

**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 Southern Rwy Co. [SOU]				1a. SOU	1b. GC0777050
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]				3a. SOU	3b. GC0777050
4. U.S. DOT-AAR Grade Crossing ID No. 732181D		5. Date of Accident/Incident 06/10/77		6. Time of Accident/Incident 04:30 PM	
7. Nearest Railroad Station MEMPHIS		8. Division		9. County SHELBY	
11. City (if in a city) MEMPHIS		12. Highway Name or No. SEMMES ST		10. State Code Abbr. 47 TN	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			Code A	17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 1	18. Position of Car Unit in Train 1
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			Code 1	19. Circumstance 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? 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	
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 88 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow
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.			Code 1	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	
27. FRA Track Class 4		28. Number of Locomotive Units 3	29. Number of Cars 110	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 9 mph	Code E
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown
Code(s) 01 03 06 07		35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1	36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown
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	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		Code 3	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		Code 8
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage) \$2,600	
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 1. Yes 2. No	
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 Norfolk Southern Corp. [NS]		1a. NS	1b. 088419
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 088419
4. U.S. DOT-AAR Grade Crossing ID No. 732178V		5. Date of Accident/Incident 05/04/96	6. Time of Accident/Incident 07:35 PM
7. Nearest Railroad Station MEMPHIS		8. Division SHELBY	9. County SHELBY
10. State Abbr. 47 Code TN		11. City (if in a city) MEMPHIS	
12. Highway Name or No. HIGHLAND ST		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A		17. Equipment 4. Car(s) (moving) 8. Other (specify) 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 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 Code 1	
14. Vehicle Speed (est. mph at impact) 15		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 3		18. Position of Car Unit in Train 4	
19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user Code 2		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		20c. State the name and quantity of the hazardous materials released, if any	
21. Temperature (specify if minus) 80 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1		24. Type of Equipment A. Spec. MoW 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. Code 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class 4		28. Number of Locomotive Units 2	
29. Number of Cars 54		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 15 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 06 07	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown Code	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning 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. 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 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop Code 1	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code 1		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8	
Casualties to:		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No Code 1		46. Highway-Rail Crossing Users 0 Killed 0 Injured	
47. Highway Vehicle Property Damage (est. dollar damage) \$5,000		48. Total Number of Highway-Rail Crossing Users (include driver) 2	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew)	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2		52. Passengers on Train 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 019413
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 019413
4. U.S. DOT-AAR Grade Crossing ID No. 732175A		5. Date of Accident/Incident 12/23/04	6. Time of Accident/Incident 11:15 PM
7. Nearest Railroad Station BUNTYN		8. Division ALABAMA	9. County SHELBY
11. City (if in a city) MEMPHIS		10. State Code Abbr. 47 TN	
12. Highway Name or No. GOODLETT ST		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) D		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL 1	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West 2	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 1		18. Position of Car Unit in Train 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 2	
20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		20c. State the name and quantity of the hazardous materials released, if any	
21. Temperature (specify if minus) 23 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 4	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 6		24. Type of Equipment A. Spec. MoW 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. 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAIN LINE	
27. FRA Track Class 4		28. Number of Locomotive Units 3	
29. Number of Cars 108		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 22 mph E	
31. Time Table Direction 1. North 2. South 3. East 4. West 4		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown 1	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1		38. Driver's Age 36	
39. Driver's Gender 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2	
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8		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 0	
47. Highway Vehicle Property Damage (est. dollar damage)		48. Total Number of Highway-Rail Crossing Users (include driver)	
49. Railroad Employees		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 2		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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 024091
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 024091
4. U.S. DOT-AAR Grade Crossing ID No. 732173L		5. Date of Accident/Incident 02/03/06	6. Time of Accident/Incident 10:50 PM
7. Nearest Railroad Station WHITESTATION		8. Division ALABAMA	9. County SHELBY
		10. State Abbr. 47	Code TN
11. City (if in a city) MEMPHIS		12. Highway Name or No. PERKINS ST EXT	
		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
Highway User Involved		Rail Equipment Involved	
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) Code A		17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing) Code 1	
14. Vehicle Speed (est. mph at impact) 0		18. Position of Car Unit in Train 1	
15. Direction (geographical) 1. North 2. South 3. East 4. West Code 4			
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped Code 1		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 the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 51 °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 2	
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. Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	
26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 4		28. Number of Locomotive Units 3	
29. Number of Cars 82		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph Code E	
31. Time Table Direction 1. North 2. South 3. East 4. West Code 4			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 06 07		33. Signaled Crossing Warning 20 sec warn min (1);	
34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning 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. Driver's Age 19		39. Driver's Gender 1. Male 2. Female Code 2	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 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 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed Code 8	
Casualties to:		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 3	
Killed		45. Was Driver in the Vehicle? 1. Yes 2. No Code 2	
Injured			
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$1,800	
48. Total Number of Highway-Rail Crossing Users (include driver) 0			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 3	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2			
52. Passengers on Train 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 033013
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 033013
4. U.S. DOT-AAR Grade Crossing ID No. 732169W		5. Date of Accident/Incident 05/23/08	6. Time of Accident/Incident 12:30 PM
7. Nearest Railroad Station MEMPHIS	8. Division ALABAMA	9. County SHELBY	10. State Code Abbr. 47 TN
11. City (if in a city) MEMPHIS	12. Highway Name or No. MENDENHALL RD		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)	C. Truck-trailer F. Bus J. Other Motor Vehicle Code E	17. Equipment 1. Train (units pulling) 5. Car(s) (standing) 2. Train (units pushing) 6. Light loco(s) (moving) 3. Train (standing) 7. Light loco(s) (standing)	8. Other (specify) Code A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL 1
14. Vehicle Speed (est. mph at impact) 0	15. Direction (geographical) Code 1. North 2. South 3. East 4. West 1	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped	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		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	
Code 4		Code 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 90 °F	22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2	23. Weather (single entry) Code 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.		A. Spec. MoW Code 1	25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1
26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 124	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 15 mph E
31. Time Table Direction Code 1. North 2. South 3. East 4. West 4			
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) 3. Standard FLS 6. Audible 9. Watchman 12. None	Code(s) 01 03 06 07	33. Signaled Crossing Warning 20 sec warn min (1);	34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1	36. Crossing Warning with Highway Signals Code 1. Yes 2. No 3. Unknown 1	37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 1	
38. Driver's Age 29	39. Driver's Gender Code 1. Male 2. Female 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2	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 4
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 2	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:		Killed	Injured
		0	0
44. Driver was Code 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) \$900	48. Total Number of Highway-Rail Crossing Users (include driver) 3
49. Railroad Employees 0	0	50. Total Number of People on Train (include passengers and crew) 3	51. Is a Rail Equipment Accident / Incident Report Being Filed Code 1. Yes 2. No 2
52. Passengers on Train			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description DRIVER OF VEHICLE STOPPED ON CROSSING, AND HIT BY TRAIN.			
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 Norfolk Southern Corp. [NS]		1a. NS	1b. 032666
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 032666
4. U.S. DOT-AAR Grade Crossing ID No. 732168P		5. Date of Accident/Incident 04/19/08	6. Time of Accident/Incident 09:50 PM
7. Nearest Railroad Station MEMPHIS	8. Division ALABAMA	9. County SHELBY	10. State Code Abbr. 47 TN
11. City (if in a city) MEMPHIS	12. Highway Name or No. WHITE STATION ROAD		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
13. Type A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)	F. Bus J. Other Motor Vehicle Code K	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 Code 1
14. Vehicle Speed (est. mph at impact)	15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3	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 the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 65 °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 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. Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	26. Track Number or Name SINGLE MAIN TRACK
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 17	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 25 mph Code E
32. Type of Crossing 1. Gates 2. Cantilever FLS 3. Standard FLS Warning 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) 01 02 03 06 07		33. Signaled Crossing Warning 20 sec warn min (1);	34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning 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. Driver's Age 30	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown Code		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:		44. Driver was 1. Killed 2. Injured 3. Uninjured Code	45. Was Driver in the Vehicle? 1. Yes 2. No Code
46. Highway-Rail Crossing Users 1	0	47. Highway Vehicle Property Damage (est. dollar damage)	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) 2	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2
52. Passengers on Train		53a. Special Study Block	
		53b. Special Study Block	
54. Narrative Description TRESPASSER WALKING NORTHBOUND STEPPED OUT IN FRONT OF 202AB17 AS TRAIN APPROACHED GRADE CROSSING.			
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 Southern Rwy Co. [SOU]		1a. SOU	1b. GC0786004
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]		3a. SOU	3b. GC0786004
4. U.S. DOT-AAR Grade Crossing ID No. 732167H		5. Date of Accident/Incident 01/16/86	6. Time of Accident/Incident 09:05 PM
7. Nearest Railroad Station MEMPHIS	8. Division	9. County SHELBY	10. State Code Abbr. 47 TN
11. City (if in a city) MEMPHIS	12. Highway Name or No. ESTATE DR		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
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 Code 1
14. Vehicle Speed (est. mph at impact) 25	15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3		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 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither Code	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 56 °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 2	
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. Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	26. Track Number or Name MAIN
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 52	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 27 mph Code E
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) 02 06 07		33. Signaled Crossing Warning 20 sec warn min (1);	34. Whistle Ban 1. Yes 2. No 3. Unknown Code
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown Code 2	37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown Code 2
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 2	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code 3
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
		1	1
44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1		45. Was Driver in the Vehicle? 1. Yes 2. No Code 1	
46. Highway-Rail Crossing Users 1		47. Highway Vehicle Property Damage (est. dollar damage) \$0	48. Total Number of Highway-Rail Crossing Users (include driver) 2
49. Railroad Employees 0	50. Total Number of People on Train (include passengers and crew) 0	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2	
52. Passengers on Train 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

