |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  | 1  |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user  |  |
| 3   |  | 1  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| 4   |  |  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |  |  |  |
| 21. Temperature (specify if minus) <b>60</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
|   |  | 4  |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | 1  |  |
| 24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car                |  | 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| 1   |  | 1 EASTBOUND MAIN   |  |
| 27. FRA Track Class <b>3</b>  |  | 28. Number of Locomotive Units <b>3</b>  |  |
| 29. Number of Cars <b>99</b>  |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>26</b> mph<br>E. Estimated  |  |
|   |  | R  |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West  |  | 1  |  |
| 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing Warning<br>20 sec warn min (1);  |  |
| Code(s) <b>01 03</b>  |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown  |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   |  |
| 1   |  | 2  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   |  | 3  |  |
| 38. Driver's Age  |  | 39. Driver's Code<br>Gender<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| 2   |  | 1  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   |  |
| 3   |  | 8  |  |
| Casualties to: Killed Injured   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   |  |
| 0 0   |  | 3  |  |
| 46. Highway-Rail Crossing Users   |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$300</b>  |  |
| 0 0   |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>  |  |
| 49. Railroad Employees  |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 0 0   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No  |  |
| 52. Passengers on Train   |  | 2  |  |
| 53a. Special Study Block  |  | 53b. Special Study Block   |  |
| 54. Narrative Description   |  |  |  |
| 55. Typed Name and Title  |  | 56. Signature  |  |
|   |  | 57. Date   |  |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>D29373</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>D29373</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>04/07/79</b>   | 6. Time of Accident/Incident <b>12:13 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>MAIN ST</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact)  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 18. Position of Car Unit in Train  |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code<br><b>4</b>   |  | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature<br>(specify if minus) <b>32</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code<br><b>4</b>   |  | Code<br><b>1</b>   |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>1</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car           |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>   |  |
| 26. Track Number or Name<br><b>EASTBOUND MAIN</b>  |  |  |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>3</b>   |  |
| 29. Number of Cars<br><b>87</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>23</b> mph<br>E. Estimated   |  |
| Code<br><b>E</b>   |  | Code<br><b>1</b>   |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>1</b>   |  |
| 32. Type of Crossing<br>1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning   |  |
| Code(s) <b>01 03</b>   |  | Code<br><b>20 sec warn min (1);</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>3</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>1</b>   |  | Code<br><b>3</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>3</b>   |  |
| 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>   |  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  | Code<br><b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  |
| Code<br><b>3</b>   |  | Code<br><b>8</b>   |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Killed   |  | Code<br><b>3</b>   |  |
| Injured  |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  |
| <b>0</b>   |  | Code<br><b>1</b>   |  |
| <b>0</b>   |  | 46. Highway-Rail Crossing Users<br>(include driver)  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | Code<br><b>1</b>   |  |
| 47. Highway Vehicle Property Damage<br>(est. dollar damage) <b>\$300</b>   |  | 48. Total Number of Highway-Rail Crossing Users<br>(include driver)  |  |
| 49. Railroad Employees<br><b>0</b>   |  | Code<br><b>1</b>   |  |
| 50. Total Number of People on Train<br>(include passengers and crew)   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  |
| 52. Passengers on Train<br><b>0</b>  |  | Code<br><b>2</b>   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |   |
|---|--|--|---|
| <b>Name Of</b>  |  | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 1a. <b>NW</b>  | 1b. <b>B10279</b>   |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 3a. <b>NW</b>  | 3b. <b>B10279</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |  | 5. Date of Accident/Incident <b>12/09/78</b>   | 6. Time of Accident/Incident <b>04:30 PM</b>  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division  | 9. County<br><b>VERMILION</b>   |
|   |  | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 12. Highway Name or No. <b>E MAIN STREET</b>   |   |
|   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private                                      |   |
| Highway User Involved   |  | Rail Equipment Involved  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |  | Code<br><b>A</b>   |   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>5</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>3</b>                                    |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   |  | Code<br><b>3</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | Code<br><b>4</b>   |   |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | Code   |   |
| 20c. State the name and quantity of the hazardous material released, if any   |  |  |   |
| 21. Temperature<br>(specify if minus) <b>16</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>2</b>                              |   |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  | Code<br><b>1</b>   |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car       |  | A. Spec. MoW Equip<br>Code<br><b>1</b>   |   |
| 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  | Code<br><b>1</b>   |   |
| 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |  |  |   |
| 27. FRA Track Class<br><b>2</b>   | 28. Number of Locomotive Units<br><b>0</b> | 29. Number of Cars<br><b>1</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>20</b> mph<br><b>R</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |  | Code<br><b>3</b>   |   |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |   |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown  |  | Code   |   |
| Code(s) <b>01 03</b>  |  |  |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |  | Code<br><b>1</b>   |   |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>2</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>3</b>   |   |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male 2. Female   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown | Code<br><b>2</b>  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  | Code<br><b>1</b>   |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>3</b>   |   |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  | Code<br><b>8</b>   |   |
| Casualties to:<br>Killed Injured  |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>2</b>  |   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |  | Code<br><b>1</b>   |   |
| 46. Highway-Rail Crossing Users<br><b>0</b>   | <b>1</b>                                   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$250</b>   |   |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |  |  |   |
| 49. Railroad Employees<br><b>0</b>  | <b>0</b>                                   | 50. Total Number of People on Train (include passengers and crew)  |   |
| 52. Passengers on Train<br><b>0</b>   | <b>0</b>                                   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>               |   |
| 53a. Special Study Block  |  | 53b. Special Study Block   |   |
| 54. Narrative Description   |  |  |   |
| 55. Typed Name and Title  |  | 56. Signature  |   |
|   |  | 57. Date   |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |  |   |   |   |
|--|---|--|---|---|---|
| <b>Name Of</b>   |   |  |   | Alphabetic Code   | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   |  |   | 1a. <b>NW</b>   | 1b. <b>D27282</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   |  |   | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   |  |   | 3a. <b>NW</b>   | 3b. <b>D27282</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479862K</b>  |   | 5. Date of Accident/Incident<br><b>02/10/78</b>  |   | 6. Time of Accident/Incident<br><b>07:45 AM</b>   |   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division  |   | 9. County<br><b>VERMILION</b>   |   |
| 11. City (if in a city)<br><b>DANVILLE</b>   |   | 12. Highway Name or No.<br><b>E MAIN STREET</b>  |   | 10. State Abbr. <b>17</b> Code <b>IL</b>  |   |
| Highway User Involved  |   |  | Rail Equipment Involved   |   |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) <b>B</b>  |   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL <b>1</b> |   |   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>30</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West <b>4</b>   |   | 18. Position of Car Unit in Train<br><b>1</b>   |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |   |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user <b>1</b>  |   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>4</b>  |   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   |   |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |   |   |   |
| 21. Temperature<br>(specify if minus) <b>6</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>2</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>4</b>   |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main /inspect. car <b>1</b> |   |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>  |   | 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>95</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>30</b> mph <b>E</b><br>E. Estimated   |   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West <b>3</b>                          |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>   |   |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown <b>3</b>  |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown <b>3</b> |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown <b>2</b>  |   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>1</b> |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown <b>3</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b> |   |   |   |
| Casualties to:   |   | Killed   | Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured <b>2</b>  |   |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |   | <b>1</b>   | 47. Highway Vehicle Property Damage<br>(est. dollar damage) <b>\$500</b>  |   | 48. Total Number of Highway-Rail Crossing Users<br>(include driver) <b>1</b>                    |
| 49. Railroad Employees<br><b>0</b>   |   | <b>0</b>   | 50. Total Number of People on Train<br>(include passengers and crew)  |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No <b>2</b>         |
| 52. Passengers on Train<br><b>0</b>  |   | <b>0</b>   |   |   |   |
| 53a. Special Study Block   |   |  | 53b. Special Study Block  |   |   |
| 54. Narrative Description  |   |  |   |   |   |
| 55. Typed Name and Title   |   | 56. Signature  |   |   | 57. Date  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |   |   |
|---|---|---|---|
| <b>Name Of</b>  |   | Alphabetic Code   | RR Accident/Incident No.  |
| 1. Reporting Railroad <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>B9782</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance <b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>   | 3b. <b>B9782</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>  |   | 5. Date of Accident/Incident <b>01/31/78</b>  |   |
| 6. Time of Accident/Incident <b>07:25 PM</b>  |   |   |   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  | 8. Division                                     | 9. County<br><b>VERMILION</b>   | 10. State Abbr. <b>17</b> Code <b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   | 12. Highway Name or No. <b>EAST MAIN STREET</b> |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private                         |
| Highway User Involved   |   | Rail Equipment Involved   |   |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>A</b>   |   | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL   <b>1</b> |   |
| 14. Vehicle Speed (est. mph at impact) <b>30</b>  |   | 15. Direction (geographical) Code<br>1. North 2. South 3. East 4. West   <b>4</b>   |   |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>   |   |
| 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>1</b>  |   | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>  |   |
| 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   |   |   |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |   |
| 21. Temperature (specify if minus) <b>8</b> °F  |   | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>   |   |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>  |   |   |   |
| 24. Type of Equipment Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car Code<br>A. Spec. MoW Equip R. Recorded E. Estimated   <b>1</b> |   | 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>1</b>   |   |
| 26. Track Number or Name<br><b>EASTBOUND MAIN</b>   |   |   |   |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>3</b>      | 29. Number of Cars<br><b>84</b>   | 30. Consist Speed (Recorded if available) Code<br>R. Recorded E. Estimated <b>25</b> mph   <b>E</b> |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>3</b>   |   |   |   |
| 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning<br>3. Standard FLS 6. Audible 9. Watchman 12. None   |   | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |   |
| 34. Whistle Ban Code<br>1. Yes 2. No 3. Unknown   |   |   |   |
| 35. Location of Warning Code<br>1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach   <b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>3</b>  |   |   |   |
| 38. Driver's Age  | 39. Driver's Gender Code<br>1. Male 2. Female   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |   |
| 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify) 3. Did not stop   <b>1</b>   |   |   |   |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>3</b>   |   | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>   |   |
| Casualties to:  |   | Killed  | Injured   |
| 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>2</b>   |   | 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |   |
| 46. Highway-Rail Crossing Users   | <b>0</b>  | <b>2</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$1,000</b>                           |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>2</b>   |   |   |   |
| 49. Railroad Employees  | <b>0</b>  | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)                                   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |   |   |   |
| 52. Passengers on Train   | <b>0</b>  | <b>0</b>  |   |
| 53a. Special Study Block  |   | 53b. Special Study Block  |   |
| 54. Narrative Description   |   |   |   |
| 55. Typed Name and Title  |   | 56. Signature   |   |
|   |   |   |   |
|   |   | 57. Date  |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>D23198</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance  |  | 3a.   | 3b.  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479862K</b>   |  | 5. Date of Accident/Incident <b>01/16/76</b>  | 6. Time of Accident/Incident <b>02:50 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>MAIN STREET</b>  |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)   |  |
| Code<br><b>A</b>   |  | Code<br><b>4</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>10</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>3</b>   |  |
| Code<br><b>3</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |  | Code<br><b>2</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>34</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br><b>4</b>   |  |
| Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br><b>2</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car           |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br><b>1</b>   |  |
| Code<br><b>7</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>EASTBOUND MAINLINE</b>  |  |   |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>1</b>  |  |
| 29. Number of Cars<br><b>10</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>10</b> mph<br><b>E</b>   |  |
| Code<br><b>E</b>   |  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br><b>1</b>   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s)<br><b>01 03 06</b>   |  | Code<br><b>1</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>1</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br><b>2</b>   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>  |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 38. Driver's Age   |  | 39. Driver's Gender<br>1. Male<br>2. Female   |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>2</b>   |  | Code<br><b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br><b>3</b>   |  |
| Killed   |  | Code<br><b>3</b>  |  |
| Injured  |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br><b>2</b>  |  |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  |  |
| Code<br><b>0</b>   |  | Code<br><b>2</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>2</b>   |  | 49. Railroad Employees<br><b>0</b>  |  |
| Code<br><b>2</b>   |  | Code<br><b>0</b>  |  |
| 50. Total Number of People on Train (include passengers and crew)  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br><b>2</b>  |  |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 52. Passengers on Train<br><b>0</b>  |  | 53a. Special Study Block  |  |
| Code<br><b>0</b>   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |
|  |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>   | 1b. <b>001535</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>   | 3b. <b>001535</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479861D</b>   |  | 5. Date of Accident/Incident <b>05/26/00</b>  | 6. Time of Accident/Incident <b>06:00 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b> Code<br><b>IL</b>  |  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>VAN BUREN</b>  |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing)                         |  |
| Code<br><b>K</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact)  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>65</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>3</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>MAINLINE</b>  |  |   |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>2</b>  |  |
| 29. Number of Cars<br><b>119</b>   |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>18</b> mph<br>E. Estimated <b>E</b>   |  |
| Code<br><b>E</b>   |  | Code<br><b>E</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>3</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning  |  |
| Code(s)<br><b>03 06 07</b>   |  | Code<br><b>2</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>2</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>2</b>  |  |
| 38. Driver's Age<br><b>43</b>  |  | 39. Driver's Gender<br>1. Male<br>2. Female   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>8</b>   |  | Code<br><b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Killed   |  | Code<br><b>1</b>  |  |
| Injured  |  | Code<br><b>1</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code<br><b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  |  |
| Code<br><b>0</b>   |  | Code<br><b>1</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 49. Railroad Employees<br><b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)<br><b>3</b>   |  |
| Code<br><b>0</b>   |  | Code<br><b>3</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>  |  |
| 52. Passengers on Train<br><b>0</b>  |  | Code<br><b>0</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>   | 1b. <b>D34484</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>   | 3b. <b>D34484</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479861D</b>   |  | 5. Date of Accident/Incident <b>01/19/82</b>  | 6. Time of Accident/Incident <b>06:55 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>VAN BUREN STREET</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private             |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) <b>B</b>  |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL <b>1</b> |  |
| 14. Vehicle Speed <b>20</b> 15. Direction (geographical) Code<br>1. North 2. South 3. East 4. West <b>2</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user <b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>2</b>   |  | 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature <b>16</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>2</b>   |  |
|  |  | 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>2</b>  |  |
| 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main /inspect. car <b>1</b> |  | 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>   |  |
| 26. Track Number or Name<br><b>SINGLE MAIN TRACK</b>   |  |   |  |
| 27. FRA Track Class <b>3</b>   |  | 28. Number of Locomotive Units <b>3</b>   |  |
| 29. Number of Cars <b>113</b>  |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>25</b> mph <b>R</b><br>E. Estimated  |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West <b>4</b>  |  |   |  |
| 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None                            |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |  |
| 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown  |  |   |  |
| Code(s) <b>01 03 06</b>  |  |   |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  |   |  |
| 38. Driver's Age   |  | 39. Driver's Gender Code<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown <b>2</b>  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b>   |  |
| Casualties to:   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured <b>3</b>   |  |
| Killed   |  | 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No <b>1</b>  |  |
| Injured  |  |   |  |
| 46. Highway-Rail Crossing Users <b>0 0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$800</b>   |  |
| 49. Railroad Employees <b>0 0</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |
| 52. Passengers on Train <b>0 0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
|  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No <b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| Name Of  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>   | 1b. <b>011641</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>   | 3b. <b>011641</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479859C</b>   |  | 5. Date of Accident/Incident <b>02/05/03</b>  | 6. Time of Accident/Incident <b>11:20 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b> Code<br><b>IL</b>  |  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>WMS.</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private             |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing)  |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>2</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>2</b>   |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code<br><b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>30</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  |
| Code<br><b>1</b>   |  |   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>#1 EASTBOUND MAIN</b>   |  |   |  |
| 27. FRA Track Class<br><b>4</b>  |  | 28. Number of Locomotive Units<br><b>3</b>  |  |
| 29. Number of Cars<br><b>55</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>20</b> mph<br>E. Estimated  |  |
| Code<br><b>E</b>   |  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>3</b>   |  |   |  |
| 32. Type of Crossing<br>1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s)<br><b>01 04 07</b>   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |  |
| Code<br><b>2</b>   |  |   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |  | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>  |  |
| 38. Driver's Age<br><b>50</b>  |  | 39. Driver's Gender<br>1. Male<br>2. Female   |  |
| Code<br><b>2</b>   |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>2</b>   |  | Code<br><b>2</b>  |  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  | Code<br><b>4</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>2</b>   |  | Code<br><b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Killed   |  | Code<br><b>3</b>  |  |
| Injured  |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |  |
|  |  | Code<br><b>2</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>0</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |  |   |  |
| 49. Railroad Employees<br><b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |  |
| 52. Passengers on Train  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |  |
|  |  | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
|  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |
|  |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |  |  |
|--|---|--|--|
| <b>Name Of</b>   |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>  | 1b. <b>G940891001</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>  | 3b. <b>G940891001</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479859C</b>   |   | 5. Date of Accident/Incident <b>08/12/91</b>   | 6. Time of Accident/Incident <b>11:56 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>WILLIAMS ST</b>   |  |
|  |   | <input checked="" type="checkbox"/> Public   | <input type="checkbox"/> Private   |
| Highway User Involved  |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| Code<br><b>A</b>   |   | Code<br><b>1</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  |
| Code<br><b>1</b>   |   | Code<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| Code<br><b>2</b>   |   | Code<br><b>1</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |   | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code<br><b>4</b>   |   | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |  |
| 21. Temperature<br>(specify if minus) <b>66</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code<br><b>4</b>   |   | Code<br><b>1</b>   |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |   | Code<br><b>1</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>1</b>   |   | Code<br><b>1</b>   |  |
| 26. Track Number or Name<br><b>WESTBOUND MAINLINE</b>  |   |  |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>2</b>                    | 29. Number of Cars<br><b>50</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>25</b> mph   |
| Code<br><b>E</b>   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West |  |  |
| Code<br><b>4</b>   | Code  |  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |  |
| Code(s)<br><b>01 03 06</b>   |   | Code<br><b>1</b>   |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |   | Code<br><b>1</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>1</b>   |   | Code<br><b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>1</b>   |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female                   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   | Code<br><b>1</b>  | Code<br><b>2</b>   | Code<br><b>1</b>   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed  |  |
| Code<br><b>2</b>   |   | Code<br><b>8</b>   |  |
| Casualties to:   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |
| Killed   |   | Code<br><b>3</b>   | Code<br><b>2</b>   |
| Injured  |   |  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  | Code<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |   | Code<br><b>2</b>   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block   |  |
| 54. Narrative Description  |   |  |  |
|  |   |  |  |
| 55. Typed Name and Title   |   | 56. Signature  | 57. Date   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| Name Of  |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>X941289371</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>X941289371</b>                        |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479859C</b>   |  | 5. Date of Accident/Incident <b>12/08/89</b>   | 6. Time of Accident/Incident <b>11:10 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State Abbr. <b>17</b>  | Code <b>IL</b>                               |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>WILLIAM ST.</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public   | <input type="checkbox"/> Private             |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing)   |  |
| Code <b>B</b>  |  | Code <b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>25</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  |
| Code <b>4</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 2. Stopped on Crossing<br>3. Moving over crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  |
| Code <b>3</b>  |  | Code <b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code <b>2</b>  |  | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature<br>(specify if minus) <b>20</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code <b>4</b>  |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  |
| Code <b>1</b>  |  | Code   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car        |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code <b>1</b>  |  | Code <b>1</b>  |  |
| 26. Track Number or Name<br><b>SINGLE MAINLINE</b>   |  |  |  |
| 27. FRA Track Class<br><b>3</b>  |  | 28. Number of Locomotive Units<br><b>2</b>   |  |
| 29. Number of Cars<br><b>110</b>   |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>27</b> mph<br>E. Estimated   |  |
| Code <b>R</b>  |  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  |
| Code <b>3</b>  |  | Code   |  |
| 32. Type of Crossing<br>1. Gates 2. Cantilever FLS 3. Standard FLS<br>4. Wig wags 5. Hwy. traffic signals 6. Audible<br>7. Crossbucks 8. Stop signs 9. Watchman<br>10. Flagged by crew 11. Other (specify)<br>12. None |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s) <b>01 02 06</b>  |  | 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |  |
| Code <b>1</b>  |  | Code   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| Code <b>1</b>  |  | Code <b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code <b>1</b>  |  |
| 38. Driver's Age   |  | 39. Driver's Gender<br>1. Male 2. Female   |  |
| Code   |  | Code   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  |
| Code <b>2</b>  |  | Code <b>1</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment<br>3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles<br>7. Other (specify) 8. Not Obstructed |  |
| Code <b>2</b>  |  | Code <b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Killed <b>1</b> Injured <b>0</b>   |  | Code <b>1</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code <b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>1</b> Killed <b>0</b> Injured <b>0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |  | 49. Railroad Employees<br><b>0</b>   |  |
| 50. Total Number of People on Train (include passengers and crew)  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  |
| 52. Passengers on Train<br><b>0</b>  |  | Code <b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| <b>Name Of</b>  |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 1a. <b>NW</b>  | 1b. <b>G940589001</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>  | 3b. <b>G940589001</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479859C</b>  |   | 5. Date of Accident/Incident <b>05/10/89</b>   | 6. Time of Accident/Incident <b>02:25 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
|   |   | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 12. Highway Name or No. <b>WILLIAM ST.</b>   |  |
|   |   | <input checked="" type="checkbox"/> Public   | <input type="checkbox"/> Private   |
| Highway User Involved   |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)  |  |
| Code<br><b>A</b>  |   | Code<br><b>1</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>4</b>  |  |
| Code<br><b>4</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  |
| Code<br><b>1</b>  |   | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| Code<br><b>4</b>  |   | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>42</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>  |  |
|   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car                           |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>  |  |
| Code<br><b>1</b>  |   | 26. Track Number or Name<br><b>WESTBOUND<br/>MAINLINE</b>  |  |
| 27. FRA Track Class<br><b>3</b>   | 28. Number of Locomotive Units<br><b>2</b>          | 29. Number of Cars<br><b>48</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>23</b> mph<br>E. Estimated<br>Code<br><b>R</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>4</b>   |   | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  |
| Code(s)<br><b>01 03 06</b>  |   | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code  |   | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>   |  |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |  |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>4</b>  |   | 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |  |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>2</b>  |   | 46. Highway-Rail Crossing Users<br>Killed <b>0</b> Injured <b>0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  |   | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |  |
| 49. Railroad Employees<br><b>0</b>  |   | 50. Total Number of People on Train (include passengers and crew)<br><b>0</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |   | 52. Passengers on Train<br><b>0</b>  |  |
| 53a. Special Study Block  |   | 53b. Special Study Block   |  |
| 54. Narrative Description   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature  |  |
|   |   |  |  |
|   |   | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>   | 1b. <b>X191087003</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>   | 3b. <b>X191087003</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479859C</b>  | 5. Date of Accident/Incident<br><b>10/08/87</b>                   | 6. Time of Accident/Incident<br><b>12:00 PM</b>   |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   | 8. Division   | 9. County<br><b>VERMILION</b>   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |
| 11. City (if in a city)<br><b>DANVILLE</b>   | 12. Highway Name or No.<br><b>WILLIAMS ST.</b>                    |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | Code<br><b>C</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)  | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL |
| 14. Vehicle Speed<br>(est. mph at impact) <b>5</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | Code<br><b>2</b>  |  |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped  | Code<br><b>3</b>  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |   | Code<br><b>2</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | Code<br><b>4</b>  |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   |   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>50</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  | Code<br><b>2</b>   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car        | A. Spec. MoW Equip<br>R. Recorded<br>E. Estimated                 | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   | Code<br><b>4</b>   |
| 27. FRA Track Class<br><b>2</b>  | 28. Number of Locomotive Units<br><b>0</b>                        | 29. Number of Cars<br><b>1</b>  | 30. Consist Speed (Recorded if available)<br><b>2</b> mph   <b>E</b>   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code<br><b>4</b>  |  |
| 32. Type of Crossing<br>1. Gates 2. Cantilever FLS 3. Standard FLS<br>4. Wig wags 5. Hwy. traffic signals 6. Audible<br>7. Crossbucks 8. Stop signs 9. Watchman<br>10. Flagged by crew 11. Other (specify)<br>12. None | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  | Code<br><b>1</b>   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   | Code<br><b>2</b>   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   | Code<br><b>2</b>  |   |  |
| 38. Driver's Age<br>1. Male<br>2. Female   | 39. Driver's Gender<br><b>01</b>   <b>03</b>                      | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>   |
| 41. Driver<br>1. Drove around or thru the gate<br>2. Stopped and then proceeded<br>3. Did not stop   | Code<br><b>1</b>  |   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment<br>3. Passing Train 4. Topography<br>5. Vegetation 6. Highway Vehicles<br>7. Other (specify) 8. Not Obstructed | Code<br><b>8</b>   |
| Casualties to:   | Killed  | Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |
|  | <b>0</b>  | <b>0</b>  | Code<br><b>3</b>   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   | Code<br><b>1</b>  |   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  | Code<br><b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   | Code<br><b>2</b>  |   |  |
| 53a. Special Study Block   | 53b. Special Study Block  |   |  |
| 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**



