Highway Attachment -MSHP Crash Report

RRD22MR010

(107 pages)

MISSOURI UNIFORM CRASH REPORT

1220010003

AGENCY NAME AND ORI: MISSOURI STATE HIGHWAY PATROL MOMHPBB00

LEFT THE SCENE	DRIVER NO.	CLEARED	CRASH CLASSIFICATION	PROPERTY DAMAGE ONLY	NO. INJURED	NO. KILLED	REPORT / CASE / INCIDENT NUMBER
☐ Yes ☒ No		☐ Yes ☐ No		☐	71	4	220336881

NO. VEH. INV.	CRASH DATE	CRASH TIME (MIL.)	NOTIFIED DATE	TIME NOTIFIED (MIL.)	INVESTIGATION DATE	TIME ARRIVED (MIL.)	INVEST. AT SCENE
2	06/27/2022	1242	06/27/2022	1245	06/27/2022	1302	☒ Yes ☐ No

CRASH TYPE — ROADWAY: ☒ On Roadway ☐ Off Roadway

NON-COLLISION: ☐ Overturning ☐ Fire / Explosion ☐ Immersion ☐ Jackknife ☐ Fell / Jumped From MV ☐ Cargo / Equip Loss / Shift ☐ Other Non-Collision

COLLISION INVOLVING: ☐ Animal ☐ Pedalcycle ☐ Fixed Object ☐ Other Object ☐ Pedestrian ☒ Railway Vehicle ☐ Animal Drawn Veh / Animal Ridden Trans. ☐ Motor Vehicle in Transport → ☐ Parked Motor Vehicle → ☐ Working Motor Vehicle →

DIRECTIONAL ANALYSIS FOR IMPACT WITH MOTOR VEHICLE: ☐ Front to Front ☐ Front to Rear ☐ Rear to Rear ☐ Rear to Side ☐ Angle ☐ Sideswipe (Same Dir.) ☐ Sideswipe (Opp. Dir.) ☐ Falling / Shifting Cargo (Set in motion by MV) ☐ Other (Explain) ☐ Unknown (Explain)

COMMERCIAL MOTOR VEHICLE INVOLVEMENT CRITERIA — Answer the following to determine if the "Commercial Vehicle" fields in Section 7G must be completed.

1. Does this crash involve any of the following?
   1a. A person fatally injured; OR
   1b. A person transported for medical attention; OR
   1c. A vehicle towed due to disabling damage.
   ☐ No - No commercial vehicle fields need completion.
   ☒ Yes - Go to number 2. →
2. Examine each vehicle to determine if it is a commercial vehicle based upon the following:
   2a. A truck / cargo van with GVWR / GCWWR of more than 10,000 lbs; OR
   2b. A motor vehicle with seating for 9 or more including driver; OR
   2c. A vehicle with a hazardous materials placard.
   ☐ No - No commercial vehicle fields need completion.
   ☒ Yes - Complete Section 7G for appropriate vehicle.

EVIDENTIARY PHOTOS TAKEN	BY WHOM	AVAILABLE FROM ☒ Investigating Agency
☒ Yes ☐ No	SERGEANT G. D. WARD; TROOPER J. E. SMITH	MSHP PATROL RECORDS DIVISION
RECONSTRUCTION	**BY WHOM**	**AVAILABLE FROM ☒ Investigating Agency**
☒ Yes ☐ No	SERGEANT G. D. WARD	MSHP PATROL RECORDS DIVISION

2 — LOCATION

COUNTY	MUNICIPALITY	BEAT / ZONE	TRP/DIST/PCT	GPS COORDINATES (DD MM SS.S FORMAT)
CHARITON	NON-CITY	03	B	LAT: N 39 33 37.9 LONG: W 93 10 52.1

ON	RDWY. DIR.	DISTANCE FROM	LOCATION	INTERSECTING
CRD PORCHE PRAIRIE AVE	N	☐ NA 0.7 Feet / Miles	☒ After ☐ NA ☐ Before ☐ At	RT BB

SPEED LIMIT	ROAD MAINTAINED BY	SPEED LIMIT	INT. DIR.	GEO - CODE
50	☐ Unknown ☐ State ☒ County ☐ Municipal ☐ Private Property ☐ Other	NA	W	NA

TRAFFICWAY: ☐ One-Way ☒ Two-Way; Not Divided ☐ Two-Way; Divided; Unprotected Median ☐ Other ☐ Two-Way; Not Divided; Continuous Center Turn Lane ☐ Two-Way; Divided; Positive Median Barrier ☐ Unknown

ROAD ALIGNMENT: ☒ Straight ☐ Curve ☐ Unknown (Explain)

ROAD PROFILE: ☐ Level ☐ Downhill ☐ Dip ☐ Uphill ☒ Hillcrest ☐ Unknown (Explain)

INTERSECTION TYPE: ☒ NA ☐ 4-way Intersection ☐ Y-Intersection ☐ 5-way / More ☐ Unknown (Explain) ☐ T-Intersection ☐ Roundabout ☐ Other (Explain)

ROAD CONDITION: ☒ Dry ☐ Snow ☐ Slush ☐ Standing Water ☐ Sand / Gravel ☐ Unknown (Explain) ☐ Wet ☐ Ice / Frost ☐ Mud / Dirt ☐ Moving Water ☐ Other (Explain)

ROAD SURFACE: ☐ Concrete ☐ Brick ☐ Dirt / Sand ☐ Cobblestone ☐ Asphalt ☒ Gravel ☐ Multi-Surface ☐ Unknown (Explain)

WEATHER CONDITION: ☒ Clear ☐ Rain ☐ Sleet / Hail ☐ Fog / Mist ☐ Other (Explain) ☐ Cloudy ☐ Snow ☐ Freezing (Temp) ☐ Severe Crosswind ☐ Unknown (Explain)

LIGHT CONDITION: ☒ Daylight ☐ Dark-Lighted ☐ Dark-Unlighted ☐ Dark-Unknown Lighting ☐ Other (Explain) ☐ Unknown (Explain)

3 — DAMAGE TO PROPERTY OTHER THAN VEHICLES ☐ None

LIST OWNER'S NAME & ADDRESS, DESCRIPTION OF PROPERTY, AND DAMAGE. ☐ MoDOT ☐ County ☐ Municipality

BNSF RAILWAY COMPANY 4525 KANSAS AVE KANSAS CITY, KS 66106; PHONE: [redacted] RAILROAD TRACK; RAILS AND TIES BROKEN AND RIPPED OUT

4 — WITNESS ☐ None Identified ☐ Additional Witnesses In Narrative

NAME & ADDRESS (Street, City, State, Zip)	PHONE NUMBER
KING, STEVEN RAY [redacted] BROOKFIELD, MO 64628-[redacted]	[redacted]

5 — PEDESTRIAN ☒ NA ☐ Law Enforcement Officer ☐ Other Emergency Services Personnel ☐ MoDOT Worker ☐ Other Trafficway Worker ☐ Other Pedestrian

NO.	NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)	PHONE NUMBER

DATE OF BIRTH	SEX	STRUCK BY VEH #:	INJ	TRANS-PORT	SAFETY DEVICES	LOCATION
						☐ On Roadway ☐ In Driveway Access ☐ On Median / Crossing Island ☐ On Sidewalk ☐ Off Roadway ☐ Unknown

CROSSING ROAD ☐ NA: ☐ With Signal ☐ Against Signal ☐ No Signal ☐ Unknown ☐ Not At Crosswalk ☐ In Marked Crosswalk ☐ In Unmarked Crosswalk ☐ Unknown

OTHER ACTIONS ☐ NA / None: ☐ Getting On / Off Vehicle ☐ Standing / Lying / Sitting In Trafficway ☐ Pushing / Working On Vehicle ☐ Behind / In Front of Parked / Stopped Veh. ☐ Working In Trafficway ☐ Playing In Trafficway ☐ Walking / Running In Trafficway ☐ With Traffic ☐ Against Traffic ☐ Unknown ☐ Other (Explain)

SCHOOL INFO. ☐ NA: ☐ Going To / From School ☐ Getting On / Off School Bus ☐ Both Of The Above ☐ Unknown (Explain)

PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ None: ☐ Failed To Yield ☐ Distracted / Inattentive ☐ Alcohol ☐ Drugs ☐ Vision Obstructed (Explain) ☐ Physical Impairment (Explain) ☐ Other (Explain) ☐ Unknown (Explain)

DISTRACTED / INATTENTIVE CODE(S) ☐ NA

ALCOHOL USE: ☐ Yes ☐ No ☐ Unknown

6. COLLISION DIAGRAM Compass Direction Before Crash Event(s) (Circle One)

V1 (N) E S W U **V2** N (E) S W U **V3** N E S W U **V4** N E S W U **V5** N E S W U **V6** N E S W U

INDICATE NORTH

NO DIAGRAM: SEE RECONSTRUCTION REPORT

INDICATE ROAD NAMES

DIAGRAM NOT TO SCALE

7 — DRIVERS, VEHICLES, OWNERS, & OCCUPANTS

NO.	7A. DRIVER — NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip)	PHONE NUMBER
1	BARTON, BILLY DEAN II [redacted] BROOKFIELD, MO 64628	NONE

DRIVER LICENSE / ID NUMBER	STATE	LIC STATUS	LIC TYPE	MC ENDORSEMENT
[redacted]	MO	☒ Valid; ☐ Susp / Rev / Denied; ☐ Canceled / Oth Invalid; ☐ Expired; ☐ Disqual CDL; ☐ Unknown; ☐ NA	☐ Operator Class ____; ☒ CDL Class A; ☐ Interm / Grad; ☐ Permit; ☐ MC Only; ☐ Unlicensed; ☐ Unknown (Explain); ☐ NA	☐ Yes ☐ No ☒ NA ☐ Unknown (Explain)

DATE OF BIRTH	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG	SAFETY DEVICES	VISION OBSTRUCTED
[redacted]	M	FL	1	1	4	1	2	☐ NA; ☐ Not Obstructed; ☐ Windshield; ☐ Load on Veh; ☒ Trees / Brush; ☐ Building; ☐ Embankment; ☐ Sign; ☐ Hillcrest; ☐ Parked Veh; ☐ Moving Veh; ☐ Stopped Veh; ☐ Glare; ☐ Other (Explain); ☐ Unknown (Explain)

PROOF OF INSURANCE	INSURANCE COMPANY	PHONE NO. (Optional)	POLICY NUMBER	
☒ Yes ☐ No ☐ Not Required	PROGRESSIVE ☐ Expired		[redacted] ☐ NA	☐ Driver ☒ Vehicle

7B. VEHICLE — OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) ☐ SAD	PHONE NUMBER ☐ SAD
SATTMAN, MICHAEL [redacted] BROOKFIELD, MO 64628	[redacted]

YEAR	MAKE	MODEL	COLOR	VEH. TYPE	TOTAL NO. OF OCC.
2007	KENWORTH MOTOR TRUCK CO.	W900	GRAY NA	1	1

LICENSE — PLATE NO.	STATE	YEAR	VIN	TOWED FROM SCENE	TOWED DUE TO DIS. DAMAGE
35J2WM	MO	2022	1NKWXBEX97J174810	☒ Yes ☐ No	☒ Yes ☐ No

VEHICLE DAMAGE (Mark all damaged areas) ☐ None / No Damage
INITIAL IMPACT NO: ☐ NA 10 (1–18)
18 - Undercarriage; 19 - Windshield; 20 - Burned; 21 - Towed Unit; 22 - Cargo; 23 - Unknown; 24 - Other (Explain)

TOWED BY ☐ Unknown ☐ NA
GABRIELSON TRUCK REPAIR AND TOWING 660-646-6707
14046 LIV 249
CHILLICOTHE, MO 64601

VEHICLE BODY TYPES — Automobiles / Specialty Vehicles ☐ Vehicle Used As Public Conveyance

☐ Passenger Car; ☐ Van (< 9 W/Driver); ☐ Passenger Van (9+ W/Driver); ☐ Sport Utility Vehicle; ☐ Limousine (7-8 W/Driver); ☐ Limousine (9-15 W/Driver); ☐ Motorized Bicycle; ☐ Pedalcycle → ☐ To / From School
☐ Small Bus (9-15 W/Driver); ☐ Large Bus (16+ W/Driver) → ☐ School Bus; ☐ Intercity; ☐ Transit / Commuter; ☐ Charter / Tour; ☐ Other
☐ Motorcycle; ☐ ATV → ☐ 2 Wh; ☐ 3 Wh; ☐ 4 Wh; ☐ 5 Wh / More; ☐ Unknown
☐ Motor Home; ☐ Farm Implements; ☐ Construction Equip. Heavy Mach.; ☐ Other Vehicle (Code) ____; ☐ Cargo Van; ☐ Pickup; ☐ Other Heavy Truck; ☐ Unknown (Explain)
☐ Single-unit Truck; 2 axles, 6 tires; ☒ Single-unit Truck; 3 or more axles; ☐ Veh. Pulling Another Unit(s) (Does not apply to Truck Tractors); ☐ Truck Tractor With No Units; ☐ Truck Tractor With One Unit; ☐ Truck Tractor With Two Units; ☐ Truck Tractor With Three Units

GVW / GCVW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only)
☐ Less than or equal to 10,000 lbs.; ☐ 10,001 - 26,000 lbs.; ☒ Greater than 26,000 lbs.; ☐ Unknown

EMERGENCY VEHICLE INVOLVEMENT ☒ NA
☐ Police; ☐ Ambulance; ☐ Fire; ☐ Other (Must check "A" / "B") →; ☐ A. Emergency Vehicle on Emergency Run; ☐ B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS ☒ NA
☐ Congestion Ahead; ☐ Crash Ahead; ☐ Other Incident Ahead; ☐ Unknown (Explain)

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)			ALCOHOL USE
SEQUENCE OF EVENTS CODES ☐ Unknown	ANIMAL CODE(S)	FIXED OBJECT CODE(S)	☐ Yes ☒ Unk ☐ No ☐ NA
1 32 20 22 26			

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ None

☐ Vehicle Defects (Explain); ☐ Speed — Exceeded Limit; ☐ Too Fast For Conditions; ☐ Violation Signal / Sign; ☒ Failed To Yield; ☐ Alcohol; ☐ Drugs
☐ Vision Obstructed; ☐ Driver Fatigue / Asleep; ☐ Improper Signal; ☐ Improper Backing; ☐ Improper Turn; ☐ Improper Passing; ☐ Improperly Parked
☐ Failed To Dim Headlights; ☐ Failed To Use Lights; ☐ Following Too Close; ☐ Wrong Side (Not Passing); ☐ Wrong Side (One-Way); ☐ Physical Impairment (Explain); ☐ Improper Start From Park
☐ Improper Towing / Pushing; ☐ Improperly Stopped On Roadway; ☐ Improper Lane Usage / Change; ☐ Overcorrected; ☐ Improper Riding / Clinging To Veh. Exterior; ☐ Failed To Secure Load / Improper Loading; ☐ Animal(s) In Roadway
☐ Object / Obstruction in Roadway; ☐ Distracted / Inattentive (Designate Type); ☐ Unknown (Explain); ☐ Other (Explain)

DISTRACTED / INATTENTIVE CODE(S) ☒ NA (See Codes in Section 8)

7E. WORK ZONE	TRAFFIC CONTROL	CONTROL MALFUNCTIONING / INOPERATIVE / MISSING
☐ Yes ☒ No ☐ Unknown	Electric: ☐ None ☐ Unknown ☐ Green/Yellow/Red ☐ Flashing Red ☐ Flashing Yellow ☐ Ramp Meter ☐ Other (Explain)	☐ Yes (Explain) ☒ No ☐ Unknown ☐ NA
Workers Present ☐ Yes ☐ No ☐ Unknown	Other Controls: ☒ Stop Sign ☐ No Passing Zone ☐ Turn Restricted ☐ Officer / Flagman ☐ Signal On School Bus ☐ Warning Sign / Device ☒ Railway Crossing Sign / Device ☐ School Zone ☐ Yield Sign ☐ Other (Explain)	

7F. OCCUPANTS — NAME (Last, First, MI) ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG	SAFETY DEVICES	PHONE NUMBER

7G. COMMERCIAL MOTOR VEHICLE ☐ NA — Required on vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria in part 2.

MOTOR CARRIER IDENTIFICATION (Lessee, etc.) — NAME & ADDRESS (Street, City, State, Zip) ☐ SAO	PHONE NUMBER ☐ SAO
MS CONTRACTING LLC SAME AS OWNER	[redacted]

COMMERCIAL / NON-COMMERCIAL	MC / MX / ICC NO.	USDOT NO.
☒ Interstate Carrier ☐ Intrastate Carrier ☐ Not In Commerce — Government Vehicle ☐ Not In Commerce — Other Vehicle ☐ Not In Commerce — Rental Vehicle	NONE	3383523

CARGO BODY TYPE: ☐ Enclosed Box ☐ Cargo Tank ☐ Flatbed ☒ Dump ☐ Concrete Mixer ☐ Auto Transporter ☐ Garbage / Refuse ☐ Grain / Chip / Gravel ☐ Pole Trailer ☐ Log ☐ Vehicle Towing Another Veh. ☐ Intermodal Container Chassis ☐ NA (No Cargo Body) ☐ Other ☐ Unknown

HAZARDOUS MATERIALS	PLACARD DISPLAYED	4-DIGIT NO.	CLASS	HM CARGO PRESENT	HM CARGO RELEASED	HAZARDOUS MATERIAL NAME
	☐ Yes ☒ No ☐ Unknown			☐ Yes ☒ No ☐ Unknown	☐ Yes ☒ No ☐ Unknown	

7 — DRIVERS, VEHICLES, OWNERS, & OCCUPANTS ☒ This Page Not Used

NO. | 7A. DRIVER — NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) | PHONE NUMBER

DRIVER LICENSE / ID NUMBER | STATE | LIC STATUS: ☐ Valid ☐ Susp / Rev / Denied ☐ Canceled / Oth Invalid ☐ Expired ☐ Disqual CDL ☐ Unknown ☐ NA | LIC TYPE: ☐ Operator Class ____ ☐ CDL Class ____ ☐ Interm / Grad ☐ Permit ☐ MC Only ☐ Unlicensed ☐ Unknown (Explain) ☐ NA | MC ENDORSEMENT: ☐ Yes ☐ No ☐ NA ☐ Unknown (Explain)

DATE OF BIRTH | SEX | SEAT LOC | INJ | TRANS-PORT | EJEC-TION | AIR BAG | SAFETY DEVICES | VISION OBSTRUCTED: ☐ Not Obstructed ☐ Windshield ☐ Load on Veh ☐ Trees / Brush ☐ Building ☐ Embankment ☐ Sign ☐ Hillcrest ☐ Parked Veh ☐ Moving Veh ☐ Stopped Veh ☐ Glare ☐ Other (Explain) ☐ Unknown (Explain) ☐ NA

PROOF OF INSURANCE: ☐ Yes ☐ No ☐ Not Required | INSURANCE COMPANY ☐ Expired | PHONE NO. (Optional) | POLICY NUMBER ☐ NA | ☐ Driver ☐ Vehicle

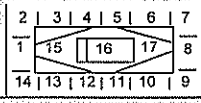
7B. VEHICLE — OWNER NAME (Last, First, MI) & ADDRESS (Street, City, State, Zip) ☐ SAD | PHONE NUMBER ☐ SAD

YEAR | MAKE | MODEL | COLOR | VEH. TYPE | TOTAL NO. OF OCC.

LICENSE — PLATE NO. | STATE | YEAR | VIN | TOWED FROM SCENE ☐ Yes ☐ No | TOWED DUE TO DIS. DAMAGE ☐ Yes ☐ No

VEHICLE DAMAGE (Mark all damaged areas) ☐ None / No Damage

INITIAL IMPACT NO: ☐ NA



18 - Undercarriage 19 - Windshield 20 - Burned 21 - Towed Unit 22 - Cargo 23 - Unknown 24 - Other (Explain)

TOWED BY ☐ Unknown ☐ NA

VEHICLE BODY TYPES — Automobiles / Specialty Vehicles ☐ Vehicle Used As Public Conveyance

☐ Passenger Car
☐ Van (< 9 W/Driver)
☐ Passenger Van (9+ W/Driver)
☐ Sport Utility Vehicle
☐ Limousine (7-8 W/Driver)
☐ Limousine (9-15 W/Driver)
☐ Motorized Bicycle
☐ Pedalcycle → ☐ To / From School
☐ Small Bus (9-15 W/Driver)
☐ Large Bus (16+ W/Driver) → ☐ School Bus ☐ Intercity ☐ Transit / Commuter ☐ Charter / Tour ☐ Other
☐ Motorcycle
☐ ATV → ☐ 2 Wh ☐ 3 Wh ☐ 4 Wh ☐ 5 Wh / More ☐ Unknown
☐ Motor Home
☐ Farm Implements
☐ Construction Equip. Heavy Mach.
☐ Other Vehicle (Code) _____
☐ Cargo Van
☐ Pickup
☐ Other Heavy Truck
☐ Unknown (Explain)
☐ Single-unit Truck; 2 axles, 6 tires
☐ Single-unit Truck; 3 or more axles
☐ Veh. Pulling Another Unit(s) (Does not apply to Truck Tractors)
☐ Truck Tractor With No Units
☐ Truck Tractor With One Unit
☐ Truck Tractor With Two Units
☐ Truck Tractor With Three Units

GVW / GCVW RATING (Not Licensed Weight) (Pickups, Cargo Vans, All Trucks, Truck Tractors, or Haz Mat Placard Veh. Only)
☐ Less than or equal to 10,000 lbs.
☐ 10,001 - 26,000 lbs.
☐ Greater than 26,000 lbs.
☐ Unknown

EMERGENCY VEHICLE INVOLVEMENT ☐ NA
☐ Police ☐ Ambulance
☐ Fire ☐ Other (Must check "A" / "B") →
☐ A. Emergency Vehicle on Emergency Run
☐ B. Stationary With Emergency Equip. Activated

CONTRIBUTING TRAFFIC CONDITIONS ☐ NA
☐ Congestion Ahead ☐ Other Incident Ahead
☐ Crash Ahead ☐ Unknown (Explain)

7C. VEHICLE ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)

SEQUENCE OF EVENTS CODES ☐ Unknown | ANIMAL CODE(S) | FIXED OBJECT CODE(S) | ALCOHOL USE ☐ Yes ☐ Unk ☐ No ☐ NA

7D. PROBABLE CONTRIBUTING CIRCUMSTANCES ☐ None

☐ Vehicle Defects (Explain)
☐ Speed — Exceeded Limit
☐ Too Fast For Conditions
☐ Violation Signal / Sign
☐ Failed To Yield
☐ Alcohol
☐ Drugs
☐ Vision Obstructed
☐ Driver Fatigue / Asleep
☐ Improper Signal
☐ Improper Backing
☐ Improper Turn
☐ Improper Passing
☐ Improperly Parked
☐ Failed To Dim Headlights
☐ Failed To Use Lights
☐ Following Too Close
☐ Wrong Side (Not Passing)
☐ Wrong Side (One-Way)
☐ Physical Impairment (Explain)
☐ Improper Start From Park
☐ Improper Towing / Pushing
☐ Improperly Stopped On Roadway
☐ Improper Lane Usage / Change
☐ Overcorrected
☐ Improper Riding / Clinging To Veh. Exterior
☐ Failed To Secure Load / Improper Loading
☐ Animal(s) In Roadway
☐ Object / Obstruction in Roadway
☐ Distracted / Inattentive (Designate Type)
☐ Unknown (Explain)
☐ Other (Explain)

DISTRACTED / INATTENTIVE CODE(S) ☐ NA (See Codes in Section 8)

7E. WORK ZONE: ☐ Yes ☐ No ☐ Unknown
Workers Present: ☐ Yes ☐ No ☐ Unknown

TRAFFIC CONTROL ☐ None ☐ Unknown
Electric: ☐ Green/Yellow/Red ☐ Flashing Red ☐ Flashing Yellow ☐ Ramp Meter ☐ Other (Explain)
Other Controls: ☐ Stop Sign ☐ No Passing Zone ☐ Turn Restricted ☐ Officer / Flagman ☐ Signal On School Bus ☐ Warning Sign / Device ☐ Railway Crossing Sign / Device ☐ School Zone ☐ Yield Sign ☐ Other (Explain)

CONTROL MALFUNCTIONING / INOPERATIVE / MISSING: ☐ Yes (Explain) ☐ No ☐ Unknown ☐ NA

7F. OCCUPANTS — NAME (Last, First, MI) / ADDRESS (Street, City, State, Zip) | DATE OF BIRTH MM-DD-YYYY | SEX | SEAT LOC | INJ | TRANS-PORT | EJEC-TION | AIR BAG | SAFETY DEVICES | PHONE NUMBER

7G. COMMERCIAL MOTOR VEHICLE ☐ NA — Required on vehicle if "Yes" was answered to questions in parts 1 and 2 in CMV involvement criteria and vehicle meets one of the three criteria in part 2.

MOTOR CARRIER IDENTIFICATION (Leasee, etc.) — NAME & ADDRESS (Street, City, State, Zip) ☐ SAO | PHONE NUMBER ☐ SAO

COMMERCIAL / NON-COMMERCIAL: ☐ Interstate Carrier ☐ Intrastate Carrier ☐ Not In Commerce — Government Vehicle ☐ Not In Commerce — Rental Vehicle ☐ Not In Commerce - Other Vehicle | MC / MX / ICC NO. | USDOT NO.