Name Of				Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]				1a. NS	1b. 009150
2. Other Railroad Involved in Train Accident/Incident				2a.	2b. 009150
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS	3b. 009150
4. U.S. DOT-AAR Grade Crossing ID No. 732163F		5. Date of Accident/Incident 05/30/02		6. Time of Accident/Incident 11:50 AM	
7. Nearest Railroad Station WHITESIDE		8. Division ALABAMA		9. County SHELBY	
11. City (if in a city) MEMPHIS		12. Highway Name or No. MASSEY RD		10. State Abbr. 47 Code TN	
				<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) A			17. Equipment 4. Car(s) (moving) 8. Other (specify) Code 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL 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) 15		15. Direction (geographical) Code 1. North 2. South 3. East 4. West 2		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing Code 2. Stopped on Crossing 4. Trapped 3			19. Circumstance 1. Rail equipment struck highway user Code 2. Rail equipment struck by highway user 1		
20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4			20b. Was there a hazardous materials release by Code 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4		
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 82 °F		22. Visibility (single entry) Code 1. Dawn 2. Day 3. Dusk 4. Dark 2		23. Weather (single entry) Code 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1	
24. Type of Equipment A. Spec. MoW 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. Code 1			25. Track Type Used by Rail Equipment Involved Code 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name A-MAINLINE
27. FRA Track Class 3	28. Number of Locomotive Units 2	29. Number of Cars 80	30. Consist Speed (Recorded if available) Code R. Recorded E. Estimated 35 mph E		31. Time Table Direction Code 1. North 2. South 3. East 4. West 3
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning Allgd. warn < 20 sec (3);		34. Whistle Ban Code 1. Yes 2. No 3. Unknown 2
35. Location of Warning Code 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1			36. Crossing Warning with Highway Signals Code 1. Yes 2. No 3. Unknown 3		37. Crossing Illuminated by Street Lights or Special Lights Code 1. Yes 2. No 3. Unknown 2
38. Driver's Age 51	39. Driver's Gender Code 1. Male 2. Female 2	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train Code 1. Yes 2. No 3. Unknown 2		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 3	
42. Driver Passed Standing Highway Vehicle Code 1. Yes 2. No 3. Unknown 1		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:		Killed	Injured	44. Driver was Code 1. Killed 2. Injured 3. Uninjured 2	
46. Highway-Rail Crossing Users		0	1	47. Highway Vehicle Property Damage (est. dollar damage) \$0	
49. Railroad Employees		0	0	48. Total Number of Highway-Rail Crossing Users (include driver) 1	
52. Passengers on Train		0	0	50. Total Number of People on Train (include passengers and crew) 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

