APPENDIX 3.6-4
RAIL SAFETY STUDY



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September 2025 | Rail Safety Study

PAUL ECKE CENTRAL ELEMENTARY SCHOOL REBUILD PROJECT

Encinitas Union School District

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PLACEWORKS

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1. Introduction

1.1 PURPOSE

This report presents the results of a Rail Safety Study (RSS) prepared for the Encinitas Union School District (District), which proposes to rebuild the existing Paul Ecke Central Elementary School campus. The RSS identifies rail lines within a 1,500-foot radius of the school site and evaluates the actual or potential endangerment to school occupants from any incidents (derailments or other accidents) that could occur along the rail lines.

1.2 SITE LOCATION

The project site is the existing Paul Ecke Central Elementary School at 185 Union Street in the City of Encinitas, San Diego County, California. The school site (Assessor's Parcel Number [APN] 256-301-0100) is surrounded by residential uses to the north and south, Orpheus Park and residences to the east, and commercial uses to the west across N. Vulcan Avenue and the railroad track. The proposed reconstruction project would modernize the existing campus and includes improved pedestrian and vehicular circulation, new outdoor educational amenities (e.g., garden and greenhouse), and upgrades to existing facilities to meet current accessibility and safety standards.

The North County Transit District (NCTD) owns the single rail line that is approximately 85 feet west of the school site. The project site and vicinity are depicted in Figure 1.

1.3 REGULATORY REQUIREMENTS

Under Education Code Section 17251, the California Department of Education (CDE) requires preparation of a rail safety study if a school is within 1,500 feet of a railroad easement. CDE standards and regulations for this process are presented in California Code of Regulations, Title 5, Sections 14010, 14011, and 14012. Information on assessing safety hazard related to railroads is discussed in Section 14010 (d):

> *If the proposed site is within 1,500 feet of a railroad track easement, a safety study shall be done by a competent professional trained in assessing cargo manifests, frequency, speed, and schedule of railroad traffic, grade, curves, type and condition of track needed for sound and safety barriers, need for pedestrian and vehicle safeguards at railroad crossings, presence of high pressure gas lines near the tracks that could rupture in the event of a derailment, preparation of an evacuation plan. In addition to the analysis, possible and reasonable mitigation measures must be identified.*



Source: Nearmap 2025.

Figure 1
School Site and Railroad Location Map

1.4 STUDY OBJECTIVES

To meet the requirements of CCR Title 5 Sections 14010(d), and CDE's policy on railroads, the following objectives have been established:

- Identify all active and inactive rail lines located within 1,500 feet of proposed or existing school sites.
- Identify all natural gas and hazardous liquid pipelines crossing or located within railroad track easements that lie within 1,500 feet of proposed or existing school sites.
- Identify track characteristics, including whether it is single or multiple track, curvature, track gradient, switching equipment, signage, and warning systems.
- Identify locations and characteristics of crossings, including type (vehicular or pedestrian), relationship to rail line (at grade, elevated, or below grade), and accident history.
- Identify rail line operational information, including type of rail traffic (passenger, freight, or both), type of cargo (hazardous and/or non-hazardous), frequency of train traffic, length of trains, speed, and track maintenance schedule (if available).
- Conduct an incident analysis, using accident data provided by federal and state agencies (National Transportation Safety Board, Federal Railroad Administration, Federal Transportation Administration, and California Public Utilities Commission) to determine the probability of an accident occurring within 1,500 feet of the proposed school site.
- Conduct an additional site-specific analysis of potential risk to occupants of the proposed school site, based on rail line characteristics, train speeds, presence of at-grade vehicle crossings, etc.

1.5 ASSESSMENT METHODOLOGY

The RSS process is composed of three steps. The first step is to collect existing information on the rail line and conduct a qualitative safety assessment, based on rail traffic, type of cargo, train speed, and highway-rail crossings. The second step involves calculating the probability of an accident or derailment on the rail line within a 1,500-foot radius of the site. Finally, the accident/derailment probability is modified to account for site-specific conditions, including accident data for the railroad owner/operator and the probability that the students would be in school when an accident occurs. The results are used to determine the likelihood that a railroad incident would result in an unacceptable safety hazard to occupants of the project site.

1. Introduction

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2. Railroad Operating Conditions

2.1 RAILROAD LOCATION AND OWNERSHIP

The North County Transit District (NCTD) owns and operates the single railroad track that is located approximately 85 feet west of the school site. The location of the rail line with respect to the site is shown in Figure 1. The NCTD provides oversight of the Coaster commuter rail trains that operate along this track and contract with Bombardier Transportation for daily operation of the commuter rail service. Amtrak also operates passenger trains along the track as part of the Pacific Surfliner route. In addition, Burlington Northern Santa Fe (BNSF) has trackage rights to operate freight trains along the rail line. However, because of the frequent commuter train traffic, the freight trains and switcher trains typically operate in the late evening/early morning hours when school is not in session. There is a pedestrian underpass (El Portal Street crossing), immediately southwest of the school site, but there currently are no at-grade railroad crossings within 1,500 feet of the school site.

According to the latest Federal Railroad Administration (FRA) website, there are a total of 37 passenger trains during daytime hours (between 6:00 AM and 6:00 PM) that pass by the site (see Appendix B). This is consistent with the latest Coaster and Pacific Surfliner schedules, as discussed in detail in Section 2.2.1. Although the maximum speed limit for the passenger trains is 80 miles per hour (mph), the average speed near the project site typically ranges from 65 to 80 mph.

2.2 SITE RECONNAISSANCE

PlaceWorks conducted a site reconnaissance on August 1, 2025, during mid-day school hours (10:30 AM to 2:00 PM). Photographs documenting the railroad right-of-way are provided in Appendix A. Table A in Appendix A provides more detailed observations from the site reconnaissance, including the number of trains, the number of cars, direction, and approximate speed. The reconnaissance consisted of evaluating the following:

- Train traffic
- Track condition
- Highway-rail and pedestrian crossings
- Safety devices at each crossing (signage, flashing lights, and gates)
- Potential for trespass by students onto the railroad easement during travel to and from school.

2.2.1 Track Conditions

West of the project site, a single track extends northwest-to-southeast parallel to N. Vulcan Avenue. The track is straight at this location and is within a 100-foot-wide easement with restricted access to the right-of-way. During the site reconnaissance on August 1, 2025, nine passenger trains were observed with an approximate

2. Railroad Operating Conditions

average speed of 72 mph in the vicinity of the site. No freight trains were observed. The nine trains observed during PlaceWorks site reconnaissance were operating in accordance with the Coaster and Pacific Surfliner schedules, running approximately three to four times per hour in either direction.

The Class 5 track is part of the Coastal Region, San Diego Subdivision, which extends from National City to Fullerton Junction. The NCTD – Coaster owns and operates passenger commuter trains along the 41 miles of tracks from downtown San Diego to Oceanside. The school site is between the Encinitas Station and Solana Beach Station. According to the latest Coaster weekday schedule, there are eleven southbound trains and eleven northbound trains that pass by the school site between the hours of 6:00 AM and 6:00 PM (NCTD 2025). Of the total of 22 daytime trains that travel along the track near the school site, eleven of the trains pass by the school site during typical school hours (i.e., 8:00 AM to 3:00 PM).

During PlaceWorks' site reconnaissance on August 1, 2025, three Coaster trains passed by the school site, which is consistent with the Coaster schedule. The commuter train consisted of one locomotive (Siemens SC-44 Charger) and three to four Bombardier bi-level coach cars. These trains operate in a "push-pull" configuration with the northbound trains being pulled by a locomotive in the front of the train and the southbound trains being pushed by a locomotive at the rear of the train. The train speed was estimated to be 73 mph. Note that this estimation is an approximation, based on the train length and time it takes for the train to pass by a fixed location.

In addition to the NCTD Coaster commuter trains, there also are Amtrak Pacific Surfliner trains that pass by the school site. According to the latest Pacific Surfliner weekday schedule, there are six southbound trains and seven northbound trains that pass by the school site between the hours of 6:00 AM and 6:00 PM (Amtrak 2025). Of the total 13 daytime trains that travel along the track, nine of the trains pass by the school site during school hours. The Pacific Surfliner passenger trains operate on 350 miles of track between San Luis Obispo and San Diego. A total of six Amtrak trains were observed during PlaceWorks' site reconnaissance, each with one locomotive and six to seven passenger cars, including a coach-café car, three or more coach cars, business class car, and a coach/baggage/control car. These trains operate in a similar manner as the Coaster trains in a push-pull configuration.

BNSF also operates freight traffic along these tracks. Although BNSF contracted with Pacific Sun Railroad (PSRR), a short line railroad, to operate switching trains that serve local industries along the track in 2008, BNSF discontinued the contract in October 2020 (Federal Register 2020). Currently, BNSF is the only freight operator on the rail line near the school site. The BNSF operates manifest trains that can include auto rack cars, bulk commodities, general merchandise, windmill and generator parts, and tanker cars. Because of the heavy daytime traffic with Coaster and Amtrak passenger trains, the freight trains typically operate in the late evening/early morning hours when students and staff are not at the school site.

In December 2018, NCTD completed implementing Positive Train Control (PTC) on its entire track system (NCTD 2019). PTC sends up-to-date visual and audible information to train crew members about areas where the train needs to be slowed or stopped. This information includes the status of approaching signals, the position of approaching switches, speed limits at approaching curves and other reduced-speed locations, speed at approaching crossings and speed restrictions at areas where work is being performed on or near the tracks.

PTC communicates with the train's onboard computer, allowing it to audibly warn the engineer and display the train's safe braking distance based on the train's speed, length, width, weight, and the grade and curvature of the track. If the engineer does not respond to the audible warning and screen display, the onboard computer will activate the brakes and safely stop the train.

2.2.2 Highway-Rail Crossings

There are no at-grade highway-rail crossings within 1,500 feet of the school site. The nearest at-grade crossing is at Leucadia Boulevard, which is approximately 0.5-mile north of the school site. The attendance area for school includes the area west of the rail line and Pacific Coast Highway, which includes residences. Therefore, parents and students may have to cross the railroad tracks to reach the school site via underpasses (i.e., El Portal Street crossing) or the at-grade crossings at Leucadia Boulevard or B Street (approximately 0.57-mi to the south). The presence of fencing along the east and west side of the railroad easement reduces the potential for trespass within the railroad right-of-way.

2.3 HAZARDOUS MATERIAL TRANSPORT

BNSF has the authorization to transport all types of cargo, based on Department of Transportation (DOT) and FRA regulations, which includes hazardous materials and chemicals. Although freight trains do not run on a consistent schedule, according to available data, the BNSF freight trains typically run at night or in the early morning hours, due to the heavy Coaster and Amtrak passenger traffic during daytime hours. No freight traffic typically operates along the NCTD tracks near the school site during school hours (8:00 AM to 3:00 PM). Therefore, there is normally zero probability that a derailment could occur and result in a hazardous material release and have an adverse effect on students and staff at the school site.

