

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0320HO003									
2. Name of Other Railroad or Other Entity with Consist Involved Amtrak (National Railroad Passenger Corporation) [ATK]				2a. Alphabetic Code ATK		2b. Railroad Accident/Incident No. 163341									
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. 0320HO003									
4. U. S. DOT Grade Crossing Identification Number 743812H				5. Date of Accident/Incident month 0 day 3 year 2020		6. Time of Accident/Incident 12:15 AM <input type="checkbox"/> PM <input checked="" 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 07			
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 GLIDDEN SUB							
13. Nearest City/ Town LISSIE		14. Milepost (to nearest tenth) 63.34		15. State Abbr. TX		Code 48		16. County WHARTON							
17. Temperature (F) (specify if minus) 79 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2		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) 4		23. Annual Track Density (gross tons in millions) 63.70		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3									
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		26. Was Equipment Attended? 1. Yes 2. No Code		27. Train Number/Symbol			
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH		Code		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		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									
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) 000 (2) Causing (if mechanical, cause reported) 000		a. Initial and Number		b. Position in Train		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 Drugs					
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train b. Manual c. Remote		Rear End d. Manual e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		Loaded a. Freight b. Pass.		Empty c. Freight d. Pass.		e. Caboose	
(1) Total in Train		0		0		0		(1) Total in Equipment Consist		0		0		0	
(2) Total Derailed		0		0		0		(2) Total Derailed		0		0		0	
36. Equipment Damage This Consist \$ 0		37. Track, Signal, Way, & Structure Damage \$ 610,936		38. Primary Cause Code M302		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		49a. Special Study Block A		49b. Special Study Block B					
Fatal		0		0		0		CWR		000-000-000					
Nonfatal		0		0		0									
50. Latitude 29.563894				51. Longitude -96.253146											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AMT2-01, HIT A SEMI PULLING A TRAILER AT MP 63.31. THEY WERE TRAVELING EAST BOUND GLIDDEN SUB. THELEAD LOCOMOTIVE DERAILED. THE DRIVER WAS TAKEN AWAY IN AN AMBULANCE, BUT DID NOT HAVE ANY LIFE THREATENING INJURIES. HE WAS CITED FOR RUNNING THE GATE AS HE TRAVELED NORTHBOUND ON HUNT RD, INTERSECTING HWY 90. AMTRAK EQUIPMENT DAMAGE = \$179,640															
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.															