Illinois Commerce Commission

2025 Annual Report on Accidents/Incidents Involving Hazardous Materials on Railroads in Illinois

Printed by the Authority of the State of Illinois
10 Copies, March 2026 #844

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

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March 19, 2026

The Honorable Don Harmon
Senate President

The Honorable John Curran
Senate Republican Leader

The Honorable Emanuel "Chris" Welch
House Speaker

The Honorable Tony McCombie
House Republican Leader

Dear Honorable Members of the Legislative Leadership,

The Illinois Commerce Commission submits the attached report in compliance with 625 ILCS, Section 5/18c-1204, which directs the Commission to *"prepare and distribute to the General Assembly……a report on railway accidents in Illinois which involve hazardous materials."*

As required by Illinois law, this report includes the location, substance involved, amounts involved, and the suspected reason for each accident. The report also provides the rail line and point of origin of the hazardous material involved in each accident.

Additionally, the report contains the following related information:

- Details regarding events where hazardous material was involved, but no release occurred;
- An overview of ICC activities relative to the transportation of hazardous materials by rail within the state; and,
- A history of the railroad hazardous materials program.

Should you have questions, or need clarification about any of the information presented, please contact Sarah Ryan, Director of Governmental Affairs, at (217) 785-2449.

Sincerely,

Douglas P. Scott
Chairman

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1. *INTRODUCTION*

This report has been prepared by the staff of the Illinois Commerce Commission's Railroad Safety Section in accordance with the provisions of 625 ILCS 5/18c-1204. The law directs the Illinois Commerce Commission (ICC) to "*prepare and distribute to the General Assembly … a report on railway accidents in Illinois which involve hazardous materials*." The law also provides that "*the report shall include the location, substance involved, amounts involved, and the suspected reason for each accident*," as well as "*the rail line and point of origin of the hazardous material involved in each accident*."

Additionally, this report contains the following related information:

- Details regarding events where hazardous material was involved, but no release occurred.
- An overview of Commission activities relative to the transportation of hazardous materials by rail within the State.
- Review of the transportation of nuclear and radioactive materials by rail within the State.

2. *BACKGROUND*

Illinois is a key hub in the nation's transportation system. With a railroad network of approximately 7,300 miles, Illinois' rail system is the country's second largest. The Chicago and St. Louis terminal switching districts are the two key points of interchange between eastern, western, northern, and southern rail systems and handle over 30,000 rail cars on a typical weekday.

According to the Association of American Railroads (AAR), approximately 7.9 percent of all rail traffic involved the movement of hazardous materials[(1)]. Analysis of Illinois hazardous materials shipping data indicates Illinois has a slightly higher percentage of traffic comprised of hazardous materials at 11.1% of Illinois rail traffic. In 2022 *(latest year for which data is available*), railroads in Illinois originated 132.4 million tons of total freight and 4,001,700 carloads of freight[(2)]. Of this total, HM shippers in Illinois originated approximately 14.7 million tons of hazardous materials (or 444,189 carloads).

The U.S. Department of Transportation (USDOT) classifies approximately 3,500 substances as hazardous[(3)]. Many of these substances, ranging from mild irritants to poisonous and radioactive materials, are routinely transported by rail through populous regions of the country and can have the potential to severely impact the environment and public health, if inadvertently released into the environment. Individual shipments can range in quantity from packages as small as a pint that may be carried inside a highway trailer or container on a flat car, to as much as 42,000 liquid gallons carried in a tank car. Appendix 1 provides a list of the top 50 HM commodities shipped in the United States.

Under federal law (49 CFR Part 212) individual states are authorized to participate in the Railroad Hazardous Material Inspection Program administered by the USDOT. The program is under the supervision of the Federal Railroad Administration (FRA). FRA certifies state inspectors so that they may have the same legal and administrative authority as federal inspectors in assuring the safe transport of hazardous material through inspection and investigation. The ICC currently has two full-time federally certified Hazardous Material inspector positions responsible for all of Illinois.

The ICC Hazardous Material (HM) inspectors, in cooperation with FRA inspectors, focus the majority of their efforts in the field conducting inspections at railroad yards and the industrial facilities of shippers and consignees of hazardous materials. The inspectors are also responsible for maintaining inspection data, responding to complaints from rail employees and the public, and for providing information concerning the transport of hazardous material within Illinois to other state, regional and local agencies.

In 2025, the ICC HM inspectors inspected 7,557 rail cars. Since 1981, when three ICC HM inspectors found violations in 12 percent of all inspections, compliance has improved to the point that inspectors found violations in only 1.5 percent of all inspections in 2025.

3. ILLINOIS COMMERCE COMMISSION HAZARDOUS MATERIALS SAFETY PROGRAM

The ICC's Hazardous Materials Safety Program is comprised of four main components:

- Inspection of railroad equipment and shipper/consignee facilities;
- The provision of technical assistance to shippers/consignees and rail carriers;
- The inspection and escort of nuclear materials; and
- Education and outreach activities to shippers/consignees, rail carriers, emergency responders and the general public.

3.1 Inspection of Rail Equipment and Shipper/Consignee Facilities

Four types of inspections are made by ICC HM inspectors: stationary railroad equipment such as tank cars at a yard or plant; railroad equipment in transit in the consist of a through or yard train known as a "roll-by" inspection; analysis of shipping papers and related documentation; and inspection of facilities that either ship or receive hazardous commodities.

3.1.1 Railroad Equipment

Hazardous material equipment inspections are performed on a stationary hazardous material rail car. Normally, this type of inspection occurs within a railroad yard or at the loading or unloading terminal within a shipper's facility. The inspection assures that the cars are affixed with the required placards identifying the hazardous commodities being transported. Appendix 2 provides examples of

the various placards and the information they provide, which is of critical importance to emergency response personnel. Appendix 3 provides response information from the USDOT Emergency Response Guide (ERG). The ICC HM inspectors verify that the rail car's markings, stenciling, tank and valve test dates, and mechanical safety features are in compliance with federal regulations.

3.1.2 Roll-By

A roll-by inspection involves monitoring an entire train while in motion. The location of loaded hazardous material cars, as well as those cars that have been unloaded, but that still contain residue of the commodity transported, are observed in relation to the locomotives, other hazardous material cars, and certain other types of cargo cars. Specific types of hazardous material cars are required to be spotted at particular locations within a train. Should the ICC HM inspectors determine that cars are not correctly located within the train's consist, they may require the rail carrier to stop the train and order the cars to be correctly placed.

Proper placement of hazardous material cars within a train's consist is of great importance to the train crew who could be severely injured if a derailment were to occur. For example, hazardous material cars containing liquefied petroleum gas (LPG), as well as other highly flammable commodities, may not be positioned next to the locomotive.

3.1.3 Documentation

Documentation inspections involve examining waybills and bills of lading to verify that the documents were completed correctly. Such inspections normally occur at the office of the shipper or consignee, or at the yard office of the rail carrier. The bill of lading is a document providing a description of the type and quantity of commodities being transported. Appendix 4 provides a sample Waybill; Appendix 5 provides a sample Bill of Lading and Appendix 6 provides a sample train consist.

The bill of lading must include a 24-hour emergency response telephone number clearly visible, in order to facilitate the appropriate response by emergency providers in case of an accident or derailment. The ICC HM inspectors examines the bill of lading to verify that the correct shipping name, hazard class, 4-digit commodity identification number, and weight are all present and correctly stated.

