DEPARTMENT OF			N	RAI	L EOU	IPMEN	IT A(CCIDE	NT/INC	CID	EN'	T REI	POR'	Г				OM	B Approval	No: 2130-0500
Name of Reporting Railroad									1a. Alphabetic Code							1b. Railroad Accident/Incident No.				
Union Pacific Railroad Company [UP]								UP	UP						0920SX025					
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alı	2a. Alphabetic Code							2b. Railroad Accident/Incident No.				
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)								3a. Alı	3a. Alphabetic Code								Accident/I	ncident No.		
Union Pacific Railroad Company [UP]								UP							09	20SX	025			
4. U. S. DOT Grade Crossing Identification Number								5. Dat	Date of Accident/Incident							ime of	Accident/In	cident		
									0	mont	հ 9	1 1	lay 8	ye ye		4.	20	А	м	$_{\mathrm{PM}}$ X
7. Type of Accident/	1. De	railment		4. Sid	le collision		7.	Hwy-rail			9			ion-deto	nation		30 13. Oth			Code
Incident (single		ad on collis	sion		king collision	on		RR grade					-	olent ruj				escribe in)		
entry in code box) 3. Rear end collision 6. Broken train c				oken train c		on						narrative) 12								
8. Cars Carrying HAZMAT	, ,					10. Cars	Releasi ZMAT	ing		11. People					12.	Subdivi	sion			
		Deraile				11.5		Evacuated												
N/A 13. Nearest					N/A	N/A 14. Milepost (to			15 \$	15. State Code 16			A DEL 6. County		EL R	IO SUB				
City/							irest	(10		Abbr.	1	Couc	· 1	o. Coun	Ly					
	NTONIO					ten	th)	206.8		ΓX		48		BEXA	R					
17. Temperature (F)		18. Visibi	•	(single entry)		Code			ngle entry)						Code		Type of			Code
(specify if minus)	88 ° F	1. Da 2. Da		 Dusk Dark 		2	l	Clear Cloudy	 Rain Fog 			SleetSnow			1		 Main Yard 	3. Sic	ling lustry	2
21. Track Name/	88 F	2. Da	.y	4. Dark	22.	FRA Track	2.	Co		nnual	l Trac		v		1			able Direction		Code
Number						Class (1-9, 2	X)	1		Density (gross tons in millions)					1	1. North 3.East			1	
YARD 113								1		in mil						2	2. South			3
	Freight train Passanger train		5. Sing		9. Maint./in	-		D. EMU			l	Was Equi	-				27. Ti	rain Number	/Symbol	
Consist (single entry)	Passenger train- Commuter train	-Pulling		d/switching]	_	r Train-Pusl	hing	E. DMU	Cod	e		Attended 1. Yes	17	2. No		ode	YEY	5		