2.4 HIGH PRESSURE NATURAL GAS AND HAZARDOUS LIQUID PIPELINES

Information obtained from the National Pipeline Mapping System (NPMS) and San Diego Gas & Electric (SDG&E) natural gas pipeline maps did not indicate any high-pressure natural gas transmission pipelines nor hazardous liquid pipelines within the railroad right-of-way (NPMS 2025; SDG&E 2025). Therefore, there are no accident or derailment scenarios that could impact the integrity of underground pipelines within the railroad right-of-way.

2.5 RAILROAD NOISE

Railroad noise levels are dependent on the type of track, number of locomotives, number of cars, speed of trains, and the presence of at-grade crossings that require the engineer to sound warning horns/whistles. Noise sources associated with passenger trains include:

- Wheel/Rail Rolling Noise. This results from the interaction of steel wheels rolling on steel rails. It increases in direct proportion to train speed and increases at locations with curves, crossovers, and turnouts. The NCTD track in the vicinity of the site is straight. The estimated speed of the observed passenger trains

was 72 mph. The track is constructed of continuously welded steel, which greatly reduces the noise of passing trains.

- Train Horn. The FRA and the California Public Utilities Commission (CPUC) require a train audible warning to be sounded in advance of every at-grade crossing. The train horns must be between 96 and 110 decibels (dB) at 100 feet. Because the nearest at-grade crossings are over 0.5-mile away from the site, this noise source was not subject to further evaluation.

- Grade Crossing Bells. The CPUC also requires that at-grade crossings be equipped with bells that ring when a train is approaching the crossing. Because this noise source is minor (85 dBA at 10 feet) compared to train horns at at-grade crossings, this noise source was not subject to further evaluation.

The CREATE Railroad Noise Model spreadsheet (Harris, Miller, Miller & Hanson 2006) was used to estimate sound levels for trains passing by the school property. For the passenger trains, it was assumed that there could be a maximum of four trains per hour during school hours and each train would have one locomotive and a maximum of seven passenger cars traveling at 72 mph. The centerline of the NCTD track is approximately 125 feet from the nearest outdoor school use (i.e., the southern playfields). The calculations are provided in Appendix C. The calculated 1-hour noise level (i.e., Leq or equivalent continuous sound level in decibels [dB]) was 60 dB at 125 feet, which is at the range limit of the City's acceptable noise exposure levels for schools (Encinitas 2025). Therefore, noise from trains traveling along the railroad tracks would not adversely impact students and staff at the site.

2.6 POTENTIAL FOR TRESPASS OVER THE RAILROAD EASEMENT

A potential safety issue is the trespass of students in the railroad easement during their travel to and from the school. The attendance area for the school extends to the area west of the railroad tracks. None of the pedestrians were observed trespassing into the railroad right-of-way. It is likely that some students would take public or private transportation. The area surrounding the rail line nearest the site is fenced with restricted access to the right-of-way. Additionally, the El Portal Street undercrossing provides a safe rail-crossing near the school. This would minimize the possibility of trespassing in the railroad right-of-way by students and staff walking or biking to school.

However, it is important to note that California ranks second in the nation in terms of highway-rail grade crossing collisions and first in the nation with the highest number of trespassing casualties: 195 deaths and 132 injuries in 2024 (Operation Lifesaver 2025). Therefore, the District should address in their school safety programs the potential danger of trespassing on the railroad tracks or engaging in unsafe crossing practices at intersections by incorporating safety precautions included in the Safe Routes to School (SRTS) Strategic Plan, developed by the San Diego Association of Governments (SANDAG).

3. Incident Analysis and Determination of Risk

The probability that an accident or derailment could occur along the section of track within 1,500 feet of the school was determined based on railroad accident rates and site-specific conditions. Because the freight trains travel at night or early morning hours when student and staff are not at school or in transit to the school site, this evaluation will focus on the Coaster and Amtrak passenger trains that travel past the school site when school is in session.

3.1 RAILROAD ACCIDENT RATES

Accident and derailment rates from the FRA were used to determine the probability of railroad accidents and derailments for the NCTD and Amtrak trains for the last five years of record (FRA 2025). The nationwide accident and derailment rates are summarized in Table 1.

Table 1 Nationwide Accident and Derailment Rates for NCTD and Amtrak

Year	2020	2021	2022	2023	2024	Average
NCTD - National						
Train Miles (millions)	0.164	0.253	0.253	0.420	0.423	**0.334**
Train Accidents	0	1	0	3	0	**0.80**
Derailments	0	1	0	2	0	**0.60**
Derailment Probability	0.0	1.0	0.0	0.67	0.0	**0.75**
Accident Rate/Train Mile	0.0E+00	4.0E-06	0.0E+00	7.1E-06	0.0E+00	**2.4E-06**
Derailment Rate/Train Mile	0.0E+00	4.0E-06	0.0E+00	4.8E-06	0.0E+00	**1.8E-06**
Amtrak - National						
Train Miles (millions)	27.6	29.0	32.9	36.9	38.8	**31.6**
Train Accidents	63	53	65	67	99	**69**
Derailments	26	17	21	25	17	**21**
Derailment Probability	0.41	0.32	0.32	0.37	0.17	**0.31**
Accident Rate/Train Mile	2.6E-06	1.8E-06	2.0E-06	1.8E-06	2.6E-06	**2.2E-06**
Derailment Rate/Train Mile	9.4E-07	5.9E-07	6.4E-07	6.8E-07	4.4E-07	**6.7E-07**

It should be noted that the nationwide accident and derailment rates for NCTD trains also represent the Statewide rates and rates specific to San Diego County. Next, the nationwide FRA railroad accident rates within California were reviewed for Amtrak and Coaster trains from 2020 to 2024. The results are summarized in Table 2 and are provided in Appendix B.

Table 2 Statewide Accident and Derailment Rates for NCTD and Amtrak

Year	2020	2021	2022	2023	2024	Total
NCTD – California						
Accidents	0	1	0	3	0	**4**
Accidents on Main Track	0	0	0	1	0	**1**
% of Total Accidents on Main Track	0%	0%	0%	33%	0%	**25%**
Derailments	0	1	0	2	0	**3**
% of Accidents as Derailments	0%	100%	0%	67%	0%	**75%**
Amtrak – California						
Accidents	8	5	4	7	6	**30**
Accidents on Main Track	3	4	2	7	5	**21**
% of Total Accidents on Main Track	38%	80%	50%	100%	83%	**70%**
Derailments	6	2	2	1	1	**12**
% of Accidents as Derailments	75%	40%	50%	14%	17%	**40%**

As shown in Table 2, only one of the four NCTD train accidents have occurred on main line tracks in the last five years. Because the track near the school site is a main line track, the calculated NCTD accident rate per train mile of 2.4×10^{-6} was modified to account for the accident rate on main lines by multiplying by a factor of 0.25, which is calculated to be 6.0×10^{-7} ($2.4 \times 10^{-6} \times 0.25$). Since the percentage of accidents that resulted in derailments in San Diego (75 percent) is the same as the NCTD average, the calculated San Diego County derailment probability of 4.5×10^{-7} ($6.0 \times 10^{-7} \times 0.75$) was used in the analysis.

According to FRA data, there have been no accidents or derailments along Amtrak main line tracks within San Diego County. Therefore, the Statewide accident rates were used to determine the Amtrak accident rates along main line tracks. As shown in Table 2, 70 percent of Amtrak accidents in California occurred on main line tracks. Because the track near the school site is a main line track, the calculated Amtrak accident rate per train mile of 2.2×10^{-6} was modified to account for the accident rate on main lines by multiplying by a factor of 0.70, which is calculated to be 1.5×10^{-6} ($2.2 \times 10^{-6} \times 0.70$). Since the percentage of accidents that resulted in derailments in California (40 percent) was more than the national average of 31 percent, the Statewide percentage was used to obtain the main line derailment rate of 6.1×10^{-7} ($1.5 \times 10^{-6} \times 0.40$).

Based on the information presented above, the accident and derailment rates used for this risk assessment are as follows:

- Main line accident rate for Coaster passenger trains in San Diego County = 6.0×10^{-7}
- Main line derailment rate for Coaster passenger trains in San Diego County = 4.5×10^{-7}
- Main line accident rate for Amtrak Pacific Surfliner passenger trains in San Diego County = 1.5×10^{-6}
- Main line derailment rate for Amtrak Pacific Surfliner passenger trains in San Diego County = 6.1×10^{-7}

3.2 SITE SPECIFIC INCIDENT ANALYSIS

The likelihood of an accident or derailment occurring within a 1,500-foot radius of the site during school hours was determined using the calculated average accident and derailment rates presented in Section 3.1. Since the

BNSF freight trains do not travel past the school site during school hours, this analysis focuses on the probability of a passenger train accident or derailment occurring in the vicinity of the school site.

Next, the combined accident and derailment rates for the main line track were determined since the Coaster and Pacific Surfline trains share the same track. The latest schedules for the Coaster and Pacific Surfliner trains indicate that there could be a maximum of 20 passenger trains passing by the school site during school hours. (8:00 AM to 3:00 PM), where 55 percent are Coaster trains and 45 percent are Amtrak trains. The combined accident and derailment rates were calculated based on the weighted average of the Statewide accident and derailment rates, provided in Section 3.1. Based on the percentage of Coaster and Amtrak Pacific Surfliner trains traveling on the track during school hours, the combined accident and derailment rates for these trains are as follows:

- Combined main line accident rate for all passenger trains = 2.7×10^{-7}
- Combined main line derailment rate for all passenger trains = 2.0×10^{-7}

The length of the track within a 1,500-foot radius of the site was calculated as 3,700 feet (0.70-mile). The probability of an accident or derailment on the track occurring within a 1,500-foot radius of the site is calculated as follows:

$$PA = P(A) \times D \times N$$

or

$$PD = P(D) \times D \times N$$

Where PA = probability of an accident occurring within a 1,500-foot radius of the school site
PD = probability of a derailment occurring within a 1,500-foot radius of the school site
P(A) = probability of a rail accident per mile per year = 2.7×10^{-7}
P(D) = probability of a rail derailment per mile per year = 2.0×10^{-7}
D = distance along rail tracks within 1,500 feet of the school = 3,700 ft (0.70-mi)
N = number of trains per year, during school attendance hours and days
= 20 total trains per day during school hours x 180 days/year = 3,600 trains/yr

The calculated probabilities are:

- Annual probability of an accident within 1,500 feet of the school site = 6.8×10^{-4}
- Annual probability of a derailment within 1,500 feet of the school site = 5.1×10^{-4}

This is equivalent to one accident every 1,470 years or one derailment every 1,960 years in the vicinity of the school site.

