

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]			1a. Alphabetic Code UP			1b. Railroad Accident/Incident No. 0919MA019		
2. Name of Other Railroad or Other Entity with Consist Involved Amtrak (National Railroad Passenger Corporation) [ATK]			2a. Alphabetic Code ATK			2b. Railroad Accident/Incident No. 160975		
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. 0919MA019		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 9 year: 2019			6. Time of Accident/Incident 5:25 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 N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/Town WASHINGTON			14. Milepost (to nearest tenth) 50.4			15. State Code Abbr. MO		
17. Temperature (F) (specify if minus) 81 °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 MAIN LINE 2			22. FRA Track Class (1-9, X) 4			23. Annual Track Density (gross tons in millions) 27.80		
25. Type of Equipment Consist (single entry)			26. Was Equipment Attended? 1. Yes 2. No 1			27. Train Number/Symbol		
28. Speed (recorded speed if available) R - Recorded 000 MPH E - Estimated			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 1 Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 1 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		
31. Principal Car/Unit (1) First involved (derailed, struck, etc)			a. Initial and Number 000			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			c. Loaded (yes/no)			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		
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)		
(1) Total in Train			(1) Total in Equipment Consist			Alcohol		
(2) Total Derailed			(2) Total Derailed			Drugs		
36. Equipment Damage This Consist \$ 0			37. Track, Signal, Way, & Structure Damage \$ 600			38. Primary Cause Code M404		
40. Engineers/ Operators 0			41. Firemen			39. Contributing Cause Code		
42. Conductors 0			43. Brakemen			Number of Crew Members		
44. Engineer/Operator			45. Conductor			Length of Time on Duty		
46. Railroad Employees			47. Train Passengers			48. Others		
49a. Special Study Block A			49b. Special Study Block B			Casualties to:		
Fatal 0			Nonfatal 0			CWR 000-000-000		
50. Latitude 38.551677			51. Longitude -90.991262			52. Narrative Description (Be specific, and continue on separate sheet if necessary) AMTRAK 313, TRAVELING WESTBOUND, STRUCK A TREE AT MP 50.4 ON MAIN LINE 2. ATK EQUIPMENT DAMAGE = \$52,963		
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.