DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad: **Terminal Railroad Association Of St. Louis [TRRA]**	1a. Alphabetic Code: **TRRA**	1b. Railroad Accident/Incident No.: **19017**
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.: **0819MA018**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Terminal Railroad Association Of St. Louis [TRRA]**	3a. Alphabetic Code: **TRRA**	3b. Railroad Accident/Incident No.: **19017**
4. U. S. DOT Grade Crossing Identification Number:	5. Date of Accident/Incident: month **0 8** day **0 8** year **2019**	6. Time of Accident/Incident: **1:25** AM ☐ PM ☒

7. Type of Accident/ Incident *(single entry in code box)*	1. Derailment	4. Side collision	7. Hwy-rail crossing	10. Explosion-detonation	13. Other *(describe in narrative)*	Code
	2. Head on collision	5. Raking collision	8. RR grade crossing	11. Fire/violent rupture		**01**
	3. Rear end collision	6. Broken train collision	9. Obstruction	12. Other impacts		

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**	**MACARTHUR**

13. Nearest City/ Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
EAST ST LOUIS	**3.45**	**IL**	**17**	**ST CLAIR**

17. Temperature (F) *(specify if minus)*	18. Visibility (single entry)	Code	19. Weather *(single entry)*	Code	20. Type of Track	Code
85 °F	1. Dawn 3. Dusk 2. Day 4. Dark	**2**	1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow	**2**	1. Main 3. Siding 2. Yard 4. Industry	**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	Code
A&S JUNCTION	**1**			1. North 3.East 2. South 4. West	**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 **1** 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*)* * 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

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**	$ **7,847**	**T199**	

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**	**CWR**	**000-000-000**
Nonfatal	**0**	**0**	**0**		

50. Latitude	51. Longitude
38.60279	**-90.152727**

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

AASFX-08 WAS TRAVELING EAST OUT OF THE ALS YARD, ONTO TRRA MAINTAINED TRACK. THE CONDUCTOR LOOKED OUT OF THE WINDOW, SAW THEY HAD CARS ON THE GROUND, AND TOLD THE ENGINEER TO STOP. FIVE CARS DERAILEDDUE TO TRACK WARP ON TRRA TRACK. TRACK WARP IS THE DIFFERENCE IN CROSS LEVEL BETWEEN ANY TWO POINTS LESS THAN 62 FEET APART. EXCESSIVE WARP CONTRIBUTES TO WHEEL CLIMB. MEASUREMENTS WERE 3 3/8 INCH WARP UNDER LOAD (MAX OF 3), 2 1/2 INCH OF TWIST WITH A MAX OF 2 INCHES. ALS SUSTAINED TRACK DAMAGE AS WELL. * TRRA MAINTAINS TRACK. TRRA TRACK DAMAGE = $7,847. ALS TRACK/SIGNAL DAMAGE = $9,389*

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).