CARGO BODY TYPE: ☐ Enclosed Box ☐ Cargo Tank ☐ Flatbed ☐ Dump ☐ Concrete Mixer ☐ Auto Transporter ☐ Garbage / Refuse ☐ Grain / Chip / Gravel ☐ Pole Trailer ☐ Log ☐ Vehicle Towing Another Veh. ☐ Intermodal Container Chassis ☐ NA (No Cargo Body) ☐ Other ☐ Unknown

HAZARDOUS MATERIALS | PLACARD DISPLAYED ☐ Yes ☐ No ☐ Unknown | 4-DIGIT NO. | CLASS | HM CARGO PRESENT ☐ Yes ☐ No ☐ Unknown | HM CARGO RELEASED ☐ Yes ☐ No ☐ Unknown | HAZARDOUS MATERIAL NAME

8 — CODES

SEAT LOCATION
FR SR TR / FC SC TC / FL SL TL
XX - Not Known
B - Pedalcycle
M - Motorcycle
CP - Commercial Passenger
OE - Occupant - Enclosed Load Area
OU - Occupant - Unenclosed Load Area
RC - Rail Crew
SV - Other (Explain in Narrative)
NA - Not Applicable

INJURY
1. Fatal
2. Suspected Serious Injury
3. Evident - Not Disabling
4. Probable - Not Apparent
5. None Apparent
U. Unknown
N. NA

TRANSPORTED (For Medical Treatment)
1. No
2. EMS
3. Other
U. Unknown
N. NA

EJECTION
1. NA
2. No
3. Partially
4. Totally
U. Unknown

AIR BAG
1. None / NA
3. Not Deployed
4. Removed
5. Deployed - Front
6. Deployed - Side
7. Deployed - Curtain
8. Deployed - Other (Knee, Air Belt, etc.)
9. Deployed - Combination
10. Deployment Unknown
U. Air Bag Presence Unknown

SAFETY DEVICES
1. None
2. Not Used
3. Shoulder Belt Only
4. Lap Belt Only
5. Shoulder and Lap Belt
7. DOT Compliant MC Helmet
8. No Helmet
10. Booster Seat
11. Child Restraint - Forward Facing
12. Child Restraint - Rear Facing
13. Other Helmet
14. Reflective Clothing
15. Other
U. Use Unknown
N. Not Applicable

VEHICLE ACTION / SEQUENCE OF EVENTS (Items with double-asterisk [**] require additional coding)
1. Going Straight
2. Overtaking
3. Making Right Turn
4. Right Turn on Red
5. Making Left Turn
6. Making U-Turn
7. Skidding / Sliding
8. Slowing / Stopping
9. Start In Traffic
10. Start From Parked
11. Backing
12. Stopped In Traffic
13. Parked
14. Changing Lanes
15. Avoiding
16. Cross Median
17. Cross Center Of Road
18. Cross Road
19. Airborne
20. Ran Off Roadway - Right
21. Ran Off Roadway - Left
22. Overturn / Rollover
23. Fire / Explosion
24. Immersion
25. Jackknife
26. Cargo Loss / Shift
27. Equipment Failure
28. Separation Of Units
29. Returned To Roadway
30. Collision Inv. Pedestrian
31. Collision Inv. Bicycle/Pedalcycle
32. Collision Inv. Railway Veh.
33. Collision Inv. Animal (**)
34. Collision Inv. MV in Transport
35. Collision Inv. Parked MV
36. Collision Inv. Fixed Object (**)
37. Collision Inv. Other Object (Explain)
38. Other Non-collision
39. Collision Inv. Bicycle/Pedalcycle In Bicycle Lane
40. Collision Inv. Animal Drawn Vehicle / Animal Ridden For Transportation
41. Collision Inv. Working MV
42. Downhill Runaway
43. Fell/Jumped From MV
44. Thrown/Falling Object
45. Struck By Falling, Shifting Cargo, Object Set In Motion By Own MV
46. Ran Off Roadway - Other (Explain)
47. Cross Separator

ANIMAL CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS
60. Deer
61. Farm Animal
62. Dog
63. Other Animal
U. Unknown

FIXED OBJECT CODES FOR VEHICLE ACTION / SEQUENCE OF EVENTS
20. Tree / Stump (Standing)
21. Embankment / Driveway / Ground / Rock Bluff
22. Guardrail Face
23. Utility Pole
24. Fence
25. Street Light Support
26. Culvert
27. Highway Traffic Sign Post / Support
28. Bridge Pier / Abutment / Support
29. Curb
30. Mail Box
31. Concrete Traffic Barrier
32. Building
33. Traffic Signal Support
34. Impact Attenuator / Crash Cushion
35. Fire Hydrant
36. Other (Explain)
37. Bridge Parapet End
38. Bridge Rail
39. Guardrail End
40. Other Traffic Barrier
41. Overhead Sign Support
42. Ditch
43. Other Post / Pole / Support
44. Wall
45. Cable Barrier
46. Bridge Overhead Structure
47. Overhead Line / Cable
U. Unknown

DISTRACTED / INATTENTIVE CODES
1. External Distraction
2. Passengers
3. Stereo / Audio / Video Equipment
4. Navigation Device
5. Communication Device - Hand-held
6. Communication Device - Hands Free
7. Communication Device - Texting / E-mailing
8. Communication Device - Web Browsing
9. Eating / Drinking
10. Reading
11. Tobacco Use
12. Grooming
13. Computer Equipment / Electronic Games / etc.
14. Adjusting Vehicle Controls
15. Other (Explain)

VEHICLE TYPE CODES
1. Motor Vehicle In Transport
2. Parked Motor Vehicle
3. Working Motor Vehicle
4. Pedalcycle
5. Animal Drawn Vehicle / Animal Ridden For Transport Purposes
U. Unknown

OTHER VEHICLE CODES
1. Riding Mower / Garden Tractor
2. Golf Cart
3. Snowmobile
4. Forklift
5. Animal Drawn Vehicle / Animal Ridden For Transportation
6. Low Speed Vehicle
7. Other (Explain)

9. NARRATIVE / STATEMENTS

NARRATIVE

BASED ON THE EVIDENCE AT THE SCENE AND THE STATEMENT OF THOSE INVOLVED, THIS CRASH OCCURRED ON PORCHE PRAIRIE AVENUE AT RAILROAD CROSSING 005284Y IN CHARITON COUNTY. VEHICLE 1 WAS NORTHBOUND ON PORCHE PRAIRIE AVENUE AND VEHICLE 2 WAS EASTBOUND ON BNSF RAILROAD TRACKS. AS VEHICLE 2 APPROACHED THE RAILROAD CROSSING, VEHICLE 1 ENTERED THE RAILROAD CROSSING. THE ENGINEER OF VEHICLE 2 PLACED VEHICLE 2 INTO EMERGENCY MODE AND VEHICLE 2 STRUCK VEHICLE 1 IN THE RAILROAD CROSSING. VEHICLE 1 WAS FORCED OFF THE RIGHT SIDE OF PORCHE PRAIRIE AVENUE, OVERTURNED, LOST ITS LOAD, AND CAME TO REST FACING SOUTH. THE LOCOMOTIVE OF VEHICLE 2 REMAINED UPRIGHT WHILE THE SECOND LOCOMOTIVE AND REMAINING 8 CARS DERAILED AND PARTIALLY OR COMPLETELY OVERTURNED. VEHICLE 2 CAME TO REST FACING EAST.

THE SPEED OF THE TRAIN WAS BASED UPON THE STATEMENT OF THE TRAIN ENGINEER.

VISION OBSTRUCTED BY BRUSH FOR VEHICLE 1 MARKED AS THERE WAS A SMALL AMOUNT OF BRUSH WHICH COULD HAVE POTENTIALLY OBSTRUCTED THE VIEW OF DRIVER 1 FOR A SMALL PERIOD OF TIME.

INJURY STATUS OF ALL TRAIN PASSENGERS COULD NOT BE OBTAINED, THEREFORE IT IS KNOWN SOME PASSENGERS WERE TRANSPORTED TO HOSPITALS BUT THE EXTENT OF THEIR INJURIES WAS UNKNOWN. AS A RESULT, THE NUMBER OF TOTAL INJURED TRAIN PASSENGERS MAY BE HIGHER THAN REPORTED.

THE TRAIN WAS NOT EQUIPPED WITH SAFETY BELTS, AS A RESULT SAFETY DEVICES FOR ALL PASSENGERS AND CREW WERE MARKED AS NONE.

TUCK, MICHAEL S: ENGINEER OF TRAIN (VEHICLE NUMBER 2) STATEMENT

THE ENGINEER STATED, "I WAS APPROACHING THE CROSSING RIGHT HERE, HIGHWAY Z, I STARTED WHISTLING PRIOR TO OR AT THE WHISTLE BOARD, WHICH IS A QUARTER MILE FROM THE CROSSING. AS I'M APPROACHING THE CROSSING I SEE A NORTHBOUND DUMP TRUCK AND I THINK HE WAS GOING WHATEVER THE SPEED IS, I DON'T KNOW, BUT HE WAS GOING WHATEVER THE SPEED IS HERE, WHEN I STARTED WHISTLING, HE STARTED SLOWING DOWN TO LOOK." THE ENGINEER WENT ON TO SAY, "I PUT THE TRAIN INTO EMERGENCY PRIOR TO THE CROSSING, AT THAT POINT I THOUGHT HE WOULD STILL CLEAR THE CROSSING."

KING, STEVEN RAY: WITNESS 1 STATEMENT

WITNESS 1 STATED, "WE WERE COMING UP THE ROAD AND THE DUST WAS SO BAD I COULDN'T SEE THE ROAD SO I

STOPPED. I COULDN'T SEE HIS TRUCK AND I COULDN'T SEE THE TRAIN. I SAW THE ROCK EXPLODE SO I HURRIED UP TO CHECK."

BARTON, BILLY DEAN II: DRIVER OF VEHICLE 1 FATALITY AND EJECTION AND TRANSPORTATION INFO
PRONOUNCED BY: CHARITON COUNTY CORONER NYLE BOWYER AT 1303 HOURS **AT LOCATION:** SCENE **NEXT OF KIN NOTIFIED:** YES **DISPOSITION OF BODY:** TRANSPORTED TO CAMPBELL-LEWIS FUNERAL HOME IN MARSHALL, MO **EJECTION PATH:** DRIVERS DOOR

COOK, ROCHELLE: PASSENGER OF TRAIN FATALITY AND TRANSPORTATION INFO
PRONOUNCED BY: CHARITON COUNTY CORONER NYLE BOWYER AT 1243 HOURS **AT LOCATION:** SCENE **NEXT OF KIN NOTIFIED:** YES **DISPOSITION OF BODY:** TRANSPORTED TO CAMBELL-LEWIS FUNERAL HOME IN MARSHALL, MO

HOLSAPPLE, KIM: PASSENGER OF TRAIN FATALITY AND TRANSPORTATION INFO
PRONOUNCED BY: CHARITON COUNTY CORONER NYLE BOWYER AT 1243 HOURS **AT LOCATION:** SCENE **NEXT OF KIN NOTIFIED:** YES **DISPOSITION OF BODY:** TRANSPORTED TO CAMBELL-LEWIS FUNERAL HOME IN MARSHALL, MO

PHAN, BINH: PASSENGER OF TRAIN FATALITY AND TRANSPORTATION INFO
AT LOCATION: UNIVERSITY OF MISSOURI HOSPITAL AT 1620 HOURS **NEXT OF KIN NOTIFIED:** YES **DISPOSITION OF BODY:** UNIVERSITY OF MISSOURI HOSPITAL

10. REPORTING AND REVIEWING OFFICER INFORMATION

REPORTING OFFICER NAME	DSN / BADGE NO.	BEAT / ZONE	TROOP / DISTRICT / PRECINCT
TPR J. SMITH	1315	03	B

REVIEWING OFFICER NAME	DSN / BADGE NO.	REVIEWING OFFICER 2 NAME	DSN / BADGE NO.
CPL R.B. SKAGGS	1203	[redacted]	72

☐ Continuation ☐ Supplement

SUPPLEMENTAL REPORT NO.	SUPPLEMENTAL REPORT DATE	AGENCY NAME AND ORI
		MISSOURI STATE HIGHWAY PATROL MOMHPB00

CRASH DATE	TRP / DIST / PCT	COUNTY
06/27/2022	B03	CHARITON

REPORTING OFFICER NAME	DSN / BADGE NO.	SUPPLEMENTAL REVIEWING OFFICER NAME	DSN / BADGE NO.
TPR J. SMITH	1315		

TRAIN INFORMATION

VEH. NO.	TRAIN ID NUMBER	LEAD ENGINE NO.	MAKE	MODEL	LOCOMOTIVE ENGINEER CERTIFICATE	EXPIRATION DATE
2	0004	133	GENERAL ELECTRIC	P42DC	☒ Yes ☐ No	01/07/2024

RETRACTABLE FLANGE WHEELED MOTOR VEHICLE	VEH YEAR	LICENSE - PLATE NO. STATE YEAR	VIN	COLOR
☒ NA				NA | NA

HEADLIGHT IN USE	HORN IN USE	BELL IN USE	TOTAL NO. OF OCCUPANTS
☒ Yes ☐ No ☐ Unknown	☒ Yes ☐ No ☐ Unknown	☒ Yes ☐ No ☐ Unknown	279

TRAIN DAMAGE (Mark all damaged areas) ☐ None / No Damage

INITIAL IMPACT NO: 1

LEAD ENGINE

18 - Undercarriage, 19 - Windshield, 20 - Burned, 21 - Towed Unit, 22 - Cargo, 23 - Unknown, 24 - Other (Explain)

NO. OF CARS	SPEED	DISTANCE FROM IMPACT AREA TO FRONT OF LEAD ENGINE
8	90	1286 FEET

RAILROAD CO. - TRACKS — OWNER NAME & ADDRESS (Street, City, State, Zip)
BNSF RAILWAY COMPANY 4515 KANSAS AVE KANSAS CITY, KS 66106

RAILROAD CO. - TRAIN — OWNER NAME & ADDRESS (Street, City, State, Zip)
AMTRAK 1 MASSACHUSETTS AVE NW WASHINGTON, DC 20001

TRAFFIC CONTROL DEVICE AT CROSSING ☐ NA	UPON INVESTIGATING OFFICER'S ARRIVAL AT SCENE:	CROSSING GATES DOWN	LIGHTS FLASHING	BELLS RINGING
☐ Lights / Gates / Bell Combination ☐ Lights / Gates ☐ Flagman ☐ Lights / Bell Combination ☐ Lights Only ☐ None ☒ Passive Warning (Crossbucks Only) ☐ Pavement Markings		☐ Yes ☐ No ☒ NA	☐ Yes ☐ No ☒ NA	☐ Yes ☐ No ☒ NA

ADVANCE WARNING SIGNS IN PLACE	DISTANCE FROM SIGN TO NEAREST RAIL	CROSSING SURFACE (Rubber, Asphalt, etc.) ☐ NA	DOT / AAR CROSSING ID. NO. ☐ NA	QUIET ZONE
☐ Yes ☒ No ☐ NA	☒ NA ☐ Miles ☐ Feet	WOOD	005284Y	☐ Yes ☒ No ☐ Unknown

TRAIN ACTION / SEQUENCE OF EVENTS CODES ☐ Additional Codes Listed in Narrative (See Codes in Section 8)

SEQUENCE OF EVENTS CODES FOR TRAIN ☐ Unknown: 1 8 34 22

DISTRACTED / INATTENTIVE CODE(S) (See Codes in Section 8) ☒ NA

PROBABLE CONTRIBUTING CIRCUMSTANCES — TRAIN ☒ None

☐ Train Defects (Explain) ☐ Drugs ☐ Failed To Use Lights ☐ Failed To Secure Load / Improper Loading ☐ Other (Explain)
☐ Excessive Speed ☐ Vision Obstructed ☐ Obstruction on Tracks ☐ Derailment
☐ Violation Signal / Sign ☐ Operator Fatigue / Asleep ☐ Track Defects ☐ Distracted / Inattentive (Designate Type Above)
☐ Alcohol ☐ Failed To Sound Horn ☐ Improper Riding / Clinging To Train Exterior ☐ Unknown (Explain)

ENGINEER & CONDUCTOR

NAME (Last, First, MI) ADDRESS (Street, City, State, Zip)	DATE OF BIRTH MM-DD-YYYY	SEX	SEAT LOC	INJ	TRANS-PORT	EJEC-TION	AIR BAG	SAFETY DEVICES		PHONE NUMBER
ENGINEER: TUCK, MICHAEL S [redacted] SMITHVILLE, MO 64089	[redacted]	M	RC	5	1	2	1	1		[redacted]
CONDUCTOR: MARRA, BRIAN R [redacted] CHICAGO, IL 60628	[redacted]	M	RC	5	1	2	1	1		[redacted]

TRAIN CREW MEMBERS & PASSENGERS — List additional passengers on Pedestrian / Occupant Continuation

MARZULLO, CHRISTOPHER J [redacted] CHICAGO, IL 60639	[redacted]	M	RC	3	1	2	1	1		[redacted]

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
1	COOK, ROCHELLE		[redacted]	DESOTO	KS	66018	[redacted]	F	CP	1	1	3	1	1	TRANSPORTED TO CAMPBELL-LEWIS FUNERAL HOME, MARSHALL, MO	PRONOUNCED AT 1243 HRS BY CHARITON COUNTY CORONER NYLE BOWYER
2	HOLSAPPLE, KIM		[redacted]	DESOTO	KS	66018	[redacted]	F	CP	1	1	3	1	1	TRANSPORTED TO CAMPBELL-LEWIS FUNERAL HOME, MARSHALL, MO	PRONOUNCED AT 1243 HRS BY CHARITON COUNTY CORONER NYLE BOWYER
3	PHAN, BINH		[redacted]	KANSAS CITY	MO	64119	[redacted]	M	CP	1	2	2	1	1	TRANSPORTED TO UNIVERSITY OF MISSOURI HOSPTIAL VIA HELICOPTER. PRONOUNCED AT 1620 HRS AT UNIVERSITY HOSPITAL BY DR. GEORGE KOBUROB.	BODY WAS TAKEN TO BOONE COUNTY MEDICAL EXAMINER, THEN TRANSPORTED TO CASHATT FUNERAL HOME, PLATTE WOODS, MO
4	ALVARADO, MARLENE	[redacted]	[redacted]	LONG BEACH	CA	90802	[redacted]	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
5	Anderson, Craig S.	[redacted]	[redacted]	Hoffman Estates	IL	60169	[redacted]	M	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
6	AVILA, ELISA	[redacted]			IL		[redacted]	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
7	AVILA, JONATHAN	[redacted]			IL		[redacted]	M	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
8	Awe, Elijah J	[redacted]	[redacted]	Appleton	WI	54914	[redacted]	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
9	Awe, Isaiah T.	[redacted]	[redacted]	Appleton	WI	54914	[redacted]	M	CP	5	1	2	1	1	TRANSPORTED TO BOONE	BOONE
10	Awe, Jonathan	[redacted]	[redacted]	Appleton	WI	54914	[redacted]	M	CP	5	1	2	1	1		
11	Beaulieu, Pierson K.	[redacted]	[redacted]	Kansas City	MO	64155	[redacted]	M	CP	2	2	2	1	1	MACON CO AMB TO UNIVERSITY	MU
12	Benjamin, Cheryl L	[redacted]	[redacted]	Haslett	MI	48840	[redacted]	F	CP	5	1	2	1	1		
13	[redacted]	[redacted]					[redacted]/2008	F	CP	5	1	2	1	1		
14	BERALLY, KAREN							F	CP	U	U	2	1	1	TRANSPORTED	UNK
15	BERALLY, TIMOTHY						[redacted]	M	CP	U	U	2	1	1	TRANSPORTED	UNK
16	[redacted]	[redacted]	[redacted]	APPLETON	WI	54911	[redacted]2007	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
17	Bernardo, Jae Han D.	[redacted]	[redacted]	Aurora	IL	60504	[redacted]	M	CP	5	1	2	1	1		
18	BESSEMER, BLAINE, M	[redacted]	[redacted]	LILBURN	GA	30047	[redacted]	M	CP	U	U	2	1	1		
19	BESSEMER, BRENT, M	[redacted]	[redacted]	LILBURN	GA	30047	[redacted]	M	CP	U	U	2	1	1		
20	BINTT, PHAN						[redacted]	U	CP	U	U	2	1	1	TRANSPORTED	UNK
21	Bisram, Ashley D.	[redacted]	[redacted]	Queens Village	NY	11427	[redacted]	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
22	BLACKSHIRE, JERRY C	[redacted]	[redacted]	COMPTON	CA	90221	[redacted]	M	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
23	[redacted]	[redacted]	[redacted]	Hawthorne	CA	90250	[redacted]	F	CP	2	2	2	1	1	carroll co hospital by CCAD	CARROLL
24	BOARDMAN, HARRISON, W	[redacted]	[redacted]	APPLETON	WI	54914	[redacted]	M	CP	U	U	2	1	1	TRANSPORT TO BOONE	BOONE
25	BOARDMAN, JULIAN D.	[redacted]	[redacted]	APPLETON	WI	54914	[redacted]	U	CP	U	U	2	1	1	TRANSPORT TO BOONE	BOONE
26	Bolkema, Derek W.	[redacted]	[redacted]	Lansing	IL	60438	[redacted]	M	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
27	[redacted]	[redacted]		Lansing	IL		[redacted]2017	U	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
28	BOLKEMA, KRISTIN L.	[redacted]		LANSING	IL		[redacted]	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
29	[redacted]	[redacted]		Lansing	IL		[redacted]2015	F	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
30	BOUTCHIA, MARGARET, S.	[redacted]	[redacted]	SCOTTSDALE	AZ	85259	[redacted]	F	CP	5	1	2	1	1		
31	BOUTCHIA, MATTHEW, S.	[redacted]	[redacted]	SCOTTSDALE	AZ	85259	[redacted]	M	CP	5	1	2	1	1		
32	Bray, Peter	[redacted]	[redacted]	Chicago	IL	60626	[redacted]	M	CP	5	1	2	1	1		
33	[redacted]	[redacted]	[redacted]	Bellwood	IL	60104	[redacted]2016	F	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
34	Brizuela, Jose D	[redacted]			IL		[redacted]	M	CP	U	U	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
35	Brizuela, Nereida O.	[redacted]	[redacted]	Bellwood	IL	60104	[redacted]	U	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
36	Brizuela, Padilia De	[redacted]			IL		[redacted]	U	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
37	[redacted]	[redacted]	108 Hyde Park Ave	Bellwood	IL	60104	[redacted]2015	U	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
38	BROWN, JENNIFER A	[redacted]			KS		[redacted]	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
39	Browne, Sabrina R	[redacted]			IL		[redacted]	F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
40	BRYANT, ANTHONY	[redacted]	[redacted]	SAN DIEGO	CA	92101	[redacted]	M	RC	2	2	2	1	1	IN THE OR AT MU, FAMILY NOTIFIED	MU
41	BUFFALO, JANELLE S	[redacted]			NM		[redacted]	F	CP	5	1	2	1	1		
42	Bule, Natasha M.	[redacted]	[redacted]	Riverside	CA	92504	[redacted]	F	CP	5	1	2	1	1		
43	BULLARD, KYLE, J	[redacted]	[redacted]	ST CHARLES	MO	63303	[redacted]	M	CP	5	1	2	1	1		
44	BUNECICKY, FRANCIS							U	CP	U	U	2	1	1	TRANSPORTED TO PERSHING	BROOKFIELD
45	BUNECICKY, ROBERTA							U	CP	U	U	2	1	1	TRANSPORTED BY MU TO MU	MU
46	BURKETT, WENDY						[redacted]	F	CP	2	2	2	1	1	TRANSPORTED	CHILLICOTHE
47	Campagna, Matthew	[redacted]					[redacted]	M	CP	U	U	2	1	1		CHILLICOTHE
48	CANNON TONY, J	[redacted]	[redacted]	ROCKY FORD	CO	81067	[redacted]	M	CP	5	1	2	1	1		
49	CARREAN, ESTEVAN							M	CP	5	1	2	1	1		
50	CARREAN, JANE							F	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
51	Castaneda Rodriguez, Luz Elena							F	CP	5	1	2	1	1		
52	Castaneda, Lorena							F	CP	5	1	2	1	1		
53	CASTANEDA, LOS ALANA							F	CP	U	U	2	1	1	TRANSPORTED TO SAMARITAN	MACON
54	CASTANEDA, MARIA							F	CP	U	U	2	1	1	TRANSPORTED TO SAMARITAN	MACON
55	Cerda, Cecilia			Wakegan	IL	60085		F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
56	CHEN, WINNIE			CHICAGO	IL	60609		F	CP	3	3	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
57					WI		2008	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
58	CHOPRA,SANJAY							M	CP	U	U	2	1	1	WENT TO PERSHING, BUT THEN TO KIRKSVILLE	KIRKSVILLE
59	Clare, Mendy M. (mom of William)			Centralia	MO	65240		F	CP	3	U	2	1	1		
60	Clare, William J			Centralia	MO	65240		M	CP	5	1	2	1	1		
61	Clark, Jennifer L.			Columbus	OH	43235		F	CP	5	1	2	1	1		
62	Clarke, Russell			South Bend	IN	46615		M	CP	5	1	2	1	1		
63	COLEMAN, IESHA			GARDENA	CA	90247		F	RC	U	U	2	1	1	TRANSPORTED	CHILLICOTHE
64	Coleman, James J.				IL			M	CP	U	U	2	1	1	TO UNIVERSITY	MU
65	Coleman, Joann			Rockford	IL	61107		F	CP	U	U	2	1	1	STABLE AT MU	MU

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
66	Couture , Alian J.	[redacted]	[redacted]	Hampton Beach	NH	03842	[redacted]	M	CP	5	1	2	1	1		
67	Couture , Diane A.	[redacted]	18 McKay Ave	[redacted]	NH	03842	[redacted]	F	CP	3	U	2	1	1		
68	Covington, Todd D	[redacted]	[redacted]	KC	MO	64123	[redacted]	M	CP	5	1	2	1	1		
69	Daigle, Daniel P.	[redacted]	[redacted]	Olathe	KS	66061	[redacted]	M	CP	3	U	2	1	1		
70	Daigle, Danielle R.	[redacted]	[redacted]	Olathe	KS	66061	[redacted]	F	CP	3	U	2	1	1		
71	DALTON, KAY							F	CP	U	U	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
72	Darmadi, IPutu	[redacted]	[redacted]	Inglewood	CA	90301	[redacted]	U	RC	5	1	2	1	1		BROOKFIELD
73	DAVIS, JEFF A.	[redacted]			WV		[redacted]	M	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
74	DAVIS, MARY A.	[redacted]			WV		[redacted]	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
75	Disciacca, Joseph M.	[redacted]	[redacted]	KC	MO	64123	[redacted]	M	CP	5	1	2	1	1		
76	Drinkard, Amanda	316-734-8900	25316 W 149th Pl	Olathe	KS	66061	[redacted]	F	CP	5	1	2	1	1		
77	Drinkard, Jason T	785-317-0708	25316 w 149th pl	Olathe	KS	66061	[redacted]	M	CP	5	1	2	1	1		
78	Edwards, Rodney M	785-764-4625	1337 E 16th	Lawrence	KS	66044	[redacted]	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
79	ENGEL, JOHN, A	920-419-3147	1745 NORTH SUPIRIOR ST	APPLETON	WI	54911	[redacted]	M	CP	3	U	2	1	1		MU
80	Ferreira, Colleen D	562-556-6701	1301 Avolencia DR	Fullerton	CA	92835	[redacted]	F	CP	U	U	2	1	1		MU
81	[redacted]	[redacted]	[redacted]	Fullerton	CA	92835	[redacted]/2009	F	CP	U	U	2	1	1		MU