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 Norfolk Southern Corp. [NS]				1a. NS	1b. 019401
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]				3a. NS	3b. 019401
4. U.S. DOT-AAR Grade Crossing ID No. 732161S		5. Date of Accident/Incident 12/22/04		6. Time of Accident/Incident 04:20 PM	
7. Nearest Railroad Station WHITESIDE		8. Division ALABAMA		9. County SHELBY	
11. City (if in a city) MEMPHIS		12. Highway Name or No. KIRBY PKY.		10. State Abbr. 47 Code TN	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			Code A	17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			Code 2	19. Circumstance 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? 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	
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 23 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
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.			Code 1	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	
27. FRA Track Class 4		28. Number of Locomotive Units 2	29. Number of Cars 59	30. Consist Speed (Recorded if available) R. Recorded 30 mph E. Estimated	31. Time Table Direction 1. North 2. South 3. East 4. West
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			33. Signaled Crossing Warning		34. Whistle Ban 1. Yes 2. No 3. Unknown
Code(s) 01 03 05 07			20 sec warn min (1);		2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			Code 1	36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown			Code 1		
38. Driver's Age 37	39. Driver's Gender 1. Male 2. Female	Code 2	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop
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 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed	
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
		0	0	Code 3	
46. Highway-Rail Crossing Users		0	0	47. Highway Vehicle Property Damage (est. dollar damage)	
49. Railroad Employees		0	0	48. Total Number of Highway-Rail Crossing Users (include driver)	
52. Passengers on Train				50. Total Number of People on Train (include passengers and crew)	
				3	
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 Norfolk Southern Corp. [NS]		1a. NS	1b. 034972
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 034972
4. U.S. DOT-AAR Grade Crossing ID No. 732154G		5. Date of Accident/Incident 12/09/08	6. Time of Accident/Incident 03:12 AM
7. Nearest Railroad Station GERMANTOWN		8. Division ALABAMA	9. County SHELBY
		10. State Abbr. 47	Code TN
11. City (if in a city) GERMANTOWN		12. Highway Name or No. WEST ST.	
		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		Code A	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 2	
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 the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 54 °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 3	
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.		A. Spec. MoW Code 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code 1	
26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 124	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 22 mph Code E
31. Time Table Direction 1. North 2. South 3. East 4. West		Code 3	
32. Type of Crossing Warning 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
Code(s) 01 02 03 05 06 07		34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1	
36. Crossing Warning 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. Driver's Age 23	39. Driver's Gender 1. Male 2. Female Code 2	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		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 3. Passing Train 5. Vegetation 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		Code 8	
Casualties to:		Killed	Injured
44. Driver was 1. Killed 2. Injured 3. Uninjured		Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No		Code 1	
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$4,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 1			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No		Code 2	
52. Passengers on Train 0			
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description DRIVER OF VEHICLE DROVE OVER CROSSING, BUT FAIL TO CLEAR AND FOUL TRACK, TRAIN STRUCK REAR OF VEHICLE.			
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 Southern Rwy Co. [SOU]				1a. SOU	1b. GC0785030
2. Other Railroad Involved in Train Accident/Incident				2a.	2b.
3. Railroad Responsible for Track Maintenance Southern Rwy Co. [SOU]				3a. SOU	3b. GC0785030
4. U.S. DOT-AAR Grade Crossing ID No. 732153A		5. Date of Accident/Incident 08/05/85		6. Time of Accident/Incident 04:25 PM	
7. Nearest Railroad Station GERMANTOWN		8. Division SHELBY		9. County SHELBY	
11. City (if in a city)		12. Highway Name or No. GERMANTOWN RD		10. State Abbr. 47 Code TN	
Highway User Involved			Rail Equipment Involved		
13. Type C. Truck-trailer F. Bus J. Other Motor Vehicle A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)			Code A	17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 7. Light loco(s) (standing) B. Train pushing- RCL C. Train standing- RCL	
14. Vehicle Speed (est. mph at impact) 10		15. Direction (geographical) 1. North 2. South 3. East 4. West		Code 1	18. Position of Car Unit in Train 1
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped			Code 3	19. Circumstance 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? 1. Highway User 2. Rail Equipment 3. Both 4. Neither			Code 2	20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	
20c. State the name and quantity of the hazardous materials released, if any					
21. Temperature (specify if minus) 78 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark		Code 2	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow
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.			Code 1	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	
27. FRA Track Class 3		28. Number of Locomotive Units 3		29. Number of Cars 54	
30. Consist Speed (Recorded if available) R. Recorded E. Estimated		30 mph		Code R	31. Time Table Direction 1. North 2. South 3. East 4. West
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None			Code 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach			Code 1	36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown			Code 2	38. Driver's Age 39. Driver's Gender 1. Male 2. Female	
40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown			Code 2	41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown			Code 1	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed	
Casualties to:		Killed	Injured	44. Driver was 1. Killed 2. Injured 3. Uninjured	
46. Highway-Rail Crossing Users		0	1	Code 2	45. Was Driver in the Vehicle? 1. Yes 2. No
47. Highway Vehicle Property Damage (est. dollar damage)		\$0		Code 1	
48. Total Number of Highway-Rail Crossing Users (include driver)		1		49. Railroad Employees	
49. Railroad Employees		0		50. Total Number of People on Train (include passengers and crew)	
52. Passengers on Train		0		Code 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No			Code 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 033671
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 033671
4. U.S. DOT-AAR Grade Crossing ID No. 732152T		5. Date of Accident/Incident 07/26/08	6. Time of Accident/Incident 03:50 AM
7. Nearest Railroad Station GERMANTOWN		8. Division ALABAMA	9. County SHELBY
		10. State Abbr. 47	Code TN
11. City (if in a city) GERMANTOWN		12. Highway Name or No. OLD POPLAR PIKE	
		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 8. Other (specify) 2. Train (units pushing) 5. Car(s) (standing) A. Train pulling- RCL 3. Train (standing) 6. Light loco(s) (moving) B. Train pushing- RCL 7. Light loco(s) (standing) C. Train standing- RCL	
Code A		Code 1	
14. Vehicle Speed (est. mph at impact) 0		15. Direction (geographical) 1. North 2. South 3. East 4. West	
Code 1		Code 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user	
Code 2		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		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither	
Code 4		Code 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 83 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	
Code 4		Code 1	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow		Code 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.		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry	
Code 1		Code 1	
26. Track Number or Name SINGLE MAIN TRACK			
27. FRA Track Class 4		28. Number of Locomotive Units 3	
29. Number of Cars 124		30. Consist Speed (Recorded if available) R. Recorded E. Estimated 5 mph	
Code E		Code 4	
31. Time Table Direction 1. North 2. South 3. East 4. West		Code 4	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	
Code(s) 01 02 03 06 07		Code 2	
34. Whistle Ban 1. Yes 2. No 3. Unknown		Code 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown	
Code 1		Code 2	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown		Code 1	
38. Driver's Age 17		39. Driver's Gender 1. Male 2. Female	
Code 2		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	
		Code 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop		Code 5	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown		43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed	
Code 2		Code 8	
Casualties to:		44. Driver was 1. Killed 2. Injured 3. Uninjured	
Killed		Code 3	
Injured		45. Was Driver in the Vehicle? 1. Yes 2. No	
		Code 2	
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$2,200	
0		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 3	
52. Passengers on Train 0		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
		Code 2	
53a. Special Study Block		53b. Special Study Block	
54. Narrative Description DRIVER OF VEHICLE DROVE OFF ROAD ONTO RAILS AT WESTEND OF CROSSING.			
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 Norfolk Southern Corp. [NS]		1a. NS	1b. 013451
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 013451
4. U.S. DOT-AAR Grade Crossing ID No. 732149K		5. Date of Accident/Incident 07/24/03	
6. Time of Accident/Incident 05:50 PM			
7. Nearest Railroad Station GERMANTOWN		8. Division ALABAMA	9. County SHELBY
10. State Abbr. 47		Code TN	
11. City (if in a city) GERMANTOWN		12. Highway Name or No. HACKS CROSS RD	
<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)		Code B	
14. Vehicle Speed (est. mph at impact)		15. Direction (geographical) 1. North 2. South 3. East 4. West	
Code 1		18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped		Code 3	
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 the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 82 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	
Code 2		23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	
Code 2			
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.		A. Spec. MoW Code 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry		Code 1	
26. Track Number or Name MAINLINE			
27. FRA Track Class 4		28. Number of Locomotive Units 3	
29. Number of Cars 25		30. Consist Speed (Recorded if available) R. Recorded 35 mph E. Estimated	
Code E		31. Time Table Direction 1. North 2. South 3. East 4. West	
Code 3			
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning Allgd. warn > 60 sec (2);	
Code(s) 01 02 04 06 07		34. Whistle Ban 1. Yes 2. No 3. Unknown	
Code 2			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach		Code 1	
36. Crossing Warning 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. Driver's Age 72		39. Driver's Gender 1. Male 2. Female	
Code 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	
Code 2		41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop	
Code 1			
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 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed		Code 8	
Casualties to:		Killed	
		Injured	
44. Driver was 1. Killed 2. Injured 3. Uninjured		Code 3	
45. Was Driver in the Vehicle? 1. Yes 2. No		Code 1	
46. Highway-Rail Crossing Users 0		47. Highway Vehicle Property Damage (est. dollar damage) \$10,000	
48. Total Number of Highway-Rail Crossing Users (include driver) 2			
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
52. Passengers on Train		51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No	
Code 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 009787
2. Other Railroad Involved in Train Accident/Incident		2a.	2b. 009787
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 009787
4. U.S. DOT-AAR Grade Crossing ID No. 732143U		5. Date of Accident/Incident 08/09/02	6. Time of Accident/Incident 11:15 AM
7. Nearest Railroad Station GERMANTOWN		8. Division ALABAMA	9. County SHELBY
		10. State Abbr. 47	Code TN
11. City (if in a city) GERMANTOWN		12. Highway Name or No. FOREST HILL ROAD	
		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify) C		17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 2. Train (units pushing) 5. Car(s) (standing) 3. Train (standing) 6. Light loco(s) (moving) 7. Light loco(s) (standing) 1	
14. Vehicle Speed (est. mph at impact) 0		18. Position of Car Unit in Train 1	
15. Direction (geographical) 1. North 2. South 3. East 4. West 3		19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 1		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
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		20c. State the name and quantity of the hazardous materials released, if any	
21. Temperature (specify if minus) 90 °F		22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 2	
23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 1		24. Type of Equipment A. Spec. MoW 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. 1	
25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1		26. Track Number or Name MAINLINE	
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 36	30. Consist Speed (Recorded if available) R. Recorded 45 mph E. Estimated E
31. Time Table Direction 1. North 2. South 3. East 4. West 3		32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None Code(s) 01 03 07	
33. Signaled Crossing Warning 20 sec warn min (1);		34. Whistle Ban 1. Yes 2. No 3. Unknown 2	
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown 3	
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 2		38. Driver's Age 49	
39. Driver's Gender 1. Male 2. Female 1		40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2	
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4		42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2	
43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8		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) \$70,000		48. Total Number of Highway-Rail Crossing Users (include driver) 0	
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No 1		52. Passengers on Train 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 019412
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 019412
4. U.S. DOT-AAR Grade Crossing ID No. 732135C		5. Date of Accident/Incident 12/23/04	6. Time of Accident/Incident 05:45 PM
7. Nearest Railroad Station PIPER	8. Division ALABAMA	9. County SHELBY	10. State Code Abbr. 47 TN
11. City (if in a city) COLLIERVILLE	12. Highway Name or No. WINCHESTER/HOUSTON		<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 A. Auto D. Pick-up truck G. School Bus K. Pedestrian B. Truck E. Van H. Motorcycle M. Other (specify)	Code A	17. Equipment 1. Train (units pulling) 4. Car(s) (moving) 2. Train (units pushing) 5. Car(s) (standing) 3. Train (standing) 7. Light loco(s) (standing)	8. Other (specify) A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL 1
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 1	
16. Position 1. Stalled on crossing 3. Moving over crossing 2. Stopped on Crossing 4. Trapped 2	Code 2	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 2		20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither 4	
20c. State the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 23 °F	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark 4	Code 4	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow 6
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. 1		Code 1	25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry 1
26. Track Number or Name MAIN LINE			
27. FRA Track Class 4	28. Number of Locomotive Units 3	29. Number of Cars 34	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 41 mph E
31. Time Table Direction 1. North 2. South 3. East 4. West 4		Code 4	
32. Type of Crossing 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning 3. Standard FLS 6. Audible 9. Watchman 12. None		33. Signaled Crossing Warning 20 sec warn min (1);	34. Whistle Ban 1. Yes 2. No 3. Unknown 2
Code(s) 01 03 05 07			
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach 1		Code 1	36. Crossing Warning with Highway Signals 1. Yes 2. No 3. Unknown 1
37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown 1		Code 1	
38. Driver's Age 19	39. Driver's Gender 1. Male 2. Female 2	Code 2	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown 2
41. Driver 1. Drove around or thru the gate 4. Stopped on crossing 2. Stopped and then proceeded 5. Other (specify) 3. Did not stop 4		Code 4	
42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown 2		Code 2	43. View of Track Obscured by (primary obstruction) 1. Permanent Structure 3. Passing Train 5. Vegetation 7. Other (specify) 2. Standing railroad equipment 4. Topography 6. Highway Vehicles 8. Not Obstructed 8
44. Driver was 1. Killed 2. Injured 3. Uninjured 3		Code 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) \$0	48. Total Number of Highway-Rail Crossing Users (include driver) 0
49. Railroad Employees 0		50. Total Number of People on Train (include passengers and crew) 2	
52. Passengers on Train		51. Is a Rail Equipment Accident / Incident Report Being Filed 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

