

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0319HL018		
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. 0319HL018		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 3 2019			6. Time of Accident/Incident 10:45 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 N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/ Town JAMESPORT			14. Milepost (to nearest tenth) 425.8			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 29 °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 2		
21. Track Name/ Number SINGLE MAIN TRACK			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 29		
25. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train			5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s)			9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing		
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH E			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered			26. Was Equipment Attended? 1. Yes 2. No 6 N		
29. Trailing Tons (gross tonnage, excluding power units) 45			27. Train Number/Symbol			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 0		
31. Principal Car/Unit (1) First involved (derailed, struck, etc) MP055154			a. Initial and Number 001			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		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			33. Was this consist transporting passengers? (y/n) No		
(1) Total in Train 0			a. Head End b. Manual c. Remote d. Manual e. Remote 0 0 0 0 0			a. Freight b. Pass. c. Freight d. Pass. e. Caboose 23 0 0 0 0		
(2) Total Derailed 0			36. Equipment Damage This Consist \$ 25,864			37. Track, Signal, Way, & Structure Damage \$ 0		
38. Primary Cause Code M201			39. Contributing Cause Code			40. Engineers/Operators 0		
41. Firemen			42. Conductors			43. Brakemen		
44. Engineer/Operator Hrs: Mins:			45. Conductor Hrs: Mins:			46. Railroad Employees		
47. Train Passengers			48. Others			49a. Special Study Block A CWR		
49b. Special Study Block B 000-000-000			50. Latitude 39.93264			51. Longitude -93.754342		
52. Narrative Description (Be specific, and continue on separate sheet if necessary) MAINTENANCE OF WAY WAS INSTRUCTED TO DUMP THE AIR ON DUMP ROCK CARS AT COBURN SO THEY COULD BE SCRAPED. DUE TO FROZEN MATERIAL IN THE CAR CAUSED BY WINTER WEATHER, INSTEAD OF THE MATERIAL DUMPING FROM THE CAR, IT TIPPED THE ENTIRE CAR OVER AND OFF THE RAIL. NO TRACK DAMAGE.			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.		