DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad	1a. Alphabetic Code	1b. Railroad Accident/Incident No.
Union Pacific Railroad Company [UP]	**UP**	**1219PR005**
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)*	3a. Alphabetic Code	3b. Railroad Accident/Incident No.
Union Pacific Railroad Company [UP]	**UP**	**1219PR005**
4. U. S. DOT Grade Crossing Identification Number	5. Date of Accident/Incident — month: **1 2** day: **1 3** year: **2019**	6. Time of Accident/Incident: **7:50** AM [X] PM [ ]

7. Type of Accident/ Incident *(single entry in code box)*	1. Derailment	4. Side collision	7. Hwy-rail crossing	10. Explosion-detonation	13. Other *(describe in narrative)*	Code
	2. Head on collision	5. Raking collision	8. RR grade crossing	11. Fire/violent rupture		**01**
	3. Rear end collision	6. Broken train collision	9. Obstruction	12. Other impacts		

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/ Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
N/A	**N/A**	**N/A**	**N/A**	**JOLIET SUB**

13. Nearest City/ Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
JOLIET	**37.0**	**IL**	**17**	**WILL**

17. Temperature (F) *(specify if minus)*	18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
35 °F		**2**		**2**		**1**

21. Track Name/ Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3.East 4. West	Code
MAIN LINE 1		**1**	**11.40**		**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	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
	1		**Y**	**MASP**

28. Speed *(recorded speed if available)* R - Recorded E - Estimated	MPH	Code
009		**R**

29. Trailing Tons (gross tonnage, excluding power units): **7,674**

30. Type of Territory *(enter codes that apply)*
Signalization *(Mandatory)* 1. Signaled 2. Not Signaled: **1**
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: **1**
Supplemental/Adjunct Codes *(Mandatory*)*: **G-Interlocking**
* 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**

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded *(yes/no)*
(1) First involved *(derailed, struck, etc)*	**BKTY150173**	**111**	**N**
(2) Causing *(if mechanical, cause reported)*	**BKTY150173**	**111**	**N**

32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs

33. Was this consist transporting passengers ? *(y/n)*: **No**

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	**2**	**0**	**0**	**0**	**0**
(2) Total Derailed	**0**	**0**	**0**	**0**	**0**

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	**67**	**0**	**44**	**0**	**0**
(2) Total Derailed	**0**	**0**	**1**	**0**	**0**

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
$ **8,522**	$ **79,387**	**E67C**	

Number of Crew Members

40. Engineers/ Operators	41. Firemen	42. Conductors	43. Brakemen
1		**1**	

Length of Time on Duty

44. Engineer/Operator	45. Conductor
Hrs: **05** Mins: **35**	Hrs: **05** Mins: **35**

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others
Fatal	**0**	**0**	**0**
Nonfatal	**0**	**0**	**0**

49a. Special Study Block A	49b. Special Study Block B
CWR	**000-000-000**

50. Latitude	51. Longitude
41.529094	**-88.078933**

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

MASPR-12, LEAD LOCOMOTIVE UP2717, WAS DEPARTING AT MP 37 ON THE JOLIET SUB. TRAIN MOVED A TOTAL OF881 FEET AND WENT INTO UDE. UPON INSPECTION CONDUCTOR FOUND THE SECOND CAR FROM THE HEAD END HAD DERAILED DUE TO MASSIVE BUILD-UP ON WHEELS OF RAILCAR BKTY150173.

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 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 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.