

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0819HL009		
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. 0819HL009		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 8 year: 2019			6. Time of Accident/Incident 3:42 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			13. Other Code 01		
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
11. People Evacuated N/A			12. Subdivision COFFEYVILLE SUB					
13. Nearest City/Town KANSAS CITY			14. Milepost (to nearest tenth) 289.17			15. State Code MO		
16. County JACKSON			17. Temperature (F) (specify if minus) 90 ° F			18. Visibility (single entry) Code 2		
19. Weather (single entry) Code 2			20. Type of Track Code 1			21. Track Name/ Number SINGLE MAIN TRACK		
22. FRA Track Class (1-9, X) 4			23. Annual Track Density (gross tons in millions) 95.60			24. Time Table Direction Code 1		
25. Type of Equipment Consist (single entry)			26. Was Equipment Attended? Code Y			27. Train Number/Symbol MNLN		
28. Speed (recorded speed if available) Code 025 MPH R			30. Type of Territory (enter codes that apply) Signalization (Mandatory) Code 1			30a. Remotely Controlled Locomotive? Code 0		
29. Trailing Tons (gross tonnage, excluding power units) 11,160			31. Method of Operation/Authority for Movement (Mandatory) Code 1			31. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Q-Traffic Control System/CTC		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) ACFX098207			a. Initial and Number 031			b. Position in Train 031		
(2) Causing (if mechanical, cause reported) ACFX098207			c. Loaded (yes/no) Y			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"/>		
33. Was this consist transporting passengers? (y/n) No			34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		
(1) Total in Train 3			a. Head End 3			a. Freight 76		
(2) Total Derailed 0			b. Manual 0			b. Pass. 0		
			c. Remote 0			c. Freight 47		
			d. Manual 0			d. Pass. 0		
			e. Remote 0			e. Caboose 0		
36. Equipment Damage This Consist \$ 100			37. Track, Signal, Way, & Structure Damage \$ 18,105			38. Primary Cause Code E47C		
39. Contributing Cause Code			Number of Crew Members			Length of Time on Duty		
			40. Engineers/ Operators 1			44. Engineer/Operator Hrs: 10 Mins: 04		
			41. Firemen 1			45. Conductor Hrs: 10 Mins: 04		
			42. Conductors 1					
			43. Brakemen 1					
Casualties to:			46. Railroad Employees 0			49a. Special Study Block A CWR		
Fatal 0			47. Train Passengers 0			49b. Special Study Block B 000-000-000		
Nonfatal 0			48. Others 0					
50. Latitude 38.995027			51. Longitude -94.529764					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) NORTHBOUND MNLN-04 DERAILED NEAR MP.289.17 ON THE COFFEYVILLE SUB. TRAIN WAS TRAVELING AT A SPEED OF 25 MPH WITHIN THE LIMITS OF FORM A 147671 (289.0-289.5 25 MPH MT). NO AUTOMATIC BRAKES WERE APPLIED. CAR ACFX98207 DERAILED THE FIRST AXLE DUE TO DEFECTIVE SNUBBING AND WAS DRAGGED APPROXIMATELY 1/4MILE BEFORE THE TRAIN WENT INTO EMERGENCY.								
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.								