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |  |   |
|--|---|--|---|
| <b>Name Of</b>   |   | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |   | 1a. <b>NS</b>  | 1b. <b>041448</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |   | 3a. <b>NS</b>  | 3b. <b>041448</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479856G</b>   |   | 5. Date of Accident/Incident <b>02/16/11</b>   |   |
| 6. Time of Accident/Incident <b>06:10 AM</b>   |   |  |   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division<br><b>ILLINOIS</b>   | 9. County<br><b>VERMILION</b>   |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |   |  |   |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>BOWMAN</b>  |   |
| <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |   |  |   |
| Highway User Involved  |   | Rail Equipment Involved  |   |
| 13. Type<br>A. Auto C. Truck-trailer F. Bus J. Other Motor Vehicle<br>D. Pick-up truck G. School Bus K. Pedestrian<br>E. Van H. Motorcycle M. Other (specify)<br>Code <b>B</b>   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing)<br>Code <b>2</b>  |   |
| 14. Vehicle Speed (est. mph at impact) <b>3</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>  |   |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code <b>1</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code <b>2</b>   |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code <b>3</b>   |   | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code <b>4</b>  |   |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code <b>4</b>   |   | 20c. State the name and quantity of the hazardous material released, if any  |   |
| 21. Temperature (specify if minus) <b>41</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code <b>1</b>   |   |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code <b>1</b>  |   |  |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code <b>7</b>                       |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code <b>1</b>   |   |
| 26. Track Number or Name<br><b>MAIN 1</b>  |   |  |   |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>3</b>                                    | 29. Number of Cars<br><b>17</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>13</b> mph<br>E. Estimated<br>Code <b>R</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code <b>4</b>   |   |  |   |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03 06 07</b> |   | 33. Signaled Crossing Warning<br>20 sec warn min (1);<br>Code <b>2</b>   |   |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code <b>2</b>  |   |  |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code <b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>  |   |  |   |
| 38. Driver's Age<br><b>59</b>  | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code <b>2</b>                  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>  |   |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code <b>1</b>  |   |  |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code <b>8</b> |   |
| Casualties to:<br>Killed Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code <b>3</b>   |   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code <b>1</b>  |   |  |   |
| 46. Highway-Rail Crossing Users<br><b>0 0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$3,000</b>    |  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>                            |
| 49. Railroad Employees<br><b>0 0</b>   | 50. Total Number of People on Train (include passengers and crew)<br><b>3</b> |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code <b>2</b>         |
| 52. Passengers on Train<br><b>0 0</b>  |   |  |   |
| 53a. Special Study Block   |   | 53b. Special Study Block   |   |
| 54. Narrative Description<br><b>DT61 SHOVING WEST BOUND OVER HIGHWAY GRADE CROSSING AT BOWMAN ST WAS STRUCK 08 CHEVY HHR THAT WENT AROUND GATES AND HIT THE REAR CAR (LEADING END OF MOVEMENT) CSYX 12694.</b>   |   |  |   |
| 55. Typed Name and Title   |   | 56. Signature  |   |
|  |   |  |   |
|  |   | 57. Date   |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| <b>Name Of</b>  |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 1a. <b>NW</b>  | 1b. <b>B10857</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |   | 3a. <b>NW</b>  | 3b. <b>B10857</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479856G</b>  |   | 5. Date of Accident/Incident <b>11/04/79</b>                                     | 6. Time of Accident/Incident <b>09:00 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
|   |   | 10. State Abbr. <b>17</b>  | Code <b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>   |   | 12. Highway Name or No. <b>BOWMAN AVE</b>  |  |
|   |   | <input checked="" type="checkbox"/> Public                                       | <input type="checkbox"/> Private   |
| Highway User Involved   |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  |   | Code<br><b>A</b>   | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)                     |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West                | Code<br><b>1</b>   |
| 16. Position<br>1. Stalled on crossing 2. Stopped on Crossing<br>3. Moving over crossing 4. Trapped   |   | Code<br><b>1</b>   | 18. Position of Car Unit in Train<br><b>1</b>  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |   | Code<br><b>1</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | Code<br><b>4</b>   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither          |
| 20c. State the name and quantity of the hazardous material released, if any   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>48</b> °F  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark                  | Code<br><b>2</b>   |
|   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow | Code<br><b>1</b>   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car             |   | A. Spec. MoW Equip<br>Code<br><b>1</b>   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry                          |
|   |   | Code<br><b>1</b>   | 26. Track Number or Name<br><b>EASTBOUND MAIN<br/>TK</b>   |
| 27. FRA Track Class<br><b>2</b>   | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>82</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>25</b> mph                           |
|   |   | Code<br><b>E</b>   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |
|   |   | Code<br><b>3</b>   |  |
| 32. Type of Crossing<br>1. Gates 2. Cantilever FLS 3. Standard FLS<br>Warning 4. Wig wags 5. Hwy. traffic signals 6. Audible<br>7. Crossbucks 8. Stop signs 9. Watchman<br>10. Flagged by crew 11. Other (specify) 12. None |   | Code(s)<br><b>03 06 07</b>   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown  |   | Code<br><b>2</b>   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |   | Code<br><b>1</b>   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown                              |
|   |   | Code<br><b>2</b>   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown                           |
|   |   | Code<br><b>2</b>   |  |
| 38. Driver's Age  | 39. Driver's Gender<br>1. Male<br>2. Female | Code   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown |
|   |   |  | Code<br><b>2</b>   |
| 41. Driver<br>1. Drove around or thru the gate<br>2. Stopped and then proceeded<br>3. Did not stop  |   | Code   | 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |
|   |   |  | Code<br><b>4</b>   |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 2. Standing railroad equipment<br>3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles<br>7. Other (specify) 8. Not Obstructed    |   | Code   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |
|   |   |  | Code<br><b>2</b>   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |   | Code   | 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>3</b> Injured  |
|   |   |  | Code<br><b>2</b>   |
| 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$700</b>  |   | Code   | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>3</b>                                     |
|   |   |  | Code<br><b>3</b>   |
| 49. Railroad Employees<br><b>0</b>  |   | Code   | 49. Railroad Employees<br><b>0</b>   |
| 50. Total Number of People on Train (include passengers and crew)<br><b>0</b>   |   | Code   | 50. Total Number of People on Train (include passengers and crew)<br><b>0</b>                                    |
|   |   |  | Code<br><b>2</b>   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |   | Code   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No                                   |
|   |   |  | Code<br><b>2</b>   |
| 53a. Special Study Block  |   | 53b. Special Study Block   |  |
| 54. Narrative Description   |   |  |  |
|   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature  |  |
|   |   |  |  |
| 57. Date  |   |  |  |



DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|   |   |   |   |  |  |
|---|---|---|---|--|--|
| Name Of   |   | Alphabetic Code   |   | RR Accident/Incident No.   |  |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 1a. <b>NS</b>   |   | 1b. <b>016139</b>  |  |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.   |   | 2b.  |  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>  |   | 3a. <b>NS</b>   |   | 3b. <b>016139</b>  |  |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>479854T</b>   |   | 5. Date of Accident/Incident<br><b>03/15/04</b>   |   | 6. Time of Accident/Incident<br><b>09:50 PM</b>  |  |
| 7. Nearest Railroad Station<br><b>DANVILLE JCT</b>  |   | 8. Division<br><b>ILLINOIS</b>  |   | 9. County<br><b>VERMILION</b>  |  |
| 11. City (if in a city)<br><b>DANVILLE</b>  |   | 12. Highway Name or No.<br><b>VOORHEES</b>  |   | 10. State Abbr. Code<br><b>17 IL</b>   |  |
|   |   |   |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved   |   |   | Rail Equipment Involved   |  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)<br>Code<br><b>A</b>  |   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) B. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL<br>7. Light loco(s) (standing) C. Train standing- RCL<br>Code<br><b>1</b> |  |  |
| 14. Vehicle Speed (est. mph at impact)<br><b>0</b>  |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b>   | 18. Position of Car Unit in Train<br><b>1</b>   |  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>1</b>   |   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>1</b>   |  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>2</b>  |   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>   |  |  |
| 20c. State the name and quantity of the hazardous material released, if any   |   |   |   |  |  |
| 21. Temperature (specify if minus)<br><b>40 °F</b>  |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>3</b>   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code<br><b>1</b>                 |   |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   |  | 26. Track Number or Name<br><b>EASTBOUND MAINLINE</b>  |
| 27. FRA Track Class<br><b>2</b>   | 28. Number of Locomotive Units<br><b>4</b>                      | 29. Number of Cars<br><b>114</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>12 mph E</b>   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>3</b>  |  |
| 32. Type of Crossing Warning<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s)<br><b>01 02</b> |   |   | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code<br><b>2</b>                                       |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>   |   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b> |
| 38. Driver's Age<br><b>21</b>   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>2</b> | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>4</b> |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |   |  |  |
| Casualties to:  |   | Killed  | Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0 0</b>   |   | 47. Highway Vehicle Property Damage (est. dollar damage)  |   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>2</b>   |  |
| 49. Railroad Employees  |   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |   | 48. Total Number of Highway-Rail Crossing Users (include driver)   |  |
| 52. Passengers on Train   |   |   |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>   |  |
| 53a. Special Study Block  |   |   | 53b. Special Study Block  |  |  |
| 54. Narrative Description   |   |   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature   |   |  | 57. Date   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 1a. <b>NS</b>   | 1b. <b>095821</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk Southern Corp. [NS ]</b>   |  | 3a. <b>NS</b>   | 3b. <b>095821</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479854T</b>   |  | 5. Date of Accident/Incident <b>12/05/98</b>  | 6. Time of Accident/Incident <b>09:20 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE JCT</b>   |  | 8. Division<br><b>ILLINOIS</b>  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>   Code<br><b>IL</b>  |  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>VOORHEES</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   Code<br><b>A</b>  |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL   Code<br><b>1</b> |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>   |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   Code<br><b>3</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   Code<br><b>2</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   Code<br><b>1</b>   |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   Code<br><b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   Code<br><b>4</b>   |  |   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>50</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   Code<br><b>4</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   Code<br><b>1</b>  |  |   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   Code<br><b>1</b>               |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   Code<br><b>1</b>   <b>MAINLINE</b>   |  |
| 27. FRA Track Class<br><b>4</b>  |  | 28. Number of Locomotive Units<br><b>3</b>  |  |
| 29. Number of Cars<br><b>74</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>30</b> mph   Code<br><b>E</b>   |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West   Code<br><b>4</b>   |  |   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 02</b> |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   Code<br><b>2</b>  |  |   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   Code<br><b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   Code<br><b>1</b>  |  |   |  |
| 38. Driver's Age<br><b>22</b>  |  | 39. Driver's Gender<br>1. Male<br>2. Female   Code<br><b>1</b>  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   Code<br><b>2</b>  |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   Code<br><b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown   Code<br><b>2</b>   |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   Code<br><b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   Code<br><b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   Code<br><b>1</b>  |  |   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>   <b>0</b>   |  | 47. Highway Vehicle Property Damage<br>(est. dollar damage)   <b>0</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users<br>(include driver) <b>3</b>   |  |   |  |
| 49. Railroad Employees<br><b>0</b>   <b>0</b>  |  | 50. Total Number of People on Train<br>(include passengers and crew)   <b>3</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   Code<br><b>2</b>  |  |   |  |
| 52. Passengers on Train<br><b>0</b>   <b>0</b>   |  |   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 57. Date  |  |



DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |  |   |  |   |  |   |  |                              |  |
|--|--|---|--|---|--|---|--|------------------------------|--|
| Name Of  |  | 1. Reporting Railroad   |  | Norfolk & Western Rwy Co. [NW]  |  | Alphabetic Code   |  | RR Accident/Incident No.     |  |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 3. Railroad Responsible for Track Maintenance   |  | Norfolk & Western Rwy Co. [NW]  |  | 1a. NW  |  | 1b. X191183019               |  |
| 4. U.S. DOT-AAR Grade Crossing ID No.  |  | 479854T   |  | 5. Date of Accident/Incident  |  | 11/26/83  |  | 3a. NW                       |  |
| 7. Nearest Railroad Station  |  | DANVILLE  |  | 8. Division   |  | 9. County   |  | 6. Time of Accident/Incident |  |
| 11. City (if in a city)  |  | DANVILLE  |  | VOORHEES ST   |  | VERMILION   |  | 06:28 PM                     |  |
| 12. Highway Name or No.  |  | VOORHEES ST   |  | 10. State   |  | 17  |  | Code                         |  |
| Highway User Involved  |  | Rail Equipment Involved   |  | 13. Type  |  | 17. Equipment   |  | Code                         |  |
| A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School Bus H. Motorcycle I. Other Motor Vehicle J. Pedestrian K. Other (specify) |  | 1. Train 2. Train (units pulling) 3. Train (units pushing) 4. Car(s) (moving) 5. Car(s) (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 8. Other (specify) A. Train pulling-RCL B. Train pushing-RCL C. Train standing-RCL |  | Code  |  | Code  |  | Code                         |  |
| 14. Vehicle Speed (est. mph at impact)   |  | 30  |  | 15. Direction (geographical)  |  | 1. North 2. South 3. East 4. West                                 |  | Code                         |  |
| 16. Position   |  | 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped  |  | Code  |  | 19. Circumstance  |  | Code                         |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?   |  | Code  |  | 20b. Was there a hazardous materials release by                                       |  | Code  |  | Code                         |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  | Code  |  | 1. Highway User 2. Rail Equipment 3. Both 4. Neither                                  |  | Code  |  | Code                         |  |
| 21. Temperature (specify if minus)   |  | 55 °F   |  | 22. Visibility (single entry)   |  | 1. Dawn 2. Day 3. Dusk 4. Dark                                    |  | Code                         |  |
| 24. Type of Equipment (single entry)   |  | 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car   |  | A. Spec. MoW Equip Code   |  | 23. Weather (single entry)  |  | Code                         |  |
| 27. FRA Track Class  |  | 4   |  | 28. Number of Locomotive Units  |  | 3   |  | 29. Number of Cars           |  |
| 30. Consist Speed (Recorded if available)  |  | 50 mph  |  | 31. Time Table Direction  |  | 1. North 2. South 3. East 4. West                                 |  | Code                         |  |
| 32. Type of Crossing Warning   |  | 1. Gates 2. Cantilever FLS 3. Standard FLS 4. W/g wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other (specify)   |  | 33. Signaled Crossing Warning   |  | 34. Whistle Ban   |  | Code                         |  |
| 35. Location of Warning  |  | 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach  |  | Code  |  | 20 sec warn min (1);  |  | Code                         |  |
| 38. Driver's Age   |  | 39. Driver's Gender   |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train |  | Code  |  | 41. Driver                   |  |
| 42. Driver Passed Standing Highway Vehicle   |  | Code  |  | 43. View of Track Obscured by (primary obstruction)                                   |  | Code  |  | Code                         |  |
| Casualties to:   |  | Killed  |  | Injured   |  | 44. Driver was  |  | Code                         |  |
| 46. Highway-Rail Crossing Users  |  | 0   |  | 1   |  | 1. Killed 2. Injured 3. Uninjured                                 |  | 3                            |  |
| 49. Railroad Employees   |  | 0   |  | 0   |  | 47. Highway Vehicle Property Damage (est. dollar damage)          |  | \$1,500                      |  |
| 52. Passengers on Train  |  | 0   |  | 0   |  | 50. Total Number of People on Train (include passengers and crew) |  | Code                         |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed                        |  | Code  |  | Code                         |  |
| 54. Narrative Description  |  | 55. Typed Name and Title  |  | 56. Signature   |  | 57. Date  |  | Code                         |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>D32757</b>  |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>D32757</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479854T</b>   |  | 5. Date of Accident/Incident <b>01/20/81</b>   | 6. Time of Accident/Incident <b>05:50 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>  |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |  | 11. City (if in a city) <b>DANVILLE</b>  |  |
| 12. Highway Name or No. <b>VOORHIES STREET</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)       |  | Code<br><b>A</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>15</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>4</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br><b>3</b>  |  | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)  |  |
| 18. Position of Car Unit in Train<br><b>1</b>  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br><b>2</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br><b>4</b> |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature<br>(specify if minus) <b>40</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br><b>3</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br><b>1</b>   |  | 24. Type of Equipment<br>A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry)<br>2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br><b>1</b> |  |
| 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br><b>1</b>  |  | 26. Track Number or Name<br><b>SINGLE MAIN TRACK</b>   |  |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>2</b> | 29. Number of Cars<br><b>82</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>45</b> mph<br>E. Estimated<br><b>R</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br><b>2</b>  |  | 32. Type of Crossing<br>1. Gates 4. Wig ways 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03</b>     |  |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br><b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br><b>2</b>   |  | 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>2</b>  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br><b>2</b>   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br><b>1</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br><b>2</b>  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br><b>8</b>                                       |  |
| Casualties to:<br><b>Killed Injured</b>  |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br><b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br><b>1</b>   |  | 46. Highway-Rail Crossing Users<br><b>0 0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$500</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |  |
| 49. Railroad Employees<br><b>0 0</b>   |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br><b>2</b>   |  | 52. Passengers on Train<br><b>0 0</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |   |
|--|--|--|---|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>B10570</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 3a. <b>NW</b>  | 3b. <b>B10570</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479854T</b>   |  | 5. Date of Accident/Incident <b>05/14/79</b>   | 6. Time of Accident/Incident <b>05:10 AM</b>  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>   |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 10. State Abbr. <b>17 IL</b>   |   |
| 12. Highway Name or No. <b>VOORHIES ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |   |
| Highway User Involved  |  | Rail Equipment Involved  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) <b>B</b>  |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL <b>1</b> |   |
| 14. Vehicle Speed (est. mph at impact)   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West <b>4</b> | 18. Position of Car Unit in Train<br><b>1</b>  |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user <b>1</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither <b>4</b>  |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |   |
| 21. Temperature (specify if minus) <b>50 °F</b>  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>1</b>   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>1</b>  |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car <b>1</b> |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>   | 26. Track Number or Name<br><b>WESTBOUND MAIN</b>   |
| 27. FRA Track Class  | 28. Number of Locomotive Units <b>3</b>                                    | 29. Number of Cars <b>65</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>30</b> mph <b>R</b><br>E. Estimated   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West <b>2</b>   |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |   |
| Code(s) <b>01 03</b>   |  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>   |   |
| 34. Whistle Ban<br>1. Yes 2. No 3. Unknown   |  | 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>   |   |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown <b>2</b>   |  | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown <b>3</b>  |   |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female                                | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown <b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>1</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown <b>2</b>   |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b>   |   |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured <b>3</b>   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No <b>1</b>   |
| 46. Highway-Rail Crossing Users <b>0</b>   | <b>0</b>   | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$2,500</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>2</b>   |
| 49. Railroad Employees <b>0</b>  | <b>0</b>   | 50. Total Number of People on Train (include passengers and crew)  |   |
| 52. Passengers on Train <b>0</b>   | <b>0</b>   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No <b>2</b>  |   |
| 53a. Special Study Block   |  | 53b. Special Study Block   |   |
| 54. Narrative Description  |  |  |   |
| 55. Typed Name and Title   |  | 56. Signature  | 57. Date  |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |  |
|---|--|--|--|
| Name Of   |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>   |  | 1a. <b>NW</b>  | 1b. <b>D28401</b>                            |
| 2. Other Railroad Involved in Train Accident/Incident   |  |  |  |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>                   |  | 3a. <b>NW</b>  | 3b. <b>D28401</b>                            |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479854T</b>  |  | 5. Date of Accident/Incident <b>11/06/78</b>   | 6. Time of Accident/Incident <b>02:32 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 12. Highway Name or No. <b>VOORHIES STREET</b>   |  |
| 13. Type  |  | 17. Equipment  |  |
| C. Truck-trailer F. Bus J. Other Motor Vehicle Code   |  | 4. Car(s) (moving) 8. Other (specify) Code   |  |
| A. Auto D. Pick-up truck G. School Bus K. Pedestrian  |  | 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL                         |  |
| B. Truck E. Van H. Motorcycle M. Other (specify) A  |  | 2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL                    |  |
|   |  | 3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL 1                    |  |
| 14. Vehicle Speed (est. mph at impact) 10   |  | 18. Position of Car Unit in Train  |  |
| 15. Direction (geographical) Code   |  | 1  |  |
| 1. North 2. South 3. East 4. West 2   |  |  |  |
| 16. Position  |  | 19. Circumstance   |  |
| 1. Stalled on crossing 3. Moving over crossing Code   |  | 1. Rail equipment struck highway user Code   |  |
| 2. Stopped on Crossing 4. Trapped 3   |  | 2. Rail equipment struck by highway user 2   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code |  | 20b. Was there a hazardous materials release by Code                                       |  |
| 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                                   |  |  |  |
| 21. Temperature (specify if minus) 55 °F  |  | 22. Visibility (single entry) Code   |  |
|   |  | 1. Dawn 2. Day 3. Dusk 4. Dark 4   |  |
| 23. Weather (single entry) Code   |  | 1  |  |
| 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  |  |  |
| 24. Type of Equipment   |  | 25. Track Type Used by Rail Equipment Involved Code  |  |
| A. Spec. MoW Equip  |  | Code   |  |
| Consist 1. Freight train 4. Work train 7. Yard/Switching  |  | 1. Main 2. Yard 3. Siding 4. Industry 1  |  |
| (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code   |  | 26. Track Number or Name   |  |
| 3. Commuter train 6. Cut of cars 9. Main/inspect. car 1   |  | <b>WESTBOUND MAIN LINE</b>   |  |
| 27. FRA Track Class   |  | 30. Consist Speed (Recorded if available) Code   |  |
| 28. Number of Locomotive Units 3  |  | R. Recorded E. Estimated 35 mph E  |  |
| 29. Number of Cars 96   |  | 31. Time Table Direction Code  |  |
|   |  | 1. North 2. South 3. East 4. West 4  |  |
| 32. Type of Crossing  |  | 33. Signaled Crossing Warning  |  |
| 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew  |  | 34. Whistle Ban Code   |  |
| 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)                                   |  | 1. Yes 2. No   |  |
| Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |  | 3. Unknown   |  |
| Code(s) 01 03   |  | 20 sec warn min (1);   |  |
| 35. Location of Warning Code  |  | 36. Crossing Warning Interconnected with Highway Signals Code                              |  |
| 1. Both Sides   |  | 1. Yes 2. No 3. Unknown 3  |  |
| 2. Side of Vehicle Approach 1   |  | 37. Crossing Illuminated by Street Lights or Special Lights Code                           |  |
| 3. Opposite Side of Vehicle Approach  |  | 1. Yes 2. No 3. Unknown  |  |
| 38. Driver's Age  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code |  |
| 39. Driver's Gender Code  |  | 1. Yes 2. No 3. Unknown 2  |  |
| 1. Male   |  | 41. Driver Code  |  |
| 2. Female   |  | 1. Drove around or thru the gate 4. Stopped on crossing                                    |  |
|   |  | 2. Stopped and then proceeded 5. Other (specify) 1   |  |
| 42. Driver Passed Standing Highway Vehicle Code   |  | 3. Did not stop  |  |
| 1. Yes 2. No 3. Unknown 3   |  | 43. View of Track Obscured by (primary obstruction) Code                                   |  |
|   |  | 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)                   |  |
|   |  | 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8       |  |
| Casualties to:  |  | 44. Driver was Code  |  |
| Killed Injured  |  | 1. Killed 2. Injured 3. Uninjured 3  |  |
|   |  | 45. Was Driver in the Vehicle? Code  |  |
|   |  | 1. Yes 2. No 1   |  |
| 46. Highway-Rail Crossing Users 0 0   |  | 47. Highway Vehicle Property Damage (est. dollar damage) \$750                             |  |
|   |  | 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)                          |  |
| 52. Passengers on Train 0 0   |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed Code                        |  |
|   |  | 1. Yes 2. No 2   |  |
| 53a. Special Study Block  |  | 53b. Special Study Block   |  |
| 54. Narrative Description   |  |  |  |
|   |  |  |  |
| 55. Typed Name and Title  |  | 56. Signature  |  |
|   |  |  |  |
|   |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

**DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)**

OMB Approval No. 2130-0500

|  |   |  |   |
|--|---|--|---|
| <b>Name Of</b>   |   | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 1a. <b>NW</b>  | 1b. <b>D25027</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |   | 3a. <b>NW</b>  | 3b. <b>D25027</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>479854T</b>   |   | 5. Date of Accident/Incident <b>01/09/77</b>   |   |
| 6. Time of Accident/Incident <b>01:50 AM</b>   |   |  |   |
| 7. Nearest Railroad Station<br><b>NEWELL</b>   |   | 8. Division  | 9. County<br><b>VERMILION</b>   |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |   |  |   |
| 11. City (if in a city) <b>NEWELL</b>  |   | 12. Highway Name or No. <b>VOORHEES STREET</b>   |   |
| <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |   |  |   |
| <b>Highway User Involved</b>   |   | <b>Rail Equipment Involved</b>   |   |
| 13. Type<br>A. Auto C. Truck-trailer F. Bus J. Other Motor Vehicle<br>D. Pick-up truck G. School Bus K. Pedestrian<br>E. Van H. Motorcycle M. Other (specify)<br>Code <b>B</b>   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 8. Other (specify)<br>Code <b>1</b>    |   |
| 14. Vehicle Speed (est. mph at impact)   |   | 18. Position of Car Unit in Train<br><b>1</b>  |   |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code <b>3</b>   |   |  |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code <b>2</b>   |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code <b>1</b>   |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code <b>4</b>  |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code  |   |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |   |
| 21. Temperature (specify if minus) <b>8</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code <b>4</b>   |   |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code <b>1</b>  |   |  |   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code <b>1</b>               |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code <b>1</b>   |   |
| 26. Track Number or Name<br><b>DOUBLE MAIN TRACK</b>   |   |  |   |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>2</b>          | 29. Number of Cars<br><b>71</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>40</b> mph<br>E. Estimated<br>Code <b>E</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code <b>4</b>   |   |  |   |
| 32. Type of Crossing<br>1. Gates 4. Wig wags<br>2. Cantilever FLS 5. Hwy. traffic signals<br>3. Standard FLS 6. Audible<br>7. Crossbucks 10. Flagged by crew<br>8. Stop signs 11. Other (specify)<br>9. Watchman 12. None<br>Code(s) <b>07</b> |   | 33. Signaled Crossing Warning<br>34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code  |   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code <b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code <b>3</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code <b>3</b>  |   |  |   |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>  |   |
| 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code <b>4</b>  |   |  |   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code <b>2</b>   |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obscured<br>Code <b>8</b> |   |
| Casualties to:<br>Killed Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code <b>3</b>   |   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code <b>2</b>  |   |  |   |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$2,500</b>   |   |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |   |  |   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)  |   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code <b>2</b>  |   |  |   |
| 52. Passengers on Train<br><b>0</b>  |   |  |   |
| 53a. Special Study Block   |   | 53b. Special Study Block   |   |
| 54. Narrative Description  |   |  |   |
| 55. Typed Name and Title   |   | 56. Signature  |   |
|  |   |  |   |
|  |   | 57. Date   |   |