Emergency responders rely on the provision of this shipping information in the case of a spill or other type of incident concerning the shipment. Depending upon the particular substance being transported; incorrect or incomplete information, can result in injury or death to responders, rail employees and the public in the event of a derailment that could cause an inadvertent release.

3.1.4 Shipping Facilities

Shipping facility inspections are conducted at privately owned facilities. The purpose of the inspection is to assure that the requirements of Title 49 of the United States Code of Federal Regulations (CFR) are being complied with in order to permit the continued ability of the shipper or consignee to receive or ship hazardous materials. Illinois has an extensive network of hazardous materials shippers as shown in Map 1.

Map 1. Illinois Hazardous Material Shippers.

3.2 Technical Assistance Program to Shippers, Consignees and Emergency Responders

ICC HM inspectors respond to railroad related collisions/incidents involving hazardous material. The Commission's role is to provide technical assistance to emergency response personnel. The assistance provided is that of determining if the documentation and information provided by the rail carrier or shipper to the emergency responder, is correct and adequate to permit the responder to safely handle the incident. The ICC HM inspectors will also monitor the emergency response team as to proper mitigation and clean up procedures and requirements. The ICC HM inspectors assist in investigation of the incident in order to identify the cause, as well as any violations that may have contributed either directly, or indirectly in causing the incident.

3.3 Low-Level Radioactive Material & Escort of High-Level Nuclear Material in Illinois

The movement of nuclear material in or through the State of Illinois by rail occurs infrequently. The current protocol for the shipment of nuclear material requires that the train be stopped and inspected prior to entering Illinois. When they do occur, nuclear material shipments will be escorted by the ICC HM inspectors, as well as the ICC track inspectors, who verify that the rail line to be traveled is in suitable condition.

Radioactive material is probably the most controversial and least understood class of hazardous material being transported by rail in Illinois today. Widespread concern on the part of the public due to safety and security issues, warrant the careful planning and inspection of all high-level radioactive material shipments traveling over the Illinois rail network. Since 1998 when annual reporting was first required, there have been no incidents involving the transport of high-level radioactive material. For low-level radioactive waste there was an incident in 2020 and one other in 2022 as documented in the associated annual reports. For any event involving radioactive material, the Illinois Emergency Management Agency's Nuclear and Radiation Safety Team is lead in monitoring the response and clean-up with ICC Inspectors supporting.

3.4 Education and Outreach Activities

According to 625 ILCS 5/18c-7404, ICC inspectors facilitate training for local law enforcement and emergency response personnel. The training is intended to acquaint participants with railroad car marking and placarding requirements and emergency response manuals and guide books. Fire departments are provided with instruction and training concerning tank car structure and damage assessment. The ICC HM inspectors also educate railroad company personnel and shippers on the interpretation and application of federal and state hazardous materials regulations.

4. ILLINOIS COMMERCE COMMISSION HAZARDOUS MATERIAL SAFETY INSPECTION PROGRAM ACTIVITY 2021 TO 2025

Summary of **STATE** Inspections Conducted by ICC HM Inspectors: 2021 through 2025. (Source: ICC)

Year	ICC Staff Inspections	Units Inspected	Defects Identified	Defects per Unit	Staff *(Full - Time)*
2021	304	11,884	96	0.008	2.00
2022	272	8,549	110	0.013	2.00
2023	281	9,004	73	0.008	2.00
2024	243	6,671	123	0.018	1.70
2025	238	7,557	112	0.015	1.25
Total	**1,338**	**43,665**	**514**	**0.012**	

5. DATA DESCRIBING ACCIDENTS AND/OR INCIDENTS IN ILLINOIS IN 2025

Specific data required by 625 ILCS 5/18c-1204 is shown in tabular form on the following pages. The applicable section states: "*The staff shall prepare and distribute to the General Assembly, in April of each year, a report on railway accidents in Illinois which involve hazardous material. The report shall include the location, substance involved, quantity involved, and the suspected reason for each accident. The report shall also reveal the rail line and point of origin of the hazardous material involved in each accident*."

The remainder of this report provides four tables and several Appendices.

2021 – 2025 Summary Table

Table A shows railroad derailments where hazardous material was being transported in the derailed railroad equipment and a hazardous material release occurred.

Table B shows railroad derailments where hazardous material was being transported in the train and the railroad equipment derailed; however, there was no release of any hazardous material.

Table C shows hazardous material releases from railroad equipment where no derailment was involved.

Summary Table: Summary of Hazardous Material Related Incidents: 2021 – 2025.

Type of Incident	2021	2022	2023	2024	2025
A. Hazardous Materials Physically Involved in Derailment and Hazardous Materials Release Occurred	4	5	2	4	14[1]
B. Hazardous Materials Physically Involved in Derailment Where No Hazardous Materials Release Occurred	31	29	30	31	47
C. Hazardous Materials Released From Rail Cars Where No Derailment Occurred	29	49	31	45	23
Total	**64**	**83**	**63**	**80**	**84**

Note 1: 7 total incidents involving 14 cars with release of hazardous materials. See Table A.

Information was obtained for the table above and Tables A, B and C from reports filed by the railroads with the Illinois Emergency Management Agency (IEMA) and Commission. These reports were then cross referenced with monthly data reports available from the Pipeline and Hazardous Material Safety Administration (PHMSA) identifying where leaks occurred. Federal Railroad Administration (FRA) monthly reports were also reviewed. Appendix 7 provides further discussion on the reporting requirements, along with IEMA, FRA, and PHMSA data sources.

Three categories of information contained in this report not specifically required by law have been added to make the report more useful. The first category is "Amount Released." This distinction is important in order to differentiate the "Amount Involved" required by the General Assembly, from the more significant quantity of "Amount Released." The "Amount Involved" is simply the quantity of commodity that was being transported; the "Amount Released" into the environment by accident is far more critical.

The second category added is the "Type of Equipment" involved. The final additional category is the date of the incident. In the tables, the railroad companies are identified by their FRA reporting marks; for example NS is the Norfolk Southern Railway. A listing of the complete names is provided in Table D.

Table A. Hazardous Materials Physically Involved in a Derailment Where Hazardous Materials Release Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
East St. Louis	St. Clair	ALS	Diesel Fuel	East St. Louis, IL	Unknown derailment	Unknown	900 gals.	Locomotive	2/19/2025
Hartford	Madison	NS	Diesel Fuel	Hartford, IL	Truck & locomotive crossing accident	Unknown	200 gals.	Truck	3/15/2025
Galesburg	Knox	BNSF	Hydrochloric Acid	Pettit, TX	Tank puncture from coupler bypass	20 gals.	1 gal.	Tank car	3/28/2025
Galesburg	Knox	BNSF	Other regulated substances	Unknown	Car puncture from coupler bypass	260,200 lbs.	25 lbs.	Hopper car	3/28/2025
Galesburg	Knox	BNSF	Other regulated substances	Unknown	Car puncture from coupler bypass	255,400 lbs.	100 lbs.	Hopper car	3/28/2025
Browns	Wabash	NS	Molten Sulfur	Roxana, IL	Spring switch issues	Unknown	13,000 gals.	Tank car	7/18/2025
Browns	Wabash	NS	Molten Sulfur	Roxana, IL	Spring switch issues	Unknown	14,000 gals.	Tank car	7/18/2025
Browns	Wabash	NS	Alcohols, N.O.S.	Madision, IL	Spring switch issues	Unknown	15 gals.	Tank car	7/18/2025
Keensburg	Wabash	NS	Diesel Fuel	Keensburg, IL	Unknown derailment	Unknown	20 gals.	Locomotive	10/8/2025
Nora	Jo Davies	CN	Alcohols, N.O.S.	Dyersville, IA	Broken rail	30,240 gals.	100 gals.	Tank car	10/9/2025
Nora	Jo Davies	CN	Alcohols, N.O.S.	Dyersville, IA	Broken rail	31,640 gals.	100 gals.	Tank car	10/9/2025
Nora	Jo Davies	CN	Alcohols, N.O.S.	Dyersville, IA	Broken rail	30, 090 gals.	500 gals.	Tank car	10/9/2025
Nora	Jo Davies	CN	Alcohols, N.O.S.	Dyersville, IA	Broken rail	30, 080 gals.	15,000 gals.	Tank car	10/9/2025
Centralia	Clinton	BNSF	Diesel Fuel	Centralia, IL	Unknown derailment	2,400 gals.	500 gals.	2 Locomotives	11/14/2025