28 Speed (recorded spe	4. Work train			1		er Train-Pus		annly)							1	Y 30a	Remot	ely Control	ed Locomot	ive?
28. Speed (recorded speed Code 30. Type of Territory (enter codes that apply) if available) Signalization (Mandatory)							30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation													
R - Recorded 1. Signaled 2. Not Signaled								2							$1 = R\epsilon$	mote contro	ol portable tr	ansmitter		
E - Estimated 009 MPH R Method of Operation/Authority for Movement (Mandatory) 5 2 = Remote control tow 29. Trailing Tons (gross tonnage, 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 3 = Remote control port																				
29. Trailing Tons (gross tonnage, excluding power units) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricte 4. Block Register Territory 5. Other Than Main Track										cted Spee	ed or E	anivale	nt			han one ren		ansmitter -		
excluding power and	,			Supplementa	-	•			uen			~		1				l transmitter		Code
		2,166		* Mandatory	to the exter	nt that all ap	plicable	codes are	entered											0
31. Principal Car/Unit		a. Initial	and Nu	umber	b. Positio	n in Train		c. Loade	ed (yes/no)	32	2. If any 1	railroad	employ	ee(s) test	ed for d	rug/alco	hol use, ent	er the numb	er that
(1) First involved												were j	positive	in the a	ppropria	te box.		Alc	ohol	Drugs
(derailed, struck, etc) UP000720					001															
(2) Causing (if me	chanical,	— '	UPUUL	0/20		001					33	3.Was thi	is consi	st transp	orting pa	ssengers	; ? (y/	(n)		
cause reported)						000			_											No
34. Locomotive Units		a. Head		Mid T			Rear En	ıd	35. Cars	E3.411	DM					aded		Em		
(Exclude EMU, DMU, an Locomotives.)	d Cab Car	End	b	o. Manual	c. Remote	d. Manua	al e.	. Remote	Locomoti		, DMU	U, and Ca	ab Car	a	. Freight	b. P	ass.	c. Freight	d. Pass.	e. Caboose
(1) Total in Train		1		0	0	0		0	(1) To	tal in	Equip	pment Co	nsist		17	0)	0	0	0
(2) Total Derailed		1		0	0	0		0	(2) To	tal De	erailed	d			1	0)	0	0	0
36. Equipment Damage				ack, Signal, W	•				38. Primar	y Cau	se							g Cause		
This Consist	\$ 10,95	4	&	& Structure Da	mage	\$	4,362	2	Code				Н	513		Cod	le			
		Number o	f Crew	Members										Len	gth of Ti	me on D	Outy			
40. Engineers/	41. Firemen		42. Co	onductors	1	43. Brakeme	en		44. Engine	er/Op	erator	r				45. Con	ductor			
Operators 1				0					Hrs:			M	lins:	31		Hr	s:		Mins:	
Casualties to:					48. Others	8. Others 49a			49a. Special Study Block A 49b. S					Special Study Block B						
Fatal	0 0 0 OTH 000-000-000																			
Nonfatal	0			0			0													
50. Latitude				29.43508	9				51. Longit	ude						-9	8.4519	948		
52. Narrative Description YEY55-18 PULLED O SWITCH MOVES. TH STATEDHE COULD I LAU06.	UT OF TRACK	11 AT TH	E EAS	ARS, SO ONI	AST YAR	ED WITH 1 ENGINE BI	RAKES	COULI	BE USED T	O ST	OP.	WHEN	THE Y	EY55	START	ED PUI	LING	EAST, TH	E ENGIN	EER

53. Typed/Printed Name &		55. Date
Title of Preparer	54. Signature	
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	ce or used for any nurnose 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.

1. Name of Reporting Railroad				L LQC.	TT 14TT214	IAC	CIDE	111/11101	DEN	T REPOR	(1			ON	AB Approval	No: 2130-0500	
1. Name of Reporting Railroad								1a. Alpha	etic Co	ode		1b. Railroad Accident/Incident No.					
Union Pacific Railroad Company [UP]									UP					0920SX025			
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alpha	oetic Co	ode		2b. Railroad Accident/Incident No.					
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Union Pacific Railroad Company [UP]								UP				0920SX025					
4. U. S. DOT Grade Crossing Identification Number								Accide onth	ent/Incident day	, year	6. Time of Accident/Incident						
								0	9	1 8	202	0	4:30		АМ 🔲	PM X	
71	Derailment			de collision			Hwy-rail	-			osion-detonat violent ruptui		13. Ot			Code	
	Head on coll Rear end col			iking collisio oken train co			RR grade Obstructi	-		12. Othe		е		describe in) arrative)		12	
8. Cars Carrying	9. HAZM		rs		10. Cars		ng	11. People			_	12. Subdivision					
HAZMAT	Damaş Derail				HA	ZMAT		Evacuated									
N/A 13. Nearest				N/A	N/A 14. Milepost (to			N/A 15. State Code 16. 0			/A 16. County	DEL RIO SUB					
City/				nearest (10			(10	Abbr.			10. County	y					
Town SAN ANTONIO	T				tent		206.8	TX		48	BEXAR		T				
17. Temperature (F) (specify if minus)	18. Visib	-	(single entry) 3. Dusk	,	Code		ather (<i>sir</i> Clear	ngle entry) 3. Rain		5. Sleet		ode	20. Type o		iding	Code	
88 ° F	2. Da		4. Dark		2		Cloudy	4. Fog		6. Snow		1	2. Yard		dustry	2	
21. Track Name/				I .	FRA Track	7)	Co						24. Time Table Direction			Code	
Number YARD 113				'	Class (1-9, X	(1)	1	in i	nsity nillions	gross tons			1. Nort 2. Sout			3	
25. Type of Equipment 1. Freight train		5. Sir	igle car	9. Maint./ins	spect. car		D. EMU			Was Equipmen	t		27. Train Number/Symbol				
Consist 2. Passenger tra	_			A. Spec. Mo	oW Equip.		E. DMU	C- 1-	Attended?					Code LAU0			
(single entry) 3. Commuter tra 4. Work train	in-Pulling			B. PassengerC. Commute		-		Code 7		1. Yes	2. No	Co Y		00			
