

Locomotive CP 8852

INSTRUCTIONS: This Locomotive Inspection and Repair Record (Record or F6180-49A) covers a calendar year, except as noted. The Record for the preceding calendar year shall be retained in the locomotive until the first periodic inspection of the new year or, until a Record is replaced on April 2nd or July 3rd (if 184 day eligible) as required by 49 CFR 229.23(f) or, until the locomotive changes ownership (see 2 below.) Enter the requested information in each block. Special instructions are given below.

1. **OPERATED BY:** Enter the name and code of the primary railroad operating the locomotive at the time this Record is placed in it.

Operator changes, including dates, shall be noted in "Remarks." The "RR Code" is as assigned by FRA to the railroad.

2. **OWNER:** Enter the name and RR code of the owner. Changes in ownership shall be submitted as final reports.

3. **LOCOMOTIVE NO.:** Enter digits only. Include letters if they differ from the "RR code." If renumbered, enter the previous number.

4. **YEAR BUILT:** Enter the year the locomotive was built and check if new. If remanufactured per 49 CFR 229.5, enter "RM" and the year.

5. **PROPELLED BY:** Enter Diesel-Electric (D-E), Electric (E), Electric Multiple Unit (MU), Diesel Multiple Unit (DMU), MU Control Cab (MUC), Non-MU Control Cab (NMUC), Turbine (T), Torque Converter (TC), or Other (O).

6. **MAXIMUM PISTON TRAVEL:** Enter only "nominal" travel. Do not include the manufacturer's tolerance.

7. **OUT-OF-USE CREDIT:** Enter the number of creditable calendar days the locomotive was out-of-use since the last periodic inspection on the previous F6180-49A.

Less than 30 consecutive calendar days for any out-of-use period may not be counted per 49 CFR 229.33. For current periods out-of-use, an entry

"Out-of-use from ___ to ___" shall be made on a Periodic Inspection line and certified when a locomotive which would otherwise be due for inspection is out-of-use.

If the locomotive is out of use at the end of the annual reporting period, complete the "To" entry with the last day of the period.

An entry shall then be made on the new Record showing the first day of the new reporting period as the "From" date.

8. **LAST PERIODIC INSPECTION:** When a new Record is placed in the locomotive transfer the last periodic inspection information into block 12 a & b and the last test information into column 24 of the new Record. Tests that are not applicable should be noted "NA".

9. **AIR CAL:** Enter the date of the last Air Flow Method Indicator (AFM) calibration from the previous year. Enter and certify subsequent calibrations as they are done.

10. **PERIODIC INSPECTIONS:** Check 184 days *only* if the locomotive qualifies per 49 CFR 229.23(b)(1) and the railroad chooses to abide by the requirement for 33 day QMI Daily inspections, otherwise check 92 days. Persons making the required inspections shall sign and list the item codes inspected. The employee's supervisor shall certify that the inspections were completed.

11. **H&H:** Enter the test pressure for the hydrostatic air reservoir test. If the reservoirs are drilled, enter "NA" here and "Drilled" in the Hammer and Hydro line below.

12. **WAIVERS:** Any waivers applicable to this locomotive shall be entered by waiver number in block 19 if a waiver from part 229, or block 20, if a waiver from any other regulation. Enter explanatory information regarding the scope and content of each waiver under "Remarks".

13. **TESTS:** The maximum number of days for Event Recorder, Level 2 and Level 3 air brake tests shall be entered per the referenced sections of 49 CFR 229.

Where the railroad has chosen to fragment air brake clean, repair and test requirements as permitted under 49 CFR 229.29, a separate air record shall be maintained in the cab of the locomotive and the word "Fragmented" shall be entered in the level 2 and level 3 lines.

REPAIRS: Special notes related to repairs performed to restore compliance

NOISE: Enter any noise tests or related information in accordance with 49 CFR 210.31.

REMARKS: The carriers should enter under "Remarks" any other clarifying or explanatory information.

Event Recorder Equipped : Wabtec TTX-IDR-01(WRE26432P)

Public reporting burden for this collection of information is estimated to average 15 minutes per response including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. A federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless that collection of information displays a current OMB Number. The OMB control number for this information is 2130-0004. Anyone with comments regarding this burden estimate or any other aspect of this information collection, including suggestions for reducing this burden, may send them to: Information Clearance Officer, Federal Railroad Administration, 1200 New Jersey Ave, SE, MS-25, Washington, DC 20590



Qualified Locomotive Mechanical Inspection

(30 Days Inspection)

Item# 59070

Locomotive No.

CP 8852

This form to be used and placed in locomotive cab for units that follow 184 day periodic inspection

DATE mm / dd / yyyy	TIME hh : mm	LOCATION	SIGNATURE (Qualified Inspectors)
11/09/2016	11:00	(b) (6), (b) (7)(C)	
11/11/2016	05:40		
11-13-16	1600		
11-13-16	03:30		
11/30/2016	9:00		
12-5-16	0130		
12-11-16	1:30		
12/16/16	10:00		
12-23-16	16:35		
1-12-17	20:00		
01-12-17	07:45		



Supplemental Air Brake Card

Item # 5905

LOCOMOTIVE No.

CP 008852

WAIVER: FRA-2005-21613

PORTION	FREQUENCY DAYS	PERSON CONDUCTING	TEST DATE & PLACE	CERTIFIED BY	PREVIOUS TEST DATE & PLACE
16 CP	3312 (9 yrs)	(b)(6), (b)(7)(C)	05/01/2016	CALGERS-AB	5/8/2007 Erie, PA (b)(6), (b)(7)(C)
ER CP	3680 (10yrs)				11/12/2014 Galesburg, IL
DB TV	3680 (10yrs)				5/8/2007 Erie, PA
20 CP	3680 (10yrs)				5/8/2007 Erie, PA
BC CP	3680 (10yrs)				5/8/2007 Erie, PA
13 CP	3680 (10yrs)				2/1/2015 Kansas City, KS
21 WV	3680 (10yrs)				5/8/2007 Erie, PA
BP CP After April 2013	3680 (10yrs)				6/30/2014 Kansas City, KS
BP CP Prior April 2013	2576 (7yrs)				