Table B. Hazardous Materials Physically Involved in a Derailment Where No Hazardous Materials Release Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Two locomotives side swipe causing a derailment	Unknown	None	Locomotive	1/17/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Ran through switch causing a derailment	Unknown	None	Locomotive	1/20/2025
East St. Louis	St. Clair	UP	Phenol, Molten	Unknown	Two sets of cars collided with each other	Unknown	None	2 Tank cars	1/26/2025
Chicago Hieghts	Cook	UP	Diesel Fuel	Chicago, IL	Crossed draw bar causing derailment	Unknown	None	Locomotive	1/27/2025
East St. Louis	St. Clair	UP	Butadienes, Stabilized	Monaca, PA	Side swipe during humping operations	150,500 lbs.	None	Tank car	2/3/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Unknown derailment	Unknown	None	Locomotive	2/7/2025
East St. Louis	St. Clair	UP	Petroleum Distillates	Clinton, IA	Unknown derailment	160,450 lbs.	None	Tank car	2/17/2025
East St. Louis	St. Clair	UP	Butadienes, Stabilized	Clinton, IA	Unknown derailment	159,150 lbs.	None	Tank car	2/17/2025
Dolton	Cook	UP	Diesel	Dolton, IL	Brake cutout was disconnected	Unknown	None	Locomotive	2/18/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Unknown derailment	Unknown	None	Locomotive	2/18/2025
East St. Louis	St. Clair	ALS	Diesel Fuel	East St. Louis, IL	Track coupling	Unknown	None	Locomotive	2/27/2025
East St. Louis	St. Clair	ALS	Diesel Fuel	East St. Louis, IL	Rolled rail	Unknown	None	Locomotive	2/27/2025
Chicago Hieghts	Cook	UP	Diesel Fuel	Chicago, IL	Picked switch	Unknown	None	Locomotive	3/10/2025
Melrose Park	Cook	UP	Diesel Fuel	Melrose Park, IL	Ran through switch causing a derailment	Unknown	None	Locomotive	3/12/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Unknown derailment	Unknown	None	Locomotive	3/28/2025
Savanna	Carroll	CPKC	Ammonium Nitrate	Unknown	Unknown derailment	Unknown	None	Hopper car	4/23/2025
Rochelle	Ogle	UP	Extracts, flavoring, liquid	Unknown	Switching job collided with inbound train	Unknown	None	Container	4/26/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Shoving operation	Unknown	None	Locomotive	5/2/2025
Tolono	Champaign	NS	Diesel Fuel	Tolono, IL	Unknown derailment	Unknown	None	Locomotive	5/3/2025
Bluffs	Scott	NS	Diesel Fuel	Bluffs, IL	Unknown derailment	Unknown	None	Locomotive	5/8/2025
East St. Louis	St. Clair	UP	Ethanolamine	Unknown	Unknown derailment	Unknown	None	Tank car	5/11/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Unknown derailment	Unknown	None	Locomotive	5/11/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Unknown derailment	Unknown	None	Locomotive	5/14/2025
Chicago Hieghts	Cook	UP	Diesel Fuel	Chicago, IL	Unknown derailment	Unknown	None	Locomotive	5/28/2025
Antioch	Lake	Metra	Diesel Fuel	Antioch, IL	Wide gauge	Unknown	None	Locomotive	5/28/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Crossed draw bar causing derailment	Unknown	None	Locomotive	5/29/2025
Decatur	Macon	NS	Alcohols N.O.S.	Gibson City, IL	Unknown derailment	Unknown	None	5 tank cars	6/9/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Ran through switch causing a derailment	Unknown	None	Locomotive	7/2/2025
Blue Island	Cook	Metra	Diesel Fuel	Blue Island, IL	Switch problem causing derailmant	Unknown	None	Locomotive	7/20/2025

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
East St. Louis	St. Clair	UP	Liquid Petroleum Gas	Chesapeake, VA	Humping operations unknown derailment	Unknown	None	Tank car	7/25/2025
South Holland	Cook	UP	Diesel Fuel	South Holland, IL	Shifted rail causing derailment	Unknown	None	Locomotive	7/31/2025
Galesburg	Knox	BNSF	Hydroxide, Solution	Unknown	Unknown derailment	Unknown	None	Tank car	8/1/2025
Morrison	Whiteside	UP	Diesel Fuel	Morrison, IL	Draw bar issue	Unknown	None	Locomotive	8/8/2025
Metropolis	Massac	BNSF	Hydrogen Fluoride, Anhydrous	Unknown	Unknown derailment	Unknown	None	Tank car	8/8/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Unknown derailment	Unknown	None	Locomotive	8/27/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Unknown derailment	Unknown	None	Locomotive	8/28/2025
Galesburg	Knox	BNSF	Diesel Fuel	Galesburg, IL	Locomotive came in contact with three rail cars	Unknown	None	Locomotive	9/19/2025
East St. Louis	St. Clair	ALS	Phosphoric Acid, Solution	Lee Creek, NC	Free rolling car coming from the bowl sideswipe	64,100 lbs.	None	Tank car	10/5/2025
Chicago	Cook	Amtrak	Diesel Fuel	Chicago, IL	Unknown derailment	Unknown	None	Locomotive	10/12/2025
Bellwood	Cook	UP	Diesel Fuel	Bellwood, IL	Ran over derail	Unknown	None	Locomotive	11/14/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Rail rolled under locomotive	Unknown	None	Locomotive	11/24/2025
Chicago	Cook	Metra	Diesel Fuel	Chicago, IL	Derail not set in correct position	Unknown	None	Locomotive	11/28/2025
Joliet	Will	Amtrak	Diesel Fuel	Joliet, IL	Unknown derailment	Unknown	None	Locomotive	11/30/2025
Dolton	Cook	UP	Diesel Fuel	Dolton, IL	Impact flange way	Unknown	None	Locomotive	12/1/2025
Melrose Park	Cook	UP	Diesel Fuel	Melrose Park, IL	Ran through switch causing a derailment	Unknown	None	Locomotive	12/5/2025
Unknown	Carroll	CPKC	Diesel Fuel	Unknown	Ran through switch causing a derailment	Unknown	None	Locomotive	12/13/2025
Chicago Hieghts	Cook	UP	Diesel Fuel	Chicago Heights, IL	Ran over derail	Unknown	None	Locomotive	12/19/2025

Table C. Hazardous Materials Released From Rail Cars Where No Derailment Occurred.

