

7-16 1100 Ramada Inn Hays, ks

Morthern... 3-Days off

Dave ~~1140~~ ~~1225~~ - Engineer 4-years on this job.

1140  
1225

Stopped - East End of Hayes Josh & Dave talked about moves to be made. Dave got off lined switch & derail. Pulled up West of Dine cut in front of Depot. Dave stopped him once they cleared. Josh cut crossing. Kids were clowning around Dine Street. Heard switch and Derail where restored on radio. Said they were in no hurry although they ~~had~~ entered switch 0035.

3-days off Josh Iverson - Conductor - Stopped East End Bk. got off.

11-1135

Went Head End Outcrossing tied train down. did release test. Regular since Early June got off, made cut, sent Engineer West with cars tied down Head End. with Brakeman Brakeman stayed at derail lined back All switches normal. Released warrant

Brakeman

Reported Clear at ~~0045~~ Track Warrant # 5405 Disp. TJB. walked to Head End & Secured.

S/O 2 - cars Bulvar

S/O 9 - cars Brookville

- PM 3 - Black Wolf P14

S/O 4 - Salt Mine

Russell 17 S/O PM 13 move-car off Derail - Walker

Had copy of Track Warrant. Crew got along good yesterday. Speed entering track - did not know.

Brakeman Dale Hoyt - xboard - was regular on  
1240-1330 16 hrs off Job at one ~~time~~

Job Briefing in cab about Roles. got off train main line. line train in (Pass) took derailed off. Stopped train when in clear lined derailed restored switch to normal. Communicated with Conductor when restored. Heard Conductor time restored to engineer. Says he knows he lined mainline switch back. - Railroad Buf 8. Following train last night. ? From Ellis. Says it not possible that he threw wrong switch. Kept talking about some truck that was following them. Asked that why it was not possible for him to throw wrong switch. Routine that he follows he sticks to it. Always lines switches and then derailed. 9 years on railroad. Job briefings were good all day.

UNION PACIFIC RAILROAD

705 Report

FORM 20016 (Rev. 01/08)

PLEASE PRINT

Date: 7-16-13 Time: 0100 Location: KP290 Hays KS M.P. 290

Weather: (Circle) CLEAR CLOUDY RAIN FOG SLEET SNOW

VISIBILITY: (Circle) DAWN DAY DUSK DARK Temperature: 80

Train No. LDG 8915 Engine No. UP2327 Loaded Cars in Train 101 Empty Cars in Train

Weight of train: Trailing tons:

CREW: Engineer: DW Northon Empl ID # Mrs. on duty: Mrs. Rest: Conductor: J Iverson Empl ID # Mrs. on duty: Mrs. Rest: Brakeman: DA Hoyt Empl ID # Mrs. on duty: 12 Mrs. Rest: 11 Fireman: Empl ID # Mrs. on duty: Mrs. Rest: Other: Empl ID # Mrs. on duty: Mrs. Rest:

STATEMENT:

ARRIVED AT HAYS KS KP290 to put away train as we came up on the station at Hays we had a job briefing on what moves to make Conductor and line up in take off detail in Pass from main line and line back to restore main line switch & Derailed after train has cleared in Pass on West side of Derailed Conductor would take train ahead in Pass, Engineer was in agreement with this sub briefing after stopping I got off train on Head end

Signature: Occupation: Conductor

ORDER OF REPORT

over ->

- 1. A concise narrative account of the accident or matter to be reported including the date, time of day or night, and location of the occurrence, rate of speed train was running, cause of accident, etc.
2. The particulars of the accident or matter, in the following order, viz: Of accident or damage to train, with initials and numbers of all cars damaged, extent of damage to each, etc. Of accidents or damage to property, on or by the train, with full details of the same.
3. All cases of - Persons put off the train. Baggage lost, missing or damaged, or claimed to be so. Freight lost, missing or damaged; lumber or other freight lost from cars, or live stock escaped from cars. Defects of cars in the train. Defective track or bridges; ties, wood, timber, etc., piled too near the rails, etc. Deficiency of fuel, water or other supplies, materials, etc. Neglect of duty by any person employed on the road, etc. With particulars for a full understanding of the same.

INSTRUCTIONS

- 1. This report must be completed and forwarded by first mail to Superintendent.
2. INJURY TO PERSONS, no matter how slight, must be reported on Form 52032, and in case of derailment of passenger train Form 184 (list of passengers) must be used. Wire report, to proper officials, of injury to persons should precede mail reports.

Jul. 17. 2013. 6:18PM +UPRR 1715120 No. 0596 P. 14  
switch to ensure it was lined properly then walked  
west to derail in PASS track. Lined derail  
in off position inspected derail and locked it  
in off position. Radioed engineer on TRAIN that  
main line switch & derail lined for our  
movement, Engineer repeated back command, and  
I said that is correct. Conductor and Engineer  
took train ahead in PASS as I walked back  
to main line switch to give car count as  
train cleared. After counting down car count I  
radioed train that they were in the clear of  
main line & derail in PASS checked switch points  
on main line switch thru switch & locked it  
for mainline movement, ~~checked~~ I walked back to derail  
in PASS, inspected train once again to ensure in the  
clear of derail then returned it to derailling  
position. Radioed train and informed them that  
mainline switch & derails had been restored Engineer  
repeated verbal transmission then proceeded to  
walk up to finish putting train away in PASS  
as per job briefing with Conductor & Engineer  
after stopping in PASS Conductor called red zone  
for brakes, tied some brakes after getting red zone  
from engineer, cleared the red zone made a securement  
check command, then after getting a good securement  
cut out air to train after getting red zone then  
he had train pull ahead after making cut at  
clearance point east of vine street. He had engineer  
pull ahead to clear west side of Vine street. I  
told Conductor that I would finish the move for  
him so he could go in and do his work order reports  
I took control of movement a gave car count command  
Noticed Conductor shine his lantern back east towards  
mainline switches. I looked back to see what he  
was looking at. For we had seen a strange car  
earlier following train. Realized he was checking switch  
targets. I did not see any red. Heard conductor  
tell engineer that the car that was following us had  
left. I walked along with movement stopping train  
in the clear west of vine street. Gave radio

