## DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINI

ISTRATION	RAIL EQUIPMENT ACCIDEN	I/INCIDENT REPORT	
		1a. Alphabetic Code	1b. Rai

FEDERAL RAILROAD	ADMINISTRATIO	N	R	AIL EQU	IPMEN	NT ACCI	IDE	NT/INCI	DEI	NT REPOI	RT			ON	IB Approval	No: 2130-0500		
1. Name of Reporting Railroad								1a. Alphabetic Code						1b. Railroad Accident/Incident No.				
Union Pacific Railroad Company [UP]								UP						0919MA023				
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alphat	Code		2b. Railroad Accident/Incident No.							
3. Name of Railroad or O	ther Entity Respons	ible for Tr	rack Maintenance	(single en	try)			3a. Alphat	oetic (	Code		3b. Railroad Accident/Incident No.						
Union Pacific Railroad Company [UP]													0919M					
4. U. S. DOT Grade Crossing Identification Number										dent/Incident			6. Time of	f Accident/Ir	icident			
								0	onth 9	1 0	year 201	9	12:30 AM PM X					
7. Type of Accident/	1. Der	railment	4.	Side collision		7. Hwy	y-rail c	rossing			osion-detonati		13. Ot	her		Code		
Incident (single									-									
entry in code box) 8. Cars Carrying	• •							n 12. Other impacts 11. People					12. Subdiv	06				
HAZMAT									Evacuated									
4		N	N/A 2158						CHESTER SUB									
13. Nearest 14. Milepost (to 15. State Code 16. County																		
City/						arest		Abbr.										
Town <b>DUPO</b> 17. Temperature (F)		18. Visibi	ility (single ent	v)	Code	19. Weather	.44 (sing	IL 17 ST CLAIR agle entry) Code					20. Type of Track Code					
(specify if minus)		1. Da	•	•		1. Clea		3. Rain		5. Sleet	1		1. Main		ding			
	<b>90</b> <sup>o</sup> F	2. Da	iy 4. Darl		2	2. Clou		4. Fog		6. Snow		1	2. Yard		dustry	2		
21. Track Name/ Number					FRA Track Class (1-9,		Code						24. 11me 1. Nort	Table Direct h 3.Ea		Code		
YARD 111						ĺ.	1	in n	nillior	(gross tons ns)			2. Sout			1		
25. Type of Equipment	1. Freight train		5. Single car	9. Maint./in	-	D. E			26	<ol><li>Was Equipmen</li></ol>	t		27. 1	Frain Numbe	r/Symbol			
Consist (single entry)	<ol> <li>Passenger train-l</li> <li>Commuter train-</li> </ol>	U	<ol> <li>Cut of cars</li> <li>Yard/switching</li> </ol>	A. Spec. M B. Passenge	• •	E. D	MU	Code		Attended? 1. Yes	2. No	C	ode					
(single entry)	4. Work train	1 uning	8. Light loco(s).	0	ter Train-Pu	U		6		1. 105	2.110	ľ						
28. Speed (recorded sp	eed	Cod	ie 30. Type	of Territory	(enter coe	des that apply	)						30a. Remo	otely Control	lled Locomot	ve?		