Air Brake Cab Card

Do Not Remove from Cab

Form Revised: 13/08/20



Year: 2016	1. OPERATED BY: Canadian Pacific Railway		RR CODE 0 1 0 5	2. OWNED BY: Canadian Pacific Railway		RR CODE 0 1 0 5
3. MODEL NO. AC 4400 CW		4. LOCO. NO. CP 9769		If renumbered, Prev No.	5. Year Built 2003	Check if New Locomotive <input type="checkbox"/>
6. Propelled By: D-E	7. Horsepower 4400	8. Type of Service: Passenger <input type="checkbox"/> Road <input checked="" type="checkbox"/> Yard <input type="checkbox"/> Other <input type="checkbox"/>		9. Steam Gen. a. No. N/A	b. Working Pressure N/A	10. Max Piston Travel 8 Inches
Air Brake type NYAB CCB II		Air Dryer: Check one: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		11. Out of use Credit: <input type="checkbox"/>	12. Last Periodic Inspection: 10/21/2015	
AFM CAL 229.29(b)	92 day max Interval	Previous date: 2/2/2016	Date & cert: 4/25/2016	Date & cert: 8/11/16	Date & cert: 10/26/16	Date & cert: 10/21/17
PERIODIC INSPECTIONS : Check one: <input type="checkbox"/> 92 days per 229.23 (a)				<input checked="" type="checkbox"/> 184 days per 229.23 (b)(1) only		

PERIODIC INSPECTIONS						
13. DATE Month/Day/Year	14. PLACE	15. ITEMS*	16. Person Conducting (b) (6), (b) (7)(C)	15. ITEMS*	16. Person Conducting (b) (6), (b) (7)(C)	17. Certified By
4/25/2016	St. Paul, MN	1,3		5		
4/25/2016	St. Paul, MN	2,4,7				
10/26/16	St. Paul, MN	1, 3		5		
10/26/16	St. Paul, MN	2,4,7				

*15. Item Code: 1.Brakes 2.Running Gear 3.Cab Equip 4.Mech Equip 5.Elect Equip 6.Steam Gen 7.Safety Appl

TESTS		18. H & H Test Pressure DRILLED	19. WAIVER PART-229 FRA - 2005- 21613	20. WAIVER-OTHER	
TYPE	Interval Not more than:	21. Person Conducting (b) (6), (b) (7)(C)	22. Test Date & Place	23. Certified By (b) (6), (b) (7)(C)	24. Previous Test Date & Place
Event Recorder 229.25 (d) or 229.27 (e)	No. of days 368 Days		10/26/2016 St. Paul, MN		10/21/2015 St. Paul, MN
Annual Tests 229.27	368 days LOAD METER		N/A		N/A
Hand Brake 232.105 (c)	368 days		10/26/2016 St. Paul, MN		10/21/2015 St. Paul, MN
AIRBRAKE 229.29(c)(1)	368 days filters only		10/26/2016 St. Paul, MN		10/21/2015 St. Paul, MN
AIRBRAKE 229.29(c)(2)	No. of days 2678 Days				08/09/2010 Calgary, AB
AIRBRAKE 229.29(c)(3)	No. of days Fragmented				02/12/2011 Calgary, AB
Hammer and Hydro 229.31	736 days	N/A	N/A	N/A	N/A

In accordance with the Locomotive Inspection Act, 49 USC Chapter 207 and the regulations issued pursuant to that Act, the parts and appurtenances of the locomotive unit have been inspected and all defects disclosed by the inspection have been properly repaired.

Certification of true copy.

I certify that this is a true copy of the inspection and repair record of locomotive no.

CP 9769 -

(Officer-in-charge)

DATE

ATTENTION: A false entry on this form is punishable by fine or imprisonment (U.S. Code, Title 18, Sec. 1001).

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REPAIRS: Special notes related to repairs performed to restore compliance

NOISE: Enter any noise tests or related information in accordance with 49 CFR 210.31.

REMARKS: The carriers should enter under "Remarks" any other clarifying or explanatory information.

Event Recorder Equipped: Q-Tron Datacord 6000 Model Q93277/1

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Qualified Locomotive Mechanical Inspection

Item# 59070

(30 Days Inspection)

Locomotive No.

CP 9769

This form to be used and placed in locomotive cab for units that follow 184 day periodic inspection.

DATE mm / dd / yyyy	TIME hh : mm	LOCATION	SIGNATURE (b)(6), (b)(7)(C)
9/30/16	0930	7700	
10/8/16	12:30	6300	
10-17-16	1140	ST PAUL	
10/20/2016	0300	ST PAUL YARD	
10 21 16	0221	ST PAUL	
026-16	0200	ST PAUL	
11/05/2016	0135	Bonsenville	
11/14/2016	1900	St-Luc	
11/19/2016	14:00	COB	
12/02/16	23:30	H/ytK	
12/22/2016	21:30	Golden	



LOCOMOTIVE No.

CP 9769

59053

Supplemental Air Brake card

WAIVER: FRA-2005-21613

PORTION	FREQUENCY DAYS	PERSON CONDUCTING	TEST DATE & PLACE	CERTIFIED BY	PREVIOUS TEST DATE & PLACE
16 CP	3312 (9yrs)				02/12/2011 Calgary, AB
ER CP	3680 (10yrs)				02/12/2011 Calgary, AB
DB TV	3680 (10yrs)				02/12/2011 Calgary, AB
20 CP	3680 (10yrs)				02/12/2011 Calgary, AB
BC CP	3680 (10yrs)				02/12/2011 Calgary, AB
13 CP	3680 (10yrs)				02/12/2011 Calgary, AB
21 W	3680 (10yrs)				02/12/2011 Calgary, AB
BP CP After April 2013	3680 (10yrs)				02/12/2011 Calgary, AB
BP CP prior April 2013	2576 (7yrs)				08/09/2010 Calgary, AB
air brake cab card			Do not remove from cab		Revised: 13/03/2015

PORTLAND DIVISION
AYER SUBDIVISION

423

TRACKAGE RIGHTS GRANTED TO BNSF WALLULA CO.
PER AGREEMENT 110078, DATED JUNE 14, 1987
← TRACKAGE RIGHTS TO UP RR VIA BNSF GRANTED JULY 23, 1984
← TRACKAGE RIGHTS TO UP RR VIA BNSF GRANTED JULY 23, 1984

NEW LINE CONSTRUCTED BY U.S. COV. 1951-1952

LINE CHANGE 1995

FILE PAGE
LAST REVISED
JANUARY 20, 2005
BRIEFLY UPDATED
JUNE 15, 2001
NO KING IMPROVED
NOVEMBER 30, 2000

- YARD LIMIT
- ABSOLUTE SID.
- AEI DETECTOR
- CRACKED WHEEL INDICATOR
- DRAG. COPT. DET.
- HOT BOX DET.
- HIGH WIDE SHIFTED LOAD DET.
- HIGH WATER DET.
- IMPACT DETECTOR
- INT. SIG. NO.
- TEMP. WIND GAGE
- POWER SW.
- DEPOT SYMBOL
- HISTORICAL MARKER

