



FRA Form 6180-54

Clarendon Hills, Illinois

HWY22MH009

(2 pages)

1. Name of Reporting Railroad Burlington Northern Santa Fe Suburban Operations				1a. Alphabetic Code BNSO		1b. Railroad Incident No. CH-0522-201	
2. Name of Other Railroad or Other Entity with Consist Involved N/A				2a. Alphabetic Code N/A		2b. Railroad Incident No. N/A	
3. Name of Railroad or Other Entity Responsible for Track Maintenance BNSF Railway Company				3a. Alphabetic Code BNSF		3b. Railroad Incident No. CH-0522-201	
4. U.S. DOT-AAR Grade Crossing Identification Number 079529S				5. Date of Accident/Incident month day year 0 5 1 1 2 2		6. Time of Accident/Incident 08:18 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Type of Accident/ Incident (single entry in code box)				7. Derailment 2. Head on collision 3. Rear end collision		4. Side collision 5. Raking collision 6. Broken train collision	
				7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction		10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts	
						13. Other (describe in narrative) 07	
8. Cars Carrying HAZMAT 0		9. HAZMAT Cars Damaged/ Derailed 0		10. Cars Releasing HAZMAT 0		11. People Evacuated 0	
12. Subdivision CHICAGO							
13. Nearest City/Town Clarendon Hills		14. Milepost (to nearest tenth) 18.3		15. State Code IL		16. County DuPage	
17. Temperature (F) (specify if minus) 82 °F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 1		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1	
21. Track Name/ Number Main 3 Track		22. FRA Track Class(1-9,X) Code 4		23. Annual Track Density (gross tons in millions) 30.99		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3	
25. Type of Equipment Consist (single entry)		1. Freight train 2. Passenger train-Pulling 3. Computer train-Pulling 4. Work train		5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s)		9. Maint./inspect. car A. Spec. M&M Equip. B. Passenger Train-Pushing C. Computer Train-Pushing	
		D. EMU E. DMU Code B		26. Was Equipment Attended? 1. Yes 2. No Code 1		27. Train Number/Symbol A-1242-1-11S	
28. Speed (recorded speed, if available) R-Recorded 067 mph E-Estimated		Code R		30. Type of Territory (enter code(s) that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered Q <input type="checkbox"/> <input type="checkbox"/>		30a. Remotely Controlled Locomotive? 0 - Not a remotely controlled operation 1 - Remote control portable transmitter 2 - Remote control tower operation 3 - Remote control portable transmitter more than one remote control transmitter Code 0	
29. Trailing Tons (gross Tonnage, excluding power units) 350		Code					
31. Principal Car/Unit		a. Initial and Number METX8473		b. Position in Train 7		c. Loaded (yes/no) Y	
(1) First Involved (derailed, struck, etc)						32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box: Alcohol <input type="checkbox"/> Drugs <input type="checkbox"/>	
(2) Causing (if mechanical, cause reported) N/A		N/A		N/A		33. Was this consist transporting passengers? (y/n) Y	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train		Rear End	
		b. Manual		c. Remote		d. Manual	
						e. Remote	
(1) Total in Train 1		0		0		0	
(2) Total Derailed 0		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives)		a. Freight		b. Pass		c. Freight	
		d. Pass		e. Caboose			
(1) Total in Equipment Consist 0		6		0		0	
(2) Total Derailed 0		0		0		0	
36. Equipment Damage This Consist 150,000		37. Track, Signal, Way, & Structure Damage 100,000		38. Primary Cause Code M302		39. Contributing Cause Code	
Number of Crew Members				Length of Time on Duty			
40. Engineers/ Operators N/A		41. Firemen N/A		42. Conductors N/A		43. Brakemen N/A	
44. Engineer/Operator Hrs: N/A Mins:		45. Conductor Hrs: N/A Mins:					
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others	
Fatal		0		0		1	
Nonfatal		1		0		2	
49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000					
50. Latitude +41.797006				51. Longitude -087.954674			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) Passenger train stuck an unoccupied Box truck that was on the crossing causing equipment and signal damages. Approximately 150 gallons of fuel leaked from the truck.							
53. Typed/Printed Name & Title of Preparer Ryan Ringelman General Director, System Safety				54. Signature 		55. Date 07/31/22	
Note: This report is part of the reporting railroad's accident report pursuant to the the accident reports statute and, as such shall not be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report....'49 U.S.C 20903. See 49 C.F.R. 225.7(b).							
This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. In trespasser cases and in cases of suicide/attempted suicides, the estimated average time to complete this form is 50 minutes and 65 minutes respectively. 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.							