

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0220SX017							
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. 0220SX017							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 2 2 1 2020				6. Time of Accident/Incident 5:30 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>							
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 N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision DEL RIO SUB							
13. Nearest City/ Town SPOFFORD		14. Milepost (to nearest tenth) 339.27		15. State Abbr. TX		Code 48		16. County KINNEY							
17. Temperature (F) (specify if minus) 42 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 1		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1									
21. Track Name/ Number SINGLE MAIN TRACK		22. FRA Track Class (1-9, X) 5		23. Annual Track Density (gross tons in millions) 71.10		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4									
25. Type of Equipment Consist (single entry)		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 Code 1		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol GSG5			
28. Speed (recorded speed if available) R - Recorded E - Estimated 029 MPH		Code R		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*) Q-Traffic Control System/CTC J-Positive Train Control * 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) 15,391		31. Principal Car/Unit (1) First involved (derailed, struck, etc) CMO200128		a. Initial and Number CMO200128		b. Position in Train 035		c. Loaded (yes/no) Y		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) CMO200128		a. Head End 2		Mid Train b. Manual c. Remote 0 0		Rear End d. Manual e. Remote 0 1		35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 109 (2) Total Derailed 1		Loaded a. Freight b. Pass. 0 0		Empty c. Freight d. Pass. 0 0		e. Caboose 0	
36. Equipment Damage This Consist \$ 33,646		37. Track, Signal, Way, & Structure Damage \$ 416,912		38. Primary Cause Code E61C		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: 08 Mins:		45. Conductor Hrs: 08 Mins:					
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B					
Fatal		0		0		0		CWR		000-000-000					
Nonfatal		0		0		0									
50. Latitude 29.151958				51. Longitude -100.381929											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) GSG53E-17, TRAVELING WEST ON THE DEL RIO MAIN, WAS NOTIFIED BY TRAIN DEFECT DETECTOR AND DISPATCHER436 TO STOP TRAIN DUE TO DEFECT DETECTED "DRAGGING EQUIPMENT" AT MP 5.4 ON EAGLE PASS SUBDIVISION. TRAIN STOPPED AND INSPECTED AT MP 8. CREW DISCOVERED ONE SET OF TRUCKS MISALIGNED WITH BOTH AXLES DERAILED ON CAR CMO200128. UPON FURTHER INSPECTION OF TRACKS TRAVERSED, POINT OF DERAILMENT WAS FOUND TO BE AT MP 339.27 AND TRAIN HAD TRAVELED A DISTANCE IN EXCESS OF 9 MILES FROM THAT POINT CAUSING DAMAGE TO TRACK, SWITCHES, DETECTORS, ETC.															
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.															