DEPARTMENT OF TRANS	POR	ΓΑΤΙΟΝ													
FEDERAL RAILROAD ADMINIST	RATIO	N	RAI	L EQUI	PMEN	NT AC	CIDENT	T/INCI	DEN	NT REPO	RT			OMB Approv	al No: 2130-050
1. Name of Reporting Railroad								1a. Alpha	betic C	Code			1b. Railroad	Accident/Incident N	0.
Union Pacific Railroad Company [UP]													1220TO)26	
2. Name of Other Railroad or Other Entity with Consist Involved								UP 2a. Alpha	betic C	Code				Accident/Incident N	0.
3. Name of Railroad or Other Entity F	Respons	ible for Track Ma	intenance	(single entry	<i>י</i>)			3a. Alpha	betic C	Code			3b. Railroad	Accident/Incident No).
Union Pacific Railroad Con	npany	[UP]						UP					1220TO	026	
4. U. S. DOT Grade Crossing Identifu									f Accid	dent/Incident				.ccident/Incident	
4. U. S. DOT Grade Crossing Identific	cation P	umber	I.					m	onth	day	1	year			PM X
								1	2	2 1		2020	11:36	AM	PM 🔺
7. Type of Accident/	1. Der	ailment	4. Side	e collision		7.	Hwy-rail cros	sing		10. Exp	losion-d	letonation	13. Other	r	Code
Incident (single	2. Hea	d on collision	5. Rak	ing collision		8.	RR grade cros	ssing		11. Fire	/violent	rupture	(des	cribe in)	
entry in code box)	3. Rea	r end collision	6. Bro	ken train coll	ision	9.	Obstruction			12. Oth	er impac	ets	nar	rative)	12
8. Cars Carrying	9	9. HAZMAT Cars	3		10. Car	s Releasin	g		11. Pe	eople			12. Subdivis	ion	
HAZMAT		Damaged/			HA	AZMAT			Ev	vacuated					
N/A		Derailed	ז	N/A			N/A			N	N/A		DALLA	S SUB	
13. Nearest					14. Mile	epost (to	15. State	e	Code	16. Co	ounty			
City/					ne	arest		Ab	br.	1					
Town FORT WORTH	[ten	nth)	250.0	ТХ	C	48	TA	RRANT			
17. Temperature (F)		 Visibility 	(single entry)	C	lode	19. Wea	ther (single	entry)				Code	20. Type of	Frack	Code
(specify if minus)		1. Dawn	3. Dusk	1		1.0	Clear	3. Rain		5. Sleet		I	1. Main	3. Siding	1
(<i>typesy)</i> y many 55 ° F		2. Day	4. Dark		4	2. 0	Cloudy	4. Fog		6. Snow		2	2. Yard	4. Industry	2
21. Track Name/				22. FF	RA Track		Code	23. Ann	ual Tra	ack			24. Time Ta	ble Direction	Code
Number				Cl	ass (1-9,	X)	1	De	nsity	(gross tons			1. North	3.East	1
YARD 215							1	in	million	(gross ions is)			2. South	4. West	4
25. Type of Equipment 1. Freight to	rain	5. Sing	le car 9	. Maint./insp	ect. car		D. EMU		26	. Was Equipme	nt		27. Tra	in Number/Symbol	
Consist 2. Passenge		U		A. Spec. MoV			e. dMu	0.1		Attended?			VEN	•	
(single entry) 3. Commute		•		B. Passenger			1	Code		1. Yes	2. N			2	
4. Work tra	in	8. Ligh	t loco(s). C	C. Commuter	Train-Pu	shing		8				Y			
28. Speed (recorded speed		Code	30. Type of T	erritory	(enter co	des that ap	oply)						30a. Remote	ly Controlled Locom	otive?
if available) Signalization (Mandatory)							2	,				0 = Not	a remotely controlle	d operation	
R - Recorded			1. Signaled	2. Not Si	gnaled			4					1 = Rer	note control portable	transmitter
E - Estimated 010	MPH	E	Method of O	peration/Autl	hority for	Movemen	nt (Mandate	ory) 5	5					note control tower op	
29. Trailing Tons (gross tonnage,			 Signal Ind 	ication 2. D	irect Trai	in Control	3. Yard/Res	tricted Lin	nits				3 = Rer	note control portable	transmitter -
excluding power units)			Block Reg	-	-		n Main Track							an one remote	
	1	•	Supplemental	÷		• •							control	transmitter	Code
		0	* Mandatory	to the extent	that all ap	pplicable o	codes are ente	red							1
31. Principal Car/Unit		a. Initial and Nu	mber	b. Position i	in Train		c. Loaded	(yes/no)		32. If any railro	ad emp	loyee(s) tested	d for drug/alcoh	ol use, enter the num	ber that
(1) First involved										were posit	ive in th	e appropriate	box.	Alcohol	Drugs