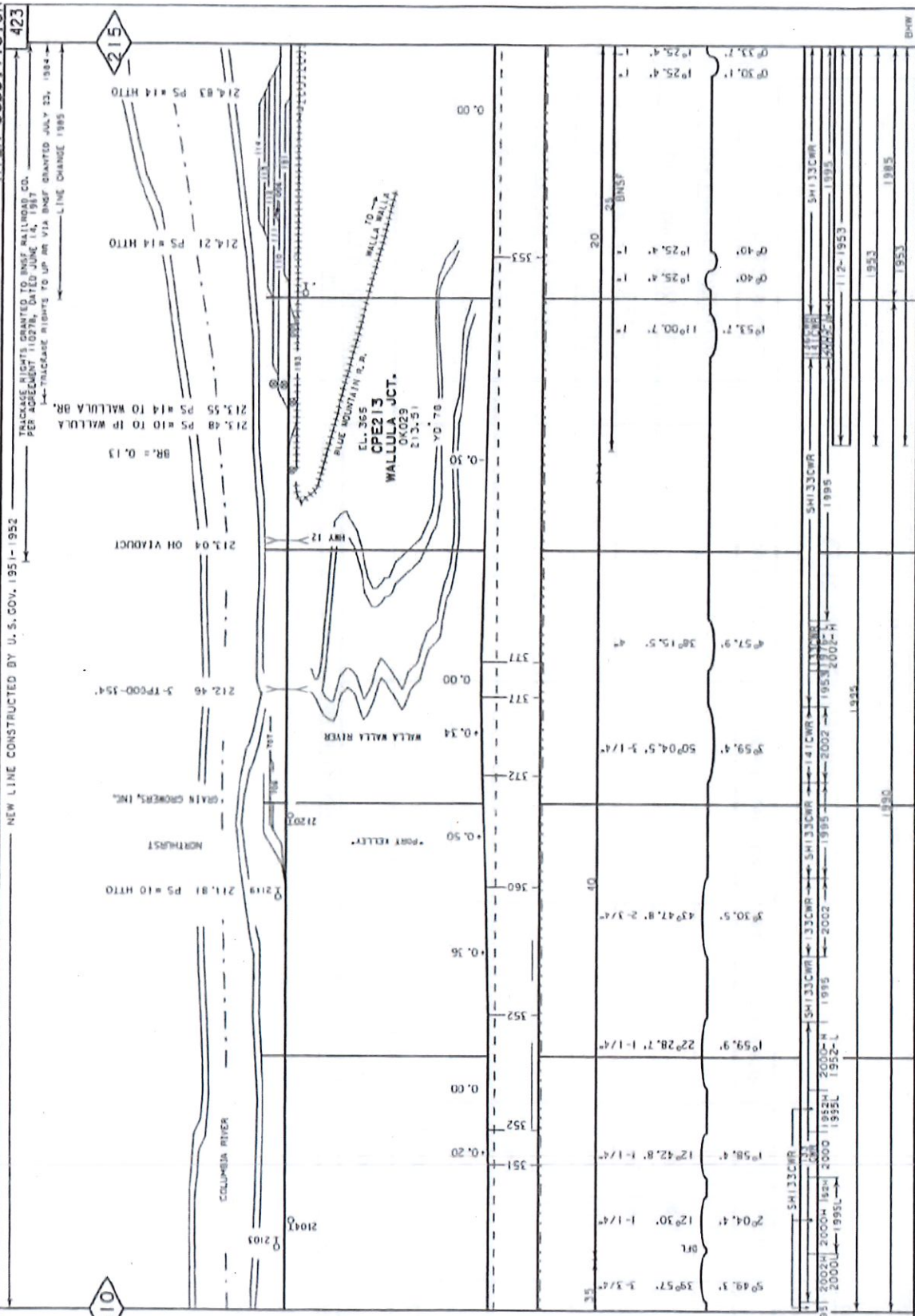
- TOPOGRAPHY
- ELEV. TOP OF RAIL
- ELEV. TOP OF WHEEL
- CONTROL POINTS
- STATION MARKS
- CIRCULAR 7 NUMBER
- MILE POST LOCATION
- LOT (CLEAR) OF SIDING

MAX. GRADE PERCENT
(SUB GRADE)

- SLIDE WARNING
- CL-ABOVE SEA LEVEL
- FIBER OPTICS
- C. T. C.
- A. B. S.
- SPEED ALLOWANCE
- AUTH. SUPER ELEV.

- TOTAL ANGLE
- ALIGNMENT B
- FLANGE INDICATORS
- DEGREE OF CURVE
- RAIL SIDING
- RAIL MAIN
- SURFACING B LINING
- SIDING
- MAIN
- TIE GANG
- SIDING
- MAIN

- GRADE WIND GAGE
- B
- W
- G
- M
- S
- C



STATION	TRACK	DATE	DESCRIPTION
2100	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2105	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2110	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2115	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2120	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2125	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2130	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2135	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2140	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2145	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.
2150	SH133CWR	1952	NEW LINE CONSTRUCTED BY U.S. COV.

CONSTRUCTED IN 1899 BY SNAKE RIVER VALLEY RAILROAD CO.
TRACKAGE RIGHTS GRANTED TO BNSF RR. CO. PER AGREEMENT 110278, DATED JUNE 14, 1967
NEW LINE CONSTRUCTED BY U.S. GOV'T 1951-1952
BNSF GRANTED JULY 23, 1984

