

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0819HL031		
2. Name of Other Railroad or Other Entity with Consist Involved Kansas City Terminal Railway Company [KCT]			2a. Alphabetic Code KCT			2b. Railroad Accident/Incident No. UP081919		
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. 0819HL031		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 8 1 9 2019			6. Time of Accident/Incident 4:31 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
1. Derailment			2. Head on collision			3. Rear end collision		
4. Side collision			5. Raking collision			6. Broken train collision		
8. RR grade crossing			9. Obstruction			10. Explosion-detonation		
11. Fire/violent rupture			12. Other impacts			13. Other (describe in narrative)		
						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 SEDALIA SUB
13. Nearest City/ Town INDEPENDENCE		14. Milepost (to nearest tenth) 276.75		15. State Code Abbr. MO		16. County JACKSON		
17. Temperature (F) (specify if minus) 76 ° F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 1		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 MAIN LINE 1		22. FRA Track Class (1-9, X) 2		23. Annual Track Density (gross tons in millions) 25.90		24. Time Table Direction Code 1. North 3. East 2. South 4. West 4		
25. Type of Equipment Consist (single entry)		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Y
1. Freight train		2. Passenger train-Pulling		3. Commuter train-Pulling		4. Work train		27. Train Number/Symbol AASF
6. Cut of cars		7. Yard/switching		8. Light loco(s)		A. Spec. MoW Equip.		B. Passenger Train-Pushing
C. Commuter Train-Pushing		E. DMU				Code 1		Code Y
28. Speed (recorded speed if available) R - Recorded E - Estimated 013 MPH		Code R		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 1		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) 11,197		31. Principal Car/Unit		a. Initial and Number SHQX041300		b. Position in Train 031		c. Loaded (yes/no) N
		(1) First involved (derailed, struck, etc)						32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs 00
		(2) Causing (if mechanical, cause reported)		000				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		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)
(1) Total in Train		5		0		0		a. Freight
(2) Total Derailed		0		0		0		b. Pass.
								c. Freight
								d. Pass.
								e. Caboose
								(1) Total in Equipment Consist 110
								(2) Total Derailed 8
								0
								0
36. Equipment Damage This Consist \$ 715,306		37. Track, Signal, Way, & Structure Damage \$ 239,048		38. Primary Cause Code H508		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: 09 Mins: 06
								45. Conductor Hrs: 09 Mins: 06
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A
Fatal		0		0		0		49b. Special Study Block B
Nonfatal		0		0		0		OTH 000-000-000
50. Latitude 39.112603				51. Longitude -94.476961				
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AASFX-18, LEAD UNIT UP2658, DERAILED 10 CARS, DUE TO TRAIN MAKE UP, RESULTING IN EXCESSIVE BUFF FORCES. AT THE TIME OF THE INCIDENT, THERE WERE NO TRAIN MAKE-UP RESTRICTIONS VIOLATED. AS A RESULT OF THIS INCIDENT, NEW RESTRICTIONS WERE PUT INTO PLACE AND THE CREW WAS NOT HELD RESPONSIBLE. ROCK CREEK JCT CONTROL POINT IS DISPATCHED BY KCT, OWNED BY UP, TRACK MAINTAINED BY UP, SIGNAL MAINTENANCE PERFORMED BY KCT FOR BNSF. *KCT MAINTAINS SIGNAL. KCT SIGNAL COST = \$97,587*								
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.								