

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0220SX005																	
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. 0220SX005																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 2 year: 2020		6. Time of Accident/Incident 7:47 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>																	
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other (describe in narrative)		Code 01											
8. Cars Carrying HAZMAT N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision LAREDO SUB															
13. Nearest City/Town SAN ANTONIO				14. Milepost (to nearest tenth) 264.98		15. State Abbr. TX		Code 48		16. County BEXAR													
17. Temperature (F) (specify if minus) 65 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																	
21. Track Name/ Number YARD 912				22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code 1															
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol 2MEG											
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.		E. DMU															
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing																	
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing																	
28. Speed (recorded speed if available) R - Recorded E - Estimated 001 MPH		Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) K-Restricted Speed or Equivalent L-Special Instructions * 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											
29. Trailing Tons (gross tonnage, excluding power units) 6,498																							
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number UP005419		b. Position in Train 001		c. Loaded (yes/no)		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00															
(2) Causing (if mechanical, cause reported)				000				33. Was this consist transporting passengers? (y/n) No															
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		2		0		0		0		0		(1) Total in Equipment Consist		41		0		71		0		0	
(2) Total Derailed		1		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 21,501				37. Track, Signal, Way, & Structure Damage \$ 1,099				38. Primary Cause Code S011				39. Contributing Cause Code											
Number of Crew Members						Length of Time on Duty																	
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 09 Mins: 47				45. Conductor Hrs: 09 Mins: 47											
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A				49b. Special Study Block B											
Fatal		0		0		0		OTH				000-000-000											
Nonfatal		0		0		0																	
50. Latitude 29.361548						51. Longitude -98.569529																	
52. Narrative Description (Be specific, and continue on separate sheet if necessary) 2MEGSA-06 WAS ENTERING SOSAN YARD TO TRACK 912. THE CREW ENTERED TRACK 912 WITH THE LEAD 3 AXLES ON THE LEAD UNIT, UP5419, GOING INTO TRACK 912, THE REAR 3 AXLES AND THE REST OF THE TRAIN BEGAN TO ENTER THE TRACK 911, THE LEADING 3 AXLES ON THE LEAD UNIT DERAILED. CAUSE WAS A POWER SWITCH FAILURE.																							
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).																							
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 time 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.																							