218.24 P5 #10 HTO

R.T.U NITROGEN L.L.C

218.06 P5 #10 HTO

216.15 P5 M.P.

216.13 I-CUR-4'

215.79 PS #14 POIO

215.75 OH VIADUCT

215.62 P5 #10 HTO

215.55 PS #10 POIO

215.40 PS #10 HTO

215.35 PS #10 HTO

215.10 P5 #10

BOISE CASCADE

DEPOT

JOE BUTTE #21
M.P. 184.2

216.15 P5 M.P.

216.13 I-CUR-4'

215.79 PS #14 POIO

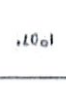
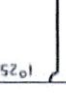
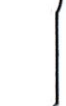
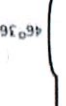
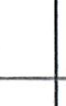
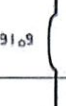
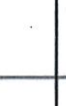
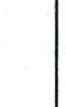
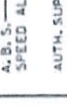
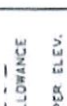
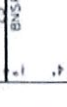
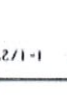
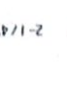
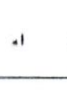
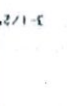
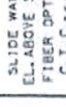
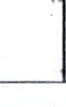
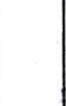
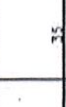
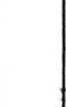
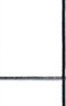
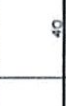
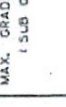
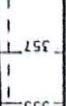
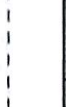
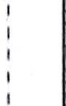
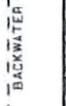
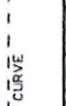
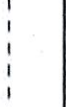
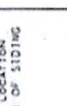
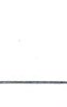
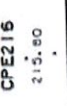
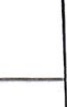
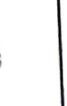
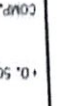
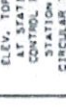
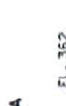
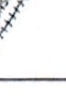
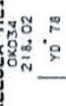
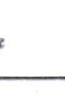
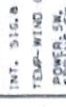
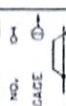
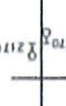
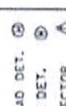
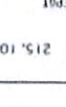
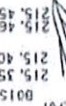
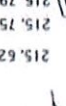
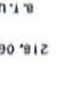
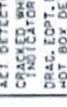
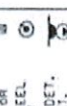
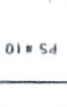
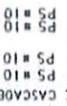
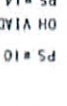
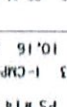
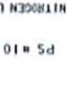
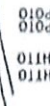
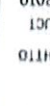
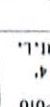
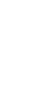
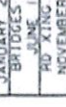
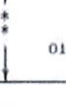
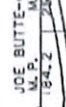
215.75 OH VIADUCT

215.62 P5 #10 HTO

215.55 PS #10 POIO

215.40 PS #10 HTO

215.35 PS #10 HTO



Highway & Highway Vehicle Information:

- This Folder left blank Intentionally Blank (This folder is non-applicable and/or not relevant to this accident investigation).

REPORT OF INTERVIEW

Person Interviewed

NAME: (b) (6), (b) (7)(C)

OCCUPATION: PTI Van Driver

Date of Interview: 2-2-2017 Time: 11:30 am PST

Place of Interview: via phone

Others Present: Ed McCullough, FRA; (b) (6), (b) (7)(C)

Interviewed By: Kevin Pannell, FRA

PTI Van Driver was interviewed concerning the fatality on January 31, 2017 to the conductor on Union Pacific Train M SKHK 30 with leading locomotive CP 9769.

The above person was interviewed relevant to an investigation being conducted by the Federal Railroad Administration (FRA). The following statements, and/or comments, are provided as part of this investigation, and although not verbatim, accurately and fully reflect the statements and/or comments of the participant.

(b) (6), (b) (7)(C) stated that he was called on duty at 10:00 pm PST on 1-30-2017 to cover the Wallula yard. He stated that there are normally two trains he assists at Wallula, a north bound train and a south bound train. At around 00:09 am PST, on 1-31-2017 the north bound train arrived and he assisted the train crew for about one and a half hours with no issues. (b) (6), (b) (7)(C) stated after he finished assisting the north bound train he waited at the Wallula depot for the south bound train to arrive.

(b) (6), (b) (7)(C) stated that the south bound train, (MSKHK 30) arrived at the depot at approximately 4:45 am PST. The train stopped in front of depot and an employee got off the engine and went into the office. About 5 minutes later the employee exited the office and he re-boarded the train. As the train departed towards the south end of yard, (b) (6), (b) (7)(C) contacted the crew and asks for instructions. The crew told him to proceed to the usual spot to assist them.

(b) (6), (b) (7)(C) stated he had to wait at the grade crossing until the train had cleared. Once the train cleared the crossing he proceeded to the usual location he assists crew from which was at CPE 213; approximately 2 miles south of the depot (CPE 215). Upon arriving at CPE213, (b) (6), (b) (7)(C) stated that the train was already moving north bound (indicating the crew was already in the process of making the pick-up) and did not notice the location of the conductor nor did he hear any radio conversations between the engineer and the conductor. (b) (6), (b) (7)(C) stated that since the roads were snow covered and icy he stopped his vehicle and proceeded on foot to check the road conditions. After determining that he could safely drive on the roads he reentered his vehicle when he received a radio call from the engineer to check on the conductor because he could not get in contact with him. He stated that he would check on the conductor.

(b) (6), (b) (7)(C) stated that he left his vehicle and walked to the train which was about 50 feet away. He then proceeded north next to the train towards where he thought the conductor should be. After he had walked about 3-4 car lengths he stated he could see a light lying on the ground illuminating the ground, which was snow covered and he assumed it was the conductor's lantern. He continued to walk towards the light and when he got to within a few feet of it he saw a bald head under the train and between the rails. (b) (6), (b) (7)(C) called out several times asking if the person was ok with no response. He looked around the area and saw a body part outside the rail. ((b) (6), (b) (7)(C) did not have a flashlight.) He immediately returned to his vehicle to call the engineer on the radio. At approximately 5:00, (b) (6), (b) (7)(C) stated he called the engineer on the radio and told him that someone was lying between the tracks and he thought he was dead.

(b) (6), (b) (7)(C) stated he drove his vehicle back up to the highway to await emergency responders. After approximately 45 minutes the emergency responders arrived and (b) (6), (b) (7)(C) stated he escorted them down next to the tracks and pointed out the location of the conductor.

REPORT OF INTERVIEW

Person Interviewed

NAME: (b) (6), (b) (7)(C)

OCCUPATION: Engineer

Date of Interview: 1-31-2017 Time: 10:00 am PST

Place of Interview: On board train M SKHK 30 at Wallula, WA

Others Present: Jeff Deakins, FRA

Interviewed By: Kevin Pannell, FRA

Union Pacific Engineer was interviewed concerning the fatality on January 31, 2017 to the conductor on Union Pacific Train M SKHK 30 with leading locomotive CP 9769.

The above person was interviewed relevant to an investigation being conducted by the Federal Railroad Administration (FRA). The following statements, and/or comments, are provided as part of this investigation, and although not verbatim, accurately and fully reflect the statements and/or comments of the participant.

The engineer stated that they stopped at the depot and the conductor picked up their paperwork. He also stated that the conductor had made the decision to do a rear of train pick-up. Then they proceeded to the south end of Wallula Yard.

The engineer stated that they stopped at the switch/derail for the conductor to get off the locomotive to make their switching move. After the conductor dismounted, he instructed the engineer to pull ahead (south) to clear the Control Point. The engineer stated that the conductor was going to line the switch and remove the derail and then walk to the rear of the train to get in position to see the signal aspect.

