DEPARTMENT OF FEDERAL RAILROAD		_		AIL EQU	J <b>IPME</b> I	NT AC	CCIDE	NT/INCI	DEN	T REPOR	RT			OM	IB Approval	No: 2130-0500	
									1a. Alphabetic Code					1b. Railroad Accident/Incident No.			
Union Pacific Railroad Company [UP]								UP	ПР				0620SX	X022			
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alpha	2a. Alphabetic Code					2b. Railroad Accident/Incident No.			
3. Name of Railroad or O	3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)								betic Co	ode			3b. Railroad Accident/Incident No.				
Union Pacific Rail	road Company	y [UP]						UP					0620SX022				
4. U. S. DOT Grade Cross	sing Identification !	Number							f Accide onth	ent/Incident day	, year		6. Time of Accident/Incident				
								0   6   1   3   2020					3:40	A	м 🗌	PM X	
7. Type of Accident/ 1. Derailment 4. Side collision						7.	Hwy-rail	crossing			osion-detonati		13. Ot	her		Code	
Incident (single 2. Head on collision 5. Raking collision entry in code box) 3. Rear end collision 6. Broken train collision					collision	9.	RR grade Obstruction	-		12. Othe	violent rupture r impacts	e	n	describe in) arrative)		12	
8. Cars Carrying HAZMAT		<ol><li>HAZMA Damage</li></ol>				rs Releasin	ıg		11. People Evacuated				12. Subdiv	ision			
N/A		Derailed		N/A		-	N/A				//A		DELR	IO SUB			
13. Nearest				11///	14. Milepost (to			15. State	15. State Code 16. Cour								
City/	NITONIO				nearest tenth) 207.4		Abbr.		DEWAD								
Town SAN A	NTONIO	18. Visibili	ity (single entr	y)	Code		207.4 ather (sin	ngle entry)		48	BEXAR	ode	20. Type o	of Track		Code	
(specify if minus)	0	1. Dav	vn 3. Dusk	·			Clear	3. Rain		5. Sleet	1		1. Mair	a 3. Si	0	2	
21. Track Name/	<b>91</b> ° F	2. Day	4. Dark		ERA Track			4. Fog 6. Snow			1		2. Yard 4. Industry 24. Time Table Direction				
Number	Class (1-9, X) Density									24. Time Table Direction Code 1. North 3.East							
YARD 006							1	in	nillions				2. Sout	h 4. W	est	3	
71 11	Freight train     Passenger train-		5. Single car	9. Maint./ir			D. EMU		26. Was Equipment					27. Train Number/Symbol			
(single entry)	Commuter train-     Work train	-Pulling	<ol> <li>Cut of cars</li> <li>Yard/switching</li> <li>Light loco(s).</li> </ol>	B. Passenge	AoW Equip. ger Train-Pu tter Train-Pu	shing	E. DMU	Code 7		Attended? 1. Yes	2. No	Cod N	e YEY	Y1			
28. Speed (recorded spe	eed	Code	30. Type o	of Territory	(enter co	odes that a	pply)						30a. Remo	otely Control	led Locomot	ive?	
if available)		1		tion (Manda				2	;				1		y controlled	-	
R - Recorded E - Estimated	001 MPH	E	1. Signale Method o	ed 2. Not f Operation/A	t Signaled Authority for	or Moveme	ent (Mar						1		ol portable tra ol tower oper		
	oss tonnage,			-				Restricted Lin					1		ol portable tra		
excluding power uni	ts)			Register Terri	•	Other Than		ack F	-Restr	icted Speed or	Equivalent			than one rer			
		6,334		ntal/Adjunct ory to the exte				entered					contr	ol transmitte	r	Code	
31. Principal Car/Unit		a. Initial a	and Number		on in Train		c. Loade		3	32. If any railroa	ad employee(s	) tested	for drug/alc	ohol use, en	er the numbe	r that	
(1) First involved											ve in the appro			1	cohol	Drugs	
(derailed, struck, etc	)					0.47											
(2) Causing (if me	chanical,	СН	TT101288	+	067		-	Y 33.Was this consist		sist transporti	ng passe	engers? ()	i/n)				
cause reported)	,	СН	TT101288		067			Y				-51		,		No	
34. Locomotive Units		a. Head	Mid	l Train		Rear End	i	35. Cars				Load		Em			
(Exclude EMU, DMU, an Locomotives.)	d Cab Car	End	b. Manual	c. Remote	d. Man	ual e.	Remote	Locomotives		IU, and Cab Car	a. Fro	eight	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		2	0	0	0	)	0	(1) Total	in Equi	ipment Consist	5.	3	0	14	0	0	
(2) Total Derailed		0	0	0	0	)	0	(2) Total	Deraile	ed	3	<u> </u>	0	0	0	0	
36. Equipment Damage		:	37. Track, Signal,	•				38. Primary C	ause			39	9. Contributi	ng Cause			
This Consist	\$ 13,24		& Structure I	Jamage	\$	3,750		Code		1	E08C		Code				
Number of Crew Men								•				n of Time on Duty					
