

FRA Form 6180-57

Clarendon Hills, Illinois HWY22MH009

(3 pages)

HIGHWAY-RAIL GRADE CROSSING

Burlington Northern Santa F e Suburban Operations	FEDERAL RAILROAD ADMINI	STRATION(F	RA)	ACCIDE	N I / INC	$\overline{}$			KI					OMB No.:2130)-0500			
Note of failbroad or Other Entry Responsible for Treck Maintenance (simple entry) 12, Aphabetic Code 15, Stefan Accessfriction No. 15 15 15 15 15 15 15 1	Name of Reporting Railroad Burlington Northern Sa	anta Fe S	uburban	Operations				ic Code		1.				No.				
A. U.S. DOT-AND Grade Crossing Identification Number																		
Clarendon Hills																		
Code Carendon Hills	4. U.S. DOT-AAR Grade Crossing Identification Number							The state of the s					6. Time of Accident/Incident					
Clarendon Hills CHICAGO DIPage II. Highway Name or Number Prospect Ave Public Private Ratined Equipment movied 11. Type C. Track-trailer F. Bus J. Chier motor velicles A Also Dirich-up route J. Chier motor velicles A Also J. Chier motor	079529S							1		1		08:18	X AM	АМ РМ				
11. City (of the acity) 11. City (of the acity) 12. Highway User Incohord 13. Type C. Trackstralies F. Bus A. Other motor valide Code 15. Experiment F. Bus A. Auto D. Pickstralies F. Bus A. Other motor valide Code 15. Experiment F. Bus A. Auto D. Pickstralies F. Bus A. Other motor valide Code 15. Experiment A. Carial giometry A. Carial gio					-Waring							Code						
Prospect Ave Public Private			140	III a bassassas						IL		-						
19. Type C.Track-trailer F.Bus J.Cher motor wholes R. Arus D.Ficher trusts B. Track Even B. Track Ev																		
A Auto Dischop trusk B. Anteroyste M. Code B. Trotic (Evan Markeyste) B. Code B. Trotic (Evan Markeyste) B. Code B. Trotic (Evan Markeyste) B. Code Code Code Train institution and Code Code Code Code Code Code Code Cod		Highway User	Involved															
Section Sect	A. Auto D.Pick-up truck G.School Bus K.Pedestrian Code R. Truck F.Van H. Metarryela M. Other (specify)							1.Train (units pulling) 5.Car(s) (standing) B.Train pushing - RCL 2.Train (units pushing) 6.Light loco(s) (moving) C.Train standing - RCL 3.Train (standing) 7.Light loco(s) (standing) D.EMU Locomotive(s) 2										
16. Position 1.5 Italiad on crearing 2.5 Expedient on crossing by spates 1 Code 2.5 Expedient on crossing 2.5 Expedient 2.5 Expe								18. Position of Car Unit in Train										
in the impact transporting hazardous material and a final property of the hazardous material and a final property of the hazardous material and a final property of the hazardous material reliased, if any. 21. Temperature (specify if minus) 22. Visibility (single entry) 1. Devn 2 Day 3. Date 4. Dark 22. Visibility (single entry) 1. Devn 2 Day 3. Date 4. Dark 23. Temperature (specify if minus) 24. Type of Equipment 1. Freshit transporting for the hazardous material reliased, if any. 25. Temperature (specify if minus) 25. Type of Equipment 1. Freshit transporting for the hazardous material reliased, if any. 26. Type of Equipment 1. Freshit transporting for the hazardous material reliased, if any. 27. Type of Equipment 1. Freshit transporting for the final property of the hazardous for the final property of the final	16. Position 1.Stalled on crossing 2.Stopped on crossing 5. Blocked on crossing by traffic 5. Blocked on crossing by gates							19. Circumstance Code										
22. Visibility (single entry) 32. Visibility (single entry) 32. Unit A Dark 1. Dawn 2. Day 3. Dusk 4. Dark 22. Number of Tasin 22. Number of Tasin 22. Number of Day 3. Signale d. Day 3. Signale d. Day 4.	20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials?							A Nichard Code										
1. Devn 2. Day 3. Day 4. Dark 1. Devn 2. Day 3. Day 4. Dark 1. Devn 2. Day 3. Day 4. Dark 1. Devn 2. Day 3. Day 4. Dark 1. Devn 2. Day 3. Day 4. Dark 1. Devn 2. Day 5. Day 6. Dark 1. Devn 2. Day 6. Dark 1. Day 6. Day 6. Dark 1. Day 6.	20c. State here the name and quant	tity of the hazar	dous materia	I released, if any.														