The conductor called the engineer and let him know they had a signal and he was riding the rear car and tells him to shove back 18 car lengths to a stop. The engineer stated that the conductor continued giving car counts and that his speed was approximately 4 mph. The last car count the conductor gave was for two cars and that the engineer had slowed his shove speed to about 2 mph. The engineer did not hear anything else so he stopped movement. He then tried to contact the conductor via radio but did not get a response. The engineer then called the PTI van driver that was assisting with the move and asked if they would get out of the van and go check on the conductor. The van driver called back and informed the engineer that the conductor was down and it didn't look good.

The engineer stated that as he was talking to the PTI driver, the UP Dispatcher called the engineer to ask about their move and how long they would be. The engineer informed the UP Dispatcher about the incident and to call emergency services.

REPORT OF INTERVIEW

Person Interviewed

NAME: (b) (6), (b) (7)(C)

OCCUPATION: Manager Train Operations

Date of Interview: 2-21-2017 Time: 09:30 am PST

Place of Interview: UP Hinkle Yard Office


Others Present: (b) (6), (b) (7)(C)

Interviewed By: Kevin Pannell, FRA

UP (b) (6), (b) (7)(C) was interviewed concerning the fatality that occurred on January 31, 2017 to the conductor on the train M SKHK 30 with leading locomotive CP 9769.

The above person was interviewed relevant to an investigation being conducted by the Federal Railroad Administration (FRA). The following statements, and/or comments, are provided as part of this investigation, and although not verbatim, accurately and fully reflect the statements and/or comments of the participant.

I interviewed the MTO in regards to the fatality that occurred at Wallula, WA on 1-31-2017. The MTO was on his normal days off on the day of the incident. He stated that the conductor was working his regularly assigned job. The MTO also stated that the normal method of making a pick up out of Wallula yard was a headend pick up and he doesn't know why the crew decided to make a rear end pickup. The MTO stated that the conductor normally does not like to ride cars. Again he stated that he did not know why the conductor chose to ride the shove that day. I ask the MTO what the call time for that job and he stated it is a one-and-a-half-hour call.

	RAILROAD ACCIDENT/INCIDENT NOTIFICATION AND INITIAL INVESTIGATION REPORT	1. Submitted By Kevin Pannell	2. Inspector No. (if applicable) 67150	
		3. Submission Date 01/31/2017	4. Submission Time 11:50 AM	4a. Time Zone PST

Railroad/Company/Shipper Information

5. Railroad Name Union Pacific	6. Railroad Code UP
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Accident/Incident Type, Location, Date & Time

7. State WA	8. County Walla Walla	9. City Walla Walla	
10. Accident/Incident Type Fatality (FE)	11. Accident/Incident Date 01/31/2017	12. Accident/Incident Time 5:00 AM	12a. Time Zone PST

Method Of Operations And Train/Equipment Information

21. Method of Operation Traffic control

ID	22. Train Kind	23. Train No.	24. Direction	25. No. of Loco(s)	26. No. of Cars	27. Speed (MPH)	28. Equip Derailed
1	Freight Train	M SKHK 30	South	2	61	UKN	No

Casualties

29. No. of Killed 1	30. No. of Seriously Injured None	31. No. of Slightly Injured None
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Hazardous Materials Cars Derailed Or Significantly Damaged & Evacuation Info

32. No. of Cars Derailed or Damaged None	33. Populated Area No	34. No. of People Evacuated None
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Highway-Rail Interface Accident/Incident Information

35. Rail-Highway Crossing No	36. DOT Grade Crossing No. N/A	37. Grade Crossing Address or Name N/A
38. Warning Device N/A	39. Quiet Zone N/A	40. Maximum Authorized Train Speed (MPH) N/A

41. Probable Cause of Accident
Unknown at this time/ Under investigation

Synopsis Of Accident/Incident

42. Synopsis <p>INITIAL REPORT:</p> <p>This is an initial report of an employee fatality on the Union Pacific Railroad, Portland Division, Ayer Subdivision which occurred near Wallula, Washington at milepost 213 at approximately 0500 on 01/31/2017. A southbound train, MSKHK-30, with lead locomotive CP 9769 consisting of: 29 loads; 32 empties; 4896 tons; and 4713 feet was making a rear of train pick-up. The Conductor got off the train at the derail and switch and had the Engineer pull ahead to clear the Control Point (CP). After lining up the move the Conductor walked to the rear of the train to be able to view the signal. Upon signal indication Conductor boarded the rear car and gave the Engineer instructions to make a reverse move of 18 car lengths to a stop. Conductor continued giving Engineer car count movements. The last transmission from the Conductor was instructions for two car lengths to a stop. Engineer did not hear a reply, so he stopped the movement and attempted to contact the Conductor via radio. After getting no response, the Engineer contacted the contract crew hauler who was on location and requested them to check on the Conductor. Van driver notified the Engineer that the Conductor was down and had been struck by his train. Engineer then notified the dispatcher.</p> <p>At this point in the investigation, it has not been determined if the employee slipped and fell or if he has dislodged because of slack action from the train.</p>

 U.S. Department of Transportation Federal Railroad Administration	RAILROAD ACCIDENT/INCIDENT NOTIFICATION AND INITIAL INVESTIGATION REPORT		1. Submitted By Kevin Pannell		2. Inspector No. (if applicable) 67150	
			3. Submission Date 01/31/2017		4. Submission Time 11:50 AM	

42. Synopsis

This is a crude oil route.
This is not an Amtrak route.
This was not PTC preventable.

Probable cause not identified at this time. Will update when more information is available.

RAILROAD INJURY AND ILLNESS SUMMARY

AMENDED

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

(Continuation Sheet)

SHEET 1 OF 1
OMB Approval No.: 2130-0500

1. Name of Reporting Railroad UNION PACIFIC RAILROAD	2. Alphabetic Code UP	3. Report Month JANUARY	4. Report Year 2017
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5a. Accident/Injury Number 0117PD043	5b. Day 31	5c. Time of Day 05:00 AM	5d. County WALLA WALLA	5e. State WA	5f. Type Person/ Job Code A608	5g. Age 54				
5h. Drug/ Alcohol Test A D	5i. Injury Illness Code 908	5j. Physical Act 58	5k. Location B 03 A4	5l. Event 59	5m. Tools 36	5n. Cause 99	5o. Number of Days Away From Work 0	5p. Number of Days Restricted 0	5q. Exposure to Hazmat N	5r. Special Case Codes
5s. Latitude (optional) 46.067248			5t. Longitude (optional) -118.908999			5u. Narrative (Up to 250 Characters)				

