

1. Name of Reporting Railroad <b>Union Pacific Railroad Company [UP]</b>				1a. Alphabetic Code <b>UP</b>				1b. Railroad Accident/Incident No. <b>0720TO036</b>									
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) <b>Union Pacific Railroad Company [UP]</b>				3a. Alphabetic Code <b>UP</b>				3b. Railroad Accident/Incident No. <b>0720TO036</b>									
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year <b>0 7 2 9 2020</b>				6. Time of Accident/Incident <b>3:45</b> 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 <b>01</b>					
8. Cars Carrying HAZMAT <b>2</b>		9. HAZMAT Cars Damaged/ Derailed <b>N/A</b>		10. Cars Releasing HAZMAT <b>N/A</b>		11. People Evacuated <b>N/A</b>		12. Subdivision <b>CHOCTAW SUB</b>									
13. Nearest City/ Town <b>DENISON</b>		14. Milepost (to nearest tenth) <b>662.31</b>		15. State Abbr. <b>TX</b>		Code <b>48</b>		16. County <b>GRAYSON</b>									
17. Temperature (F) (specify if minus) <b>88</b> ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code <b>2</b>		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code <b>1</b>		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code <b>2</b>											
21. Track Name/ Number <b>YARD 021</b>		22. FRA Track Class (1-9, X) <b>1</b>		23. Annual Track Density (gross tons in millions) <b>1</b>		24. Time Table Direction 1. North 3. East 2. South 4. West Code <b>1</b>											
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 <b>7</b>		26. Was Equipment Attended? 1. Yes 2. No Code <b>Y</b>		27. Train Number/Symbol <b>YDN5</b>					
28. Speed (recorded speed if available) R - Recorded E - Estimated <b>003</b> MPH		Code <b>E</b>		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		2		5		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 <b>0</b>							
29. Trailing Tons (gross tonnage, excluding power units) <b>441</b>																	
31. Principal Car/Unit (1) First involved (derailed, struck, etc) <b>EQUX630520</b>		a. Initial and Number <b>006</b>		b. Position in Train <b>006</b>		c. Loaded (yes/no) <b>N</b>		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol <b>00</b>		Drugs <b>00</b>							
(2) Causing (if mechanical, cause reported) <b>EQUX630520</b>		<b>006</b>		<b>N</b>				33. Was this consist transporting passengers? (y/n) <b>No</b>									
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.)		a. Freight		Loaded b. Pass.		Empty c. Freight d. Pass.		e. Caboose	
(1) Total in Train		<b>3</b>		<b>0 0</b>		<b>0 0</b>		(1) Total in Equipment Consist		<b>3</b>		<b>0</b>		<b>1 0</b>		<b>0 0</b>	
(2) Total Derailed		<b>0</b>		<b>0 0</b>		<b>0 0</b>		(2) Total Derailed		<b>0</b>		<b>0</b>		<b>1 0</b>		<b>0 0</b>	
36. Equipment Damage This Consist \$ <b>46,557</b>		37. Track, Signal, Way, & Structure Damage \$ <b>0</b>		38. Primary Cause Code <b>E29C</b>		39. Contributing Cause Code											
Number of Crew Members				Length of Time on Duty													
40. Engineers/ Operators <b>1</b>		41. Firemen		42. Conductors <b>1</b>		43. Brakemen		44. Engineer/Operator Hrs: <b>08</b> Mins: <b>45</b>		45. Conductor Hrs: <b>08</b> Mins: <b>45</b>							
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B							
Fatal		<b>0</b>		<b>0</b>		<b>0</b>		OTH		000-000-000							
Nonfatal		<b>0</b>		<b>0</b>		<b>0</b>											
50. Latitude <b>33.770998</b>				51. Longitude <b>-96.59161</b>													
52. Narrative Description (Be specific, and continue on separate sheet if necessary) <b>YDN51-29 CREW WAS KICKING CARS TO TRACK 21. FROM THEIR SWITCH CUT, THEY SHOVED 2 LOADED TANKS (TIED HANDBRAKES) IN, THEN KICKED 3 MORE LOADED TANKS, THEN ON THE LAST SET KICKED 4 TOTAL CARS BY JUST "PINNING", WHICH WAS 1 LOADED TANK, FOLLOWED BY AN EMPTY HOPPER, THEN 2 MORE LOADED TANKS. AS CARS ROLLED DOWN THE TRACK, THE CREW PROCEEDED TO MOVE DOWN THE NORTH END OF TRACK 29 TO GRAB 2 CARS TO CLEAR A TRACK FOR THE LOCAL TO RUN BACK THRU. AS THEY WERE GRABBING THE CARS, THE FOOTBOARD YARDMASTER NOTICED 2 TANK CARS ROLLING OUT OF TRACK 21. THE FOREMAN JUMPED ON AND TIED A HANDBRAKE THE CUTOF 4 CARS MADE A JOINT TO THE PREVIOUS CARS, SO IT WAS THE 2 SOUTH CARS THAT UNCOUPLED WHEN THE CUTOF 4 COUPLED WITH THE OTHER 5 CARS IN THE TRACK. BOTH ENDS OF THE EMPTY HOPPER (EQUX630520) WERE CRUMPLED WITH THE TRUCKS ON THE SOUTH END ON THE GROUND. CAR IS MISSING CENTER PIN FROM TRUCKS &amp; LOOKS TO BE NEW WELDS ON BOTH ENDS OF THE CAR. NO TRACK DAMAGE.</b>																	
53. Typed/Printed Name & Title of Preparer				54. Signature				55. Date									
<b>NOTE:</b> 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.																	