## DEPARTMENT OF TRANSPORTATION

2

FEDERAL RAILROAD ADMI	ÍNISTRATION	RAIL EQUIP	MENT ACCIDEN	<b>F/INCI</b>	DENI	RE	PORT	1		OMB Approval 1	No: 2130-0500		
1. Name of Reporting Railroad				1a. Alphabetic Code         1b. Railroad Accident/Incident No									
Union Pacific Railroad	l Company [UP]			UP					0219MA011	l			
2. Name of Other Railroad or O	Other Entity with Consist Involved		2a. Alphabetic Code   2b. Railroad Accident/Incident No.						ident/Incident No.				
3. Name of Railroad or Other E	Entity Responsible for Track Mainte	enance (single entry)		3a. Alpha	betic Cod	e			3b. Railroad Accident/Incident No.				
Union Pacific Railroad	Company [UP]			UP					0219MA011				
4. U. S. DOT Grade Crossing Identification Number					5. Date of Accident/Incident					6. Time of Accident/Incident			
				onth day year		-		AM X	PM				
				0	2	0	7	2019	9:04	AM			
<ol><li>Type of Accident/</li></ol>	<ol> <li>Derailment</li> </ol>	<ol><li>Side collision</li></ol>	<ol><li>Hwy-rail cros</li></ol>	ssing	ng 10. Explosion-detonation		13. Other		Code				
Incident (single	<ol><li>Head on collision</li></ol>	<ol><li>Raking collision</li></ol>	<ol><li>RR grade cro</li></ol>	ossing 11. Fire/violent rupture		(describe in)							
entry in code box)	3. Rear end collision	<ol><li>Broken train collis</li></ol>	sion 9. Obstruction	12. Other impacts			narrative)		01				
8. Cars Carrying	9. HAZMAT Cars		10. Cars Releasing	rs Releasing 11. Peo		le			12. Subdivision				
HAZMAT	Damaged/		HAZMAT		Evac	uated							
	Derailed	•								n.			

