

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0220TO026	
2. Name of Other Railroad or Other Entity with Consist Involved				2a. Alphabetic Code ZIKW		2b. Railroad Accident/Incident No. INDUSTRY	
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. 0220TO026	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 2 2 2020		6. Time of Accident/Incident 12:38 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 13			
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 FT WORTH SUB							
13. Nearest City/ Town HILLSBORO		14. Milepost (to nearest tenth) 197.4		15. State Abbr. TX		16. County HILL	
17. Temperature (F) (specify if minus) 39 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		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 1	
21. Track Name/ Number SINGLE MAIN TRACK		22. FRA Track Class (1-9, X) 4		23. Annual Track Density (gross tons in millions) 50.50		24. Time Table Direction 1. North 3. East 2. South 4. West Code 1	
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 Code 7	
26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol IKO2					
28. Speed (recorded speed if available) R - Recorded E - Estimated 020 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*) * Mandatory to the extent that all applicable codes are entered Q-Traffic Control System/CTC		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) 497							
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TM513922		a. Initial and Number 001		b. Position in Train 000		c. Loaded (yes/no)	
(2) Causing (if mechanical, cause reported)						32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs	
						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	
(1) Total in Train		1		0		0	
(2) Total Derailed		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight	
(1) Total in Equipment Consist		4		0		0	
(2) Total Derailed		0		0		0	
36. Equipment Damage This Consist \$ 0		37. Track, Signal, Way, & Structure Damage \$ 21,500		38. Primary Cause Code H301		39. Contributing Cause Code	
Number of Crew Members				Length of Time on Duty			
40. Engineers/ Operators 0		41. Firemen		42. Conductors 0		43. Brakemen	
44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:					
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others	
Fatal		0		0		0	
Nonfatal		0		0		0	
50. Latitude 32.027506		51. Longitude -97.129401					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) INDUSTRY IKO SOUTHWEST, HAD 4 CARS AND THEIR CAR PULLER, ROLL OUT OF THE HILLSBORO INDUSTRIAL LEAD, ONTO THE FT WORTH SUB SINGLE MAIN. THE MACHINE AND CARS RAN OVER THE DERAIL BY THE MAINLINE SWITCH, HOWEVER, THERE WAS NO 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).							
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.							