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad Norfolk Southern Corp. [NS]		1a. NS	1b. 012542
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance Norfolk Southern Corp. [NS]		3a. NS	3b. 012542
4. U.S. DOT-AAR Grade Crossing ID No. 732125W		5. Date of Accident/Incident 04/20/03	6. Time of Accident/Incident 12:03 PM
7. Nearest Railroad Station PIPER	8. Division ALABAMA	9. County SHELBY	10. State Abbr. 47 Code TN
11. City (if in a city) COLLIERVERILLE	12. Highway Name or No. SO BYHALIA RD.		<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private
Highway User Involved		Rail Equipment Involved	
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 Code 1
14. Vehicle Speed (est. mph at impact) 10	15. Direction (geographical) 1. North 2. South 3. East 4. West Code 1	18. Position of Car Unit in Train 1	
16. Position 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped Code 3		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 the name and quantity of the hazardous materials released, if any			
21. Temperature (specify if minus) 78 °F	22. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 2	23. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 2	
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. Code 1		25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry Code 1	26. Track Number or Name MEMPHIS MAIN
27. FRA Track Class 3	28. Number of Locomotive Units 3	29. Number of Cars 131	30. Consist Speed (Recorded if available) R. Recorded E. Estimated 40 mph Code E
32. Type of Crossing 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) 01 03		33. Signaled Crossing Warning 20 sec warn min (1);	34. Whistle Ban 1. Yes 2. No 3. Unknown Code 2
35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach Code 1		36. Crossing Warning 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. Driver's Age 78	39. Driver's Gender 1. Male 2. Female Code 1	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown Code 2	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other (specify) Code 1
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:		44. Driver was 1. Killed 2. Injured 3. Uninjured Code 1	45. Was Driver in the Vehicle? 1. Yes 2. No Code 1
46. Highway-Rail Crossing Users 1	0	47. Highway Vehicle Property Damage (est. dollar damage) \$16,000	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) 2	51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No Code 2
52. Passengers on Train		53a. Special Study Block	
53b. Special Study Block		54. Narrative Description	
55. Typed Name and Title		56. Signature	57. Date



**Memphis Metropolitan Planning Organization
Poplar Southern / Corridor Study
Norfolk Southern Railroad Meeting
May 14, 2009 2:00 PM
Dalhoff Thomas Daws
6625 Lenox Park Drive Suite 100
Memphis, Tennessee**

Topics to be Addressed

1. Current and future number of trains per day as well as the schedule
2. Speed of trains as they pass through each zone of study
3. Future plans for expanding capacity along the corridor and impact to Forrest Yard operations with the proposed Fayette County Intermodal Facility
4. Fayette County Intermodal Facility timeline for construction
5. Current and future number of operations in Forest Yard
6. Records of traffic impacts i.e.: accident reports, delays, areas of conflict with current land uses
7. Current and future plans for improvement
8. University of Memphis pedestrian crossing schedule
9. Current plans for street closures – approved
10. Applications for street closures – pending
11. Existing areas of additional width in R.O.W. that may serve to allow grade separation
12. Access to existing construction documents and design criteria
13. Design criteria for mainline and sidings/passing tracks: Elements such as maximum grades, maximum rate of horizontal or vertical curvature, minimum horizontal and vertical clearance, maximum and minimum train speeds
14. Planning level unit costs for typical rail improvements
15. General guidance for providing temporary run-arounds
16. Which crossings, if any, are “off-limits” to the Study
17. Utilities that may impact a crossing modification



Tour of Corridor

MEETING SIGN-IN SHEET

Meeting Date: May 14, 2009 Norfolk Southern Railroad Meeting	Place/Room: Dalhoff Thomas Daws
---	--

Name	Address	Phone	E-Mail
James Collins	Kimley-Horn 3175 Lenox Park Blvd Site 200	901-374-9109	james.collins@kimley-horn.com
Paul Morris	MPO 1075 Mullins Station	901-379-7849	paul.morris@shelbycountyttn.gov
Sajid Hossain	MPO 1075 Mullins Station	907-379-7847	sajid.hossain@shelbycountyttn.gov
Brett Roler	MPO 1075 Mullins Station	901.379.7854	brett.roler@shelbycountyttn.gov
Brett Morzball			
Debra Daws	DTD	766-1600	DEBRAD@DTDSTUDIO.G
Kate Hendrix	DTD	766-1600	katch@dtstudio.com
Kenny Monroe	Kimley-Horn - 3175 Lenox	374-9109	Kenny.Monroe@kimley-horn.com
Adrian Sinkler	300 110 Franklin Rd Pannocke VA 24042	540-639-6985	Adrian.Sinkler@USCARPIC
W. L. Banninger	110 FRANKLIN Rd Pannocke VA 24042	540-981-5295	William.Banninger@USCARPIC.com



**Memphis Metropolitan Planning Organization
Poplar Southern / Corridor Study
Norfolk Southern Railroad Meeting
May 14, 2009 2:00 PM
Dalhoff Thomas Daws
6625 Lenox Park Drive Suite 100
Memphis, Tennessee**

Attendees:

Debra Daws, Dalhoff Thomas Daws	Paul Morris, MPO
Brett Morgan, Dalhoff Thomas Daws	Brett Roler, MPO
Kate Hendrix, Dalhoff Thomas Daws	Sajid Hossain, MPO
James Collins, Kimley-Horn and Assoc., Inc.	Bill Barringer, Norfolk Southern Corp.
Kenny Monroe, Kimley-Horn and Assoc., Inc.	Adrian Sinkler, Norfolk Southern Corp.

The Tour of the Corridor was beneficial to the team, however many of the questions that we had for Norfolk Southern will require further investigation. Bill Barringer will reply to the team on many of the topics that we discussed.