51. Principal Cal/Unit	a. Initia and Number 0. Positio				i in frain	C. LOad	ed (yes/no)	52. If any failtoad emp	noyee(s) test	ted for drug/al	conor use, em	er me numb	er that	
(1) First involved							were positive in the	he appropria	te box.	Alc	cohol	Drugs		
(derailed, struck, etc	c)												-	
		UP	Y000315		001							00	00	
(2) Causing (if me	echanical,							33.Was this consist tra	nsporting pa	ssengers? (y/n)			
cause reported)					000								No	
34. Locomotive Units		a. Head	Mid	Frain	Rear	End	35. Cars		Lo	oaded	Em	npty		
(Exclude EMU, DMU, an Locomotives.)	nd Cab Car	End	b. Manual	c. Remote	d. Manual	e. Remote	(Include EMU, D Locomotives.)	MU, and Cab Car	a. Freight	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		1	0	0	0	0	(1) Total in Ec	quipment Consist	0	0	0	0	0	
(2) Total Derailed		0	0	0	0	0	(2) Total Dera	iled	0	0	0	0	0	
36. Equipment Damage		3	7. Track, Signal, V	Vay,			38. Primary Cause			39. Contribut	ing Cause			
This Consist	\$ 5,197		& Structure Da	amage	\$ 0)	Code	H307	,	Code				
		Number of 0	Crew Members]	Length of Ti	ime on Duty				
40. Engineers/	41. Firemen	4	2. Conductors	4	43. Brakemen		44. Engineer/Operation	ator		45. Conducto	r			
Operators 1			0				Hrs: 07	Mins:	37	Hrs:		Mins:		
Casualties to:	46. Railroad Emplo	oyees 4	yees 47. Train Passengers 48. Others				49a. Special Study	Block A	49b	49b. Special Study Block B				
Fatal	al O O			0										
Nonfatal	0		0		0		ОТН	000			000-000-000			
50. Latitude			32,7180	26			51. Longitude			-97.38	9014			

50. Latitude

52. Narrative Description (Be specific, and continue on separate sheet if necessary)

32.718026

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 A' 10MPH, THE OPERATOR WAS NOT PROPERLY PROTECTING THE SHOVE AND SIDESWIPED 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.

-97.389014

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	OTE: 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 TRANSPORTATION