5a. Accident/Injury Number	5b. Day	5c. Time of Day	5d. County	5e. State	5f. Type Person/ Job Code	5g. Age				
5h. Drug/ Alcohol Test A D	5i. Injury Illness Code	5j. Physical Act	5k. Location	5l. Event	5m. Tools	5n. Cause	5o. Number of Days Away From Work	5p. Number of Days Restricted	5q. Exposure to Hazmat	5r. Special Case Codes
5s. Latitude (optional)			5t. Longitude (optional)			5u. Narrative (Up to 250 Characters)				

5a. Accident/Injury Number	5b. Day	5c. Time of Day	5d. County	5e. State	5f. Type Person/ Job Code	5g. Age				
5h. Drug/ Alcohol Test A D	5i. Injury Illness Code	5j. Physical Act	5k. Location	5l. Event	5m. Tools	5n. Cause	5o. Number of Days Away From Work	5p. Number of Days Restricted	5q. Exposure to Hazmat	5r. Special Case Codes
5s. Latitude (optional)			5t. Longitude (optional)			5u. Narrative (Up to 250 Characters)				

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).

RAILROAD EMPLOYEE INJURY AND/OR ILLNESS RECORD

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No.: 2130-0500

1. Railroad UNION PACIFIC RAILROAD				2. Case/Incident Number 0117PD043			
EMPLOYEE INFORMATION							
3. Last Name, First Name, Middle Initial SCHNEIDER, JOHN, P			4. Date of Birth (4b)	5. Sex (M/F) M	6. Employee ID 0412138		7. Date Hired 07/26/2004
HOME ADDRESS:	8. Street Address (Include Apt. No.) (4b)		9. City (4b)		10. State (4b)	11. ZIP (4b)	12. Home Telephone No. (include area code) (b) (6), (b) (7)(C)
ESTABLISHMENT/ FACILITY WHERE EMPLOYEE NORMALLY REPORTS:	13. Name of Facility SPOKANE DEPOT						
	14. Street Address 4315 E. SPRAGUE AVE			15. City SPOKANE		16. State WA	17. ZIP 99212
18. Job Title CONDUCTOR THRU				19. Department Assigned To TRANS - THRU-FREIGHT			
ACTIVITY/INCIDENT/EXPOSURE DESCRIPTION							
LOCATION WHERE ACCIDENT/ INCIDENT/ EXPOSURE OCCURRED:	20. Specific Site YARD - DEPARTURE TRACK 111						
	21. City WALLULA		22. County WALLA WALLA			23. State WA	24. ZIP 99360
25. Is this on your premises? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	26. Date of Occurrence 01/31/2017	27. Time Shift Began AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> 01/30/17 08:41		28. Time of Occurrence AM <input type="checkbox"/> PM <input checked="" type="checkbox"/> 05:00		29. Was person on duty? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
COMPANY NOTIFICATION:	30. Date that Employee Notified Company Personnel of Condition 01/31/2017		31. Time that Employee Notified Company Personnel of Condition 05:10 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		32. Person Notified (b) (6), (b) (7)(C)		
	33. Describe the general activity this person was engaged in prior to injury/illness. CONDUCTOR RIDING EQUIPMENT ON SHOVING MOVEMENT WAS FATALY INJURED.						
34. Describe all factors associated with this case that are pertinent to an understanding of how it occurred. 58 RIDING B YARD 03 FREIGHT TRAIN - MOVING A4 BETWEEN TRACKS 59 STRUCK BY ON-TRACK EQUIPMENT 36 STEP/STIRRUP, EQUIPMENT 99 UNDETERMINED							
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).							

INJURY/CONDITION INFORMATION

35. Describe the injury/condition that this person sustained.

MULTIPLE BODY PARTS FATALLY INJURED

36. Identify persons and organizations used to evaluate and/or treat condition.

NOT APPLICABLE.

37. Describe all procedures, medications, therapy, etc.:

NOT APPLICABLE.

38. Check any of the following consequences resulting from this injury/condition:

- Death. Date of: 01/31/2017 Suicide/Attempted suicide Hospitalization for treatment as an inpatient.
- Restriction of work. Reportable days of restricted activity: _____ as of: _____
- Occupational illness. Date of initial diagnosis: _____ Multiple treatments or therapy sessions.
- Instructions to obtain prescription medication, or receipt of prescription medication. Loss of consciousness.
- Missed a day of work or next shift. Reportable days absent from work: _____ as of: _____
- Significant injury/illness, one meeting specific case criteria, or a covered data case.
- Medical treatment. This includes any medical care or treatment beyond "first aid" that is given, or should have been given, regardless of who provided the treatment. "First Aid" treatment is limited to very simple procedures, e.g., application of a bandaid on minor scratches, cuts, abrasions, etc.
- Transfer to another job or termination of employment.

39. If any of the above consequences occurred, the injury/condition is almost always reportable to FRA on Form FRA F 6180.55a. If you believe this case does not meet the reporting criteria, you must give a brief explanation below of the basis for this decision. Was the case reported? Yes No

40. Has this employee been provided an opportunity to review his or her file? Yes No

41. Preparer's Name (b) (6), (b) (7)(C)	42. Preparer's Title MGR ADMINISTRATION	43. Telephone Number (b) (6), (b) (7)(C)	44. Date initially signed/completed 02/01/2017
--------------------------------------------	--------------------------------------------	---------------------------------------------	---------------------------------------------------

INSPECTION REPORT

Inspector's Name Rainville, Rikki		Inspector's Signature				Inspector's ID No 71420	Report No 15	Date yy mm dd 2017 01 31					
Railroad/Company Name & Address Union Pacific Railroad P O Box 69 Hermiston OR 97838					R/C R	Division PORTL	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title Foreman General II Email (b) (6), (b) (7)(C) Signature _____						
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point WALLULA YARD				To Longitude							
Activity Code:	215	224	229D	231	MREC					CARS			
Units:	3	5	2	5	1					4			
Sub Units:	0	0	0	0	4					0			
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] I took part in the FRA investigative team that traveled to Wallula, WA. to investigate a Union Pacific Railroad employee fatality to establish root cause and any contributing causes. As a MP&E safety inspector, I inspected all freight cars and locomotives that were involved in the incident to determine if any mechanical component failed which could have caused or contributed to the incident. My mechanical investigation disclosed no exceptions were taken to the freight cars or locomotives and their mechanical components.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?				

