

1. Name of Reporting Railroad Alton & Southern Railway [ALS]				1a. Alphabetic Code ALS				1b. Railroad Accident/Incident No. 20190623																																							
2. Name of Other Railroad or Other Entity with Consist Involved Union Pacific Railroad Company [UP]				2a. Alphabetic Code UP				2b. Railroad Accident/Incident No. 0619MA046																																							
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Alton & Southern Railway [ALS]				3a. Alphabetic Code ALS				3b. Railroad Accident/Incident No. 20190623																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 6 year: 2019				6. Time of Accident/Incident 9:45 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>																																							
7. Type of Accident/ Incident (single entry in code box)				1. Derailment 2. Head on collision 3. Rear end collision				4. Side collision 5. Raking collision 6. Broken train collision				7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction				10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts				13. Other (describe in narrative) 12																											
8. Cars Carrying HAZMAT N/A				9. HAZMAT Cars Damaged/ Derailed N/A				10. Cars Releasing HAZMAT N/A				11. People Evacuated N/A				12. Subdivision SYSTEM																															
13. Nearest City/ Town EAST ST LOUIS				14. Milepost (to nearest tenth) 3.82				15. State Abbr. IL				16. County ST CLAIR																																			
17. Temperature (F) (specify if minus) 74 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 3				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																																			
21. Track Name/ Number 129 LEAD				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 0.00				24. Time Table Direction 1. North 3. East 2. South 4. West Code 3																																			
25. 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				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol YAS1																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 004 MPH Code E				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered 2 5 K-Restricted Speed or Equivalent L-Special Instructions				30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0																																							
29. Trailing Tons (gross tonnage, excluding power units) 0				31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP093943 (2) Causing (if mechanical, cause reported) 000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs Y				33. Was this consist transporting passengers? (y/n) No																																			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End				b. Manual				c. Remote				d. Manual				e. Remote				35. Cars (Include EMU, DMU, and Cab Car Locomotives.)				a. Freight				b. Pass.				c. Freight				d. Pass.				e. Caboose			
(1) Total in Train				2				0				0				0				0				(1) Total in Equipment Consist				12				0				9				0				0			
(2) Total Derailed				0				0				0				0				0				(2) Total Derailed				0				0				0				0				0			
36. Equipment Damage This Consist \$ 10,600				37. Track, Signal, Way, & Structure Damage \$ 10,600				38. Primary Cause Code H701				39. Contributing Cause Code																																			
Number of Crew Members				Length of Time on Duty				40. Engineers/ Operators 1				41. Firemen				42. Conductors 1				43. Brakemen				44. Engineer/Operator Hrs: 02 Mins:				45. Conductor Hrs: 02 Mins:																			
Casualties to:				46. Railroad Employees				47. Train Passengers				48. Others				49a. Special Study Block A				49b. Special Study Block B																											
Fatal				0				0				0				OTH				000-000-000																											
Nonfatal				0				0				0																																			
50. Latitude 38.587699				51. Longitude -90.135196				52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE MNLAS-22 MOVED TO 133 TRACK AND DOUBLE THE CARS IN TRACK 130. THE YAS 113 SHOVED 137 SOUTH AND THE MNLAS CONDUCTOR DID NOT VERIFY THE CORRECT SWITCH AND MISTAKENLY HE WAS LINED FOR 130. THE MNLAS ENDED UP SHOVING INTO THE SIDE OF THE YAS113. NO INJURIES, NO DERAILMENT, CAR DAMAGE TO BOTH CARS INVOLVED. THIS WAS UNION PACIFIC TRAIN OPERATED BY A UNION PACIFIC CREW. THIS IS NOT AN ALS DERAILMENT. UP CONDUCTOR ON THE MNLAS-22 WAS INSTRUCTED TO YARD THE TRAIN INTO 133 AND DOUBLE TO 130. TRAIN PULLED OUT OF 133 AND MADE THE CUT. WHEN TRAIN PULLED AHEAD, THE CONDUCTOR DID NOT VERIFY THE CORRECT SWITCH AND RAN INTO THE SIDE OF THE A&S'S YS113-23. *A&S RAILROAD MAINTAINS TRACK. A&S TRACK DAMAGE = \$10,600. A&S EQUIPMENT DAMAGE = \$10,463 1/4/2020- UPDATED																																							
53. Typed/Printed Name & Title of Preparer				54. Signature				55. 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).																																															
This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.																																															