N/A

2

HOXIE SUB

N/A

City       number       Code       Abbc. tee/h       Abbc. tee/h       Abbc. tee/h       Stable       Code       3. TODDARD         17. Tengenature (f) (specify finitus)       18. Vaibility (single entry)       3. Davk       2. Cloudy       4. Feg       6. Sov       3. D. Tye of Track.       Code         13. The Name       2. Dav       4. Davk       2. Cloudy       4. Feg       6. Sov       3. D. Tye of Track.       Code         13. The Name       2. Dav       4. Davk       2. Cloudy       4. Feg       6. Sov       3. D. Tye of Track.       Code         14. 14.       2. Dav       4. Davk       2. Cloudy       4. Feg       6. Sov       3. D. Tye of Track.       Code         15. The Name       5. Single car       9. Minit/Inspect. car       D. Envir       Density grant hore       1. Sov       3. Cloudy       4. Sov       1.         125. Type of Faighpront       3. Commuter train-Pulling       6. Ui of Single car       9. Minit/Inspect. car       D. Envir       2. Train Buble Precision       7. Train Buble Precision       2. T	15. Nearest					14. Mile	post (	10	15. 3	state	Code	16. Co	inty					
17. Tar. Parameter       18. Visibility       0. Single       0. Tar. V       0. Tar. V <td< td=""><td>City/</td><td></td><td></td><td></td><td></td><td>nea</td><td>rest</td><td></td><td></td><td>Abbr.</td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	City/					nea	rest			Abbr.	1							
1. Dawn 60 <sup>-</sup> F 2. Dawn 7. Vart 4. Indistry 1. Stall 2. Trans 1. Andity 2. Trans 1. Andity 1. Signalization: (Mandatory) 1. Signalization: (Mandatory) 1. Signalization: (Mandatory) 1. Signalization: (Mandatory) 1. Signalization: (Mandatory) 1. Signalization: (Mandatory) 1. Signalization: (Mandatory)	2000	ER				ten	· ·			МО	29	STC	DDAR					
1. brack Number         2. Doy         4. Dark         2         2. Cloady         4. Egg         6. Sow         3         2. Yard         4. Industry         1           21. Track Number         2         2. RA Track         Code         2. Normal Track         Density         4. Egg         6. Sow         3         2. Yard         4. Industry         Code           23. Type of Equipment         1. Fright train         5. Single car         9. Maint/impect.         D. EMU         Code         1. Work         2. South         3. Zard         4. Mode 3         2. South         1. Work         1. Work         2. South         1. Work         2. South         1. Work         <	17. Temperature (F)		18. Visibil	ity (single entry)		Code	19. Wea	ther (sin	gle entry)				Code	20.	Type of	Track		Code
21. Track Name/ Number       22. PAR Track (Casc (1 - y, y))       2       2       23. Amand Here       9. Time Table Direction       5. Get       1. None is disat       5. Get       1. None is disat       1. Sec is disat       1. None is dis disat       1. None is dis disa	(specify if minus)	0	1. Dav	wn 3. Dusk	1		1. 0	Clear	<ol><li>Rair</li></ol>	1	5. Sleet			1	1. Main	3. S	ding	1
Number         Class (1-9, X)         2         Party         1         Feedback         1         East (1-9, X)         1         1         1         2         Deskty         1         North         East (1-9, X)         1 <td></td> <td><b>66</b> <sup>°</sup>F</td> <td>2. Da</td> <td>y 4. Dark</td> <td></td> <td>-</td> <td>2. 0</td> <td>-</td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td></td> <td></td> <td>Ş</td> <td>1</td>		<b>66</b> <sup>°</sup> F	2. Da	y 4. Dark		-	2. 0	-					3				Ş	1
SINCLE MAIN TRACK       2       antihum\$0000 mm to serve an toserve an to se					22		RA Track Code			e 23. Annual Track				24. Time Table Direction				Code
22. Type of Equipment 1. Freight train 5. Single car 9. Manu.Langect car 0. EMU 1. Set 0. Single car 9. Manu.Langect car 0. EMU 2. Constant of train-Pullis 6. Cot of cars. A Spec. MoV Equip 6. EDMU 1. Yes 2. No Cote 7. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 7. Yard/with	Number					Class (1-9, 2	lass (1-9, X)			Density (gross tons								1
22. Type of Equipment 1. Freight train 5. Single car 9. Manu.Langect car 0. EMU 1. Set 0. Single car 9. Manu.Langect car 0. EMU 2. Constant of train-Pullis 6. Cot of cars. A Spec. MoV Equip 6. EDMU 1. Yes 2. No Cote 7. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 8. Passenger Train-Publing 1. Spec. MoV Equipment 1. Freight 19. 7. Yard/withing 7. Yard/with										in millio	ns)	.50	2				1	
(single entry)       3. Commuter rain-Pulling       7. Vard'switching       8. Passenger Train-Pushing       Code       1. Yes       0. No       Code       ZGAU         28. Speed (recorded speed granilable)       0. Type of Trainby	21 11	U		U						2	<ol><li>6. Was Equipmer</li></ol>	nt			27. Tr	ain Numbe	r/Symbol	
1 control       1 control       1 control       0 control         28. Specification       4. Work training       8. Light lock(s).       0 control       Y         28. Specification       30. Principation       30. Prin					-										704	л		
28. Speed (recorded speed granulable)       Code granulable)       30. Type of Territory (enter code that apply)       1       30. Remotely Controlled Locomotive?         8. Recorded E - Estimated       0.20 MPH       R       1. Signald 2. Not Signald       1         29. Trailing Toos (gross tonsage, excluding power units)       1. Signald factorino       1. Signald 1. Signald 1. Signald 2. Not Signald       1         29. Trailing Toos (gross tonsage, excluding power units)       5.203       Speed (mectorino 2. Not Signald 2	(single entry)				-	-					1. Yes 2. No				ZG41	VI		