3.3 ADDITIONAL INCIDENT ANALYSIS

Based on a review of FRA accident reports in San Diego County, there have been three train derailments between 2020 and 2024 on NCTD main lines. One major concern is the possibility of debris from a derailment impacting the students and staff at the school. A study conducted by the Los Angeles Unified School District

3. Incident Analysis and Determination of Risk

(LAUSD) indicated that debris from a derailment typically extends no more than 128 feet (about 1.5 rail car lengths) from the centerline of the track (LAUSD 2005). The track is approximately 85 feet from the edge of the site property line and there are no intervening structures (other than fencing) between the track and school property. Therefore, there is the potential of debris from a derailment reaching the school site. A more quantitative derailment risk analysis was conducted based on the following parameters:

- Distance along track where the hazard footprint (derailment debris) could reach the school site.
- Probability that students or staff would be at the campus when the accident/derailment occurs.

The derailment segment distance can be calculated using the following equation:

$$L = 2[D^2 - X^2]^{1/2} + SF$$

Where L = railroad segment from which derailment debris could reach the school property line (ft)
D = distance of concern (debris impact area) = 128 feet
X = distance from railroad to school property line = 85 feet
SF = school frontage length parallel to railroad easement = 625 feet

The resultant derailment segment distance is calculated to be 816 feet. Next, the probability was calculated that staff or students would be present at the school when a train derails. The school attendance time was conservatively assumed to be 8 hours per day for 180 days per calendar year. This yields an annual attendance rate of 16 percent. The combined derailment rate per mile per year used for main line track is 2.0×10^{-7}. Then the site-specific probability of a derailment impacting the site can be calculated as follows:

$$P_{ss} = R_D \times L \times S \times N$$

Where P_{ss} = Site-specific probability of a derailment impacting the campus site
R_D = Derailment rate/mile/year (combined Coaster and Amtrak trains) = 2.0×10^{-7}
L = Rail segment from which derailment debris could impact the site = 816 feet = 0.15-mi
S = Probability that staff or students are at school when the incident occurs = 0.16
N = Number of trains/year = 3,600 trains/year

The site-specific derailment probability is estimated to be 1.8×10^{-5}. This equates to one rail derailment near the school campus every 55,500 years that could potentially impact the school with debris. This analysis assumes that there are no barriers between the railroad right-of-way and the school site to minimize potential impacts. The presence of fencing, trees, and vegetation along the school's property boundary would limit the entry of derailment debris.

Another concern is the possibility of a derailment resulting in the release of hazardous materials that could impact students and staff at the school. However, the BNSF freight trains typically travel during late night/early morning hours when students and staff are not in school. Also, there have been no hazardous material releases in San Diego County for the past five years of record. Therefore, the probability of a hazardous material release during school hours due to a train derailment is negligible.

4. Findings, Conclusions, and Recommendations

Findings

- North County Transit District (NCTD) owns and operates one main line track with Coaster commuter rail traffic within a 100-foot-wide easement, approximately 85 feet west of the school site.
- The NCTD operates 22 Coaster passenger trains per day that travel from Oceanside to San Diego; 11 of these trains travel past the school site during school hours (8:00 AM to 3:00 PM).
- There also is Amtrak Pacific Surfliner passenger train traffic along the track between San Diego and San Luis Obispo. There typically are 13 trains that pass by the school site on a typical weekday with nine of these trains passing the school site during school hours.
- Burlington Northern Santa Fe (BNSF) also operates freight trains along these tracks. However, all the freight trains travel during late night and early morning hours when students and staff are not present at the school site, because of heavy passenger train traffic during the daytime hours.
- The track is part of the Coastal Division, San Diego Subdivision and the Class 5 track in the vicinity of the school site consists of continuously welded rail, with speed restrictions of 80 mph.
- During PlaceWorks' site reconnaissance on August 1, 2025, nine passenger trains were observed between the hours of 10:30 AM and 2:00 PM with an average speed of 72 mph.
- Of the nine observed trains during the site reconnaissance, three were Coaster trains and six were Pacific Surfliner trains.
- The observed Coaster trains consisted of one locomotive and three to four bi-level coach cars.
- The observed Pacific Surfliner trains consisted of one locomotive and six to seven bi-level coach cars.
- There are no at-grade crossings within a 1,500-foot radius of the school site. However, there is a pedestrian/bicycle undercrossing at El Portal Street immediately west of the school site.
- The area surrounding the rail line nearest the site is elevated above grade and fenced with restricted access. During PlaceWorks' site reconnaissance, no pedestrians were observed trespassing onto the railroad right-of-way between 10:30 AM to 2:00 PM.

Conclusions

- The probability of trespass onto the NCTD railroad easement by students traveling to and from the proposed school site is very low because the railroad easement is fenced on either side and there is a pedestrian/bicycle underpass immediately west of the school site. There are no at-grade crossings within 1,500 feet of the school site.
- The probability of a Coaster or Amtrak rail accident or derailment occurring within 1,500 feet of the school site is calculated to be 6.8×10^{-4} and 5.1×10^{-4}, respectively. This is equivalent to an accident or derailment occurring once every 1,470 years or 1,960 years, respectively.

4. Findings, Conclusions, and Recommendations

- According to the noise monitoring conducted for the school site, the existing noise levels in the vicinity of the school range from 47. to 61.3 dBA Leq, which is below the acceptable outdoor noise exposure for schools of up to 65 dBA (San Diego 2011).
- The site-specific probability of derailment debris impacting the school site was calculated to be 1.8×10^{-3}. This is equivalent to one rail derailment near the school campus every 55,500 years that could potentially impact the school with debris.

In summary, there are no unusual circumstances present that would present significant risks to students or staff at the school site from operations along the NCTD track west of the site.

Recommendations

Based on the analysis presented in the previous sections, there are no mitigation measures or special provisions required at this site. However, there is relatively heavy commuter train traffic along these rail lines (20 trains during school hours). Therefore, it is recommended that the District incorporate rail traffic safety precautions included in the Safe Routes to School (SRTS) Strategic Plan developed by SANDAG, in their program.

Additionally, Operation Lifesaver, which is a non-profit public education program established in 1972 to end collisions, death, and injuries at highway-rail crossings and on railroad rights-of-way, has a Safety Education Program. The program addresses rail safety and teaches students, at age-appropriate levels, to understand rail signage, the importance of avoiding railroad easements, and safe driving skills in the vicinity of railroads. Operation Lifesaver provides free presentations to schools and community groups and offers free programs to students that attend schools within a 0.5-mile radius of a railroad track.

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5. References

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Appendix A. Photographic Essay and Site Reconnaissance

PLACEWORKS

PHOTO ESSAY

Client Name: Encinitas Union School District

Site Location: Paul Ecke Central Elementary School

Project No.: EUSD-03.0

Photo No:	**Date:**
1	08/01/2025

Description:

From the southern end of the Paul Ecke Central Elementary School (campus) sidewalk looking northwest down Vulcan Avenue at the painted crosswalk, and the railroad tracks. The crosswalk includes signage and LED yield lights. The crosswalk provides access from campus sidewalk to the railroad underpass northwest of the Halcyon Road and Vulcan Avenue intersection. The railroad track and easement is in the background.



Photo No:	**Date:**
2	08/01/2025

Description:

View looking north, along the northern end of the paved walkway with various cable lined fences, stairs, and the El Portal Street undercrossing. Vulcan Avenue is visible on the right side of photograph and the railroad track is on the left side of the photograph.



PLACEWORKS

PHOTO ESSAY

Client Name: Encinitas Union School District

Site Location: Paul Ecke Central Elementary School

Project No.: EUSD-03.0

Photo No:	**Date:**
3	08/01/2025

Description:

View looking north, along the paved pedestrian walkway to the painted crosswalk at Vulcan Avenue and Union Street intersection. The yellow pole maker identified a high pressure gas pipeline adjacent to the pedestrian walkway and parallel to the railroad track.



Photo No:	**Date:**
4	08/01/2025

Description:

View looking north along the railroad track. Commercial uses are visible to the west of the rail. The railroad track and paved pedestrian walkway are separated by a cable lined fence.



PLACEWORKS

PHOTO ESSAY

Client Name: Encinitas Union School District
Site Location: Paul Ecke Central Elementary School
Project No.: EUSD-03.0

Photo No:	**Date:**
5	08/01/2025

Description:

View looking west from the Halcyon Road underpass entrance that connects to Coast Highway 101.



Photo No:	**Date:**
6	08/01/2025

Description:

View to the southeast of a NCTD - COASTER passenger train (at 1:56 PM) heading south. The school site is visible in the background of the photograph.



TABLE A

Encinitas Union School District - Site Reconnaissance

8/1/25 - 10:30 AM to 2:00 PM

At Intersection of Vulcan Ave and Union St (Rail Line owned by North County Transit District)								
time	owner/ operator	# locomotives	Car number	# passenger cars	elapsed time (s)	direction	speed (mph)	notes
10:37 AM	Amtrack Pacifc Surfliner	1	CDTX: 2113	6	5.5	South	72	
10:47 AM	Amtrack Pacifc Surfliner	1	CDTX: 2121	7	6	North	76	loco - push
11:54 AM	North County Transit District (NCTD): COASTER	1	NCTC: 5004	4	4	South	70	loco - push
12:08 PM	NCTD: COASTER	1	NCTC: 5002	3	3	North	74	
12:20 PM	Amtrack Pacifc Surfliner	1	not captured	6	5	South	79	
12:50 PM	Amtrack Pacifc Surfliner	1	CDTX: 2116	6	5.5	North	72	loco - push
1:17 PM	Amtrack Pacifc Surfliner	1	CDTX: 2114	6	6	South	66	
1:51 PM	Amtrack Pacifc Surfliner	1	CDTX: 2113	6	6	North	66	loco - push
1:57 PM	NCTD: COASTER	1	NCTC: 5006	3	3	South	74	loco - push
Scouting Observations - along Vulcan Avenue, parallel to rail lines						AVERAGE	72	
Clean, walkable sidewalks along the campus to a painted crosswalk with signage, and yielding lights at Halcyon Road to the paved railroad crossing undercrossing.								
The paved railroad crossing undercrossing (El Portal Street Crossing) contains stairs at the south and a ramp at the northern portion, a ramp connecting the southern potion to the north with rails, and walkway lighting for ADA acess and cyclist.								
The average fence line (the straight fence area), is aprox. 108 feet from the eastern most railroad track, and aprx. 56 feet from the concrete reaining wall (32 inches)								
There is cable fencing along the railroad, sperarting the pedestan walking/cycling area.								
The two all-way Stop Signs (North to south) on the Vulcan Avenue and Union Street intersection have LED lighting around the stop signs. Union Street								
There is a pedistan walking trail from the south connecting to the paved pedistrain walking area across the campus.								
Burried high-pressure natural gas pipeline marker observed east of the railroad track within sidewalk area.								
Buried fiber optic cable noted adjacent railroad tracks								

Appendix B. Accident Data

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
04 / 02 / 2024	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☒ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	026827V

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
North County Transportation District- Coaster [NCTC]	CALIFORNIA	SAN DIEGO

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near ENCINITAS	LEUCADIA BL (Street/Road Name) | 100 * (Block Number)	L