City	County	Railroad Involved	Substance Involved	Point of Origin	Suspected Reason for Incident	Amount Involved	Amount Released	Type of Equipment	Date
Chicago	Cook	BNSF	Corrosive Liquid	Chicago, IL	Corrosion of exterior	44,500 lbs.	80 lbs.	Portable tank	3/11/2025
Rochelle	Ogle	UP	Diesel Fuel	Rochelle, IL	Unknown	Unknown	30 gals.	Locomotive	3/13/2025
Chicago	Cook	CN	Alcohols, N.O.S.	Stanley, WI	Manway gasket defective	Unknown	1 gal.	Tank car	4/21/2025
Chicago	Cook	NS	Diesel Fuel	Chicago, IL	Saddle tank punctured for unknown reason	Unknown	70 gals.	Saddle tank	5/5/2025
Dolton	Cook	UP	Ethanol	Muscatine, IA	Loose manway bolt	28,500 gals.	2 gals.	Tank car	5/8/2025
Malta	DeKalb	UP	Diesel Fuel	Malta, IL	Leak causing fire	Unknown	30 gals.	Locomotive	5/8/2025
Edelstein	Peoria	UP	Diesel Fuel	Edelstein, IL	Dump truck train collision	Unknown	Unknown	Locomotive	5/23/2025
Peoria	Peoria	BNSF	Diesel Fuel	Peoria, IL	Mechanical failure	Unknown	25 gals.	Locomotive	6/2/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Unknown	Unknown	50 gals.	Unknown	6/22/2025
Highland Park	Lake	UP	Diesel Fuel	Highland Park, IL	Mechanical failure	Unknown	50 gals.	Locomotive	7/12/2025
Franklin Park	Cook	CPKC	Diesel Fuel	Franklin Park, IL	Overfill while fueling	Unknown	25 gals.	Locomotive	7/12/2025
Bedfork Park	Cook	BRC	Diesel Fuel	Bedfork Park, IL	Heavy rain causing overflow of fuel storage	Unknown	Unknown	Fuel storage facility	7/26/2025
Harvey	Cook	CN	Liquids, Toxic, N.O.S.	Goteborg, Sweden	Loading shifted	2,766 lbs.	100 gals.	IBC	8/11/2025
East St. Louis	St. Clair	UP	Diesel Fuel	East St. Louis, IL	Overfill while fueling	Unknown	80 gals.	Locomotive	8/21/2025
Riverdale	Cook	CSX	Combustible Liquid, Fuel Oil	Indianapolis, IN	Loose manway bolts	25,670 gals.	2 gals.	Tank car	8/23/2025
Riverdale	Cook	CSX	Diesel Fuel	Riverdale, IL	Unknown	Unknown	Unknown	Reefer unit	8/24/2025
Hodgkins	Cook	BNSF	Diesel Fuel	Hodgkins, IL	Truck saddle tank struck an obstruction	Unknown	50 gals.	Saddle tank	9/3/2025
Chicago	Cook	NS	Ethyl 2, 4, 6-Trimethylbenzoy	Dublin, OH	Impact with protruding nail	5 gals.	1 gal.	Jug/Drum in a container	9/15/2025
Elwood	Will	BNSF	Diesel Fuel	Elwood, IL	Equipment failure	Unknown	30 gals.	Locomotive	10/10/2025
Franklin Park	Cook	CPKC	Pentanes	Silsbee, TX	Liquid valve loose	33,960 gals.	2 gals.	Tank car	10/30/2025
Galesburg	Knox	BNSF	Diesel Fuel	Galesburg, IL	Cracked fuel line	2,200 gals.	200 gals.	Locomotive	11/21/2025
Findlay	Shelby	UP	Propane	Findlay, IL	Unknown	Unknown	Vapor	Switch heater propane tank	12/3/2025
Bensenville	Cook	UP	Diesel Fuel	Bensenville, IL	Unknown leak	4330 gals.	60 gals.	Locomotive	12/26/2025

Table D. list of Railroad Companies Cited In The Preceding Tables.

Railroad		2025 Reports
ALS	Alton & Southern Railroad	4
Amtrak	Amtrak	2
BNSF	BNSF Railway	12
BRC	Belt Railway of Chicago	1
CN	Canadian National Railway	6
CPKC	CPKC Railway	4
CSX	CSX Transportation	2
Metra	Northeast Illinois Commuter Rail Corp.	10
NS	Norfolk Southern Railway	10
UP	Union Pacific Railroad	33
Total		**84**

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Appendix 7: FRA and PHMSA Data Sources

References.

1. Association of American Railroads; *Freight Railroads Move America Safely*. Washington, D.C., February 2023.
2. Association of American Railroads. *Illinois Freight Rail Summary: 2022).* Washington, D.C., January 2025. AAR-Illinois-State-Fact-Sheet.pdf
3. Pipeline and Hazardous Materials Safety Administration. *2020 Emergency Response Guidebook*. U.S. Department of Transportation, Washington, D.C., Revised February 2020. https://www.phmsa.dot.gov/hazmat/erg/erg2020-english

Appendix 1: Top 50 HM Commodities in the United States

Rank	Commodity Name	Class	Rank	Commodity Name	Class
1	ALCOHOLS, N.O.S.	3	26	FLAMMABLE LIQUIDS, N.O.S.	3
2	PETROLEUM CRUDE OIL	3	27	PHENOL, MOLTEN	6.1
3	PETROLEUM GASES, LIQUEFIED	2.1	28	ETHANOL	3
4	SODIUM HYDROXIDE SOLUTION	8	29	ETHYLENE OXIDE	2.3
5	ELEVATED TEMPERATURE LIQUID, N.O.S.	9	30	BUTADIENES, STABILIZED	2.1
6	SULFURIC ACID	8	31	PROPYLENE	2.1
7	DIESEL FUEL	3	32	BUTANE	2.1
8	PROPANE	2.1	33	PROPYLENE	2.1
9	HYDROCHLORIC ACID	8	34	DIESEL FUEL	CL
10	SULFUR, MOLTEN	9	35	XYLENES	3
11	CHLORINE	2.3	36	POTASSIUM HYDROXIDE, SOLUTION	8
12	SULFUR, MOLTEN	4.1	37	BENZENE	3
13	PHOSPHORIC ACID SOLUTION	8	38	PETROLEUM CRUDE OIL	CL
14	GASOLINE	3	39	BUTANE	2.1
15	VINYL CHLORIDE, STABILIZED	2.1	40	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
16	AMMONIA, ANHYDROUS	2.3	41	OTHER REGULATED SUBSTANCES, LIQUID, N.O.S.	9
17	FLAMMABLE LIQUIDS, N.O.S.	3	42	HYDROGEN PEROXIDE, STABILIZED	5.1
18	METHANOL	3	43	AMMONIUM NITRATE, LIQUID	5.1
19	AMMONIA, ANHYDROUS	2.2	44	FUEL OIL	CL
20	FUEL, AVIATION, TURBINE ENGINE	3	45	FUEL OIL	CL
21	GASOLINE	3	46	SULFURIC ACID, SPENT	8
22	CARBON DIOXIDE, REFRIGERATED LIQUID	2.2	47	NON-ODORIZED LIQUEFIED PETROLEUM GAS	2.1
23	STYRENE MONOMER, STABILIZED	3	48	ELEVATED TEMPERATURE LIQUID, N.O.S.	9
24	GASOLINE	3	49	DIESEL FUEL	3
25	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9	50	VINYL ACETATE, STABILIZED	3