1. Dewn 2. Dept 3. Devis 4. Derk 1. Dewn 2. Dept 3. Devis 4. Derk 1. Devn 2. Dept 3. Devis 4. Derk 1. Devn 2. Dept 3. Devis 4. Derk 1. Devn 3. Dept 4. Dept 3. Devis 4. Derk 1. Dept 3. Devis 4. Devis 4	21. Temperature(specify if minus)	22. Visibilit	y (single ent	ry)	. Code	23. \	Weather (single e	entry)			V 10 100 10		Code	\dashv			
taingle entry) Continue Continue Code Code	Code																	
22. Number of Class(1-9X) 4	4. Type of Equipment 1.Freight tra Consist 2.Passenger t (single entry) 4.Hork train	in 5.Si rain-Pulling6.Cu ain-Pulling 7.Ya 3.L.	ingle car it of cars ard/switchinglight loco(s)	.Naint/inspect. car D.EMU .Spec. MoW Equip. E.DMU .Passenger Train-Pushing .Commuter Train-Pushing	B ^{Code}	1000	Equipmen	nt Involv	ed	4.Industr	· 1.	Code			П			
1	27. FRA Track 28. Number of 29. Number							or country about the country Code										
Crossing 2.Cantilever FLS S. Audible cliques S. Supposition S. Sundard FLS S. Audible S. Sundard FLS S. Su							R-Recorded available) 1.North 3.East											
18. Location of Warning Code 36. Crossing Marning Interconnected with Highway Signals 1 Yes 1 Yes 2. No 3. Unknown 1 1 1 Yes 2. No 3. Unknown 2 2 2. No 3. Unknown 2 2 2. No 3. Unknown 3. Unknown 2 2. No 3. Unknown 2 3. Very expected of Gates 3. Unknown 3. Unknown 3. Unknown 4. Note of Train and Struck or was Struck by Second Train 1. Wes 2. No 3. Unknown 2. Stopped and then proceeded 3. Unknown 3. Passing train 3. Note obstructed 4. Note obstructed 5. Note obstructe	Crossing 2.Cantilever FLS 5.Hwy traffic signals 8.Stop signs 11.Other (specify)							33. Signaled Crossing Warning Code (See reverse side for (See rev										
1. Both sides 1 Yes 2. No 2 2. No 3. Unknown 2 2. No 3. Unknown 2 3. No 41. Highway User's Gender Code 40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train Code 41. Highway User 4. Went around the gete 2. Stopped and then proceeded 3. Did not stop 4. Went around the gete 4. Went around the gete 3. Did not stop 4. Stopped on grossing 5. Other (specify) 5. Went around/firm 6.	Code(s) 1 3	6	7					3 6/70 6		1	F:	Sand, Mud Hater (St	Dirt, Oil, Gravel anding, Moving)	Α				
2. Side of Vehicle approach 3. Opposits def of Vehicle approach 4. Highway User's Gender Code User's 1. Male 2. Female 1. Male 2. Female 1. Male 2. Female 1. Male 3. Unknown 2. Soposits Standing Highway Vehicles 1. Ves 2. No 3. Unknown 2. Standing Railroad equipment 1. Permanent structure 2. Standing Railroad equipment 2. Standing Railroad equipment 3. Passing train 4. Topography 4. Topography 4. Topography 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other (specify) 8. Such (specify) 8. Such a vehicle expecify 8. Suicide/attempted suicide 9. Suicide/atte	94 (4 MAC (1	Code	with Highway S		ected	1	Code		ecial Lig		d by Stree	et Lights or	Code				
Age 1. Male 2. Female 1	2. Side of vehicle approach	1	2. No	2 2. No					own		1							
Age 1. Male 2. Female 1. Male 2. Female 2. Female 2. Female 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing Preceded Gates 3. Did not stop 4. Stopped on crossing Preceded Gates 5. Vegetation 6. Highway Vehicles 1. Permanent structure 2. Standing Railroad equipment 4. Topography 4. Topography 5. Vegetation 6. Highway vehicles 7. Other (specify) 6. Highway vehicle 7. Other (specify) 6. Highway vehicle 7. Other (specify) 6. Highway vehicle 7. Other (specify) 7. Other (specify) 8. Not obstructed 5. Vegetation 6. Highway vehicle 7. Other (specify) 8. Not obstructed 7. Other (specify) 8. Not obstructed 7. Other (specify) 8. Highway vehicle 8. Not obstructed 7. Other (specify) 8. Highway vehicle 8. Not obstructed 7. Other (specify) 8. Highway vehicle 8. Not obstructed 8. Sulcide/attampted sulcide 8. Sulcide/attampted sized 8. Sulci	User's	der Code				C	ode							Code	\neg			
