	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 Wallula	
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
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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>
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 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	
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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.

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Synopsis Of Accident/Incident

42. Synopsis


UPDATE:

The employee was a 54 year old male that had been employed as a conductor with Union Pacific for 12 years. The crew went on duty at Spokane, Washington with an on duty period of January 30th at 8:41 P.M PST for the MSKHK-30. Weather at the time of the accident was light snow with a 4 MPH winds and a temperature of 30 degrees.

The employee was riding an empty center beam lumber car (UP 274206). An initial inspection on the car revealed the stirrups were clear of snow and ice and the deck and cross platform were covered in ice and snow. There were no footprints on the deck, so the employee was not riding the deck of the center beam lumber car.

The locomotives have not been downloaded due to software/hardware issues. They are currently secured at UP Hinkle Mechanical Facility with crime scene tape awaiting Canadian Pacific employees to retrieve the download.

Region 8 inspectors have contacted PTI to interview the driver. The PTI manager has requested some time for the driver to recover from the traumatic experience; he is not mentally ready to discuss what happened at this point. However, an interview is scheduled to be conducted this week.

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