

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad <b>Union Pacific Railroad Company [UP]</b>			1a. Alphabetic Code <b>UP</b>			1b. Railroad Accident/Incident No. <b>0919HL016</b>		
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) <b>Union Pacific Railroad Company [UP]</b>			3a. Alphabetic Code <b>UP</b>			3b. Railroad Accident/Incident No. <b>0919HL016</b>		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month   day   year <b>0   9   2019</b>			6. Time of Accident/Incident <b>1:52</b> 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		
8. Cars Carrying HAZMAT <b>18</b>			9. HAZMAT Cars Damaged/ Derailed <b>2</b>			10. Cars Releasing HAZMAT <b>N/A</b>		
13. Nearest City/ Town <b>KANSAS CITY</b>			14. Milepost (to nearest tenth) <b>277.01</b>			15. State Code Abbr. <b>MO</b>		
17. Temperature (F) (specify if minus) <b>67</b> °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark <b>4</b>			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>1</b>		
21. Track Name/ Number <b>TRACK 111</b>			22. FRA Track Class (1-9, X) <b>1</b>			23. Annual Track Density (gross tons in millions) <b>29</b>		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded E - Estimated <b>000</b> MPH			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 Code <b>N</b>		
29. Trailing Tons (gross tonnage, excluding power units) <b>6,589</b>			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 <b>0</b>			27. Train Number/Symbol <b>MVPPK</b>		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) <b>CEWX000619</b>			a. Initial and Number			b. Position in Train <b>116</b>		
(2) Causing (if mechanical, cause reported) <b>000</b>			c. Loaded (yes/no) <b>N</b>			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol   Drugs		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Manual		
(1) Total in Train <b>2</b>			c. Remote <b>0</b>			d. Manual <b>0</b>		
(2) Total Derailed <b>0</b>			e. Remote <b>0</b>			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		
						a. Freight <b>49</b>		
						b. Pass. <b>0</b>		
						c. Freight <b>83</b>		
						d. Pass. <b>0</b>		
						e. Caboose <b>0</b>		
36. Equipment Damage This Consist \$ <b>27,183</b>			37. Track, Signal, Way, & Structure Damage \$ <b>0</b>			38. Primary Cause Code <b>T103</b>		
40. Engineers/Operators <b>0</b>			41. Firemen			42. Conductors <b>0</b>		
43. Brakemen			44. Engineer/Operator Hrs:   Mins:			45. Conductor Hrs:   Mins:		
Casualties to:			46. Railroad Employees			47. Train Passengers		
Fatal <b>0</b>			48. Others <b>0</b>			49a. Special Study Block A <b>OTH</b>		
Nonfatal <b>0</b>						49b. Special Study Block B <b>000-000-000</b>		
50. Latitude <b>39.114005</b>			51. Longitude <b>-94.481487</b>					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>THE YKC27R-13 HAD DOUBLED TRACK 102 TO 203 AND WAS SHOIVING ON THE LEAD THROUGH 203 TO THE HILL TO HUMP. CREW HAD PROCESSED 10 CARS OVER THE HILL WHEN THEY REALIZED A DERAILMENT HAD OCCURRED. THE UP90580 WAS THE FIRST CAR TO DERAIL, WHICH JUMPED THE 102 GUARD RAIL, CAUSING THE SIX CARS IN THE CUT TO ACCORDION, AND CAUSE SUBSTANTIAL TRACK DAMAGE. THERE WAS TWO CARS DAMAGED IN ADJACENT TRACK 101 AND ALSO TO 4 RAILCARS THAT WERE IN TRACK 114 AT THE TIME.</b>								
53. Typed/Printed Name & Title of Preparer			54. Signature			55. Date		
<b>NOTE:</b> 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.								

