

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0919PR019																			
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. 0919PR019																			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 9 year: 2019				6. Time of Accident/Incident 9:20 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) 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 PROVISO YARD											
13. Nearest City/ Town MELROSE PARK				14. Milepost (to nearest tenth) 13.0				15. State Abbr. IL				16. County COOK															
17. Temperature (F) (specify if minus) 71 ° 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 332				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 4															
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 1				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol MASPR			
28. Speed (recorded speed if available) R - Recorded E - Estimated 010 MPH				Code 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) 4,525				31. Principal Car/Unit (1) First involved (derailed, struck, etc) FXE873771 (2) Causing (if mechanical, cause reported) FBOX504889				a. Initial and Number 032 031				b. Position in Train N N				c. Loaded (yes/no) N N				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs No							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End 2				Mid Train b. Manual 0 c. Remote 0				Rear End d. Manual 0 e. Remote 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 48 (2) Total Derailed 1				Loaded a. Freight 0 b. Pass. 17				Empty c. Freight 0 d. Pass. 0 e. Caboose 0			
36. Equipment Damage This Consist \$ 31,458				37. Track, Signal, Way, & Structure Damage \$ 13,391				38. Primary Cause Code E40C				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: 04 Mins: 20				45. Conductor Hrs: 04 Mins: 20							
Casualties to:				46. Railroad Employees 0				47. Train Passengers 0				48. Others 0				49a. Special Study Block A OTH				49b. Special Study Block B 000-000-000							
50. Latitude 41.895715				51. Longitude -87.888906																							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) MASPR-29 WAS PULLING INTO YARD 4 FROM THE IHB VIA NORTH MELROSE. AFTER STOPPING TO LINE THE YARD 1 LEAD SWITCH. CREW TRAVERSED 2,144' WHEN THE TRAIN WENT INTO EMERGENCY. UPON INSPECTION AND AFTER INVESTIGATION IT WAS DETERMINED THE 2 CARS DERAILED DUE TO STIFF TRUCKS.																											
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.																											