



RAIL OPERATIONS FACTORS ATTACHMENT

FRA Xing 57 Form

Delray Beach, FL

HWY23MH006

(3 pages)

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

OMB No. 2130-0500

1. Name of Reporting Railroad BRIGHTLINE TRAINS				1a. Alphabetic Code BLF		1b. Railroad Accident/Incident No. 2023-1497	
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) FLORIDA EAST COAST RAILWAY COMPANY				3a. Alphabetic Code FEC		3b. Railroad Accident/Incident No.	
4. U.S. DOT Grade Crossing Identification Number 272498Y				5. Date of Accident/Incident month: 0 day: 2 year: 08 2 3		6. Time of Accident/Incident 8:06 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>	
7. Nearest Railroad Station Boca Raton		8. Subdivision System		9. County Palm Beach		10. State Abbr. Code FL	
11. City (if in a city) Delray Beach				12. Highway Name or Number Lindell Blvd Public <input checked="" type="checkbox"/> Private <input type="checkbox"/>			
13. Type A. Auto B. Truck C. Truck-trailer D. Pick-up truck E. Van F. Bus G. School bus H. Motorcycle J. Other motor vehicle K. Pedestrian M. Other (specify) Code A				17. Equipment 1. Train (units pulling) 2. Train (units pushing) 3. Train (standing) 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 D. EMU Locomotive(s) E. DMU Locomotive(s) Code 1			
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 2		18. Position of Car Unit in Train 1			
16. Position 1. Stalled or stuck on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates Code 2		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 1					
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway user 2. Rail equipment 3. Both 4. Neither Code 4		20b. Was there a hazardous materials release by 1. Highway user 2. Rail equipment 3. Both 4. Neither Code 4					
20c. State here the name and quantity of the hazardous material released, if any.							
21. Temperature (Specify if minus) 80 ° F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 4		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1			
24. Type of Equipment Consist (single entry) 1. Freight Train 2. Passenger Train-Pulling 3. Commuter Train-Pulling 4. Work train 5. Single Car 6. Cut of cars 7. Yard/switching 8. Light loco(s) 9. Maint./inspect. Car 10. Spec. MoW Equip. 11. Passenger Train-Pushing 12. Commuter Train-Pushing D. EMU E. DMU Code 2		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name East MAIN			
27. FRA Track Class (1-9, X) 4		28. Number of Locomotive Units 2		29. Number of Cars 4		30. Consist Speed (Recorded speed, if available) R - Recorded 71 MPH E - Estimated Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 2		32. Type of Crossing Warning 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 Code(s) 1 2 5 6 7				33. Signaled Crossing Warning (See reverse side for instructions and codes) Code 1	
34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) Code A		35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach Code 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown Code 1		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 1	
38. Highway User's Age 82		39. Highway User's Gender 1. Male 2. Female Code 1		40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 2		43. View of Track Obscured by (primary obstruction) 1. Permanent structure 2. Standing railroad equipment 3. Passing train 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 8. Not obstructed Code 8					
Casualties to:		Killed		Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1	
46. Highway-Rail Crossing Users 2		0		0		47. Highway Vehicle Property Damage (est. dollar damage) 17000	
49. Railroad Employees 0		0		0		50. Total Number of People on Train (include passengers and train crew) 71	
52. Passengers on Train 0		0		0		51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No Code 1	
53a. Special Study Block Video Taken? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 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) Vehicle stopped on East Main, disregarding signals and was struck by BLF 709.							
55. Typed Name & Title Brian Houlihan, Safety & Security Manager				56. Signature		57. Date 2/9/23	

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).

INSTRUCTIONS FOR COMPLETING BLOCK 33

Only if Types 1 - 6, Item 32 are indicated, mark in Block 33 the status of the warning devices at the crossing at the time of the accident, using the following codes:

1. Provided minimum 20-second warning.
2. Alleged warning time greater than 60 seconds.
3. Alleged warning time less than 20 seconds.
4. Alleged no warning.
5. Confirmed warning time greater than 60 seconds.
6. Confirmed warning time less than 20 seconds.
7. Confirmed no warning.

If status code 5, 6, or 7 was entered, also enter a letter code explanation from the list below:

- A. Insulated rail vehicle.
- B. Storm/lightning damage.
- C. Vandalism.
- D. No power/batteries dead.
- E. Devices down for repair.
- F. Devices out of service.
- G. Warning time greater than 60 seconds attributed to accident-involved train stopping short of the crossing, but within track circuit limits, while warning devices remain continuously active with no other in-motion train present.
- H. Warning time greater than 60 seconds attributed to track circuit failure (e.g., insulated rail joint or rail bonding failure, track or ballast fouled, etc.).
- J. Warning time greater than 60 seconds attributed to other train/equipment within track circuit limits.
- K. Warning time less than 20 seconds attributed to signals timing out before train's arrival at the crossing/island circuit.
- L. Warning time less than 20 seconds attributed to train operating counter to track circuit design direction.
- M. Warning time less than 20 seconds attributed to train speed in excess of track circuit's design speed.
- N. Warning time less than 20 seconds attributed to signal system's failure to detect train approach.
- P. Warning time less than 20 seconds attributed to violation of special train operating instructions.
- R. No warning attributed to signal system's failure to detect the train.
- S. Other cause(s). Explain in Narrative Description.

This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.