

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0819HL015					
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. 0819HL015					
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 8 1 3 2019			6. Time of Accident/Incident 8:31 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>					
7. Type of Accident/ Incident (single entry in code box)			1. Derailment 2. Head on collision 3. Rear end collision			4. Side collision 5. Raking collision 6. Broken train collision					
			7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction			10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts					
			13. Other (describe in narrative)			Code 11					
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 TRENTON SUB			
13. Nearest City/ Town JAMESPORT		14. Milepost (to nearest tenth) 424.25		15. State Code Abbr. MO		16. County LIVINGSTON					
17. Temperature (F) (specify if minus) 80 ° F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 4		19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		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) 31.20		24. Time Table Direction Code 1. North 3. East 2. South 4. West 2					
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		D. EMU E. DMU Code 1			
						26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol MCBK			
28. Speed (recorded speed if available) R - Recorded E - Estimated 030 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 1 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 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							
29. Trailing Tons (gross tonnage, excluding power units) 9,704		31. Principal Car/Unit a. Initial and Number UP008511 b. Position in Train 001 c. Loaded (yes/no)		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs		33. Was this consist transporting passengers? (y/n) No					
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote	
(1) Total in Train		3		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Equipment Consist		65		0		29		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 67,737		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code M406		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 Hrs: 07 Mins: 46		45. Conductor Hrs: 07 Mins: 46	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000	
Fatal		0		0		0					
Nonfatal		0		0		0					
50. Latitude 39.953772						51. Longitude -93.744269					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) MCBKC-13 HAD THE DYNAMIC BRAKING GRIDS ON LEAD UNIT UP8511 CAUGHT ON FIRE. NO DERAILMENT OR TRACK DAMAGE.											
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.											