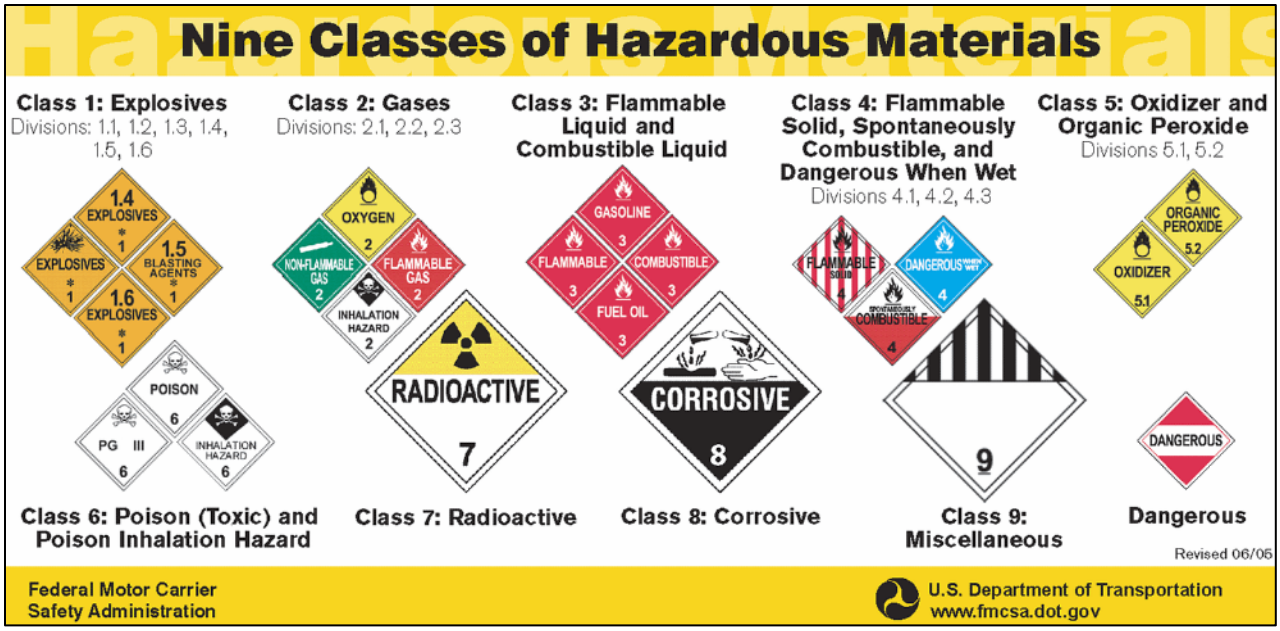
Source:
Association of American Railroads; Bureau of Explosives
Annual Report of Hazardous Materials Transported by Rail: 2012
Published August 2013; Report BOE 12-1-R

Code	Hazard Class
2.1	Flammable Gases
2.2	Non-Flammable Gases
2.3	Poison Gases
3	Flammable Liquids (CL) Combustible Liquids
4.1	Flammable Solids
5.1	Oxidizing Materials
6.1	Poisonous Materials
8	Corrosive Materials
9	Misc. Hazardous Materials

Appendix 2: Recognizing and Identifying Hazardous Material

Recognizing and Identifying Hazardous materials – Placards and Label Notes. Placards are diamond shaped – 10 ¾ inches square. The placard provides recognition information in a number of ways:

1. The colored background;
2. The symbol at the top;
3. The United Nation's hazard class number at the bottom; and
4. The hazard class wording or the identification number in the center.
    a. Color:
        i. Orange indicates explosive
        ii. Red indicates flammable
        iii. Green indicates nonflammable
        iv. Yellow indicates oxidizing material
        v. White indicates poisonous material
        vi. White with vertical red stripes indicates flammable solid
        vii. Yellow over white indicates radioactive material
        viii. White over black indicates corrosive material
    b. Symbols:
        i. The bursting ball symbol indicates explosive
        ii. The flame symbol indicates flammable
        iii. The slashed W indicates dangerous when wet
        iv. The skull and crossbones indicates poisonous material
        v. The circle with the flame indicates oxidizing material
        vi. The cylinder indicates nonflammable gas
        vii. The propeller indicates radioactive
        viii. The test tube/hand/metal symbol indicates corrosive
        ix. The word Empty indicates product has been removed, but a reside may remain
    c. United Nations Hazard Class Numbers:
        i. Explosives
        ii. Gases
        iii. Flammable Liquids
        iv. Flammable Solids
        v. Oxidizing Substances
        vi. Poisonous and Infectious Substances
        vii. Radioactive Substances
        viii. Corrosive Substances
        ix. Miscellaneous Dangerous Substances
    d. Nine Classes of Hazardous Material – Identification Number: Examples below.



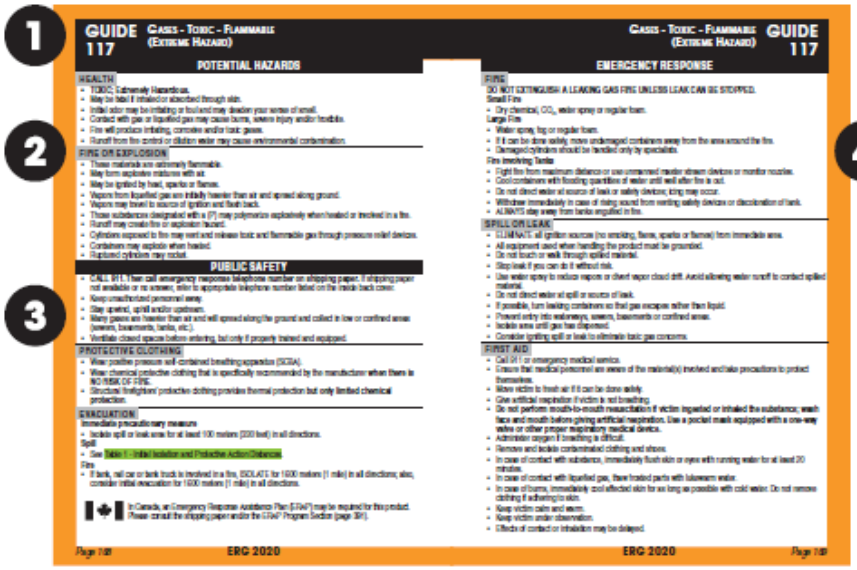
Class 1 -	**Explosives**	
	Division 1.1	Explosives which have a mass explosion hazard
	Division 1.2	Explosives which have a projection hazard but not a mass explosion hazard
	Division 1.3	Explosives which have a fire hazard and either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard
	Division 1.4	Explosives which present no significant hazard
	Division 1.5	Very insensitive explosives with a mass explosion hazard
	Division 1.6	Extremely insensitive articles which do not have a mass explosion hazard
Class 2 -	**Gases**	
	Division 2.1	Flammable gases
	Division 2.2	Non-flammable, non-toxic* gases
	Division 2.3	Toxic* gases
Class 3 -	**Flammable liquids (and Combustible liquids [U.S.])**	
Class 4 -	**Flammable solids; Substances liable to spontaneous combustion; Substances which, on contact with water, emit flammable gases**	
	Division 4.1	Flammable solids, self-reactive substances and solid desensitized explosives
	Division 4.2	Substances liable to spontaneous combustion
	Division 4.3	Substances which in contact with water emit flammable gases
Class 5 -	**Oxidizing substances and Organic peroxides**	
	Division 5.1	Oxidizing substances
	Division 5.2	Organic peroxides
Class 6 -	**Toxic* substances and Infectious substances**	
	Division 6.1	Toxic* substances
	Division 6.2	Infectious substances
Class 7 -	**Radioactive materials**	
Class 8 -	**Corrosive substances**	
Class 9 -	**Miscellaneous hazardous materials/dangerous goods and articles**	