<i>farvitable</i> <i>R</i> - Recorded <i>R</i> - Recorde <i>R</i> - Recorde		4. Work train		8. Light loco(s).	C. Commu	ter Train-Pus	hing		1									
R-Recorded       1       Signal       Signal       Signal	28. Speed (recorded sp	eed	Cod	e 30. Type of 7	Territory	(enter cod	les that ap	oply)						30a	. Remote	ely Contro	led Locomo	ive?
1. Signated       2. NO Signated       3. NO Signated       1. Signate	if available)		1	Signalizatio	n (Mand	latory)				1					0 = No	t a remote	y controlled	operation
2.5 Call       0.00	R - Recorded				2. No	t Signaled				1					1 = Re	mote contr	ol portable tr	ansmitter
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		020 MPF	<sup>1</sup> <b>R</b>		*	•											1	
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	29. Trailing Tons (gr	oss tonnage,		-											3 = Re	note contr	ol portable tr	ansmitter -
5,203       * Mandatory to the extent that all applicable ocdes are entered       0         31. Principal CarUnati       a. Initial and Number       b. Position in Train       c. Loaded       (yer/no)       32. If any railroad employe(s) tested for drug/alcohor the number that use entered       Alcoho       Drugs         (1) First involved (derailed, struck, etc)       DTTB787631       072       Y       33. Was this consist transport to be extent that all applicable ocdes are entered       No         34. Locomotive Units (cause reported)       a. Head End       Mind Train b. Manual       Rear End (d. Remote)       35. Cars (include EMU, DMU, and Cab Car (include EMU, DMU, and Cab Car (include EMU, DMU, and Cab Car (include EMU, DMU, and Cab Car)       Locati       Empty       e. Caboose         (1) Total in Train       3       0	excluding power un	its)			~	•			ack	Q-Tra	offic Control Sys	tem/CT	С		more th	nan one rei	note	
1. Principal Car/Unit       a. Initial and Number       b. Position in Train       c. Loaded (yes/no)       32. If any railroad employee(s) tested for drug/al-cohol use, enter the number that were positive in the approximate box.       Alcohol       Drugs         (1) First involved (derailed, struck, etc)       DTTB 787631       072       Y       33.Was this consist transporting passengers ? (y/n)       Alcohol       Drugs         (2) Causing (if mechanical, cause reported)       a. Head       Mid Train       0000       33.Cars       Cars       Alcohol       Drugs       Alcohol       Drugs         34. Locomotive Units (bcc) date Car       a. Head       Midal Train       Rear End       35. Cars       Cars       a. Freight       b. Pass.       c. Freight       d. Pass.       c. Caboose         (1) Total in Train       3       0		1	<b>5 202</b>	Supplementa	al/Adjunct	Codes (Mar	ndatory*)								control	transmitte	r	Code
$ \begin{array}{ c c c c } (1) \ First involved \\ (derailed, struck, etc) \\ \hline DTTB787631 \\ \hline O72 \\ \hline O72 \\ \hline V \\ \hline O00 \\ \hline O72 \\ \hline V \\ \hline O72 \\ \hline V \\ \hline V \\ \hline O72 \\ \hline O72 \\ \hline V \\ \hline O72 \\ \hline O72 \\ \hline V \\ \hline O72 \\ \hline O7$			5,203	* Mandatory	to the exte	ent that all ap	plicable c	odes are e	entered									0
$ \begin{array}{ c c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c c c } \hline \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	31. Principal Car/Unit		a. Initial	and Number	b. Positi	on in Train		c. Loade	d (yes/no	))	32. If any railro	ad empl	oyee(s) te	sted for d	rug/alco	hol use, en	ter the numb	er that
$ \begin{array}{ c c c } \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \$	(1) First involved						were positive in the appropriate box.						Al	cohol	Drugs			
$ \begin{array}{ c c c } \hline (2) Causing $(if mechanical, cause reported) \\ \hline (2) Causing $(if mechanical, cause reported) \\ \hline (34. Locomotive Units $(a, area cause reported) \\ \hline (34. Locomotive Units $(b, anual cab Car locomotive S) \\ \hline (54. cub e EMU, DMU, and Cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (1) Total in Train $(b, anual cab Car locomotive S) \\ \hline (2) Total Derailed $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (35. Can comotive S) \\ \hline (35. Can comotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (2) Total Denaile $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Equipment Damage $(b, anual cab Car locomotive S) \\ \hline (36. Eq$	(derailed, struck, etc	:)																
cause reported)       O00       No         34. Locomotive Units (Exclude EMU, DMU, and Cab Car comotives.)       a. Head End       Midi Train b. Manual       Rear End d. Manual       35. Cars (Include EMU, DMU, and Cab Car cocomotives.)       a. Freight       b. Pass.       c. Freight       d. Pass.       c. Caboose         (1) Total in Train       3       0       0       0       0       (1) Total in Equipment Consist       87       0       0       0       0         (2) Total Derailed       0       0       0       0       0       20       14       0       0       0       0       0         36. Equipment Damage This Consist       \$ 610,116       37. Track, Signal, Way, & Structure Damage       \$ 183,870       38. Primary Cause Code       39. Contributing Cause Code       39. Contributing Cause Code       39. Contributing Cause Code       50. Conductor       10       0			D	TB787631		072	072			Y								