if available)				tion (Manda	• ·			2							y controlled	-		
R - Recorded E - Estimated	<b>001</b> MPH	E	1. Signal Method of		Signaled authority for	Movement	(Mana	latory) 5							ol portable tra ol tower oper			
	oss tonnage,	1		-				Restricted Lim							ol portable tra			
excluding power uni	ts)				•	Other Than Ma	ain Tra	ck K	-Rest	tricted Speed or	Equivalent			than one rei				
		1,899		ntal/Adjunct (		<i>indatory*)</i> pplicable code	s are e	ntered					contr	ol transmitte	r	Code		
31. Principal Car/Unit		a. Initial	and Number		on in Train		Loaded			32. If any railro	ad employee(s	) test	ed for drug/ald	cohol use, en	ter the numbe	r that		
(1) First involved								()===)		-	ve in the appro		-		cohol	Drugs		
(derailed, struck, etc	)																	
(2) Causing (if me	chanical,	TO	CHX003120		001			N		33.Was this con	eiet tranenorti	10 02	concore? (	v/n)				
cause reported)	chanicai,				000					55. Was this con	sist transporti	is pa	sengers . (	,,,,,,		No		
34. Locomotive Units		a. Head	Mi	l Train		Rear End		35. Cars					aded		npty			
(Exclude EMU, DMU, an Locomotives.)	d Cab Car	End	b. Manual	c. Remote	d. Manu	ial e. Rem	note	(Include EM Locomotives		MU, and Cab Car	a. Fr	eight	b. Pass.	c. Freight	d. Pass.	e. Caboose		
(1) Total in Train		0	0	0	0	0		(1) Total in Equipment Consist 11		1	0	34	0	0				
(2) Total Derailed		0	0	0	-							0	_	0				
36. Equipment Damage		0	37. Track, Signal		0 0			(2) Total Derailed 2 38. Primary Cause				<ol> <li>Contributi</li> </ol>	1	U	0			
This Consist	•		& Structure		\$	0		Code	ause	I			Code	ing Cause				
	\$ 210,00		of Crew Members	, i i i i i i i i i i i i i i i i i i i	Þ	U					H503 Length	of Ti	ne on Duty					
40. Engineers/	41. Firemen		42. Conductors		43. Brakem	ien		44. Engineer/0	Opera	tor	Dengui		45. Conductor					
Operators 0			0				Hrs: Mins:				Hrs: Mins:							
Casualties to:	46. Railroad Emplo	ovees	47. Train Passens	ers	48. Others			49a. Special S	tudy ]			49h	Special Study	Block B				
		5,000			to: outers			isu special s	iuu y i	Diotern		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Speenii Study	Diota D				
Fatal	0		0			0		отн				000	-000-000					
Nonfatal	0		0			0												
50. Latitude			38.528	708				51. Longitude					-90.209	9247				
52. Narrative Description	(Be specific,	and conti	inue on separate si		ry)													
YDU51-10 WAS SHOVING SOUTH TO TRACK 303 WITH ALL CARS OFF AIR. THE ENGINEER WAS INSTRUCTED TO BRINGMOVE TO A STOP AT THE NORTH END OF TRACK 303 TO ALLOW CONDUCTOR TO REPOSITION AT THE SOUTH END OF TRACK 303 AND PROTECT THE SHOVE. THE CONDUCTOR WAS UNAWARE THE TRAIN BROKE IN TWO 53 CARS AHEAD OF HISLOCATION AND WERE ROLLING SOUTH. WHEN HE REPOSITIONED, HE GAVE ENGINEER A FRESH CAR COUNT TO CONTINUE THE SHOVE, AT WHICH TIME THE 83 CARS ATTACHED TO THE LOCOMOTIVE SHOVED INTO THE 53 CARS THAT HADBROKEN AWAY. THE IMPACT INTO THE 53 CARS CAUSED DERAILMENT OF 14 CARS, INCLUDING ONE HAZMAT CAR THATCAUGHT FIRE. 1 DRUG POSITIVE - NOT DETERMINED TO BE A CASUAL FACTOR. AT THE TIME OF THE INCIDENT THE RAIL EQUIPMENT WAS MOVING ABOVE THE MAXIMUM FOR THE TRACK CLASS REPORTED. #11 - 2158 PERSONS EVACUATED																		
53. Typed/Printed Name & Title of Preparer							e						55. I	Date				
<b>NOTE:</b> This report is part of the reporting railroad's accident report pursuant to th							repor	ts statute an	d, as	such shall not	"be admitte	d as o	evidence or	used for ar	y purpose i	n any suit		
	for damages gro						•											
This collection of infor ime for reviewing inst natter of public record nformation unless it di	ructions, searchin , and no confiden	ng existin ntiality is	ng databases, gat promised to an	hering and 1 respondent	maintainin t. Please no	g the data no ote that an a	eeded, gency	, and completed may not com	eting nduc	and reviewing t or sponsor, a	the collection	on of	information	n. The info	rmation col	lected is a		

## DEPARTMENT OF TRANSPORTATION

RAIL EQUIPME	NT ACCIDEN	T/INCIDENT	REPORT

