| DEPARTMENT OF | | | | u eoi | HPMEN' | T ACCIDI | FNT/INC | IDEN | JT REPOI | рT | | | O) | JR Approval | No: 2130-0500 | | |
|---|-------------------------------------|---|---|--|-------------------------------|--------------------|--|---|--|-----------------------|-------------------|------------------------------------|------------------------------------|-----------------|---------------|--|--|
| Name of Reporting Ra | | NT/INCIDENT REPORT 1a. Alphabetic Code | | | | | OMB Approval No: 2130-0500 1b. Railroad Accident/Incident No. | | | | | | | | | | |
| 1 0 | 1 | | | | | | 20021402 | | | | | | | | | | |
| Fort Worth & Western Railroad [FWWR] 2. Name of Other Railroad or Other Entity with Consist Involved | | | | | | | | FWWR 2a. Alphabetic Code | | | | | 2b. Railroad Accident/Incident No. | | | | |
| | | | | | | | | | | | | | | | | | |
| 3. Name of Railroad or O | Other Entity Respons | sible for Tra | ack Maintenance | (single en | itry) | | 3a. Alph | abetic Co | ode | | | 3b. Railroad Accident/Incident No. | | | | | |
| Fort Worth & We | estern Railroad | IFWWF | Ł 1 | | | | FWW | /R | | | | 20021402 | | | | | |
| 4. U. S. DOT Grade Cros | | _ | <u> </u> | | - | | | | lent/Incident | | | 6. Time of Accident/Incident | | | | | |
| 4. U. S. DO1 Grade C.G. | Silig Iucinincanon . | Vuinoci | | | | | II. | nonth | day | year | | 2.40 | | ам 🔲 | PM X | | |
| 7. Type of Accident/ | 1 De | railment | 4.5 | Side collision | | 7. Hwy-rail | il crossing | 2 | 1 4 10 Expl | 202 losion-detonat | | 8:10 13. Ot | | Alvi | Code | | |
| Incident (single | | ad on collisi | | Raking collisi | | 8. RR grad | - | | | | | | | | | | |
| entry in code box) | | ar end collis | | Broken train c | | 9. Obstruct | tion | | | er impacts | | narrative) 04 | | | | | |
| 8. Cars Carrying | [9 | 9. HAZMA | | | | Releasing | | 11. People | | | | | 12. Subdivision | | | | |
| HAZMAT | | Damage Derailed | | | ПАZ | ZMAT | | Eve | racuated | | | | | | | | |
| N/A 13. Nearest | | | · | N/A | 14. Milep | N/A post (to | N/A 15. State Code 16. County | | | | | FORTWORTH | | | | | |
| City/ | | | | | near | | | Abbr. | | 10. County | . County | | | | | | |
| • | WORTH | | | | tenth | | T | | | | NT | | | | | | |
| 17. Temperature (F) | | 18. Visibili | | | Code | 19. Weather (si | | • | | | Code | 20. Type of Track | | | Code | | |
| (specify if minus) | 41 ° F | 1. Daw 2. Day | | | 4 | Clear Cloudy | 3. Rain | | SleetSnow | | 1 . | | 1. Main 3. S. 2. Yard 4. Ir | | , | | |
| 21. Track Name/ | 41 1 | 2. Duj | 7. Dan | | FRA Track | | 4. Fog ode 23. An | nual Trac | | | 1 | | Table Directi | ion | Code | | |
| Number | | | | | Class (1-9, X) | | | oncity | | | | 1. Nort | | | 1 | | |
| MAIN | | | | | | 2 | in | | gross tons | 0.76 | | 2. Sout | | | 3 | | |
| 25. Type of Equipment Consist | Freight train Passenger train-I | | Single car Cut of cars | Maint./inA. Spec. M | - | D. EMU E. DMU | | 26. | Was Equipmen Attended? | ıt | | 27. 1 | Frain Numbe | r/Symbol | | | |
| (single entry) | Commuter train- | U | 7. Yard/switching | _ | iow Equip. er Train-Pushi | | Code | | 1. Yes | 2. No | Cod | ie 203 | | | | | |
| | 4. Work train | | 8. Light loco(s). | 0 | ter Train-Push | 0 | 1 Y | | | | | | | | | | |
| 28. Speed (recorded spe | eed | Code | - 1 | | | es that apply) | | 30a. Remotely Controlled Locomotive? | | | | | | | | | |
| if available) | | | I | tion (Manda | | | | 2 | | | | | | ly controlled o | - | | |