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK, BNSF

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None COASTAL	☐ None SAN DIEGO	☐ None COASTER	(prefix) | 0236.50 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
106-2365	CP PONTO	☒ N/A	☒ N/A

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☒ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 50

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☒ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 33.0643914	(WGS84 std: -nnn.nnnnnnn) -117.3019467	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use * 106-236.50
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
888-243-5247	760-966-6500	415-703-3722

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
37	16	6	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2020	3.A. Maximum Timetable Speed (mph) 90 3.B. Typical Speed Range Over Crossing (mph) From 5 to 90

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☒ Yes ☐ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
04/02/2024		026827V

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 4 ☐ W10-3 ☐ W10-11 ☒ W10-2 4 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☒ Yes *(count 9)* ☐ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☒ All Approaches ☐ Median ☐ One Approach ☐ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type R8-8 Count 2 Specify Type ___ Count ___ Specify Type ___ Count ___	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 2 ☒ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☒ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
___/___ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* ___/___ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☒ None	Count 4 Specify type R3-1 : No Right Turn ble

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☒ Yes ☐ No	☐ Not Interconnected ☒ For Traffic Signals ☒ For Warning Signs	☒ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * ___ Stop Line Distance * ___	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* ___/___ Width * 10 Length * 64

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* ___

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 34	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☐ Yes ☒ No	30 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2003 AADT 13200	1 %	☐ Yes ☒ No Average Number per Day ___	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by ___ Organization ___ Phone ___ Date ___

Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **161770**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **North County Transportation District- Coaster [NCTC]**	3a. Alphabetic Code: **NCTC**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **1 / 0 / 3 / 0 / 2019**	6. Time of Accident/Incident: **6:40** AM ☑ PM ☐
7. Nearest Railroad Station: **CP PONTO**	8. Subdivision: **SAN DIEGO**	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User 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: **K**

14. Vehicle Speed *(est. mph at impact)*:

15. Direction *(geographical)* 1. North 2. South 3. East 4. West — Code: **3**

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: **3**

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**

Rail Equipment Involved

17. Equipment: 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **58** °F

22. Visibility *(single entry)*: 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)*: 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **B**

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**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **6**

30. Consist Speed *(Recorded speed if available)*: R. Recorded; E. Estimated: **84** mph — Code: **R**

31. Time Table Direction: 1. North 2. East 3. South 4. West — Code: **4**

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): **01** **02** **03** **06** **07**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions: A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving) — Code: **A**

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: **1**

38. Highway User's Age: **55**

39. Highway User's Gender: 1. Male 2. Female — Code: **1**

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: **2**

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: **1**

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:	Killed	Injured
46. Highway-Rail Crossing Users	**1**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was: 1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? 1. Yes 2. No — Code:

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Vehicle Occupants *(including driver)*: **0**

50. Total Number of People on Train *(include passengers and train crew)*: **114**

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No — Code: **2**

53a. Special Study Block — Video Taken? ☑ Yes ☐ No; Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

TRAIN 763 STRUCK A FATALLY STRUCK A PEDESTRIAN INSIDE THE CROSSING AT MP 236.50 LEUCADIA BLVD CROSSING.

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **146710**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **North County Transportation District- Coaster [NCTC]**	3a. Alphabetic Code: **NCTC**	3b. Railroad Accident/Incident No.: **FY17-17448**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 / 3 / 1 / 5 / 2017**	6. Time of Accident/Incident: **2:40** AM ☐ PM ☑
7. Nearest Railroad Station: **SOLANA BEACH**	8. Subdivision: **SAN DIEGO**	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User 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: **K**

14. Vehicle Speed *(est. mph at impact)*:

15. Direction *(geographical)*: 1. North 2. South 3. East 4. West — Code: **1**

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: **3**

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**

Rail Equipment Involved

17. Equipment: 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °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 Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **2**

25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **SINGLE MAIN**

27. FRA Track Class (1-9,X): **4**

28. Number of Locomotive Units: **1**

29. Number of Cars: **6**

30. Consist Speed *(Recorded speed if available)*: R. Recorded; E. Estimated: **90** mph — Code: **E**

31. Time Table Direction: 1. North 2. South 3. East 4. West — Code: **2**

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None

Code(s): **01** **02** **03** **06** **07**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions: A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving) — Code: **A**

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown — Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown — Code: **1**

38. Highway User's Age: **40**

39. Highway User's Gender: 1. Male 2. Female — Code: **1**

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown — Code: **2**

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: **1**

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:	Killed	Injured
46. Highway-Rail Crossing Users	**1**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**1**

44. Driver was: 1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? 1. Yes 2. No — Code:

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Vehicle Occupants *(including driver)*: **0**

50. Total Number of People on Train *(include passengers and train crew)*: **50**

51. Is a Rail Equipment Accident / Incident Report Being Filed: 1. Yes 2. No — Code: **2**

53a. Special Study Block — Video Taken? ☑ Yes ☐ No; Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

TRAIN 774 OPERATING WITH LOCOMOTIVE E/451 AND 6 CARS STRUCK A PEDESTRIAN AT MP 236.50, LEUCADIA BLVD CROSSING. THERE WAS NO EQUIPMENT DAMAGE.

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **102096**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **San Diego Northern Railway [SDNX]**	3a. Alphabetic Code: **SDNX**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 9 / 0 8 / 2006**	6. Time of Accident/Incident: **2:29** AM ☐ PM ☑
7. Nearest Railroad Station: **SOLANA BEACH**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User 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 **D**

14. Vehicle Speed *(est. mph at impact)*: **10**

15. Direction *(geographical)* 1. North 2. South 3. East 4. West: Code **4**

16. Position 1. Stalled or stuck on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped on crossing by traffic 5. Blocked on crossing by gates: Code **3**

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**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*; A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL, D. EMU Locomotive(s), E. DMU Locomotive(s): Code **1**

18. Position of Car Unit in Train: **1**

19. Circumstance 1. Rail equipment struck highway user 2. Rail equipment struck by highway user: Code **1**

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither: Code **4**

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °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 Consist *(single entry)* — 1. Freight Train, 2. Passenger Train-Pulling, 3. Commuter Train-Pulling, 4. Work Train, 5. Single Car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Maint./inspect. car, A. Spec. MoW Equip., B. Passenger Train-Pushing, C. Commuter Train-Pushing, D. EMU, E. DMU: Code **2**

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry: Code **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **5**

30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **88** mph Code **R**

31. Time Table Direction 1. North 2. South 3. East 4. West: Code **3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **01** **02** **03** **05** **06** **07**

33. Signaled Crossing Warning (See reverse side for instructions and codes): Code **1**

34. Roadway Conditions A. Dry, B. Wet, C.Snow/Slush, D.Ice, E. Sand,Mud,Dirt,Oil,Gravel, F.Water (Standing, Moving): Code

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach: Code **2**

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown: Code **1**

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown: Code **1**

38. Highway User's Age: **61**

39. Highway User's Gender 1. Male 2. Female: Code **1**

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown: Code **2**

41. Highway User 1. Went around the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* 6. Went around/thru temporary barricade (if yes, see instructions) 7. Went thru the gate 8. Suicide/Attempted suicide: Code **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:	Killed	Injured
46. Highway-Rail Crossing Users	**1**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was 1. Killed 2. Injured 3. Uninjured: **1**

45. Was Driver in the Vehicle? 1. Yes 2. No: Code **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$10,000**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*: **320**

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No: Code **1**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

TRAIN NO.#774 OPERATING WITH LOCOMOTIVE 457 AND 5 CARS STRUCK A PICK-UP TRUCK AT MP236.5, LEUCADIA BLVD CROSSING.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **076458**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **San Diego Northern Railway [SDNX]**	3a. Alphabetic Code: **SDNX**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 / 1 / 0 / 7 / 2003**	6. Time of Accident/Incident: **8:49** AM ☑ PM ☐
7. Nearest Railroad Station: **SOLANA BEACH**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User 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**

14. Vehicle Speed *(est. mph at impact)*:

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates — Code: **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 — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s) — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °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 Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **2**	25. Track Type Used by Rail Equipment Involved: 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**	26. Track Number or Name: **MAIN**	
27. FRA Track Class (1-9,X): **5**	28. Number of Locomotive Units: **1**	29. Number of Cars: **5**	30. Consist Speed *(Recorded speed if available)*: R. Recorded; E. Estimated: **75** mph — Code: **R**
31. Time Table Direction: 1. North 2. South 3. East 4. West — Code: **4**			

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): **01** **03** **04** **06** **07**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions — A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving) — Code:

35. Location of Warning — 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Highway User's Age: **46**

39. Highway User's Gender — 1. Male; 2. Female — Code: **2**

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Highway User — 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$12,000**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*: **58**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

TRAIN 567 STRUCK A VEHICLE AT ENCINITAS, CA.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **068969**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.: **XXX**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **San Diego Northern Railway [SDNX]**	3a. Alphabetic Code: **SDNX**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 / 7 / 0 / 7 / 2001**	6. Time of Accident/Incident: **8:47** AM ☐ PM ☑
7. Nearest Railroad Station: **SOLANA BEACH**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User Involved

13. Type — Code: **C**
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)*

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — Code: **1**
1. North 2. South 3. East 4. West

16. Position — Code: **1**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

21. Temperature *(specify if minus)*: **68** °F

22. Visibility *(single entry)* — Code: **3**
1. Dawn 2. Day 3. Dusk 4. Dark

24. Type of Equipment Consist *(single entry)*
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **2**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **8**

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): **01** **02** **03** **06** **07**

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

38. Highway User's Age: **40**

39. Highway User's Gender — Code: **1**
1. Male 2. Female

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

Rail Equipment Involved

17. Equipment — Code: **1**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

23. Weather *(single entry)* — Code: **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

25. Track Type Used by Rail Equipment Involved — Code: **1**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **MAIN**

30. Consist Speed *(Recorded speed if available)* — Code: **E**
R. Recorded; E. Estimated: **82** mph

31. Time Table Direction — Code: **4**
1. North 3. East 2. South 4. West

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions — Code:
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

36. Crossing Warning Interconnected with Highway Signals — Code: **1**
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **1**
1. Yes 2. No 3. Unknown

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **5**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

47. Highway Vehicle Property Damage *(est. dollar damage)*	**$250,000**
50. Total Number of People on Train *(include passengers and train crew)*	**114**

44. Driver was: **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — Code: **2**
1. Yes 2. No

48. Total Number of Vehicle Occupants *(including driver)*: **0**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **1**
1. Yes 2. No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

AUTO CARRIER HEADING NORTH ON LEUCADIA BLVD., BECAME HIGH CENTERED ON CROSSING. TRAIN 591 TRAVELING WEST STRUCK AUTO CARRIER NEAR LEUCADIA, CA.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **20915WSD01**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 9 / 1 5 / 1992**	6. Time of Accident/Incident: **1:25** AM ☐ PM ☑
7. Nearest Railroad Station: **DEL MAR**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User Involved

