

**INFORMATION FROM THE INVESTIGATING OFFICERS REPORT OF MOTOR VEHICLE ACCIDENT**

Law Enforcement  
 Case Number: **23-005145**  
 Date of Acc: **08/01/23**  
 Time of Acc: **13:22** Hrs.  
 Name of Agency: **O'BRIEN COUNTY SHERIFF'S OFF**  
 Officer: **DEPUTY JETT KORVER**  
 Badge #: **71-8**  
 Report Date: **08/01/2023**  
 Officer Notified: **13:22** Hrs.  
 Officer Arrived: **13:24** Hrs.

Scene Investigated: **YES**  
 Report to All Drivers: **NO**  
 Legal Intervention: **NO**  
 Private Property: **NO**  
 County: **O'BRIEN - 71**  
 Acc Loc City:  
 Acc Dir From City:  
 Closest City:  
 Miles From City:  
 Road, Street, HWay:  
 Definable Location:  
 Milepost Number:

At Intersection with:  
 Div HWay Trvl Dir:  
 Distance 1:  
 Direction 1:  
 Distance 2:  
 Direction 2:  
 X-Coordinate: **00281904**  
 Y-Coordinate: **04784254**  
 Location Literal: **REDWING AVE**  
 Description:

**Unit 001**

Driver Name - Last: **REESE**  
 First: **LINDSEY**  
 Middle: **JO**  
 City: **LAKE PARK**  
 State: **IA**  
 Zip: **51347**  
 Suffix:  
 Gender: **Female**  
 Age: **32**  
 CDL: **NO**  
 License State: **IA**  
 License Class: **C**  
 License Endorsmnt:  
 License Restrictions:  
 Speed Limit: **55**  
 Seating Position: **01 - 1ST ROW: LEFT SIDE/MOTORCYCLE DRIVER**  
 Driver Condition: **01 - APPARENTLY NORMAL**  
 Alcohol Test Given: **NO**  
 Drug Test Given: **1 - NONE**  
 Total Occupants: **1**  
 Vehicle Year: **2009**  
 Vehicle Make: **BUICK - BUIC**  
 Vehicle Model: **ENCLAVE CXL**  
 Vehicle Style: **4D**  
 Vehicle Color: **RED - RED**  
 Vehicle Config: **01 - PASSENGER CAR**  
 Vehicle Defect: **01 - NONE**  
 Vehicle Action: **01 - MOVEMENT ESSENTIALLY STRAIGHT**  
 Tow: **1 - DRIVEN AWAY**  
 Tow #:  
 Initial Trvl Dir: **01 - NORTH**  
 Vision Obscured: **01 - NOT OBSCURED**

Bus Use:  
 Dvr Distractions: **99 - UNKNOWN**  
 Traffic Controls: **05 - YIELD SIGNS**  
 Point of Init Impact: **11 - FRONT DRIVER SIDE CORNER**  
 Most Damaged Area: **11 - FRONT DRIVER SIDE CORNER**  
 Undrrid/Ovrid: **1 - NONE**  
 Rpr/Rplc Cost: **\$4,000.00**  
 Ext of Damage: **2 - MINOR DAMAGE**  
 First Event: **37 - RAILWAY VEHICLE/TRAIN**  
 Second Event:  
 Third Event:  
 Fourth Event:  
 Most Harmful Event: **37 - RAILWAY VEHICLE/TRAIN**  
 Abg Switch Stat:  
 Abg Deploy: **01 - NOT APPLICABLE**  
 Trapped: **1 - NOT TRAPPED/APPLICABLE**  
 Ejection: **1 - NOT APPLICABLE**  
 Ejection Path: **01 - NOT EJECTED/NOT APPLICABLE**  
 Occpnt Protect: **03 - SHOULDER AND LAP BELT USED**  
 5 - UNINJURED  
 Source of Trans: **01 - NOT TRANSPORTED**  
 Died at Scene: **01 - NOT APPLICABLE**

Transported to:  
 Transported by:  
 Special Veh Func: **01 - NO SPECIAL FUNCTION**  
 Emergency Status: **01 - NOT APPLICABLE**  
 Cont. Circum., Dvr: **98 - OTHER (EXPLAIN IN NARRATIVE)**  
 Carrier Name:  
 Carrier Address:  
 Carrier City:  
 Carrier State:  
 Carrier Zip:  
 Cargo Body Type: **01 - NOT APPLICABLE**  
 Number of Axles:  
 HazMat Involvement:  
 HazMat Placard:  
 Placard #:  
 HazMat Released?:  
 Converter Dolly:  
 GVWR:  
 Cit Chrg Code 1: **321.341**  
 Citation Charge 1: **FAIL TO PROPERLY STOP AT RR CROSSING**  
 Cit Chrg Code 2:  
 Citation Charge 2:  
 Citation Charge 3:  
 Citation Charge 4:

**Unit 002**

Driver Name - Last: <b>SHANNON</b>	Bus Use:	Transported to:
First: <b>JOHN</b>		
Middle: <b>M</b>	Drvr Distractions: <b>02 - NOT DISTRACTED</b>	Transported by:
City:		
State:	Traffic Controls: <b>01 - NO CONTROLS PRESENT</b>	Special Veh Func: <b>01 - NO SPECIAL FUNCTION</b>
Zip:		
Suffix:	Point of Init Impact: <b>98 - OTHER (EXPLAIN IN NARRATIVE)</b>	Emergency Status: <b>01 - NOT APPLICABLE</b>
Gender: <b>Male</b>	Most Damaged Area: <b>98 - OTHER (EXPLAIN IN NARRATIVE)</b>	Cont. Circum., Drvr: <b>88 - NO IMPROPER ACTION</b>
Age: <b>47</b>	Undrrid/Ovrid: <b>1 - NONE</b>	
CDL:	Rpr/Rplc Cost: <b>\$0.00</b>	
License State:	Ext of Damage: <b>2 - MINOR DAMAGE</b>	
License Class: <b>NO</b>	First Event: <b>33 - VEHICLE IN TRAFFIC</b>	Carrier Name:
License Endorsmnt:		Carrier Address:
License Restrictions:	Second Event: <b>33 - VEHICLE IN TRAFFIC</b>	Carrier City:
Speed Limit: <b>25</b>	Third Event:	Carrier State:
Seating Position:	Fourth Event:	Carrier Zip:
Driver Condition: <b>01 - APPARENTLY NORMAL</b>	Most Harmful Event: <b>33 - VEHICLE IN TRAFFIC</b>	Cargo Body Type: <b>01 - NOT APPLICABLE</b>
Alcohol Test Given: <b>NO</b>	Abg Switch Stat:	Number of Axles:
Drug Test Given: <b>1 - NONE</b>	Abg Deploy: <b>01 - NOT APPLICABLE</b>	HazMat Involvement:
Total Occupants: <b>2</b>	Trapped: <b>1 - NOT TRAPPED/APPLICABLE</b>	HazMat Placard:
Vehicle Year: <b>1955</b>	Ejection: <b>1 - NOT APPLICABLE</b>	Placard #:
Vehicle Make: <b>LOCO</b>	Ejection Path: <b>01 - NOT EJECTED/NOT APPLICABLE</b>	HazMat Released?:
Vehicle Model: <b>GP20ECO</b>	Occpnt Protect: <b>01 - NOT APPLICABLE</b>	Converter Dolly:
Vehicle Style: <b>LOCOMOTIVE</b>	Source of Trans: <b>01 - NOT TRANSPORTED</b>	GVWR:
Vehicle Color: <b>RED - RED</b>	Died at Scene: <b>01 - NOT APPLICABLE</b>	Cit Chrg Code 1:
Vehicle Config: <b>36 - TRAIN</b>		Citation Charge 1:
Vehicle Defect: <b>01 - NONE</b>		Cit Chrg Code 2:
Vehicle Action: <b>01 - MOVEMENT ESSENTIALLY STRAIGHT</b>		Citation Charge 2:
Tow: <b>4 - NOT DISABLED - PRIVATELY ARRANGED</b>		Citation Charge 3:
Tow #:		Citation Charge 4:
Initial Trvl Dir: <b>02 - EAST</b>		
Vision Obscured: <b>01 - NOT OBSCURED</b>		

**Accident Environment**

First Harmful Event Loc: <b>01 - ON ROADWAY</b>	<b>Roadway Characteristics</b>
Manner of Crash/Collision: <b>05 - BROADSIDE (FRONT TO SIDE)</b>	Environment: <b>01 - NONE APPARENT</b>
Light Conditions: <b>1 - DAYLIGHT</b>	Roadway: <b>01 - NONE APPARENT</b>
Weather Conditions: <b>01 - CLEAR</b>	
Surface Conditions: <b>01 - DRY</b>	Type of Road Junc/Feat: <b>03 - RAILROAD GRADE CROSSING</b>
Workzone Related: <b>NO</b>	FRA No.: <b>385765N</b>
Activity:	Horizontal Alignment:
Location:	Vertical Alignment:
Type:	First Harmful Evt of Crash: <b>37 - RAILWAY VEHICLE/TRAIN</b>
Workers Present:	

**Narrative**

A Canadian Pacific train was eastbound with the locomotive, being operated by Engineer John M. Shannon, upon approaching Redwing Ave the crew sounded the train's horn, all lights on the front of the locomotive were on and functioning properly. The driver of Unit 1 was northbound on Redwing Ave and stated she thought the train was stopped but upon hearing the train's horn tried to stop. The driver of unit one locked up her brakes, leaving skid marks, and pulled to the right shoulder of the road. Unit 1 hit the side of the locomotive under the area where the engineer sits. Unit 1 was damaged on the front drivers side. The locomotive appears only to have scuff marks from the impact. No other damage was observed. Train conductor Brian Halsey was also in the locomotive and witnessed the accident.

Diagram

