

1. Name of Reporting Railroad Utah Transit Authority [UTAX]			1a. Alphabetic Code UTAX			1b. Railroad Accident/Incident No. 11052013		
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) Utah Transit Authority [UTAX]			3a. Alphabetic Code UTAX			3b. Railroad Accident/Incident No. 11052013		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 1 day: 1 year: 2013			6. Time of Accident/Incident 8:46 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/ Town MIDVALE			14. Milepost (to nearest tenth)			15. State Code Abbr. UT Code 49		
17. Temperature (F) (specify if minus) 37 ° F			18. Visibility (single entry) Code 4			19. Weather (single entry) Code 2		
21. Track Name/ Number NORTHBOUND MAIN			22. FRA Track Class (1-9, X) 3			23. Annual Track Density (gross tons in millions) 1		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH			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 D-Automatic Block Signals System			26. Was Equipment Attended? 1. Yes 2. No Code N		
29. Trailing Tons (gross tonnage, excluding power units) 0			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			33. Was this consist transporting passengers? (y/n) No		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TR001001			a. Initial and Number 001			b. Position in Train 000		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Manual		
(1) Total in Train 0			c. Remote 0			d. Manual 0		
(2) Total Derailed 0			e. Remote 0			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		
36. Equipment Damage This Consist \$ 1,000,000			37. Track, Signal, Way, & Structure Damage \$ 0			38. Primary Cause Code H499		
40. Engineers/Operators 0			41. Firemen 0			42. Conductors 0		
43. Brakemen 0			44. Engineer/Operator Hrs: Mins:			45. Conductor Hrs: Mins:		
Casualties to:			46. Railroad Employees 0			47. Train Passengers 0		
Fatal 0			48. Others 0			49a. Special Study Block A CWR		
Nonfatal 0			50. Latitude 40.603065			51. Longitude -111.886656		
52. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN 15 (1025-1020-OPERATOR 5565) AFTER LEAVING HISTORIC SANDY STATION (9000 S.) NORTHBOUND HAD A YELLOW ASPECT AT S8751 AND A RED ASPECT AT SIGNAL PIONEER 2. TRAIN 15 (1025-1020) STOPPED PRIOR TO PIONEER 2 AND CONTACTED CONTROL AT 20:44HRS. AFTER A BRIEF HOLDING PERIOD (APPROXIMATELY 2 MIN) TRAIN 15 WAS ISSUED A RED SIGNAL BYPASS ACCORDING TO RULE 11.09 TO PROCEED PAST SIGNAL PIONEER 2. OPERATOR 5565 WHILE PROCEEDING NORTHBOUND WAS CHECKING THE GCI ASPECTS FOR THE 8120 SOUTH AND 8000 SOUTHGRADE CROSSINGS WHEN HE SAW CAR 1001 (DARK, NO LIGHTS ON) ON THE ALIGNMENT AND PLACED THE TRAIN INTO EMERGENCY BRAKE MODE. CONTACT WAS MADE TRAVELLING AT 31.9 MPH. TRAIN 15 WAS CARRYING A TOTAL OF 6 PASSENGERS- 2 PASSENGERS WERE TRANSPORTED TO A LOCAL HOSPITAL WITH NON-LIFE THREATENING INJURIES. THE FOUR REMAINING PASSENGERS WERE EXAMINED BY EMERGENCY RESPONDERS AND RELEASED AT THE SCENE.								
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.								

1. Name of Reporting Railroad Utah Transit Authority [UTAX]			1a. Alphabetic Code UTAX			1b. Railroad Accident/Incident No. 11052013					
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) Utah Transit Authority [UTAX]			3a. Alphabetic Code UTAX			3b. Railroad Accident/Incident No. 11052013					
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 1 day: 1 year: 2013			6. Time of Accident/Incident 8:46 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>					
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			10. Explosion-detonation					
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A					
13. Nearest City/ Town MIDVALE			14. Milepost (to nearest tenth)			15. State Code Abbr. UT Code 49					
17. Temperature (F) (specify if minus) 37 ° F			18. Visibility (single entry) Code 4			19. Weather (single entry) Code 2					
21. Track Name/ Number NORTH BOUND MAIN			22. FRA Track Class (1-9, X) 3			23. Annual Track Density (gross tons in millions) 1					
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No Code Y					
28. Speed (recorded speed if available) R - Recorded E - Estimated 031 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 D-Automatic Block Signals System L-Special Instructions * 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) 0			31. Principal Car/Unit a. Initial and Number TR001025			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: 00 Drugs: 00					
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 2,000,000					
40. Engineers/Operators 1			41. Firemen 0			42. Conductors 0					
43. Brakemen 0			44. Engineer/Operator Hrs: 07 Mins: 01			45. Conductor Hrs: Mins:					
46. Railroad Employees 0			47. Train Passengers 2			48. Others 0					
49a. Special Study Block A CWR			49b. Special Study Block B			50. Latitude 40.603065					
51. Longitude -111.886656			52. Narrative Description (Be specific, and continue on separate sheet if necessary) TRAIN 15 (1025-1020-OPERATOR 5565) AFTER LEAVING HISTORIC SANDY STATION (9000 S.) NORTHBOUND HAD A YELLOW ASPECT AT S8751 AND A RED ASPECT AT SIGNAL PIONEER 2. TRAIN 15 (1025-1020) STOPPED PRIOR TO PIONEER 2 AND CONTACTED CONTROL AT 20:44HRS. AFTER A BRIEF HOLDING PERIOD (APPROXIMATELY 2 MIN) TRAIN 15 WAS ISSUED A RED SIGNAL BYPASS ACCORDING TO RULE 11.09 TO PROCEED PAST SIGNAL PIONEER 2. OPERATOR 5565 WHILE PROCEEDING NORTHBOUND WAS CHECKING THE GCI ASPECTS FOR THE 8120 SOUTH AND 8000 SOUTHGRADE CROSSINGS WHEN HE SAW CAR 1001 (DARK, NO LIGHTS ON) ON THE ALIGNMENT AND PLACED THE TRAIN INTO EMERGENCY BRAKE MODE. CONTACT WAS MADE TRAVELLING AT 31.9 MPH. TRAIN 15 WAS CARRYING A TOTAL OF 6 PASSENGERS- 2 PASSENGERS WERE TRANSPORTED TO A LOCAL HOSPITAL WITH NON-LIFE THREATENING INJURIES. THE FOUR REMAINING PASSENGERS WERE EXAMINED BY EMERGENCY RESPONDERS AND RELEASED AT THE SCENE.			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.					