13. Type — Code: **M**
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)*

14. Vehicle Speed *(est. mph at impact)*: **2**

15. Direction *(geographical)* — Code: **3**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **2**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F	22. Visibility *(single entry)* — Code: **2** (1. Dawn 2. Day 3. Dusk 4. Dark)	23. Weather *(single entry)* — Code: **1** (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow)

24. Type of Equipment Consist *(single entry)* — Code: **2**
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: **1**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **SINGLE MAIN TRACK**

27. FRA Track Class (1-9,X): **5**	28. Number of Locomotive Units: **1**	29. Number of Cars: **7**	30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **87** mph — Code: **E**	31. Time Table Direction — Code: **3** (1. North 2. South 3. East 4. West)

32. Type of Crossing Warning — Code(s): **01**
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

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions — Code:
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **1** (1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach)	36. Crossing Warning Interconnected with Highway Signals — Code: **3** (1. Yes 2. No 3. Unknown)	37. Crossing Illuminated by Street Lights or Special Lights — Code: **3** (1. Yes 2. No 3. Unknown)

38.Highway User's Age	39.Highway User's Gender — Code: (1. Male 2. Female)	40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2** (1. Yes 2. No 3. Unknown)	41. Highway User — Code: **5** (1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide)	

42. Driver Passed Standing Highway Vehicle — Code: **2** (1. Yes 2. No 3. Unknown)	43. View of Track Obscured by *(primary obstruction)* — Code: **8** (1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed)			

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**1**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — Code: **1** (1. Killed 2. Injured 3. Uninjured)	45. Was Driver in the Vehicle? — Code: **1** (1. Yes 2. No)	
47. Highway Vehicle Property Damage *(est. dollar damage)*: **$75**	48. Total Number of Vehicle Occupants *(including driver)*: **1**	
50. Total Number of People on Train *(include passengers and train crew)*	51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2** (1. Yes 2. No)	

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	1a. Alphabetic Code: **ATSF**	1b. Railroad Accident/Incident No.: **030891101**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **030891101**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 8 / 0 1 / 1991**	6. Time of Accident/Incident: **8:06** AM ☐ PM ☑
7. Nearest Railroad Station: **PONTO**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD** Public ☑ Private ☐	

Highway User 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: **C**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)*: 1. North 2. South 3. East 4. West. Code: **2**

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates. Code: **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**

Rail Equipment Involved

17. Equipment: 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s). Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user. Code: **1**

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither. Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)*: 1. Dawn 2. Day 3. Dusk 4. Dark. Code: **3**

23. Weather *(single entry)*: 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow. Code: **1**

24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU. 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 (1-9,X): **5**

28. Number of Locomotive Units: **4**

29. Number of Cars: **48**

30. Consist Speed *(Recorded speed if available)*: R. Recorded; E. Estimated: **45** mph. Code: **E**

31. Time Table Direction: 1. North 2. South 3. East 4. West. Code: **3**

32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None. Code(s): **01**

33. Signaled Crossing Warning (See reverse side for instructions and codes). Code: **1**

34. Roadway Conditions: A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving). Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach. Code: **2**

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown. Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown. Code: **2**

38. Highway User's Age:

39. Highway User's Gender: 1. Male; 2. Female. Code:

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown. Code: **2**

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide. Code: **5**

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
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was: 1. Killed 2. Injured 3. Uninjured: **3**

45. Was Driver in the Vehicle? 1. Yes 2. No. Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$500**

48. Total Number of Vehicle Occupants *(including driver)*: **0**

50. Total Number of People on Train *(include passengers and train crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No. Code: **1**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **01003WSD01**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **XXX**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **1 / 0 / 0 / 3 / 1990**	6. Time of Accident/Incident: **2:47** AM ☐ PM ☑
7. Nearest Railroad Station: **DEL MAR**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User 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: **C**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West. Code: **2**

16. Position — 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates. Code: **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**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s). Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user. Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither. Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °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 Consist *(single entry)* — 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU. Code: **2**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry. Code: **1**

26. Track Number or Name: **MAIN TRACK**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **7**

30. Consist Speed *(Recorded speed if available)* — R. Recorded; E. Estimated: **55** mph. Code: **E**

31. Time Table Direction — 1. North 3. East 2. South 4. West. Code: **3**

32. Type of Crossing Warning — 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None. Code(s): **01**

33. Signaled Crossing Warning (See reverse side for instructions and codes). Code: **1**

34. Roadway Conditions — A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving). Code:

35. Location of Warning — 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach. Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown. Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown. Code: **3**

38. Highway User's Age:

39. Highway User's Gender — 1. Male; 2. Female. Code:

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown. Code: **2**

41. Highway User — 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide. Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown. Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed. Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**1**
52. Passengers on Train	**0**	**5**

44. Driver was — 1. Killed 2. Injured 3. Uninjured: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No. Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,000**

48. Total Number of Vehicle Occupants *(including driver)*: **0**

50. Total Number of People on Train *(include passengers and train crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No. Code: **1**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **101586A**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	2a. Alphabetic Code: **ATSF**	2b. Railroad Accident/Incident No.: **311086203**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **311086203**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **1 / 0 / 1 5 / 1986**	6. Time of Accident/Incident: **12:45** AM ☐ PM ☑
7. Nearest Railroad Station: **DELMAR**	8. Subdivision:	9. County: **SAN DIEGO**
		10. State Abbr. **CA** Code **06**
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEVCADIA BLVD**	Public ☑ Private ☐

Highway User Involved

13. Type — Code: **A**
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)*

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — Code: **4**
1. North 2. South 3. East 4. West

16. Position — Code: **2**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **1**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **80** °F	22. Visibility *(single entry)* — Code: **2** (1. Dawn 2. Day 3. Dusk 4. Dark)	23. Weather *(single entry)* — Code: **1** (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow)		
24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **2**	25. Track Type Used by Rail Equipment Involved — Code: **1** (1. Main 2. Yard 3. Siding 4. Industry)	26. Track Number or Name: **MAIN**		
27. FRA Track Class (1-9,X): **4**	28. Number of Locomotive Units: **1**	29. Number of Cars: **5**	30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **88** mph — Code: **E**	31. Time Table Direction — Code: **3** (1. North 2. South 3. East 4. West)
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): **01 03 06**	33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**	34. Roadway Conditions: A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving) — Code:		
35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: **2**	36. Crossing Warning Interconnected with Highway Signals — Code: **1** (1. Yes 2. No 3. Unknown)	37. Crossing Illuminated by Street Lights or Special Lights — Code: **3** (1. Yes 2. No 3. Unknown)		
38.Highway User's Age:	39.Highway User's Gender — Code: (1. Male 2. Female)	40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2** (1. Yes 2. No 3. Unknown)	41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: **4**	
42. Driver Passed Standing Highway Vehicle (1. Yes 2. No 3. Unknown) — Code: **3**	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		
46. Highway-Rail Crossing Users	**0**	**0**	47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**	48. Total Number of Vehicle Occupants *(including driver)*: **1**
49. Railroad Employees	**0**	**0**	50. Total Number of People on Train *(include passengers and train crew)*	51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2** (1. Yes 2. No)
52. Passengers on Train	**0**	**0**		

44. Driver was (1. Killed 2. Injured 3. Uninjured): **3**	45. Was Driver in the Vehicle? (1. Yes 2. No) — Code: **2**	

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	1a. Alphabetic Code: **ATSF**	1b. Railroad Accident/Incident No.: **311086203**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident: **Amtrak (National Railroad Passenger Corporation) [ATK]**	2a. Alphabetic Code: **ATK**	2b. Railroad Accident/Incident No.: **101586A**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **311086203**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **1 / 0 / 1 / 5 / 1986**	6. Time of Accident/Incident: **12:48** AM ☐ PM ☑
7. Nearest Railroad Station: **ENCINITAS**	8. Subdivision:	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User Involved

13. Type — **A**
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)*

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — Code: **4**
1. North 2. South 3. East 4. West

16. Position — Code: **1**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — **1**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **80** °F

22. Visibility *(single entry)* — Code: **2**
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather *(single entry)* — Code: **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)* — Code: **2**
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: **1**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **MAIN**

27. FRA Track Class (1-9,X):

28. Number of Locomotive Units: **1**

29. Number of Cars: **5**

30. Consist Speed *(Recorded speed if available)* — Code: **E**
R. Recorded; E. Estimated: **88** mph

31. Time Table Direction — Code: **3**
1. North 3. East 2. South 4. West

32. Type of Crossing Warning — Code(s): **01 03 06**
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

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code: **1**

34. Roadway Conditions — Code:
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **2**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code: **1**
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **3**
1. Yes 2. No 3. Unknown

38. Highway User's Age:

39. Highway User's Gender — Code:
1. Male; 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **4**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was: **3** (1. Killed 2. Injured 3. Uninjured)

45. Was Driver in the Vehicle? — Code: **2**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A
OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Amtrak (National Railroad Passenger Corporation) [ATK]**	1a. Alphabetic Code: **ATK**	1b. Railroad Accident/Incident No.: **040885B**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	2a. Alphabetic Code: **ATSF**	2b. Railroad Accident/Incident No.: **310485202**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **310485202**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 / 4 / 0 / 8 / 1985**	6. Time of Accident/Incident: **7:15** AM ☑ PM ☐
7. Nearest Railroad Station: **ENCINITAS**	8. Subdivision:	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User Involved

13. Type — **A**
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)*

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — **4**
1. North 2. South 3. East 4. West

16. Position — **2**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — **2**
1. Dawn 2. Day 3. Dusk 4. Dark

Rail Equipment Involved

17. Equipment — **1**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

23. Weather *(single entry)* — **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)*
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **2**

25. Track Type Used by Rail Equipment Involved — **1**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **MAIN**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **7**

30. Consist Speed *(Recorded speed if available)* — **E**
R. Recorded
E. Estimated: **85** mph

31. Time Table Direction — **4**
1. North 3. East 2. South 4. West

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): **01** **03**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — **1**

34. Roadway Conditions
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — **2**
1. Both Sides
2. Side of Vehicle Approach
3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — **1**
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — **3**
1. Yes 2. No 3. Unknown

38. Highway User's Age

39. Highway User's Gender
1. Male
2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — **2**
1. Yes 2. No 3. Unknown

41. Highway User — **4**
1. Went around the gate
2. Stopped and then proceeded
3. Did not stop
4. Stopped on crossing
5. Other *(specify)*
6. Went around/thru temporary barricade (if yes, see instructions)
7. Went thru the gate
8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — **8**
1. Permanent Structure
2. Standing railroad equipment
3. Passing Train
4. Topography
5. Vegetation
6. Highway Vehicles
7. Other (specify)
8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — **2**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$400**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A
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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	1a. Alphabetic Code: **ATSF**	1b. Railroad Accident/Incident No.: **310485202**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident: **Amtrak (National Railroad Passenger Corporation) [ATK]**	2a. Alphabetic Code: **ATK**	2b. Railroad Accident/Incident No.: **040885B**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **310485202**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month/day/year): **0 / 4 / 0 / 8 / 1985**	6. Time of Accident/Incident: **7:15** AM ☑ PM ☐
7. Nearest Railroad Station: **ENCINTAS**	8. Subdivision:	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User Involved