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



## HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

### ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| Name Of  |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX]</b>   |   | 1a. <b>CSX</b>  | 1b. <b>010229006</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b. <b>010229006</b>   |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX]</b>   |   | 3a. <b>CSX</b>  | 3b. <b>010229006</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>353714P</b>  | 5. Date of Accident/Incident<br><b>01/06/02</b>                               | 6. Time of Accident/Incident<br><b>05:00 AM</b>   |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   | 8. Division<br><b>CHICAGO</b>   | 9. County<br><b>VERMILION</b>   | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |
| 11. City (if in a city)<br><b>DANVILLE</b>   | 12. Highway Name or No.<br><b>BOWMAN AVENUE</b>                               |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | Code<br><b>A</b>  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing)   | 8. Other (specify) Code<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL<br><b>1</b>   |
| 14. Vehicle Speed (est. mph at impact)<br><b>10</b>  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>2</b> | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  | Code<br><b>3</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   | Code<br><b>2</b>   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |   | Code<br><b>0</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any<br><b>0</b>  |   |   |  |
| 21. Temperature (specify if minus)<br><b>20</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark               | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  | Code<br><b>4</b>   <b>6</b>  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          | A. Spec. MoW Equip<br>Code<br><b>1</b>  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   | Code<br><b>1</b>   26. Track Number or Name<br><b>BOWMAN AVE XING</b>  |
| 27. FRA Track Class<br><b>2</b>  | 28. Number of Locomotive Units<br><b>2</b>                                    | 29. Number of Cars<br><b>58</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>15</b> mph<br>E. Estimated   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code<br><b>2</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>                  |   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code<br><b>2</b>   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   | Code<br><b>3</b>   37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>3</b>                                    |
| 38. Driver's Age<br><b>41</b>  | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>1</b>               | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>3</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  | Code<br><b>3</b>  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |  |
| Casualties to:   | Killed  | Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   | Code<br><b>1</b>  |   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$3,000</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   | Code<br><b>2</b>  |   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description<br><b>TRAIN Q59706 APPROACHING BOWMAN AVE CROSSING - LIGHTS WERE FLASHING, HORN WAS SOUNDING - DRIVER OF A UTO DID NOT STOP IN TIME AND STRUCK LEAD ENGINE NO INJURIES REPORTED.</b>           |   |   |  |
| 55. Typed Name and Title   | 56. Signature   |   | 57. Date   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |  |   |
|---|--|--|---|
| Name Of   |  | Alphabetic Code  | RR Accident/Incident No.  |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX]</b>  |  | 1a. <b>CSX</b>   | 1b. <b>029921017</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX]</b>  |  | 3a. <b>CSX</b>   | 3b. <b>029921017</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>  |  | 5. Date of Accident/Incident <b>02/15/99</b>   | 6. Time of Accident/Incident <b>06:56 AM</b>  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  | 8. Division<br><b>NASHVILLE</b>  | 9. County<br><b>VERMILION</b>  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>   | 12. Highway Name or No. <b>BOWMAN AVE</b>  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |
| Highway User Involved   |  | Rail Equipment Involved  |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  | Code<br><b>B</b>   | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)   | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL              |
| 14. Vehicle Speed<br>(est. mph at impact) <b>20</b>   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  | Code<br><b>I</b>   | 18. Position of Car Unit in Train<br><b>1</b>   |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped   | Code<br><b>3</b>   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  | Code<br><b>2</b>  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  | Code<br><b>4</b>   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  | Code<br><b>0</b>  |
| 20c. State the name and quantity of the hazardous material released, if any<br><b>0</b>   |  |  |   |
| 21. Temperature<br>(specify if minus) <b>30</b> °F  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  | Code<br><b>I</b>   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car | A. Spec. MoW Equip<br>Code<br><b>I</b>   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  | Code<br><b>I</b>  |
| 27. FRA Track Class<br><b>2</b>   | 28. Number of Locomotive Units<br><b>2</b>   | 29. Number of Cars<br><b>65</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>10</b> mph<br>E. Estimated  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West   | Code<br><b>1</b>   | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None | Code<br><b>2</b>  |
| Code(s) <b>03 06</b>  | 33. Signaled Crossing Warning<br><b>20 sec warn min (I);</b>   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   | Code<br><b>1</b>   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown  | Code<br><b>1</b>   | 38. Driver's Age<br><b>27</b>  | 39. Driver's Gender<br>1. Male<br>2. Female   |
| Code<br><b>1</b>  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown | Code<br><b>2</b>   | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |
| Code<br><b>3</b>  | 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |
| Code<br><b>8</b>  | Casualties to:<br>Killed Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  | Code<br><b>2</b>  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No  | Code<br><b>1</b>   | 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>1</b> Injured  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$3,000</b>  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  | 49. Railroad Employees<br><b>0</b>   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |
| Code<br><b>2</b>  | 52. Passengers on Train<br><b>0</b>  | 53a. Special Study Block   | 53b. Special Study Block  |
| 54. Narrative Description<br><b>TRAIN GOING ACROSS BOWMAN AVE WAS STRUCK BY TRUCK THAT FAILED TO STOP FOR CROSSING. TRUCK STRUCK ENGINE CSXT 8120 IN RIGHT FRONT, BENDING STEPS OF ENGINE.</b>                  |  |  |   |
| 55. Typed Name and Title  | 56. Signature  | 57. Date   |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX]</b>   |  | 1a. <b>CSX</b>   | 1b. <b>109221004</b>                         |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX]</b>   |  | 3a. <b>CSX</b>   | 3b. <b>109221004</b>                         |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>   |  | 5. Date of Accident/Incident <b>10/05/92</b>   | 6. Time of Accident/Incident <b>12:25 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
|  |  | 10. State<br>Abbr. <b>17</b>   | Code<br><b>IL</b>                            |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>BOWMAN AVENUE</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public   | <input type="checkbox"/> Private             |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing) |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>   |  |
| 14. Vehicle Speed (est. mph at impact) <b>10</b>   |  | 18. Position of Car Unit in Train<br><b>24</b>   |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  | Code<br><b>2</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | Code<br><b>3</b>   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  | Code<br><b>2</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | Code<br><b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |  |  |
| 21. Temperature (specify if minus) <b>60</b> °F  |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  |
| Code<br><b>1</b>   |  |  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>   |  |
| 26. Track Number or Name<br><b>MAIN</b>  |  |  |  |
| 27. FRA Track Class<br><b>2</b>  |  | 28. Number of Locomotive Units<br><b>4</b>   |  |
| 29. Number of Cars<br><b>58</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>18</b> mph<br>E. Estimated   |  |
| Code<br><b>R</b>   |  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  |
| Code<br><b>2</b>   |  |  |  |
| 32. Type of Crossing<br>1. Gates 4. Wlg wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |  |
| Code(s) <b>03</b>  |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | Code<br><b>1</b>   |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>   |  |
| 38. Driver's Age   |  | 39. Driver's Gender<br>1. Male<br>2. Female  |  |
| Code<br><b>3</b>   |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>3</b>   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop                     |  |
| Code<br><b>3</b>   |  |  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | Code<br><b>3</b>   |  |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed    |  | Code<br><b>8</b>   |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  |
| Killed   |  | Code<br><b>3</b>   |  |
| Injured  |  |  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code<br><b>1</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |  |  |  |
| 49. Railroad Employees<br><b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 52. Passengers on Train<br><b>0</b>  |  | Code<br><b>2</b>   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX]</b>   |  | 1a. <b>CSX</b>   | 1b. <b>069221048</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX]</b>   |  | 3a. <b>CSX</b>   | 3b. <b>069221048</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>   |  | 5. Date of Accident/Incident <b>06/18/92</b>   | 6. Time of Accident/Incident <b>01:50 AM</b>   |
| 7. Nearest Railroad Station<br><b>BREWER</b>   | 8. Division                                  | 9. County<br><b>VERMILION</b>  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  | 12. Highway Name or No. <b>BOWMAN AVENUE</b> |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private            |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing)   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>15</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | 20c. State the name and quantity of the hazardous material released, if any  |  |
| 21. Temperature<br>(specify if minus) <b>56</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  |
| 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  | 26. Track Number or Name<br><b>MAIN</b>  |  |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>3</b>   | 29. Number of Cars<br><b>54</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>20</b> mph<br>E. Estimated |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | 32. Type of Crossing<br>1. Gates 4. Wfg wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  |
| 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>  |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed    |  |
| Casualties to:   |  | Killed   | Injured  |
| 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |  | <b>3</b>   | <b>1</b>   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | <b>1</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>   |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |  | 49. Railroad Employees<br><b>0</b>   |  |
| 50. Total Number of People on Train (include passengers and crew)<br><b>0</b>  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  |
| 52. Passengers on Train<br><b>0</b>  |  | <b>2</b>   |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  |  |  |
|  |  | 57. Date   |  |



## HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX]</b>   |  | 1a. <b>CSX</b>  | 1b. <b>119121059</b>                         |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX]</b>   |  | 3a. <b>CSX</b>  | 3b. <b>119121059</b>                         |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>   |  | 5. Date of Accident/Incident <b>11/17/91</b>  | 6. Time of Accident/Incident <b>05:00 AM</b> |
| 7. Nearest Railroad Station<br><b>BREWER</b>   |  | 8. Division   | 9. County<br><b>VERMILION</b>                |
| 10. State<br>Abbr. <b>17</b>   <b>IL</b>   |  | 11. City (if in a city) <b>DANVILLE</b>   |  |
| 12. Highway Name or No. <b>BOWMAN AE</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify)<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL<br>3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>15</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>1</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>25</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |  | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  |
| Code<br><b>1</b>   |  | Code  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>MAIN</b>  |  | Code  |  |
| 27. FRA Track Class<br><b>2</b>  |  | 28. Number of Locomotive Units<br><b>2</b>  |  |
| 29. Number of Cars<br><b>44</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>20</b> mph<br>E. Estimated  |  |
| Code<br><b>E</b>   |  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>1</b>   |  | Code  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning  |  |
| Code(s)<br><b>03 06 07</b>   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |  |
| Code<br><b>20 sec warn min (1);</b>  |  | Code  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |  | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>  |  |
| 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female  |  | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  |  |
| Code<br><b>2</b>   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| Code<br><b>3</b>   |  | Code  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed           |  |
| Code<br><b>2</b>   |  | Code<br><b>8</b>  |  |
| Casualties to:   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Killed   |  | Code<br><b>2</b>  |  |
| Injured  |  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No  |  |
| Code<br><b>1</b>   |  | Code  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b> Killed <b>1</b> Injured  |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$0</b>  |  |
| Code<br><b>1</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |  |
| Code   |  | Code  |  |
| 49. Railroad Employees<br><b>0</b> Killed <b>0</b> Injured   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| Code<br><b>0</b>   |  | Code  |  |
| 52. Passengers on Train<br><b>0</b> Killed <b>0</b> Injured  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |  |
| Code<br><b>0</b>   |  | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
| 57. Date   |  |   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Seaboard System RR, Inc. [SBD ]</b>  |   | 1a. <b>SBD</b>  | 1b. <b>038504403</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Seaboard System RR, Inc. [SBD ]</b>  |   | 3a. <b>SBD</b>  | 3b. <b>038504403</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>353714P</b>  | 5. Date of Accident/Incident<br><b>03/25/85</b>   | 6. Time of Accident/Incident<br><b>09:43 AM</b>   |  |
| 7. Nearest Railroad Station<br><b>BREWER</b>   | 8. Division   | 9. County<br><b>VERMILION</b>   | 10. State<br>Abbr. <b>17</b> Code<br><b>IL</b>   |
| 11. City (if in a city)<br><b>DANVILLE</b>   | 12. Highway Name or No.<br><b>BOWMAN AVENUE</b>   |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | C. Truck-trailer F. Bus J. Other Motor Vehicle<br>Code<br><b>C</b>  | 17. Equipment<br>1. Train (units pulling) 5. Car(s) (standing)<br>2. Train (units pushing) 6. Light loco(s) (moving)<br>3. Train (standing) 7. Light loco(s) (standing)   | 4. Car(s) (moving) 8. Other (specify)<br>A. Train pulling-RCL B. Train pushing-RCL<br>Code<br><b>1</b>   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>20</b>  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>1</b>                                     | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>3</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user<br>Code<br><b>1</b> |   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b>   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>40</b> °F   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>2</b>                                       | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code<br><b>1</b>              |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   | 26. Track Number or Name<br><b>MAIN</b>  |
| 27. FRA Track Class<br><b>2</b>  | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>150</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded <b>20</b> mph<br>E. Estimated<br>Code<br><b>E</b>   |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>03 06</b> |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>3</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |  |
| Casualties to:   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$1,500</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   | 57. Date   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |   | 1a. <b>LN</b>   | 1b. <b>038106403</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Louisville And Nashville RR Co. [LN ]</b>  |   | 3a. <b>LN</b>   | 3b. <b>038106403</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>   |   | 5. Date of Accident/Incident <b>03/11/81</b>  | 6. Time of Accident/Incident <b>12:05 AM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   | 8. Division<br><b>VERMILION</b>                                   | 9. County<br><b>VERMILION</b>   | 10. State Abbr. <b>17</b> Code <b>IL</b>   |
| 11. City (if in a city) <b>DANVILLE</b>  | 12. Highway Name or No. <b>BOWMAN AVE</b>                         |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   | Code<br><b>A</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)  | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)<br>8. Other (specify)<br>A. Train pulling- RCL<br>B. Train pushing- RCL<br>C. Train standing- RCL |
| 14. Vehicle Speed (est. mph at impact) <b>0</b>  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | 18. Position of Car Unit in Train<br><b>1</b>   | Code<br><b>1</b>   |
| 16. Position<br>1. Stalled on crossing<br>2. Stopped on Crossing<br>3. Moving over crossing<br>4. Trapped  | Code<br><b>2</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   | Code<br><b>1</b>   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature (specify if minus) <b>33</b> °F  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  | Code<br><b>4</b>   |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          | A. Spec. MoW Equip<br>Code<br><b>1</b>                            | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   | Code<br><b>1</b>   |
| 27. FRA Track Class<br><b>2</b>  | 28. Number of Locomotive Units<br><b>3</b>                        | 29. Number of Cars<br><b>77</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>2</b> mph<br><b>E</b>   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  | Code<br><b>2</b>  |   |  |
| 32. Type of Crossing<br>1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None | 33. Signaled Crossing<br>Warning                                  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  | Code<br><b>1</b>   |
| Code(s) <b>03 06</b>   | 20 sec warn min (1);  |   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  | Code<br><b>1</b>  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   | Code<br><b>2</b>   |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   | Code<br><b>1</b>  |   |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female                       | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>   |
| 41. Driver<br>1. Drove around or thru the gate<br>2. Stopped and then proceeded<br>3. Did not stop   | 4. Stopped on crossing<br>5. Other (specify)                      |   |  |
| Code<br><b>4</b>   |   |   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  | Code<br><b>2</b>  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed | Code<br><b>8</b>   |
| Casualties to:   | Killed  | Injured   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |
|  |   |   | Code<br><b>3</b>   |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   | Code<br><b>2</b>  |   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$250</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |
| 49. Railroad Employees<br><b>0</b>   | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |
| 52. Passengers on Train<br><b>0</b>  | <b>0</b>  |   | Code<br><b>2</b>   |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description  |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   |  |
|  |   |   |  |
|  |   |   | 57. Date   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 1a. <b>LN</b>   | 1b. <b>127606033</b>                         |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance  |  | 3a.   | 3b.  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353714P</b>   |  | 5. Date of Accident/Incident <b>12/09/76</b>  | 6. Time of Accident/Incident <b>05:55 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division   | 9. County<br><b>VERMILLION</b>               |
|  |  | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>                            |
| 11. City (if in a city)  |  | 12. Highway Name or No. <b>BOWMAN AVE</b>   |  |
|  |  | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private             |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing)                         |  |
| Code<br><b>A</b>   |  | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>22</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   |  |
| Code<br><b>1</b>   |  | Code<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |  | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |  | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>38</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>4</b>   |  | Code<br><b>2</b>  |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |  | Code<br><b>2</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main/inspect. car           |  | 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |  |
| Code<br><b>7</b>   |  | Code<br><b>1</b>  |  |
| 26. Track Number or Name<br><b>SINGLE MAIN</b>   |  |   |  |
| 27. FRA Track Class  |  | 28. Number of Locomotive Units<br><b>1</b>  |  |
| 29. Number of Cars<br><b>15</b>  |  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>9</b> mph   |  |
| Code<br><b>E</b>   |  | Code<br><b>2</b>  |  |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |  | Code<br><b>2</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |  | 33. Signaled Crossing<br>Warning<br>20 sec warn min (1);  |  |
| Code(s) <b>03</b>  |  | Code<br><b>1</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |  | Code<br><b>1</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |  | Code<br><b>3</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |  | Code<br><b>1</b>  |  |
| 38. Driver's Age   |  | 39. Driver's Gender<br>1. Male<br>2. Female   |  |
| Code   |  | Code<br><b>2</b>  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| Code<br><b>2</b>   |  | Code<br><b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>3</b>   |  | Code<br><b>8</b>  |  |
| Casualties to:<br><b>Killed</b> <b>Injured</b>   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| <b>0</b> <b>0</b>  |  | Code<br><b>3</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |  | Code<br><b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0</b> <b>0</b>   |  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$750</b>  |  |
|  |  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>  |  |
| 49. Railroad Employees<br><b>0</b> <b>0</b>  |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train<br><b>0</b> <b>0</b>   |  | Code<br><b>2</b>  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |  | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |   |  |  |
|---|---|--|--|
| Name Of   |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>CSX Transportation [CSX ]</b>   |   | 1a. <b>CSX</b>   | 1b. <b>080229014</b>   |
| 2. Other Railroad Involved in Train Accident/Incident   |   | 2a.  | 2b. <b>080229014</b>   |
| 3. Railroad Responsible for Track Maintenance<br><b>CSX Transportation [CSX ]</b>   |   | 3a. <b>CSX</b>   | 3b. <b>080229014</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No.<br><b>353715W</b>   | 5. Date of Accident/Incident<br><b>08/08/02</b>   | 6. Time of Accident/Incident<br><b>03:00 AM</b>  |  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  | 8. Division<br><b>CHICAGO</b>   | 9. County<br><b>VERMILION</b>  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>  |
| 11. City (if in a city)<br><b>DANVILLE</b>  | 12. Highway Name or No.<br><b>GRIFFIN STREET</b>  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |
| Highway User Involved   |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)  | Code<br><b>E</b>  | 17. Equipment<br>1. Train (units pulling)<br>2. Train (units pushing)<br>3. Train (standing)   | 4. Car(s) (moving)<br>5. Car(s) (standing)<br>6. Light loco(s) (moving)<br>7. Light loco(s) (standing)   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>0</b>  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>1</b>   | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped   | Code<br><b>1</b>  | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user                                | Code<br><b>1</b>   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  | Code<br><b>4</b>  | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither                              | Code<br><b>0</b>   |
| 20c. State the name and quantity of the hazardous material released, if any<br><b>0</b>   |   |  |  |
| 21. Temperature<br>(specify if minus) <b>72</b> °F  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>4</b>   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>                                 |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car | A. Spec. MoW Equip<br>Code<br><b>1</b>  | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>                          | 26. Track Number or Name<br><b>MAIN</b>  |
| 27. FRA Track Class<br><b>2</b>   | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>22</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>8</b> mph<br>Code<br><b>E</b>   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>1</b>   | 32. Type of Crossing<br>1. Gates 4. W/g wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None                  |  |  |
| Code(s)<br><b>03 06 11</b>  | 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code<br><b>2</b>   |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>   |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>                              | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>   |
| 38. Driver's Age<br><b>21</b>   | 39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>1</b>   | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b> | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>4</b> |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b> |  |  |
| Casualties to:<br>Killed Injured  |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>  | 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |
| 46. Highway-Rail Crossing Users<br><b>0</b>   | <b>0</b>  | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$1,000</b>   | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |
| 49. Railroad Employees<br><b>0</b>  | <b>0</b>  | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>  |  |
| 52. Passengers on Train<br><b>0</b>   | <b>0</b>  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>                                   |  |
| 53a. Special Study Block  |   | 53b. Special Study Block   |  |
| 54. Narrative Description<br><b>Q12006 HIT VAN. CREW WENT TO INSPECT SITUATION, BUT THE VAN HAD LEFT THE SCENE OF THE ACCIDENT. MIN OR DAMAGE TO LEAD LOCO.</b>   |   |  |  |
| 55. Typed Name and Title  |   | 56. Signature  | 57. Date   |



## HIGHWAY-RAIL GRADE CROSSING

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

### ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

|  |   |  |  |
|--|---|--|--|
| <b>Name Of</b>   |   | Alphabetic Code  | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |   | 1a. <b>LN</b>  | 1b. <b>058206404</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Louisville And Nashville RR Co. [LN ]</b>  |   | 3a. <b>LN</b>  | 3b. <b>058206404</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353715W</b>   |   | 5. Date of Accident/Incident <b>05/19/82</b>   | 6. Time of Accident/Incident <b>03:30 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division  | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |  |
| 12. Highway Name or No. <b>GRIFFIN ST</b>  |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private                                      |  |
| Highway User Involved  |   | Rail Equipment Involved  |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | Code<br><b>M</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>3</b>   |   | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br><b>3</b>                                    |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | Code<br><b>3</b>   |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | Code<br><b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | Code   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |  |  |
| 21. Temperature<br>(specify if minus) <b>85</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code <b>2</b>                                 |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |   | Code <b>2</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | A. Spec. MoW Equip<br>Code<br><b>1</b>   |  |
| 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry  |   | Code<br><b>1</b>   |  |
| 26. Track Number or Name<br><b>MAIN</b>  |   | Code   |  |
| 27. FRA Track Class<br><b>1</b>  | 28. Number of Locomotive Units<br><b>3</b>  | 29. Number of Cars<br><b>75</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>8</b> mph<br><b>E</b>   |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |   | Code<br><b>2</b>   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning<br>Code<br><b>20 sec warn min (1);</b>  |  |
| 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |   | Code   |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | Code<br><b>1</b>   |  |
| 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown  |   | Code<br><b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>1</b>   |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   |   | Code<br><b>3</b>   |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | Code<br><b>2</b>   |  |
| 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed    |   | Code<br><b>8</b>   |  |
| Casualties to:   |   | Killed   | Injured  |
| 44. Driver was<br>1. Killed 2. Injured 3. Uninjured  |   | Code<br><b>3</b>   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |   | Code<br><b>2</b>   |  |
| 46. Highway-Rail Crossing Users<br><b>0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$80</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>0</b>   |   | Code   |  |
| 49. Railroad Employees<br><b>0</b>   |   | 50. Total Number of People on Train (include passengers and crew)  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |   | Code<br><b>2</b>   |  |
| 52. Passengers on Train<br><b>0</b>  |   | Code   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block   |  |
| 54. Narrative Description  |   |  |  |
| 55. Typed Name and Title   |   | 56. Signature  |  |
|  |   |  |  |
|  |   | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |  |
|--|--|--|--|
| <b>Name Of</b>   |  | Alphabetic Code  | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 1a. <b>LN</b>  | 1b. <b>117706403</b>                         |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 3a. <b>LN</b>  | 3b. <b>117706403</b>                         |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353715W</b>   |  | 5. Date of Accident/Incident <b>11/07/77</b>   | 6. Time of Accident/Incident <b>06:50 AM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE JCT</b>   |  | 8. Division  | 9. County<br><b>VERMILION</b>                |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |  |  |  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 12. Highway Name or No. <b>GRIFFIN ST</b>  |  |
| <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |  |  |  |
| Highway User Involved  |  | Rail Equipment Involved  |  |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL |  |
| 14. Vehicle Speed (est. mph at impact) <b>0</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>  |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user  |  |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped  |  | 20a. Was the highway user and/or rail equipment involved Code<br>in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  | 20c. State the name and quantity of the hazardous material released, if any  |  |
| 21. Temperature (specify if minus) <b>0</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  | 24. Type of Equipment A. Spec. MoW Equip Code<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect car   |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   |  | 26. Track Number or Name<br><b>SINGLEMAIN</b>  |  |
| 27. FRA Track Class <b>2</b>   |  | 28. Number of Locomotive Units <b>2</b>  |  |
| 29. Number of Cars <b>24</b>   |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded <b>19</b> mph E. Estimated   |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None  |  |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (I);</b>   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown  |  |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown  |  | 38. Driver's Age 39. Driver's Gender Code<br>1. Male<br>2. Female  |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown  |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   |  |
| Casualties to: Killed Injured  |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No  |  | 46. Highway-Rail Crossing Users<br><b>0</b> <b>0</b>   |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$0</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>2</b>  |  |
| 49. Railroad Employees <b>0</b> <b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)  |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No  |  | 52. Passengers on Train <b>0</b> <b>0</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block   |  |
| 54. Narrative Description  |  |  |  |
| 55. Typed Name and Title   |  | 56. Signature  |  |
|  |  | 57. Date   |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |   | 1a. <b>LN</b>   | 1b. <b>087606050</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance  |   | 3a.   | 3b.  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353715W</b>   |   | 5. Date of Accident/Incident <b>08/13/76</b>  | 6. Time of Accident/Incident <b>02:56 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State<br>Abbr. <b>17</b>   Code<br><b>IL</b>  |  |
| 11. City (if in a city)  |   | 12. Highway Name or No. <b>GRIFFIN ST</b>   |  |
|  |   | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing)                         |  |
| Code<br><b>A</b>   |   | Code<br><b>1</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>20</b>  |   | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 15. Direction (geographical)<br>1. North 2. South 3. East 4. West  |   | Code<br><b>2</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | Code<br><b>3</b>  |  |
| 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user  |   | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | Code<br><b>4</b>  |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   | Code  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>85</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   |  |
| Code<br><b>2</b>   |   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow  |  |
| Code<br><b>1</b>   |   |   |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car          |   | A. Spec. MoW Equip<br>Code<br><b>7</b>  |  |
| 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   |   | Code<br><b>2</b>  |  |
| 26. Track Number or Name<br><b>RUNNING TRACK</b>   |   |   |  |
| 27. FRA Track Class  | 28. Number of Locomotive Units<br><b>1</b>  | 29. Number of Cars<br><b>1</b>  | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>15</b> mph   |
| Code<br><b>E</b>   |   |   | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |
| Code<br><b>2</b>   |   |   |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>3. Standard FLS 6. Audible 9. Watchman 12. None |   | 33. Signaled Crossing<br>Warning<br><b>20 sec warn min (1);</b>   |  |
| Code(s) <b>03</b>  |   | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown  |  |
| Code<br><b>1</b>   |   | Code<br><b>1</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   |  |
| Code<br><b>1</b>   |   | Code<br><b>2</b>  |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |   | Code<br><b>1</b>  |  |
| 38. Driver's Age   | 39. Driver's Gender<br>1. Male<br>2. Female | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>2</b>   |   | Code<br><b>2</b>  | Code<br><b>3</b>   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>2</b>   |   | Code<br><b>8</b>  |  |
| Casualties to:<br>Killed Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   |  |
| Code<br><b>0 1</b>   |   | Code<br><b>2</b>  |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |   | Code<br><b>1</b>  |  |
| 46. Highway-Rail Crossing Users<br><b>0 1</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$5,000</b>   |  |
| Code<br><b>0 0</b>   |   | Code<br><b>2</b>  |  |
| 48. Total Number of Highway-Rail Crossing Users (include driver) <b>2</b>  |   | 49. Railroad Employees <b>0 0</b>   |  |
| Code<br><b>2</b>   |   | 50. Total Number of People on Train (include passengers and crew)   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No   |   | Code<br><b>2</b>  |  |
| 52. Passengers on Train <b>0 0</b>   |   |   |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 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**