| R - Recorded E - Estimated | 001 MPH | E | Signale Method of | | t Signaled Authority for M | Movement (Ma | | I = Remote control portable transmitter | | | | | | | | | |
| | oss tonnage, | .1 | | - | | | | Restricted Limits 3 = Remote control portable transmitter - | | | | | | | | | |
| excluding power uni | its) | | | - | | ther Than Main T | `rack | | | | | | than one rer | | | | |
| | | 777 | 1 | - | Codes (Mana | | 3 | | | | | contr | ol transmitte | r | Code | | |
| 21 Principal Car/Unit | | | | | | olicable codes are | | | 22 If any pailed | 1 - mmlargae | \ 'stad | ' C d-mayole | 1-1-20 on | · - dia annah | or that | | |
| 31. Principal Car/Unit (1) First involved | | a. Initiai a | and Number | D. POSIGO | on in Train | c. Load | ded (yes/no) | — | If any railrowere positi | ive in the appr | | - | | cohol | Drugs | | |
| (derailed, struck, etc | c) | | | | | | | | ** x | .ve | opra | 56.1. | | - | | | |
| | | DN | NAX123026 | | 010 | | Y | | | | | | | 00 | 00 | | |
| (2) Causing (if me cause reported) | echanical, | | | | 000 | | | [3 | 33.Was this con | isist transporti | ng passe | engers? () | y/n) | | No | | |
| 34. Locomotive Units | | a. Head | Mid | l Train | | Rear End | 35. Cars | | | | Load | led | En | npty | 140 | | |
| (Exclude EMU, DMU, an | nd Cab Car | End | b. Manual | c. Remote | d. Manual | | (Include El | | IU, and Cab Car | r a. Fı | reight | b. Pass. | c. Freight | d. Pass. | e. Caboose | | |
| Locomotives.) | | | | | | | Locomotive | - | | | \longrightarrow | | <u> </u> | <u> </u> | | | |
| (1) Total in Train | | 2 | 0 | 0 | 0 | 0 | (1) Tota | d in Equi | ipment Consist | | 6 | 0 | 2 | 0 | 0 | | |
| (2) Total Derailed | | 0 | 0 | 0 | 0 | 0 | (2) Tota | al Deraile | ed | | 0 | 0 | 0 | 0 | 0 | | |
| 36. Equipment Damage | | | 37. Track, Signal, | - | | | 38. Primary | Cause | | | 39 | 9. Contributi | ng Cause | | | | |
| This Consist | \$ 43,118 | 8 | & Structure D | Jamage | \$ | 0 | Code | Code H306 | | | | | Code | | | | |
| · | | | f Crew Members | | | | | | | | | e on Duty | | | | | |
| 40. Engineers/ | 41. Firemen | | 42. Conductors |] | 43. Brakemen | n | 44. Engineer | /Operato | or | | 45 | 5. Conductor | ē | | | | |
| Operators 1 | | | 1 | | | | Hrs: | 05 | Mins: | 40 | | Hrs: | 05 | Mins: | 40 | | |
| Casualties to: | 46. Railroad Emplo | oyees | 47. Train Passenge | ers | 48. Others | 49a. Special | 49a. Special Study Block A 49b. | | | | | . Special Study Block B | | | | | |
| Fatal | 0 | | 0 | | | 0 | CWR | CWR 000-000 | | | | 000-000 | | | | | |
| Nonfatal | 0 | | 0 | | | 0 | | | | | | | | | | | |
| 50. Latitude | | | 32.7611 | 111 | | | 51. Longitud | le | | | | -97.347 | /222 | | | | |
| 52. Narrative Description | (Be specific, | , and contir | nue on separate she | eet if necessa | ry) | | | | | | | | | | | | |
| CONDUCTOR SHOVE FOULING. AFTER P | | | | | | | | | | | | | | | | | |
| THE GROUND FROM | | | | | | | | | | | | | | | romi inc. | | |
| | | | | | | | | | | | | | | | | | |

| 3. Typed/Printed Name & | | 55. Date |
|---|--|---------------------------------------|
| Title of Preparer | 54. Signature | |
| NOTE. This report is part of the reporting railroad's accident report pursuant to t | he accident reports statute and as such shall not "be admitted as evidence | e or used for any nurpose 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 matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

| I. Name of Reporting Ra | | 1a. Alphab | | | | | 1b. Railroad Accident/Incident No. | | | | | | | | | | | |