1. Name of Reporting Railroad <b>Union Pacific Railroad Company [UP]</b>				1a. Alphabetic Code <b>UP</b>		1b. Railroad Accident/Incident No. <b>0919HL016</b>												
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) <b>Union Pacific Railroad Company [UP]</b>				3a. Alphabetic Code <b>UP</b>		3b. Railroad Accident/Incident No. <b>0919HL016</b>												
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month   day   year <b>0</b>   <b>9</b>   <b>2019</b>		6. Time of Accident/Incident <b>1:52</b> AM <input checked="" type="checkbox"/> PM <input 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 <b>01</b>					
8. Cars Carrying HAZMAT <b>N/A</b>		9. HAZMAT Cars Damaged/ Derailed <b>N/A</b>		10. Cars Releasing HAZMAT <b>N/A</b>		11. People Evacuated <b>N/A</b>		12. Subdivision <b>K C METRO NEFF YD</b>										
13. Nearest City/Town <b>KANSAS CITY</b>		14. Milepost (to nearest tenth) <b>277.01</b>		15. State Code <b>MO</b>		16. County <b>JACKSON</b>												
17. Temperature (F) (specify if minus) <b>67</b> ° F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark <b>4</b>		19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>1</b>		20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry <b>2</b>												
21. Track Name/ Number <b>TRACK 111</b>		22. FRA Track Class (1-9, X) <b>1</b>		23. Annual Track Density (gross tons in millions) <b>1</b>		24. Time Table Direction Code 1. North 3. East 2. South 4. West												
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 <b>6</b>	26. Was Equipment Attended? 1. Yes 2. No <b>N</b>		27. Train Number/Symbol
28. Speed (recorded speed if available) R - Recorded E - Estimated <b>000</b> MPH		Code <b>R</b>	30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled <b>2</b> Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits <b>5</b> 4. Block Register Territory 5. Other Than Main Track <b>K-Restricted Speed or Equivalent</b> 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 <b>0</b>												
29. Trailing Tons (gross tonnage, excluding power units) <b>1,389</b>		31. Principal Car/Unit			a. Initial and Number <b>UP111054</b>		b. Position in Train <b>013</b>		c. Loaded (yes/no) <b>N</b>		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.			Alcohol	Drugs			
		(2) Causing (if mechanical, cause reported) <b>000</b>			33. Was this consist transporting passengers? (y/n) <b>No</b>													
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End	b. Manual		c. Remote	d. Manual		e. Remote	35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight	b. Pass.	c. Freight	d. Pass.	e. Caboose			
(1) Total in Train		<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>		<b>0</b>	(1) Total in Equipment Consist		<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>			
(2) Total Derailed		<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>		<b>0</b>	(2) Total Derailed		<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>			
36. Equipment Damage This Consist \$ <b>3,769</b>		37. Track, Signal, Way, & Structure Damage \$ <b>0</b>			38. Primary Cause Code <b>T103</b>			39. Contributing Cause Code										
Number of Crew Members					Length of Time on Duty													
40. Engineers/ Operators <b>0</b>	41. Firemen	42. Conductors <b>0</b>		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:										
Casualties to:	46. Railroad Employees	47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B										
Fatal	<b>0</b>	<b>0</b>		<b>0</b>		<b>OTH</b>		<b>000-000-000</b>										
Nonfatal	<b>0</b>	<b>0</b>		<b>0</b>														
50. Latitude <b>39.114005</b>					51. Longitude <b>-94.481487</b>													
52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>THE YKC27R-13 HAD DOUBLED TRACK 102 TO 203 AND WAS SHOIVING ON THE LEAD THROUGH 203 TO THE HILL TO HUMP. CREW HAD PROCESSED 10 CARS OVER THE HILL WHEN THEY REALIZED A DERAILMENT HAD OCCURRED. THE UP90580 WAS THE FIRST CAR TO DERAIL, WHICH JUMPED THE 102 GUARD RAIL, CAUSING THE SIX CARS IN THE CUT TO ACCORDION, AND CAUSE SUBSTANTIAL TRACK DAMAGE. THERE WAS TWO CARS DAMAGED IN ADJACENT TRACK 101 AND ALSO TO 4 RAILCARS THAT WERE IN TRACK 114 AT THE TIME.</b>																		
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<b>NOTE:</b> 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.																		