13. Type — **A**
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)*

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — **4**
1. North 2. South 3. East 4. West

16. Position — **2**
1. Stalled or stuck on crossing
2. Stopped on Crossing
3. Moving over crossing
4. Trapped on crossing by traffic
5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — **1**
1. Train *(units pulling)*
2. Train *(units pushing)*
3. Train *(standing)*
4. Car(s) *(moving)*
5. Car(s) *(standing)*
6. Light loco(s) *(moving)*
7. Light loco(s) *(standing)*
8. Other *(specify)*
A. Train pulling- RCL
B. Train pushing- RCL
C. Train standing- RCL
D. EMU Locomotive(s)
E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — **1**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — **2**
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather *(single entry)* — **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)*
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU
Code: **2**

25. Track Type Used by Rail Equipment Involved — **1**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **MAIN**

27. FRA Track Class (1-9,X): **5**

28. Number of Locomotive Units: **1**

29. Number of Cars: **7**

30. Consist Speed *(Recorded speed if available)* — **E**
R. Recorded
E. Estimated
85 mph

31. Time Table Direction — **4**
1. North 3. East
2. South 4. West

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): **01** **03**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — **1**

34. Roadway Conditions
A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — **2**
1. Both Sides
2. Side of Vehicle Approach
3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — **1**
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — **3**
1. Yes 2. No 3. Unknown

38. Highway User's Age

39. Highway User's Gender
1. Male
2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — **2**
1. Yes 2. No 3. Unknown

41. Highway User — **4**
1. Went around the gate
2. Stopped and then proceeded
3. Did not stop
4. Stopped on crossing
5. Other *(specify)*
6. Went around/thru temporary barricade (if yes, see instructions)
7. Went thru the gate
8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — **8**
1. Permanent Structure
2. Standing railroad equipment
3. Passing Train
4. Topography
5. Vegetation
6. Highway Vehicles
7. Other (specify)
8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — **2**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$400**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A
OMB Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	1a. Alphabetic Code: **ATSF**	1b. Railroad Accident/Incident No.: **310780204**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Atchison, Topeka & Santa Fe Railway Company [ATSF]**	3a. Alphabetic Code: **ATSF**	3b. Railroad Accident/Incident No.: **310780204**
4. U.S. DOT Grade Crossing ID No.: **026827V**	5. Date of Accident/Incident (month / day / year): **0 / 7 / 2 / 9 / 1980**	6. Time of Accident/Incident: **1:50** AM ☑ PM ☐
7. Nearest Railroad Station: **ENCINITAS**	8. Subdivision	9. County: **SAN DIEGO**
10. State Abbr.: **CA** Code: **06**		
11. City *(if in a city)*: **ENCINITAS**	12. Highway Name or No.: **LEUCADIA BLVD**	Public ☑ Private ☐

Highway User 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**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)*: 1. North 2. South 3. East 4. West. Code:

16. Position: 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates. Code: **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**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s). Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance: 1. Rail equipment struck highway user 2. Rail equipment struck by highway user. Code: **1**

20b. Was there a hazardous materials release by: 1. Highway User 2. Rail Equipment 3. Both 4. Neither. Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **70** °F

22. Visibility *(single entry)*: 1. Dawn 2. Day 3. Dusk 4. Dark. Code: **4**

23. Weather *(single entry)*: 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow. Code: **1**

24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU. 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 (1-9,X): **4**

28. Number of Locomotive Units: **5**

29. Number of Cars: **34**

30. Consist Speed *(Recorded speed if available)*: R. Recorded; E. Estimated: **55** mph. Code: **E**

31. Time Table Direction: 1. North 2. South 3. East 4. West. Code: **1**

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): **01** **05**

33. Signaled Crossing Warning (See reverse side for instructions and codes). Code: **1**

34. Roadway Conditions: A. Dry; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving). Code:

35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach. Code: **1**

36. Crossing Warning Interconnected with Highway Signals: 1. Yes 2. No 3. Unknown. Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights: 1. Yes 2. No 3. Unknown. Code: **1**

38. Highway User's Age:

39. Highway User's Gender: 1. Male; 2. Female. Code:

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train: 1. Yes 2. No 3. Unknown. Code: **2**

41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide. Code: **4**

42. Driver Passed Standing Highway Vehicle: 1. Yes 2. No 3. Unknown. Code: **2**

43. View of Track Obscured by *(primary obstruction)*: 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed. Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was: 1. Killed 2. Injured 3. Uninjured: **3**

45. Was Driver in the Vehicle? 1. Yes 2. No. Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$300**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No. Code: **2**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB Approval expires 6/30/2021

COASTER Schedule

EFFECTIVE May 18, 2025 / VÁLIDO 18 de Mayo 2025

22 day thru
11 school

SOUTHBOUND — OCEANSIDE TO SAN DIEGO

ZONES	TRAIN SERVICE NO.		MONDAY-FRIDAY															FRI ONLY
			620	622	624	626	628	630	632	634	636	638	640	642	644	646	648	650
1	Oceanside	DEPART	5:16a	5:56a	6:36a	7:16a	7:36a	9:36a	11:36a	1:36p	2:36p	3:36p	4:16p	4:36p	5:16p	6:16p	7:36p	9:16p
1	Carlsbad Village	↓	5:23a	6:03a	6:43a	7:23a	7:43a	9:43a	11:43a	1:43p	2:43p	3:43p	4:23p	4:43p	5:23p	6:23p	7:43p	9:23p
1	Carlsbad Poinsettia	↓	5:29a	6:09a	6:49a	7:29a	7:49a	9:49a	11:49a	1:49p	2:49p	3:49p	4:29p	4:49p	5:29p	6:29p	7:49p	9:29p
1	Encinitas	↓	5:35a	6:15a	6:55a	7:35a	7:55a	9:55a	11:55a	1:55p	2:55p	3:55p	4:35p	4:55p	5:35p	6:35p	7:55p	9:35p
1	Solana Beach	↓	5:41a	6:21a	7:01a	7:41a	8:01a	10:01a	12:01p	2:01p	3:01p	4:01p	4:41p	5:01p	5:41p	6:41p	8:01p	9:41p
2	Sorrento Valley	↓	5:50a	6:30a*	7:10a*	7:50a*	8:10a*	10:10a*	12:10p	2:10p	3:10p	4:10p*	4:50p*	5:10p	5:50p*	6:50p*	8:10p	9:50p
3	San Diego-Old Town	↓	6:11a	6:51a	7:31a	8:11a	8:31a	10:31a	12:31p	2:31p	3:31p	4:31p	5:11p	5:31p	6:11p	7:11p	8:31p	10:11p
3	San Diego-SF Depot	ARRIVE	6:17a	6:57a	7:37a	8:17a	8:37a	10:37a	12:37p	2:37p	3:37p	4:37p	5:17p	5:37p	6:17p	7:17p	8:37p	10:17p

NORTHBOUND — SAN DIEGO TO OCEANSIDE

ZONES	TRAIN SERVICE NO.		MONDAY-FRIDAY															FRI ONLY
			621	623	625	627	629	631	633	635	637	639	641	643	645	647	649	651
1	San Diego-SF Depot	DEPART	6:40a	7:40a	8:20a	8:40a	9:20a	11:20a	1:20p	3:40p	4:20p	5:20p	5:40p	6:20p	6:40p	7:40p	9:20p	11:40p
1	San Diego-Old Town	↓	6:47a	7:47a	8:27a	8:47a	9:27a	11:27a	1:27p	3:47p	4:27p	5:27p	5:47p	6:27p	6:47p	7:47p	9:27p	11:47p
2	Sorrento Valley	↓	7:09a*	8:09a*	8:49a	9:09a	9:49a	11:49a	1:49p	4:09p*	4:49p*	5:49p*	6:09p	6:49p	7:09p	8:09p	9:49p	12:09a
3	Solana Beach	↓	7:19a	8:19a	8:59a	9:19a	9:59a	11:59a	1:59p	4:19p	4:59p	5:59p	6:19p	6:59p	7:19p	8:19p	9:59p	12:19a
3	Encinitas	↓	7:25a	8:25a	9:05a	9:25a	10:05a	12:05p	2:05p	4:25p	5:05p	6:05p	6:25p	7:05p	7:25p	8:25p	10:05p	12:25a
3	Carlsbad Poinsettia	↓	7:31a	8:31a	9:11a	9:31a	10:11a	12:11p	2:11p	4:31p	5:11p	6:11p	6:31p	7:11p	7:31p	8:31p	10:11p	12:31a
3	Carlsbad Village	↓	7:37a	8:37a	9:17a	9:37a	10:17a	12:17p	2:17p	4:37p	5:17p	6:17p	6:37p	7:17p	7:37p	8:37p	10:17p	12:37a
3	Oceanside	ARRIVE	7:42a	8:42a	9:22a	9:42a	10:22a	12:22p	2:22p	4:42p	5:22p	6:22p	6:42p	7:22p	7:42p	8:42p	10:22p	12:42a

PADRES

699
Train departs 60 minutes (1 hour) after end of select games & special events with an absolute departure of 11:55 p.m.

SOUTHBOUND — OCEANSIDE TO SAN DIEGO

ZONES	TRAIN SERVICE NO.		SATURDAY & SUNDAY					SAT ONLY	SATURDAY & SUNDAY				SAT ONLY
			670	672	674	676	678	690	680	682	684	686	688
1	Oceanside	DEPART	7:36a	9:16a	10:36a	12:16p	1:36p	2:36p	3:16p	4:36p	6:16p	7:36p	9:16p
1	Carlsbad Village	↓	7:43a	9:23a	10:43a	12:23p	1:43p	2:43p	3:23p	4:43p	6:23p	7:43p	9:23p
1	Carlsbad Poinsettia	↓	7:49a	9:29a	10:49a	12:29p	1:49p	2:49p	3:29p	4:49p	6:29p	7:49p	9:29p
1	Encinitas	↓	7:55a	9:35a	10:55a	12:35p	1:55p	2:55p	3:35p	4:55p	6:35p	7:55p	9:35p
1	Solana Beach	↓	8:01a	9:41a	11:01a	12:41p	2:01p	3:01p	3:41p	5:01p	6:41p	8:01p	9:41p
2	Sorrento Valley	↓	8:10a	9:50a	11:10a	12:50p	2:10p	3:10p	3:50p	5:10p	6:50p	8:10p	9:50p
3	San Diego-Old Town	↓	8:31a	10:11a	11:31a	1:11p	2:31p	3:31p	4:11p	5:31p	7:11p	8:31p	10:11p
3	San Diego-SF Depot	ARRIVE	8:37a	10:17a	11:37a	1:17p	2:37p	3:37p	4:17p	5:37p	7:17p	8:37p	10:17p

NORTHBOUND — SAN DIEGO TO OCEANSIDE

ZONES	TRAIN SERVICE NO.		SATURDAY & SUNDAY						SAT ONLY	SATURDAY & SUNDAY			SAT ONLY
			671	673	675	677	679	681	691	683	685	687	689
1	San Diego-SF Depot	DEPART	9:20a	10:40a	12:20p	1:40p	3:20p	4:40p	5:20p	6:20p	7:40p	9:20p	11:40p
1	San Diego-Old Town	↓	9:27a	10:47a	12:27p	1:47p	3:27p	4:47p	5:27p	6:27p	7:47p	9:27p	11:47p
2	Sorrento Valley	↓	9:49a	11:09a	12:49p	2:09p	3:49p	5:09p	5:49p	6:49p	8:09p	9:49p	12:09a
3	Solana Beach	↓	9:59a	11:19a	12:59p	2:19p	3:59p	5:19p	5:59p	6:59p	8:19p	9:59p	12:19a
3	Encinitas	↓	10:05a	11:25a	1:05p	2:25p	4:05p	5:25p	6:05p	7:05p	8:25p	10:05p	12:25a
3	Carlsbad Poinsettia	↓	10:11a	11:31a	1:11p	2:31p	4:11p	5:31p	6:11p	7:11p	8:31p	10:11p	12:31a
3	Carlsbad Village	↓	10:17a	11:37a	1:17p	2:37p	4:17p	5:37p	6:17p	7:17p	8:37p	10:17p	12:37a
3	Oceanside	ARRIVE	10:22a	11:42a	1:22p	2:42p	4:22p	5:42p	6:22p	7:22p	8:42p	10:22p	12:42a

* This trip is served by COASTER Connection shuttle service.

