DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad: **BNSF Railway Company [BNSF]**	1a. Alphabetic Code: **BNSF**	1b. Railroad Accident/Incident No.: **CH0119105**
2. Name of Other Railroad or Other Entity with Consist Involved	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **BNSF Railway Company [BNSF]**	3a. Alphabetic Code: **BNSF**	3b. Railroad Accident/Incident No.: **CH0119105**
4. U. S. DOT Grade Crossing Identification Number	5. Date of Accident/Incident (month/day/year): **01/13/2019**	6. Time of Accident/Incident: **5:00** AM ☐ 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
12	**3**	**N/A**	**N/A**	**BEARDSTOWN**

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
ADAIR	**149.7**	**IL**	**17**	**MCDONOUGH**

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
17 °F	**3**	**1**	**1**

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
SINGLE MAIN TRACK	**4**	**25.76**	**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
1	**Y**	**HDYT**

28. Speed *(recorded speed if available)* R - Recorded E - Estimated — Code	30. Type of Territory *(enter codes that apply)*	30a. Remotely Controlled Locomotive?
044 MPH **R**	Signalization *(Mandatory)*: **1** (1. Signaled 2. Not Signaled) Method of Operation/Authority for Movement *(Mandatory)*: **1** (1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track) Supplemental/Adjunct Codes *(Mandatory*)*: **Q-Traffic Control System/CTC** * Mandatory to the extent that all applicable codes are entered	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): **5,825**

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded *(yes/no)*
(1) First involved *(derailed, struck, etc)*	**UTLX902579**	**042**	**Y**
(2) Causing *(if mechanical, cause reported)*	**UTLX902579**	**042**	**Y**

32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs

33. Was this consist transporting passengers ? *(y/n)*: **No**

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
(1) Total in Train	**2**	**0**	**0**	**0**	**0**
(2) Total Derailed	**0**	**0**	**0**	**0**	**0**

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 Equipment Consist	**53**	**0**	**6**	**0**	**0**
(2) Total Derailed	**13**	**0**	**0**	**0**	**0**

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
$ **659,570**	$ **446,520**	**E52C**	

Number of Crew Members / Length of Time on Duty

40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen	44. Engineer/Operator	45. Conductor
1		**1**		Hrs: **02** Mins: **45**	Hrs: **02** Mins: **45**

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others	49a. Special Study Block A	49b. Special Study Block B
Fatal	**0**	**0**	**0**	**CWR**	**000-000-000**
Nonfatal	**0**	**0**	**0**		

50. Latitude	51. Longitude
40.40374	**-90.478386**

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

H-DTYGAL1-11 DERAILED 13 RAILCARS WHILE TRAVERSING SINGLE MAIN TRACK DUE TO RAILCAR JOURNAL FAILUREFROM OVERHEATING. NO HAZARDOUS MATERIALS WERE RELEASED.

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.