Tied down Units as I walked up to head end of train to retrieve my grip. I climbed on rear unit walked up to front unit and observed Engineer doing sacorene check on ~~train~~. Asked Him if we had a ride coming and He said Yes, then I asked Him if He knew anything about the car that was following us through Hays and He said it was a railroad buff. I informed Him that we had some kids climbing through our ~~train~~ at Vine Street as we were getting ready to pull on train in Pass to clear up on the west side. We discussed it and how the conductor had told Him on the Radio. After seeing Van arrive we got off train with grips and the vehicle that was following us pulled up and the driver talked to engineer. We got in Van discussed who He was engineer told me He was a railroad buff from Ellis, and was harmless. Drove back to depot to tie up, then we went to hotel stopping a burger king and noticed police vehicles rushing towards Vine Street, thought and discussed that maybe they were looking for someone. went to hotel



UNION PACIFIC RAILROAD  
705 Report

FORM 2001a  
(Rev. 01/08)

PLEASE PRINT

Date: 7/16 Time: 1130 Location: KP290 M.P. \_\_\_\_\_

Weather: (circle) CLEAR CLOUDY RAIN FOG SLEET SNOW

Visibility: (circle) DAWN DAY DUSK DARK Temperature: \_\_\_\_\_

Train No. 10689 15 Engine No. UP 2327 Loaded Cars in Train 5 Empty Cars in Train 43

Weight of train: 2015 Trailing tons: \_\_\_\_\_

CREW:

Engineer: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Conductor: JR Iverson Empl ID # \_\_\_\_\_ Hrs. on duty: 12 Hrs. Rest: 3 days

Brakeman: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Fireman: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Other: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

STATEMENT:

When we stopped at the east switch at Hays, the crew had a job briefing of work to be done. The brakeman lined us into the siding track and removed the derail. I got off the train at the clearance point. The engineer pulled into the siding to clear the derail. I tied down the rear portion of the train followed by a securement check. Then cut the cars and sent him ahead to clear the crossing. The brakeman then announced the switch and derail were restored. After talking with the engineer, I released the warrant by phone in the yard office. The brakeman then proceeded to tie down the remainder of the train.

Signature: \_\_\_\_\_  
Occupation: \_\_\_\_\_

ORDER OF REPORT

1. A concise narrative account of the accident or matter to be reported, including the date, time of day or night, and location of the occurrence, rate of speed train was running, cause of accident, etc.
2. The particulars of the accident or matter, in the following order, viz:  
Of accident or damage to train, with initials and numbers of all cars damaged, extent of damage to each, etc.  
Of accidents or damage to property, on or by the train, with full details of the same.
3. All cases of —  
Persons put off the train.  
Baggage lost, missing or damaged, or claimed to be so.  
Freight lost, missing or damaged; lumber or other freight lost from cars, or live stock escaped from cars.  
Defects of cars in the train.  
Defective track or bridges; ties, wood, timber, etc., piled too near the rails, etc.  
Deficiency of fuel, water or other supplies, materials, etc.  
Neglect of duty by any person employed on the road, etc.  
With particulars for a full understanding of the same.

INSTRUCTIONS

1. This report must be completed and forwarded by first mail to Superintendent.
2. INJURY TO PERSONS, no matter how slight, must be reported on Form 52322, and in case of derailment of passenger train Form 154 (list of passengers) must be used.  
Wire report, to proper officials, of injury to persons should precede mail reports.

UNION PACIFIC RAILROAD

705 Report

FORM 2001a  
(Rev. 01/02)

PLEASE PRINT

Date: 7-16 Time: 12:00:35 Location: KP 290 M.P. 289

Weather: (circle) CLEAR CLOUDY RAIN FOG SLEET SNOW

Visibility: (circle) DARK DAWN DAY DUSK Temperature: 80

Train No. 10689 Engine No. MP 2327 Loaded Cars in Train 16 Empty Cars in Train 20

Weight of train: \_\_\_\_\_ Trailing tons: \_\_\_\_\_

CREW:

Engineers: DW Nothern Empl ID # [REDACTED] Hrs. on duty: 11:35 Hrs. Rest: 7.2

Conductor: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Brakeman: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Fireman: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

Other: \_\_\_\_\_ Empl ID # \_\_\_\_\_ Hrs. on duty: \_\_\_\_\_ Hrs. Rest: \_\_\_\_\_

STATEMENT:

Pulled up to switchy Dale lined Moby  
Switch then Derail. Pulled into siding stopped  
to let OPA conductor at Vine St. Pulled in  
to clear derail made cut at Vine pulled  
on in to clear Vine St. Tied down power  
got in Van rode to depot Tied UP.

Signature

Occupation Engineer

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3. All cases of —
  - Persons put off the train.
  - Baggage lost, missing or damaged, or claimed to be so.
  - Freight lost, missing or damaged; lumber or other freight lost from cars, or live stock escaped from cars.
  - Defects of cars in the train.
  - Defective track or bridges; ties, wood, timber, etc., piled too near the rails, etc.
  - Deficiency of fuel, water or other supplies, materials, etc.
  - Neglect of duty by any person employed on the road, etc.
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