

1. Name of Reporting Railroad Tazewell & Peoria Railroad, Inc. [TZPR]				1a. Alphabetic Code TZPR		1b. Railroad Accident/Incident No. TZP1916190																	
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. 0919PR020																	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Tazewell & Peoria Railroad, Inc. [TZPR]				3a. Alphabetic Code TZPR		3b. Railroad Accident/Incident No. TZP1916190																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 9 year: 2019		6. Time of Accident/Incident 6:45 AM <input type="checkbox"/> PM <input checked="" 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) 01													
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 SOUTHERN															
13. Nearest City/ Town CREVE COEUR		14. Milepost (to nearest tenth) 5.4		15. State Abbr. IL		Code 17		16. County TAZEWELL															
17. Temperature (F) (specify if minus) 84 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1																	
21. Track Name/ Number SINGLE MAIN TRACK		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 10.50		24. Time Table Direction 1. North 3. East 2. South 4. West Code 2																	
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 000 MPH		Code		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized 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		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																	
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) 000 (2) Causing (if mechanical, cause reported) 000		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: 33. Was this consist transporting passengers? (y/n)													
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		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 \$ 0		37. Track, Signal, Way, & Structure Damage \$ 49,971		38. Primary Cause Code E46C		39. Contributing Cause Code																	
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators		41. Firemen		42. Conductors		43. Brakemen		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 40.658655				51. Longitude -89.604622																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) UNION PACIFIC WAS TRAVERSING A LOADED COAL TRAIN (133 X 0) WITH DP POWER CONFIGURATION ON THE TZPR IN AN EASTBOUND DIRECTION ON THE SOUTHERN DIVISION MAIN TRACK NEAR WESLEY JUNCTION WHEN THEIR TRAIN WENT INTO EMERGENCY. THE UP CONDUCTOR WALKED THE TRAIN AND DISCOVERED A BROKEN KNUCKLE, REPLACED THE KNUCKLE, CHARGED THE TRAIN WITH AIR, AND ATTEMPTED TO MOVE THE TRAIN WITH NO SUCCESS. THE CONDUCTOR THEN WALKED THE REMAINDER OF THE TRAIN AND DISCOVERED CARS 120 THROUGH 123 WERE DERAILED, WITH CARS 121 AND 122 POSITIONED ON THEIR SIDE. THE DERAILMENT LOCATION WAS LOCATED AT THE DUAL CONTROL SWITCH FOR THE EAST LEAD ON THE TZPR, JUST EAST OF THE RIVER BRIDGE. DETAILED EQUIPMENT INSPECTION FOUND UNUSUAL WEAR PATTERNS ON THE CTRN 601091 R3 AND L4 WHEEL, AND UNUSUAL WEAR ON THE CONSTANT CONTACT TRUCK AND BODY SIDE BEARINGS. WEAR FOUND WAS NOT CONDEMNABLE, BUT BELIEVED TO HAVE LED TO INCIDENT.																							
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.																							