

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad <b>Union Pacific Railroad Company [UP]</b>			1a. Alphabetic Code <b>UP</b>			1b. Railroad Accident/Incident No. <b>0819HL006</b>		
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) <b>Union Pacific Railroad Company [UP]</b>			3a. Alphabetic Code <b>UP</b>			3b. Railroad Accident/Incident No. <b>0819HL006</b>		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: <b>0</b>   day: <b>8</b>   year: <b>2019</b>			6. Time of Accident/Incident <b>7:45</b> 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 <b>N/A</b>			9. HAZMAT Cars Damaged/ Derailed <b>N/A</b>			10. Cars Releasing HAZMAT <b>N/A</b>		
13. Nearest City/ Town <b>KANSAS CITY</b>			14. Milepost (to nearest tenth) <b>276.98</b>			15. State Code Abbr. <b>MO</b>		
17. Temperature (F) (specify if minus) <b>88</b> °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark <b>3</b>			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>1</b>		
21. Track Name/ Number <b>HUMP SOUTH LEAD</b>			22. FRA Track Class (1-9, X) <b>1</b>			23. Annual Track Density (gross tons in millions) <b>29</b>		
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		
28. Speed (recorded speed if available) R - Recorded E - Estimated <b>002</b> 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 <b>Y</b>		
29. Trailing Tons (gross tonnage, excluding power units) <b>4,931</b>			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>3</b>			27. Train Number/Symbol <b>YKC3</b>		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) <b>TTZX084681</b>			a. Initial and Number <b>023</b>			b. Position in Train <b>000</b>		
(2) Causing (if mechanical, cause reported)			c. Loaded (yes/no) <b>N</b>			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: <input type="checkbox"/> Drugs: <input type="checkbox"/>		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			33. Was this consist transporting passengers? (y/n) <b>No</b>		
(1) Total in Train <b>2</b>			a. Head End b. Manual c. Remote d. Manual e. Remote <b>0 0 0 0 0</b>			a. Freight b. Pass. c. Freight d. Pass. e. Caboose <b>9 0 18 0 0</b>		
(2) Total Derailed <b>0</b>			36. Equipment Damage This Consist \$ <b>4,799</b>			37. Track, Signal, Way, & Structure Damage \$ <b>19,500</b>		
38. Primary Cause Code <b>M405</b>			39. Contributing Cause Code			35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist <b>9</b> (2) Total Derailed <b>0</b>		
40. Engineers/Operators <b>2</b>			41. Firemen			42. Conductors <b>0</b>		
43. Brakemen			44. Engineer/Operator Hrs: <b>03</b> Mins: <b>46</b>			45. Conductor Hrs: Mins:		
Casualties to:			46. Railroad Employees <b>0</b>			47. Train Passengers <b>0</b>		
Fatal <b>0</b>			48. Others <b>0</b>			49a. Special Study Block A <b>OTH</b>		
Nonfatal <b>0</b>			50. Latitude <b>39.113856</b>			49b. Special Study Block B <b>000-000-000</b>		
51. Longitude <b>-94.480961</b>			52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>THE YKC35R-06 WAS HUMPING TRACK 104 UP THE SOUTH LEAD OF THE HUMP, THEY HAD 34 CARS LEFT ON THE CUT WHEN THE TTZX84681 DERAILED AT THE SOUTH ESCAPE FROG. THE MOVEMENT COMMAND SPEED WAS 1.7 AND SPEED WAS 1.6 MPH AT THE TIME OF DERAILMENT. TOTAL DISTANCE MOVED IN COMMAND SPEED OF 1.7 MPH WAS 1284 FT BEFORE POINT OF DERAILMENT AND TOP SPEED DURING MOVE WAS 1.9 MPH. TOTAL DISTANCE TRAVERSED AFTER POD WAS 331 FT CAUSING TRACK DAMAGE. CAUSE WAS DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES.</b>			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.