

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0919MA023																			
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. 0919MA023																			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 9 year: 2019		6. Time of Accident/Incident 12:30 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) 06															
8. Cars Carrying HAZMAT 4		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated 2158		12. Subdivision CHESTER SUB																	
13. Nearest City/ Town DUPO		14. Milepost (to nearest tenth) 5.44		15. State Abbr. IL		Code 17		16. County ST CLAIR																	
17. Temperature (F) (specify if minus) 90 ° 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 2																			
21. Track Name/ Number YARD 111		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 Code 1																			
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 6		26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol													
28. Speed (recorded speed if available) R - Recorded E - Estimated 001 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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*) K-Restricted Speed or Equivalent * 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) 1,899		31. Principal Car/Unit (1) First involved (derailed, struck, etc) TCHX003120 (2) Causing (if mechanical, cause reported) 000		a. Initial and Number 001		b. Position in Train 000		c. Loaded (yes/no) N		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs 01															
33. Was this consist transporting passengers? (y/n) No		34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train 0 (2) Total Derailed 0		a. Head End 0		b. Manual 0		c. Remote 0		d. Manual 0		e. Remote 0		35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 11 (2) Total Derailed 2		a. Freight 11		b. Pass. 0		c. Freight 34		d. Pass. 0		e. Caboose 0	
36. Equipment Damage This Consist \$ 210,000		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H503		39. Contributing Cause Code																			
Number of Crew Members				Length of Time on Duty																					
40. Engineers/ Operators 0		41. Firemen		42. Conductors 0		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 38.528708				51. Longitude -90.209247																					
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 BRING MOVE 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 HIS LOCATION 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 HAD BROKEN AWAY. THE IMPACT INTO THE 53 CARS CAUSED DERAILMENT OF 14 CARS, INCLUDING ONE HAZMAT CAR THAT CAUGHT 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				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.																									

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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 06											
8. Cars Carrying HAZMAT 20		9. HAZMAT Cars Damaged/ Derailed 1		10. Cars Releasing HAZMAT 1		11. People Evacuated 2158		12. Subdivision CHESTER SUB															
13. Nearest City/ Town DUPO				14. Milepost (to nearest tenth) 5.44		15. State Abbr. IL		Code 17		16. County ST CLAIR													
17. Temperature (F) (specify if minus) 90 ° 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 2																	
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28. Speed (recorded speed if available) R - Recorded E - Estimated 011 MPH		Code R		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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*) K-Restricted Speed or Equivalent * 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) 10,206																							
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number UTLX200035		b. Position in Train 084		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs 01															
(2) Causing (if mechanical, cause reported)		000						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		3		0		0		0		0		(1) Total in Equipment Consist		62		0		74		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		6		0		5		0		0	
36. Equipment Damage This Consist		\$ 506,505		37. Track, Signal, Way, & Structure Damage		\$ 104,720		38. Primary Cause Code H503		39. Contributing Cause Code													
Number of Crew Members												Length of Time on Duty											
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 06 Mins:				45. Conductor Hrs: 06 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																	
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