Topics to be Addressed

1. Current and future number of trains per day as well as schedule:

- A. Bill is going to check on this and get back with team
- B. No set train schedule exists
- C. Dave Wyatt – Norfolk Southern Director of Public Works in Atlanta will be a good source for many questions

2. Speed of trains as they pass through each zone of study:

- A. Bill is going to get us a track chart and excel document of this data

3. Future plans for expanding capacity along the corridor and impact to Forrest Yard operations with the proposed Fayette County Intermodal Facility

- A. Bill is going to check with strategic planning to see what is available to the public and will get back with the team
- B. Important for the team to find out if the proposed Intermodal Facility will increase or decrease the number of trains within the corridor



4. Fayette County Intermodal Facility timeline for construction

A. No data is available at this time

5. Current and future number of operations in Forrest Yard

A. No data is available at this time

6. Records of traffic impacts i.e.: accidents reports, delays, areas of conflict with current land uses

A. The FAR data base is the best source for accident records, and the project team currently has this information

7. Current and future plans for improvements

A. Bill is going to check with strategic planning to see what is available to the public and will get back with the team

8. University of Memphis pedestrian crossing schedule

- A. Norfolk Southern to check on this and get back with the team
- B. Contact Rhonda Moore, Public Relations Norfolk Southern
- C. Project Team to coordinate with TDOT (the project is being done with an Enhancement Grant) or the University of Memphis

9. Current plans for street closures – approved

A. There are currently no approved street closures along the corridor; however, several are in discussion

10. Applications for street closures – pending

- A. Several street crossings along the rail corridor are being reviewed by Norfolk Southern as candidates for potential closings
 - a. Neptune Street (west of the project study area in Memphis)
 - b. Greer Road in Memphis
 - c. Moss Road in Memphis near Mendenhall and Poplar Avenue
 - d. Goodwin Farms in Germantown
 - e. Arthur Farms in Germantown
 - f. Cooper Street in Collierville west of the Historic District



B. The Federal goal is to reduce the number of at-grade rail crossings by 25%. Use 3:1 Rule for every new crossing opened like to see 3 closed

C. Norfolk Southern has been in discussion with two local developers to review the potential for two new crossings. The new crossings are associated with the Saddle Creek development in Germantown west of West Street, and Goodwyn Farms in Germantown east of Forest Hill-Irene. The new Goodwyn Farms crossing is associated with the pending 5 private crossing closures.

11. Existing areas of additional width in R.O.W. that may serve to allow grade separation

A. Good rule of thumb when planning for grade separation (for bridge width):

- a. For existing single track reserve width for double track
- b. For existing double track reserve width for triple track

12. Access to existing construction documents and design criteria

A. Information on design criteria is available on the Norfolk Southern website

B. Dave Wyatt is a good contact regarding design criteria

13. Design criteria for mainline and sidings/passing tracks: Elements such as maximum grades, maximum rate of horizontal or vertical curvature, minimum horizontal and vertical clearance, maximum and minimum train speeds

A. Information on design criteria is available on the Norfolk Southern website

B. Dave Wyatt is a good contact regarding design criteria

14. Planning level unit costs for typical rail improvements

A. Costs for rail improvements can range for one extreme to another based on what improvements are done

B. Ballparks on planning costs were not discussed

15. General guidance for providing temporary run-arounds

A. Bill is going to check on this and get back with the team

16. Which crossings, if any, are "off-limits" to the Study

A. No crossings are "off-limits"

17. Utilities that may impact a crossing modification

DALHOFF ■ THOMAS ■ DAWS

6625 Lenox Park Drive | Suite 100 | Memphis, TN 38115

www.dtdstudio.com | dtdstudio.blogspot.com | p 901.766.1600 | f 901.766.1606



A. Bill is going to check on this and get back with the team

18. Railroad Crossings discussed along the tour of the corridor

- A. Byhalia Road – Norfolk Southern is reviewing, traffic signal at Byhalia and Poplar is not interconnected with the railroad control equipment and is therefore not preempted. The distance along Byhalia Road from Poplar Avenue to the rail is greater than 200 feet, but northbound traffic regularly queues from Poplar across the track
- B. Schilling Farms (2) and Porter Farms (1) – Latest crossings added along the corridor
- C. Bailey Station Road – No pre-signal exists, consider installation
- D. Houston Levee Road – A diagnostic team review was conducted as part of the 130 Program. Plans for improvements have been submitted to the State for review. The plans include installation of a battery backup system for the traffic signal, improved signing and marking, and rewiring to allow the pre-signal to operate properly during rail preemption.
- E. Goodwin Farms – Developer in discussion with Norfolk Southern to close all 5 existing private crossings for one public crossing. The proposed crossing would line up with Devonshire Gardens. There is support from the community to eliminate the 5 private crossings.
- F. Hacks Cross Road – A diagnostic team review was conducted as part of the 130 Program. Plans for improvement have been approved by the State for implementation. The plans include installation of a battery backup system for the traffic signals, improved traffic signal clearance timing, and improved signing and marking.
- G. Poplar Pike and Southern Intersection in Germantown (Burnam Woods Subdivision)- A diagnostic team review was conducted as part of the 130 Program. Plans for improvement have been approved by the State for implementation. The plans include construction of a raised median on Poplar Pike on the west side of the track, and improved signing and marking.
- H. Estate Road – There have been citizen complaints about rail crossing activation with flashers and gate arm when a train is not present. This prompts some motorist to drive around the gates. The crossing has multiple railroad tracks and is near a crew change point along the route
- I. White Station – A diagnostic team review was conducted as part of the 130 Program. The City of Memphis is currently entering into an agreement to have the plans prepared. The diagnostic team review recommended construction of a raised median on White Station on the south side of the track, review of the traffic signal clearance timings, and improvements to signing and marking.



- J. Mendenhall Road – Existing grades at this intersection may work well for a grade separation, however there would be large impacts with the commercial properties if had grade separation at this crossing
- K. Goodlett Street – A diagnostic team review was conducted as part of the 130 Program. The diagnostic team review recommended improvements to signage and markings. The project status is unknown.
- L. Highland Avenue – One of the most studied rail crossings in Tennessee because of the intersecting roads and impacts through campus
- M. Semmes Road – Traffic signal was updated several years ago, and is now properly interconnected and preempted

19. Other General Discussion Items Discussed

- A. Some funding is available for grade crossing improvements through Norfolk Southern – approximately \$5,000-\$50,000 (very small percentage of total cost). TDOT may also provide up to \$7,500 for a crossing closure.
- B. Cost to relocate/move the railroad is approximately 1 million dollars a mile (does not account for land acquisition costs)
- C. Norfolk Southern works closely with the Department of Transportation on warning devices for crossings – grade separations are very expensive and Norfolk Southern does not see these happen often
- D. Kimley-Horn has a list of the interconnected and preempted crossings along the corridor
- E. Potential Neighborhood Meeting Locations for Sub-Area 2: Poplar-White Station Public Library, White Station High School, Theatre Memphis, and Eudora Baptist Church



Meeting #2

MEETING SIGN-IN SHEET	
Meeting Date: July 31, 2009 Norfolk Southern Railroad Meeting	Place/Room: Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
Kate Hendrix	6625 Lenox Park Drive Suite 100 Memphis TN 38115	766-1600	kateh@dtdstudio.com
Ralph Gibson	65 Union Ave. Ste. 1010 Memphis, TN 38103	843-2466	ralph@bartonangitosa.com
Adrian Sinter	110 Franklin Road Roanoke VA 24042 Box 36	540-529-3046	Adrian.Sinter@USCorp.com
Bill BARRINGER	" " Box 36	540-981-5295	William.Barringer@NSC.com
KENNETH MONROE	3175 LENOX PARK BLVD. SUITE 201 MEMPHIS TN 38119	901-374-9109	KENNY MONROE @ KEMLEY-HORN.COM
PRAGATI SRIVASTAVA	1075 MULLINS STATION MEMPHIS TN 38137	901-374-7863	Pragati.Srivastava @ shelbycountytn.gov
Carlos B. McCloud	" " "	901-379-7851	carlos.mccloud @ shelbycountytn.gov
James Collins	3175 Lenox Park Blvd, Suite 200 Memphis, TN 38115	901-574-9109	james.collins @ kemley-horn.com
BRETT MORGAN	6625 Lenox Park Dr. Suite 100, Memphis TN 38115	766-1600	brettm@dtdstudio.com



Meeting #2

**Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
NFS Railroad Meeting #2
July 31, 2009 11:30 AM
Dalhoff Thomas Daws
6625 Lenox Park Drive
Memphis, Tennessee 38115**

Attendees:

Brett Morgan, Dalhoff Thomas Daws	Ralph Gibson, NFS Railroad
Kate Hendrix, Dalhoff Thomas Daws	Bill Barringer, NFS Railroad
James Collins, Kimley-Horn and Assoc., Inc.	Adrian Sinkler, NFS Railroad
Kenny Monroe, Kimley-Horn and Assoc., Inc.	
Carlos McCloud, MPO	
Pragati Srivastava, MPO	

Discussion Items:

I. Existing Areas of Additional Width in R.O.W. that may Serve to Allow for Grade Separation

- A. Sources for Questions:
 - 1. Dave Wyatt – Director of Public Works in Atlanta
 - 2. Real Estate Department – Look on website for contact
- B. Presumptive R.O.W.
 - 1. Where a Railroad Charter exists there is a Presumptive R.O.W. 100' each side of the track centerline for a total of 200'
 - 2. The best place to build a grade-separated crossing would be at a crossing with a Presumptive R.O.W. – no costs associated with using the land for legitimate railroad purposes.
 - 3. R.O.W. cannot be lost by adverse possession or prescription.