Appendix 3: Emergency Response Information

(https://www.phmsa.dot.gov/hazmat/erg/erg2020-english)

SUGGESTED OPERATIONS SHOULD ONLY BE PERFORMED BY ADEQUATELY TRAINED AND EQUIPPED PERSONNEL

HOW TO USE THE ORANGE GUIDES



1 GUIDE NUMBER AND TITLE

- The guide title identifies the general hazards associated with the materials in this Guide.

2 POTENTIAL HAZARDS

- Emergency responders should consult this section first!
- Describes the material hazard in terms of **FIRE OR EXPLOSION** and **HEALTH** effects upon exposure.
- The primary potential hazard is listed first.
- Allows the responders to make decisions to protect the emergency response team, and the surrounding population.

Page 156 **ERG 2020**

SUGGESTED OPERATIONS SHOULD ONLY BE PERFORMED BY ADEQUATELY TRAINED AND EQUIPPED PERSONNEL

3 PUBLIC SAFETY

- This section is divided into three subsections:
  - **General Information:** describes initial precautionary measures to be taken by those first on the scene.
  - **PROTECTIVE CLOTHING**: provides general guidance on personal protective equipment requirements including respiratory protection. The protective clothing information is general and correct selection is situation dependent, after considering the physical and chemical properties of the material, weather conditions, spill versus fire, topography, etc.
  - **EVACUATION:** suggests protective distances for immediate precautionary measures defined for small and large spills, including suggested guidance for conditions where fire is present or likely (potential fragmentation hazard).
    - The term "isolate" indicates a zone of no entry that applies to the public and first responders who are not equipped, trained, and prepared to mitigate the incident.
    - The term "evacuate" indicates people should be removed from inside this zone, if it can be done safely. If removal is too risky, sheltering-in-place can also be considered in this zone. Evacuation aims to protect as many people as possible, and applies mainly to the public.
- Materials highlighted in green in the yellow-bordered and blue-bordered pages direct the reader to consult Table 1, detailing specific response distances for toxic inhalation hazard materials, water-reactive materials and chemical warfare agents (green-bordered pages).

If a Canadian flag appears in this section, and the incident is located in Canada, an Emergency Response Assistance Plan (ERAP) may be required for this product.

4 EMERGENCY RESPONSE

- This section is divided into three subsections:
  - **FIRE:** provides extinguishing procedures for **Small Fire**, **Large Fire**, and/or **Fire Involving Tanks or Car/Trailer Loads**
  - **SPILL OR LEAK**: includes general recommendations, and may describe the response procedure for **Small Spill** and **Large Spill**
  - **FIRST AID**: provides general guidance prior to seeking expert medical care.

GUIDE 112 EXPLOSIVES* - DIVISION 1.1, 1.2, 1.3 OR 1.5

POTENTIAL HAZARDS

FIRE OR EXPLOSION

- **MAY EXPLODE AND THROW FRAGMENTS 1600 METERS (1 MILE) OR MORE IF FIRE REACHES CARGO.**
- **For information on "Compatibility Group" letters, refer to Glossary section.**

HEALTH

- Fire may produce irritating, corrosive and/or toxic gases.

PUBLIC SAFETY

- **CALL 911. Then call emergency response telephone number on shipping paper.** If shipping paper not available or no answer, refer to appropriate telephone number listed on the inside back cover.
- Move people out of line of sight of the scene and away from windows.
- Keep unauthorized personnel away.
- Stay upwind, uphill and/or upstream.
- Ventilate closed spaces before entering, but only if properly trained and equipped.

PROTECTIVE CLOTHING

- Wear positive pressure self-contained breathing apparatus (SCBA).
- Structural firefighters' protective clothing provides thermal protection **but only limited chemical protection**.

EVACUATION

Immediate precautionary measure

- Isolate spill or leak area immediately for at least 500 meters (1/3 mile) in all directions.

Large Spill

- **Consider initial evacuation for 800 meters (1/2 mile) in all directions.**

Fire

- If rail car or trailer is involved in a fire, ISOLATE for 1600 meters (1 mile) in all directions; also, initiate evacuation including emergency responders for 1600 meters (1 mile) in all directions.

In Canada, an Emergency Response Assistance Plan (ERAP) may be required for this product. Please consult the shipping paper and/or the ERAP Program Section (page 390).

*** FOR INFORMATION ON "COMPATIBILITY GROUP" LETTERS, REFER TO THE GLOSSARY SECTION.**

EXPLOSIVES* - DIVISION 1.1, 1.2, 1.3 OR 1.5 GUIDE 112

EMERGENCY RESPONSE

FIRE

CARGO Fire

- **DO NOT fight fire when fire reaches cargo! Cargo may EXPLODE!**
- Stop all traffic and clear the area for at least 1600 meters (1 mile) in all directions and let burn.
- **Do not move cargo or vehicle if cargo has been exposed to heat.**

TIRE or VEHICLE Fire

- **Use plenty of water - FLOOD it! If water is not available, use CO_2, dry chemical or dirt.**
- If possible, and WITHOUT RISK, use unmanned master stream devices or monitor nozzles from maximum distance to prevent fire from spreading to cargo area.
- Pay special attention to tire fires as re-ignition may occur. Stand by, at a safe distance, with extinguisher ready for possible re-ignition.

SPILL OR LEAK

- ELIMINATE all ignition sources (no smoking, flares, sparks or flames) from immediate area.
- All equipment used when handling the product must be grounded.
- Do not touch or walk through spilled material.
- DO NOT OPERATE RADIO TRANSMITTERS WITHIN 100 METERS (330 FEET) OF ELECTRIC DETONATORS.
- **DO NOT CLEAN-UP OR DISPOSE OF, EXCEPT UNDER SUPERVISION OF A SPECIALIST.**

FIRST AID

- Call 911 or emergency medical service.
- Ensure that medical personnel are aware of the material(s) involved and take precautions to protect themselves.
- Move victim to fresh air if it can be done safely.
- Give artificial respiration if victim is not breathing.
- Administer oxygen if breathing is difficult.
- Remove and isolate contaminated clothing and shoes.
- In case of contact with substance, immediately flush skin or eyes with running water for at least 20 minutes.

* FOR INFORMATION ON "COMPATIBILITY GROUP" LETTERS, REFER TO THE GLOSSARY SECTION.

