DEPARTMENT O				IL EQU	IPME	NT A	CCIDE	NT/IN	CID	ENT	REP	ORT				ON	MB Approval	No: 21	130-050
1. Name of Reporting Ra		11	14.1			11 11				ic Code		UNI			1b. Railro		/Incident No.		100 00
									1										
Union Pacific Rail 2. Name of Other Railro			st Involved					2a. Al	lphabet	ic Code					2b. Railro		/Incident No.		
3. Name of Railroad or C	Other Entity Respons	sible for Ti	rack Maintenance	(single ent	try)			3a. Al	lphabet	ic Code					3b. Railroa	d Accident/	Incident No.		
Union Pacific Rai	Iroad Company	y [UP]						UP							0919H	L015			
4. U. S. DOT Grade Cros	ssing Identification 1	Number	· · · · · ·					5. Da		ccident/I					6. Time of	Accident/In	ncident		
4.0.0.0001 01440 0000	sing ruentineation -	Wince.						0	mont	^h	day	3	year 2019		1:58		АМ	Р	м 🗴
7. Type of Accident/ 1. Derailment			4. Si	4. Side collision				crossing		-		-	-detonatio		13. Ot	her		С	Code
Incident (single 2. Head on collision			sion 5. R	king collisio	on	8	. RR grade	crossing 11. Fire/violent rupture					(4	lescribe in)					
entry in code box) 3. Rear end collision 6. Broken tra			oken train co	n collision 9. Obstruction				12. Other impacts					narrative) 01				01		
8. Cars Carrying					10. Cars Releasing				11. People					12. Subdivision					
HAZMAT		Damaged/			HAZMAT				Evacuated										
N/A		Deraile	ed	N/A			N/A					N/A			KCM	ETRO N	FFF VD		
13. Nearest				IN/A	14. Mi	lenost	(to	15	State		Code		County		KUW	LIKUN	EFF ID		
City/						earest	(10	15.	Abbr.		Couc	10. 0	county						
•	AS CITY					nth)	276.99		MO		29	TA	CKSO	N					
17. Temperature (F)		18. Visibi	ility (single entry)	Code	- É	eather (si				4)	JA	Co		20. Type of	of Track		С	Code
(specify if minus)		1. Da		, I	coue		. Clear	3. Rair		5.	. Sleet			ue	1. Main		iding		oue
(12.1.55.5	73 [°] F	2. Da			2		. Cloudy	4. Fog			. Snow		1		2. Yard		ndustry		2
21. Track Name/	10		,	22.1	FRA Tracl	ζ.	Co			Track				·		Table Direct	2		Code
Number					Class (1-9,	(X)	1		Densi	tv					1. Nort	h 3.Ea	ast		
HILL SWITCH							1		in mil	(gros lions)	s tons				2. Sout	h 4. W	Vest		3
25. Type of Equipment	1. Freight train		5. Single car	9. Maint./ins	spect. car		D. EMU			26. Was	s Equipr	nent			27.1	Train Numbe	er/Symbol		
Consist	2. Passenger train-	Pulling	6. Cut of cars	A. Spec. Mo	oW Equip.		E. DMU			Att	tended?								
(single entry)	3. Commuter train-	-Pulling	7. Yard/switching	B. Passenge	r Train-Pu	shing		Co	de	1.	Yes	2.	No	Co	de YK	C1			
	4. Work train		8. Light loco(s).	C. Commute		-		7	'					Y					
28. Speed (recorded sp	peed	Coc	le 30. Type of	Territory	(enter co	odes that	apply)								30a. Remo	otely Contro	lled Locomo	tive?	
if available)		1	Signalizati	on (Manda	tory)				•						0 = N	lot a remote	ly controlled	operati	ion
				2. Not	for Signaled 2							1 = Remote control portable transmitter							
E - Estimated	007 MPH	R	Method of	Operation/A	uthority fo	r Moven	nent (Mar	udatory)	5						2 = R	emote contr	ol tower ope	ration	
29. Trailing Tons (gr	oss tonnage,		1. Signal Ir	dication 2.	on 2. Direct Train Control 3. Yard/Restri				stricted Limits				3 = Remote control portable transmitter -						
			4. Block R	ock Register Territory 5. Other Than Main Trac				ack	ck K-Restricted Speed or Equivalent				more than one remote						
			Supplemen	Supplemental/Adjunct Codes (Mandatory*)					L-Special Instructions					control transmitter Code					
		4,329	* Mandator	y to the exter	nt that all a	pplicable	e codes are	entered											3
31. Principal Car/Unit		a. Initial	and Number	b. Position	n in Train		c. Loade	ed (yes/no	o)	32. I	f any rai	ilroad em	ployee(s)	tested	d for drug/alc	ohol use, en	ter the numb	er that	
(1) First involved													the appro		-		cohol		rugs
(derailed, struck, etc	c)										-								
		C	SOX023614		058			Y									00	0	00
(2) Causing (if me	echanical,									33.W	Vas this	consist tr	ansporting	g pass	sengers ? ()	:/n)			
cause reported)					000														No
34. Locomotive Units		a. Head	Mid	Frain		Rear E	nd	35. Cars	\$					Loa	ded	En	npty		
(Exclude EMU, DMU, ar	nd Cab Car	End	b. Manual	c. Remote	d. Man		e. Remote			, DMU, a	and Cab	Car	a. Frei	ght	b. Pass.	c. Freight	d. Pass.	e. Ca	aboose
Locomotives.)					_			Locomot	nves.)										
(1) Total in Train		1	0	0	0		0	(1) T	'otal in	Equipme	ent Cons	sist	21		0	37	0		0
(2) Total Derailed		0	0	0	0		0	(2) T	'otal De	erailed			1		0	0	0		0
36. Equipment Damage			37. Track, Signal, V	Vay,				38. Prima	ry Cau	se				3	 Contributi 	ng Cause			
This Consist	^		& Structure D	image	\$	62,86	60	Code			1				Code	-			
\$ 203		f Cross Marshar	Ψ	02,000			H702 Length of Tim				f Tim	ne on Duty							
40 E		number o	of Crew Members		(2 D)			44.5.					Length o						
40. Engineers/	41. Firemen		42. Conductors	· · · · · · · · · · · · · · · · · · ·	43. Braker	nen		44. Engin	eer/Op	erator				4	5. Conductor				
Operators 2			0					Hrs:	(07	Mir	18:	28		Hrs:		Mins:		
Casualties to:	46. Railroad Empl	ovees	47. Train Passenger	s l	48. Others			49a. Spec			A			19b s	Special Study	Block B			
Fatal		.,			.o. ouicis				an oru	ay DIOCK				. 70. 0	-peein Study	DIOCK D			
i utai	0		0			0		1											