40. Engineers/ Operators	41. Firemen	ľ	42. Conductors		43. Braken	nen		44. Engineer/	Operato			45	5. Conductor				
. 0	. 0		0					Hrs: Mins:				Hrs: Mins:					
	46. Railroad Emple	oyees	47. Train Passengers 48. Others					49a. Special Study Block A 49b. S					Special Study Block B				
Fatal	0						отн	OTH 000-0					000-000				
Nonfatal	0 0 0																
50. Latitude			29.436	069				51. Longitude	:				-98.461	607			
52. Narrative Description (Be specific, and continue on separate sheet if necessary)  THE YEY17-13 COUPLED 42 CARS OUT OF TRACK 7 INTO 25 CARS IN TRACK 6 AND SHOVED THE TRACK EAST. THEJOB STOPPED WITH THE WEST END OF THE CARS SPOTTED AT THE AIR SPOUT. THE JOB PERFORMED A SECUREMENTCHECK AND CUT AWAY FROM THE CARS IN TRACK 6 AT 13:07. NO OTHER MOVEMENT WAS MADE INTO THIS TRACK.AT 15:35 THE CARS STARTED MOVING EAST. THE CARS TOOK 4 MINUTES TO MOVE 6 CAR LENGTHS, AND ROLLED INTO THE YSA07-12 THAT WAS ON THE EAST END OF THE LEAD. THE 3 EAST CARS IN TRACK 6 DERAILED. THE YSA07-12 HAD 2 CARS THAT WERE HIT, BUT NOT DERAILED. INVESTIGATION CONFIRMED THE 10 EAST CARS IN TRACK 6 HAD SECURED HANDBRAKES. PER RAILROAD, CONSIST WITH THE LOCOMOTIVES HAS BEEN SET OUT AND CREW DE-BOARDED. IT STARTED TO ROLL FREE AND STRUCK THE CUT THAT WAS STANDING.																	

53. Typed/Printed Name &		55. Date
Title of Preparer	54. Signature	
NOTE: This report is next of the reporting reilroad's against report represent to	the conident rements statute and, as such shall not "be admitted as eviden-	a an word for any mymmore in any axis

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 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 natter 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.

DEPARTMENT OF FEDERAL RAILROAD			RAI	IL EOU	IPMENT A	CCIDE	ENT/INCI	DENT	REP(	ORT				OM:	IB Approval	No: 2130-0500	
FEDERAL RAILROAD ADMINISTRATION RAIL EQUIPMENT ACCIDEN  1. Name of Reporting Railroad								1a. Alphabetic Code					1b. Railroad Accident/Incident No.				
Union Pacific Railroad Company [UP]								UP					0620SX022				
2. Name of Other Railroa			nvolved					2a. Alphabetic Code						ad Accident/I	Incident No.		
	2 41 1																
3. Name of Railroad or O	3a. Alphal	oetic Code	e					d Accident/I	ncident No.								
Union Pacific Rail	UP	2.4	7 11				0620SX										
4. U. S. DOT Grade Cros	sing Identification 1	Number					5. Date of	f Accident onth	t/Incident day	· v	ear	(	6. Time or	Accident/Inc	cident	_	
							0	6	1		2020		3:40	A	АМ 🗌	PM X	
7. Type of Accident/	1. Derailment 4. Side colli					crossing			xplosion-det	tonation		13. Oth			Code		
Incident (single	_			aking collision		8. RR grade				ire/violent ru				lescribe in)		1, 1	
entry in code box)  8. Cars Carrying	3. Rear end collision 6. Broken to 9. HAZMAT Cars			oken train col	10. Cars Releas	Obstruction     asing	on	11. Peop		ther impacts	3	$\Box$	12. Subdiv	arrative) vision		12	
HAZMAT		Damaged/			HAZMA	-	!	Evacı									
N/A		Derailed <b>N/A</b>				N/A	!			N/A		DEL RIO SUB					
13. Nearest					14. Milepost	(to	15. State		Code	16. Cou	nty						
City/	- TONIO				nearest	207.4	Abl		10	DEV	· B						
Town SAN A  17. Temperature (F)	ANTONIO	18. Visibilit	ty (single entry)	1	Code 19. W	207.4 Weather (sin			48	BEX	AR Code	. (	20. Type o	of Track		Code	
(specify if minus)		1. Dawr		1		1. Clear	3. Rain		5. Sleet	1			1. Main		ding	1	
	<b>91</b> ° F	2. Day	4. Dark		2 2. Cloudy		4. Fog	<u> </u>			1	Ц,	2. Yard			2	
21. Track Name/ Number					FRA Track Class (1-9, X)	Cod		ual Track				24. Time Table Direction Code 1. North 3.East					
YARD 006					.1ass (1-7, A)	1	in	nsity (gro millions)	oss tons				2. South			3	
	1. Freight train	5.	. Single car	9. Maint./insp	pect. car	D. EMU		26. W	/as Equipn	nent		_		Train Number			
Consist	2. Passenger train-I	-		A. Spec. Mo		E. DMU	Code		Attended?	2.34		O - da	YSA	. 0			
(single entry)	Commuter train-     Work train	-		-	r Train-Pushing er Train-Pushing		7	1	l. Yes	2. No	·	Code Y	10.1	i.u			
