

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0819PR011																	
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. 0819PR011																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 8 0 9 2019		6. Time of Accident/Incident 1:00 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)		Code 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 GENEVA SUB															
13. Nearest City/ Town MELROSE PARK				14. Milepost (to nearest tenth) 12.09		15. State Abbr. IL		Code 17		16. County COOK													
17. Temperature (F) (specify if minus) 82 ° 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 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																	
21. Track Name/ Number YARD 133				22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions)		24. Time Table Direction 1. North 3. East 2. South 4. West Code 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 8		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YPR4											
28. Speed (recorded speed if available) R - Recorded E - Estimated 008 MPH		Code E		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 1													
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP000889 (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 											
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		1		0		0		0		0		(1) Total in Equipment Consist		0		0		0		0		0	
(2) Total Derailed		1		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 1,000				37. Track, Signal, Way, & Structure Damage \$ 59,830				38. Primary Cause Code H704				39. Contributing Cause Code											
Number of Crew Members												Length of Time on Duty											
40. Engineers/ Operators 1		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: 05 Mins: 01				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 41.891324								51. Longitude -87.871421															
52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE YPR14R-09 WAS HEADED NORTHBOUND ON THE SOUTH LEAD IN YARD 9. THEY WENT OVER THE 212/213 LEAD SWITCH AND THE REAR TRUCKS PICKED THE SWITCH BECAUSE IT HAD BEEN RUN-THROUGH BY A PREVIOUS JOB. THE CANADIAN PACIFIC G41 JOB HAD USED THE LEAD 15-20 MINUTES PRIOR TO COME SOUTH DOWN THE LEAD AND IT IS BELIEVED THEY RAN THRU THE SWITCH.																							
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.																							