

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0517DV002		
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. 0517DV002		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 5 year: 2017			6. Time of Accident/Incident 5:00 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT 5			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town GLENWOOD SPGS			14. Milepost (to nearest tenth) 359.5			15. State Code CO 08		
17. Temperature (F) (specify if minus) 50 °F			18. Visibility (single entry) Code 2			19. Weather (single entry) Code 2		
21. Track Name/ Number SINGLE MAIN TRACK			22. FRA Track Class (1-9, X) 4			23. Annual Track Density (gross tons in millions) 14.10		
25. Type of Equipment Consist (single entry)			26. Was Equipment Attended?			27. Train Number/Symbol MNYR		
28. Speed (recorded speed if available) R - Recorded 021 MPH E - Estimated			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 1 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 1 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Q-Traffic Control System/CTC 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) 6,058			31. Principal Car/Unit			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		
			a. Initial and Number DWC627616			b. Position in Train 019		
			c. Loaded (yes/no) N			33. Was this consist transporting passengers? (y/n) No		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist		
a. Head End			b. Manual			c. Remote		
d. Manual			e. Remote			a. Freight		
(1) Total in Train			(1) Total in Equipment Consist			b. Pass.		
(2) Total Derailed			(2) Total Derailed			c. Freight		
						d. Pass.		
						e. Caboose		
37. Track, Signal, Way, & Structure Damage			38. Primary Cause Code			39. Contributing Cause Code		
\$ 45,781			M404					
40. Engineers/ Operators			41. Firemen			42. Conductors		
43. Brakemen			44. Engineer/Operator			45. Conductor		
1			1			1		
Hrs: 04 Mins: 55			Hrs: 04 Mins: 55					
Casualties to:			46. Railroad Employees			47. Train Passengers		
48. Others			49a. Special Study Block A			49b. Special Study Block B		
Fatal			0			0		
Nonfatal			0			0		
50. Latitude 39.55386			51. Longitude -107.31508					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) MNYRO-01 TRAVELING WEST AT 21 MPH WHEN THE TRAIN EXPERIENCED A UDE AT MP359.5. UPON INSPECTION IT WAS DISCOVERED THAT 4 CARS HAD WHEELS OFF THE RAILS. INVESTIGATION DETERMINED THAT AS THE TRAIN WAS COMING THROUGH A TUNNEL A SMALL AMOUNT OF SHOTCRETE CAME OFF THE TUNNEL WALL AND ONTO THE TRACK IN FRONT OF THE DWC627616, ALLOWING THE WHEELS TO CLIMB THE RAIL. AFTER GOING THROUGH CP RG360 THE CAREVENTUALLY DERAILED THE SOO601523, TTZX84018, AND TTZX865755 BEFORE PUTTING THE TRAIN INTO EMERGENCY.								
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.								