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 14	Date yy mm dd 2017 01 31						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From To		Inspection Point WALLULA				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 1-31-2017, I along with FRA Rail Safety Inspector Jeff Deakins conducted an accident investigation at Wallula, WA involving the M SKHK 30 conductor fatality.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:		<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature				Inspector's ID No 67150	Report No 15	Date yy mm dd 2017 02 01					
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214					R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____						
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICE				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-1-2017, I along with FRA Rail Safety Inspector Jeff Deakins and FRA Rail Safety Specialist (OP) Ed McCullough conducted an accident investigation at Wallula, WA involving the M SKHK 30 conductor fatality.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code			Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 16	Date yy mm dd 2017 02 02						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From		To	Inspection Point WALLULA				To Longitude						
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-2-2017, I along with FRA Rail Safety Specialist (OP) Ed McCullough conducted an accident investigation at Wallula, WA involving the M SKHK 30 conductor fatality.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:			Longitude:						
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 18	Date yy mm dd 2017 02 03						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICE				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-3-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 19	Date yy mm dd 2017 02 13						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From	To	Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-13-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature				Inspector's ID No 67150	Report No 20	Date yy mm dd 2017 02 14					
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214					R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____						
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICES					To Longitude						
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-14-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:			Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 21	Date yy mm dd 2017 02 15						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-15-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:		<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 22	Date yy mm dd 2017 02 16						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From	To	Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-16-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:			Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 23	Date yy mm dd 2017 02 21						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City HERMISTON	Codes 0990	Destination City & County			Codes	From Latitude							
State OR	41	City				From Longitude							
County UMATILLA	C059	County				To Latitude							
Mile Post: From To		Inspection Point UP HINKLE OFFICE				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 2-21-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04. I interviewed (b) (6), (b) (7)(C), Risk Manager; (b) (6), (b) (7)(C), Director of Terminal Operations and (b) (6), (b) (7)(C), Manager of Road Operations.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 31	Date yy mm dd 2017 03 01						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C)							
				RR/Co Code UP	Subdivision AYER	Title GENERAL SUPERINTENDENT							
						Email (b) (6), (b) (7)(C)							
						Signature							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 3-012017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:			Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 33	Date yy mm dd 2017 03 03						
Railroad/Company Name & Address UNION PACIFIC RR CO. UPRR 77870 Hermiston-Hinkle RD Hermiston OR 97838				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title Email Signature							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICE				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 3-03-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 38	Date yy mm dd 2017 03 10						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C)							
				RR/Co Code UP	Subdivision AYER	Title							
						Email							
						Signature							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 3-10-2017, I continued the accident investigation involving the M SKHK 30 which occurred on January 31, 2017 resulting in a railroad employee (conductor) fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 39	Date yy . mm dd 2017 03 13						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA	Codes 2393	Destination City & County			Codes	From Latitude							
State WA	53	City				From Longitude							
County WALLA WALLA	C071	County				To Latitude							
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 3-13-2017, I continued the accident investigation involving the M SKHK 30 which occurred on January 31, 2017 resulting in a railroad employee (conductor) fatality FE-2017-04.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Latitude:			Longitude:				
Written Notification to FRA of Remedial Action is:				<input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional		Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?			

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 40	Date yy mm dd 2017 03 14						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	225R												
Units:	1												
Sub Units:	2												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1				225	0011					N	N	2	225R
Description FRA DEFECT: REPORTING OF ACCIDENTS / INCIDENTS / INJURIES / DEATHS / OR OCCUPATIONAL ILLNESSES AS REQUIRED UNDER CFR PART 225.19; FAILURE TO TIMELY FILE A COMPLETE AND ACCURATE (INCLUDING MEANINGFUL NARRATIVES WHERE REQUIRED) FRA FORM (DESCRIBED UNDER CFR PART 225.21 - {.54, .55, 55A, .56, .57, .81, .78, .98, .97, .107, ETC.}). On 3-14-2017, while reviewing the FRA form F6180.98 and FRA form F6180.55a there were two discrepancies found. On the FRA form F6180.98 block 18, Job Title states "Brakeman Thru", it should read "Conductor Thru Freight" and on the FRA form F6180.55a, block 5f is coded as a "brakeman" and should be coded as a "Conductor". This is not in compliance with 49 CFR Part 225.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:				Longitude:				
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?				

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 41	Date yy mm dd 2017 03 15						
Railroad/Company Name & Address UNION PACIFIC RR CO. UPRR 77870 Hermiston-Hinkle RD Hermiston OR 97838				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title Email Signature							
From: City HERMISTON		Codes 0990	Destination City & County			Codes	From Latitude						
State OR		41	City				From Longitude						
County UMATILLA		C059	County				To Latitude						
Mile Post: From To		Inspection Point HINKLE OFFICES			To Longitude								
Activity Code:	225R	225P											
Units:	1	1											
Sub Units:	1	0											
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 3-15-2017, I continued the investigation FE-2017-04 of the fatality which occurred on January 31, 2017 at Wallula, WA. I observed the FRA Injury and Occupational Illnesses posted in the Hinkle office was last updated on 3-1-2017.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				Latitude:				Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?					

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 42	Date yy mm dd 2017 03 15						
Railroad/Company Name & Address UNION PACIFIC RR CO. UPRR 77870 Hermiston-Hinkle RD Hermiston OR 97838				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title Email Signature							
From: City WALLULA		Codes 2393	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County WALLA WALLA		C071	County				To Latitude						
Mile Post: From To		Inspection Point WALLULA YARD OFFICE				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	3												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 03-15-2017, I conducted crew interviews in reference to FRA Accident Investigation FE-2017-04 at UP Yard Office in Wallula, Washington . Reports of Interview will be written and submitted with the Official Report.													
Seal Applied		Seal Removed			Hazard Class			UN/NA ID					
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:			Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional					Railroad Action Code		Date(mm/dd/yyyy):		Comments on back?				

INSPECTION REPORT

Inspector's Name PANNELL, KEVIN		Inspector's Signature			Inspector's ID No 67150	Report No 50	Date yy mm dd 2017 03 31						
Railroad/Company Name & Address UNION PACIFIC RR CO. 301 NE 2ND AVE PORTLAND OR 97214				R/C R	Division SYSTEM	RR/Co Representative (Receipt Acknowledged) Name (b) (6), (b) (7)(C) Title GENERAL SUPERINTENDENT Email (b) (6), (b) (7)(C) Signature _____							
From: City KENNEWICK		Codes 1020	Destination City & County			Codes	From Latitude						
State WA		53	City				From Longitude						
County BENTON		C005	County				To Latitude						
Mile Post: From To		Inspection Point FRA OFFICES				To Longitude							
Activity Code:	2170												
Units:	1												
Sub Units:	1												
Item	Initials/Milepost	Equipment/Track #	Type/Kind	49 CFR/ USC	Defect	Subrule	Speed	Class	Train #/Site	SNFR*	RCL**	# of Occ ***	Activity Code
1										N	N	0	
Description - [** Comment to Railroad/Company **] On 03-31-2017, I continued the accident investigation involving the M SKHK 30 conductor fatality FE-2017-04.													
Seal Applied			Seal Removed			Hazard Class			UN/NA ID				
Violation Recommended <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					Latitude:			Longitude:					
Written Notification to FRA of Remedial Action is: <input type="checkbox"/> Required <input checked="" type="checkbox"/> Optional				Railroad Action Code		Date(mm/dd/yyyy):				Comments on back?			