2. Standing Highway Vehicles 1. Yes 2. No 3. Unknown 2 1. Permanent structure 2. Standing Railroad equipment 4. Topography 5. Vegetation 7. Other (specify) 5. Highway Vehicles 8. Not obstructed 5. Highway Vehicles to: Casualties to: Killed Injured 44. Driver was 1. Killed 2. Injured 3. Uninjured 3. Uninjured 3. Uninjured 3. Typed 2. No 2 1. Yes 2. No 2 2. No 2 2. No 3. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage 5,000 48. Total Number of Vehicle Occupants 0. Railroad Employees 0 1 50. Total Number of People on Train (include passengers and train crew) 5. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No 1 1. Yes 2. No 1 1. Yes 2. No 1 1. Yes 2. No 3. Special Study Block Video Used? Yes No No Norrative Description (Be specific, and continue on separate sheet if necessary) ASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED 5. Typed Name and Title Ryan Ringelman 56. Signature 57. Date	Age 1. Male	1		2. Stopped and then proceeded temporary barricade (if yes, see instructions)) 2. No 3. Unknown 2 4. Stopped on crossing 7. Went thru the gate									5					
Casualties to: Killed Injured 1. Killed 2. Injured 3. Uninjured 3 1. Yes 2. No 2 5. Highway-Rail Crossing Users 0 0 0 47. Highway Vehicle Property Damage 5,000 48. Total Number of Vehicle Occupants 0 (including driver) 9. Railroad Employees 0 1 50. Total Number of People on Train (include passengers and train crew) 2. Passengers on train 0 0 0 4 1. Yes 2. No 1 3a. Special Study Block Video Taken? Yes No Video Used? Yes No No 53b. Special Study Block 4. Narrative Description (Be specific, and continue on separate sheet if necessary) ASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED 15. Signature 57. Date	Highway Vehicles 1. Permanent structure 3. Pass 4. Topo							ng train 5. Vegetation 7. Other (specify)							٦			
(including driver) (inclu	Casualties to: Killed Injured				3. Uninjure	ed							\neg					
1. Railroad Employees 0 1 50. Total Number of People on Train (include passengers and train crew) 51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No 1 1 53b. Special Study Block Video Taken? Yes No Video Used? Yes No No Narrative Description (Be specific, and continue on separate sheet if necessary) ASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED IS 5. Sygnature 56. Signature 57. Date	Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Dam (est. dollar damage)									er of Ve	hicle Occ							
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Video Used? Yes No Norrative Description (Be specific, and continue on separate sheet if necessary) ASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED I To the state of the specific of th	a Special Study Black				53h. Special			1. 105 2.				,		1	_			
ASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED I 5. Typed Name and Title Ryan Ringelman 5. Signature 5. Date	Video	=			Jou. Specia	. Jud	, Diock											
5. Typed Name and Title Ryan Ringelman 56. Signature 57. Date																		
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, , , , , , , , , , , , , , , , , , ,	3	•		56. Signature			·						57. Date 07/31/22					
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)	NOTE: This report is part of the or used for any purpose	e reporting ra	ailroad's accor action for	cident report pursuant to damages growing out o	the accident	t rep	orts stat	ute and in said	l, as suc report	h shall : " 49 U	not" be	admitted 1903. Se	as evidence e 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:

- Provided minimum 20-second warning.
- 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.
- Confirmed warning time less than 20 seconds.
- 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.