Appendix 4: Sample Waybill

Sangamon Railroad Waybill - Page 1

Shipment Information

Equipment Id	UTLX999999
Car Kind	T12
Load/Empty	Empty
Commodity	4935240
Rail Origin	City Name, IL
Rail Destination	City Name, IA

Billing Information

Waybill Number	123456
Waybill Date	1/1/26
Receipt Time	1/1/26 12:00 PM
Waybill Type	Single Shipment Billing
Equipment Use	Rail Car
Bill of Lading Number	NS
Payment	Non Revenue
Movement Authority	9XYZ
Sender Id	XXZZ

Route Information

Carrier	**Junction**
RR1	WTSKA, IL
RR2	

Lading Description

```
                    1/T
**************      RESIDUE: LAST CONTAINED
*DANGEROUS  *       UN1824
**************      SODIUM HYDROXIDE SOLUTION
EMERGENCY CONTACT:  8
 8004249300         PG II
                    RQ (SODIUM HYDROXIDE)
                    TN=CAUSTIC SODA SOLUTION
                    SHIPPER CONTACT
                     CCN214237
                    HAZMAT STCC = 4935240
                    PLACARDED CORROSIVE
SODIUM HYDROXIDE
```

Customer Information

Consignee	GOOD BUSINESS 600 ROUTE 99 ANYWHERE, USA
Shipper	OTHER BUSINESS 100 MAIN STREET ANYWHERE ELSE, USA

Weight Information

1 Car
Tare Weight 60000 lbs

Additional Reference Identification

BM – Bill of Lading Number: NS

Price Documents

Rate Authority	UPC 57054.006
Tariff And Item Number 1	RR1
Tariff And Item Number 2	RR2

Shipment Special Condition Information

MC – Corrosive Residue

Sangamon Railroad Waybill - Page 2

Historic Movement Events

Event	Location	Local Time	RR / Train ID
Release from Industry	City, State	8/30 10:35	RR1/L1234
Apply Waybill		8/30 10:39	
Release from Industry	City, State	9/4 16:18	RR1/L9999
Train Departure	City, State	9/4 16:23	RR1/L9999
Train Departure	City, State	9/6 10:36	RR1/L8888
Train Arrival	City, State	9/6 11:33	RR1/L8888
Train Departure	City, State	9/8 9:13	RR1/L8888
Release from Industry	City, State	9/8 10:59	ZZZZ
Interchange Receipt	City, State	9/8 12:46	RR1/L7777
Interchange Receipt	City, State	9/9 11:59	RR1/L7777
Train Departure	City, State	9/9 12:21	RR2/L1234
Train Arrival	City, State	9/9 14:38	RR2/L1234

Appendix 5: Sample Bill of Lading

*****DANGEROUS****

Shippers BOL No	Revision
00999999	1

FOR EMERGENCY CONTACT IN U.S. CALL CCN214237 800-424-9300

Car No: UTLX 999999 Bill Type: REVENUE Ship Date: 1/1/2026
Destination: LAND, IN Origin: MANIA, LA
Routing: RR1-WTSKA-RR
Switching Info:

Care Of/ShipTo
INDIANA CHEMICALS
9999 US 99 WEST
LAND, IN 99999

Shipper
LOUISIANA SHIPPER
0 LA HWY 99
MANIA, LA 99999

Consignee
INDIANA CHEMICALS
9999 US 99 WEST
LAND, IN 99999

F
Freight Charges
SHIPPER
P.O. BOX 9999
SON, SC 99999

Lessee: Sect 7: NO

Freight: PREPAID Fob: ORIGIN Rule-11: Y

Reference No
ORDER NO - 99999999
CUSTOMER NUMBER - 9999
LOT NUMBER - 99999999999
PURCHASE ORDER NUMBER - 99999
DRY SHORT TONS - 51.115

RR Contract: RR999, UPC57054.006

Product: CAUSTIC SODA SOLUTION 50%
STCC Code: 4935240

HAZMAT Information
UN1824// SODIUM HYDROXIDE SOLUTION//8//PGII
RQ (SODIUM HYDROXIDE)

Placards: CORROSIVE

No. Of Packages: 1-RAILCAR Seal No's: SHN433125

Car Capacity	Loaded - LB - ORIGIN WEIGHTS			CERTIFIED OR TARIFF WEIGHT (SUBJECT TO CORRECTION)
	GROSS WT	TARE WT	NET WT	
	260,600	61,300	199,300	199,300

Comments:
19214

This is to certify that the above-named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

SIGNATURE

Page 1 of 1

Appendix 6: Sample Train Consist

Train/Job Conductor

Name Category – Secondary Manifest Type-Thru

Engine – Ident	Horsepower	Length	Weight Status
6142	3000	69	200E
1001	3000	74	200E
1005	3000	74	200E
Total	9000 HP	217 Feet	600 Tons

Train/Job SEQ	Equipment ID	KND	GWT	COMDTY	CITY/STATE	CONSIGNEE BLOCK
1	BJOX 278	LC4T	131	Corn	Memphis, TN	
2	BJOX 109	LC4T	131	Corn	Memphis, TN	
3	BJOX 110	LC4T	131	Corn	Memphis, TN	
4	CRDX 7227	LC4T	131	Corn	Memphis, TN	
5	RTMX 21065	ET29	35		Chicago, IL	
	R50 SPEED RESTRICTED CAR					

****
* Hazardous Materials *
****

1/TC
Residue: Last Contained
UN 1090
Acetone
3//PG II
RQ (Acetone)
Emergency Contact: Chemtrec 1-800-424-9300
STCC 4908105

6 GAPX 6075 LT19 38 POIS B Chicago, IL.
R50 SPEED RESTRICTED CAR

****
* Hazardous Materials *
****

1/TC
UN 2312
Phenol, Molten
6.1//PG II
RQ (Phenol)
Emergency Contact: Chemtrec 1-800-424-9300
STCC 4921220

Appendix 7: FRA and PHMSA Data Sources

Railroads must make an immediate telephonic report for certain incidents to the National Response Center (NRC), which is staffed 24/7 by the U.S. Coast Guard. The NRC notifies the Federal Railroad Administration (FRA), the Pipeline and Hazardous Materials Safety Administration (PHMSA), and the National Transportation Safety Board (NTSB), and other federal agencies (see regulation links below). By application, the NRC also provides "*real-time incident notifications for state agencies that have a regulatory/enforcement or response authority for environmental, railroad, or maritime security incidents*". This includes IEMA and ICC.

Per **92 IL Adm Code 1515.10(c)**, "*telephonic reports submitted to the FRA shall also be submitted to Illinois Emergency Management Agency (IEMA) by calling (217) 782-7860 day or night.*" IEMA in turn contacts the ICC Rail Safety Section via email, or phone outside of business hours, dependent upon the incident.

FRA
49 CFR 225.9 Telephonic reports of certain accidents/incidents and other events.
49 CFR 225.11 Reporting of accidents/incidents.

Rail Equipment Accident/Incident Data (Form 54) | Department of Transportation - Data Portal

PHMSA
49 CFR 171.15 Immediate notice of certain hazardous materials incidents.
49 CFR 171.16 Detailed hazardous materials incident reports.

Incident Statistics | PHMSA (dot.gov)

Railroads are required to submit detailed written reports (generally within 30 to 60 days) for the incidents requiring immediate calls to NRC, as well as incidents meeting other regulatory thresholds. The reporting requirements for each agency, and the publicly available databases vary. The tables on the following pages are drawn from FRA and PHMSA databases showing the number of reported hazardous material incidents, releases, community impacts, and damage costs in 2025. Incidents can result in a range of releases from a few ounces of diesel fuel up to an entire tank car. The PHMSA reported incidents are included within Tables A and C of this report. The FRA table identifies where incidents included damage to hazmat cars. These incidents may not be submitted to NRC or IEMA, and there are typically more reports submitted to IEMA overall - most involving diesel fuel and locomotives.

