**DEPARTMENT OF TRANSPORTATION**
FEDERAL RAILROAD ADMINISTRATION

# RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

| | | |
|---|---|---|
| 1. Name of Reporting Railroad: **Alton & Southern Railway [ALS]** | 1a. Alphabetic Code: **ALS** | 1b. Railroad Accident/Incident No.: **20190803** |
| 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.: **0819MA006** |
| 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.: **20190803** |
| 4. U. S. DOT Grade Crossing Identification Number: | 5. Date of Accident/Incident: month **0 8** day **0 3** year **2019** | 6. Time of Accident/Incident: **2:53** AM [X] PM [ ] |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 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)* Code: **01** |

| 8. Cars Carrying HAZMAT | 9. HAZMAT Cars Damaged/ Derailed | 10. Cars Releasing HAZMAT | 11. People Evacuated | 12. Subdivision |
|---|---|---|---|---|
| **N/A** | **N/A** | **N/A** | **N/A** | **SYSTEM** |

| 13. Nearest City/ Town | 14. Milepost *(to nearest tenth)* | 15. State Abbr. | Code | 16. County |
|---|---|---|---|---|
| **EAST ST LOUIS** | **4** | **IL** | **17** | **ST CLAIR** |

| 17. Temperature (F) *(specify if minus)* | 18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark | Code | 19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow | Code | 20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry | Code |
|---|---|---|---|---|---|---|
| **70** °F | | **4** | | **1** | | **2** |

| 21. Track Name/ Number | 22. FRA Track Class (1-9, X) | Code | 23. Annual Track Density *(gross tons in millions)* | 24. Time Table Direction 1. North 2. South 3.East 4. West | Code |
|---|---|---|---|---|---|
| **201 YARD** | **1** | | | | **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 | 26. Was Equipment Attended? 1. Yes 2. No | Code | 27. Train Number/Symbol |
|---|---|---|---|---|
| | | | | |

| 28. Speed *(recorded speed if available)* R - Recorded E - Estimated | Code | 30. Type of Territory *(enter codes that apply)* | 30a. Remotely Controlled Locomotive? |
|---|---|---|---|
| **000** MPH | | Signalization *(Mandatory)* 1. Signaled 2. Not Signaled: **2**<br>Method of Operation/Authority for Movement *(Mandatory)*: **5**<br>1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track: **K-Restricted Speed or Equivalent**<br>Supplemental/Adjunct Codes *(Mandatory*)*<br>* Mandatory to the extent that all applicable codes are entered | 0 = Not a remotely controlled operation<br>1 = Remote control portable transmitter<br>2 = Remote control tower operation<br>3 = Remote control portable transmitter - more than one remote control transmitter<br>Code |

29. Trailing Tons (gross tonnage, excluding power units): **0**

| 31. Principal Car/Unit | a. Initial and Number | b. Position in Train | c. Loaded *(yes/no)* | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. | Alcohol | Drugs |
|---|---|---|---|---|---|---|
| (1) First involved *(derailed, struck, etc)* | | **000** | | | | |
| (2) Causing *(if mechanical, cause reported)* | | **000** | | 33.Was this consist transporting passengers ? *(y/n)* | | |

| 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) | a. Head End | Mid Train b. Manual | Mid Train c. Remote | Rear End d. Manual | Rear End e. Remote | 35. Cars (Include EMU, DMU, and Cab Car Locomotives.) | Loaded a. Freight | Loaded b. Pass. | Empty c. Freight | Empty d. Pass. | e. Caboose |
|---|---|---|---|---|---|---|---|---|---|---|---|
| (1) Total in Train | **0** | **0** | **0** | **0** | **0** | (1) Total in Equipment Consist | **0** | **0** | **0** | **0** | **0** |
| (2) Total Derailed | **0** | **0** | **0** | **0** | **0** | (2) Total Derailed | **0** | **0** | **0** | **0** | **0** |

| 36. Equipment Damage This Consist | 37. Track, Signal, Way, & Structure Damage | 38. Primary Cause Code | 39. Contributing Cause Code |
|---|---|---|---|
| $ **0** | $ **99** | **H525** | |

| Number of Crew Members: 40. Engineers/ Operators | 41. Firemen | 42. Conductors | 43. Brakemen | Length of Time on Duty: 44. Engineer/Operator Hrs: Mins: | 45. Conductor Hrs: 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 | 51. Longitude |
|---|---|
| **38.586133** | **-90.132147** |

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

**UPDATED 1/4/2020 TO REFLECT CHANGE IN EQUIPMENT DAMAGE BY UP THE AASNP-02 WAS BUILDING THEIR TRAIN WHEN THEY HAD PULLED OUT 7762 FT OF TRAIN OUT OF TRACK 6-27 AND THEN WENT TO SHOVE BACK INTO TRACK28 TO PICK UP THE REMAINDER. UTILITY MAN WAS WATCHING SHOVE AND COUNTING CARS DOWN TO A STOP, WHENTHE ENGINEER FAILED TO USE PROPER TRAIN HANDLING, ONLY APPLYING THE INDEPENDENT BRAKES, RESULTINGIN A STRING-LINE DERAILMENT OF 11 CARS, WITH 9 ON THEIR SIDE. *A&S MAINTAINS TRACK. A&S TRACK DAMAGE = $99***

| 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 ime 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.