II. Increase in Trains with Fayette County Intermodal Facility

- A. Austell, GA – Good Case Study show how the number of trains increased with building of intermodal facility
- B. Completion of Crescent Corridor is 2012 – Railroad is investing for the future, continuing its capital campaign projects.



III. Track Charts

- A. Discussion of how to read track chart.
- B. Distribution of the track chart legend.
- C. Train speeds for the Crescent Corridor have recently been updated – (shown on track chart). Track chart speed for train vs. FRA data is different at some of the crossings.

IV. Records of Traffic Impacts – accident reports

- A. FRA accident reports dated back to 1975
- B. Within the study are looking at accidents within the last ten years, more accurate account because of improvements made.

V. Planning Level Unit Costs for Typical Rail Improvements

- A. Unable to find anything on Norfolk Southern website.
- B. Need to have unit costs for actual prices for improvements at crossing, bridges etc.
- C. Bill Barringer to contact Dave Wyatt to get unit costs associated with rail improvements

VI. Other Discussion

- A. Ralph Gibson invited to attend the Business Community Stakeholder Meeting – discussion of ROW's etc.
- B. If need anything else send Bill Barringer or Adrian Sinkler an email.
- C. After study, NFS will follow-up with education on railroad safety.

DESIGN CRITERIA & GUIDELINES FOR MAIN TRACKS AND DETOURS

Vertical Alignment:

1. Proposed grades (g) should not be greater than exceed one percent (1%).
2. Proposed rate of change (r) of vertical curves should comply with the following:
 - A. Sag vertical curves (r) = 0.05
 - B. Summit (crest) vertical curves (r) = 0.10

$$r = \frac{g_1 - g_2}{L \text{ (stations)}}$$

Horizontal Alignment:

1. All horizontal curves should include spirals of correct length and the appropriate and proper superelevation on the proposed curves (reference NS plan 7-2).
2. All reverse curvature must include a minimum of 220 feet of tangent track between spirals of reverse curves.

INFORMATION TO BE SHOWN ON PLANS

The proposed alignment should show stationing for all PI, TS, SC, CS and ST.

1. PI - Point of intersection
2. TS - Tangent to spiral
3. SC - Spiral to curve
4. CS - Curve to spiral
5. ST - Spiral to tangent

The following data should be shown on all horizontal curves:

1. The design speed in miles per hour (MPH).
2. The station of the PI
3. I - Angle at the intersection of the tangents
4. D - Degree of curve of the central circular curve
5. R - Radius of curve of the central circular curve
6. L - Length of the spiral
7. Δ - Central angle of the whole spiral
8. SE - Superelevation (in inches)
9. Lc - Length of the circular curve
10. Ts - Distance from the TS to PI

All horizontal curves distances should be calculated using the chord definition.

A typical roadbed section should be shown on the plans in compliance with Norfolk Southern Plans 1-19, 1-20, or 1-21.

Existing and proposed top of rail profile should be shown at 100' stations and at other locations, such as point of switches, etc.

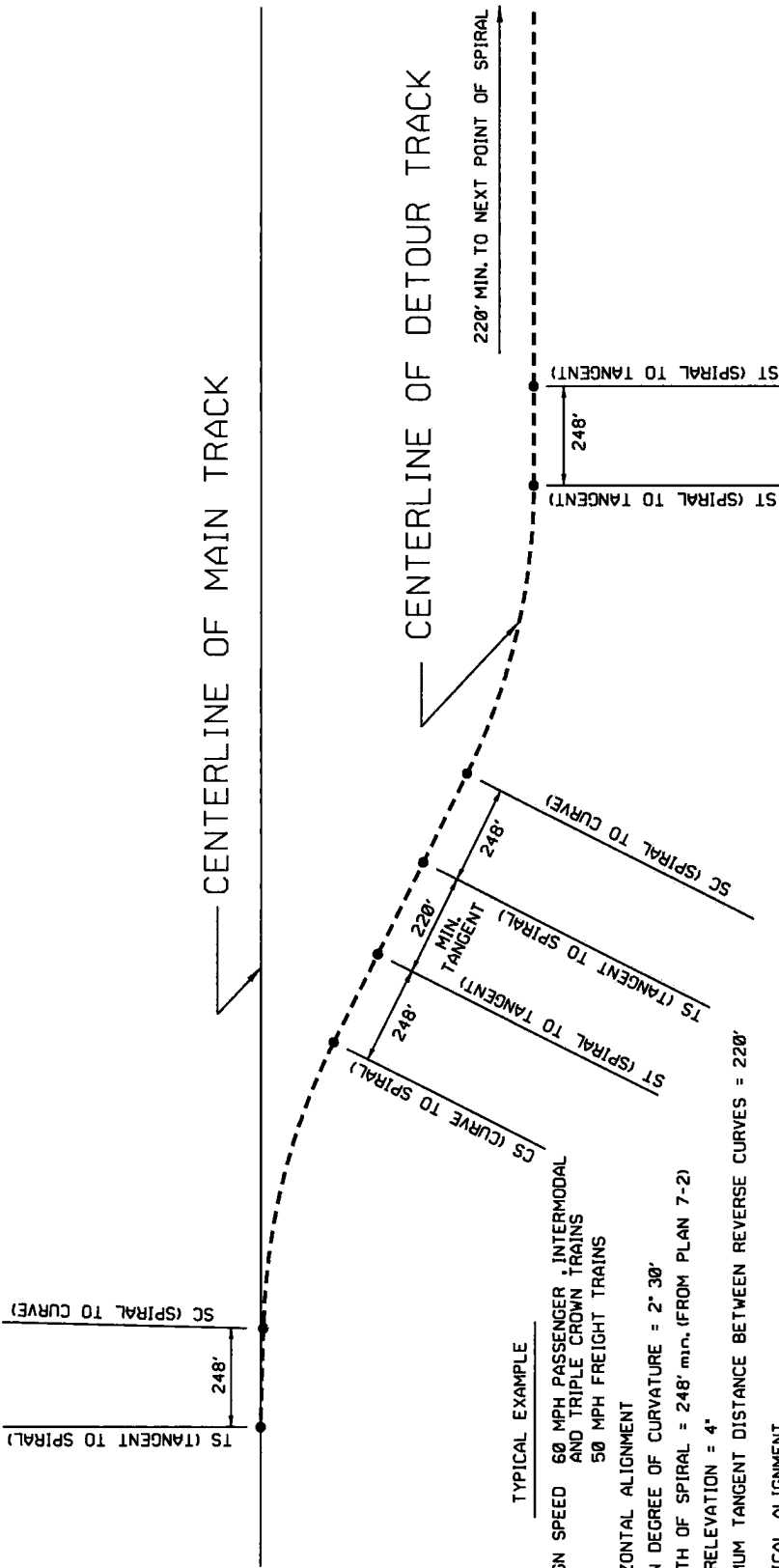
Cross-sections:

1. Cross-sections should be shown at a maximum of 100' intervals and should be taken perpendicular to the centerline of the main track and extend to the right of way or construction limits, whichever is greater. A cross-section should be shown at all drainage structures, and other special circumstances that require sections at less than 100' intervals. Information included on each section should show top of rail elevation, existing and proposed groundline elevation points, and the horizontal distances from the centerline of the main track to each elevation point. Also each cross-section should show the proposed and existing right of way line.
2. Also, cross-sections should be taken at all drainage culverts and structures, and other special circumstances (i.e. abrupt change in topography, soil condition, etc.). Cross-sections on drainage structures should include the invert flow line elevations on both ends of the structures.

The proposed and existing right of way should be shown on the plans of the proposed alignment or relocation.

The horizontal alignment for existing tracks should be shown for a minimum of 500' beyond the construction limits of the proposal.