IEMA Dispatch	(217) 782-7860
NRC Hotline	(800) 424-8802 or (800) 424-0201

Through one of the same telephone numbers (800–424–0201), the National Response Center (NRC) also receives notifications of rail accidents for the National Transportation Safety Board (49 CFR part 840) and the Research and Special Programs Administration of the U.S. Department of Transportation (Hazardous Materials Regulations, 49 CFR 171.15). FRA Locomotive Safety Standards require certain locomotive accidents to be reported by telephone to the NRC at the same toll-free number (800–424–0201). 49 CFR 229.17.

2025 PHMSA Reports (17)

[Oracle Analytics Interactive Dashboards - Hazmat Incident Report Search]

Date	Time	Railroad	Incident City	Quantity Released	Unit Of Measure	ID	Commodity Long Name	Hazard Class	Evacuation	Cause
3/11/2025	12:35 PM	BNSF	CHICAGO	10	LGA	UN3266	CORROSIVE LIQUID, BASIC, INORGANIC, N.O.S.	8	No	Body - Leaked - Corrosion - Exterior
3/28/2025	4:15 AM	BNSF	GALESBURG	25	SLB	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	No	Closure (e.g., Cap, Top, or Plug) - Leaked -
3/28/2025	4:15 AM	BNSF	GALESBURG	100	SLB	UN3077	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, SOLID, N.O.S.	9	No	Body - Punctured - Derailment
3/28/2025	10:06 AM	BNSF	GALESBURG	1	LGA	UN1789	HYDROCHLORIC ACID	8	No	Body - Punctured - Derailment
4/21/2025	1:02 PM	CN-IC	CHICAGO	1	LGA	UN1987	ALCOHOLS, N.O.S.	3	No	Manway or Dome Cover - Leaked - Defective Component or Device
5/8/2025	5:46 AM	UP	DOLTON	2	LGA	UN1170	ETHANOL OR ETHYL ALCOHOL OR ETHANOL SOLUTIONS OR ETHYL ALCOHOL SOLUTIONS	3	No	Closure (e.g., Cap, Top, or Plug) - Leaked - Loose Closure, Component, or Device
7/18/2025	5:49 PM	NS	BROWNS	15	LGA	UN1987	ALCOHOLS, N.O.S.	3	Yes	- -
7/18/2025	5:49 PM	NS	BROWNS	13,000	LGA	NA2448	SULFUR, MOLTEN	9	Yes	Tank Shell - Ripped or Torn - Derailment
7/18/2025	5:49 PM	NS	BROWNS	14,000	LGA	NA2448	SULFUR, MOLTEN	9	Yes	- -
8/11/2025	3:03 PM	CN-IC	HARVEY	100	LGA	UN2922	CORROSIVE LIQUIDS, TOXIC, N.O.S.	8	No	Tank Shell - Crushed - Improper Preparation for Transportation
8/23/2025	10:29 AM	CSX	RIVERDALE	2	LGA	NA1993	COMBUSTIBLE LIQUID, N.O.S.	2	No	Manway or Dome Cover - Leaked - Improper Preparation for Transportation
9/15/2025	7:30 AM	NS	CHICAGO	0	LGA	UN3082	ENVIRONMENTALLY HAZARDOUS SUBSTANCES, LIQUID, N.O.S.	9	No	Basic Material - Leaked - Impact with Sharp or Protruding Object (e.g., nails)
10/9/2025	12:20 AM	CN-CCP	NORA	100	LGA	UN1987	ALCOHOLS, N.O.S.	3	Yes	Bottom Outlet Valve - Torn Off or Damaged - Derailment
10/9/2025	12:20 AM	CN-CCP	NORA	100	LGA	UN1987	ALCOHOLS, N.O.S.	3	Yes	Bottom Outlet Valve - Torn Off or Damaged - Derailment
10/9/2025	12:20 AM	CN-CCP	NORA	500	LGA	UN1987	ALCOHOLS, N.O.S.	3	Yes	Bottom Outlet Valve - Torn Off or Damaged - Derailment
10/9/2025	12:20 AM	CN-CCP	NORA	15,000	LGA	UN1987	ALCOHOLS, N.O.S.	3	Yes	Bottom Outlet Valve - Torn Off or Damaged - Derailment
10/30/2025	10:00 AM	CPKC-Soo	FRANKLIN PARK	2	LGA	UN1265	PENTANES	3	No	Air Inlet - Defective Component or Device; Improper Preparation for Transportation; Impact with Sharp or Protruding Object

2025 FRA Reports With A Release of Materials (3)

[Rail Equipment Accident/Incident Data (Form 54) | Department of Transportation - Data Portal]

Date	Time	Railroad	Accident Type	Hazmat Cars in Consist	Hazmat Cars Damaged	Hazmat Cars Releasing	Persons Evacuated	City	County	Equipment Type	Train Speed	Gross Tonnage	Train Length	Crew	Total Damage Cost	Accident Cause	Total Killed	Total Injured	Narrative
3/15/2025	8:50 PM	NS	Grade Crossing	0	**0**	**0**	0	WOOD RIVER	MADISON	Freight Train	14	1,053	1,053	2	$14,826	Highway user misjudgment under normal weather and traffic conditions	0	2	NS TRAIN DF2215 STRUCK A TANKER TRUCK AT THE HWY-GRADE CROSSING. SEMI TANK SPILLED APPROXIMATELY 1400 GALLONS OF DIESEL FUEL. LOCOMOTIVE SPILLED 1300 GALLONS OF DIESEL FUEL.
7/18/2025	5:49 PM	NS	Derailment	13	**10**	**3**	35	BROWNS	WABASH	Freight Train	47	4,130	2,858	2	$2,484,798	Cause under active investigation by reporting railroad (Amended report will be forwarded when repor	0	2	167D818 TRAVELING EAST ON THE MAINLINE DERAILED AT THE WEST END OF SIMPSON, MP 139.9W, DERAILING THEHEAD 24 CARS. AS A RESULT OF 167D818 DERAILING, 33KD817'S LEAD ENGINE NS 4685 WAS DERAILED. 33KD817ENGINEER AND LET WERE INJURED AS A RESULT OF 168D818 DERAILING WHILE PASSING ON THE MAINLINE AND SUBSEQUENTLY STRIKING 33KD817 IN THE SIDING.
10/9/2025	12:20 AM	CNRW	Derailment	80	**18**	**2**	25	NORA	JO DAVIESS	Freight Train	48	11,604	4,959	2	$3,651,463	Broken Rail - Vertical split head [Desc.Changed-Refer to Current/Prev.Guides]	0	0	THE CREW OF TRAIN U70491-08 REPORTED THAT THE TRAIN STARTED TO SHAKE AND THEN GO INTO EMERGENCY. UPON INSPECTION THEY NOTED MULTIPLY ETHYL ALCOHOL CARS HAD DERAILED, THE INVESTIGATION REVEALED THAT BROKEN RAIL WAS THE CAUSE OF THE DERAILMENT. DRUG AND ALCOHOL TEST WILL BE PROVIDED ONCE AVAILABLE,