

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0919HL015		
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. 0919HL015		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 9 year: 2019			6. Time of Accident/Incident 1:58 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town KANSAS CITY			14. Milepost (to nearest tenth) 276.99			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 73 °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 1		
21. Track Name/ Number HILL SWITCH			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 3		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded 007 MPH E - Estimated R			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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 Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered			26. Was Equipment Attended? 1. Yes 2. No Y		
29. Trailing Tons (gross tonnage, excluding power units) 4,329			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 3			27. Train Number/Symbol YKC1		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) CSOX023614			a. Initial and Number 058			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			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: 00 Drugs: 00		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			33. Was this consist transporting passengers? (y/n) No		
(1) Total in Train 1			a. Head End b. Manual 0 c. Remote 0			a. Freight 21 b. Pass. 0 c. Freight 37 d. Pass. 0 e. Caboose 0		
(2) Total Derailed 0			d. Manual 0 e. Remote 0			(2) Total Derailed 1 0 0 0 0		
36. Equipment Damage This Consist \$ 203			37. Track, Signal, Way, & Structure Damage \$ 62,860			38. Primary Cause Code H702		
40. Engineers/ Operators 2			41. Firemen 0			39. Contributing Cause Code		
42. Conductors 0			43. Brakemen 0			44. Engineer/Operator Hrs: 07 Mins: 28		
45. Conductor Hrs: Mins:			46. Railroad Employees 0			47. Train Passengers 0		
48. Others 0			49a. Special Study Block A OTH			49b. Special Study Block B 000-000-000		
Casualties to:			50. Latitude 39.113906			51. Longitude -94.481136		
Fatal 0			52. Narrative Description (Be specific, and continue on separate sheet if necessary) YKC18R-13 WAS SHOVING TRACK 201. TRAIN WAS SHOVING AT 7.6MPH WHILE SPOTTING UP FOR HUMPING OPERATION WHEN 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.					
Nonfatal 0			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).					