DEPARTMENT OF				ı FOIII	IDMEN'	T ACCT	DEN	AT/INCI	nen	Դ ԵՐ Ե	PORT	יי			O.V.	MD Approval	No. 2130-0500	
Name of Reporting Rai		·IN	N/A1	L EQUI	PIVICINI	I ACCII	DEI	T/INCIDENT REPORT 1a. Alphabetic Code						OMB Approval No: 2130-0500 1b. Railroad Accident/Incident No.				
1 0		- CDI						1										
2. Name of Other Railroa									CP 2a. Alphabetic Code					1000999769 2b. Railroad Accident/Incident No.				
								Za. Alphabette Code										
3. Name of Railroad or O	ther Entity Respon-	sible for Tra	ck Maintenance	(single entr	ry)			3a. Alphab	etic Co	ode				3b. Railroad Accident/Incident No.				
Canadian Pacific l	,				**			СР						1000999769				
								5. Date of	Accide	ent/Inciden	ıt			6. Time of Accident/Incident				
4. U. S. DOT Grade Cros	sing Identification	Number	1					month day year								- T		
5 T	1 D	27	4.6%				21	0	5	2	6	2019		12:30		AM X	PM L	
7. Type of Accident/ Incident (single		erailment ead on collisi		le collision king collision	ın	7. Hwy- 8. RR gr		-				on-detonation lent rupture		13. O	ther (describe in)		Code	
entry in code box)		ear end collis		oken train col		9. Obstr	-	-			Other in	-			uescribe in) uarrative)		01	
8. Cars Carrying	9. HAZMAT Cars				10. Cars Releasing				11. People					12. Subdi	ivision			
HAZMAT		Damageo			HAZMAT				Eva	acuated								
N/A		Derailed		N/A	N/A						N/A			LAREDO				
13. Nearest					14. Milepo			15. State		Code	16	6. County					_	
City/ Town HARR	otç				neare tenth		Q A	MO		29		SULLIVA	4 NJ					
17. Temperature (F)		18. Visibili	ity (single entry)			19. Weather			<u>, </u>	40			ode	20. Type	of Track		Code	
(specify if minus)		1. Daw	vn 3. Dusk	1		1. Clear		3. Rain		5. Sleet		ı		1. Ma		ding	1	
	65 ° F	2. Day	4. Dark		4	2. Cloud		4. Fog		6. Snow			3	2. Yar		dustry	1	
21. Track Name/ Number					FRA Track Class (1-9, X)	` .	Code	Don	oitu						Table Directi		Code	
SINGLE MAIN T	'RACK				.lass (1-7, 12)	, I	3	in n	nsity millions)	gross tons		14.00		1. North 3.East 2. South 4. West 2			2	
	Freight train	-	5. Single car 9	9. Maint./insp	pect. car	D. EM				Was Equip	ment	17:00			Train Numbe			
Consist	2. Passenger train-			A. Spec. MoV		E. DM	ИU	Codo		Attended?			~ .	3G	ng			
(single entry)	Commuter train Work train	-	-	B. Passenger		U		Code 1		1. Yes		2. No	Code Y	30.	P5			
28. Speed (recorded spe	4. Work train	Code		C. Commuter		ung es that apply)		1						l 20a Rem	otaly Control	lad Locomot	ina?	