Este viaje es atendido por medio del servicio de transporte COASTER Connection.

Zones:
COASTER one-way & round trip prices dependent on number of zones traveled.

Zonas:
Los precios en viajes de un solo trayecto y redondo de COASTER dependen del número de zonas recorridas.

COASTER 699 will depart 60 minutes (1 hour) after end of select games & special events with an absolute departure of 11:55 p.m.
Padres game times are subject to change. Visit **GoNCTD.com** for service updates.

COASTER 699 partirá 60 minutos (1 hora) después del final de juegos o eventos especiales selectos, con una hora de salida absoluta de 11:55 p.m.
Los horarios de los juegos de los Padres están sujetos a cambios. Visite GoNCTD.com para notificaciones sobre cambios.

COASTER Connection service does not operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. Schedule subject to change.

El servicio de conexión de COASTER no opera en Año Nuevo, Día de los Caídos (Memorial Day), Día de la Independencia, Día del Trabajo, Día de Acción de Gracias ni en Navidad.
Los horarios están sujetos a cambios.

Holiday COASTER Schedule

Saturday Schedule
- Independence Day

Sunday Schedule
- New Year's Day
- Memorial Day
- Labor Day
- Thanksgiving Day
- Christmas Day

Schedule subject to change.

Horario Festivo de COASTER

Horario del sábado
- Día de la Independencia

Horario del domingo
- Año Nuevo
- Día de los Caídos
- Día del Trabajo
- Día de Acción de Gracias
- Navidad

Los horarios están sujetos a cambios.

PLATFORMS / PLATAFORMAS

COASTER and Amtrak Pacific Surfliner platform assignments for multi-track stations

Asignaciones de plataforma para COASTER y Amtrak Pacific Surfliner para estaciones multi-pista

Oceanside Transit Center

COASTER trains scheduled to depart from Platform 3	Trenes COASTER programados para partir de la Plataforma 3
Amtrak and Metrolink trains scheduled to depart from Platform 1 or Platform 2	Trenes Amtrak y Metrolink programados para partir de la Plataforma 1 o la Plataforma 2

Carlsbad Poinsettia; Solana Beach; Sorrento Valley; Old Town**

All trains observe the following at these stations:	Todos los trenes observan lo siguiente en estas estaciones:
Southbound trains depart from Platform 1 (easternmost track)	Los trenes hacia el sur salen de la Plataforma 1 (vía más oriental)
Northbound trains depart from Platform 2 (westernmost track)	Los trenes hacia el norte salen de la Plataforma 2 (vía más occidental)

** *At Old Town, all Southbound trains depart from Platform 3 (closest to the Trolley); all Northbound trains depart from Platform 4 (closest to the parking lot). COASTER Ticket Machines are located on Platform 3.*

** *En Old Town, todos los trenes hacia el sur salen de la Plataforma 3 (la más cercana al Trolley); todos los trenes hacia el norte salen de la Plataforma 4 (la más cercana al estacionamiento). Las máquinas expendedoras de boletos de COASTER están localizadas en la Plataforma 3.*

Amtrak Pacific Surfliner®
Visit **GoNCTD.com** for more info on R2R.
For a complete Amtrak Pacific Surfliner schedule, please visit **PacificSurfliner.com**.

Visite GoNCTD.com obtener más información sobre R2R. Para el horario completo del Amtrak Pacific Surfliner, por favor visite PacificSurfliner.com.

Tickets sold at vending machines VALID ONLY for the SAME DAY of purchase. NO REFUNDS. One-way tickets valid for 2 hours from time of purchase. Tickets and stored value may be purchased via the PRONTO app on mobile devices.
Los boletos comprados en una máquina expendedora SOLO SON VÁLIDOS para el MISMO DÍA de su compra. NO HAY REEMBOLSOS. Los boletos de un solo trayecto son válidos por 2 horas desde su compra. Boletos y Stored Value pueden comprarse a través de la aplicación de PRONTO en dispositivos móviles.

X: X.com @GoNCTD
X Service Alerts: X.com @NCTD_Alerts
Facebook: facebook.com @GoNCTD
Instagram: instagram.com @GoNCTD
YouTube: youtube.com @GoNCTD
Mobile Real Time Info: GoNCTD.com/NOW

NORTH COUNTY TRANSIT
SAN DIEGO RAILROAD

GoNCTD.com • (760) 966-6500

SOUTHBOUND // Daily

13 day thru
9 school

Oakland • San Luis Obispo • San Diego

Train Number ▶		562	564	770	572	774	580	784	586	790	794
Connecting Bus Number ▶				4770				4784		4790	4794
Oakland, CA	Depart			10:00P				4:45A		7:20A	9:35A
Emeryville, CA				10:15P				4:55A		7:35A	9:50A
San Francisco, CA				10:35P				5:15A		7:55A	10:10A
San Jose, CA				11:45P				6:20A		9:25A	11:25A
Salinas, CA				12:45A				7:35A		10:25A	12:40P
King City, CA				1:35A				8:45A		11:55A	1:55P
Paso Robles, CA				3:15A				9:40A		12:55P	2:55P
San Luis Obispo, CA	Arrive										
• Cal Poly	Depart			3:45A				10:15A		1:25P	3:30P
• San Luis Obispo Amtrak Station				4:00A		6:11A		10:35A		1:40P	3:50P
											4:12P
Grover Beach, CA				4:25A		6:31A		10:55A		2:05P	4:32P
Santa Maria, CA				4:40A				11:15A		2:20P	
Guadalupe-Santa Maria, CA						6:47A					4:48P
Lompoc, CA						7:21A					5:21P
Solvang, CA				5:15A				11:50A		2:55P	
Buellton, CA				5:25A				12:00P		3:05P	
Goleta, CA				6:39A		8:31A		1:31P		4:25P	6:30P
Santa Barbara, CA											
• UCSB				6:00A				12:40P		3:40P	
• Santa Barbara Amtrak Station	Arrive			6:30A		8:46A		1:25P		4:20P	6:47P
	Depart			6:53A		8:49A		1:45P		4:40P	6:50P
Carpinteria, CA				7:08A		9:04A		2:03P		4:57P	7:08P
Ventura, CA				7:39A		9:38A		2:34P		5:28P	7:43P
Oxnard, CA				7:57A		9:55A		2:53P		5:42P	8:03P
Camarillo, CA				8:10A		10:09A		3:09P		5:53P	8:14P
Moorpark, CA				8:24A		10:23A		3:23P		6:05P	8:24P
Simi Valley, CA				8:41A		10:39A		3:39P		6:21P	8:41P
Chatsworth, CA				8:53A		10:52A		3:52P		6:37P	8:58P
Northridge, CA				8:59A				4:05P			
Van Nuys, CA				9:09A		11:07A		4:13P		6:50P	9:09P
Hollywood Burbank Airport, CA				9:17A		11:15A		4:21P		7:05P	9:17P
Burbank-Downtown, CA				9:22A				4:26P			
Glendale, CA				9:29A		11:26A		4:34P		7:17P	9:28P
Los Angeles, CA	Arrive			9:46A		11:43A		4:48P		7:40P	9:46P
	Depart	6:10A	7:10A	10:10A	11:10A	12:10P	3:10P	5:10P	6:10P	8:10P	
Fullerton, CA		6:41A	7:41A	10:41A	11:41A	12:41P	3:41P	5:41P	6:41P	8:41P	
Anaheim, CA		6:49A	7:49A	10:49A	11:49A	12:49P	3:49P	5:49P	6:49P	8:49P	
Santa Ana, CA		7:01A	8:01A	11:01A	12:01P	1:01P	4:01P	6:01P	7:01P	9:01P	
Irvine, CA		7:12A	8:12A	11:12A	12:12P	1:12P	4:12P	6:12P	7:12P	9:12P	
San Juan Capistrano, CA		7:25A	8:26A	11:25A	12:25P	1:26P	4:26P	6:26P	7:26P	9:26P	
San Clemente Pier, CA				11:38A	12:38P						
Oceanside, CA		8:05A	9:05A	12:08P	1:08P	2:05P	5:05P	7:05P	8:05P	10:02P	
Solana Beach, CA	Arrive	8:19A	9:19A	12:22P	1:22P	2:19P	5:19P	7:19P	8:19P	10:19P	
	BUS BRIDGE	8:25A	9:25A	12:30P	1:30P	2:25P	5:25P	7:25P	8:25P	10:25P	
San Diego, CA											
• Old Town San Diego Amtrak Station		D 8:50A	D 9:50A	D 12:55P	D 1:55P	D 2:50P	D 5:50P	D 7:50P	D 8:50P	D 10:50P	
• Downtown San Diego Amtrak Station		9:00A	10:00A	1:05P	2:05P	3:00P	6:00P	8:00P	9:00P	11:00P	

NOTE: Friday, March 21st, southbound train 794 will terminate in Los Angeles. A bus connection will be provided from Los Angeles to San Diego, making all stops. No bus bridge will be provided for train 790, which will terminate in Solana Beach.

