

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0919HL016																													
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. 0919HL016																													
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 9 1 4 2019			6. Time of Accident/Incident 1:52 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 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 K C METRO NEFF YD																											
13. Nearest City/ Town KANSAS CITY		14. Milepost (to nearest tenth) 277.01		15. State Code Abbr. MO		16. County JACKSON																													
17. Temperature (F) (specify if minus) 67 ° 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 2																													
21. Track Name/ Number TRACK 111		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		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 6																											
						26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol																											
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH		Code R		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 Method of Operation/Authority for Movement (Mandatory) 5 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track K-Restricted Speed or Equivalent 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) 1,389																																			
31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP111054		a. Initial and Number		b. Position in Train 013		c. Loaded (yes/no) N		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)		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		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		0		0		0		0		0		(1) Total in Equipment Consist		0		0		23		0		0													
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		0		0		4		0		0													
36. Equipment Damage This Consist \$ 3,769		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code T103		39. Contributing Cause Code																													
40. Engineers/Operators 0		41. Firemen		42. Conductors 0		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		0		0		0		OTH		000-000-000																									
Nonfatal		0		0		0																													
50. Latitude 39.114005								51. Longitude -94.481487																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) 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.																																			
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.																																			

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0919HL016		
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. 0919HL016		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 9 year: 2019			6. Time of Accident/Incident 1:52 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 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)			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 67 °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		
21. Track Name/ Number TRACK 111			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 29		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded 003 MPH E - Estimated R			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 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 5 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) 7,982			27. Train Number/Symbol YKC2			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		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP090580			a. Initial and Number			b. Position in Train 125		
(2) Causing (if mechanical, cause reported) 000			c. Loaded (yes/no) N			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: Drugs: No		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Manual		
(1) Total in Train 2			c. Remote 0			d. Manual 0		
(2) Total Derailed 0			e. Remote 0			35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 37		
36. Equipment Damage This Consist \$ 179,416			37. Track, Signal, Way, & Structure Damage \$ 59,444			38. Primary Cause Code T103		
40. Engineers/ Operators 2			41. Firemen 0			42. Conductors 0		
43. Brakemen 0			44. Engineer/Operator Hrs: 01 Mins: 53			45. Conductor Hrs: Mins:		
Casualties to:			46. Railroad Employees 0			47. Train Passengers 0		
Fatal 0			48. Others 0			49a. Special Study Block A OTH		
Nonfatal 0			50. Latitude 39.114005			49b. Special Study Block B 000-000-000		
51. Longitude -94.487487			52. Narrative Description (Be specific, and continue on separate sheet if necessary) 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.			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).		

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7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT 18			9. HAZMAT Cars Damaged/ Derailed 2			10. Cars Releasing HAZMAT N/A		
13. Nearest City/ Town KANSAS CITY			14. Milepost (to nearest tenth) 277.01			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 67 ° F			18. Visibility (single entry) Code 4			19. Weather (single entry) Code 1		
21. Track Name/ Number TRACK 111			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 29		
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No N		
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2			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) 6,589			31. Principal Car/Unit a. Initial and Number CEWX000619			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 27,183		
40. Engineers/Operators 0			41. Firemen			42. Conductors 0		
43. Brakemen			44. Engineer/Operator			45. Conductor		
46. Railroad Employees			47. Train Passengers			48. Others		
49a. Special Study Block A			49b. Special Study Block B			49c. Special Study Block C		
50. Latitude 39.114005			51. Longitude -94.481487			52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE YKC27R-13 HAD DOUBLED TRACK 102 TO 203 AND WAS SHOVED 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.		
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