

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1220TO026																	
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) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1220TO026																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 2 year 2020		6. Time of Accident/Incident 11:36 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) 12													
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 DALLAS SUB															
13. Nearest City/ Town FORT WORTH		14. Milepost (to nearest tenth) 250.0		15. State Abbr. TX		Code 48		16. County TARRANT															
17. Temperature (F) (specify if minus) 55 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		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 2																	
21. Track Name/ Number YARD 215		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																	
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 Code 8		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YFW2													
28. Speed (recorded speed if available) R - Recorded E - Estimated 010 MPH Code E		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 1																			
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit (1) First involved (derailed, struck, etc) UPY000315 (2) Causing (if mechanical, cause reported) 000		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00		33. Was this consist transporting passengers? (y/n) No																	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End 1		b. Manual 0		c. Remote 0		d. Manual 0		e. Remote 0		35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 0 (2) Total Derailed 0		a. Freight 0		b. Pass. 0		c. Freight 0		d. Pass. 0		e. Caboose 0	
36. Equipment Damage This Consist \$ 5,197		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H307		39. Contributing Cause Code																	
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 1		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: 07 Mins: 37		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		OTH		000-000-000													
Nonfatal		0		0		0																	
50. Latitude 32.718026				51. Longitude -97.389014																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YFW22R-21 WAS TO COME OUT OF TRACK 105, HAND THE #3 SWITCH TO LINE INTO THE LONG SIDE AND HEAD TO TRACK 102. IN THE PROCESS OF SHOVING OUT OF TRACK 105 AT 10MPH, THE OPERATOR WAS NOT PROPERLY PROTECTING THE SHOVE AND SIDESWIPIED THE CARS IN TRACK 215. THIS WAS 5 LOCOMOTIVES PAST THE #3 SWITCH. THE RCO OPERATOR SAID THAT HE THOUGHT HE WAS LINED TO TRACK 215, WHEN ACTUALLY THE YFW30R WAS IN THE ACTIVE REMOTE CONTROL ZONE.																							
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.																							

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 1220TO026	
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) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 1220TO026	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 1 2 2020		6. Time of Accident/Incident 11:36 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 12			
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 DALLAS SUB							
13. Nearest City/ Town FORT WORTH		14. Milepost (to nearest tenth) 250.0		15. State Abbr. TX		16. County TARRANT	
17. Temperature (F) (specify if minus) 55 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		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 2	
21. Track Name/ Number YARD 215		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		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 Code 7	
26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YFW3					
28. Speed (recorded speed if available) R - Recorded E - Estimated 002 MPH Code E		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		29. Trailing Tons (gross tonnage, excluding power units) 8,774		31. 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 1	
31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP074850		a. Initial and Number UP074850		b. Position in Train 026		c. Loaded (yes/no) N	
(2) Causing (if mechanical, cause reported)		000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol 00 Drugs 00	
33. Was this consist transporting passengers? (y/n) No							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End 1		b. Manual 0		c. Remote 0	
(1) Total in Train		1		0		0	
(2) Total Derailed		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight 61		b. Pass. 0		c. Freight 31	
(1) Total in Equipment Consist		61		0		0	
(2) Total Derailed		0		0		1	
36. Equipment Damage This Consist \$ 6,842		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H307		39. Contributing Cause Code	
Number of Crew Members				Length of Time on Duty			
40. Engineers/ Operators 1		41. Firemen 0		42. Conductors 0		43. Brakemen 0	
44. Engineer/Operator Hrs: Mins: 36		45. Conductor Hrs: Mins:					
Casualties to:		46. Railroad Employees 0		47. Train Passengers 0		48. Others 0	
Fatal		0		0		0	
Nonfatal		0		0		0	
50. Latitude 32.718026		51. Longitude -97.389014					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YFW22R-21 WAS TO COME OUT OF TRACK 105, HAND THE #3 SWITCH TO LINE INTO THE LONG SIDE AND HEAD TO TRACK 102. IN THE PROCESS OF SHOVING OUT OF TRACK 105 AT 10MPH, THE OPERATOR WAS NOT PROPERLY PROTECTING THE SHOVE AND SIDESWIPE THE CARS IN TRACK 215. THIS WAS 5 LOCOMOTIVES PAST THE #3 SWITCH. THE RCO OPERATOR SAID THAT HE THOUGHT HE WAS LINED TO TRACK 215, WHEN ACTUALLY THE YFW30R WAS IN THE ACTIVE REMOTE CONTROL ZONE.							
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.							