FEDERAL RAILROAD	ADMINISTRATION	N	RA	IL EQU	JIPMEN	NT ACC	CIDE	NT/INCI	DE	NT REPOI	RT			OM	IB Approval	No: 2130-0500								
1. Name of Reporting Railroad								1a. Alphabetic Code   1						1b. Railroad Accident/Incident No.										
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3. Name of Railroad or O		3a. Alphabetic Code 3						ad Accident/I	ncident No.															
Union Pacific Railroad Company [UP]									UP															
4. U. S. DOT Grade Crossing Identification Number									f Acci onth	dent/Incident day	year		6. Time of	of Accident/In	cident									
								0	9 9	1 0	201	9	12:30	I	АМ	РМ 🗴								
7. Type of Accident/	wy-rail	crossing		1	osion-detona		13. 0	ther		Code														
Incident (single entry in code box)	· ·									11. Fire/		(describe in)												
8. Cars Carrying	5. Kea	s Releasing	9. Obstruction 12. Other impacts Releasing 11. People						narrative) 06															
HAZMAT		ZMAT Evacuated																						
20 Derailed 1 1										2	158		CHES	CHESTER SUB										
13. Nearest 14. Milepost (to 15. State Code 16. County																								
City/ nearest Abbr. Town DUPO tenth) 5.44 IL 17 ST CLAIR																								
17. Temperature (F)	1	18. Visibi	lity (single entr	<i>y</i> )	Code	19. Weath		gle entry)		1/		Code	20. Type	of Track		Code								
(specify if minus)	0	1. Da		I		1. Cle		3. Rain		5. Sleet	1		1. Ma											
21. Track Name/	<b>90</b> <sup>o</sup> F	2. Da	y 4. Dark	22	2 FRA Track	2. Cl		4. Fog le 23. Ann	nol Tr	6. Snow		1	2. Yai	d 4. In Table Directi	dustry	2 Code								
Number				22.	Class (1-9,		Cod	Da					24. 11me 1. Noi			Code								
YARD 111							1	in r	nillior	(gross tons ns)			2. Sou	th 4. W	est	2								
25. Type of Equipment Consist	1. Freight train		<ol> <li>Single car</li> <li>Cut of cars</li> </ol>	9. Maint./ii			EMU DMU		20	5. Was Equipmer Attended?	ıt		27.	Train Numbe	r/Symbol									
(single entry)	<ol> <li>Passenger train-F</li> <li>Commuter train-F</li> </ol>	-	<ol> <li>Cut of cars</li> <li>Yard/switching</li> </ol>	A. Spec. M B. Passeng			DMU	Code		Attended? 1. Yes	2. No	Co	de YD	U5										
	4. Work train		8. Light loco(s).	U	ter Train-Pu	U		7																
28. Speed (recorded spe	red	Cod				des that app	oly)							otely Control										
<i>if available)</i> R - Recorded			Signalizat 1. Signale	ion ( <i>Manda</i> d 2 Not	atory) Signaled			2	2					Not a remotel Remote contr		-								
E - Estimated	<b>011</b> MPH	R	-	Operation/A		Movement	(Man	datory) 5	;					Remote contro										
	oss tonnage,		-					Restricted Lin					3 =	Remote contro	ol portable tr	ansmitter -								
excluding power uni	ts)			Register Terr ntal/Adjunct			Main Tra	ack K	K-Rest	tricted Speed or	Equivalent			e than one rer rol transmitte		Code								
		10,206		ry to the exte			des are o	entered					Com		1	0								
31. Principal Car/Unit	1	a. Initial	and Number	b. Positio	on in Train	c	c. Loade	d (yes/no)		32. If any railro	ad employee(	s) teste	d for drug/al	cohol use, en	ter the numb	· v								
(1) First involved										were positi	ive in the app	ropriate	box.	Ale	cohol	Drugs								