RMCC Incident Management System
Incident Report

Incident Number : 2017-01-31-062DMC **Date Time Occurred** : 01/31/17 07:03 A
Incident Name : Company Personal Injury, WALLU **Date Time Reported** : 01/31/17 07:03 A
LA, WA
Created By : (b) (6), (b) (7)(C) **Date Time Resolved** : 01/31/17 05:54 P

Incident Summary

Incident displayed / included on the RMCC Morning Report YES

Incident is Police Sensitive and should have limited visibility NO

Are local public safety agencies (police, fire, ambulance) needed to respond? YES
Is an ambulance needed? YES
Incident meets Federal Regulatory Agency notification criteria. YES
Does the incident involve a UP employee who sustained catastrophic or fatal injury? (amputation, spinal cord injuries, very serious burns, serious head injuries/brain damage or other life threatening injury) YES
Incident meets State Regulatory Agency notification criteria. YES



RMCC Incident Management System

Incident Report

Incident Number : 2017-01-31-062DMC Date Time Occurred : 01/31/17 07:03 A
Incident Name : Company Personal Injury, WALLU LA, WA Date Time Reported : 01/31/17 07:03 A
Created By : (b) (6), (b) (7)(C) Date Time Resolved : 01/31/17 05:54 P

Incident Narrative :	<p>(b) (6), (b) (7)(C), Train Dispatcher, stated the crew of train MSKHK 30, lead locomotive CP 9769, reported an injured party lying between the rails on an outbound track of the yard in Wallula, WA. (b) (6), (b) (7)(C) stated the injured party was believed to be the conductor, as the engineer had lost radio contact with the conductor, and a crew van driver located the injured party. (b) (6), (b) (7)(C) stated the injured party had a possible leg amputation. Dispatcher 49, Walla Walla 911, was notified and dispatched emergency responders to a location located approximately 1/2 mile north of Highway 12 and Northshore Road, in Wallula, WA. (b) (6), (b) (7)(C) Special Agent, was notified and was en route.</p> <p>UPDATE: At 07:25 AM, (b) (6), (b) (7)(C), Train Dispatcher, advised the conductor might be J.P. Schneider, however could not confirm. (b) (6), (b) (7)(C), Risk Management Specialist, was notified and was en route.</p> <p>UPDATE: At 07:27 AM, (b) (6), (b) (7)(C) Corridor Manager, requested updated arrival information from local emergency responders. Dispatcher Adam, Walla Walla County 911, was contacted and advised emergency responders from Franklin County were en route with a ten minute estimated time of arrival. (b) (6), (b) (7)(C) was updated.</p> <p>UPDATE: At 07:30 AM, (b) (6), (b) (7)(C) Train Dispatcher, stated employees determined the incident was located underneath an Amber Alert highway billboard sign along US Highway 12. Dispatcher Adam, Walla Walla County 911, was updated.</p> <p>UPDATE: At 07:43 AM, (b) (6), (b) (7)(C) Train Dispatcher, advised emergency responders arrived on the scene.</p> <p>UPDATE: At 07:47 AM, Dispatcher 49, Walla Walla County 911, advised the subject sustained fatal injuries and advised no identification information was available. (b) (6), (b) (7)(C) Special Agent, was updated and advised he was en route with a two hour estimated time of arrival, due to icy conditions. State and federal notifications were issued within time targets.</p> <p>UPDATE: At 07:50 AM, (b) (6), (b) (7)(C) Train Dispatcher, stated (b) (6), (b) (7)(C) General Superintendent of Transportation Services, and (b) (6), (b) (7)(C) Manager of Road Operations, were en route. (b) (6), (b) (7)(C) Manager of Toxicological Testing, was notified.</p> <p>UPDATE: At 07:53 AM, Amy, Walla Walla Sheriff's Department, requested an estimated time of arrival of UPRR Police. (b) (6), (b) (7)(C), Special Agent, was contacted and advised his estimated time of arrival was at least two hours, due to distance and icy weather conditions. Amy was updated and advised officers arrived at 07:47 AM and confirmed fatal injuries. (b) (6), (b) (7)(C) was updated and requested identification when available.</p> <p>UPDATE: At 08:05 AM, (b) (6), (b) (7)(C) Director of Claims, advised (b) (6), (b) (7)(C) Director of Claims, was en route.</p> <p>UPDATE: At 09:18 AM, (b) (6), (b) (7)(C) Risk Management Specialist, reported he was still en route due to icy road conditions, however advised the conductor was believed to be John P. Schneider, and advised the description of his injuries was consistent to having been dragged under rolling equipment.</p> <p>UPDATE: At 09:56 AM, (b) (6), (b) (7)(C) Special Agent, advised he had arrived on scene.</p> <p>UPDATE: At 10:35 AM, (b) (6), (b) (7)(C) Special Agent, requested and received updated incident information and advised the coroner had removed the body. (b) (6), (b) (7)(C) further advised Wallula County Sheriff's Department Public Information Officer was in contact with (b) (6), (b) (7)(C) Director Public Affairs.</p> <p>UPDATE: At 01:39 PM, (b) (6), (b) (7)(C) Special Agent, advised (b) (6), (b) (7)(C) Director Risk Management, and himself requested bio hazard remediation for the incident. (b) (6), (b) (7)(C) Hazardous Materials Manager, was notified.</p> <p>UPDATE: At 03:19 PM, (b) (6), (b) (7)(C) Manager of Hazardous Materials, advised NRC Environmental, Contractor, was on site for bio-remediation.</p> <p>UPDATE: At 05:55 PM, (b) (6), (b) (7)(C) KHQ News, requested information and was transferred to (b) (6), (b) (7)(C) Director Corporate Relations & Media.</p> <p>UPDATE: At 08:44 PM, (b) (6), (b) (7)(C) Manager of Hazardous Materials, advised bio-remediation was completed at 06:00 PM. 06:00 PM.</p>
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