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
82	[redacted]	[redacted]	[redacted]	Fullerton	CA	92835	[redacted]/2016	F	CP	3	U	2	1	1		MU
83	Ferreira, Matthew J.	[redacted]	[redacted]	Fullerton	CA	92835	[redacted]	M	CP	3	U	2	1	1		MU
84	Ferrini-Cassady, Dante H.	[redacted]	[redacted]	Highland	CA	92346	[redacted]	U	RC	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
85	FISHBURN-MILLER, RICKIE D.				IL		[redacted]	M	CP	U	U	2	1	1	STABLE BY AMBULANCE	
86	Fistere, Thomas B.	[redacted]	[redacted]	Tamarack	MN	55787	[redacted]	M	CP	5	1	2	1	1		
87	FLORES, BLANCA	[redacted]	[redacted]	HAWTHORNE	CA	90250	[redacted]	F	RC	3	2	2	1	1	TRANS BY CCAD TO CARROLL CO	CARROLL
88	FLURES, IONA							F	CP	U	U	2	1	1	TOOK TO PERSHING	BROOKFIELD
89	[redacted]	[redacted]	[redacted]	WI	54913	[redacted]/2007	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
90	[redacted]	[redacted]		WI		[redacted]/2006	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
91	GALLAWAY, ALLEN R.	[redacted]		KS		[redacted]	M	CP	U	U	2	1	1	WENT BY PRIVATE CONVEYANCE GROUP 3	
92	GARRIGUES, BRIAN PATRICK	[redacted]	[redacted]	LOS ANGELES	CA	90027	[redacted]	M	RC	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
93	Geissler, Mason M.	[redacted]	[redacted]	WI	54914	[redacted]	M	CP	3	U	2	1	1			MU
94	GOULET, RONALD, E	[redacted]	[redacted]	FLAGSTAFF	AZ	86004	[redacted]	M	CP	5	1	2	1	1		
95	GREEN, SARAH	[redacted]						F	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
96	GRIEVE, ALEX, E	[redacted]	[redacted]	HUTCHINSON	KS	67501	[redacted]	M	CP	5	1	2	1	1		
97	Gulama, Wanda R.			Roscoe	IL	61073	[redacted]	F	CP	3	U	2	1	1		MARSHALL
98	HOCHSTETLER, DAVID, N			VERMONTVILLE	MI	49096	[redacted]	M	CP	5	1	2	1	1		
99	HOCHSTETLER, IDA, M		[redacted]	VERMONTVILLE	MI	49096	[redacted]	F	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
100	[redacted]	[redacted]	[redacted]	ARTHUR	IL	61911	[redacted]2015	F	CP	5	1	2	1	1		
101	HOCHSTETLER, ROSEMARY, L	[redacted]	[redacted]	ARTHUR	IL	61911	[redacted]	F	CP	5	1	2	1	1		
102	HOFFMAN, CHARLES J.	[redacted]			MI		[redacted]	M	CP	U	U	2	1	1	CHARITON CO AMB TO MOBERLY REGIONAL	MOBERLY
103	[redacted]	[redacted]					AGE 16	M	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
104	HOWARD, KIMBERLY A	[redacted]			KS		[redacted]	F	CP	5	1	2	1	1	WENT BY PRIVATE CONVEYANCE GROUP 3	
105	Huynh, Linda		[redacted]	Alhambra	CA	91801		F	CP	5	1	2	1	1		
106	Jara Castaneda, Miguel Alonso Jara			Monmouth	IL	61462		M	CP	5	1	2	1	1		
107	Jiang, Yong			Chicago	IL	60616		U	CP	5	1	2	1	1		
108	Jone, Gary L.	[redacted]		Los Angles	CA	90019		M	CP	3	3	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
109	Karum, Nathaniel J.	[redacted]	[redacted]	Grandview	MO	64030	3/13/2002	M	CP	5	1	2	1	1		
110	Kleehamer, Jennifer M.			Cincinatti	OH	45215		F	CP	3	U	2	1	1		
111	[redacted]			Levenworth	KS	66048	[redacted]2006	F	CP	5	1	2	1	1		
112	Kruid, Loralai H			Easton	KS	66020	[redacted]	F	CP	5	1	2	1	1		
113	Lakey, Anna C.		[redacted]	Newton	KS	67114	[redacted]	F	CP	3	U	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
114	Lakey, Tami A.	[redacted]	[redacted]	Newton	KS	67114	[redacted]	F	CP	3	U	2	1	1		
115	LE, ANNA, H. M.			DERBY	KS	67037		F	CP	5	1	2	1	1		
116	Le, Thanh Thuy Thi			Kansas City	MO	64151		U	CP	2	U	2	1	1		
117	Lin, Jane			Chicago	IL	60616		F	CP	2	U	2	1	1		MOBERLY
118	LOPEZ, RAYMUNDO			Whittier	CA	90602		M	RC	3	2	2	1	1	carroll co hospital by CCAD	
119	LORANA, MARIA						[redacted]	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
120	LUANGSOMKHAM, LAURYN K.			JOLIET	IL	60435		F	CP	3	U	2	1	1		
121	LUCERO, NOWL AMI				KS			U	CP	5	1	2	1	1	WENT BY PRIVATE CONVEYANCE GROUP 3	
122	LUSALEN, ELENA						60 YR OLD FEMAI	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
123	Macinnis, Dean T	[redacted]	[redacted]	Bonner Springs	KS	66012	[redacted]	M	CP	5	1	2	1	1		
124	[redacted]	[redacted]			KS		[redacted]/2010	M	CP	3	U	2	1	1		
125	Magin, Pauline A	[redacted]	[redacted]	Overland Pk	KS	66202	[redacted]	F	CP	3	3	2	1	1	WENT BY PRIVATE CONVEYANCE	

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
126	[redacted]	[redacted]	[redacted]	Kansas City	MO	64156	[redacted]2019	F	CP	5	1	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
127	[redacted]	[redacted]	[redacted]	KANSAS CITY	MO	64156	[redacted]/2012	M	CP	3	3	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
128	Mai, Denise K.	[redacted]	[redacted]	Ponca City	OK	74604	[redacted]	F	CP	5	1	2	1	1		
129	Mai, Thinh Huy	[redacted]	[redacted]	Kansas City	MO	64151	[redacted]	U	CP	5	1	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
130	MALONE, PATRICIA	[redacted]	[redacted]				[redacted]	F	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
131	MANURUNG, YANTI	[redacted]	[redacted]	CHICAGO	IL	60605	[redacted]	U	CP	U	U	2	1	1	TRANSPORTED	
132	MARQUETTE, CARRIE L.	[redacted]	[redacted]		KS		[redacted]	F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
133	Martin, Randy L.	[redacted]	[redacted]	Milwaukee	WI	53210	[redacted]	M	CP	3	U	2	1	1	WENT TO PERSHING	BROOKFIELD
134	Martinez, Joe Chaparro	[redacted]	[redacted]		TX		[redacted]	M	CP	U	U	2	1	1	TRANSPORTED BY MOBERLY BY BUS	MOBERLY
135	Martinez, Rachael	[redacted]	[redacted]		TX		[redacted]	F	CP	U	U	2	1	1	TRANSPORTED BY MOBERLY BY BUS	MOBERLY
136	[redacted]	[redacted]	[redacted]	VERMONTVILLE	MI	49096	[redacted]/2021	F	CP	5	1	2	1	1		
137	MAST, MARK, E	[redacted]	[redacted]	VERMONTVILLE	MI	49096	[redacted]	M	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
138	MAST, TREVA, D	517-726-		VERMONTVILLE	MI	49096		F	CP	5	1	2	1	1		
139	McDonald, Dawn D.			Pheonix	AZ	85054		F	CP	5	1	2	1	1		
140	McDonald, Dax L.			Scottsdale	AZ	85255		M	CP	5	1	2	1	1	TRANSPORT TO MOBERLY BY BUS	MOBERLY
141	McDonald, Samantha D.			Scottsdale	AZ	85255		F	CP	3	3	2	1	1	TRANSPORT TO MOBERLY BY BUS	MOBERLY
142	McDonald, Sheely A.			Scottsdale	AZ	85255		F	CP	5	1	2	1	1		
143	Mejia, Efraim			Alhambra	CA	91801		M	CP	5	1	2	1	1		
144	MILLER, SHERI L.				MO			F	CP	5	1	2	1	1		
145	MONFISHER, AURORA							F	CP	U	U	2	1	1	WENT TO PERSHING	MOBERLY
146	MURPHY, EMMA G.				KS			F	CP	5	1	2	1	1		
147					CA		/2014	M	CP	5	1	2	1	1		KIRKSVILLE
148	NG, RICKY	312-495-1132			IL			M	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
149	Nguyen, Vui			Kansas City	MO	64119		U	CP	5	1	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
150	NIGHTINGALE, ROBERT W				NM			M	CP	5	1	2	1	1		
151	O'Briant, Lauri A.			Long Beach	CA	90808		F	CP	3	U	2	1	1		
152	ORTEGA, ARTURO			WAUKEGAN	IL	60085		M	CP	3	U	2	1	1		
153	Owens, Lacinda J			Boca Raton	FL	33433		F	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
154	Owens, Teresa J	[redacted]	[redacted]	Boca Raton	FL	33433	[redacted]	F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
155	Pache, Jordan D.		[redacted]	Easton	KS	66020	[redacted]	U	CP	5	1	2	1	1		
156	PADGETT, JOANNA							F	CP	U	U	2	1	1		
157	[redacted]	[redacted]	[redacted]	KANSAS CITY	MO	64156	[redacted]/2011	M	CP	U	U	2	1	1		
158	Perdue, Kenya	[redacted]	[redacted]	San Marcos	CA	92078	[redacted]	F	CP	2	2	2	1	1	TAKEN BY MU AIR TO UNIVERSITY, POSSIBLE NAME PESDUE	MU
159	PETITE, KEATON M			CHICAGO	IL	60611		M	CP	5	1	2	1	1		
160	Pettigrew, Beth A.			Cincinatti	OH	45215		F	CP	3	3	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
161	Pham, Dung			Kansas City	MO	64156		U	CP	2	U	2	1	1		MU
162	PHAM, NGOAN VAN	[redacted]			MO		[redacted]	U	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
163	PHAM, NGOG THANH LOC				MO			U	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
164	PHAN, ANDREA		[redacted]	KANSAS CITY	MO	64119		F	CP	5	1	2	1	1		MACON
165	Phan, Ngoc			Kansas City	MO	64119		U	CP	U	U	2	1	1		MACON
166	Phan, Shawn T.		[redacted]	Kansas City	MO	64119		M	CP	U	U	2	1	1	GRUNDY CO TO UNIVERSITY	MU

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
167	Phan, Vy	[redacted]	[redacted]	Kansas City	MO	64156	[redacted]	U	CP	5	1	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
168	[redacted]	[redacted]					1 yr old, Andrea	U	CP	U	U	2	1	1	TRANSPORTED TO SAMARITAN	MACON
169	PICHE, JORDAN							U	CP	U	U	2	1	1	RACHEL PICHE TOOK TO CHILDRENS MERCY	CHILDRENS
170	PISTER, AURORA MOON	[redacted]						F	CP	2	2	2	1	1	TRANSPORTED TO MU HEALTH, IS IN SURGERY	MU
171	Poelzer, Logan M				WI		[redacted]	M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
172	Poelzer, MATT							M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
173	Powers, Tiffany N		[redacted]	Olathe	KS	66061		F	CP	3	3	2	1	1	TAKEN BY PRIVATE CONVEYANCE TO HOSPITAL	
174	PRICE, ADRIENNE				OH			F	CP	5	1	2	1	1		
175	PRITCHARD, DEANNE L.							F	CP	U	U	2	1	1	TRANSPORTED TO HEDRICK MEDICAL CENTER	CHILLICOTHE
176	Rafferty, Matthew	[redacted]	[redacted]	Hemet	CA	92544		M	RC	3	U	2	1	1	TAKEN TO BOONE COUNTY	BOONE

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
177	RODRIQUEZ, MARIA	[redacted]					[redacted]	F	CP	U	U	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
178	Rojas, Aaron Renteria		[redacted]	Los Angeles	CA	90002		M	CP	3	U	2	1	1		
179	Rojas, Elisabeth Renteria			Los Angeles	CA	90002		F	CP	3	U	2	1	1		
180	Rojas, Laura			Overland Park	KS	66212		F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
181	ROJAS, MANUEL							M	CP	U	U	2	1	1	TAKEN BY AMBULANCE	
182	Ross, Brenda Sherlyn			Calumet City	IL	60409		F	CP	3	2	2	1	1	CHARITON CO AMB TO MOBERLY REGIONAL	MOBERLY
183	Royer, Robert A.			Havana	IL	62644		M	CP	5	1	2	1	1		
184	Saabadera, Belen			Overland Park	KS	66212		U	CP	5	1	2	1	1		
185	SAKS, BARRY E.							M	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
186	SALAZAR, ANGELIKA M.				CA			F	CP	U	U	2	1	1		KIRKSVILLE
187	SANBORN, RUTH							F	CP	U	U	2	1	1	TRANSPORTED TO KIRKSVILLE	KIRKSVILLE
188	[redacted]	[redacted]	[redacted]	Hesperia	CA	92345	[redacted]/2010	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
189	[redacted]	[redacted]	[redacted]	Hesperia	CA	92345	[redacted]/2008	F	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
190	Sanchez, Elias E.			Hesperia	CA	92345	[redacted]	M	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
191	[redacted] (CHILD)						[redacted]2015	M	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
192	[redacted]			Hesperia	CA	92345	[redacted]/2012	F	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
193	Sanchez, Selina L.			Hesperia	CA	92345	[redacted]	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
194	SARELBURN, RUTH							F	CP	U	U	2	1	1	TAKEN TO PERSHING	BROOKFIELD
195	[redacted]			Easton	KS	66020	[redacted]/2006	F	CP	5	1	2	1	1		
196	Schmidt, Kylie A.			Reading	OH	45125	[redacted]	F	CP	3	U	2	1	1		
197	Schmidt, Mark J.			Reading	OH	45215		M	CP	3	U	2	1	1		
198	[redacted]		[redacted]	APPLETON	WI	54911	[redacted]/2008	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
199	SCHULTZ, MATTHEW, R		[redacted]	APPLETON	WI	54911	[redacted]	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
200	SCHWANZ, SHERRI L.				KS		[redacted]	F	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
201	Schweitzer, Marta	[redacted]	[redacted]	Cincinatti	OH	45218	[redacted]	U	CP	U	U	2	1	1		CHILLICOTHE
202	Seay, Jeanie A.			Roanoke	VA	24012	[redacted]	F	CP	3	U	2	1	1		
203	[redacted]	[redacted]	[redacted]	Appleton	WI	54913	[redacted]/2008	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
204	Sherman, Matthew	[redacted]			WI		[redacted]	M	CP	5	1	2	1	1		
205	SHIELDS, RICHARD L.				MO			M	CP	U	U	2	1	1	FITZGIBBON BY EMS	MARSHALL
206	SHROCK, RUTH, A		[redacted]	ARTHUR	IL	61911		F	CP	3	U	2	1	1		
207	Sielicki, Karolina B				IL			F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
208	Simon, Colleen P.			KC	MO	64109		F	CP	3	3	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
209	[redacted]			KC	MO	64109	[redacted]/2016	M	CP	5	1	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
210	Simon, Donna J.			KC	MO	64109	[redacted]	F	CP	5	1	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
211	SIMON, KATHLEEN							F	CP	U	U	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
212	[redacted]	[redacted]	[redacted]	Grand Schute	WI	54913	[redacted]/2007	M	CP	3	3	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
213	SMALEC, LAURA A.				CA		[redacted]	F	CP	5	1	2	1	1		
214	Smith Klein, Joseph R.		[redacted]	Edgartown	MA	02539	[redacted]	M	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
215	SMITH, EVAN	[redacted]						M	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
216	Smith, Michael Andre				CA		[redacted]	M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
217	Steinke, Cindy		[redacted]	Wapakoneta	OH	45895		F	CP	U	U	2	1	1	TAKEN TO PERSHING	BROOKFIELD
218	Steinke, David N			Wapakoneta	OH	45895		M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
219	STEINKE, DENNIS							M	CP	U	U	2	1	1	TAKEN TO PERSHING	BROOKFIELD
220	STEINKE, DONNA							F	CP	U	U	2	1	1	TRANSPORTED	
221	Steinke, Dwight A			Wapakoneta	OH	45895		M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
222	Steinke, Janet A				OH			F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
223	STEINKE, JUDITH							F	CP	U	U	2	1	1	TAKEN TO UNIVERSITY	MU
224	Steinke, Mark N				OH			M	CP	U	U	2	1	1	TAKEN TO UNIVERSITY	MU
225	Steinke, Rosalie F				OH			F	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
226	Sterkel, Zachary J			Oklahoma City	OK	73112		M	CP	5	1	2	1	1		
227	Surko, Joann M.	[redacted]	[redacted]	Bakersfield	CA	93312	[redacted]	F	CP	3	3	2	1	1	WENT TO SAMARITAN HOSPITAL IN MACON, FROM BUS 1	MACON
228	[redacted]				WI		[redacted]/2006	M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
229	TAYLOR, GUY				OH		[redacted]	M	CP	U	U	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
230	TERRAZAS, AGUSTINA	[redacted]			IL		[redacted]	F	CP	U	U	2	1	1	TRANSPORTED TO MACON	MACON
231	THANH, THUY LE							U	CP	U	U	2	1	1	GRUNDY CO TO UNIVERSITY	MU

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
232	THI, VGUYEN VUI	[redacted]						U	CP	U	U	2	1	1	TRANSPORTED TO SAMARITAN	MACON
233	THI, ZE THANH THUY						[redacted]	U	CP	U	U	2	1	1	AT UNIVERSITY	MU
234	Thomas, Craig Michael				WI		[redacted]	M	CP	U	U	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
235	[redacted]				WI		[redacted]/2006	M	CP	5	1	2	1	1		
236	[redacted]		[redacted]	Appleton	WI	54913	[redacted]007	M	CP	U	U	2	1	1	TRANSPORTED TO BOONE	BOONE
237	TOMS, ETHAN							M	CP	U	U	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
238	Vasquez, Edwardo						[redacted]	M	CP	5	1	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
239	[redacted] (CHILD)	[redacted]					[redacted]2019	M	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
240	Walstra, Eric J		[redacted]	Alto	MI	49302	[redacted]	M	CP	5	1	2	1	1	TRANSPORT TO MOBERLY BY BUS	MOBERLY
242	WALSTRA, KAREN L.				MI		[redacted]	F	CP	3	3	2	1	1	TRANSPORTED TO MOBERLY BY BUS	MOBERLY
243	Waltor, Jack, L		[redacted]	Cold Water	OH	45828	[redacted]	M	CP	3	U	2	1	1	TRANSPORTED TO BOONE	BOONE
244	White, Carilyn	323-383-2537	[redacted]	Los Angeles	CA	90062	[redacted]	F	RC	3	2	2	1	1	WENT TO BOONE MEDICAL CENTER IN COLUMBIA, POSSIBLE ALONG WITH FERRINI	BOONE
245	[redacted]	[redacted]					[redacted]/2015	M	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
246	[redacted]	[redacted]					[redacted]2012	U	CP	5	1	2	1	1		
247	WILLIAMS, JANET M.				IA		[redacted]	F	CP	U	U	2	1	1	JOHNNY CLARKE TOOK TO FITZGIBBON	MARSHALL
248	WILLIAMS, VERNIE L.			SPRINGFIELD	OH			U	CP	5	1	2	1	1		
249	[redacted]						[redacted]2006	M	CP	U	U	2	1	1		CHILLICOTHE
250	[redacted]		[redacted]	Atchison	KS	66002	[redacted]2006	U	CP	5	1	2	1	1		
251	WYNNE, DEBORAH D.		[redacted]	LOS ANGELES	CA	90028	[redacted]	F	CP	3	3	2	1	1	BRE STEPHENS TOOK TO PERSHING	BROOKFIELD
252	YODER, AARON (ANOTHER)							M	CP	5	1	2	1	1		
253	[redacted]		[redacted]	Woodward	PA	16882	[redacted]2014	M	CP	5	1	2	1	1		
254	YODER, ANNA							F	CP	5	1	2	1	1		
255	YODER, BENJAMIN							M	CP	5	1	2	1	1		
256	[redacted]		[redacted]	Woodward	PA	16882	[redacted]/2016	U	CP	5	1	2	1	1		
257	YODER, DANIEL							M	CP	5	1	2	1	1		
258	Yoder, Daniel, E		[redacted]	Woodward	PA	16882	[redacted]	M	CP	5	1	2	1	1		
259	Yoder, Delmar R.		[redacted]	Fremont	MI	49412		M	CP	5	1	2	1	1		
260	[redacted]		[redacted]	Woodward	PA	16882	[redacted]/2019	M	CP	5	1	2	1	1		
261	YODER, ESTHER		[redacted]	WETMORE	CO	81253	[redacted]	F	CP	2	U	2	1	1		MU
262	YODER, JOSEPH							M	CP	5	1	2	1	1		

	NAME (LAST, FIRST, MI)	PHONE	STREET ADDRESS	CITY	ST	ZIP	DOB	SEX	SEAT LOC	INJ	TRANS-PORT	EJECT-ION	AIR BAG	SAFETY DEVICE	Notes on transport	FINAL HOSPITAL
263	Yoder, Karen M	[redacted]	[redacted]	Fremont	MI	49412	[redacted]	F	CP	3	3	2	1	1	WENT BY PRIVATE CONVEYANCE WITH LARGE GROUP IN WHITE VAN	
264	YODER, LEVI, A		[redacted]	WETMORE	CO	81253	[redacted]	M	CP	5	1	2	1	1		
265	YODER, LIZZY ANNE							F	CP	5	1	2	1	1		
266	YODER, MAHLON							U	CP	5	1	2	1	1		
267	YODER, MARIE							F	CP	5	1	2	1	1		
268	YODER, RACHAEL							F	CP	5	1	2	1	1		
269	YODER, RACHAEL (ANOTHER)							F	CP	5	1	2	1	1		
270	YODER, SAMUEL							M	CP	5	1	2	1	1		
271	Yoder, Susan, E		[redacted]	Woodward	PA	16882	[redacted]	F	CP	3	U	2	1	1		
272	YODER, TOBY							M	CP	5	1	2	1	1		
273	YOUNG, EIREEANN, BOUDICCA				PA		[redacted]	U	CP	U	U	2	1	1	MARION CO AMB TO FITZGIBBON	MARSHALL
274	YUTZY, BEN, F		[redacted]	CHARLOTTE	MI	48813		M	CP	5	1	2	1	1		
275	YUTZY, CAROL, A			CHARLOTTE	MI	48813		F	CP	5	1	2	1	1		
276	YUTZY, SARA, A			VERMONTVILLE	IL	49096		F	CP	5	1	2	1	1		
277	Zahedi, Zahra Nah			Maryland	MA			F	CP	5	1	2	1	1		

MISSOURI STATE HIGHWAY PATROL
MISSOURI UNIFORM CRASH REPORT
TECHNICAL SUPPLEMENT

CRASH DATE	SUPP RPT DATE	TRP / DIST / PCT	COUNTY	REPORT / CASE / INCIDENT NUMBER
06/27/2022	07/26/2022	B	Chariton	220336881
SUPPLEMENT REPORTING OFFICER				DSN / BADGE
Sergeant G. D. Ward				1189

SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Corporal R. V. McCormick	1181	07/27/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Sergeant H. A. Sears	1200	07/27/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Master Sergeant J. M. Toal	967	08/15/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Master Sergeant P. W. Meyers	1183	08/11/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Master Sergeant B. C. Gruben	1195	08/12/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
Master Sergeant J. M. Weadon	1237	08/11/2022
SUPPLEMENT REVIEWING OFFICER	DSN / BADGE	DATE OF REVIEW
SUBMITTING OFFICER	DSN / BADGE	DATE OF SUBMISSION
Sergeant G. D. Ward	1189	08/17/2022

Synopsis

On June 27, 2022, at 1310 hours, I overheard Troop B radio traffic of a train derailment. I contacted Troop B Communications and they advised a passenger train had collided with a dump truck at a railroad crossing in Chariton County. The driver of the dump truck was killed and the passenger train had derailed. The total number of injured and killed was unknown. They had already contacted Sergeant H. A. Sears, another member of the Major Crash Investigation Unit, to respond.

I contacted Sergeant Sears. He advised he was in Clinton, Missouri, about 90 miles from the crash scene, completing field work from a previous crash. Since I was only about 50 miles away from the crash scene, I advised Sergeant Sears to disregard his response and I responded to the scene from the Boonville, Missouri area.

The dump truck will be referred to as Vehicle #1 for the remainder of this report. Although the passenger train does not meet the Missouri Uniform Crash Report Preparation Manual definition of a motor vehicle, it will be referred to as Vehicle #2 for the remainder of this report.

At approximately 1432 hours, I arrived and parked south of the crash scene on Porche Prairie Avenue. I took aerial photographs prior to entering the crash scene. Then I entered the crash scene, took terrestrial photographs, mapped ground control points, mapped axle points of Vehicle #1 at final rest, and took additional aerial photographs for use later to create a three-dimension model of the crash scene. I also marked all of the Vehicle #2 axles at their final rest locations.