|---|---------------------------------------|--------------------------|---|------------------------------------|----------------------------|-------------------------------------|------------------------------------|---|--|-------------------|-----------|-------------------------------|---|---------------------------------------|---|------------|--|--|
| Fort Worth & We | | FWWR | | | | | | 1402 | | | | | | | | | | |
| Fort Worth & Western Railroad [FWWR] 2. Name of Other Railroad or Other Entity with Consist Involved | | | | | | | | 2a. Alphab | | de | | | 20021402 2b. Railroad Accident/Incident No. | | | | | |
| Name of Railroad or C | Other Entity Respons | ible for Tr | rock Maintenance | (single entr | (1997) | | | 3a. Alphab | hetic Co | nde . | | | 3h Rail | road Accide | ent/Incident No. | | | |
| | • | | | (single emi | у) | | | 1 | | de | | | | | III/IIICIUCIII 1NO. | | | |
| Fort Worth & We | | _ | <u> </u> | | | | | 5. Date of | | ent/Incider | | | | 20021402 6. Time of Accident/Incident | | | | |
| 4. U. S. DOT Grade Cros | ssing Identification N | Jumber | 1 | | | | | | onth | da da | | year | 0. 111110 | Oi Acciden | | T. | | |
| | | | | | | | | 0 | 2 | 1 | 4 | 2020 | 8:10 | | AM 🔲 | PM X | | |
| 7. Type of Accident/ Incident (single | | railment ad on collis | | lide collision Raking collision | *** | | Hwy-rail c RR grade o | - | | | | on-detonation lent rupture | 13. | Other (describe is | ·) | Code | | |
| entry in code box) | | ar end colli | | Broken train co | | | Obstructio | - | | | Other im | | | narrative) 04 | | | | |
| 8. Cars Carrying | - | 9. HAZMA | | - | | s Releasing | 3 | | 11. Peo | • | | - | 12. Sub | odivision | | - | | |
| HAZMAT | | Damage | | | HA | AZMAT | |] | Eva | acuated | | | | | | | | |
| N/A | | Deraile | | N/A | | | N/A | | | | N/A | | FOR | FORTWORTH | | | | |
| 13. Nearest | | | | | 14. Mile | | 0 | 15. State Code 16. County | | | | | | | | | | |
| City/ Town FORT | WORTH | | | | nea tent | arest nth) | 4.7 | Abb TX | | 48 | T | TARRANT | , | | | | | |
| 17. Temperature (F) | | 18. Visibil | ility (single entry | /) | Code | T | | ngle entry) | | -10 | | Code | | pe of Track | | Code | | |
| (specify if minus) | 0 _ | 1. Da | | | J | | Clear | 3. Rain | | 5. Sleet | | 1 . | 1. M | | 3. Siding | 1 | | |
| 21. Track Name/ | 41 ° F | 2. Day | y 4. Dark | 22 1 | FRA Track | | Cloudy Code | de 23. Annu | nol Trac | 6. Snow | | 1 | 2. Y | | l. Industry | Code | | |
| 21. 1rack Name/ Number | | | | | FKA Track Class (1-9, X | | l Com | | | | | | 24. Time Table Direction Code 1. North 3.East | | | | | |
| MAIN | | | | | | | 2 | (gross tons | | | | | | | | 3 | | |
| | 1. Freight train | | 5. Single car | 9. Maint./insp | - | | D. EMU | | 26. V | Was Equip | pment | | 27 | 1. Train Nun | nber/Symbol | | | |
| Consist (single entry) | Passenger train-l Commuter train- | - | Cut of cars Yard/switching | A. Spec. Mo B. Passenger | | | E. DMU | Code | | Attended? 1. Yes | A 77337.4 | | | | | | | |
| (single entry) | Work train | _ | 8. Light loco(s). | Passenger C. Commuter | | - | | 6 | | 1. 165 | • | | N | | | | | |
| 28. Speed (recorded sp | | Cod | | | | des that app | ply) | | | - | | · · · · · · | | motely Con | trolled Locomot | tive? | | |
| if available) | | I | Signalizati | ion (Mandata | tory) | | | 2 | , | | | | 0 = | = Not a remo | otely controlled | operation | | |
| R - Recorded | 000 MPH | _ F | 1. Signaled | | | | · · · · · · | | | | | | I | | ontrol portable tr | | | |