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |   |   |
|---|--|---|---|
| <b>Name Of</b>  |  | <b>Alphabetic Code</b>  | <b>RR Accident/Incident No.</b>   |
| 1. Reporting Railroad <b>Louisville And Nashville RR Co. [LN ]</b>  |  | 1a. <b>LN</b>   | 1b. <b>128006401</b>  |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.   | 2b.   |
| 3. Railroad Responsible for Track Maintenance <b>Louisville And Nashville RR Co. [LN ]</b>  |  | 3a. <b>LN</b>   | 3b. <b>128006401</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353711U</b>  |  | 5. Date of Accident/Incident <b>12/08/80</b>  | 6. Time of Accident/Incident <b>11:40 PM</b>  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>   |
| 11. City (if in a city) <b>DANVILLE</b>   |  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |   |
| 12. Highway Name or No.   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |   |
| <b>Highway User Involved</b>  |  | <b>Rail Equipment Involved</b>  |   |
| 13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>A</b> |  | 17. Equipment 4. Car(s) (moving) 8. Other (specify) Code<br>1. Train (units pulling) 5. Car(s) (standing) A. Train pulling-RCL<br>2. Train (units pushing) 6. Light loco(s) (moving) B. Train pushing-RCL   <b>6</b><br>3. Train (standing) 7. Light loco(s) (standing) C. Train standing-RCL |   |
| 14. Vehicle Speed 15. Direction (geographical) Code<br>(est. mph at impact) <b>5</b> 1. North 2. South 3. East 4. West   <b>1</b>   |  | 18. Position of Car Unit in Train<br><b>1</b>   |   |
| 16. Position 1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |  | 19. Circumstance 1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>2</b>  |   |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>    |  | 20b. Was there a hazardous materials release by Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |   |
| 20c. State the name and quantity of the hazardous material released, if any   |  |   |   |
| 21. Temperature (specify if minus) <b>34</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>   |   |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>1</b>  |  | 24. Type of Equipment A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>8</b>  |   |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>2</b>   |  | 26. Track Number or Name<br><b>TRACK THREE<br/>NYD</b>  |   |
| 27. FRA Track Class<br><b>1</b>   | 28. Number of Locomotive Units<br><b>4</b> | 29. Number of Cars<br><b>0</b>  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded<br>E. Estimated <b>5</b> mph   <b>E</b> |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>2</b>   |  | 32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>01 03 06</b>   |   |
| 33. Signaled Crossing Warning<br><b>20 sec warn min (1);</b>  |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |   |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>   |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |   |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>1</b>  |  | 38. Driver's Age<br>39. Driver's Gender Code<br>1. Male<br>2. Female  |   |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>3</b>  |   |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>   |   |
| Casualties to: Killed Injured   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>   |   |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>  |  | 46. Highway-Rail Crossing Users<br>47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$1,250</b>  |   |
| 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>1</b>   |  | 49. Railroad Employees<br>50. Total Number of People on Train (include passengers and crew)   |   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>  |  | 52. Passengers on Train   |   |
| 53a. Special Study Block  |  | 53b. Special Study Block  |   |
| 54. Narrative Description   |  |   |   |
| 55. Typed Name and Title  |  | 56. Signature   |   |
|   |  | 57. Date  |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |  |   |
|--|--|--|---|
| <b>Name Of</b>   |  | <b>Alphabetic Code</b>   | <b>RR Accident/Incident No.</b>   |
| 1. Reporting Railroad<br><b>Norfolk &amp; Western Rwy Co. [NW ]</b>  |  | 1a. <b>NW</b>  | 1b. <b>D29927</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.  | 2b.   |
| 3. Railroad Responsible for Track Maintenance<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 3a. <b>LN</b>  | 3b. <b>XXX</b>  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353711U</b>   |  | 5. Date of Accident/Incident <b>07/29/79</b>   | 6. Time of Accident/Incident <b>09:05 PM</b>  |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |  | 8. Division<br><b>VERMILION</b>  | 9. County<br><b>VERMILION</b>   |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>  |  | 11. City (if in a city) <b>DANVILLE</b>  |   |
| 12. Highway Name or No. <b>VOORHIES ST</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private  |   |
| <b>Highway User Involved</b>   |  | <b>Rail Equipment Involved</b>   |   |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   <b>A</b> |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) Code<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL   <b>2</b><br>7. Light loco(s) (standing) C. Train standing-RCL |   |
| 14. Vehicle Speed<br>(est. mph at impact) <b>20</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West   <b>4</b>   |   |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped   <b>3</b>  |  | 18. Position of Car Unit in Train<br><b>1</b>  |   |
| 19. Circumstance<br>1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user   <b>1</b>  |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   <b>4</b>  |   |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  | 20c. State the name and quantity of the hazardous material released, if any  |   |
| 21. Temperature<br>(specify if minus) <b>82</b> °F   |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark   <b>4</b>  |   |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   <b>2</b>   |  | 24. Type of Equipment<br>A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car   <b>1</b>  |   |
| 25. Track Type Used by Rail<br>Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry   <b>2</b>   |  | 26. Track Number or Name<br><b>NORTH YARD TRACK</b>  |   |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>1</b> | 29. Number of Cars<br><b>12</b>  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded<br>E. Estimated <b>2</b> mph   <b>E</b> |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West   <b>2</b>  |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |   |
| 33. Signaled Crossing<br>Warning   |  | 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown  |   |
| Code(s)   <b>01</b>   <b>03</b>   <b>10</b>  |  | Allgd. no warn (4);  |   |
| 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach   <b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |   |
| 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 38. Driver's Age<br>39. Driver's Gender Code<br>1. Male<br>2. Female   |   |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown   <b>2</b>   |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop   <b>3</b>   |   |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown   <b>2</b>  |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed   <b>8</b>  |   |
| Casualties to:<br>Killed Injured   |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured   <b>3</b>  |   |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No   <b>1</b>   |  | 46. Highway-Rail Crossing Users<br>0 0   |   |
| 47. Highway Vehicle Property Damage (est. dollar damage)   <b>\$500</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver)   <b>3</b>  |   |
| 49. Railroad Employees<br>0 0  |  | 50. Total Number of People on Train (include passengers and crew)  |   |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No   <b>2</b>   |  | 52. Passengers on Train<br>0 0   |   |
| 53a. Special Study Block   |  | 53b. Special Study Block   |   |
| 54. Narrative Description  |  |  |   |
| 55. Typed Name and Title   |  | 56. Signature  |   |
|  |  | 57. Date   |   |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|   |  |   |  |
|---|--|---|--|
| <b>Name Of</b>  |  | Alphabetic Code   | RR Accident/Incident No.                     |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>   |  | 1a. <b>LN</b>   | 1b. <b>4731001359</b>                        |
| 2. Other Railroad Involved in Train Accident/Incident   |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance   |  | 3a.   | 3b.  |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353711U</b>  |  | 5. Date of Accident/Incident <b>10/07/75</b>  | 6. Time of Accident/Incident <b>01:00 PM</b> |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>  |  | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>                |
| 10. State<br>Abbr. <b>17</b> Code <b>IL</b>   |  | 11. City (if in a city) <b>DANVILLE</b>   |  |
| 12. Highway Name or No. <b>VOORHEES</b>   |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved   |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle Code<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify) |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) Code<br>2. Train (units pushing) 5. Car(s) (standing) A. Train pulling-RCL<br>3. Train (standing) 6. Light loco(s) (moving) B. Train pushing-RCL<br>7. Light loco(s) (standing) C. Train standing-RCL |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>5</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West Code<br><b>3</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing Code<br>2. Stopped on Crossing 4. Trapped <b>3</b>   |  | 18. Position of Car Unit in Train   |  |
| 19. Circumstance<br>1. Rail equipment struck highway user Code<br>2. Rail equipment struck by highway user <b>2</b>   |  | 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code<br><b>4</b>   |  |
| 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither Code  |  | 20c. State the name and quantity of the hazardous material released, if any   |  |
| 21. Temperature<br>(specify if minus) <b>65</b> °F  |  | 22. Visibility (single entry) Code<br>1. Dawn 2. Day 3. Dusk 4. Dark <b>2</b>   |  |
| 23. Weather (single entry) Code<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow <b>1</b>  |  | 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car <b>4</b>   |  |
| 25. Track Type Used by Rail Equipment Involved Code<br>1. Main 2. Yard 3. Siding 4. Industry <b>1</b>   |  | 26. Track Number or Name<br><b>SINGLE MAIN</b>  |  |
| 27. FRA Track Class<br><b>1</b>   |  | 28. Number of Locomotive Units<br><b>0</b>  |  |
| 29. Number of Cars<br><b>0</b>  |  | 30. Consist Speed (Recorded if available) Code<br>R. Recorded<br>E. Estimated <b>5</b> mph <b>E</b>   |  |
| 31. Time Table Direction Code<br>1. North 2. South 3. East 4. West <b>1</b>   |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None  |  |
| Code(s) <b>01 03</b>  |  | 33. Signaled Crossing Warning<br><b>Allgd. no warn (4);</b>   |  |
| 34. Whistle Ban Code<br>1. Yes<br>2. No<br>3. Unknown   |  | 35. Location of Warning Code<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach <b>1</b>   |  |
| 36. Crossing Warning Interconnected with Highway Signals Code<br>1. Yes 2. No 3. Unknown <b>3</b>   |  | 37. Crossing Illuminated by Street Lights or Special Lights Code<br>1. Yes 2. No 3. Unknown <b>2</b>  |  |
| 38. Driver's Age  |  | 39. Driver's Code<br>Gender<br>1. Male<br>2. Female   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code<br>1. Yes 2. No 3. Unknown <b>3</b>  |  | 41. Driver Code<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop <b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle Code<br>1. Yes 2. No 3. Unknown <b>2</b>   |  | 43. View of Track Obscured by (primary obstruction) Code<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed <b>8</b>   |  |
| Casualties to:<br>Killed Injured  |  | 44. Driver was Code<br>1. Killed 2. Injured 3. Uninjured <b>3</b>   |  |
| 45. Was Driver in the Vehicle? Code<br>1. Yes 2. No <b>1</b>  |  | 46. Highway-Rail Crossing Users <b>0 0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$500</b>   |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>1</b>   |  |
| 49. Railroad Employees <b>0 0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 51. Is a Rail Equipment Accident / Incident Report Being Filed Code<br>1. Yes 2. No <b>2</b>  |  | 52. Passengers on Train <b>0 0</b>  |  |
| 53a. Special Study Block  |  | 53b. Special Study Block  |  |
| 54. Narrative Description   |  |   |  |
| 55. Typed Name and Title  |  | 56. Signature   |  |
|   |  |   |  |
|   |  | 57. Date  |  |

