

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0719HL018		
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. 0719HL018		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 7 year: 2019			6. Time of Accident/Incident 1:45 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 KANSAS CITY			14. Milepost (to nearest tenth) 277.0			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 84 °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 2		
21. Track Name/ Number TRACK 206			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 3		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded E - Estimated 003 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 Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered			26. Was Equipment Attended? 1. Yes 2. No Code Y		
29. Trailing Tons (gross tonnage, excluding power units) 9,805			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 3			27. Train Number/Symbol YKC0		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TILX201703			a. Initial and Number 029			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			c. Loaded (yes/no) 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.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 148,900		
(1) Total in Train 2			(1) Total in Equipment Consist 13			37. Track, Signal, Way, & Structure Damage \$ 45,441		
(2) Total Derailed 0			(2) Total Derailed 1			38. Primary Cause Code T103		
40. Engineers/ Operators 2			41. Firemen 0			39. Contributing Cause Code		
42. Conductors 0			43. Brakemen 0			44. Engineer/Operator Hrs: 05 Mins: 45		
45. Conductor Hrs: Mins:			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 39.113956			51. Longitude -94.481311			52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE YKC09R-25 HAD A TOTAL OF 112 CARS COMING TO THE HILL AT NEFF. TRAIN SHOVED UP TO THE HUMP AND BEGAN HUMPING OPERATIONS AND ONCE THEY WERE DOWN TO 27 CARS LEFT TO HUMP, CARS WERE DERAILED ON THE SOUTH AND NORTH LEAD OF THE HUMP AT NEFF. IT WAS LATER DETERMINED THE CARS ORIGINALLY DERAILED AT THEWEST END OF 206 NEAR A FROG AND GUARDRAIL DUE TO DEVIATION FROM UNIFORM TOP OF RAIL PROFILE.		
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.