if available)	eeu	1	1 71	n (Mandato		s mui uppiy,		_						30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation				
R - Recorded		_	1. Signaled					2						1 = Remote control portable transmitter				
E - Estimated	035 MPH	H E		-		Movement (Remote contr			
29. Trailing Tons (gro excluding power uni	oss tonnage,					Control 3. Y her Than Mair		Restricted Limi		Warrant	Contro	1			Remote contro e than one rer		ansmitter -	
cacidanis poner	.15)		Supplementa	-	-		111 1144	ж .		***************************************		•			rol transmitte		Code	
		8,116	1			olicable codes	are en	ntered									0	
31. Principal Car/Unit		a. Initial a	and Number	b. Position	in Train	c. L	oaded	ed (yes/no) 32. If any railroad employee(s) test				tested	ed for drug/alcohol use, enter the number that					
(1) First involved	_	T	_					_		were positive in the appropriate b				box. Alcohol Dr			Drugs	
(derailed, struck, etc)		117	CV000972		049			Y										
(2) Causing (if mechanical,		TIZ!	ZGX009872		042			1		33.Was this consist transporting passe			engers ? (y/n)					
cause reported)				<u> </u>	000												No	
34. Locomotive Units		a. Head	Mid Tı			Rear End		35. Cars	II DMI	II and Cal	h Con		Loade			npty	6.1	
(Exclude EMU, DMU, an Locomotives.)	ıd Cab Car	End	b. Manual	c. Remote	d. Manual	l e. Remo		(Include EM Locomotives.		U, and Can) Car	a. Fre	ıght	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		2	0	0	0	0	\top	(1) Total	in Equir	pment Con	neist	61		0	0	0	0	
(2) Total Derailed		+				_	+								+		1	
* * *		0	0	0	0	0	1	(2) Total l		d		11		Contribut	0	0	0	
36. Equipment Damage This Consist		3	 Track, Signal, W. Structure Dar 		. ,	41 102	٥	 Primary Ca Code 	ause				39	. Contribut Code	ting Cause			
THIS CONSIDE	\$ 134,42			mage \$		41,123	\dashv			\perp	M	103	2.001					
40. PIncom/	41 Einaman		Crew Members		12 Beelsomor		-	11 Fraince/	- matou			Length o		on Duty . Conducto				
40. Engineers/ Operators	41. Firemen	1	42. Conductors	**.	 Brakemen 	1	"	44. Engineer/C	•				45					
1		\longrightarrow	1	\longrightarrow			\dashv	Hrs:	05	Mi	ins:	15		Hrs:	05	Mins:	15	
Casualties to:	46. Railroad Empl	oyees 2	47. Train Passengers	45	48. Others		4	49a. Special St	tudy Blo	ock A			49b. Sp	ecial Stud	y Block B			
Fatal	0		0	0		0												
Nonfotol							CWR 000				000-0	-000-000						
50. Latitude			40.23976	.3			5	51. Longitude						-93.34	0067			
52. Narrative Description	(Be specific	, and contin	nue on separate sheet	if necessary	y)													
3GPS-23 (LOADED BALLAST TRAIN) EXPERIENCED AN UNDESIRED EMERGENCY BRAKE APPLICATION ON THE LAREDO SUBDIVISION WHILE OPERATING IN A SOUTHWARD DIRECTION. DURING INSPECTION OF THE TRAIN IT WAS IDENTIFIED I CARS HAD DEPAILED AT APPROXIMATELY MP 388.4 AND COMMUNICATION OF THE EVENT WAS MADE TO THE LAREDO SUBDIVISION DISPATCHER. INVESTIGATION REVEALED THAT THE DISPATCHER WAS IN THE PROCESS OF ISSUING THE CREW A FLASH FLOOD WARNING, RECEIVE BY THE DISPATCHER 20 SECONDS PRIOR, WHEN THE TRAIN EXPERIENCED THE UNDESIRED EMERGENCY BRAKE APPLICATION. INVESTIGATION ALSO REVEALED THAT RAINFALL BETWEEN 7"-10" OVER THE PREVIOUS 12 HOURS CAUSED THE CULVERT AT MP 388.4 TO WASH OUT SUBSEQUENTLY CAUSING 11 CARS TO DERAIL.								AS MADE TO G, RECEIVE										

53. Typed/Printed Name &		55. Date					
Title of Preparer	54. Signature						
IOTE. This report is part of the reporting railroad's against report purpose to the against reports statute and as such shall not "be admitted as avidence or used for any purpose in any suit							

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the ime for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a natter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.