The original investigating officer was Trooper J. E. Smith who submitted the original Missouri Uniform Crash Report, #220336881. My report supplements Trooper Smith's report. Vehicles, Driver, Engineer, Conductors, Occupants, and a witness are identified in his original report and will be referenced herein to correspond with his report. Trooper Smith took two photographs at the crash scene of which I took possession. His photographs are included with this report on the digital media which contains this narrative.

On June 28, 2022, I returned to the scene. I used my assigned Smart Level to measure the grade of the Porche Prairie Avenue northbound approach to the railroad crossing. I walked the crash scene with National Transportation Safety Board (NTSB) officials. I removed the Electronic Control Module (ECM) from Vehicle #1 at released it to NTSB Investigator R. Payan.

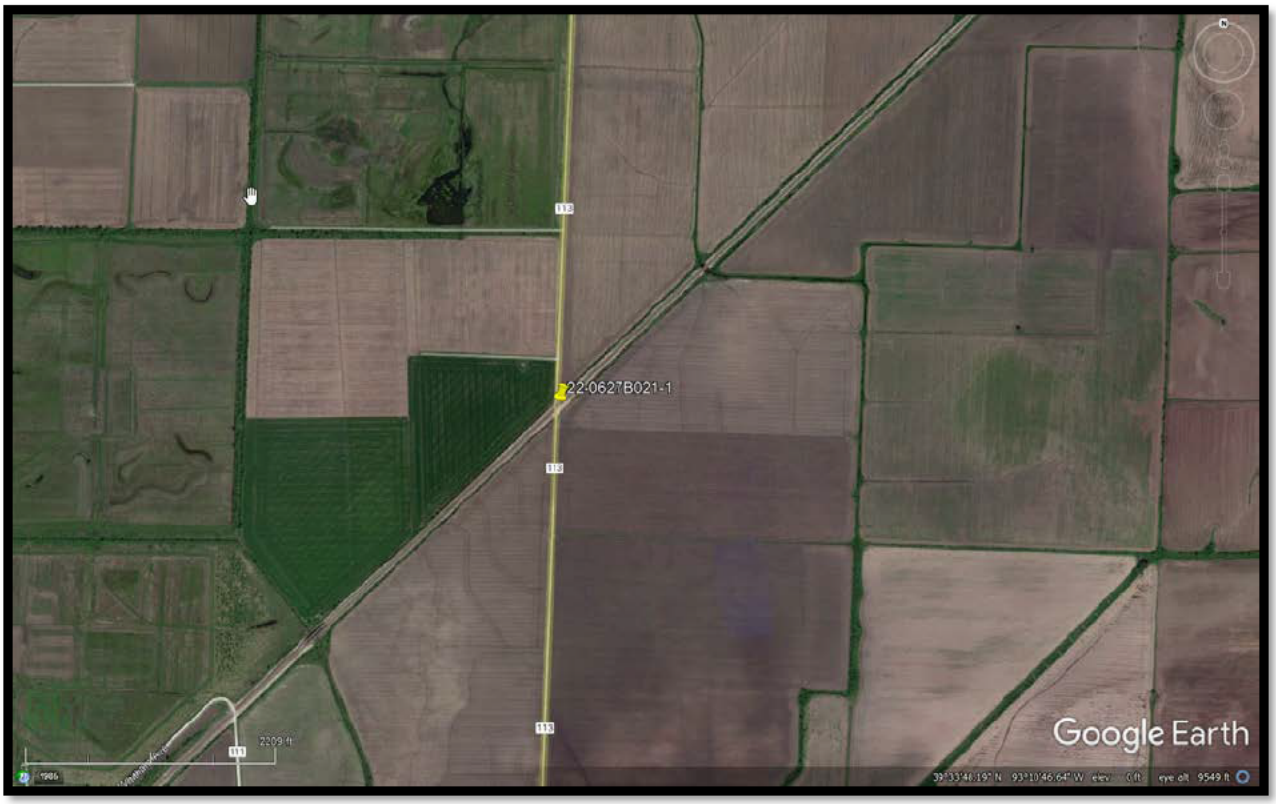
On June 29, 2022, I returned to the crash scene. I assisted NTSB officials with measuring the slope of the Porche Prairie Avenue northbound approach to the railroad crossing. I then coordinated the removal of Vehicle #1.

On June 30, 2022, Commercial Vehicle Chief Inspector K. L. Shewey, Commercial Vehicle Officer R. E. Powell, Commercial Vehicle Officer W. B. Tull, and I conducted a post-crash examination of Vehicle #1. I then returned to the crash scene and observed as NTSB officials and the Vehicle #1 owner conducted acceleration tests and sight distance tests at the crossing.

On July 7, 2022, I returned to the crash scene. I measured 15, 50 and 60 feet from the southernmost railroad track and took photographs of the available sight distance for northbound vehicles approaching the railroad crossing.

The information contained herein is a compilation of information gathered at the scene, during my examination of the involved vehicles, review of photographs, review of video, and review of the original Missouri Uniform Crash Report. My observations and findings are based upon information and evidence that was available at the time this report was prepared. This report was not intended to be a comprehensive reconstruction of this crash. It was merely intended to document the facts surrounding the crash, address the probable contributing circumstances, and preserve the evidence for potential future analysis.

Environmental Factors



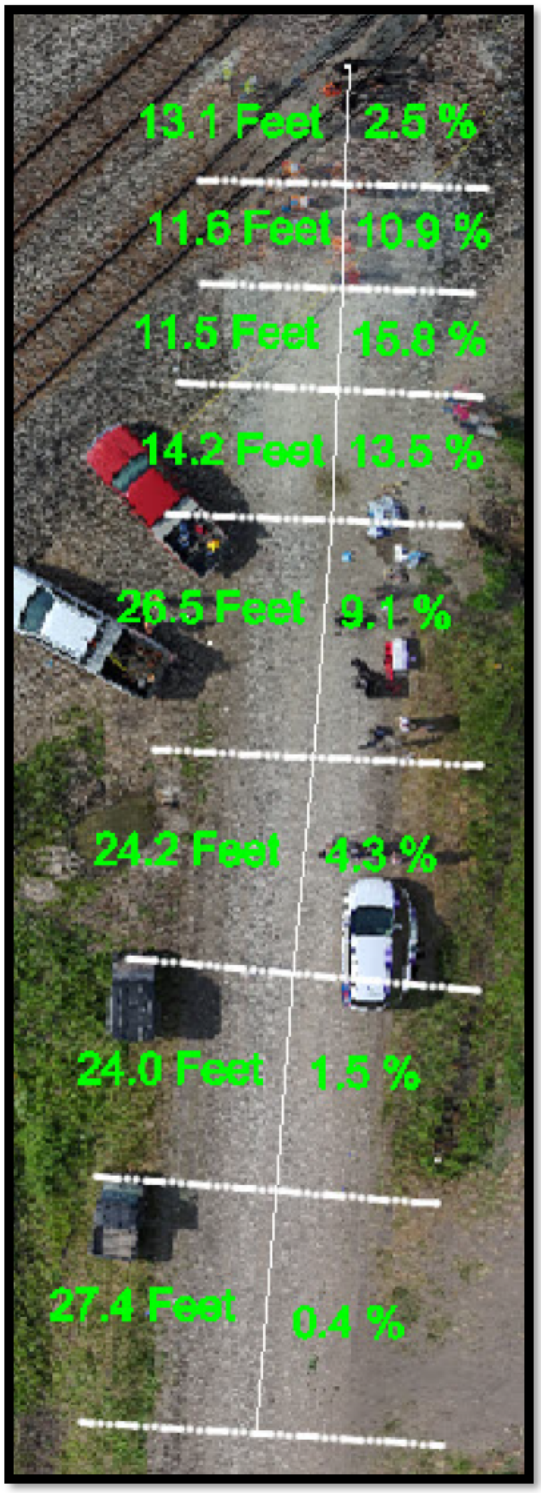
Google Earth image of the crash location

This crash occurred on Porche Prairie Avenue at Burlington Northern Santa Fe (BNSF) Railroad crossing number 005284Y. Porche Prairie Avenue was considered a north/south roadway, which traversed north and south in the area of the crash. At the crash location, Porche Prairie Avenue was a gravel roadway which measured approximately 17.4 feet in width and was designed for northbound and southbound travel. The roadway had no traffic control markings or lane lines. The crossing had only passive warning signs with cross bucks and a stop sign at each side of the crossing. The following photograph, DSC_0002, depicts the cross bucks and stop sign, looking north from the northbound approach.

There were no shoulders and the roadway had farm fields on both sides. Porche Prairie Avenue was nearly level, south of the railroad crossing, until northbound motorists traveled an uphill grade which leveled off to cross a set of railroad tracks.

The BNSF tracks were considered an east/west railway which traversed northeast to southwest in the area of the crash. The railway consisted of a set of northern tracks, Main 1, and a set of southern tracks, Main 2.

Using a three-dimensional model created on the day of the crash, I verified my smart level measurements. I found the northbound approach to the railroad crossing reached a maximum grade of approximately 15.8 percent. The average grades of the approach can be seen in the following image from IMS MAP360 software.



About 677 feet to the west of the area of impact, along the south side of the railway, vegetation was observed along the railway edge. Taller vegetation was observed about 966 feet from the area of impact. If a northbound vehicle were to stop 50 feet south of the nearest rail, the vegetation would have limited the sight distance of an

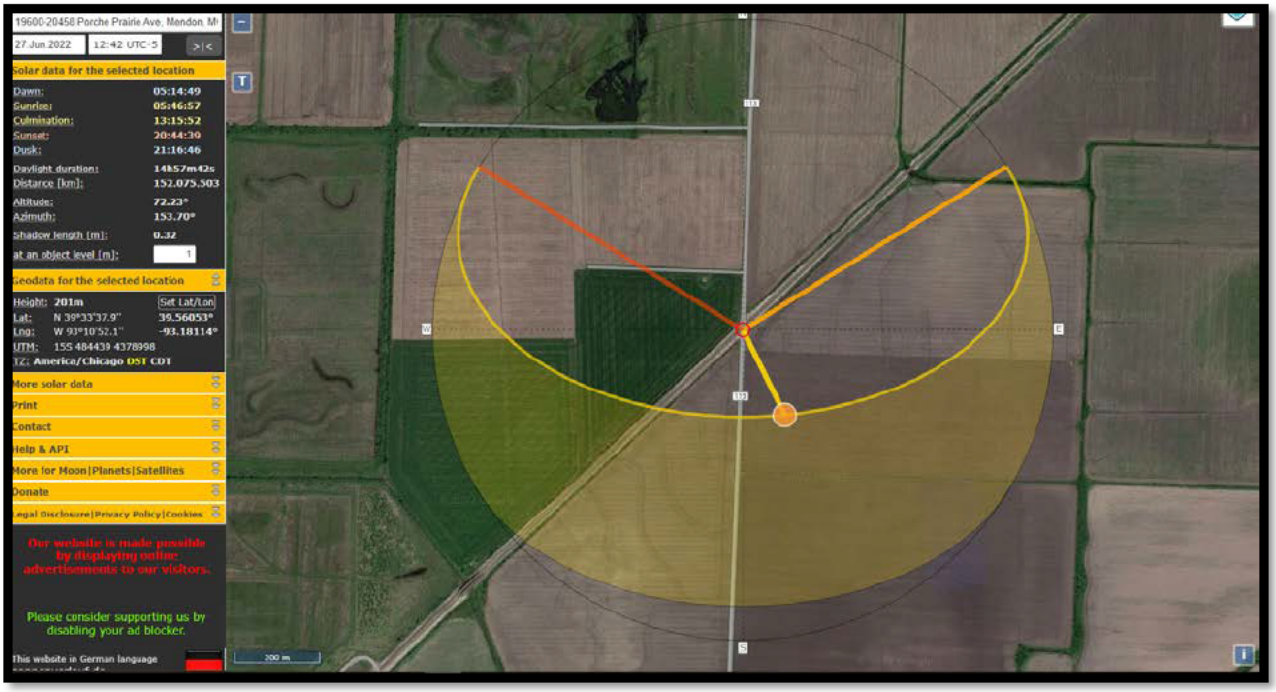
approaching eastbound train. If a vehicle stopped 15 feet of the nearest rail, the vegetation did not obscure an approaching eastbound train. This indicated sight distance may have been a contributing factor in this crash. The following photographs, DSC_0021 and DSC_0032, represent the sight distance from 50 feet and 15 feet, respectively from my standing point-of-view.

Porche Prairie Avenue crossed the Main 2 tracks at a 45-degree angle. At the center of the Main 2 intersection, Driver #1 needed to turn his head approximately 135 degrees to the left to see the approach of Vehicle #2 while crossing the track.

The speed limit on Porche Prairie Avenue was 50 miles per hour and it was maintained by the Chariton County Road and Bridge District.

The speed limit for passenger trains on both tracks was 90 miles per hour. The tracks were maintained by BNSF Railway.

A check of the website Suncalc.org indicated on the day of the crash the sun rose at 0546 hours and set at 2044 hours. At the time of the crash, the sun was at an elevation of 72 degrees above the horizon and at an azimuth of 153 degrees. This would have placed the sun to the right and rear of Driver #1 and to the right of the Vehicle #2 Engineer. The sun report can be seen in the following image from Suncalc.org.



A check of the NOAA archived weather for the Midwest National Air Center Airport in Mosby, Missouri, indicated at 1235 hours, on the day of the crash, the weather was clear, the temperature was 77 degrees Fahrenheit, the visibility was 10 miles and the wind was 6 miles per hour at 20 degrees. This was consistent with the weather I observed upon my arrival to the scene. The airport was located about 62 miles southwest of the crash site. The full weather report is included in this report as an attachment.

I examined the Porche Prairie Avenue roadway to the south for about a quarter of a mile and noted no irregularities, potholes, large cracks, defects, or surface debris which would have contributed to this crash.

Mechanical Factors

Vehicle #1

Vehicle #1 was a black 2007 Kenworth W900 dump truck with vehicle identification number 1NKWXBEX97J177480, displayed Missouri registration 35J2WM and USDOT number 3383523. The vehicle was factory equipped with a 14.6-liter Caterpillar six-cylinder diesel engine, a 10-speed Eaton Fuller manual transmission, and was rear wheel drive with tandem power axles. The vehicle was equipped with airbrakes, two pusher lifting axles ahead of the tandem power axles, and a 3-point seat belt restraint for Driver #1's seat position. Vehicle #1 was occupied solely by Driver #1.

I briefly examined and photographed Vehicle #1 at the crash scene on June 26. I noted the speedometer was at about 5 miles per hour and the tachometer was at approximately 1100 RPMs. I noted Driver #1's seatbelt was in a retracted and locked position. The seatbelt was not caught or crushed by vehicle damage. The cab, hood, dump bed and rear power axle had been torn away from the vehicle frame during the collision.

On June 28, at 1241 hours, I spoke with Phillip Davidson, an attorney representing the owner of Vehicle #1. He provided consent to remove the Vehicle #1 ECM and to release it to the NTSB to image the stored data at their laboratory in Washington DC. An audio recording of Mr. Davidson's consent is included on the digital media which contains this narrative. At 1745 hours, I removed the Vehicle #1 ECM module. I cleaned a portion of the cover and wrote my badge number, #1189, with a silver marker as a reference mark. I then released it into the custody of NTSB Investigator Payan. He provided me with a National Traffic Safety Board Evidence form and it is included in this report as an attachment. The condition of the ECM when I provided it to Investigator Payan can be seen in the following image, DSC_0003.

On June 29, at 1400 hours, Gabrielson Truck Repair and Towing arrived at the crash scene and I coordinated their removal of Vehicle #1 from the scene. They transported it to their storage facility in Chillicothe, Missouri.

On June 30, at 0900 hours, Commercial Vehicle Chief Inspector K. L. Shewey, Commercial Vehicle Officer R. E. Powell, Commercial Vehicle Officer W. B. Tull, and I conducted a post-crash examination of Vehicle #1 at Gabrielson Truck Repair and Towing. In attendance at the examination where NTSB Investigators E. Gregson and D. Pereira. Observing the examination were private reconstructionists Stan Oglesby of Midwest Accident Reconstruction Services representing the owner of Vehicle #2 and Ryan Hicks of HRYCAY Consulting Engineers representing the insurance company for Vehicle #1. The post-crash inspection was not a Level-1 post-crash inspection due to the extensive damage to the dump truck. A copy of the post-crash examination report is included in this report as an attachment and will be discussed further in the vehicle section.

The roof of the cab had been torn away. The cab had separated from the frame. The occupant compartment remained intact. The driver side door was dented on the outside from when the door opened and impacted the metal air cleaner housing. The rear driver side of the cab had damage which appeared to be from impact with the ground. The rear passenger side of the cab was crushed from a rear impact with the dump bed. The rear window and windshield were missing. The passenger side door and “A” pillar were crushed rearward from impact with the ground. Both door windows were missing. Examination of the doors revealed the window mechanisms were in the down position which would indicate the windows were down at the time of the collision.

The steering wheel was deformed from an interior collision which likely occurred as Driver #1 was ejected from the vehicle. The driver side metal door frame was dented along the top and had human tissue embedded in it. This likely occurred as Driver #1 was ejected through the door opening. The switches from the dashboard had broken away during the collision and were found throughout the debris field.

I removed the gauge panels from the vehicle. The rear drive axle gauges indicated below their lowest reading of 150 psi and the two pusher axles indicated 0 psi. The engine boost gauge was at about 10 psi. The fuel filter gauge was at about 3 inches of Mercury. The primary air and secondary air gauges were both at about 110 psi. The fuel gauge was at just below half of a tank. The air brake pressure gauge was at the lowest range of about 0 psi. The speedometer and tachometer gauges can be seen in the following image, DSC_0144.

The hood and headlight assemblies had been destroyed in the crash. The front bumper remained intact and appeared undamaged. The left front wheel and left pusher wheels appeared to be in their factory positions. The left wheels of axle 4 were forced rearward as the frame bent laterally to the right. The fifth axle had torn away during the collision event. The right wheels of axle 4 had rotated forward as the frame bent laterally to the right. The right pusher axle wheels and right front wheel appeared to be in their factory positions. Vehicle #1 can be seen from the left and right at final rest in the following images, DSC_0004 and DSC_0005, respectively.

The fifth axle was torn away from the frame during the collision. All four tires were deflated and had torn rubber along the tread and sidewalls. The left outside wheel was broken, bent, and ripped. A portion of the damage likely occurred during the initial collision and remaining damage occurred during a secondary collision with the left rear of the lead locomotive and left front of the second locomotive of Vehicle #2. The fifth axle can be seen in the following image, DSC_0024.

The Vehicle #1 dump bed rear pivot pins had shorn away from the frame while the hydraulic lift cylinder remained attached to the frame. The dump bed breached as the left front of the bed tore away from the left side wall. The left rear corner of the bed was crushed laterally to the right from impact with the front of Vehicle #2. The tailgate was no longer attached to the bed and was found in the debris field. The tailgate was crushed laterally to the right and was bowed. The bed and tailgate can be seen in the following images, DSC_0224 and DSC_0153, respectively.


MS Contracting
Brookfield, MO
(660) 373-1886

The dump bed was designed with 3’ 5” side walls and was 17 feet long. Two metal beams were welded onto each side to increase the bed capacity. This modification raised the side walls to 5’ 6”. The right-side beams remained attached to the bed side while the left-side beams were found in the vehicle debris.

Commercial Vehicle Officer Tull completed the Missouri State Highway Patrol Motor Carrier Data report as Commercial Vehicle Officer Powell and Chief Shewey took measurements. Their findings can be found in the attached Motor Carrier Data report. They determined the airbrakes on the four front axles were within required adjustment. The airbrakes on the fifth axle, which was torn away, could not be tested due to the missing right brake chamber, and the left brake chamber having a bent pushrod. They found the steering shaft was broken at the steering box which was consistent with damage from the crash event.

The Vehicle #1 VIN plate could not be located on the cab. A confidential VIN was located on the vehicle passenger side frame rail which confirmed the last six digits of the VIN were 177480.

According to Carfax, Vehicle #1 was placed into service on November 15, 2006, and had six owners during its service life. It had reportedly been in one previous accident on May 24, 2016, while under the ownership of the fourth owner. The accident involved another vehicle and caused damage to the rear of Vehicle #1. The sixth owner, presumably the current owner, took ownership on November 5, 2019. The Carfax report listed “not reported” for all mileage entries. A copy of the Carfax report is included in this report as an attachment.

Vehicle #1 was loaded with rock at the time of the collision. According to a load ticket from Boone Quarries in Huntsville, Missouri, Vehicle #1 weighed 31,200 pounds on the morning of the crash before it was loaded with 44,920 pounds of “shot rock”. At 1110 hours, the Vehicle #1 gross weight was 76,140 pounds when it departed the quarry. The quarry scale was last tested and approved in January of 2022, by the Missouri Department of Agriculture. A copy of the weight ticket and a photo of the inspection sticker are included in this report as attachments.

Vehicle #2

Vehicle #2 was a passenger train which consisted of a lead locomotive which was a General Electric P42DC, engine number 133; a second locomotive which was also a General Electric P42DC, engine number 166; a baggage car, number 61053; a Superliner passenger car, number 39045; a second Superliner passenger car, number 32104; a third Superliner passenger car, number 38060; a Superliner dining car, number 33046; a fourth Superliner passenger car, number 34026; a fifth Superliner passenger car, number 31029; and a sixth Superliner passenger car, number 34102.

I briefly examined and photographed Vehicle #2 at the crash scene on June 26.

Engine 133

Engine 133 remained upright. I noted the front of Engine 133 was damaged and crushed. The left steady headlight was destroyed as was the left flashing headlight. The right headlights remained intact but were no longer activated upon my arrival. The left windshield was broken and gravel dust remained embedded in the glass, trim and paint. The front axle remained on the railway tracks. The second axle had derailed. The sheet metal on the left side of the locomotive was bent. The left front ladder was broken and bent rearward. The left rear ladder was bent inward under the locomotive body. The sheet metal directly behind the rear ladder was bent and had rubber transfer upon it which gave indication of a secondary impact with the detached fifth axle of Vehicle #1. The third and fourth axles of the locomotive had derailed. Engine 133 can be seen at final rest in the following image, DSC_0039.

Engine 166

Engine 166 leaned slightly to its right side. The lower left front air dam on Engine 166 was bent laterally to the right and also had rubber transfer from a secondary impact with the detached fifth axle of Vehicle #1. The left front ladder on Engine 166 was bent inward at the leading edge. The left windshield of Engine 166 was broken and had gravel dust embedded in the glass, trim and paint. The left front wheel of Engine 166 had damage to the outside face which was consistent with impact to the fifth axle of Vehicle #1. The front axles of Engine 166 had derailed and rested upon the right wheels while the left wheels were raised in the air. The rear axles of Engine 166 had derailed and had furrowed into the gravel base.

Baggage Car

The baggage car leaned to its right side. All axles had derailed. It leaned upon the right wheels and the left wheels were raised in the air.

Superliner Cars

The six Superliner passenger cars and the dining car had derailed and rested upon their right sides, south of the Main 2 tracks.

The train can be seen at final rest in the following terrestrial image, DSC_0044.

The train can be seen at final rest in the following aerial image, S1001400.

Vehicle #2 was equipped with two front facing cameras. A request was sent for a copy of the Vehicle #2 video. The video will be discussed further in the Findings Section of this report. The Missouri State Highway Patrol will not release a copy of the video with this report. To request a copy of the Vehicle #2 video, contact:

Ms. Rebecca Conner
Freedom of Information Office
National Railroad Passenger Corporation
One Massachusetts Ave., N.W.
Washington, DC 20001

Human Factors

Driver #1

Driver #1 was a 53-year-old male who possessed a valid Missouri class A commercial driver license on the day of the crash, due to expire on September 3, 2027, with a restriction of corrective lenses and no endorsements. I do not know if he was wearing corrective lenses at the time of the collision. He was not making use of the available seat belt restraints at the time of the crash.

Driver #1 made no known statements about the crash.

At 1303 hours, on June 27, Driver #1 was pronounced deceased at the crash scene by Chariton County Coroner Nyle Bower. His remains were transported to Campbell-Lewis Funeral Home in Marshall, Missouri.

Driver #1's residence was located approximately 14.5 miles north of the crash location. Although there was no special knowledge required to safely navigate the area, the owner of Vehicle #1 stated Driver #1 had made three or four previous trips through this intersection within the previous week.

No medical certificate was found on Driver #1. On August 17, 2022, I contacted the owner of Vehicle #1. He stated he did not have a medical card on file for Driver #1. He stated he operated as intrastate commerce and it was not required for Driver #1.

Vehicle #2 Engineer and Conductors

The Vehicle #2 Engineer was a 53-year-old male, the Conductor was a 44-year-old male, and the Assistant Conductor was a 37-year-old male.

Trooper Smith in his original report listed the following statement for the Engineer, *I was approaching the crossing right here, Highway Z, I started whistling at or before the whistle board which is a quarter mile from the crossing. As I am approaching the crossing I see a northbound dump truck and I think he is going (the speed vehicles*

travel on gravel roads), and when I started whistling he started slowing down to look. I put the train into emergency prior to the crossing, at that point I thought he would still clear the crossing. And then impact happened.

On July 21, 2022, at 1500 hours, I contacted the Engineer. I asked him about his location within the locomotive and who, if anyone, was in the locomotive at the time of the crash. He stated he was on the right side of the locomotive prior to the crash and could see Vehicle #1 as it approached the crossing on the gravel road. He stated he was alone in the locomotive while the conductor and assistant conductor were in the rear of the train with the passengers.

Trooper Smith did not list statements for the Conductor or Assistant Conductor.

Trooper Smith classified the Assistant Conductor's injuries as "evident - not disabling". He was not transported from the scene for medical attention.

The Engineer and Conductor were not injured in the crash event.

Occupants

Three of the train occupants were killed. The identities of all the train occupants, their injury status, and where they were transported for medical attention is contained in Trooper Smith's original crash report.

At 1243 hours, on June 27, Occupant #1 was pronounced deceased at the crash scene by Chariton County Coroner Nyle Bower. Her remains were transported to Campbell-Lewis Funeral Home in Marshall, Missouri.

