

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0219MA011		
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. 0219MA011		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 2 year: 2019			6. Time of Accident/Incident 9:04 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			7. Hwy-rail crossing		
8. Cars Carrying HAZMAT 2			9. HAZMAT Cars Damaged/ Derailed 2			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town DEXTER			14. Milepost (to nearest tenth) 141.4			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 66 °F			18. Visibility (single entry) Code 2			19. Weather (single entry) Code 3		
21. Track Name/ Number SINGLE MAIN TRACK			22. FRA Track Class (1-9, X) 2			23. Annual Track Density (gross tons in millions) 46.50		
25. Type of Equipment Consist (single entry)			5. Single car			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded 020 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			26. Was Equipment Attended? 1. Yes Y 2. No		
29. Trailing Tons (gross tonnage, excluding power units) 5,203			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			27. Train Number/Symbol ZG4M		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) DTTB787631			a. Initial and Number 072			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			c. Loaded (yes/no) Y			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: Drugs: No		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Mid Train		
(1) Total in Train 3			b. Manual 0			c. Remote 0		
(2) Total Derailed 0			d. Manual 0			e. Remote 0		
36. Equipment Damage This Consist \$ 610,116			37. Track, Signal, Way, & Structure Damage \$ 183,870			38. Primary Cause Code M105		
40. Engineers/ Operators 1			41. Firemen			42. Conductors 1		
43. Brakemen			44. Engineer/Operator Hrs: 08 Mins: 04			45. Conductor Hrs: 08 Mins: 04		
Casualties to:			46. Railroad Employees			47. Train Passengers		
Fatal 0			48. Others 0			49a. Special Study Block A CWR		
Nonfatal 0			49b. Special Study Block B 000-000-000			50. Latitude 36.794431		
51. Longitude -89.961852			52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE ZMQG4-06 WAS IN THROTTLE 2 TRAVELING APPROXIMATELY 20 MPH WHEN TRAIN WENT INTO EMERGENCY. CONDUCTOR WALKED BACK AND FOUND 14 CARS HAD DERAILED. CAUSE OF DERAILMENT WAS DETERMINED TO BE STRAIGHTLINE WIND.			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).		