

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad <b>UNION PACIFIC RAILROAD</b>		1a. Alphabetic Code <b>UP</b>		1b. Railroad Accident/Incident No. <b>0317PR013</b>	
2. Name of Other Railroad or Other Entity with Consist Involved <b>N/A</b>		2a. Alphabetic Code <b>N/A</b>		2b. Railroad Accident/Incident No. <b>N/A</b>	
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) <b>UNION PACIFIC RAILROAD</b>		3a. Alphabetic Code <b>UP</b>		3b. Railroad Accident/Incident No. <b>0317PR013</b>	
4. U.S. DOT Grade Crossing Identification Number <b>N/A</b>		5. Date of Accident/Incident month   day   year <b>0   3   1   5   1   7</b>		6. Time of Accident/Incident <b>02:30</b> 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-defonation 11. Fire/violent rupture 12. Other impacts	
		13. Other (describe in narrative)		Code <b>1</b>	
8. Cars Carrying HAZMAT <b>30</b>		9. HAZMAT Cars Damaged/ Derailed <b>10</b>		10. Cars Releasing HAZMAT <b>0</b>	
		11. People Evacuated <b>0</b>		12. Subdivision <b>MILWAUKEE SUB</b>	
13. Nearest City/Town <b>LAKE FOREST</b>		14. Milepost (to nearest tenth) <b>30.25</b>		15. State Abbr. Code <b>IL</b>	
		16. County <b>LAKE</b>			
17. Temperature (F) (specify if minus) <b>15 + °F</b>		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark <b>4</b>		19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>6</b>	
		20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry <b>1</b>			
21. Track Name/ Number <b>SINGLE MAIN TRACK</b>		22. FRA Track Class (1-9, X) Code <b>4</b>		23. Annual Track Density (gross tons in millions) <b>21.7</b>	
		24. Time Table Direction Code 1. North 3. East 2. South 4. West <b>2</b>			
25. Type of Equipment (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 <b>1</b>	
		26. Was Equipment Attended? 1. Yes 2. No <b>1</b>		27. Train Number/Symbol <b>MBUPR 15</b>	
28. Speed (recorded speed, if available) R - Recorded E - Estimated <b>26 MPH</b> Code <b>E</b>		30. Type of Territory (enter code(s) 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*) * Mandatory to the extent that all applicable codes are entered <b>D</b> <input type="checkbox"/> <input type="checkbox"/>		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 <b>0</b>	
29. Trailing Tons (gross tonnage, excluding power units) <b>11154</b>					
31. Principal Car/Unit		a. Initial and Number <b>TILX 135341</b>		b. Position in Train <b>97</b>	
(1) First Involved (derailed, struck, etc.)				c. Loaded (yes/no) <b>YES</b>	
(2) Causing (if mechanical, cause reported)		<b>N/A</b>		<b>N/A</b>	
				32. If railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol   Drugs <b>0   0</b>	
				33. Was this consist transporting passengers? (y/n) <b>N</b>	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train	
		b. Manual		c. Remote	
		d. Manual		e. Remote	
(1) Total in Train		<b>6</b>		<b>0</b>	
(2) Total Derailed		<b>0</b>		<b>0</b>	
				35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	
				a. Freight	
				b. Pass	
				c. Freight	
				d. Pass	
				e. Caboose	
				(1) Total in Equipment Consist <b>71</b>	
				(2) Total Derailed <b>10</b>	
36. Equipment Damage This Consist <b>687,066</b>		37. Track, Signal, Way, & Structure Damage <b>39,167</b>		38. Primary Cause Code <b>T220</b>	
				39. Contributing Cause Code <b>N/A</b>	
40. Engineers/ Operators <b>1</b>		41. Firemen <b>0</b>		42. Conductors <b>1</b>	
				43. Brakemen <b>0</b>	
				44. Engineer/Operator Hrs: <b>4</b> Mins: <b>38</b>	
				45. Conductor Hrs: <b>4</b> Mins: <b>38</b>	
Casualties to:		46. Railroad Employees		47. Train Passengers	
Fatal		<b>0</b>		<b>0</b>	
NonFatal		<b>0</b>		<b>0</b>	
				49a. Special Study Block A <b>CWR</b>	
				49b. Special Study Block B	
50. Latitude <b>42.264298</b>		51. Longitude <b>-087.862747</b>			
52. Narrative Description (Be specific, and continue on separate sheet if necessary)					
<b>MBUPR-15, LEAD UNIT UP5390, WAS TRAVELING SOUTH ON THE MILWAUKEE SUB WHEN THEY DERAILED 11 CARS DUE TO A BROKEN RAIL.</b>					
53. Typed/Printed Name & Title of Preparer <b>JANETTE L. MCQUEEN MANAGER - SAFETY REPORTING</b>		54. Signature		55. Date <b>06/01/2017</b>	
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).					