At 1243 hours, on June 27, Occupant #2 was pronounced deceased at the crash scene by Chariton County Coroner Nyle Bower. Her remains were transported to Campbell-Lewis Funeral Home in Marshall, Missouri.

At 1620 hours, on June 27, Occupant #3 was pronounced deceased at the University of Missouri Hospital in Columbia, Missouri, by Doctor George Koburob. His remains were taken to the Boone County Medical Examiner for an autopsy. His remains were transported to Cashatt Funeral Home, in Platte Woods, Missouri.

Witness

Trooper Smith identified one witness, Witness #1, in his original report and he listed the following statement, *We were coming up the road and the dust was so bad I couldn't see the road so I stopped. I couldn't see his truck and I couldn't see the train. I saw the rock explode so I hurried up to check.*

On July 19, 2022, at 0930 hours, I contacted Witness #1 by telephone and discussed the crash events of the day. He stated he and Driver #1 worked for the same company and they had completed two trips through the crossing that day to deliver loads of rock. He stated they loaded again at the quarry in Huntsville for their third trip. They then stopped for lunch at "Sherry's Home Cookin" restaurant in Brunswick, Missouri. He stated he was following Vehicle #1 as they approached the crossing and the dust was so thick that he slowed to almost a stop to allow the dust to clear before he continued. He stated he did not see Vehicle #1 or Vehicle #2 prior to the crash or during the impact. He observed the rock from Vehicle #1 explode into the air and stopped his vehicle. He parked his vehicle south of the crossing and ran to assist Driver #1. He first saw Vehicle #2 as he crossed the tracks and observed it on its side. He had poor cellular phone reception in the area. He was able to contact the owner of Vehicle #1 who then contacted 911 and gave their location. He stayed with Driver #1 until emergency medical personnel arrived to assist. Driver #1 made no statements after he reached him.

I asked Witness #1 about the vehicle he operated, the crossing, and his vehicle configuration. He stated he and Driver #1 both operated manual transmission dump trucks. He lifted his single pusher axle prior to the crossing because in the up position it still touched the roadway as he crossed the tracks. He stated it would have been difficult to cross the tracks with the pusher axle lowered and may have damaged the truck. He stated the type of rock on the grade was loose and caused the truck to bounce. He described the rock as spongey. I asked if and where he stopped prior to the crossing. He stated he did not stop on the grade as it was too difficult to get started again. He instead slowed to nearly a stop or stopped on the flat just prior to where his front wheels began up the embankment.

I informed him the speedometer and tachometer on Vehicle #1 were at approximately 5 miles per hour and about 1100 RPMs. He stated that was approximately the speed and RPMs he also crossed the tracks due to the crossing being so rough. He stated he needed to go slow since the pusher axle would touch as he entered the crossing. He did

not think he or Driver #1 could have safely crossed the tracks much faster than 5 miles per hour without damaging their trucks. The truck operated by Witness #1 can be seen parked at the crash scene on the day of the crash in the following screenshots from aerial images, S1001406 and S1001368.

I located no additional witnesses during my investigation.

Scene Investigation

On June 27, at 1432 hours, I parked south of the crash scene on Porche Prairie Avenue. I spoke by telephone with the Chariton County Emergency Management Director Chris Brown and received permission to launch my assigned Skydio X2E small unmanned aerial system (sUAS) in the area which was under an FAA temporary flight restriction.

At 1445 hours, I launched my assigned sUAS and took 39 aerial overview photographs so I could better understand the scene before I entered. Upon my review of the aerial photographs, I observed Vehicle #2 had two lead locomotives which had derailed but not overturned. Attached to the second locomotive was a baggage car which had derailed and was leaning to the southeast. Attached to the baggage car were three passenger cars, a dining car, and three more passenger cars which had all derailed and rolled onto their right sides. Emergency personnel were still extricating occupants from the train. Vehicle #1 remained at its final rest location northeast of the crossing and Driver #1 remained at his final rest location northwest of the crossing.

I began my examination of the scene from the south and walked north along Porche Prairie Avenue as it approached the railroad crossing. I noted the gravel road was fairly flat before it traversed an uphill grade and leveled out to cross the Main 1 and Main 2 railroad tracks. It was a passive crossing with railroad cross bucks and a stop sign on each side. I noted the railroad tracks were visible above the corn in the fields to both the east and west. I did notice vegetation along the tracks but nothing which obscured my view of a train on the tracks. As I neared the crossing, approximately 65 feet, I noted vegetation to the west limited my view of the tracks and subsequently of approaching eastbound trains.

At 1510 hours, I entered the crash site. I marked ground control points with white marking paint and then mapped their locations with my assigned Sokkia GCX3 GPS GNSS Receiver and Sokkia SHC5000 data collector. I also mapped the locations of the Vehicle #1 axle ends and the area of impact. The area of impact was identified by a

large gouge in the wooden plank structure of the southern tracks, referred to as “Main 2”, crossing. I then took digital photographs of the scene and approaches.

At 1658 hours, I launched my assigned X2E sUAS again and took 503 aerial photographs. The aerial photographs and ground control point data were used later to create a three-dimensional model, point cloud, and orthomosaic of the scene with Pix4D software. The Pix4D data was then transferred to IMS MAP360 software to complete the attached forensic diagram.

At the request of Amtrak Chief of Police D. Samuel Dotson, I marked the final rest locations of Vehicle #2 axles with yellow marking paint. Sergeant W. R. Koch took digital photographs of the axle final rest locations. I released those photographs to Amtrak Officer N. Binner for use in his report and they are not included within this report.

The area of impact was identified by a large gouge in the wooden plank structure of the Main 2 crossing. Tire marks were visible leading to the northeast from the gouge. The gouge and tire marks can be seen in the following image, which was edited to denote the area of impact, S1001444.

The right front of Vehicle #1 came to final rest approximately 93 feet northeast of the area of impact. Driver #1 came to rest approximately 70 feet northwest of the area of impact. The cab of Vehicle #1 came to rest approximately 135 feet northeast of the area of impact. The fifth axle of Vehicle #1 came rest approximately 406 feet northeast of the area of impact.

The front of Vehicle #2 came to rest approximately 1286 feet northeast of the area of impact. The rear of Vehicle #2 came to rest approximately 471 feet northeast of the area of impact.

A debris field from the "shot rock" hauled by Vehicle #1 covered the crossing of Main 1 and extended east along the tracks for approximately 500 feet.

Due to the number of first responders and vehicles upon the railroad gravel base, post-crash tire marks and gouges from Vehicle #1 during post-impact travel were destroyed prior to my arrival.

On June 28, at 0930 hours, I entered the scene and measured the northbound grade of Porche Prairie Avenue as it approached the crossing from the south. I used my assigned smart level and found the slope near the base of the approach was about 8.3 percent and increased to a maximum slope of about 15.1 percent before it leveled off for the crossing.

On June 29, at 1300 hours, I entered the crash scene and assisted NTSB Investigator D. Rayburn with measuring the northbound grade of the Porche Prairie Avenue approach to the crossing. We used string, string levels, and tape measures to determine the slope which was consistently about 7 percent. I informed Investigator Rayburn about my measurements the previous day. It was determined a large amount of gravel material had been added to the approach due to the track repair operations.

At 1400 hours, Gabrielson Truck Repair and Towing arrived at the crash scene and I coordinated their removal of Vehicle #1 from the scene. As Vehicle #1 was being removed, I located a small pill bottle in the debris. The bottle label read “Nexium 24 Hour”. Nexium is an over the counter, non-controlled substance, heartburn medicine. The bottle contained four gel-cap pills which were also labeled as Nexium. I photographed the bottle and pills before I disposed of them in a trash can at the scene.

On June 30, at 1400 hours, I entered the crash scene and observed as NTSB investigators along with the dump truck company owner conducted sight distance tests and acceleration tests.

On July 7, at 1130 hours, I returned to the crash scene. I measured south from the southernmost rail of Main 2 a distance of 15 feet, 50 feet and 60 feet. I then took photographs from each distance of the sight distance to the east and west. I also used my assigned Sokkia receiver and data collector to map the location of vegetation to the west of the crash scene and the area of impact. I measured the vegetation that was 667 feet and 966 feet west of the area of impact. From 50 feet south of the nearest rail, sight distance was reduced of an approaching eastbound train. From 15 feet

south of the nearest rail, sight distance was unobstructed and extended beyond a quarter of a mile, however, sight distance to the east of an approaching westbound train was obstructed by a stop sign and a large metal control box.

Findings

At the time of this report, the ECM imaged data report was not yet available from the NTSB.

At the time of this report, I have no independent information on the speed of Vehicle #2. During a news conference on June 29, NTSB Chair Jennifer Homendy stated Vehicle #2 was traveling 89 miles per hour prior to the crash and slowed to 87 miles per hour at impact with Vehicle #1.

During the vehicle examination it was determined the Vehicle #1 side windows were in the down position. This would have allowed more of the train horn sound to enter the cab for Driver #1 to hear Vehicle #2.

In reviewing the forward-looking camera footage from Vehicle #2, I noted Vehicle #1 failed to stop for the stop sign prior to crossing the railroad tracks. Vehicle #1 was moving slowly as it crossed Main 2 prior to the crash. The speed of Vehicle #1 in the video appeared consistent with the speed of the exemplar vehicle during the testing on June 30. They both appeared to be below 10 miles per hour. These observations along with Witness #1's statement about his speed at the crossing would indicate the Vehicle #1 speedometer which was at about 5 miles per hour was likely the speed of Vehicle #1 at the time of impact.

As Vehicle #1 approached the crossing in the video, it created gravel dust; however, the dust was to the left and rear of the vehicle. It did not obscure Driver #1's view to the southwest. The two pusher axles appeared to be in the up position.

In reviewing historical weather reports from the Midwest National Air Center Airport and the University of Missouri Extension offices in Linneus, Missouri, 21 miles north of the crash site, and Marshall, Missouri, 30 miles south of the crash site, the winds around the time of the crash ranged from 3 to 7 miles per hour from a direction which ranged from 13 degrees to 87 degrees. This would indicate the wind at the time of the crash would have pushed the gravel dust to the left side, west, and to the rear of Vehicle #1 as it progressed northbound. This was consistent with the dust cloud in the video. Weather reports for Linneus and Marshall offices are included in this report as attachments.

Witness #1's vehicle could not be seen in the locomotive video.

The Vehicle #2 horn could be heard in the video.

Vehicle #1 can be seen failing to stop and entering the crossing in the following screenshot from the video. The dust cloud can also be seen to trail the truck and the left side of the cab is not obscured by the gravel dust cloud.

In reviewing Revised Statutes of Missouri (RSMO) on railroad crossings, 304.035 RSMO stated: *When any person driving a vehicle approaches a railroad grade crossing, the driver of the vehicle shall operate the vehicle in a manner so he will be able to stop, and he shall stop the vehicle not less than fifteen feet and not more than fifty feet from the nearest rail of the railroad track and shall not proceed until he can safely do so if:*

(1) A clearly visible electric or mechanical signal device warns of the approach of a railroad train; or

(2) A crossing gate is lowered or when a human flagman gives or continues to give a signal or warning of the approach or passage of a railroad train; or

(3) An approaching railroad train is visible and is in hazardous proximity to such crossing; or

(4) Any other traffic sign, device or any other act, rule, regulation or statute requires a vehicle to stop at a railroad grade crossing.

2. No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing when a train is approaching while such gate or barrier is closed or is being opened or closed.

3. No person shall drive a vehicle through a railroad crossing when there is not sufficient space to drive completely through the crossing.

4. No person shall drive a vehicle through a railroad crossing unless such vehicle has sufficient undercarriage clearance necessary to prevent the undercarriage of the vehicle from contacting the railroad crossing.

5. Every commercial motor vehicle as defined in section 302.700 shall, upon approaching a railroad grade crossing, be driven at a rate of speed which will permit said commercial motor vehicle to be stopped before reaching the nearest rail of such crossing and shall not be driven upon or over such crossing until due caution has been taken to ascertain that the course is clear. This section does not apply to vehicles which are required to stop at railroad crossings pursuant to section 304.030.

6. Any person violating the provisions of this section is guilty of a class C misdemeanor.

Based upon Witness #1's experience, he typically slowed or stopped at the base of the grade which was about 100 to 150 feet from the nearest track, depending on where he determined the grade began. Either location would be well outside of the 15 to 50 feet stop location as required by 304.035 RSMO.

Event Analysis

Based upon the area of impact gouge, tire marks, physical evidence at the scene, vehicle damage, vehicle examination, Vehicle #2 Engineer statement, Witness #1 statement, and Vehicle #2 video, I determined this crash occurred on June 27, 2022, at 1243 hours, when Vehicle #1 traveled northbound on Porche Prairie Avenue and failed to stop for a stop sign before crossing BNSF Railway's Main 2 and Main 1 tracks. Vehicle #1 failed to yield to Vehicle #2 which was traveling eastbound on Main 2 tracks sounding its horn. The Vehicle #2 Engineer placed Vehicle #2 into emergency braking and slowed the vehicle to 87 miles per hour as the front of Vehicle #2 impacted the left rear of Vehicle #1 which was traveling approximately 5 miles per hour.

Vehicle #1 rotated counterclockwise as the front of the dump bed breached. The cab, dump bed, and the fifth axle separated from the frame. Driver #1 was ejected through the driver side door opening and he came to rest on the northwest side of the intersection. The cab, frame, and dump bed came to rest on the northeast side of the intersection. The fifth axle came to rest about 400 feet northeast of the intersection along Main 1 tracks.

Vehicle #2 continued eastbound, derailed, and rolled onto its right side. The lead locomotive remained upright, the second locomotive leaned slightly to the right, the baggage car leaned further to the right while the six passenger cars and dining car rolled onto their right sides and impacted the ground.

Driver #1 and three occupants of Vehicle #2 were killed as a result of the collision event.

Although obscured site distance by vegetation may have been a contributing factor as Driver #1 approached the crossing; the site distance obstructions cleared prior to entering the crossing. Driver #1's failure to stop for the stop sign as required by 304.035 RSMO and his subsequent failure to yield to approaching Vehicle #2 is the cause of this crash.

Attachments

1. Forensic Diagram
2. Photo Log
3. Midwest National Air Center Weather Report
4. Solar Calculator Report
5. NTSB Evidence Form
6. Motor Carrier Data Report
7. Vehicle #1 Examination Attendance Report
8. Vehicle #1 Carfax Report
9. Boone Quarries Load Ticket
10. Missouri Department of Agriculture Scale Inspection Sticker Photograph
11. University of Missouri Extension Office Linneus, Missouri Weather Report
12. University of Missouri Extension Office Marshall, Missouri Weather Report

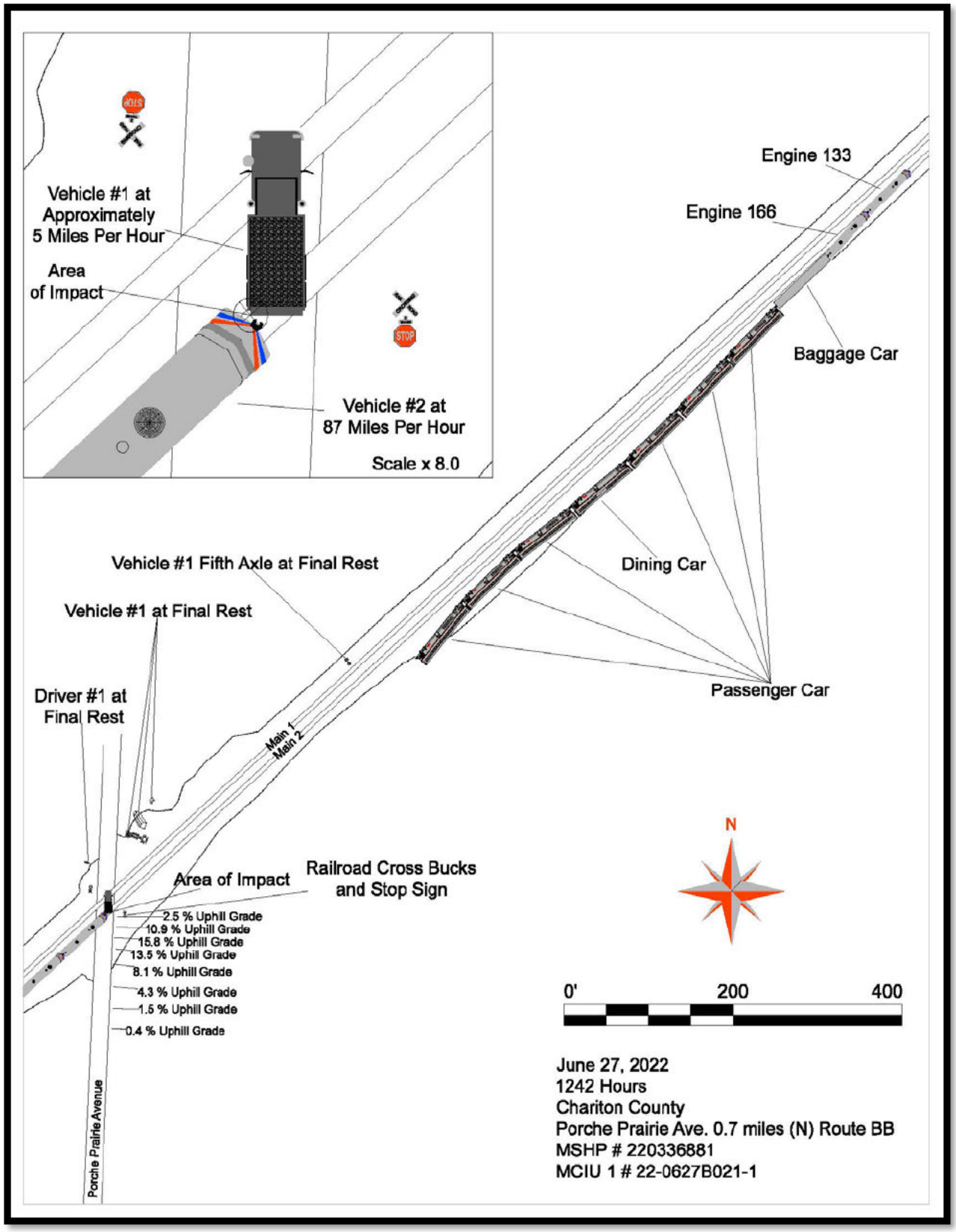

Vehicle #1 at
Approximately
5 Miles Per Hour
Area
of Impact
Vehicle #2 at
87 Miles Per Hour
Scale x 8.0
Engine 133
Engine 166
Baggage Car
Dining Car
Passenger Car
Vehicle #1 Fifth Axle at Final Rest
Vehicle #1 at Final Rest
Driver #1 at
Final Rest
Main 1
Main 2
Area of Impact
Railroad Cross Bucks
and Stop Sign
2.5 % Uphill Grade
10.9 % Uphill Grade
15.8 % Uphill Grade
13.5 % Uphill Grade
8.1 % Uphill Grade
4.3 % Uphill Grade
1.5 % Uphill Grade
0.4 % Uphill Grade
Porche Prairie Avenue
N
0'
200
400
June 27, 2022
1242 Hours
Chariton County
Porche Prairie Ave. 0.7 miles (N) Route BB
MSHP # 220336881
MCIU 1 # 22-0627B021-1

Photo Log

Date of Crash: June 27, 2022

Troop: B

County: Chariton

Location of Crash: Porche Prairie Avenue 0.7 miles north of Route BB

Original Investigating Officer: Trooper J. E. Smith

Photographer(s): Trooper J. E. Smith and Sergeant G. D. Ward

Photographer Log: Sergeant G. D. Ward

Total Photographs: 372

The following is a log of photographs taken. The photographs are stored at the Missouri State Highway Patrol, General Headquarters, Patrol Records Division, 1510 East Elm St, P.O. Box 568, Jefferson City, Missouri, 65102.

The crash occurred on Monday, June 27, 2022, at which time Trooper Smith exposed the following 2 photographs:

D1_1 - View of Driver #1 at final rest, looking north

D1_2 - View of Driver #2 at final rest, looking west

On June 27, 2022, Sergeant Ward exposed the following 98 photographs at the crash scene:

1. Vehicle #1 from the front
2. Vehicle #1 from the left front
3. Vehicle #1 from the left
4. Vehicle #1 from the left rear
5. Vehicle #1 from the right rear
6. Vehicle #1 from the right
7. Vehicle #1 dump bed from the front (Note the bed is upside down)
8. Vehicle #1 dumb bed from the left (Note: the bed is upside down)
9. Vehicle #1, dumb bed, cab, and tailgate, looking west
10. Vehicle #1, dump bed, cab, and tailgate, looking southwest
11. Vehicle #1, dump bed, cab, looking southwest
12. Driver #1 safety belt

13. Progressive view from previous view
14. Progressive view from previous view
15. Vehicle #1 speedometer stuck at approximately 5 miles per hour
16. Vehicle #1 tachometer stuck at approximately 1100 RPMs
17. View of BSNF railway looking south from south of the crossing
18. View of crash scene taken from south of the crossing
19. Progressive view from previous view turning counterclockwise or to the left
20. Progressive view from previous view turning counterclockwise or to the left
21. Progressive view from previous view turning counterclockwise or to the left
22. Progressive view from previous view turning counterclockwise or to the left
23. Progressive view from previous view turning counterclockwise or to the left
24. Progressive view from previous view turning counterclockwise or to the left
25. Progressive view from previous view turning counterclockwise or to the left
26. Progressive view from previous view turning counterclockwise or to the left
27. Progressive view from previous view turning counterclockwise or to the left
28. Progressive view from previous view turning counterclockwise or to the left
29. Progressive view from previous view turning counterclockwise or to the left
30. Progressive view from previous view turning counterclockwise or to the left
31. View of crash scene taken from north of the crossing
32. Progressive view from previous view
33. Progressive view from previous view
34. Progressive view from previous view
35. Progressive view from previous view
36. Progressive view from previous view
37. Progressive view from previous view
38. Progressive view from previous view
39. View of Vehicle #2 from the front
40. View of Vehicle #2 left front from the left
41. Progressive view from previous view
42. Progressive view from previous view
43. View of Vehicle #2 left side from left front
44. View of Vehicle #2 from left front
45. View of crash scene looking west from the east side of the scene

46. View of railway from Porche Prairie Avenue northbound approach of the crossing
47. Progressive view from previous view turning counterclockwise or to the left
48. Progressive view from previous view turning counterclockwise or to the left
49. Progressive view from previous view turning counterclockwise or to the left
50. Progressive view from previous view turning counterclockwise or to the left
51. Progressive view from previous view turning counterclockwise or to the left
52. Progressive view from previous view turning counterclockwise or to the left
53. View of railway from Porche Prairie Avenue northbound approach of the crossing
54. Progressive view from previous view turning counterclockwise or to the left
55. Progressive view from previous view turning counterclockwise or to the left
56. Progressive view from previous view turning counterclockwise or to the left
57. Progressive view from previous view turning counterclockwise or to the left
58. Progressive view from previous view turning counterclockwise or to the left
59. Progressive view from previous view turning counterclockwise or to the left
60. View of railway from Porche Prairie Avenue northbound approach of the crossing
61. Progressive view from previous view turning counterclockwise or to the left
62. Progressive view from previous view turning counterclockwise or to the left
63. Progressive view from previous view turning counterclockwise or to the left
64. Progressive view from previous view turning counterclockwise or to the left
65. Progressive view from previous view turning counterclockwise or to the left
66. Progressive view from previous view turning counterclockwise or to the left
67. View of railway from Porche Prairie Avenue northbound approach of the crossing
68. Progressive view from previous view turning counterclockwise or to the left
69. Progressive view from previous view turning counterclockwise or to the left
70. Progressive view from previous view turning counterclockwise or to the left
71. Progressive view from previous view turning counterclockwise or to the left
72. Progressive view from previous view turning counterclockwise or to the left
73. Progressive view from previous view turning counterclockwise or to the left
74. View of railway from Porche Prairie Avenue northbound approach of the crossing
75. Progressive view from previous view turning counterclockwise or to the left
76. Progressive view from previous view turning counterclockwise or to the left
77. Progressive view from previous view turning counterclockwise or to the left
78. Progressive view from previous view turning counterclockwise or to the left

79. Progressive view from previous view turning counterclockwise or to the left
80. Progressive view from previous view turning counterclockwise or to the left
81. View of railway from Porche Prairie Avenue northbound approach of the crossing aligned with the northbound stop sign.
82. Progressive view from previous view turning counterclockwise or to the left
83. Progressive view from previous view turning counterclockwise or to the left
84. Progressive view from previous view turning counterclockwise or to the left
85. Progressive view from previous view turning counterclockwise or to the left
86. Progressive view from previous view turning counterclockwise or to the left
87. Progressive view from previous view turning counterclockwise or to the left
88. Progressive view from previous view turning counterclockwise or to the left
89. Progressive view from previous view turning counterclockwise or to the left
90. View of Vehicle #2 path of travel eastbound from the area of impact
91. Progressive view from previous view turning counterclockwise or to the left
92. Progressive view from previous view turning counterclockwise or to the left
93. Progressive view from previous view turning counterclockwise or to the left
94. Progressive view from previous view turning counterclockwise or to the left
95. Progressive view from previous view turning counterclockwise or to the left
96. Progressive view from previous view turning counterclockwise or to the left
97. Progressive view from previous view turning counterclockwise or to the left
98. Progressive view from previous view turning counterclockwise or to the left

On June 28, 2022, Sergeant Ward exposed the following 3 photographs at the crash scene when he removed the Vehicle #1 ECM:

1. Vehicle #1 ECM after removal and adding badge number 1189 to the face for reference
2. Progressive view from previous view
3. Progressive view from previous view

On June 29, 2022, Sergeant Ward exposed the following 3 photographs at the crash scene when he located a pill bottle in the debris under Vehicle #1:

4. Nexium 24HR pill bottle
5. Nexium 24HR pill bottle and contents of the bottle
6. Four Nexium pills

On June 30, 2022, Sergeant Ward exposed the following 232 photographs during the examination of Vehicle #1 at Gabrielson Truck Repair and Towing in Chillicothe, Missouri:

(NOTE: All photos of are Vehicle #1 and its components)

1. Front
2. Left front
3. Front from left
4. Pusher axles and frame from left
5. Front tandem power axle from left
6. Rear
7. Right rear
8. Front tandem power axle from right
9. Pusher axles and frame from left
10. Front from right
11. Steering axle right air brake chamber
12. Progressive view from previous view
13. Progressive view from previous view
14. Steering axle right air brake chamber with airline connected for testing
15. Front pusher axle right brake chamber
16. Progressive view from previous view
17. Progressive view from previous view
18. Rear pusher axle right brake chamber
19. Progressive view from previous view
20. Progressive view from previous view
21. Front power axle right brake chamber
22. Progressive view from previous view
23. Progressive view from previous view
24. Rear power axle left brake chamber (Note: Bent pushrod)
25. Progressive view from previous view
26. Progressive view from previous view
27. Rear power axle right brake chamber (Note: chamber was torn away in collision)
28. Progressive view from previous view
29. Progressive view from previous view

30. Front power axle left brake chamber
31. Progressive view from previous view
32. Progressive view from previous view
33. Rear pusher axle left brake chamber
34. Progressive view from previous view
35. Progressive view from previous view
36. Front pusher axle left brake chamber
37. Progressive view from previous view
38. Progressive view from previous view
39. Steering axle left brake chamber
40. Progressive view from previous view
41. Progressive view from previous view
42. Bent frame rail aligned with transmission shift handle
43. Progressive view from previous view
44. Progressive view from previous view
45. Broken cab mounts
46. Progressive view from previous view
47. Progressive view from previous view
48. Broken frame rail cross member gusset
49. Progressive view from previous view
50. Progressive view from previous view
51. Broken drive shaft
52. Progressive view from previous view
53. Progressive view from previous view
54. Broken drive shaft
55. Progressive view from previous view
56. Progressive view from previous view
57. Twist drive shaft at front power axle differential
58. Progressive view from previous view
59. Progressive view from previous view
60. Bent frame rail and broken cross member
61. Progressive view from previous view
62. Progressive view from previous view

63. Bent frame rail above front power axle
64. Progressive view from previous view
65. Progressive view from previous view
66. Cracked frame rail above front power axle
67. Progressive view from previous view
68. Progressive view from previous view
69. Broken frame rail cross member with 8 bolts shorn away
70. Progressive view from previous view
71. Progressive view from previous view
72. Broken drive shaft mount at rear of front power axle differential
73. Progressive view from previous view
74. Progressive view from previous view
75. Broken frame rail
76. Progressive view from previous view
77. Progressive view from previous view
78. Front power axle inside wheel damaged to inside bead
79. Progressive view from previous view
80. Progressive view from previous view
81. Displaced rear suspension mount
82. Progressive view from previous view
83. Progressive view from previous view
84. Bent dump bed stops above front right pusher axle
85. Progressive view from previous view
86. Progressive view from previous view
87. Broken dump bed stops above front left pusher axle
88. Progressive view from previous view
89. Progressive view from previous view
90. Steering axle left front brake chamber with airline connected for testing
91. Progressive view from previous view
92. Progressive view from previous view
93. Front pusher axle left brake chamber with airline connected for testing
94. Progressive view from previous view
95. Progressive view from previous view

96. Rear tandem power axle right tires and wheels from right
97. Rear tandem power axle right tires and wheels from right front
98. Rear tandem power axle right tires and wheels from right rear
99. Rear tandem power axle right mount and brake from rear
100. Rear tandem power axle left tires and wheels from left
101. Rear tandem power axle left tires and wheels from left rear
102. Rear tandem power axle left mount and brake from rear
103. Cab from front
104. Cab from front
105. Cab from left
106. Cab dented left door and air cleaner
107. Cab dented left door opened and dent aligned with air cleaner
108. Cab from left rear
109. Progressive view from previous view
110. Progressive view from previous view
111. Cab dent and center bottom from rear
112. Progressive view from previous view
113. Progressive view from previous view
114. Progressive view from previous view
115. Progressive view from previous view
116. Progressive view from previous view
117. Cab from right
118. Progressive view from previous view
119. Progressive view from previous view
120. Progressive view from previous view
121. Progressive view from previous view
122. Progressive view from previous view
123. Cab from front right
124. Driver #1 seat belt from right
125. Progressive view from previous view
126. Progressive view from previous view
127. Steering wheel damage from right
128. Progressive view from previous view

129. Rear pusher axle left brake chamber with airline connected for testing
130. Progressive view from previous view
131. Progressive view from previous view
132. Right instrument panel from rear
133. Progressive view from previous view
134. Center instrument panel from right
135. Left instrument panel from left
136. Front power axle left brake chamber with airlines connected for testing
137. Progressive view from previous view
138. Progressive view from previous view
139. Instrument panel faces cleaned and panels arranged as they were mounted
140. Left instrument panel
141. Front pusher axle right brake chamber with airline connected for testing
142. Progressive view from previous view
143. Progressive view from previous view
144. Center instrument panel
145. Progressive view from previous view
146. Right instrument panel from left side to right side
147. Progressive view from previous view
148. Progressive view from previous view
149. Rear pusher axle right brake chamber with airline connected for testing
150. Progressive view from previous view
151. Progressive view from previous view
152. Tailgate
153. Progressive view from previous view
154. Progressive view from previous view
155. Progressive view from previous view
156. Progressive view from previous view
157. Progressive view from previous view
158. Driver #1 seatbelt from left doorway
159. Progressive view from previous view
160. Progressive view from previous view
161. Progressive view from previous view

162. Progressive view from previous view
163. Progressive view from previous view
164. Progressive view from previous view
165. Rear power axle with left outside tire included
166. Progressive view from previous view
167. Progressive view from previous view
168. Progressive view from previous view
169. Progressive view from previous view
170. Progressive view from previous view
171. Progressive view from previous view
172. Bent rear frame rail from rear
173. Progressive view from previous view
174. Progressive view from previous view
175. Broken right dump bed mount from right
176. Progressive view from previous view
177. Progressive view from previous view
178. Displaced rear axle leaf spring suspension and axle mount
179. Progressive view from previous view
180. Progressive view from previous view
181. Front power axle right brake chamber with airlines connected for testing
182. Progressive view from previous view
183. Progressive view from previous view
184. Pusher axle gauges mounted to the floor on the left side of the driver seat
185. Progressive view from previous view
186. Progressive view from previous view
187. Left door upper jamb with human tissue
188. Progressive view from previous view
189. Progressive view from previous view
190. Progressive view from previous view
191. Dump bed lift control mounted to the right of the driver seat (Note: Bed upside down)
192. Dump bed from front right (Note: Bed upside down)
193. Dump bed from front left (Note: Bed upside down)
194. Dump bed front from the left (Note: Bed upside down)

195. Dump bed from the left (Note: Bed upside down)
196. Dump bed from the left rear (Note: Bed upside down)
197. Dump bed from the rear (Note: Bed upside down)
198. Dump bed from the right rear (Note: Bed upside down)
199. Dump bed rear from the right (Note: Bed upside down)
200. Dump bed front from the right (Note: Bed upside down)
201. Dump bed breached from the front (Note: Bed upside down)
202. Progressive view from previous view (Note: Bed upside down)
203. Progressive view from previous view (Note: Bed upside down)
204. Bent dump bed frame (Note: Bed upside down)
205. Progressive view from previous view (Note: Bed upside down)
206. Progressive view from previous view (Note: Bed upside down)
207. Left side dump bed frame pivot mount torn metal from the rear (Note: Bed upside down)
208. Progressive view from previous view (Note: Bed upside down)
209. Progressive view from previous view (Note: Bed upside down)
210. Progressive view from previous view (Note: Bed upside down)
211. Progressive view from previous view (Note: Bed upside down)
212. Right side dump bed frame pivot mount torn metal from the rear (Note: Bed upside down)
213. Progressive view from previous view (Note: Bed upside down)
214. Progressive view from previous view (Note: Bed upside down)
215. Metal beams added to increase right side wall from left (Note: Bed upside down)
216. Metal beams added to increase left side wall found in debris field (Note: Bed upside down)
217. Progressive view from previous view (Note: Bed upside down)
218. Progressive view from previous view (Note: Bed upside down)
219. Dump bed from the rear
220. Dump bed from right rear
221. Dump bed from right front
222. Dump bed from the front
223. Dump bed from the left front
224. Dump bed from the left
225. Dump bed from the left rear
226. Dump bed from the rear
227. Dump bed hydraulic cylinder

228. Progressive view from previous view
229. Progressive view from previous view
230. Progressive view from previous view
231. Last six of VIN on right frame rail hidden VIN
232. Progressive view from previous view

On July 8, 2022, Sergeant Ward exposed the following 34 photographs at the crash scene:

1. Tape measure at 60 feet south of the nearest rail
2. View of the approach from 60 feet south of the nearest rail
3. View to the northeast of railway from 60 feet south of the nearest rail
4. Progressive view from previous view turning counterclockwise or to the left
5. Progressive view from previous view turning counterclockwise or to the left
6. Progressive view from previous view turning counterclockwise or to the left
7. Progressive view from previous view turning counterclockwise or to the left
8. Progressive view from previous view turning counterclockwise or to the left
9. Progressive view from previous view turning counterclockwise or to the left
10. Progressive view from previous view turning counterclockwise or to the left
11. View to the southwest of the railway from 60 feet south of the nearest rail
12. Tape measure at 50 feet south of the nearest rail
13. View to the northeast of railway from 50 feet south of the nearest rail
14. Progressive view from previous view turning counterclockwise or to the left
15. Progressive view from previous view turning counterclockwise or to the left
16. Progressive view from previous view turning counterclockwise or to the left
17. Progressive view from previous view turning counterclockwise or to the left
18. Progressive view from previous view turning counterclockwise or to the left
19. Progressive view from previous view turning counterclockwise or to the left
20. Progressive view from previous view turning counterclockwise or to the left
21. View to the southwest of the railway from 50 feet south of the nearest rail
22. Tape measure at 15 feet south of the nearest rail
23. View to the northeast of railway from 15 south of the nearest rail
24. Progressive view from previous view turning counterclockwise or to the left
25. Progressive view from previous view turning counterclockwise or to the left
26. Progressive view from previous view turning counterclockwise or to the left

27. Progressive view from previous view turning counterclockwise or to the left
28. Progressive view from previous view turning counterclockwise or to the left
29. Progressive view from previous view turning counterclockwise or to the left
30. Progressive view from previous view turning counterclockwise or to the left
31. Progressive view from previous view turning counterclockwise or to the left
32. View to the southwest of the railway from 15 south of the nearest rail
33. Tape measure at the nearest rail
34. Tape measure at the nearest rail stretched to 60 feet

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
National Environmental Satellite, Data, and Information Service
Current Location: Elev: 778 ft. Lat: 39.3320° N Lon: -94.3100° W
Station: **MIDWEST NATIONAL AIR CENTER AIRPORT, MO US WBAN: 72104500354 (KGPH)**

Local Climatological Data
Daily Summary
June 2022

Generated on 07/12/2022

National Centers for Environmental Information
151 Patton Avenue
Asheville, North Carolina 28801

Date	Temperature (F)							Degree Days (base 65F)		Sun (LST)		Weather	Precipitation (in)			Pressure (inHg)		Wind	Maximum Wind Speed = MPH / Direction = Degrees			
	Max	Min	Avg	Dep	ARH	ADP	AWB	Heat	Cool	Rise	Set	Weather Type	TLC	Snow Fall	Snow Depth	Avg Stn	Avg SL	Avg Speed	Peak Speed	Peak Dir	Sust. Speed	Sust. Dir
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
01										0453	1938	TS RA HZ										
02										0452	1939	BR										
04										0451	1940	RA DZ										
05										0451	1940	TS										
06										0451	1941	TS										
07										0451	1942	TS										
08										0450	1942	TS RA HZ										
09										0450	1943	RA DZ										
10										0450	1943	RA										
11										0450	1944	TS RA DZ										
12										0450	1944	TS BR										
15										0450	1946	TS RA										
16										0450	1946	TS										
17										0450	1946	TS RA										
21										0451	1947	TS RA										
23										0451	1948	RA DZ										
24										0451	1948	TS RA										
25										0452	1948	RA DZ										
28										0453	1948	BR										
										Monthly Averages | Totals												
				Departure from Normal (1981-2010)																		

Degree Days

	Monthly		Season-to-date	
	Total	Departure	Total	Departure
Heating				
Cooling				

Number of days with...

	Temperature				Precipitation		Snow	Weather	
	Max		Min						
	>=90°	<=32°	<=32°	<=0°	>=0.01"	>=0.1"	>=1"	T-Storms	Heavy Fog
Heating									
Cooling									

Date of 5-sec to 3-sec wind equipment change	Sea Level Pressure			Greatest...		
		Date	Time	24-Hr...		Snow Depth
N/A	Maximum			Precip	Snowfall	
	Minimum					
				Date		

Station Augmentation

Name:N/A Lat: N/A Lon: N/A Elevation: N/A Distance: N/A Elements: N/A Equipment: N/A

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
National Environmental Satellite, Data, and Information Service

Local Climatological Data
Hourly Observations
June 2022

Generated on 07/12/2022

Current Location: Elev: 778 ft. Lat: 39.3320° N Lon: -94.3100° W
Station: MIDWEST NATIONAL AIR CENTER AIRPORT, MO US WBAN: 72104500354

National Centers for Environmental Information
151 Patton Avenue
Asheville, North Carolina 28801

Date	Time (LST)	Station Type	Sky Conditions	Visibility	Weather Type (see documentation)	Dry Bulb Temp		Wet Bulb Temp		Dew Point Temp		Rel Hum	Wind Speed (MPH)	Wind Dir (Deg)	Wind Gusts (MPH)	Station Press (inHg)	Press. Tend	Net 3-Hr Change (inHg)	Sea Level Press. (inHg)	Report Type	Precip Total (in)	Altimeter Setting (inHg)
					AU | AW | MW	(F)	(C)	(F)	(C)	(F)	(C)											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
27	0015	7	CLR:00	10.00		61	16.1	60	15.6	59	15.0	94	0	000		29.46				FM-15		30.30
27	0035	7	CLR:00	10.00		59	15.0	59	15.0	59	15.0	100	0	000		29.45				FM-15		30.29
27	0155	7	CLR:00	10.00		57	13.9	57	13.9	57	13.9	100	0	000		29.45				FM-15		30.29
27	0215	7	CLR:00	10.00		57	13.9	57	13.9	57	13.9	100	0	000		29.45				FM-15		30.29
27	0235	7	CLR:00	10.00		57	13.9	56	13.3	55	12.8	94	0	000		29.45				FM-15		30.29
27	0255	7	CLR:00	10.00		57	13.9	56	13.3	55	12.8	94	0	000		29.46				FM-15		30.30
27	0335	7	CLR:00	10.00		55	12.8	55	12.8	55	12.8	100	0	000		29.47				FM-15		30.31
27	0355	7	CLR:00	10.00		55	12.8	55	12.8	55	12.8	100	0	000		29.47				FM-15		30.31
27	0615	7	CLR:00	10.00		59	15.0	58	14.4	57	13.9	94	0	000		29.50				FM-15		30.34
27	0655	7	CLR:00	10.00		61	16.1	58	14.4	55	12.8	83	0	000		29.50				FM-15		30.34
27	0755	7	CLR:00	10.00		68	20.0	60	15.6	55	12.8	64	0	000		29.51				FM-15		30.35
27	0815	7	CLR:00	10.00		70	21.1	60	15.6	52	11.1	53	0	000		29.52				FM-15		30.36
27	0835	7	CLR:00	10.00		72	22.2	60	15.6	52	11.1	50	0	000		29.52				FM-15		30.36
27	0855	7	CLR:00	10.00		73	22.8	61	16.1	52	11.1	47	3	040		29.51				FM-15		30.35
27	0915	7	CLR:00	10.00		73	22.8	58	14.4	46	7.8	38	5	060		29.51				FM-15		30.35
27	0935	7	CLR:00	10.00		75	23.9	58	14.4	45	7.2	34	6	040		29.51				FM-15		30.35
27	1015	7	CLR:00	10.00		77	25.0	58	14.4	41	5.0	28	6	040		29.51				FM-15		30.35
27	1035	7	CLR:00	10.00		77	25.0	58	14.4	41	5.0	28	5	080		29.51				FM-15		30.35
27	1115	7	CLR:00	10.00		77	25.0	58	14.4	41	5.0	28	6	070		29.51				FM-15		30.35
27	1135	7	CLR:00	10.00		77	25.0	58	14.4	43	6.1	30	5	040		29.51				FM-15		30.35
27	1155	7	CLR:00	10.00		77	25.0	58	14.4	43	6.1	30	8	060		29.50				FM-15		30.34
27	1215	7	CLR:00	10.00		77	25.0	58	14.4	41	5.0	28	5	090		29.49				FM-15		30.33
27	1235	7	CLR:00	10.00		77	25.0	57	13.9	39	3.9	26	6	020		29.48				FM-15		30.32
27	1255	7	CLR:00	10.00		77	25.0	58	14.4	41	5.0	28	0	000		29.48				FM-15		30.32
27	1315	7	CLR:00	10.00		79	26.1	59	15.0	43	6.1	28	0	000		29.48				FM-15		30.32
27	1335	7	CLR:00	10.00		79	26.1	59	15.0	43	6.1	28	5	080		29.47				FM-15		30.31
27	1355	7	CLR:00	10.00		79	26.1	59	15.0	43	6.1	28	3	060		29.47				FM-15		30.31
27	1435	7	CLR:00	10.00		79	26.1	58	14.4	39	3.9	24	6	060		29.46				FM-15		30.30
27	1455	7	CLR:00	10.00		79	26.1	58	14.4	39	3.9	24	0	000		29.46				FM-15		30.30
27	1515	7	CLR:00	10.00		79	26.1	58	14.4	41	5.0	26	6	040		29.45				FM-15		30.29
27	1535	7	CLR:00	10.00		79	26.1	58	14.4	41	5.0	26	0	000		29.45				FM-15		30.29
27	1555	7	CLR:00	10.00		79	26.1	58	14.4	41	5.0	26	0	000		29.44				FM-15		30.28
27	1635	7	CLR:00	10.00		79	26.1	58	14.4	41	5.0	26	0	000		29.44				FM-15		30.28
27	1655	7	CLR:00	10.00		81	27.2	59	15.0	41	5.0	24	0	000		29.43				FM-15		30.27
27	1715	7		10.00		79	26.1	58	14.4	39	3.9	24	0	000		29.43				FM-15		30.27
27	1735	7	CLR:00	10.00		79	26.1	59	15.0	43	6.1	28	0	000		29.43				FM-15		30.27
27	1755	7	CLR:00	10.00		77	25.0	59	15.0	45	7.2	32	0	000		29.42				FM-15		30.26
27	1815	7	CLR:00	10.00		77	25.0	59	15.0	45	7.2	32	5	080		29.42				FM-15		30.26
27	1835	7	CLR:00	10.00		77	25.0	60	15.6	46	7.8	34	3	070		29.41				FM-15		30.25
27	1855	7	CLR:00	10.00		73	22.8	59	15.0	48	8.9	41	0	000		29.41				FM-15		30.25
27	1915	7	CLR:00	10.00		73	22.8	59	15.0	48	8.9	41	0	000		29.41				FM-15		30.25
27	1935	7	CLR:00	10.00		72	22.2	60	15.6	52	11.1	60	0	000		29.41				FM-15		30.25
27	1955	7	CLR:00	10.00		70	21.1	61	16.1	55	12.8	60	0	000		29.40				FM-15		30.24
27	2015	7	CLR:00	10.00		68	20.0	60	15.6	54	12.2	60	0	000		29.40				FM-15		30.24
27	2035	7	CLR:00	10.00		68	20.0	61	16.1	57	13.9	69	0	000		29.40				FM-15		30.24
27	2055	7	CLR:00	10.00		66	18.9	60	15.6	55	12.8	68	0	000		29.41				FM-15		30.25

27	2115	7	CLR:00	10.00			64	17.8	59	15.0	55	12.8	73	0	000		29.42			FM-15		30.26
27	2135	7	CLR:00	10.00			64	17.8	60	15.6	57	13.9	78	0	000		29.42			FM-15		30.26
27	2155	7	CLR:00	10.00			64	17.8	61	16.1	59	15.0	83	0	000		29.42			FM-15		30.26
27	2215	7	CLR:00	10.00			64	17.8	61	16.1	59	15.0	83	0	000		29.43			FM-15		30.27
27	2235	7	CLR:00	10.00			64	17.8	61	16.1	59	15.0	83	0	000		29.43			FM-15		30.27
27	2255	7	CLR:00	10.00			63	17.2	61	16.1	59	15.0	88	0	000		29.43			FM-15		30.27
27	2355	7	CLR:00	10.00			63	17.2	62	16.7	61	16.1	94	0	000		29.43			FM-15		30.27

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
National Environmental Satellite, Data, and Information Service

Local Climatological Data
Hourly Remarks
June 2022

Generated on 07/12/2022

National Centers for Environmental Information
151 Patton Avenue
Asheville, North Carolina 28801

Current Location: Elev: 778 ft. Lat: 39.3320° N Lon: -94.3100° W
Station: MIDWEST NATIONAL AIR CENTER AIRPORT, MO US WBAN: 72104500354
(KGPH)

Date	Time (LST)	Remarks
27	0015	METOT7306/27//22 00:15:01 METAR KGPH 270615Z 00000KT 10SM CLR 16/15 A3030 RMK AO2
27	0035	METOT7306/27//22 00:35:01 METAR KGPH 270635Z 00000KT 10SM CLR 15/15 A3029 RMK AO2
27	0155	METOT7306/27//22 01:55:02 METAR KGPH 270755Z 00000KT 10SM CLR 14/14 A3029 RMK AO2
27	0215	METOT7306/27//22 02:15:02 METAR KGPH 270815Z 00000KT 10SM CLR 14/14 A3029 RMK AO2
27	0235	METOT7306/27//22 02:35:02 METAR KGPH 270835Z 00000KT 10SM CLR 14/13 A3029 RMK AO2
27	0255	METOT7306/27//22 02:55:02 METAR KGPH 270855Z 00000KT 10SM CLR 14/13 A3030 RMK AO2
27	0335	METOT7306/27//22 03:35:02 METAR KGPH 270935Z 00000KT 10SM CLR 13/13 A3031 RMK AO2
27	0355	METOT7306/27//22 03:55:02 METAR KGPH 270955Z 00000KT 10SM CLR 13/13 A3031 RMK AO2
27	0615	METOT7306/27//22 06:15:02 METAR KGPH 271215Z 00000KT 10SM CLR 15/14 A3034 RMK AO2
27	0655	METOT7306/27//22 06:55:02 METAR KGPH 271255Z 00000KT 10SM CLR 16/13 A3034 RMK AO2
27	0755	METOT7306/27//22 07:55:02 METAR KGPH 271355Z 00000KT 10SM CLR 20/13 A3035 RMK AO2
27	0815	METOT7306/27//22 08:15:02 METAR KGPH 271415Z 00000KT 10SM CLR 21/11 A3036 RMK AO2
27	0835	METOT7306/27//22 08:35:02 METAR KGPH 271435Z 00000KT 10SM CLR 22/11 A3036 RMK AO2
27	0855	METOT7306/27//22 08:55:02 METAR KGPH 271455Z 04003KT 10SM CLR 23/11 A3035 RMK AO2
27	0915	METOT7306/27//22 09:15:02 METAR KGPH 271515Z 06004KT 10SM CLR 23/08 A3035 RMK AO2
27	0935	METOT7306/27//22 09:35:02 METAR KGPH 271535Z 04005KT 10SM CLR 24/07 A3035 RMK AO2
27	1015	METOT7306/27//22 10:15:02 METAR KGPH 271615Z 04005KT 10SM CLR 25/05 A3035 RMK AO2
27	1035	METOT7306/27//22 10:35:02 METAR KGPH 271635Z 08004KT 10SM CLR 25/05 A3035 RMK AO2
27	1115	METOT7306/27//22 11:15:02 METAR KGPH 271715Z 07005KT 10SM CLR 25/05 A3035 RMK AO2
27	1135	METOT7306/27//22 11:35:02 METAR KGPH 271735Z 04004KT 10SM CLR 25/06 A3035 RMK AO2
27	1155	METOT7306/27//22 11:55:02 METAR KGPH 271755Z 06007KT 10SM CLR 25/06 A3034 RMK AO2
27	1215	METOT7306/27//22 12:15:02 METAR KGPH 271815Z 09004KT 10SM CLR 25/05 A3033 RMK AO2
27	1235	METOT7306/27//22 12:35:02 METAR KGPH 271835Z 02005KT 10SM CLR 25/04 A3032 RMK AO2
27	1255	METOT7306/27//22 12:55:02 METAR KGPH 271855Z 00000KT 10SM CLR 25/05 A3032 RMK AO2
27	1315	METOT7306/27//22 13:15:02 METAR KGPH 271915Z 00000KT 10SM CLR 26/06 A3032 RMK AO2
27	1335	METOT7306/27//22 13:35:02 METAR KGPH 271935Z 08004KT 10SM CLR 26/06 A3031 RMK AO2
27	1355	METOT7306/27//22 13:55:02 METAR KGPH 271955Z 06003KT 10SM CLR 26/06 A3031 RMK AO2
27	1435	METOT7306/27//22 14:35:02 METAR KGPH 272035Z 06005KT 10SM CLR 26/04 A3030 RMK AO2
27	1455	METOT7306/27//22 14:55:02 METAR KGPH 272055Z 00000KT 10SM CLR 26/04 A3030 RMK AO2
27	1515	METOT7306/27//22 15:15:02 METAR KGPH 272115Z 04005KT 10SM CLR 26/05 A3029 RMK AO2
27	1535	METOT7306/27//22 15:35:02 METAR KGPH 272135Z 00000KT 10SM CLR 26/05 A3029 RMK AO2
27	1555	METOT7306/27//22 15:55:02 METAR KGPH 272155Z 00000KT 10SM CLR 26/05 A3028 RMK AO2
27	1635	METOT7306/27//22 16:35:02 METAR KGPH 272235Z 00000KT 10SM CLR 26/05 A3028 RMK AO2
27	1655	METOT7306/27//22 16:55:02 METAR KGPH 272255Z 00000KT 10SM CLR 27/05 A3027 RMK AO2
27	1715	METO6906/27//22 17:15:02 METAR KGPH 272315Z 00000KT 10SM 26/04 A3027 RMK AO2
27	1735	METOT7306/27//22 17:35:02 METAR KGPH 272335Z 00000KT 10SM CLR 26/06 A3027 RMK AO2
27	1755	METOT7306/27//22 17:55:02 METAR KGPH 272355Z 00000KT 10SM CLR 25/07 A3026 RMK AO2
27	1815	METOT7306/27//22 18:15:01 METAR KGPH 280015Z 08004KT 10SM CLR 25/07 A3026 RMK AO2
27	1835	METOT7306/27//22 18:35:01 METAR KGPH 280035Z 07003KT 10SM CLR 25/08 A3025 RMK AO2
27	1855	METOT7306/27//22 18:55:01 METAR KGPH 280055Z 00000KT 10SM CLR 23/09 A3025 RMK AO2
27	1915	METOT7306/27//22 19:15:01 METAR KGPH 280115Z 00000KT 10SM CLR 23/09 A3025 RMK AO2
27	1935	METOT7306/27//22 19:35:01 METAR KGPH 280135Z 00000KT 10SM CLR 22/11 A3026 RMK AO2
27	1955	METOT7306/27//22 19:55:01 METAR KGPH 280155Z 00000KT 10SM CLR 21/13 A3024 RMK AO2
27	2015	METOT7306/27//22 20:15:01 METAR KGPH 280215Z 00000KT 10SM CLR 20/12 A3024 RMK AO2
27	2035	METOT7306/27//22 20:35:01 METAR KGPH 280235Z 00000KT 10SM CLR 20/14 A3024 RMK AO2
27	2055	METOT7306/27//22 20:55:02 METAR KGPH 280255Z 00000KT 10SM CLR 19/13 A3025 RMK AO2
27	2115	METOT7306/27//22 21:15:02 METAR KGPH 280315Z 00000KT 10SM CLR 18/13 A3026 RMK AO2
27	2135	METOT7306/27//22 21:35:02 METAR KGPH 280335Z 00000KT 10SM CLR 18/14 A3026 RMK AO2
27	2155	METOT7306/27//22 21:55:02 METAR KGPH 280355Z 00000KT 10SM CLR 18/15 A3026 RMK AO2