Pacific Surfliner train service

Thruway Bus and connecting services

Airport connection

Thruway Bus stop

L Stops to receive and discharge passengers; train may leave before time shown

D Stops only to discharge passengers; bus may leave before time shown

NORTHBOUND // Daily

San Diego • San Luis Obispo • Oakland

Train Number ▶		761	765	769	573	777	581	785	587	591	595
Connecting Bus Number ▶		4761	4765	4769				4785			
San Diego, CA • Downtown San Diego Amtrak Station ✈ • Old Town San Diego Amtrak Station	BUS BRIDGE		5:50A	7:50A	9:50A	11:50A	1:50P	3:50P	4:50P	6:50P	8:50P
Solana Beach, CA			6:30A	8:30A	10:30A	12:30P	2:30P	4:30P	5:30P	7:30P	9:30P
	Depart		6:40A	8:40A	10:40A	12:40P	2:40P	4:40P	5:40P	7:40P	9:40P
Oceanside, CA			6:57A	8:57A	10:57A	12:57P	2:57P	4:57P	5:57P	7:57P	9:57P
San Clemente Pier, CA							3:20P	5:20P	6:23P		
San Juan Capistrano, CA			7:34A	9:34A	11:34A	1:34P	3:37P	5:37P	6:36P	8:34P	10:34P
Irvine, CA			7:49A	9:49A	11:49A	1:49P	3:52P	5:52P	6:53P	8:49P	10:49P
Santa Ana, CA			8:01A	10:01A	12:01P	2:01P	4:04P	6:04P	7:06P	9:01P	11:01P
Anaheim, CA			8:10A	10:10A	12:10P	2:10P	4:13P	6:13P	7:17P	9:10P	11:10P
Fullerton, CA			8:18A	10:18A	12:18P	2:18P	4:21P	6:21P	7:25P	9:18P	11:18P
Los Angeles, CA ✈	Arrive		8:57A	10:52A	12:57P	2:57P	4:57P	6:57P	8:04P	9:57P	11:57P
	Depart	7:13A	9:13A	11:13A		3:13P		7:13P			
Glendale, CA		7:26A	9:26A	11:26A		3:26P		7:26P			
Burbank-Downtown, CA		7:33A				3:33P					
Hollywood Burbank Airport, CA ✈		7:39A	9:36A	11:36A		3:39P		7:36P			
Van Nuys, CA		7:47A	9:44A	11:44A		3:47P		7:44P			
Northridge, CA		7:55A				3:55P					
Chatsworth, CA		8:02A	9:59A	11:59A		4:01P		7:59P			
Simi Valley, CA		8:14A	10:11A	12:11P		4:13P		8:11P			
Moorpark, CA		8:27A	10:24A	12:23P		4:26P		8:25P			
Camarillo, CA		8:41A	10:36A	12:36P		4:41P		8:47P			
Oxnard, CA		8:56A	10:54A	12:51P		4:52P		8:59P			
Ventura, CA		9:10A	11:08A	1:05P		5:06P		9:13P			
Carpinteria, CA		9:36A	11:34A	1:31P		5:28P		9:35P			
Santa Barbara, CA • Santa Barbara Amtrak Station	Arrive	Ⓛ 9:55A	Ⓛ 11:50A	Ⓛ 1:49P		Ⓛ 5:46P		Ⓛ 9:59P			
	Depart	9:58A	11:55A	2:00P		5:49P		10:05P			
• UCSB			12:10P	2:15P				10:20P			
Goleta, CA		10:11A	12:03P	2:02P		6:05P		10:12P			
Solvang, CA			12:45P	2:45P				10:50P			
Buellton, CA			12:55P	2:50P				10:55P			
Lompoc, CA		11:20A				7:22P					
Guadalupe-Santa Maria, CA		11:54A				7:56P					
Santa Maria, CA			1:25P	3:30P				11:35P			
Grover Beach, CA		12:09P	1:45P	3:55P		8:11P		11:59P			
San Luis Obispo, CA • San Luis Obispo Amtrak Station	Arrive	12:39P				8:46P					
	Depart	12:45P	2:15P	4:25P				12:30A			
• Cal Poly		12:55P	2:25P	4:35P				12:40A			
Paso Robles, CA		1:25P	2:55P	5:05P				1:10A			
King City, CA		2:50P	4:20P	6:30P				2:35A			
Salinas, CA		3:40P	5:10P	7:20P				3:25A			
San Jose, CA		4:50P	6:20P	8:25P				4:30A			
San Francisco, CA		6:00P	7:30P	9:40P				5:45A			
Emeryville, CA		6:25P	7:55P	10:05P				6:05A			
Oakland, CA	Arrive	6:35P	8:05P	10:15P				6:15A			

NOTE: Monday, March 24th, train 761 will originate in Los Angeles, but no bus bridge will be provided. Train 765 will originate in Solana Beach and a bus bridge will be provided between San Diego and Solana Beach. Train 769 will originate in San Diego on its normal schedule.

Pacific Surfliner train service

Thruway Bus and connecting services

✈ Airport connection

Thruway Bus stop

Ⓛ Stops to receive and discharge passengers; train may leave before time shown

PACIFIC SURFLINER THRUWAY BUS CONNECTIONS // Daily

ROUTE 39 // Fullerton • Palm Springs • Indio

EASTBOUND *(read down)*					WESTBOUND *(read up)*	
770 / 769	774 / 580 / 581		◄ Connecting Train Number ►		572 / 573 / 777	784 / 785
4968	4984		◄ Thruway Bus Number ►		4967	4985
Ⓒ 11:00A	Ⓒ **4:50P**	Depart	Fullerton, CA	Arrive	Ⓒ 10:05A	Ⓒ **4:25P**
Ⓓ 11:50A	Ⓓ **5:45P**		Riverside, CA (Amtrak/Metrolink)		9:00A	Ⓡ **3:25P**
Ⓓ **12:30P**	Ⓓ **6:25P**		Cabazon, CA (Morongo Casino Hotel)		Ⓡ 8:20A	Ⓡ **2:35P**
			Palm Springs, CA			
Ⓓ **1:00P**	Ⓓ **6:55P**		• Downtown		Ⓡ 7:50A	Ⓡ **2:10P**
Ⓓ **1:10P**	Ⓓ **7:00P**		• Airport ✈		Ⓡ 7:45A	**2:00P**
	Ⓓ **7:30P**		Palm Desert, CA (Palm Desert Town Center)		Ⓡ 7:15A	
	Ⓓ **7:40P**		La Quinta, CA (La Quinta Town Center)		Ⓡ 7:00A	
	Ⓓ **7:50P**	Arrive	Indio, CA (Hwy 111 at Monroe)	Depart	6:50A	

ROUTE 17 // Santa Barbara • San Luis Obispo • Oakland

NORTHBOUND *(read down)*							SOUTHBOUND *(read up)*			
761	765	769	785		◄ Connecting Train Number ►		770	784	790	794
4761	4765	4769	4785		◄ Thruway Bus Number ►		4770	4784	4790	4794
				Depart	Santa Barbara, CA	Arrive				
	Ⓒ 11:55A	Ⓒ **2:00P**	Ⓒ **10:05P**		• Santa Barbara Amtrak Station		Ⓒ 6:30A	Ⓒ **1:25P**	Ⓒ **4:20P**	
	12:10P	**2:15P**	**10:20P**		• UCSB		6:00A	**12:40P**	**3:40P**	
	12:45P	**2:45P**	**10:50P**		Solvang, CA (Solvang Park)		5:25A	**12:00P**	**3:05P**	
	12:55P	**2:50P**	**10:55P**		Buellton, CA – Transit Shelter WB 246		5:15A	11:50A	**2:55P**	
	1:25P	**3:30P**	**11:35P**		Santa Maria, CA (IHOP)		4:40A	11:15A	**2:20P**	
	1:45P	**3:55P**	**11:59P**		Grover Beach, CA		4:25A	10:55A	**2:05P**	
					San Luis Obispo, CA					
Ⓒ **12:45P**	Ⓒ **2:15P**	**4:25P**	12:30A		• San Luis Obispo Amtrak Station		4:00A	10:35A	**1:40P**	**3:50P**
12:55P	**2:25P**	**4:35P**	12:40A		• Cal Poly		Ⓓ 3:45A	10:15A	**1:25P**	**3:30P**
1:25P	**2:55P**	**5:05P**	1:10A		Paso Robles, CA		3:15A	9:40A	**12:55P**	**2:55P**
Ⓡ **2:50P**	Ⓡ **4:20P**	Ⓡ **6:30P**	Ⓡ 2:35A		King City, CA (McDonald's)		Ⓡ 1:35A	Ⓡ 8:45A	Ⓡ 11:55A	Ⓡ **1:55P**
3:40P	**5:10P**	**7:20P**	3:25A		Salinas, CA		12:45A	7:25A	10:25A	**12:40P**
Ⓓ **4:50P**	Ⓓ **6:20P**	**8:25P**	4:30A		San Jose, CA		**11:45P**	6:20A	9:25A	Ⓒ 11:25A
Ⓓ **6:00P**	Ⓓ **7:30P**	Ⓓ **9:40P**	Ⓓ 5:45A		San Francisco, CA		**10:35P**	5:15A	7:55A	10:10A
6:25P	**7:55P**	Ⓓ **10:05P**	Ⓓ 6:05A		Emeryville, CA		**10:15P**	4:55A	7:35A	9:50A
Ⓓ **6:35P**	Ⓓ **8:05P**	Ⓓ **10:15P**	Ⓓ 6:15A	Arrive	Oakland, CA	Depart	Ⓒ **10:00P**	Ⓒ 4:45A	Ⓒ 7:20A	9:35A

NOTE: All Pacific Surfliner Thruway Bus connections require advance reservations.

For other Thruway Bus routes, go to **PacificSurfliner.com/Thruway**

Thruway Bus and connecting services

✈ Airport connection
Ⓒ Train connection
Ⓓ Stops only to discharge passengers; bus may leave before time shown
Ⓡ Rest stop

Appendix C. Noise Calculations

Noise Model Based on Federal Transit Adminstration General Transit Noise Assessment
Developed for Chicago Create Project
Copyright 2006, HMMH Inc.
Case: EUSD-03.0 Paul Ecke Central ES

RESULTS			
Noise Source	**Leq - 1-hr (dB)**		
All Sources	60		
Source 1	55		
Source 2	58		
Source 3	0		
Source 4	0		
Source 5	0		
Source 6	0		
Source 7	0		
Source 8	0		

Enter noise receiver land use category below.

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	1

Enter data for up to 8 noise sources below - see reference list for source numbers.

NOISE SOURCE PARAMETERS						
Parameter	**Source 1**		**Source 2**		**Source 3**	
Source Num.	Commuter Diesel Locomotive	2	Commuter Rail Cars	3		
Distance (source to receiver)	distance (ft)	125	distance (ft)	125		
Noisiest Hour of	speed (mph)	72	speed (mph)	72		
Activity During	trains/hour	4	trains/hour	4		
Sensitive Hours	locos/train	1	cars/train	7		
Wheel Flats?		n	% of cars w/ wheel flats			
Jointed Track?	Y/N	n	Y/N			
Embedded Track?	Y/N	n	Y/N			
Aerial Structure?	Y/N	n	Y/N			
Barrier Present?	Y/N	n	Y/N			
Intervening Rows of of Buildings	number of rows	0	number of rows			