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



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |   |   |  |
|--|---|---|--|
| <b>Name Of</b>   |   | Alphabetic Code   | RR Accident/Incident No.   |
| 1. Reporting Railroad <b>CSX Transportation [CSX]</b>  |   | 1a. <b>CSX</b>  | 1b. <b>000072479</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |   | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance <b>CSX Transportation [CSX]</b>  |   | 3a. <b>CSX</b>  | 3b. <b>000072479</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353704J</b>   |   | 5. Date of Accident/Incident <b>01/27/10</b>  | 6. Time of Accident/Incident <b>07:16 PM</b>   |
| 7. Nearest Railroad Station<br><b>DANVILLE</b>   |   | 8. Division<br><b>CHICAGO</b>   | 9. County<br><b>VERMILION</b>  |
|  |   | 10. State<br>Abbr. <b>17</b>  | Code<br><b>IL</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |   | 12. Highway Name or No. <b>NEWELL RD</b>  |  |
|  |   | <input checked="" type="checkbox"/> Public  | <input type="checkbox"/> Private   |
| Highway User Involved  |   | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)   |   | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 7. Light loco(s) (standing)  |  |
| Code<br><b>D</b>   |   | 8. Other (specify)<br>A. Train pulling-RCL<br>B. Train pushing-RCL<br>C. Train standing-RCL<br>Code<br><b>I</b>   |  |
| 14. Vehicle Speed<br>(est. mph at impact)  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West | 18. Position of Car Unit in Train   |  |
| Code<br><b>4</b>   |   | <b>1</b>  |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped  |   | 19. Circumstance<br>1. Rail equipment struck highway user<br>2. Rail equipment struck by highway user   |  |
| Code<br><b>3</b>   |   | Code<br><b>1</b>  |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |   | 20b. Was there a hazardous materials release by<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither   |  |
| Code<br><b>4</b>   |   | Code<br><b>4</b>  |  |
| 20c. State the name and quantity of the hazardous material released, if any  |   |   |  |
| 21. Temperature<br>(specify if minus) <b>21</b> °F   |   | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark   | 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow   |
| Code<br><b>4</b>   |   | Code<br><b>6</b>  |  |
| 24. Type of Equipment<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car  |   | 25. Track Type Used by Rail Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry   | 26. Track Number or Name<br><b>TRACK 1</b>   |
| Code<br><b>1</b>   |   | Code<br><b>1</b>  |  |
| 27. FRA Track Class<br><b>4</b>  | 28. Number of Locomotive Units<br><b>3</b>                        | 29. Number of Cars<br><b>22</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated <b>54</b> mph   |
|  |   | Code<br><b>R</b>  | 31. Time Table Direction<br>1. North 2. South 3. East 4. West  |
|  |   | Code<br><b>2</b>  |  |
| 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None   |   | 33. Signaled Crossing<br>Warning  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown   |
| Code(s)<br><b>01 03 06</b>   |   | Code<br><b>2</b>  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach  |   | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown   | 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown   |
| Code<br><b>1</b>   |   | Code<br><b>2</b>  | Code<br><b>2</b>   |
| 38. Driver's Age<br><b>18</b>  | 39. Driver's Gender<br>1. Male<br>2. Female                       | 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop |
| Code<br><b>1</b>   |   | Code<br><b>2</b>  | Code<br><b>5</b>   |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown  |   | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed |  |
| Code<br><b>2</b>   |   | Code<br><b>8</b>  |  |
| Casualties to:<br>Killed Injured   |   | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured   | 45. Was Driver in the Vehicle?<br>1. Yes 2. No   |
| <b>1 0</b>   |   | Code<br><b>1</b>  | Code<br><b>1</b>   |
| 46. Highway-Rail Crossing Users<br><b>1 0</b>  |   | 47. Highway Vehicle Property Damage (est. dollar damage)<br><b>\$6,500</b>  | 48. Total Number of Highway-Rail Crossing Users (include driver)<br><b>1</b>   |
| 49. Railroad Employees<br><b>0 0</b>   |   | 50. Total Number of People on Train (include passengers and crew)<br><b>2</b>   |  |
| 52. Passengers on Train<br><b>0 0</b>  |   | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No  |  |
|  |   | Code<br><b>2</b>  |  |
| 53a. Special Study Block   |   | 53b. Special Study Block  |  |
| 54. Narrative Description<br><b>TRUCK APPROACHED THE CROSSING AT NEWELL ROAD AND WAS UNABLE TO CONTROL HIS VEHICLE DUE TO SNOW BEING ON THE GROUND. MOTORIST FAILED TO STOP SHORT OF CROSSING AND WAS STRUCK AND FATALLY INJURED BY Q12727. VEHICLE SPEED UNKNOWN.</b> |   |   |  |
| 55. Typed Name and Title   |   | 56. Signature   |  |
|  |   | 57. Date  |  |



**HIGHWAY-RAIL GRADE CROSSING  
ACCIDENT/INCIDENT REPORT**

DEPARTMENT OF TRANSPORTATION  
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

|  |  |   |  |
|--|--|---|--|
| <b>Name Of</b>   |  | <b>Alphabetic Code</b>  | <b>RR Accident/Incident No.</b>  |
| 1. Reporting Railroad<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 1a. <b>LN</b>   | 1b. <b>108006402</b>   |
| 2. Other Railroad Involved in Train Accident/Incident  |  | 2a.   | 2b.  |
| 3. Railroad Responsible for Track Maintenance<br><b>Louisville And Nashville RR Co. [LN ]</b>  |  | 3a. <b>LN</b>   | 3b. <b>108006402</b>   |
| 4. U.S. DOT-AAR Grade Crossing ID No. <b>353704J</b>   |  | 5. Date of Accident/Incident <b>10/07/80</b>  | 6. Time of Accident/Incident <b>04:25 PM</b>   |
| 7. Nearest Railroad Station<br><b>WEST NEWELL</b>  |  | 8. Division<br><b>VERMILION</b>   | 9. County<br><b>VERMILION</b>  |
| 11. City (if in a city) <b>DANVILLE</b>  |  | 10. State Code<br>Abbr. <b>17</b>   <b>IL</b>   |  |
| 12. Highway Name or No. <b>WEST NEWELL RD</b>  |  | <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private   |  |
| Highway User Involved  |  | Rail Equipment Involved   |  |
| 13. Type<br>C. Truck-trailer F. Bus J. Other Motor Vehicle<br>A. Auto D. Pick-up truck G. School Bus K. Pedestrian<br>B. Truck E. Van H. Motorcycle M. Other (specify)               |  | Code<br><b>B</b>  |  |
| 14. Vehicle Speed<br>(est. mph at impact) <b>30</b>  |  | 15. Direction (geographical)<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b>   |  |
| 16. Position<br>1. Stalled on crossing 3. Moving over crossing<br>2. Stopped on Crossing 4. Trapped<br>Code<br><b>3</b>  |  | 17. Equipment<br>1. Train (units pulling) 4. Car(s) (moving)<br>2. Train (units pushing) 5. Car(s) (standing)<br>3. Train (standing) 6. Light loco(s) (moving)<br>7. Light loco(s) (standing) 7. Light loco(s) (standing)<br>Code<br><b>1</b>             |  |
| 20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither<br>Code<br><b>4</b> |  | 18. Position of Car Unit in Train<br><b>1</b>   |  |
| 20b. Was there a hazardous materials release by<br>Code<br>1. Highway User 2. Rail Equipment 3. Both 4. Neither  |  |   |  |
| 20c. State the name and quantity of the hazardous material released, if any  |  |   |  |
| 21. Temperature<br>(specify if minus) <b>75</b> °F   |  | 22. Visibility (single entry)<br>1. Dawn 2. Day 3. Dusk 4. Dark<br>Code<br><b>2</b>   |  |
| 23. Weather (single entry)<br>1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow<br>Code<br><b>1</b>   |  | 24. Type of Equipment<br>A. Spec. MoW Equip<br>Consist 1. Freight train 4. Work train 7. Yard/Switching<br>(single entry) 2. Passenger train 5. Single car 8. Light loco(s)<br>3. Commuter train 6. Cut of cars 9. Main./inspect. car<br>Code<br><b>4</b> |  |
| 25. Track Type Used by Rail<br>Equipment Involved<br>1. Main 2. Yard 3. Siding 4. Industry<br>Code<br><b>1</b>   |  | 26. Track Number or Name<br><b>MAIN TRACK</b>   |  |
| 27. FRA Track Class<br><b>3</b>  | 28. Number of Locomotive Units<br><b>1</b> | 29. Number of Cars<br><b>14</b>   | 30. Consist Speed (Recorded if available)<br>R. Recorded<br>E. Estimated<br><b>30</b> mph   <b>E</b> |
| 31. Time Table Direction<br>1. North 2. South 3. East 4. West<br>Code<br><b>2</b>  |  | 32. Type of Crossing<br>1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew<br>2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify)<br>Warning 3. Standard FLS 6. Audible 9. Watchman 12. None<br>Code(s) <b>07</b>             |  |
| 33. Signaled Crossing<br>Warning   |  | 34. Whistle Ban<br>1. Yes<br>2. No<br>3. Unknown<br>Code  |  |
| 35. Location of Warning<br>1. Both Sides<br>2. Side of Vehicle Approach<br>3. Opposite Side of Vehicle Approach<br>Code<br><b>1</b>  |  | 36. Crossing Warning Interconnected with Highway Signals<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |  |
| 37. Crossing Illuminated by Street Lights or Special Lights<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>   |  | 38. Driver's Age<br>39. Driver's Gender<br>1. Male<br>2. Female<br>Code<br><b>1</b>   |  |
| 40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train<br>1. Yes 2. No 3. Unknown<br>Code<br><b>1</b>   |  | 41. Driver<br>1. Drove around or thru the gate 4. Stopped on crossing<br>2. Stopped and then proceeded 5. Other (specify)<br>3. Did not stop<br>Code<br><b>3</b>  |  |
| 42. Driver Passed Standing Highway Vehicle<br>1. Yes 2. No 3. Unknown<br>Code<br><b>2</b>  |  | 43. View of Track Obscured by (primary obstruction)<br>1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify)<br>2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed<br>Code<br><b>8</b>                 |  |
| Casualties to:<br>Killed Injured   |  | 44. Driver was<br>1. Killed 2. Injured 3. Uninjured<br>Code<br><b>3</b>   |  |
| 45. Was Driver in the Vehicle?<br>1. Yes 2. No<br>Code<br><b>1</b>   |  | 46. Highway-Rail Crossing Users<br><b>0</b>   <b>0</b>  |  |
| 47. Highway Vehicle Property Damage (est. dollar damage) <b>\$2,000</b>  |  | 48. Total Number of Highway-Rail Crossing Users (include driver) <b>0</b>   |  |
| 49. Railroad Employees <b>0</b>   <b>0</b>   |  | 50. Total Number of People on Train (include passengers and crew)   |  |
| 52. Passengers on Train <b>0</b>   <b>0</b>  |  | 51. Is a Rail Equipment Accident / Incident Report Being Filed<br>1. Yes 2. No<br>Code<br><b>2</b>  |  |
| 53a. Special Study Block   |  | 53b. Special Study Block  |  |
| 54. Narrative Description  |  |   |  |
| 55. Typed Name and Title   |  | 56. Signature   |  |
|  |  |   |  |
|  |  | 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**

| <b>Highway Rail Crossing</b> | <b>U.S. DOT Number</b> | <b>Existing Condition</b>                       |
|------------------------------|------------------------|---|
| <b>Griffin Street</b>        | 543151P                | Crossing is out of service.                     |
| <b>Daisy Lane</b>            | 372813N                | YIELD signs were added to existing cross bucks  |
| <b>North Michigan Avenue</b> | 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                        | <a href="http://www.nscorp.com">www.nscorp.com</a> |

### Phase III: Community Survey

To gauge 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 Danville LRTP: Directions to 2035 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:

FRA - Quiet Zone Calculator Page 1 of 1

Print This Page

Home | Help | Contact | Logoff john.schwab@fra.dot.gov

Change Scenario: NEWELL\_ROA\_42223 Continue

|                                      |                                      |              |           |                   |        |
|--------------------------------------|--------------------------------------|--------------|-----------|-------------------|--------|
| Crossing Street<br>1537043 NEWELL RD | Traffic Warning Device<br>8100 Signs | Pre-SSM<br>0 | SSM<br>13 | Risk<br>13,503.83 | MODIFY |
|--------------------------------------|--------------------------------------|--------------|-----------|-------------------|--------|

\* Only Public At Grade Crossings are listed

**Create New Zone**  
**Manage Existing Zones**  
**Log Off**

**Step by Step Instructions:**

**Step 1:** To specify new Warning Device (for the Rule Quiet Zone Only) and/or SSM, click the **MODIFY** button.

**Step 2:** Select proposed warning device or SSM. Then click the **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.

**ALERT!** Quiet Zone qual/has because SSM has been applied in each crossing.

**Click** for Supplementary Safety Measures (SSM)

**Click** for ASM spreadsheet: **ASM** \* Note: The use of ASM requires an Application for approval from the state.

| Summary                                |                  |
|--|------------------|
| Proposed Quiet Zone:                   | NEWELL ROAD      |
| Type:                                  | New 24-hour QZ   |
| Scenario:                              | NEWELL_ROA_42223 |
| Estimated Total Cost:                  | \$15,000.00      |
| Nationwide Significant Risk Threshold: | 14347.00         |
| Risk Index with Horns:                 | 41378.4          |
| Quiet Zone Risk Index:                 | 13803.83         |
| Safe                                   |                  |

http://safetydata.fra.dot.gov/quiet/scen.aspx?zoneid=33101 6/10/2014