52. Narrative Description (Be specific, and continue on separate sheet if necessary)

0

39.113906

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YKAILAR'D Downpadia (De specific, and comme on separate since) (necessary) YKC18R-13 WAS SHOVING TRACK 201. TRAIN WAS SHOVING AT 7.6MPH WHILE SPOTTING UP FOR HUMPING OPERATIONWHEN THE CARS SURPASSED THE B OPERATOR WHO WAS CONTROLLING THE MOVEMENT. AFTER PLACING THE LOCOMOTIVE IN STOP, THE CARS RAN THROUGH THE "HILL SWITCH" ON THE EAST SIDE OF THE HUMP WHICH WAS MISALIGNED. AFTER THE MOVEMENT STOPPED AND DAMAGE ASSESSED, THEY WERE INSTRUCTED TO CLEAR THE SWITCH BY SHOVING OVER THE DAMAGED SWITCH. WHEN THE LOCOMOTIVE BRAKES WERE RELEASED, THE CARS ROLLED WEST THROUGH THE DAMAGED SWITCH, DERAILING THE LEADING TRUCK ON CSOX23614.

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51. Longitude

000-000-000

-94.481136

53. Typed/Printed Name &			55. Date					
Title of Preparer		54. Signature						
NOTE:	E: 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								
ime 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								
natter 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								
nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.								

Nonfatal

50. Latitude