February 1999



CENTERLINE OF MAIN TRACK

CENTERLINE OF DETOUR TRACK

220' MIN. TO NEXT POINT OF SPIRAL

TYPICAL EXAMPLE

DESIGN SPEED 60 MPH PASSENGER, INTERMODAL AND TRIPLE CROWN TRAINS
50 MPH FREIGHT TRAINS

HORIZONTAL ALIGNMENT

GIVEN DEGREE OF CURVATURE = 2° 30'

LENGTH OF SPIRAL = 248' min. (FROM PLAN 7-2)

SUPERELEVATION = 4"

MINIMUM TANGENT DISTANCE BETWEEN REVERSE CURVES = 220'

VERTICAL ALIGNMENT

MAXIMUM GRADE = 1%

ALLOWABLE RATE OF CHANGE FOR VERTICAL CURVES

R = 0.05 FOR SAG R = 0.10 FOR CREST

NOTE:

ABOVE DATA IS TYPICAL EXAMPLE, SPECIFIC DESIGN MAY VARY DEPENDING ON TIMETABLE SPEED, RULING GRADES AND LOCAL OPERATING CONDITIONS.

SEE PLAN 7-2 DATED MARCH, 1991 FOR SUPERELEVATION CHART.

NO.	DATE	BY	DESCRIPTION
R-4	10-2-97	GENERAL	GENERAL REVISION
R-3	7-21-92	GENERAL	GENERAL REVISION
R-2	5-10-91	GENERAL	REVISED SPIRALS DUE TO CHANGE IN SUPER
R-1	1-2-88	GENERAL	GENERAL

SCALE: HTS

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NORFOLK SOUTHERN
CORPORATION

NORFOLK SOUTHERN CORPORATION

ENGINEERING DIVISION - ATLANTA, GA
OFFICE OF THE CHIEF ENGINEER - ATLANTA, GA

PROJECT: ATLANTA, GEORGIA
ALIGNMENT PARALLEL DETOUR TRACK

DATE: 1-2-88
DRAWING NUMBER: 1-2-88
SHEET: TD-88-0001 R4

MAXIMUM SPEED IN MILES PER HOUR	10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	MAXIMUM SPEED IN MILES PER HOUR															
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
P	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	P	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
F	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	F	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2

NOTES

- STANDARD PLAN 7-2 SHALL BE USED TO DETERMINE THE PROPER ELEVATION FOR CURVES AFTER HAVING MADE THE DEGREE OF CURVATURE, THE LOCATION, GRADE, AND SPEED. LOCATION SHALL BE APPROVED BY THE DIVISION OF MAINTENANCE. ALL EXCEPTIONS SHALL BE APPROVED BY AVP - MAINTENANCE.
- A PERMANENT RECORD OF THE PROPERTIES OF CURVES, INCLUDING LOCATION, DEGREE OF CURVATURE, DESIGNATED ELEVATION, SPIRAL LENGTHS, CURVE LENGTHS AND MAXIMUM ALLOWABLE OPERATING SPEED SHALL BE MAINTAINED BY THE AVP - MAINTENANCE.
- WHENEVER A CHANGE IN ALIGNMENT OR PROGRAM BALLASTING IS PROPOSED, THE DIVISION ENGINEER SHALL ESTABLISH THE NEW ALIGNMENT AND ELEVATION PRIOR TO THE BEGINNING OF WORK.
- THE INNER RAIL SHALL BE MAINTAINED AS THE GRADE RAIL, AND THE DESIGNATED ELEVATION OBTAINED BY RAISING THE OUTER RAIL.
- ON CURVES WHERE PASSENGER AND FREIGHT TRAINS BOTH OPERATE, THE HIGHER SUPERELEVATION IS TO BE USED.
- THE DESIGNATED ELEVATION MUST BE PROVIDED BETWEEN SPIRALS UNLESS PROHIBITED BY PHYSICAL CONDITIONS. IN THAT CASE, THE ELEVATION THAT IS PROVIDED SHALL BE USED TO DETERMINE THE MAXIMUM OPERATING SPEED. WHERE A SPIRAL LENGTH IS TOO SHORT TO PROVIDE FOR A FULL RUNOFF, A PORTION OF THE RUNOFF, NOT EXCEEDING ONE INCH MAY BE EXTENDED ON TO TANGENT TRACK.
- SPECIAL CONDITIONS NOT COVERED BY THESE INSTRUCTIONS SHALL BE REFERRED TO AVP - MAINTENANCE.
- SPEEDS SHOWN SHALL NOT BE EXCEEDED UNDER ANY CONDITION.

SUPERELEVATION

CURVES SHALL BE SUPERELEVATED FOR THE MAXIMUM ALLOWABLE SPEED OF TRAINS IN ACCORDANCE WITH TABLE.

THE MAXIMUM SUPERELEVATION SHALL NOT EXCEED 4 INCHES FOR FREIGHT TRAINS UNLESS APPROVED BY AVP-MAINTENANCE. THE MAXIMUM SUPERELEVATION SHALL NOT EXCEED 5 INCHES FOR PASSENGER TRAINS.

FOR CURVES UNDER 10°-00' IF THE CURVATURE IS 0.5 MINUTES HIGHER THAN THE FIGURE LISTED ABOVE, THE NEXT HIGHER SHALE BE USED. A 2°-00' CURVE SHALL BE ELEVATED AS IF IT WERE A 2°-15' CURVE. SIMILARLY FOR CURVES OVER 10°-00' IF THE CURVATURE IS 11 MINUTES HIGHER THAN THE FIGURE LISTED ABOVE, THE NEXT ELEVATION SHALL BE USED. I.e., A 13°-11' CURVE SHALL BE ELEVATED AS IF IT WERE A 13°-30' CURVE.

APPROACH AND RUNOFF SPIRALS

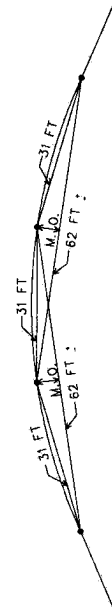
THE LENGTH OF SPIRAL IS TO BE BASED ON THE MAXIMUM ALLOWABLE SPEED OF TRAINS AND WHERE PRACTICAL SHALL BE SUCH AS TO PERMIT THE ATTAINING OF FULL SUPERELEVATION IN THE LENGTH OF SPIRAL.

THE DESIRABLE RATE OF CHANGE IN SUPER ELEVATION IS:
 3/8 INCH IN 31 FEET FOR SPEEDS OVER 60 M.P.H. AND UP TO 80 M.P.H. INCLUSIVE.
 1/2 INCH IN 31 FEET FOR SPEEDS UP TO 60 M.P.H. INCLUSIVE.

THE MAXIMUM ACCEPTABLE RATE OF CHANGE IN SUPERELEVATION IS:
 5/8 INCH IN 31 FEET WILL BE PERMITTED FOR SPEED NOT EXCEEDING 40 M.P.H.
 3/4 INCH IN 31 FEET WILL BE PERMITTED FOR SPEED NOT EXCEEDING 20 M.P.H.

SPIRALS SHALL BE PROVIDED AT BOTH ENDS OF CURVES AND BETWEEN CROSSINGS OF CURVES. THE GENERAL FORM OF THE CUBIC PARABOLA SHALL BE USED WHICH IS CUBIC PARABOLA AS THE GENERAL FORM OF A CUBIC PARABOLA SUCH AS THE AREA 10-CHORD SPIRAL.

P - PASSENGER
 F - FREIGHT



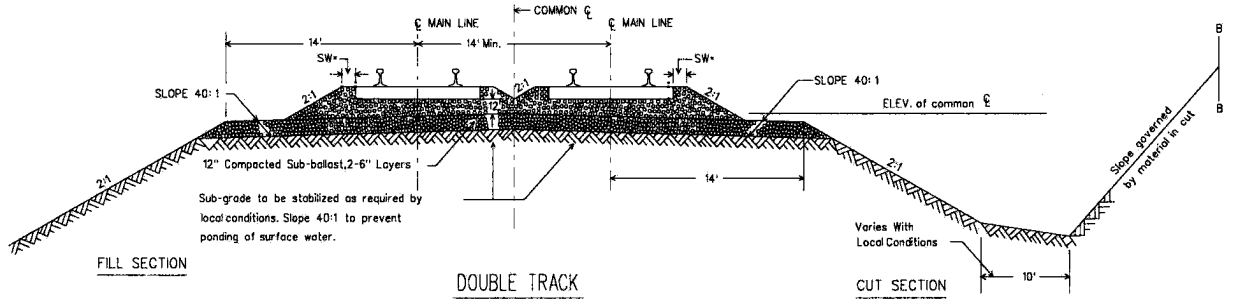
31 FT STATIONS

THE DEGREE OF CURVE MAY BE ASCERTAINED BY THE SAME METHOD AS USED FOR STRING LING: USE THE OUTER RAIL AND DIVIDE INTO STATIONS 31 FT APART ALONG THE GAGE LINE 5/8 INCH BELOW THE TOP OF RAIL.