28. Speed (recorded speed	Co		30. Type of		(enter code		pply)	'	- !		·		30a. Remo	otely Contro	lled Locomo	tive?	
if available) Signalization (Mandatory)								0 = Not a remotely controlled operation 1 = Remote control portable transmitter									
R - Recorded E - Estimated 006 MPH E 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandato								*									
29. Trailing Tons (gross tonnage, 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted															ol portable ti		
excluding power units) 4. Block Register Territory 5. Other Than Main Track K-Restricted Speed or Equivalent more than one rer Supplemental/Adjunct Codes (Mandatory*) control transmitte										Code							
	1,848		* Mandatory	-				entered					Conti	oi transmitte	:1	O	
31. Principal Car/Unit	a. Initia	and N		b. Position			c. Loade		3	32. If any railroa	nd employee(s) teste	d for drug/alc	cohol use, en	ter the numb	· v	
(1) First involved										were positi	ve in the appr	opriate	box.	Al	cohol	Drugs	
(derailed, struck, etc) SMIX660615				012			N										
(2) Causing (if mechanical,									3	33.Was this con:	sist transporti	ng pass	sengers? ()	v/n)		1	
cause reported) 34. Locomotive Units			26.12	<u> </u>	000	- F	<u> </u>	35, Cars	ı			Loa	ded	En	npty	No	
(Exclude EMU, DMU, and Cab Car	a. Head End		Mid T b. Manual	c. Remote	d. Manua	Rear End il e.	1 Remote	(Include EM		U, and Cab Car	a. Fi	eight	b. Pass.	c. Freight	d. Pass.	e. Caboose	
Locomotives.)								Locomotives									
(1) Total in Train	2		0	0	0		0	(1) Total	in Equi	pment Consist	1	2	0	8	0	0	
(2) Total Derailed	0		0	0	0		0	(2) Total		d		2	0	1	0	0	
36. Equipment Damage This Consist		ı	rack, Signal, W & Structure Da		_			38. Primary Cause Code					39. Contributing Cause Code				
\$ 5,2			v Members	anage (\$	0		Code			H513	of Tim	ne on Duty				
40. Engineers/ 41. Firemen	Nulliber	_	onductors		43. Brakeme	en .		44. Engineer/	Operato	r	Lengui		5. Conductor	r			
Operators 1								Hrs:	01	Mins:	30		Hrs:	01	Mins:	30	
Casualties to: 46. Railroad En	nlovees	47 T	1 47. Train Passengers 48. Others									Special Study Block B					
T. I								iock / i		poolin orday Diook D							
NC 1			0			0		OTH 000-000-000									
50. Latitude			29.43508			0		51. Longitude	;				-98.451	10/18			
52. Narrative Description (Be speci	fic, and cont	inue o	n separate shee		v)								-/0.431	./ 1 0			
YEY55-18 PULLED OUT OF TRACE SWITCH MOVES. THERE WAS NO STATEDHE COULD NOT STOP TH LAU06.	AIR ON T	E EA	ST END OF I ARS, SO ON	EAST YAR	D WITH 1 NGINE BR	RAKES	COUL I	BE USED TO	STOP.	WHEN THE	YEY55 ST.	ARTE	D PULLING	G EAST, T	HE ENGIN	EER	

53. Typed/Printed Name &		55. Date
Title of Preparer	54. Signature	
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