

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Tazewell & Peoria Railroad, Inc. [TZPR]				1a. Alphabetic Code TZPR				1b. Railroad Accident/Incident No. TZP2710190											
2. Name of Other Railroad or Other Entity with Consist Involved Toledo, Peoria & Western Railway Corporation [TPW]				2a. Alphabetic Code TPW				2b. Railroad Accident/Incident No. TPW270919D											
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. TZP2710190											
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 2 year 08 2019				6. Time of Accident/Incident 3:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>											
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 01							
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture											
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts											
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 BARTONVILLE		14. Milepost (to nearest tenth) .50		15. State Abbr. IL		Code 17		16. County PEORIA											
17. Temperature (F) (specify if minus) 47 ° 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 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		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code		26. Was Equipment Attended? 1. Yes 2. No Code		27. Train Number/Symbol							
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.													
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing													
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing													
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		2		3		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)		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							
				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		b. Manual		c. 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		(1) Total in Equipment Consist		0		0		0		0		0	
(2) Total Derailed		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 0		37. Track, Signal, Way, & Structure Damage \$ 41,000						38. Primary Cause Code T108		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		OTH		000-000-000									
Nonfatal		0		0		0													
50. Latitude 40.628734								51. Longitude -89.652911											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AFTER TPW CREW RECEIVED A TRACK WARRANT TO DEPART THE TZPR AND ENTER THE UP MAINLINE, THE TRAIN TRAVELED APPROXIMATELY 85 CARS LENGTHS AND HAD GONE INTO EMERGENCY. UPON INSPECTION, THE REAR 2 LOCOMOTIVES HAD DERAILED IN THE VICINITY OF MP 0.50 ON THE TZPR MAINLINE CAUSING THE LAST 2 COAL CARS OF THE TRAIN TO BREAK THE COUPLING AND SEPARATE FROM THE REST OF THE TRAIN.																			
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.																			