U.S. Department of Commerce
National Oceanic & Atmospheric Administration
National Environmental Satellite, Data, and Information Service
Current Location: Elev: 778 ft. Lat: 39.3320° N Lon: -94.3100° W
Station: **MIDWEST NATIONAL AIR CENTER AIRPORT, MO US WBAN: 72104500354**

Local Climatological Data
Hourly Precipitation
June 2022

Generated on 07/12/2022

National Centers for Environmental Information
151 Patton Avenue
Asheville, North Carolina 28801

(KGPH)

Date	For Hour (LST) Ending at																							Date
	1 AM	2 AM	3 AM	4 AM	5 AM	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	NOON	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	MID	
01	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	01
02	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	02
03	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	03
04	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	04
05	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	05
06	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	06
07	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	07
08	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	08
09	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	09
10	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	10
11	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	11
12	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	12
13	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	13
14	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	14
15	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	15
16	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	16
17	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	17
18	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	18
19	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	19
20	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	20
21	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	21
22	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	22
23	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	23
24	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	24
25	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	25
26	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	26
27	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	27
28	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	28
29	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	29
30	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	30

Maximum Short Duration Precipitation

Time Period (Minutes)	5	10	15	20	30	45	60	80	100	120	150	180
Precipitation (inches)												
Ending Date Time (yyyy-mm-dd hh:mi)												

Hourly, daily, and monthly totals on the Daily Summary page and the Hourly Precipitation Table are shown as reported by the instrumentation at the site. However, NWS does not edit hourly values for its ASOS sites, but may edit the daily and monthly totals for selected sites which will be reflected on the Daily Summary page.

T = Trace
s = Suspect
* = Erroneous
blank = No precipitation observed
M = Missing


19600-20458 Porche Prairie Ave, Mendon, MI
27 Jun 2022
12:42 UTC-5
Solar data for the selected location
Dawn: 05:14:49
Sunrise: 05:46:57
Culmination: 13:15:52
Sunset: 20:44:39
Dusk: 21:16:46
Daylight duration: 14h57m42s
Distance (km): 152,075,503
Altitude: 72.23°
Azimuth: 153.70°
Shadow length [m]: 0.32
at an object level [m]: 1
Geodata for the selected location
Height: 201m
Set Lat/Lon
Lat: N 39°33'37.9" 39.560553°
Lng: W 93°10'52.1" -93.181114°
UTM: 15S 484439 4378998
TZ: America/Chicago DST CDT
More solar data
Print
Contact
Help & API
More for Moon | Planets | Satellites
Donate
Legal Disclosure | Privacy Policy | Cookies
Our website is made possible by displaying online advertisements to our visitors.
Please consider supporting us by disabling your ad blocker.
This website in German language
200 m
E
S
W
N

NATIONAL TRANSPORTATION SAFETY BOARD EVIDENCE CONTROL	ACCIDENT NUMBER: RRD22MR010

For Use In All Modal Investigations

OFFICE	DATE OF ACCIDENT	ACCIDENT LOCATION (City & State)
Railroad, Pipeline Hazardous Materials	6/27/22	Mendon, Missouri

EVIDENCE OBTAINED BY: Ruben Payan

☒ EVIDENCE OBTAINED FROM: ☐ EVIDENCE RECEIVED FROM:	LOCATION OR PERSON INFORMATION Sergeant Glen D. Ward Missouri State Highway Patrol General Headquarters Jefferson City, MO 65102	DATE 6/28/22
EVIDENCE CONTROL NUMBER RRD22MR010 - HWY - 001		GROUP HWY

DESCRIPTION (☐ BIN ITEM - *HAS BEEN SEPARATED* ☐)
Engine Control Module from 2007 Kenworth W900

OWNER OR OWNER'S REPRESENTATIVE

FIRST NAME:	LAST NAME:
Mike	Sattman

ADDRESS: MS Contracting
142 Clawson Drive, Brookfield, Missouri 64628

PHONE: [redacted]	EMAIL:

RETURNED ☐	DATE:	CONTACT:

CHAIN OF CUSTODY

RELEASED BY:	RELEASED TO:	DATE:
Sergeant Ward	Ruben Payan (Investigator) NTSB	6/28/22
PURPOSE: For NTSB Investigation RRD22MR010		
RELEASED BY: Ruben Payan - NTSB	RELEASED TO: David Pereira -NTSB	DATE: 6/29/22
PURPOSE: NTSB Investigation RRD22MR010 (shipping to RE lab)		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		
RELEASED BY:	RELEASED TO:	DATE:
PURPOSE:		

SHP-1037 01/2000

MISSOURI STATE HIGHWAY PATROL

MOTOR CARRIER DATA

These reports are a supplemental to the SHP-225. Reset Form Print Form

DATE	INCIDENT NUMBER	BADGE NUMBER
06/27/2022 - Crash / 06/30/2022 - Exam	220336881	W166 / 1189

DRIVER'S NAME: Billy D. Barton, II

REGISTERED OWNER: Michael Sattman

REGISTERED OWNER ADDRESS: [redacted] Brookfield, MO 64628

DRIVER LICENSE INFORMATION

LENSES REQUIRED	LENSES WORN	CLASS	ENDORSEMENTS	RESTRICTIONS	EXPIRATION DATE
☑ YES ☐ NO	☐ YES ☐ NO	A	None	Corrective Lenses	09/03/2027

MEDICAL CERTIFICATE INFORMATION

DATE OF EXAMINATION	EXPIRATION DATE	LENSES	HEARING AID	WAIVER	MEDIC ALERT
		☐ YES ☐ NO ☐ UNK	☐ YES ☐ NO ☐ UNK	☐ YES ☐ NO ☐ UNK	☐ YES ☐ NO ☐ UNK

SEAT BELT INFORMATION

SEAT BELT EQUIPMENT: ☐ NO SEAT BELT ☐ LAP BELT ONLY ☑ LAP BELT WITH HARNESS

SEAT BELT USE: ☐ USED ☑ NOT USED

CONDITION OF SEAT BELT - DESCRIBE BUCKLE, CLUTCH, STRAP (CUT OR NOT), CLEANLINESS: Retracted and locked

LOAD INFORMATION

CARGO	TOTAL MANIFEST LOAD WEIGHT	COMP. SAFETY OFFICER NUMBER
Shot rock	44,920 pounds	

CARGO LOADED

DATE	ADDRESS	TELEPHONE NUMBER
06/27/2022	2652 Highway 3, Huntsville, MO 65259	(660) 277-4419

CARGO DESTINATION

DATE	ADDRESS	TELEPHONE NUMBER
06/27/2022	Corp of Engineers Levee Project north crash scene	

REMARKS:

US DOT : 3383523
Missouri Registration: 35J2WM 2022
VIN: 1NKWXBEX97J177480
Driver and Passenger Windows were down

SHP-1038B 07/16

MISSOURI STATE HIGHWAY PATROL

DRIVER'S HOURS OF SERVICE

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189

DATE	ON DUTY HOURS	DRIVING HOURS	TOTAL ON DUTY DRIVING	MILES DRIVEN
LOCAL				
TOTAL	0.00	0.00	0.00	0.00

ON BOARD COMPUTERS ☐ YES ☐ NO

60 / 70 HOUR RULE	10 HOUR RULE VIOLATION	15 HOUR RULE VIOLATION	11 HOUR RULE VIOLATION	14 HOUR RULE VIOLATION	REMARKS
☐ 60 HOUR ☐ 70 HOUR	☐ YES ☐ NO ☐ NA	☐ YES ☐ NO ☐ NA	☐ YES ☐ NO ☐ NA	☐ YES ☐ NO ☐ NA	

LAST ENTRY TIME	DATE	LOCATION
☐ AM ☐ PM		

LAST STOP ARRIVED	LOCATION
☐ AM ☐ PM	

LAST STOP DEPARTED	
☐ AM ☐ PM	

PURPOSE OF TRIP / DESTINATION

Corps of Engineers Levee Project - Rip Rap

DRIVER HISTORY

FAMILIAR WITH ROAD	YEARS DRIVING EXPERIENCE	PREVIOUS DRIVING EXPERIENCE
☑ YES ☐ NO	Approximately 13	OTR - 3 years full time

PREVIOUS COMM. VEHICLE ACCIDENTS	NUMBER OF ACCIDENTS
☐ YES ☐ NO	

WHEN WERE THE ACCIDENTS?	WHERE WERE THE ACCIDENTS?

REMARKS

SHP-1039A 05/15

MISSOURI STATE HIGHWAY PATROL

COMMERCIAL VEHICLE CONDITION DATA

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189

EQUIPMENT

CONDITION OF DRIVER'S COMPARTMENT (NEATNESS AND CLEANLINESS)
Unknown

GLASS (IDENTIFY WHICH GLASS AND EXAMPLES OF FOGGING, CLEANLINESS, TINT)

IDENTIFICATION OF GPS OR TRACKING UNIT USED WITHIN THE VEHICLE
None

WINDSHIELD WIPERS CONDITION	POSITION OF SWITCH	HEATER / DEFROSTER ON
		☐ YES ☐ NO

MIRRORS EQUIPPED	DRIVER'S DOOR	CONDITION	PASS. DOOR	CONDITION
	☑ YES ☐ NO	Destroyed	☑ YES ☐ NO	Destroyed

ODOMETER MILEAGE	ENGINE HRS.	WHEELS	LUGS
Digital - Unknown	Unk		

STEERING	STEERING CHECKED WITH MOTOR
☑ POWER ☐ MANUAL	☐ YES ☑ NO

CONDITION OF COMPONENTS	CONDITION OF JOINTS

STEERING WHEEL DIAMETER	LASH

TYPE OF TRANSMISSION	MODEL NUMBER	TRANSMISSION GEAR POSITION
Manual	Fuller 10 Speed	Unknown

RADIO ADJUSTMENTS	AM / FM	SETTING LEVEL	CB	SETTING LEVEL
	☐ ON ☐ OFF		☐ ON ☐ OFF	

FEDERAL / MANUFACTURE SPECIFICATION TAG (RECORD ALL INFORMATION. EXAMPLE: GVWR, VIN, MANF. DATE) LIST INFORMATION ON TRUCK AND TRAILER

FEDERAL ANNUAL INSPECTION INFORMATION (EXAMPLE: DATE OF INSPECTION, WHO, ETC.) LIST INFORMATION ON TRUCK AND TRAILER

AIR BRAKE SYSTEM

TYPE	ABS	AIR LEAKS	DOES BRAKE APPLICATION INCREASE LOSS?
☑ S-CAM ☐ DISC ☐ WEDGE	☑ TRUCK ☐ TRAILER	☐ YES ☐ NO	☐ YES ☐ NO

LOW AIR / VACUUM WARNING DEVICE	TYPE	PSI OPERATIVE AT
☑ YES ☐ NO	Unknown	Unknown

ENGINE BRAKE TYPE	OPERATIVE	PARKING BRAKE
	☐ YES ☐ NO	☐ YES ☐ NO

REMARKS

SHP-1040 01/2000

MISSOURI STATE HIGHWAY PATROL

COMMERCIAL VEHICLE LIGHTING DEVICES DATA

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189

POWER UNIT

HEAD LAMPS	LEFT WORKING	RIGHT WORKING
☐ ON ☐ OFF ☐ HIGH BEAM ☐ LOW BEAM	☐ YES ☐ NO	☐ YES ☐ NO

	PRESENCE		OPERATIONAL		ON / OFF	
FRONT MARKER LIGHTS	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
FRONT CLEARANCE	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
REAR TURN SIGNALS	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
STOP LAMPS	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
REAR MARKER OR ID LIGHTS	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
REAR CLEARANCE	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
TAIL LAMPS	☑ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
FOUR WAY FLASHERS	☑ YES	☐ NO				
REFLECTORS	☐ YES	☐ NO	CONSPICUITY TAPE INSTALLED	☑ YES ☐ NO		
			LOCATION SIDE	☑ YES ☐ NO		
			REAR	☑ YES ☐ NO		

REMARKS

All lights, signals and flashers were inoperable at the time of inspection due to crash damage.

TOWED UNIT

	PRESENCE		OPERATIONAL		ON / OFF	
REAR TURN SIGNALS	☐ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
STOP LAMPS	☐ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
REAR MARKER LIGHTS	☐ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
REAR CLEARANCE LIGHTS	☐ YES	☐ NO	OPERABLE	☐ YES ☐ NO	☐ ON	☐ OFF
FOUR WAY FLASHERS	☐ YES	☐ NO				
REFLECTORS	☐ YES	☐ NO	CONSPICUITY TAPE INSTALLED	☐ YES ☐ NO		
			LOCATION SIDE	☐ YES ☐ NO		
			REAR	☐ YES ☐ NO		

REMARKS

No Towed Unit

SECOND AND THIRD UNIT - USE ADDITIONAL SHEET

SHP-1041A 09/00

MISSOURI STATE HIGHWAY PATROL

COMMERCIAL VEHICLE TIRES DATA

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189

AXLE #1	OUTSIDE	INSIDE	OUTSIDE	INSIDE
SIZE	385/65R22.5		385/65R22.5	
MAKE	Firestone		Firestone	
DESIGN	FS818		FS818	
PSI	110 LBS	LBS	125 LBS	LBS
RETREAD (Y / N)	No		No	
TREAD DEPTH	MAX 18/32 MIN 18/32	MAX MIN	MAX 23/32 MIN 19/32	MAX MIN
AXLE #2	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE	255/70R22.5		225/70R22.5	
MAKE	Fortune		Longmarch	
DESIGN	FAR602		LM216	
PSI	114 LBS	LBS	68 LBS	LBS
RETREAD (Y / N)	No		No	
TREAD DEPTH	MAX 19/32 MIN 18/32	MAX MIN	MAX 8/32 MIN 7/32	MAX MIN
AXLE #3	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE	255/70R22.5		225/70R22.5	
MAKE	Gladiator		Ironman	
DESIGN	Q240ST		I-181	
PSI	90 LBS	LBS	90 LBS	LBS
RETREAD (Y / N)	No		No	
TREAD DEPTH	MAX 10/32 MIN 13/32	MAX MIN	MAX 14/32 MIN 13/32	MAX MIN
AXLE #4	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE	11R24.5	11R24.5	11R24.5	11R24.5
MAKE	Ironhead	Firestone	RoadX	RoadX
DESIGN	IDL300-FS	FD691	CD871-R3	DC871-R3
PSI	44 LBS	110 LBS	Flat LBS	Flat LBS
RETREAD (Y / N)	No	No	No	No
TREAD DEPTH	MAX 10/32 MIN 9/32	MAX 12/32 MIN 13/32	MAX 28/32 MIN 28/32	MAX 28/32 MIN 28/32

AXLES 5 - 8 ON ADDITIONAL SHEET.

AXLE #5	OUTSIDE	INSIDE	OUTSIDE	INSIDE
SIZE	11R24.5	11R24.5	11R24.5	11R24.5
MAKE	Navitrac	Navitrac	Navitrac	Navitrac
DESIGN	N555	N555	N555	N555
PSI	Flat LBS	Flat LBS	Flat LBS	Flat LBS
RETREAD (Y / N)	No	No	No	No
TREAD DEPTH	MAX 23/32 MIN 22/32	MAX 24/32 MIN 22/32	MAX 22/32 MIN 21/32	MAX 22/32 MIN 21/32
AXLE #6	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE				
MAKE				
DESIGN				
PSI	LBS	LBS	LBS	LBS
RETREAD (Y / N)				
TREAD DEPTH	MAX MIN	MAX MIN	MAX MIN	MAX MIN
AXLE #7	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE				
MAKE				
DESIGN				
PSI	LBS	LBS	LBS	LBS
RETREAD (Y / N)				
TREAD DEPTH	MAX MIN	MAX MIN	MAX MIN	MAX MIN
AXLE #8	**OUTSIDE**	**INSIDE**	**OUTSIDE**	**INSIDE**
SIZE				
MAKE				
DESIGN				
PSI	LBS	LBS	LBS	LBS
RETREAD (Y / N)				
TREAD DEPTH	MAX MIN	MAX MIN	MAX MIN	MAX MIN

REMARKS

SHP-1042A 03/15

MISSOURI STATE HIGHWAY PATROL

COMMERCIAL VEHICLE AIR BRAKE DATA

DRIVER'S NAME: Billy D. Barton, II

BADGE NUMBER: W166 / 1189

AXLE / WHEEL	SLACK ADJUSTER LENGTH TYPE: M - MANUAL / A - AUTO	MEASURED PUSH-ROD STROKE	AIR PRESSURE AT WHICH MEASUREMENTS WERE MADE	CHAMBER TYPE	DRUM RADIUS	BRAKE LINING TYPE	ROLLING RADIUS	WEIGHT
AXLE 1 LEFT	A	1"	100	2.5(L) - 24	1.37'		1.7'	
AXLE 1 RIGHT	A	0.875"	100	2.5(L) - 24	1.37'		1.7'	
AXLE 2 LEFT	A	1.25"	100	2(S) - 20	1.27'		1.5'	
AXLE 2 RIGHT	A	1.125"	100	2(S) - 20	1.27'		1.5'	
AXLE 3 LEFT	A	1.125"	100	2(S) - 20	1.27'		1.5'	
AXLE 3 RIGHT	A	1.25'	100	2(S) - 20	1.27'		1.5'	
AXLE 4 LEFT	A	1.125'	100	2(S) - 30	1.37'		1.7'	
AXLE 4 RIGHT	A	1.5"	100	2(S) - 30	1.37'		Damaged	
AXLE 5 LEFT	Damaged	Damaged	N/A	(?) - 36	Damaged		Damaged	
AXLE 5 RIGHT	Damaged	Damaged	N/A	Damaged	1.37'		1.7'	
AXLE 6 LEFT								
AXLE 6 RIGHT								

WHICH AXLES ARE ABS: None

WHICH AXLES ARE DISC:

REMARKS

Lining Thickness
2/32 - 1R Bottom
2/32 - 1R Top
6/32 - 1L Bottom
6/32 - 1L Top
10/32 - 2L Top
7/32 - 2L Bottom
9/32 - 3L Top
9/32 - 3L Bottom
16/32 - 4L Top
18/32 - 4L Bottom
12/32 - 2R Top
8/32 - 2R Bottom
9/32 - 3R Top
8/32 - 3R Bottom
15/32 - 4R Top
15/32 - 4R Bottom
14/32 - 5R Top
14/32 - 5R Bottom
N/A - 5L Bottom
N/A - 5R Top

AIR PRESSURE AT WHICH MEASUREMENTS WERE MADE BETWEEN 90-100 PSI.

ROLLING RADIUS IS MEASURED FROM CENTER OF HUB TO GROUND.

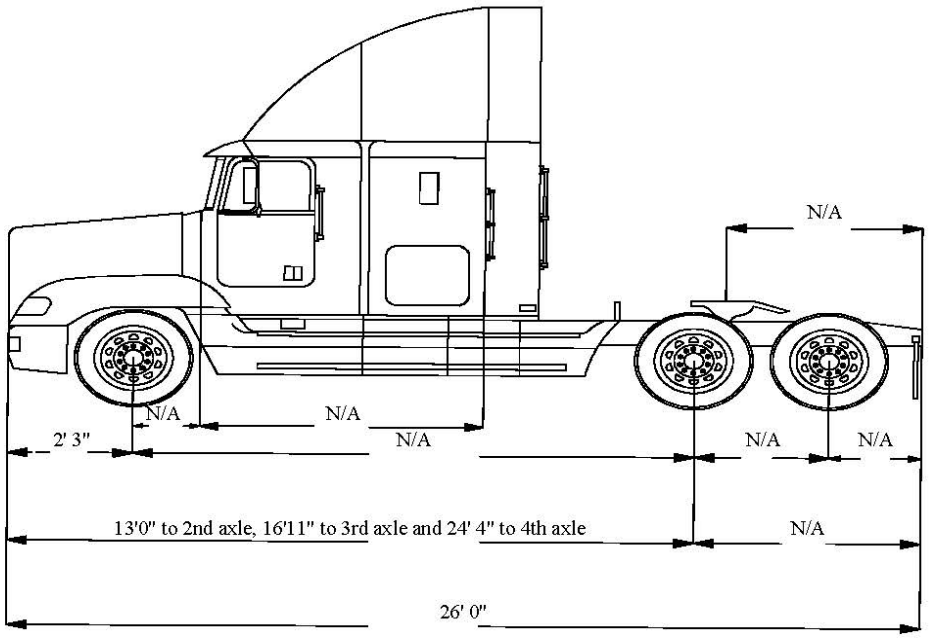
BRAKE LINING TYPE IS A LETTER CODE ON EDGE OF BRAKE LINING.