(derailed, struck, etc	)	T	FI W200025		004			Y								01								
(2) Causing (if me	chanical,		FLX200035		084			<u> </u>		33.Was this con	sist transport	ing pas												
cause reported)					000											No								
34. Locomotive Units		a. Head		Train		Rear End		35. Cars (Include FM	ם דוו	MU, and Cab Ca	r lo F	Loa reight	ded b. Pass.	Err c. Freight	npty d. Pass.	e. Caboose								
(Exclude EMU, DMU, an Locomotives.)	d Cab Car	End	b. Manual	c. Remote	d. Manu	ial e. Re	emote	Locomotives		into, and out ou	a. Preigi	Teigin D. Pas	0.1 455.	s. c. Fleight	u. 1 ass.	e. Caboose								
(1) Total in Train		3	0	0	0		0	(1) Total	tal in Equipment Consist 62			2	0	74	0	0								
(2) Total Derailed		0	0	0	0		0	(2) Total	2) Total Derailed 6			6	0	5	0	0								
36. Equipment Damage			37. Track, Signal,	, .	, v		0	38. Primary C				-	9. Contribu		Ū									
This Consist	\$ 506,50	-	& Structure I	•	\$	104,720		Code		1	H503		Code	с 										
	500,50		f Crew Members									of Tin	e on Duty											
40. Engineers/	41. Firemen		42. Conductors		43. Brakem	ien		44. Engineer/	44. Engineer/Operator 45. C					5. Conductor										
Operators 1			1				Hrs: 06 Mins:						Hrs: 06 Mins:											
Casualties to:	46. Railroad Emplo	vees	47. Train Passenge	ers	48. Others								Special Stud	ecial Study Block B										
Fatal	*					0		-	•															
	0		0			0		ОТН				000	-000-000											
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50. Latitude			38.5287	708				51. Longitude	;				-90.20	9247										
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YDU51-10 WAS SHOVING SOUTH TO TRACK 303 WITH ALL CARS OFF AIR. THE ENGINEER WAS INSTRUCTED TO BRINGMOVE TO A STOP AT THE NORTH END OF TRACK 303 TO ALLOW CONDUCTOR TO REPOSITION AT THE SOUTH END OF TRACK 303 AND PROTECT THE SHOVE. THE CONDUCTOR WAS UNAWARE THE TRAIN BROKE IN TWO 53 CARS AHEAI OF HISLOCATION AND WERE ROLLING SOUTH. WHEN HE REPOSITIONED, HE GAVE ENGINEER A FRESH CAR COUNT TO CONTINUE THE SHOVE, AT WHICH TIME THE 83 CARS ATTACHED TO THE LOCOMOTIVE SHOVED INTO THE 53 CARS THAT HADBROKEN AWAY. THE IMPACT INTO THE 53 CARS CAUSED DERAILMENT OF 14 CARS, INCLUDING ONE HAZMAT CAR THATCAUGHT FIRE. 1 DRUG POSITIVE - NOT DETERMINED TO BE A CAUSAL FACTOR. CAR#: UTLX 200035 METHYL ISOBUTYL KETO, 140,000 LBS. AT THE TIME OF THE INCIDENT THE RAIL EQUIPMENT WAS MOVING ABOVE THE MAXIMUM FOR THE TRACK CLASS REPORTED. #11 - 2158 PERSONS EVACUATED																								
						-																		
53. Typed/Printed Name &	k					54. Signat	1179						55.	Date										
Title of Preparer						÷			1	1 1		1	.,	1.0										
	ort is part of the r						-				be admitte	ed as e	vidence or	used for an	y 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																								
ime 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																								
natter 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 normation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.																								
	<u> </u>													nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.										