STRETCH A LINE BETWEEN TWO STATIONS WHICH ARE APPROXIMATELY 62 FT APART AND MEASURE THE MIDDLE ORDINATE "M.O." WHICH WILL EQUAL 1 (ONE) INCH FOR EACH 1 (ONE) DEGREE OF CURVE.

NORFOLK SOUTHERN RAILWAY COMPANY
SUPERELEVATION OF CURVES
FOR MAXIMUM SPEEDS

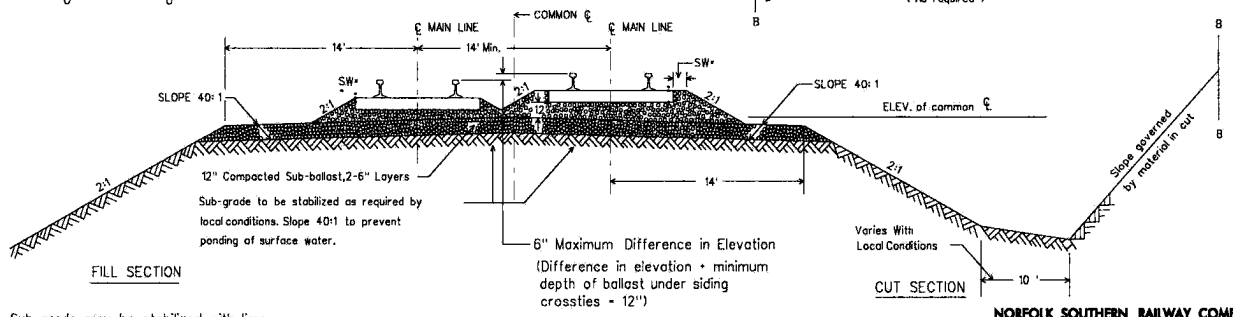
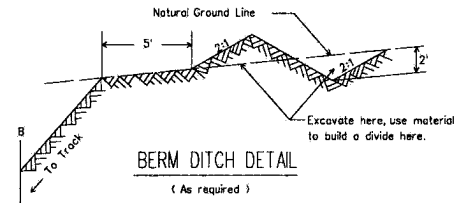
MARCH 1991
 Atlanta, Georgia



SHOULDER WIDTH (SW) *

BALLAST WIDTH FROM END OF TIE TO EDGE OF SLOPE

	Jointed Rail	Welded Rail
SW (Inside of Curve)	0"	6"
SW (Outside of Curve)	6"	12"
SW (Tangent both sides)	0"	6"



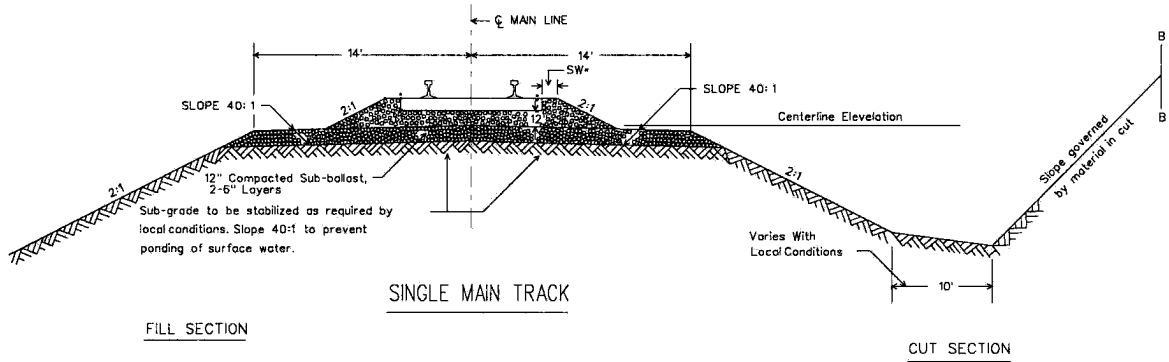
- (1) Sub-grade may be stabilized with lime, lime-fly ash, cement or stone.
- (2) Tamping of ballast must not disturb compacted sub-ballast.
- (3) Top of sub-grade is to be crowned.

SINGLE MAIN TRACK AND PASSING SIDING

NORFOLK SOUTHERN RAILWAY COMPANY
ROADBED SECTION
 DOUBLE MAIN TRACKS

JANUARY 1989
 Atlanta, Georgia

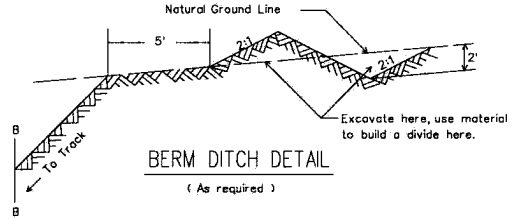
DATE: 6-23-80
 REVISION: CHANGED DEPTH OF BALLAST UNDER THE FROM 15" TO 12"



SHOULDER WIDTH (SW)*

BALLAST WIDTH FROM END OF TIE TO EDGE OF SLOPE

	<u>Jointed Rail</u>	<u>Welded Rail</u>
SW (Inside of Curve)	0"	6"
SW (Outside of Curve)	6"	12"
SW (Tangent both sides)	0"	6"



BERM DITCH DETAIL
(As required)

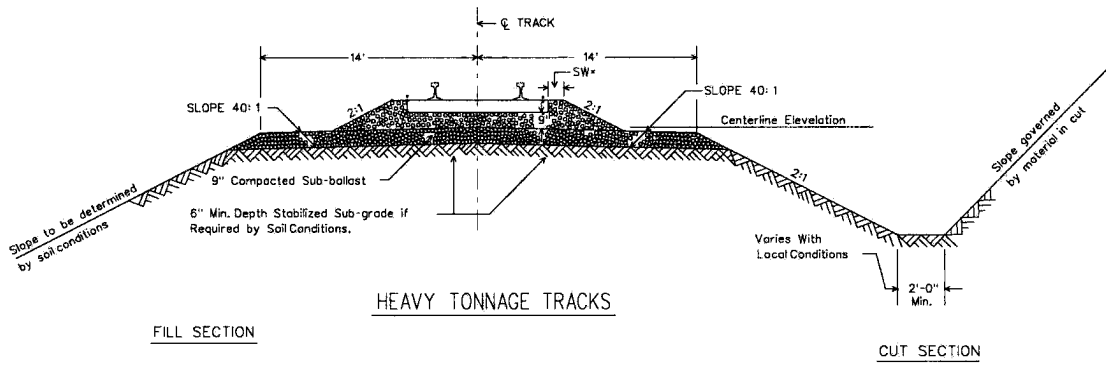
- (1) Sub-grade may be stabilized with lime, lime-fly ash, cement or stone.
- (2) Tamping of ballast must not disturb compacted sub-ballast.
- (3) Top of sub-grade is to be crowned.

NORFOLK SOUTHERN RAILWAY COMPANY
ROADBED SECTION
FOR SINGLE MAIN TRACK

JANUARY 1989

Atlanta, Georgia

REVISION
CHANGED DEPTH OF BALLAST UNDER TIE FROM 15" TO 12"
DATE 6-25-90



HEAVY TONNAGE TRACKS

FILL SECTION

CUT SECTION

SHOULDER WIDTH (SW) *

BALLAST WIDTH FROM END OF TIE TO EDGE OF SLOPE

	<u>Jointed Rail</u>	<u>Welded Rail</u>
SW (Inside of Curve)	0"	6"
SW (Outside of Curve)	6"	12"
SW (Tangent both sides)	0"	6"

- (1) Sub-grade may be stabilized with lime, lime-fly ash, cement or stone.
- (2) Tamping of ballast must not disturb compacted sub-ballast.
- (3) Top of sub-grade is to be crowned.

NORFOLK SOUTHERN RAILWAY COMPANY

ROADBED SECTION

FOR HEAVY TONNAGE TRACKS
OTHER THAN MAIN TRACKS

JANUARY 1989

Atlanta, Georgia

DATE	REVISION