

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0219GL001																							
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) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP				3b. Railroad Accident/Incident No. 0219GL001																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 2 year: 2019				6. Time of Accident/Incident 12:01 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 24				9. HAZMAT Cars Damaged/ Derailed 2				10. Cars Releasing HAZMAT N/A				11. People Evacuated N/A				12. Subdivision VILLA GROVE SUB															
13. Nearest City/ Town SOUTH HOLLAND				14. Milepost (to nearest tenth) 18.0				15. State Abbr. IL				16. County COOK				17. Temperature (F) (specify if minus) 16 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark 2				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry 2			
21. Track Name/ Number YARD 015				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 1				24. Time Table Direction 1. North 3. East 2. South 4. West 1				25. Type of Equipment 1. Freight train 5. Single car 9. Maint./inspect. car D. EMU Consist 2. Passenger train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU (single entry) 3. Commuter train-Pulling 7. Yard/switching B. Passenger Train-Pushing 4. Work train 8. Light loco(s) C. Commuter Train-Pushing 1				26. Was Equipment Attended? 1. Yes 2. No Y				27. Train Number/Symbol MNLC							
28. Speed (recorded speed if available) R - Recorded E - Estimated 002 MPH R				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 0																							
29. Trailing Tons (gross tonnage, excluding power units) 8,047				31. Principal Car/Unit (1) First involved (derailed, struck, etc) CBFX471187 (2) Causing (if mechanical, cause reported) 000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs Y				33. Was this consist transporting passengers? (y/n) No																			
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				2 0 0 0 0				(1) Total in Equipment Consist				56 0 60 0 0																			
(2) Total Derailed				0 0 0 0 0				(2) Total Derailed				4 0 0 0 0																			
36. Equipment Damage This Consist \$ 1,846				37. Track, Signal, Way, & Structure Damage \$ 18,490				38. Primary Cause Code T101				39. Contributing Cause Code																			
Number of Crew Members				Length of Time on Duty				40. Engineers/ Operators 1				41. Firemen 1				42. Conductors 1				43. Brakemen 1				44. Engineer/Operator Hrs: 08 Mins: 01				45. Conductor Hrs: 08 Mins: 01			
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 41.622762				51. Longitude -87.612079																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN MNLC-30 WAS PULLING OUT OF TRACK 15 IN NORTHBOUND DIRECTION AND DERAILED 4 RAILCARS.																															
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.																															