A. Locomotive Units (Exclude EMU, DMU, and Cab Car (Locomotives.)       a. Head End       Mid Train b. Manual       Rear End (a. Manual       35. Cars (Include EMU, DMU, and Cab Car Locomotives.)       Loaded       Empty       e. Caboose         (1) Total in Train       3       0	(2) Causing (if me	echanical,									33.Was this cor	nsist tran	sporting p	passengers	s? (y/ı	1)		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	cause reported)					000												No
$ \begin{array}{c c c c c c } \hline \begin{tabular}{ c c c c c c } \hline \begin{tabular}{ c c c c c c c } \hline \begin{tabular}{ c c c c c c c c c c c c c c c c c c c$	34. Locomotive Units		a. Head	Mid T	rain		Rear End						I	Loaded		En	npty	
1   1   1   1   1   1   1   1   1		nd Cab Car	End	b. Manual	c. Remote	d. Manu	al e. F	Remote			MU, and Cab Ca	r	a. Freigh	ht b. P	ass.	c. Freight	d. Pass.	e. Caboose
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	Locomotives.)								Locomot	ives.)								
36. Equipment Damage This Consist     37. Track, Signal, Way, & Structure Damage     38. Primary Cause Code     39. Contributing Cause Code       Minos     Ode     Minos     Code     Minos     Code     Co	(1) Total in Train		3	0	0	0		0	(1) T	otal in Eq	quipment Consist		87	0		0	0	0
This Consist I\$ 610,116& Structure Damage & Structure Damage183,870CodeM105CodeVumber / Crew Members40. Engineers/ Operators41. Firemen42. Conductors43. Brakemen44. Engineer/Operator45. Conductor45. Conductor111Hrs: Pail08Mins: Mins:04Hrs: Mins:08Mins: Mins:04Casualties to:46. Railroad Employees47. Train Passengers48. Others49a. Special Study Block J49b. Special Study Block J49b. Special Study Block J49b. Special Study Block JFatal000CWRCWR49b. Special Study Block J40b. Special Study B	(2) Total Derailed		0	0	0	0		0	(2) T	otal Dera	iled		14	0	)	0	0	0
\$         610,116         0         \$         100,070         M105         0           Number of Crew Members           40. Engineers/ Operators         41. Firemen         42. Conductors         43. Brakemen         44. Engineer/Operator Hrs:         08         Mins:         04         Hrs:         08         Mins:         04           Casualties to:         46. Railroad Employees         47. Train Passengers         48. Others         49a. Special Study Block A         49b. Special Study Block B         49b. Special Study Block B           Fatal         0	36. Equipment Damage			37. Track, Signal, W	'ay,				38. Prima	ry Cause				39. Cor	ntributing	g Cause		
Image: Number of Crew Members     Length of Display (NTLOS)       40. Engineers/ Operators     41. Firemen     42. Conductors     43. Brakemen     44. Engineer/Operator Hrs:     08     Mins:     04     Hrs:     08     Mins:     04       Casualties to:     46. Railroad Employees     47. Train Passengers     48. Others     49a. Special Study Block A     49b. Special Study Block B       Fatal     0     0     0     0       Nonfatal     0     0     0	This Consist	¢ (10.1	1	& Structure Da	mage	\$	183.870	)	Code		1	34105		Cod	le	1		
40. Engineers/ Operators     41. Firemen     42. Conductors     43. Brakemen     44. Engineer/Operator Hrs:     08     Mins:     04     45. Conductor       1     1     1     1     1     1     1     1     1     1       Casualties to:     46. Railroad Employees     47. Train Passengers     48. Others     49a. Special Study Block A     49b. Special Study Block B       Fatal     0     0     0     0     0       Nonfatal     0     0     0     0		» 610 <b>,</b> 1		f Crew Members		Ŷ							ength of ]	Time on D	Duty			
Operators         1         Hr         08         Mins:         04         Hrs:         08         Mins:         04           Casualties to:         46. Railroad Employees         47. Train Passengers         48. Others         49a. Special Study Block A         49b. Special Study Block B         49b. Special Study Block B           Fatal         0	40. Engineers/	41. Firemen				43. Brakeme	en		44. Engin	eer/Opera	ator							
1     1     1     Hrs:     08     Mins:     04       Casualties to:     46. Railroad Employees     47. Train Passengers     48. Others     49a. Special Study Block A     49b. Special Study Block B       Fatal     0     0     0     000-000-000       Nonfatal     0     0     0	Operators								, i									
Fatal         0         0         0         0         000-000-000           Nonfatal         0	1			1					Hrs:	08	Mins:	(	)4	Hr	s:	08	Mins:	04
0         0         0         0         0         000000000000000000000000000000000000	Casualties to:	46. Railroad Emp	loyees	47. Train Passengers		48. Others			49a. Spec	ial Study	Block A		49	b. Special	Study I	Block B		
Nonfatal 0 0 0	Fatal 0 0				0													
	Nonfatal	0		0			0		CWR				00	00-000-0	000			
	50. Latitude	v	I	36.79443	1	1	•		51. Longi	tude			1	-8	9 9619	52		

52. Narrative Description (Be specific, and continue on separate sheet if necessary)

THE ZMQG4-06 WAS IN THROTTLE 2 TRAVELING APPROXIMATELY 20 MPH WHEN TRAIN WENT INTO EMERGENCY. CONDUCTOR WALKED BACK AND FOUND 14 CARS HAD DERAILED. CAUSE OF DERAILMENT WAS DETERMINED TO BE STRAIGHTLINE WIND.

53. Typed/Printed Name &			55. Date						
Title of Preparer		54. Signature							
NOTE:	E: 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.									