| E - Estimated 29. Trailing Tons (gro | oss tonnage, | E | | Operation/Au indication 2 I | | | | ndatory) 3 /Restricted Limi | | | | | l l | | ontrol tower oper ontrol portable tr | | | |
| excluding power un | - | | - I | Register Territo | | | | | ricted Limits 3 = Remote control portable transmitter - more than one remote | | | | | | | | | |
| ~ . | 1 | | | ntal/Adjunct Co | • | | | | control transmitter | | | | | | | Code | | |
| | | 0 | * Mandator | ry to the extent | t that all ap | plicable co | odes are e | entered | | | | | | | | 0 | | |
| 31. Principal Car/Unit | | a. Initial | and Number | b. Position | in Train | | c. Loadeo | ed (yes/no) | 3′ | | | | _ | 1 | , enter the numb | | | |
| (1) First involved | | | | | | | | were positive in the approp | | | | | oriate box. Alcohol | | | Drugs | | |
| (derailed, struck, etc | z) | | TW400682 | 100682 001 | | | | N | | | | | | | 00 | 00 | | |
| (2) Causing (if me | echanical, | A. | 1 W 400004 | + | | 33.Was this consist transporting pa | | | | | | | | | | | | |
| cause reported) | | | | | 000 | | | | | | | | | | | No | | |
| 34. Locomotive Units | | a. Head | | Train | | Rear End | | 35. Cars | DM | | | | Loaded | l l | Empty | Τ_, | | |
| (Exclude EMU, DMU, ar Locomotives.) | nd Cab Car | End | b. Manual | c. Remote | d. Manua | al e. R | Remote | (Include EMI Locomotives.) | | J, and Car |) Car | a. Freigh | b. Pass. | . c. Freig | ght d. Pass. | e. Caboose | | |
| (1) Total in Train | | 0 | 0 | 0 | 0 | | 0 | (1) Total | in Equi | pment Con | nsist | 0 | 0 | 4 | 0 | 0 | | |
| (2) Total Derailed | | 0 | 0 | 0 | 0 | _ | 0 | (2) Total Derailed 0 | | | | 0 | 0 | 0 | 0 | | | |
| 36. Equipment Damage | | | 37. Track, Signal, | | | | | ` ' | 38. Primary Cause 39. Contributing Cau | | | | | | | 0 | | |
| This Consist | ^ 0 | | & Structure D | | e | 0 | ļ | Code | idise | ı | *** | | Code | uung caa | İ | | | |
| | \$ 0 | Number o | of Crew Members | | | | \longrightarrow | | | | Н3 | | Time on Duty | , | | | | |
| 40. Engineers/ | 41. Firemen | | 42. Conductors | 4 | 43. Brakeme | ien | \longrightarrow | 44. Engineer/O | Operato | | | | 45. Conduc | | | | | |
| Operators 0 | 11.1 Hemen | | 0 | | | | | Hrs: Mins: | | | | Hrs: Mins: | | | | | | |
| Casualties to: | 46. Railroad Emplo | oyees | 47. Train Passenge | ers 4 | 48. Others | | | | | | | 49 | 49b. Special Study Block B | | | | | |
| Fatal | | | | | | | | *************************************** | | | | | | | | | | |
| | 0 0 | | | | 0 | | | CWR 00 | | | | | 00-000-000 | | | | | |
| Monfatal | 1 | | ` | I . | | 0 0 | | | | | | | | | | | | |
| Nonfatal 50. Latitude | 0 | | 0 | | | | $\overline{}$ | 51. Longitude | | | | | | | | | | |

CONDUCTOR SHOVED 4 CARS INTO WHITE SETTLEMENT SIDING EAST AND INTO THE FOUL OF THE MAIN LINE. CONDUCTOR DID NOT TELL ENGINEER THAT THE CARS WERE FOULING. AFTER PULLING GACHMAN, THE CREW SHOVED THE MAIN EAST AND SIDE SWIPED THE CAR THAT WAS IN THE FOUL. CONDUCTOR WAS WATCHING THE POINT FROM THE GROUND FROM THE WEST END OF THE SIDING. DNAX 123026 AND ATW 400682 DAMAGED. ATW 400682 - NO DAMAGEFOUND, ALL DAMAGE ASSOCIATED WITH DNAX 123026.

| | 1 | |
|--|--|---------------------------------------|
| 3. Typed/Printed Name & | | 55. Date |
| Title of Preparer | 54. Signature | |
| This report is part of the reporting reilroad's against report pursuent to | the agaident reports statute and, as such shall not "be admitted as evidence | o or used for any nurnose in any suit |

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).

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