




FRA Form 6180-57

Clarendon Hills, Illinois

HWY22MH009

(3 pages)

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

1. Name of Reporting Railroad Burlington Northern Santa Fe Suburban Operations				1a. Alphabetic Code BNSO		1b. Railroad Accident/Incident No. CH-0522-201	
2. Name of Other Railroad or Other Entity Filing for Equipment Involved in Train Accident/Incident N/A				2a. Alphabetic Code N/A		2b. Railroad Accident/Incident No. N/A	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) BNSF Railway Company				3a. Alphabetic Code BNSF		3b. Railroad Accident/Incident No. CH-0522-201	
4. U.S. DOT-AAR Grade Crossing Identification Number 079529S				5. Date of Accident/Incident month: 0 day: 5 year: 11 2 2		6. Time of Accident/Incident 08:18 <input checked="" type="checkbox"/> AM <input type="checkbox"/> PM	
7. Nearest Railroad Station Clarendon Hills			8. Subdivision CHICAGO		9. County DuPage		10. State Abbr Code IL
11. City (if in a city) Clarendon Hills				12. Highway Name or Number Prospect Ave 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) B				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) 2			
14. Vehicle Speed (est mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West 1		18. Position of Car Unit in Train 7			
16. Position 1. Stalled on crossing 2. Stopped on crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates 1		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 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 4		20b. Was there a hazardous materials release by 1. Highway user 2. Rail equipment 3. Both 4. Neither 4					
20c. State here the name and quantity of the hazardous material released, if any.							
21. Temperature (specify if minus) 82		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 1		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1			
24. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train-Pulling/Cut of cars 3. Computer train-Pulling 4. Work train 5. Single car 6. Spec. Rail Equip. 7. Yard/switching 8. Light loco(s) 9. Maint./Inspect. car 10. Spec. Rail Equip. 11. Passenger Train-Pushing 12. Computer Train-Pushing B				25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name Main 3 Track	
27. FRA Track Class(1-9,X) 4		28. Number of Locomotive units 1		29. Number of cars 6		30. Consist Speed (recorded speed if available) R-Recorded E-Estimated 067 R	
31. Time Table Direction 1. North 2. South 3. East 4. west 3		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 1 3 6 7				33. Signaled Crossing Warning (See reverse side for instructions and codes) 1	
34. Roadway Conditions A. Dry B. Wet C. Snow/slush D. Ice E. Sand, Mud, Dirt, Oil, Gravel F. Water (Standing, Moving) A		35. Location of Warning 1. Both sides 2. Side of vehicle approach 3. Opposite side of vehicle approach 1		36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown 2		37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1	
38. Highway User's Age 1. Male 2. Female 1		39. Highway User's Gender 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 2		41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing Preceded Gates	
42. Driver Passed Standing Highway Vehicles 1. Yes 2. No 3. Unknown 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 5					
Casualties to: Killed Injured		44. Driver was 1. Killed 2. Injured 3. Uninjured 3		45. Was Driver in the Vehicle 1. Yes 2. No 2			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) 5,000		48. Total Number of Vehicle Occupants (including driver) 0			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and train crew) 1		51. Is a Rail Equipment Accident/ Incident Report Being Filed? 1. Yes 2. No 1			
52. Passengers on train 0		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) PASSENGER TRAIN STRUCK TRUCK THAT WAS STALLED ON THE GRADE CROSSING. APPROXIMATELY 150 GALLONS OF FUEL WAS RELEASED FROM T							
55. Typed Name and Title Ryan Ringelman General Director, System Safety				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)

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.