FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

FEDERAL RAILROAD	ADMINISTRATIO	N	F	AIL EQ	JIPMEN	JIPMENT ACCIDENT/INCIDENT REPORT									OMB Approval No: 2130-0500			
1. Name of Reporting Ra					1a. Alpha	1a. Alphabetic Code						1b. Railroad Accident/Incident No.						
Union Pacific Railroad Company [UP]							UP						0420SX004					
2. Name of Other Railro			2a. Alphabetic Code							2b. Railroad Accident/Incident No.								
Austin Western R							AWRR							200418001				
Name of Railroad or C	, ,		ack Maintenance	e (single e	ntry)		3a. Alphabetic Code						3b. Railroad Accident/Incident No.					
Union Pacific Rai	Iroad Company	[UP]						UP						0420SX004 6. Time of Accident/Incident				
4. U. S. DOT Grade Crossing Identification Number							5. Date of Accident/Incident month day year					year						
							0		4	1	8	202		9:31		АМ 📙	PM X	
7. Type of Accident/ 1. Derailment				I. Side collision		 Hwy-rail crossing RR grade crossing 				10. Explosion-detonation				13. Ot	ther describe in)		Code	
Incident (single entry in code box)							· ·				11. Fire/violent rupture12. Other impacts						01	
8. Cars Carrying		9. HAZMA	AT Cars			10. Cars Releasing			11. People					12. Subdivision				
HAZMAT Damaged/ Derailed					AZMAT		Evacuated											
N/A		Derano	<u> </u>	14 14		15 844				N/A			AUSTIN SUB					
13. Nearest City/					14. Mile	lepost (earest		15. State Code Abbr.			16. County							
Town MCNI	EIL					tenth) 165.99					T	TRAVIS						
17. Temperature (F)	18. Visibil		• /	Code	Code 19. Weather (single			le entry)						of Track	Code			
(specify if minus)	(specify if minus) 1. Dawn 59 F 2. Day			3. Dusk 4. Dark		1. Clear 2. Cloudy		3. Rain 4. Fog		SleetSnow		1		1. Main 3. Siding 2. Yard 4. Industry			1	
21. Track Name/	39 1		<u>y</u>		· · · · ·								1	24. Time Table Direction			Code	
Number							lass (1-9, X)			Density (gross tons in millions)					1. North 3.East 2. South 4. West			
25. Type of Equipment	RACK 1. Freight train		5. Single car	9 Maint /	inspect. car	ct. car D. EMU		in	_	s) 41.00 . Was Equipment				2. Sout				
Consist	Passenger train-I		6. Cut of cars		MoW Equip.		E. DMU		20.	Attended?				27.	Train Numbe	I/Symoor		
(single entry)	3. Commuter train-	Pulling	7. Yard/switchin	ng B. Passeng	ger Train-Pus	_		Code		1. Yes	2	. No	Cod	le				
	4. Work train	Cod	8. Light loco(s)	. C. Commu	ater Train-Pu		7 1							1 22 P		- • •		
 Speed (recorded sp if available) 	(enter cod latory)	des that a	les that apply)							30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation								
R - Recorded	t Signaled	1								1 = Remote control portable transmitter								
E - Estimated	000 MPH				Movement (Mandatory) 1							2 = Remote control tower operation						
 Trailing Tons (greexcluding power un 	oss tonnage, its)			in Control 3. Yard/Restricted Limits Other Than Main Track G-Interlocking							3 = Remote control portable transmitter - more than one remote							
cacidamy F		andatory*,	~								rol transmitte		Code					
*Mandatory to the extent that all							plicable codes are entered							<u> </u>				
31. Principal Car/Unit		a. Initial	and Number	b. Positi	ion in Train		c. Loade	ed (yes/no)						-	for drug/alcohol use, enter the number that box. Alcohol Dru			
(1) First involved (derailed, struck, etc.	c)								were positive in the approp				opriate i	box.	Drugs			
(acronica, s	·/			000	000													
	echanical,			000						33.Was this consist transporting passes					y/n)			
34. Locomotive Units		a Hood	H. J. Wilmin			000			35. Cars					Loaded Empty				
(Exclude EMU, DMU, ar	ad Cab Car	a. Head End		Mid Train b. Manual c. Remote		Rear End d. Manual e. Remo		(Include EM		, DMU, and Cab Car		a. Freight		b. Pass.	c. Freight	d. Pass.	e. Caboose	
Locomotives.)				- C. Remote				Locomotives	s.)						<u> </u>	<u> </u>	-	
(1) Total in Train		0	0	0	0		0	(1) Total	(1) Total in Equipment C		sist	-	,	0	0	0	0	
(2) Total Derailed		0	0	0 0		0 0		(2) Total Derailed				(,	0	0	0	0	
36. Equipment Damage			37. Track, Signal, Way,		·			38. Primary Cause				39	39. Contributing Cause					
This Consist \$ 0			& Structur	e Damage	\$ 29,548			Code	M101					Code				
		Number of	f Crew Member		-			Ι				Length		e on Duty				
40. Engineers/ Operators	41. Firemen		42. Conductors		43. Brakemen			44. Engineer/	44. Engineer/Operator				45. Conductor					
Operators 0		\longrightarrow	0					Hrs:		Min			Hrs:	Hrs: Mins:				
Casualties to:	46. Railroad Emplo	. Railroad Employees 47. Train Pa			48. Others			49a. Special S	49a. Special Study Block A				49b. Special Study Block B					
Fatal	0		0		0													
Nonfatal	0		0		0			ОТН	OTH				000-0	000-000				
50. Latitude			30.453177		1		51. Longitude	51. Longitude					-97.720					
52. Narrative Description	1 (Re specific	and conti	nue on separate		aru)									-71.14t	J/30			
AUSTIN WESTERN I	(SEWAY	OF THE	DIAMOND	AT MP	165.99 AUS	STIN S	UB WHI	LE TR	RAVERSIN	IG SOUTH	TO NORTI	А,	
DERAILING THE LE	AD SET OF TRU	CKS ON	THE LEAD L	OCOMOTIVE	E HLCX816	51 NORT	TH OF T	HE INTERLO	CKEI	R. AWRR	EQUIP	MENT I)AMA	GE = \$20,0)00			
53. Typed/Printed Name		54.6	54 Construe							55. I	55. Date							
Title of Preparer		54. Signature																
NIOTE. This ren	sort is part of the r	ranortina	railroad's aga	idant ranart r	uircuant to	the acci	dant ranc	orte etatuta ar	nd acc	mch chall r	not "ha	admitta	dac av	ridanca or	need for ar	T DIFPOSA	in any cuit	

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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.