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4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: <b>0</b>   day: <b>9</b>   year: <b>2019</b>			6. Time of Accident/Incident <b>1:52</b> 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		
8. Cars Carrying HAZMAT <b>N/A</b>			9. HAZMAT Cars Damaged/ Derailed <b>N/A</b>			10. Cars Releasing HAZMAT <b>N/A</b>		
13. Nearest City/ Town <b>KANSAS CITY</b>			14. Milepost (to nearest tenth)			15. State Code Abbr. <b>MO</b>   Code <b>29</b>		
17. Temperature (F) (specify if minus) <b>67</b> ° F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark <b>4</b>			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow <b>1</b>		
21. Track Name/ Number <b>TRACK 111</b>			22. FRA Track Class (1-9, X) Code <b>1</b>			23. Annual Track Density (gross tons in millions) Code <b>3</b>		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded <b>003</b> MPH E - Estimated <b>003</b> MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled <b>2</b> 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 <b>5</b> Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered			26. Was Equipment Attended? 1. Yes 2. No <b>Y</b>		
29. Trailing Tons (gross tonnage, excluding power units) <b>7,982</b>			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 <b>3</b>			27. Train Number/Symbol <b>YKC2</b>		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) <b>UP090580</b>			a. Initial and Number			b. Position in Train <b>125</b>		
(2) Causing (if mechanical, cause reported) <b>000</b>			c. Loaded (yes/no) <b>N</b>			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"/>		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Manual		
(1) Total in Train <b>2</b>			c. Remote <b>0</b>			d. Manual <b>0</b>		
(2) Total Derailed <b>0</b>			e. Remote <b>0</b>			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		
						a. Freight <b>37</b>		
						b. Pass. <b>0</b>		
						c. Freight <b>106</b>		
						d. Pass. <b>0</b>		
						e. Caboose <b>0</b>		
36. Equipment Damage This Consist \$ <b>179,416</b>			37. Track, Signal, Way, & Structure Damage \$ <b>59,444</b>			38. Primary Cause Code <b>T103</b>		
40. Engineers/Operators <b>2</b>			41. Firemen <b>0</b>			42. Conductors <b>0</b>		
43. Brakemen <b>0</b>			44. Engineer/Operator Hrs: <b>01</b> Mins: <b>53</b>			45. Conductor Hrs: Mins:		
Casualties to:			46. Railroad Employees <b>0</b>			47. Train Passengers <b>0</b>		
Fatal <b>0</b>			48. Others <b>0</b>			49a. Special Study Block A <b>OTH</b>		
Nonfatal <b>0</b>						49b. Special Study Block B <b>000-000-000</b>		
50. Latitude <b>39.114005</b>			51. Longitude <b>-94.487487</b>					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>THE YKC27R-13 HAD DOUBLED TRACK 102 TO 203 AND WAS SHOIVING ON THE LEAD THROUGH 203 TO THE HILL TO HUMP. CREW HAD PROCESSED 10 CARS OVER THE HILL WHEN THEY REALIZED A DERAILMENT HAD OCCURRED. THE UP90580 WAS THE FIRST CAR TO DERAIL, WHICH JUMPED THE 102 GUARD RAIL, CAUSING THE SIX CARS IN THE CUT TO ACCORDION, AND CAUSE SUBSTANTIAL TRACK DAMAGE. THERE WAS TWO CARS DAMAGED IN ADJACENT TRACK 101 AND ALSO TO 4 RAILCARS THAT WERE IN TRACK 114 AT THE TIME.</b>								
53. Typed/Printed Name & Title of Preparer			54. Signature			55. Date		
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