28. Speed (recorded spe		Code			(enter codes that	at apply)	<u> </u>						30a. Remo	otely Controll	led Locomot	tive?	
if available)		1		n (Mandata			1							lot a remotely			
R - Recorded	000 MPH		1. Signaled		-		2							temote contro	-		
E - Estimated  29. Trailing Tons (gro	oss tonnage,	I E		-	thority for Mover Direct Train Cont									temote contro			
excluding power uni	-		_	egister Territo		Than Main Tr			ted Speed	or Equivale	ent			than one rem	•	allomnuci	
	1	10.227		-	Codes (Mandator								contro	ol transmitter	г	Code	
		10,337		_	t that all applicabl											0	
31. Principal Car/Unit		a. Initial ar	nd Number	b. Position	in Train	c. Loade	ed (yes/no)	32.					-	ohol use, ent			
<ol> <li>First involved (derailed, struck, etc.</li> </ol>	e)							were positive in the appropr			appropi	iate oo.	X.	Aic	cohol	Drugs	
		TTC	GX603970	603970 00			Y										
	echanical,							33.	.Was this c	consist transp	porting p	passeng	gers? (y	i/n)		1	
cause reported)		+	7612	<u> </u>	000		25 Care				ī	Loaded	,	Em	4	No	
<ol> <li>Locomotive Units</li> <li>(Exclude EMU, DMU, an</li> </ol>	nd Cab Car	a. Head End	b. Manual	rain c. Remote	Rear E	End e. Remote	35. Cars (Include EM	IU, DMU.	, and Cab	Car	a. Freigl		b. Pass.	Em c. Freight	d. Pass.	e. Caboose	
Locomotives.)			0.114		4		Locomotives	.)				+	$\longrightarrow$	-			
(1) Total in Train		4	0	0	0	0		(1) Total in Equipment Consist 80		80	4	0	48	0	0		
(2) Total Derailed		0	0	0	0	0	(2) Total				0	丄	0	0	0	0	
36. Equipment Damage		3'	7. Track, Signal, W				38. Primary C	ause					Contributio	ng Cause		ļ	
This Consist	\$ 34		& Structure Da	image \$	\$ 0	Code	E08C					Code					
40 Feetness			Crew Members		12. Deeleaman		14 Engineer/			Le	ngth of	_					
40. Engineers/ Operators	41. Firemen	4.	2. Conductors	4.	Brakemen	3. Brakemen 4		44. Engineer/Operator					45. Conductor				
1	<b></b>	$\longrightarrow$	1	$\longrightarrow$			Hrs:	Hrs: 06 Mins:			0		Hrs:	06	Mins:	07	
Casualties to:	46. Railroad Emplo	oyees 4	7. Train Passengers	s 4	48. Others		49a. Special S	Study Bloc	ck A		49	b. Spe	Special Study Block B				
Fatal	0 0 0																
Nonfatal	0 0 0					OTH 000-0					00-00	000-000					
50. Latitude					51. Longitude -98.461607												
52. Narrative Description (Be specific, and continue on separate sheet if necessary)																	
THE YEY17-13 COUPLED 42 CARS OUT OF TRACK 7 INTO 25 CARS IN TRACK 6 AND SHOVED THE TRACK EAST. THEJOB STOPPED WITH THE WEST END OF THE CARS SPOTTED AT THE AIR SPOUT. THE JOB PERFORMED A SECUREMENTCHECK AND CUT AWAY FROM THE CARS IN TRACK 6 AT 13:07. NO OTHER MOVEMENT WAS MADE INTO THIS TRACK.AT 15:35 THE CARS STARTED MOVING EAST. THE CARS TOOK 4 MINUTES TO MOVE 6 CAR LENGTHS, AND ROLLED INTO THE YSA07-12 THAT WAS ON THE EAST END OF THE LEAD. THE 3 EAST CARS IN TRACK 6 DERAILED. THE YSA07-12 HAD 2 CARS THAT WERE HIT, BUT NOT DERAILED. INVESTIGATION CONFIRMED THE 10 EAST CARS IN TRACK 6 HAD SECURED HANDBRAKES. PER RAILROAD, CONSIST WITH THE LOCOMOTIVES HAS BEEN SET OUT AND CREW DE-BOARDED. IT STARTED TO ROLL FREE AND STRUCK THE CUT THAT WAS STANDING.																	
53. Typed/Printed Name	&:												55. D	Date			

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