

| | | | | | | | | |
|---|--|--|--|--|--|---|--|--|
| 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 (describe in narrative) 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 Abbr. MO 29 | | |
| 16. County JACKSON | | | 17. Temperature (F) (specify if minus) 90 ° 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 | | | 20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 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. North 3. East 2. South 4. West 1 | | | 25. Type of Equipment 1. Freight train 5. Single car 9. Maint./inspect. car D. EMU Consist (single entry) 2. Passenger train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter train-Pulling 7. Yard/switching B. Passenger Train-Pushing 4. Work train 8. Light loco(s) C. Commuter Train-Pushing | | | 26. Was Equipment Attended? 1. Yes 2. No Code Y | | |
| 27. Train Number/Symbol MNLN | | | 28. Speed (recorded speed if available) R - Recorded 025 MPH E - Estimated R | | | 29. Trailing Tons (gross tonnage, excluding power units) 11,160 | | |
| 30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 1 Method of Operation/Authority for Movement (Mandatory) 1 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Q-Traffic Control System/CTC Supplemental/Adjunct Codes (Mandatory*) * 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 | | | | | |
| 31. Principal Car/Unit (1) First involved (derailed, struck, etc) ACFX098207 | | | a. Initial and Number ACFX098207 | | | 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.) | | |
| a. Head End | | | b. Manual | | | c. Remote | | |
| d. Manual | | | e. Remote | | | a. Freight | | |
| b. Pass. | | | c. Freight | | | d. Pass. | | |
| e. Caboose | | | (1) Total in Train | | | 76 | | |
| (2) Total Derailed | | | 0 | | | 0 | | |
| (2) Total Derailed | | | 0 | | | 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 | | | 41. Firemen | | | 42. Conductors 1 | | |
| 43. Brakemen | | | 44. Engineer/Operator | | | 45. Conductor | | |
| Hrs: 10 Mins: 04 | | | Hrs: 10 Mins: 04 | | | | | |
| Casualties to: | | | 46. Railroad Employees | | | 47. Train Passengers | | |
| 48. Others | | | 49a. Special Study Block A | | | 49b. Special Study Block B | | |
| Fatal 0 | | | 0 | | | 0 | | |
| Nonfatal 0 | | | 0 | | | 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. | | | | | | | | |