

1. Name of Reporting Railroad <b>Union Pacific Railroad Company [UP]</b>				1a. Alphabetic Code <b>UP</b>				1b. Railroad Accident/Incident No. <b>0819MA030</b>																																							
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) <b>Union Pacific Railroad Company [UP]</b>				3a. Alphabetic Code <b>UP</b>				3b. Railroad Accident/Incident No. <b>0819MA030</b>																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: <b>0</b> day: <b>8</b> year: <b>2019</b>				6. Time of Accident/Incident <b>9:57</b> AM <input checked="" type="checkbox"/> PM <input 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) <b>01</b>																											
8. Cars Carrying HAZMAT <b>N/A</b>				9. HAZMAT Cars Damaged/ Derailed <b>N/A</b>				10. Cars Releasing HAZMAT <b>N/A</b>				11. People Evacuated <b>N/A</b>				12. Subdivision <b>CHESTER SUB</b>																															
13. Nearest City/Town <b>DUPO</b>				14. Milepost (to nearest tenth) <b>5.84</b>				15. State Abbr. <b>IL</b>				16. County <b>ST CLAIR</b>				17. Temperature (F) (specify if minus) <b>72</b> ° F																															
18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark <b>2</b>				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>2</b>				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry <b>2</b>				21. Track Name/ Number <b>TRACK 301</b>				22. FRA Track Class (1-9, X) <b>2</b>				23. Annual Track Density (gross tons in millions) <b>1</b>				24. Time Table Direction 1. North 3. East 2. South 4. West <b>1</b>																							
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 <b>1</b>				26. Was Equipment Attended? 1. Yes 2. No <b>Y</b>				27. Train Number/Symbol <b>CIMN</b>																											
28. Speed (recorded speed if available) R - Recorded E - Estimated <b>016</b> MPH <b>E</b>				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 <b>0</b>				29. Trailing Tons (gross tonnage, excluding power units) <b>2,870</b>				31. Principal Car/Unit (1) First involved (derailed, struck, etc) <b>AEPX007206</b> (2) Causing (if mechanical, cause reported) <b>000</b>				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: <b>N</b> Drugs: <b>N</b>																											
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End (1) Total in Train (2) Total Derailed <b>2</b> <b>0</b>				b. Manual (1) Total in Train (2) Total Derailed <b>0</b> <b>0</b>				c. Remote (1) Total in Train (2) Total Derailed <b>0</b> <b>0</b>				d. Manual (1) Total in Train (2) Total Derailed <b>1</b> <b>0</b>				e. Remote (1) Total in Train (2) Total Derailed <b>0</b> <b>0</b>				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist (2) Total Derailed <b>0</b> <b>0</b>				a. Freight <b>0</b>				b. Pass. <b>0</b>				c. Freight <b>135</b>				d. Pass. <b>0</b>				e. Caboose <b>0</b>			
36. Equipment Damage This Consist <b>\$ 21.113</b>				37. Track, Signal, Way, & Structure Damage <b>\$ 700</b>				38. Primary Cause Code <b>H703</b>				39. Contributing Cause Code				40. Engineers/ Operators <b>1</b>				41. Firemen				42. Conductors <b>1</b>				43. Brakemen				44. Engineer/Operator Hrs: <b>10</b> Mins: <b>27</b>				45. Conductor Hrs: <b>10</b> Mins: <b>27</b>											
Casualties to:				46. Railroad Employees				47. Train Passengers				48. Others				49a. Special Study Block A <b>OTH</b>				49b. Special Study Block B <b>000-000-000</b>																											
Fatal				<b>0</b>				<b>0</b>				<b>0</b>																																			
Nonfatal				<b>0</b>				<b>0</b>				<b>0</b>																																			
50. Latitude <b>38.523314</b>				51. Longitude <b>-90.21209</b>																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>CIMNR-15 WAS ENTERING TRACK 301 FROM THE SOUTH, MAKING A STRAIGHT, FACING-POINT MOVEMENT OVER THE 301 CROSSOVER SWITCH. THE TRAIN HAD 2 LOCOMOTIVES AND 79 EMPTY COAL CARS ACROSS THE SWITCH WHEN THE SWITCH OPENED, CAUSING TWO CARS TO DERAIL. REVIEW OF THE YARD CAMERA, TIR AND OPPOSING TIR SHOWED THESWITCH TO BE LINED FOR THE MOVEMENT. AN EMPLOYEE LEFT THE SWITCH HOOK OUT WHILE WORKING ANOTHER JOB.</b>																																															
53. Typed/Printed Name & Title of Preparer				54. Signature				55. Date																																							
<b>NOTE:</b> 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.																																															