DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0619NC050**
2. Name of Other Railroad or Other Entity with Consist Involved	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0619NC050**
4. U. S. DOT Grade Crossing Identification Number	5. Date of Accident/Incident: month **06** day **19** year **2019**	6. Time of Accident/Incident: **9:48** AM [X] PM [ ]

7. Type of Accident/Incident *(single entry in code box)*: 1. Derailment; 2. Head on collision; 3. Rear end collision; 4. Side collision; 5. Raking collision; 6. Broken train collision; 7. Hwy-rail crossing; 8. RR grade crossing; 9. Obstruction; 10. Explosion-detonation; 11. Fire/violent rupture; 12. Other impacts; 13. Other *(describe in narrative)* — Code: **01**

8. Cars Carrying HAZMAT	9. HAZMAT Cars Damaged/Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
33	**N/A**	**N/A**	**N/A**	**LAKESIDE SUB**

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
WELLS	**611.25**	**NV**	**32**	**ELKO**

17. Temperature (F) *(specify if minus)*	18. Visibility (single entry) Code	19. Weather *(single entry)* Code	20. Type of Track Code
46 °F	1. Dawn 2. Day 3. Dusk 4. Dark — **2**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — **1**	1. Main 2. Yard 3. Siding 4. Industry — **1**

21. Track Name/Number	22. FRA Track Class (1-9, X) Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction Code
MAIN LINE 1	**3**	**21.20**	1. North 2. South 3. East 4. West — **4**

25. Type of Equipment Consist *(single entry)*	Code	26. Was Equipment Attended?	Code	27. Train Number/Symbol
1. Freight train; 2. Passenger train-Pulling; 3. Commuter train-Pulling; 4. Work train; 5. Single car; 6. Cut of cars; 7. Yard/switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU	**1**	1. Yes 2. No	**Y**	**MNPR**

28. Speed *(recorded speed if available)* R - Recorded E - Estimated	Code	29. Trailing Tons (gross tonnage, excluding power units)
038 MPH	**R**	**16,501**

30. Type of Territory *(enter codes that apply)*
Signalization *(Mandatory)*: **1**
1. Signaled 2. Not Signaled
Method of Operation/Authority for Movement *(Mandatory)*: **1**
1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track
Supplemental/Adjunct Codes *(Mandatory*)*: **J-Positive Train Control** **D-Automatic Block Signals System**
* Mandatory to the extent that all applicable codes are entered

30a. Remotely Controlled Locomotive?
0 = Not a remotely controlled operation
1 = Remote control portable transmitter
2 = Remote control tower operation
3 = Remote control portable transmitter - more than one remote control transmitter
Code: **0**

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded *(yes/no)*
(1) First involved *(derailed, struck, etc)*	**DRGW050836**	**062**	**N**
(2) Causing *(if mechanical, cause reported)*		**000**	

32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.

Alcohol	Drugs
	00

33. Was this consist transporting passengers ? *(y/n)*: **No**

34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)	a. Head End	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	**3**	**0**	**2**	**0**	**0**
(2) Total Derailed	**0**	**0**	**0**	**0**	**0**

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	**120**	**0**	**56**	**0**	**0**
(2) Total Derailed	**8**	**0**	**19**	**0**	**0**

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
$ **1,211,479**	$ **322,974**	**M299**	

Number of Crew Members

40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen
1		**1**	

Length of Time on Duty

44. Engineer/Operator	45. Conductor
Hrs: **05** Mins: **18**	Hrs: **05** Mins: **18**

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others
Fatal	**0**	**0**	**0**
Nonfatal	**0**	**0**	**0**

49a. Special Study Block A	49b. Special Study Block B
CWR	**000-000-000**

50. Latitude	51. Longitude
41.107035	**-114.903165**

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

MNPRV-17 EXPERIENCED A UDE. THE TRAIN CREW REPORTED THAT LOOKING BACK AT THE TRAIN, THEY COULD SEETHE TRAIN HAD DERAILED APPROXIMATELY 59 CARS FROM THE HEAD END BETWEEN THE HEAD AND MID DPU. DERAILMENT RESPONSE TEAM CHOSE A CAUSE CODE M299 DUE TO POOR TRAIN MAKEUP. NO MAKEUP RULES WERE VIOLATEDBUT NEW TRAIN MAKEUP GUIDELINES WILL LIKELY COME FROM THIS DERAILMENT.

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

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