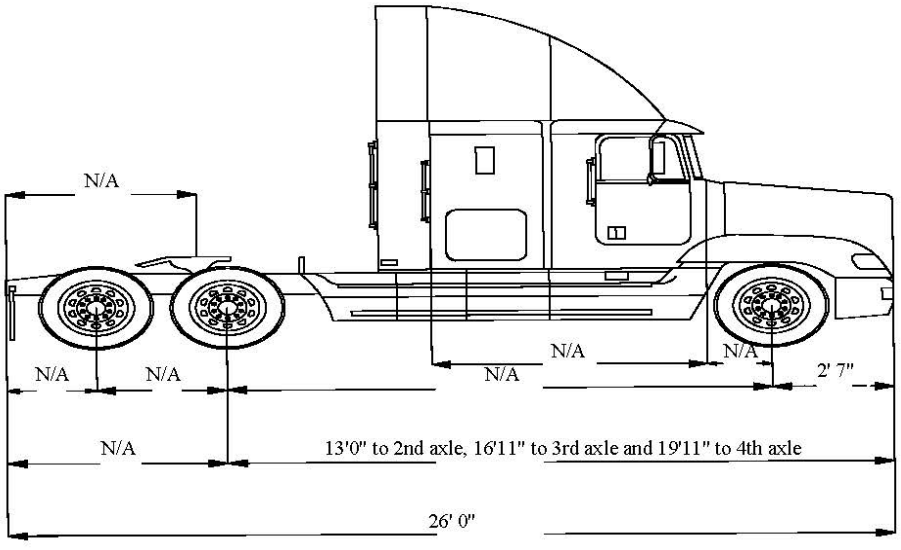
MISSOURI STATE HIGHWAY PATROL

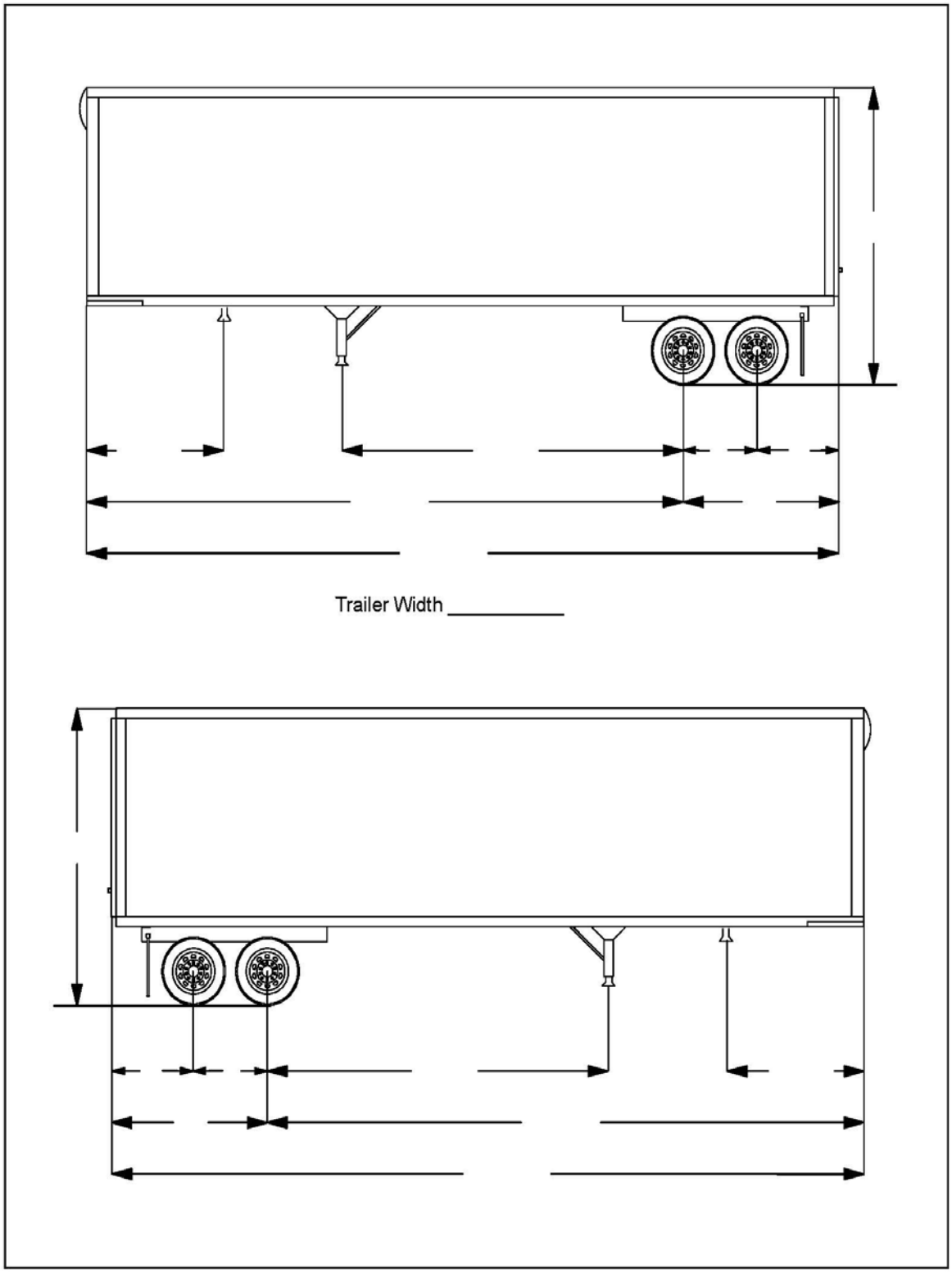
SHP-1043 01/2000

COMMERCIAL VEHICLE MEASURING DIAGRAM

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189






Trailer Width _____

SHP-1044 01/2000

MISSOURI STATE HIGHWAY PATROL

COMMERCIAL VEHICLE HAZMAT DATA

DRIVER'S NAME	BADGE NUMBER
Billy D. Barton, II	W166 / 1189

SHIPPING PAPER INFORMATION

SHIPPER'S NAME

SHIPPER'S ADDRESS

HAZARDOUS MATERIALAS LISTED ON SHIPPING PAPER (FULL DESCRIPTION OF EACH PRODUCT)

N/A

NAME OF PARTY SIGNING SHIPPING PAPER

PLACARDING INFORMATION

TYPE OF PLACARD (NUMBER ON BOTTOM OF PLACARD)	PRODUCT #1	PRODUCT #2	PRODUCT #3	PRODUCT #4
PLACARD LOCATION	FRONT	LEFT SIDE	RIGHT SIDE	REAR
PRODUCT #1				
PRODUCT #2				
PRODUCT #3				
PRODUCT #4				

PLACARD TYPE WITHOUT NUMBER ON BOTTOM

LABELING INFORMATION

TYPE OF PRODUCT (NUMBER ON BOTTOM OF LABEL)	PRODUCT #1	PRODUCT #2	PRODUCT #3	PRODUCT #4
	PRODUCT #5	PRODUCT #6	PRODUCT #7	PRODUCT #8

LABEL TYPE WITHOUT NUMBER ON BOTTOM

MARKING INFORMATION

PRODUCT NAME	ID NUMBER	POISON	INHALATION HAZARD	NON-FLAMMABLE	HOT	MARINE POLLUTANT	OTHER

CERTIFICATION PLATE INFORMATION

MANUFACTURER	SERIAL NUMBER

HEAD MATERIAL	TANK SPECIFICATION	SHELL MATERIAL
DATE OF MANUFACTURE	WELD MATERIAL	DESIGN PRESSURE / MAWP
MAX. DENSITY DESIGN	NUMBER OF COMPARTMENT	MAXIMUM PRODUCT LOAD

TANK CAPACITY PER COMPARTMENT	#1	#2	#3	#4	#5	#6

400 SERIES TANKS

SHELL MFG. THICKNESS	SHELL MIN. THICKNESS
HEAD MFG. THICKNESS	HEAD MIN. THICKNESS

TEST DATE MARKINGS

TYPE OF TEST	MONTH	YEAR
"V" EXTERNAL VISUAL	N/A	
"I" INTERNAL VISUAL		
"K" LEAKAGE TEST		
"P" PRESSURE TEST		
"T" THICKNESS TEST		
"L" LINING TEST		

CARGO TANK DAMAGE

LOCATION OF LEAKING						
	FRONT HEAD	REAR HEAD	VALVE TOP	SHELL LEFT FRONT	SHELL RIGHT FRONT	VENT TOP
	FRONT HEAD WELD	REAR HEAD WELD	VALVE BOTTOM	SHELL LEFT REAR	SHELL RIGHT REAR	MANWAY ASSEMBLY
☐ NONE	SHELL WELD	BULKHEAD WELD	PIPING	BAFFLE WELD	ATTACHMENT WELD	SUSPENSION ASSEMBLY
	5TH WHEEL CONNECTION		OTHER			

TYPE OF CIRCUMFERENTIAL REINFORCEMENT	BULK HEAD	BAFFLE	RING STIFFENERS	NOT APPLICABLE
PERCENT OR VOLUME LOADED PER COMPARTMENT	#1	#2	#3	#4

CARGO TANK INFORMATION

DISTANCE FROM CENTER BOTTOM OF TANK TO ROAD SURFACE	TRACKING DISTANCE BETWEEN TRAILER WHEELS (OUTSIDE TO OUTSIDE)

ADDITIONAL DAMAGE PROTECTION

	FAILED TO PROTECT	DAMAGED DID NOT FAIL TO PROTECT	NOT DAMAGED
OVERTURN PROTECTION			
REAR-END PROTECTION			
BOTTOM DAMAGE PROTECTION			

NON-BULK PACKAGES

BLOCKING AND BRACING ☐ NO FAILURE ☐ SECUREMENT FAILED	TYPE OF SECUREMENT

PACKAGE FAILURE

TYPE OF PACKAGE	FAILED	CAUSE OF DAMAGE
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	

REMARKS

06/30/2022 - Dump Truck Examination			
Arrival Time	First Name	Last Name	Representing
0800	GLEN	WARD	MSHP – MCIU TEAM
0815	Raymond	Powell	MSHP CVE/H
0815	Kenneth	Shewey	MSHP CVE/H
0900	STAN	Oglesby	MIDWEST ACCIDENT RECON SVCS
0900	RYAN	HICK'S	HRYCAY CONSULTING Engineers
0900	~~Gregson~~ ERIC	Gregson	NTSB
0900	DAVID	PEREIRA	NTSB
0820	WILLIAM	TULL	MSHP CVE/B

CARFAX **Vehicle History Report™** US $39.99

2007 KENWORTH CONSTRUCT W900
VIN: 1NKWXBEX97J177480
CONVENTIONAL CAB
14.6L 6
DIESEL
REAR WHEEL DRIVE

- Accident reported
- **6** Previous owners
- Last owned in Missouri
- **22** Detailed records available

Accident reported**6** Previous ownersLast owned in Missouri**22** Detailed records available

This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 7/12/22 at 1:37:26 PM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

Ownership History

The number of owners is estimated

CARFAX Ownership History The number of owners is estimated	Owners 1-4	Owner 5	Owner 6
Year purchased	2006	2017	2019
Type of owner	— no data	— no data	— no data
Estimated length of ownership	10 yrs. 7 mo.	2 yrs. 4 mo.	2 yrs. 8 mo.
Owned in the following states/provinces	See Details	Missouri	Missouri
Estimated miles driven per year	— no data	— no data	— no data
Last reported odometer reading	— no data	— no data	— no data

Title History

CARFAX guarantees the information in this section

CARFAX Title History CARFAX guarantees the information in this section	Owners 1-4	Owner 5	Owner 6
Damage Brands Salvage | Junk | Rebuilt | Fire | Flood | Hail | Lemon	✓ Guaranteed No Problem	✓ Guaranteed No Problem	✓ Guaranteed No Problem

CARFAX Title History CARFAX guarantees the information in this section	Owners 1-4	Owner 5	Owner 6
Odometer Brands Not Actual Mileage | Exceeds Mechanical Limits	Guaranteed No Problem	Guaranteed No Problem	Guaranteed No Problem

GUARANTEED - None of these major title problems were reported by a state Department of Motor Vehicles (DMV). If you find that any of these title problems were reported by a DMV and not included in this report, CARFAX will buy this vehicle back.

Additional History

Not all accidents / issues are reported to CARFAX

CARFAX Additional History Not all accidents / issues are reported to CARFAX	Owners 1-4	Owner 5	Owner 6
Total Loss No total loss reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
Structural Damage CARFAX recommends that you have this vehicle inspected by a collision repair specialist.	No Issues Reported	No Issues Reported	No Issues Reported
Airbag Deployment No airbag deployment reported to CARFAX.	No Issues Reported	No Issues Reported	No Issues Reported
Odometer Check No indication of an odometer rollback.	No Issues Indicated	No Issues Indicated	No Issues Indicated
Accident / Damage Accident reported: 05/24/2016.	Accident Reported	No New Issues Reported	No New Issues Reported
Manufacturer Recall Check with an authorized Kenworth dealer for any open recalls.	**Ask Your Dealer**	**Ask Your Dealer**	**Ask Your Dealer**

CARFAX Detailed History

Owner 1
Purchased: 2006

Date	Mileage	Source	Comments
11/15/2006	not reported	Missouri Motor Vehicle Dept. Lees Summit, MO Title [redacted]	**Title issued or updated** -Title or registration issued -First owner reported -Loan or lien reported -Exempt from odometer reporting

Owner 2
Purchased: 2008

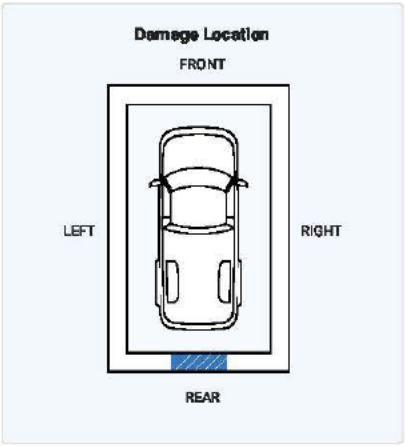
Date	Mileage	Source	Comments
05/09/2008	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Title issued or updated** - Title or registration issued - New owner reported - Loan or lien reported - Exempt from odometer reporting
03/03/2009	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Title or registration issued** - Loan or lien reported - Exempt from odometer reporting
03/01/2010	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Title or registration issued** - Loan or lien reported - Exempt from odometer reporting
10/26/2010	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Title or registration issued** - Loan or lien reported - Exempt from odometer reporting
02/28/2011	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Registration issued or renewed** - Loan or lien reported - Exempt from odometer reporting
04/27/2011	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Registration issued or renewed** - Loan or lien reported - Exempt from odometer reporting
07/06/2011	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Registration issued or renewed** - Loan or lien reported - Exempt from odometer reporting
02/29/2012	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Registration issued or renewed** - Loan or lien reported - Exempt from odometer reporting
04/17/2013	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Registration issued or renewed** - Loan or lien reported - Exempt from odometer reporting

Owner 3
Purchased: 2013

Date	Mileage	Source	Comments
05/31/2013	not reported	Missouri Motor Vehicle Dept. Salisbury, MO Title #[redacted]	**Title issued or updated** - Registration issued or renewed - New owner reported - Exempt from odometer reporting

Owner 4
Purchased: 2014

Date	Mileage	Source	Comments
02/06/2014	not reported	Missouri Motor Vehicle Dept. Platte City, MO Title #TAK10213	**Title issued or updated** -New owner reported -Loan or lien reported -Exempt from odometer reporting
05/24/2016	not reported	Damage Report	**Accident reported with another motor vehicle** -Damage to rear



Owner 5
Purchased: 2017

Date	Mileage	Source	Comments
07/05/2017	not reported	Missouri Motor Vehicle Dept.	**Vehicle purchase reported**
07/10/2017	not reported	Missouri Motor Vehicle Dept. Weston, MO Title #[redacted]	**Title issued or updated** -Registration issued or renewed -New owner reported -Loan or lien reported -Exempt from odometer reporting
04/06/2018	not reported	Missouri Motor Vehicle Dept. Weston, MO Title #[redacted]	**Title or registration issued** -Exempt from odometer reporting
06/12/2019	not reported	Missouri Motor Vehicle Dept. Weston, MO Title #[redacted]	**Registration issued or renewed** -Exempt from odometer reporting

Owner 6
Purchased: 2019

Date	Mileage	Source	Comments
11/05/2019	not reported	Missouri Motor Vehicle Dept.	**Vehicle purchase reported**
11/21/2019	not reported	Missouri Motor Vehicle Dept. Brookfield, MO Title #[redacted]	**Title issued or updated** - Registration issued or renewed - New owner reported - Exempt from odometer reporting
01/21/2020	not reported	Missouri Motor Vehicle Dept. Brookfield, MO Title #[redacted]	**Registration issued or renewed** - Exempt from odometer reporting
01/28/2021	not reported	Missouri Motor Vehicle Dept. Brookfield, MO Title #[redacted]	**Registration issued or renewed** - Exempt from odometer reporting
02/09/2022	not reported	Missouri Motor Vehicle Dept. Brookfield, MO Title #[redacted]	**Registration issued or renewed** - Exempt from odometer reporting

Have Questions? Please visit our Help Center at www.carfax.com.

CARFAX Glossary

Accident Indicator
CARFAX receives information about accidents in all 50 states, the District of Columbia and Canada.

Not every accident is reported to CARFAX. As details about the accident become available, those additional details are added to the CARFAX Vehicle History Report. CARFAX recommends that you have this vehicle inspected by a qualified mechanic.

- According to the National Safety Council, Injury Facts, 2021 edition, 5% of the 276 million registered vehicles in the U.S. were involved in an accident in 2019. Over 77% of these were considered minor or moderate.
- This CARFAX Vehicle History Report is based only on information supplied to CARFAX and available as of 7/12/22 at 1:37:26 PM (CDT). Other information about this vehicle, including problems, may not have been reported to CARFAX. Use this report as one important tool, along with a vehicle inspection and test drive, to make a better decision about your next used car.

First Owner
When the first owner(s) obtains a title from a Department of Motor Vehicles as proof of ownership.

New Owner Reported
When a vehicle is sold to a new owner, the Title must be transferred to the new owner(s) at a Department of Motor Vehicles.

Ownership History
CARFAX defines an owner as an individual or business that possesses and uses a vehicle. Not all title transactions represent changes in ownership. To provide estimated number of owners, CARFAX proprietary technology analyzes all the events in a vehicle history. Estimated ownership is available for vehicles manufactured after 1991 and titled solely in the US including Puerto Rico. Dealers sometimes opt to take ownership of a vehicle and are required to in the following states: Maine, Massachusetts, New Jersey, Ohio, Oklahoma, Pennsylvania and South Dakota. Please consider this as you review a vehicle's estimated ownership history.

Title Issued
A state issues a title to provide a vehicle owner with proof of ownership. Each title has a unique number. Each title or registration record on a CARFAX report does not necessarily indicate a change in ownership. In Canada, a registration and bill of sale are used as proof of ownership.

Follow Us: facebook.com/CARFAX @CARFAXinc About CARFAX

7/12/22 1:37:26 PM (CDT)

CON-AGG

BOONE QUARRIES
2604 N. Stadium Blvd
Columbia, MO 65202
573-447-0100

Ticket No.: **1047790**

Date: 6/27/2022
Time: 11:10:34AM

Location: Huntsville
Customer: 18177 BETTER BY DESIGN LLC
Product : 815 SHOT ROCK
Carrier : MSCONT MS CONTRACTING
Vehicle : 3 3 GRAY KW
Order/PO: GARDENOF GARDEN OF EDEN LEVEE F

Job:
Directions:

	Pounds	Tons	Metric
Gross	76140	38.07	34.54
Tare	31220 *	15.61 *	14.16 *
Net	44920	22.46	20.38

* P.T.

		Loads	
Ordered:			951.44
Received:			-951.44
Remaining:			
Today:	194.06	Loads:	9

Price	
Tax	
Freight Rate	0.00
Total Due	

Received by: [redacted]

Weighmaster: Scale Operator
Huntsville

Email: [redacted]


DO NOT DETACH UNDER PENALTY OF LAW
2022
Missouri Department of
AGRICULTURE
Division of Weights,
Measures & Consumer Protection
TESTED AND APPROVED
Consumer Complaint Hotline:
(573) 751-4278
Michael L. Parson - Governor
Chris Chinn - Director of Agriculture
Feb Mar Apr May Jun
Jul Aug Sep Oct Nov Dec

Missouri Historical Agricultural Weather Database

UNIVERSITY OF MISSOURI Extension Commercial Agriculture

UNIVERSITY OF MISSOURI Extension

Weather Station: Linneus, Linn County, MO
Weather Description: Forage Systems Research Center (Linneus)
Starting Period: January 1, 2022
Ending Period: January 1, 2022

MONTH	DAY	YEAR	HOUR	TOTAL PRECIP	AVG TEMP	AVG REL HUMIDITY	WIND SPEED	WIND DIRECTION	AVG SOLAR RAD.	AVG DEW POINT TEMP	BARE SOIL TEMP AT 2 IN.	BARE SOIL TEMP AT 4 IN.	SOYBEAN RESIDUE SOIL TEMP AT 6 IN.	BARE SOIL MOIST 2 IN.	BARE SOIL MOIST 4 IN.	TOTAL EST EVAP - SHORT CROP
			CST	INCHES	F	%	MPH	DEGREES	WATTS/M²	F	F	F	F	% VWC	% VWC	INCHES
1	1	2022	100	0.00	29.6	90	12	4	0	26.9	35.8	38.7	40.0	N/A	N/A	0.000
1	1	2022	200	0.00	29.1	87	14	16	0	25.6	35.3	38.4	39.9	N/A	N/A	0.000
1	1	2022	300	0.00	27.0	88	14	4	0	24.0	35.0	38.2	39.7	N/A	N/A	0.000
1	1	2022	400	0.00	24.8	87	15	10	0	21.6	34.7	37.8	39.5	N/A	N/A	0.000
1	1	2022	500	0.00	22.8	85	13	15	0	18.9	34.4	37.5	39.3	N/A	N/A	0.000
1	1	2022	600	0.00	20.0	85	14	4	0	16.1	34.2	37.3	39.1	N/A	N/A	0.000
1	1	2022	700	0.00	17.6	88	14	4	0	14.5	33.9	37.0	38.9	N/A	N/A	0.000
1	1	2022	800	0.00	16.0	88	15	5	1	13.2	33.7	36.7	38.6	N/A	N/A	0.000
1	1	2022	900	0.00	15.0	88	14	5	10	12.2	33.5	36.6	38.4	N/A	N/A	0.000
1	1	2022	1000	0.00	14.2	88	15	6	47	11.3	33.4	36.4	38.2	N/A	N/A	0.001
1	1	2022	1100	0.00	14.3	88	15	11	66	11.4	33.3	36.3	38.0	N/A	N/A	0.001
1	1	2022	1200	0.00	14.1	89	13	0	77	11.5	33.2	36.1	37.8	N/A	N/A	0.001
1	1	2022	1300	0.00	12.9	89	15	354	117	10.4	33.2	36.0	37.7	N/A	N/A	0.001
1	1	2022	1400	0.00	11.2	88	14	345	65	8.4	33.2	35.9	37.6	N/A	N/A	0.001
1	1	2022	1500	0.00	10.5	88	14	358	96	7.7	33.2	35.9	37.5	N/A	N/A	0.001
1	1	2022	1600	0.00	10.5	88	14	356	61	7.5	33.2	35.8	37.4	N/A	N/A	0.001
1	1	2022	1700	0.00	10.0	88	12	349	11	7.0	33.1	35.8	37.3	N/A	N/A	0.000
1	1	2022	1800	0.00	9.8	88	11	343	0	6.8	33.1	35.7	37.2	N/A	N/A	0.000
1	1	2022	1900	0.00	9.6	88	11	340	0	6.7	33.1	35.7	37.1	N/A	N/A	0.000
1	1	2022	2000	0.00	8.9	88	11	346	0	6.0	33.1	35.7	37.0	N/A	N/A	0.000
1	1	2022	2100	0.00	8.3	87	11	342	0	5.2	33.1	35.6	37.0	N/A	N/A	0.000
1	1	2022	2200	0.00	7.7	86	12	340	0	4.4	33.1	35.6	36.9	N/A	N/A	0.000
1	1	2022	2300	0.00	7.2	85	12	342	0	3.8	33.1	35.6	36.9	N/A	N/A	0.000
1	1	2022	2400	0.00	6.9	83	14	340	0	2.9	33.1	35.5	36.8	N/A	N/A	0.000
			Total:	0.00												0.008
			Avg:		14.9	87	13		23	11.8	33.7	36.5	38.1			

This report was generated by the MU Commercial Ag Weather System at 7/19/2022 9:13:30 AM.

Missouri Historical Agricultural Weather Database

Weather Station: Marshall, Saline County, MO
Weather Description: Central Missouri AGRIService (Marshall, MO)
Starting Period: January 1, 2022
Ending Period: January 1, 2022

MONTH	DAY	YEAR	HOUR	AVG TEMP	TOTAL PRECIP	WIND SPEED	WIND DIRECTION	AVG REL HUMIDITY	AVG SOLAR RAD.	BARE SOIL TEMP AT 2 IN.	BARE SOIL TEMP AT 4 IN.	SOYBEAN RESIDUE SOIL TEMP AT 6 IN.	TOTAL RAD. ENERGY DENSITY	PRESSURE	AVG DEW POINT TEMP	TOTAL EST EVAP - SHORT CROP	CALC CLEAR SKY RAD
			CST	F	INCHES	MPH	DEGREES	%	WATTS/M²	F	F	F	KJ/M²	INCHES	F	INCHES	MJ/M²
1	1	2022	100	32.9	0.00	11	2	90	0	41.7	42.7	43.0	0.18	29.77	30.2	0.000	0.00
1	1	2022	200	32.1	0.00	11	16	88	0	41.4	42.4	42.8	0.20	29.77	29.0	0.000	0.00
1	1	2022	300	31.5	0.00	10	20	89	0	41.0	42.2	42.6	0.17	29.77	28.5	0.000	0.00
1	1	2022	400	30.8	0.00	10	21	92	0	40.7	42.0	42.4	0.20	29.77	28.9	0.000	0.00
1	1	2022	500	30.1	0.00	9	30	93	0	40.5	41.8	42.2	0.23	29.77	28.4	0.000	0.00
1	1	2022	600	29.9	0.00	10	21	93	0	40.2	41.6	42.1	0.25	29.77	28.0	0.000	0.00
1	1	2022	700	27.0	0.00	11	9	96	0	39.7	41.3	41.9	0.25	29.80	26.0	0.000	0.00
1	1	2022	800	25.1	0.00	11	12	96	0	39.1	41.0	41.5	1.69	29.80	24.1	0.000	0.00
1	1	2022	900	22.4	0.00	12	359	94	5	38.7	40.6	41.2	18.14	29.83	21.0	0.000	0.38
1	1	2022	1000	20.2	0.00	12	359	94	18	38.4	40.4	40.9	63.51	29.83	18.7	0.000	0.93
1	1	2022	1100	19.2	0.00	12	5	94	26	38.0	40.1	40.6	93.86	29.83	17.7	0.000	1.38
1	1	2022	1200	18.6	0.00	11	357	94	64	37.7	39.8	40.3	229.73	29.83	17.1	0.001	1.64
1	1	2022	1300	17.7	0.00	10	346	94	62	37.4	39.6	40.0	221.84	29.83	16.2	0.001	1.70
1	1	2022	1400	16.9	0.00	11	342	93	79	37.2	39.3	39.8	285.97	29.85	15.3	0.001	1.55
1	1	2022	1500	14.8	0.00	10	348	92	63	37.1	39.1	39.6	226.75	29.85	12.9	0.001	1.20
1	1	2022	1600	13.2	0.00	11	348	91	30	36.8	39.0	39.4	109.80	29.88	11.0	0.000	0.70
1	1	2022	1700	12.9	0.00	9	349	91	10	36.6	38.8	39.2	34.84	29.91	10.8	0.000	0.15
1	1	2022	1800	12.3	0.00	8	335	91	0	36.3	38.6	39.1	1.59	29.94	10.1	0.000	0.00
1	1	2022	1900	11.4	0.00	9	336	90	0	36.1	38.4	38.9	0.08	29.97	9.1	0.000	0.00
1	1	2022	2000	11.6	0.00	8	339	90	0	35.9	38.2	38.7	0.12	30.00	9.2	0.000	0.00
1	1	2022	2100	11.4	0.00	8	331	90	0	35.7	38.0	38.6	0.17	30.03	9.1	0.000	0.00
1	1	2022	2200	10.7	0.00	9	328	90	0	35.6	37.8	38.5	0.20	30.06	8.4	0.000	0.00
1	1	2022	2300	9.9	0.00	9	336	90	0	35.4	37.7	38.3	0.12	30.06	7.6	0.000	0.00
1	1	2022	2400	9.6	0.00	9	330	90	0	35.2	37.5	38.2	0.16	30.09	7.2	0.000	0.00
			Total:		0.00											0.005	
			Avg:	19.7		10		92	15	38.0	39.9	40.4	53.75	29.87	17.7		0.48

This report was generated by the MU Commercial Ag Weather System at 7/19/2022 9:12:55 AM.