FEDERAL RAILROAD			RAIL E	QUIPMI	ENT AC	CIDEN	T/INC	IDEN	T REPO	RT			OMB Approval	No: 2130-05	
1. Name of Reporting Railroad								abetic Co	ode		1b. Railroad Accident/Incident No.				
Union Pacific Railroad Company [UP]												1220TO026			
2. Name of Other Railroad or Other Entity with Consist Involved								abetic Co	ode			2b. Railroad Accident/Incident No.			
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)									ode			3b. Railroad Accident/Incident No.			
Union Pacific Rail	Iroad Compan	y [UP]					UP					1220TO02	26		
4. U. S. DOT Grade Cros	sing Identification	Number					5. Date of	of Accid	ent/Incident			6. Time of Accident/Incident			
4. 0. 5. DOI GIAde Clos				1 n	onth	$\begin{vmatrix} day \\ 2 & 1 \end{vmatrix}$		year 2020	11:36	АМ	PM D				
7. Type of Accident/	1. D	erailment	 Side colli 	sion	7. 1	Hwy-rail cr	ossing		10. Exp	olosion-de	tonation	13. Other		Code	
Incident (single	2. H	ead on collision	5. Raking co	ollision	8. 1	RR grade c	rossing		11. Fire	e/violent 1	upture	(desc			
entry in code box)	3. R	ear end collision	Broken tr	ain collision	9. (Obstruction	ı		12. Oth	er impact	narra	12			
8. Cars Carrying		9. HAZMAT Cars	10. 0	10. Cars Releasing			11. People					n			
HAZMAT		Damaged/			HAZMAT			Ev	acuated						
N/A	N/A Derailed N/A					N/A	N/A					DALLAS SUB			
13. Nearest		•		14. N	Ailepost (to	15. Sta	te	Code	16. Cot	inty				
City/					nearest		A	obr.	1						
Town FORT	WORTH				tenth)	250.0	T	X	48	TAR	RANT				
17. Temperature (F)		18. Visibility (si	ingle entry)	Code	19. Wea	ther (sing	le entry)				Code	20. Type of T	ack	Code	
(specify if minus)		1. Dawn	3. Dusk	I	1. 0	Clear	3. Rain		5. Sleet	1		1. Main	3. Siding	1	
	55 °F	2. Day	4. Dark	4	2. 0	Cloudy	4. Fog		6. Snow		2	2. Yard	4. Industry	2	
21. Track Name/				22. FRA Tra	ıck	Code	23. An	nual Tra	ck			24. Time Tabl	e Direction	Code	
Number C					Class (1-9, X)			Density (gross tons in millions)				1. North	3.East	1	
YARD 215						1	in	millions				2. South	4. West	3	
25. Type of Equipment	 Freight train 	5. Single	car 9. Mai	nt./inspect. ca	r I	D. EMU		26.	Was Equipme	ent		27. Train	n Number/Symbol		
Consist	2. Passenger trair	-Pulling 6. Cut of	cars A. Spe	c. MoW Equ	р. E	e. DMU			Attended?						
(single entry)	3. Commuter trai	U	0	senger Train-l	U		Code		1. Yes	2. N					
	4. Work train	8. Light l	oco(s). C. Cor	nmuter Train-	Pushing		7				Y				
28. Speed (recorded sp	eed		0. Type of Territo	ry (enter	codes that ap	oply)							Controlled Locomot	ive?	

00

if available)				Signalization				2				Not a remotel	-	1	
R - Recorded	002 M	и т	E 1. Signaled 2. Not Signaled 1 = Remote control portable transmitt Method of Operation/Authority for Movement (Mandatory) 5 2 = Remote control tower operation												
E - Estimated	002														
0 0	oss tonnage,		Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits Block Register Territory 5. Other Than Main Track										ol portable tr	ansmitter -	
excluding power uni	its)				0	2		rack				e than one rer		Code	
	1	8,774			5	Codes (Mandato	cont	control transmitter							
		8,774		* Mandatory	to the exter	nt that all application				1					
31. Principal Car/Unit		a. Initia	ıl and N	umber	b. Positio	n in Train	c. Load	ed (yes/no)	32. If any railroad emp	ested for drug/al	cohol use, en	ter the number	er that		
(1) First involved									were positive in the	riate box.	Al	cohol	Drugs		
(derailed, struck, etc	;)														
			UP07	4850		026		Ν					00	00	
(2) Causing (if me	echanical,								33.Was this consist tra	nsporting	passengers ? (sengers ? (y/n)			
cause reported)						000								No	
34. Locomotive Units a. Head				Mid Train Rear End			End	35. Cars I			Loaded	En	npty		
(Exclude EMU, DMU, an Locomotives.)	nd Cab Car	End	1	b. Manual	c. Remote	d. Manual	e. Remote	(Include EMU, DMU, and Cab Car Locomotives.)		a. Freig	ght b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		1		0	0	0	0	(1) Total in Ec	(1) Total in Equipment Consist		0	31	0	0	
(2) Total Derailed		0		0	0	0	0	(2) Total Dera	iled	0	0	1	0	0	
36. Equipment Damage			37. Ti	rack, Signal, W	ay,		-	38. Primary Cause		39. Contribut	9. Contributing Cause				
This Consist	\$ 6.8	42	ė	& Structure Damage \$ 0)	Code	H307	,	Code	Code			
			of Crew	w Members				Length of Time on Duty							
40. Engineers/	41. Firemen		42. C	onductors		43. Brakemen		44. Engineer/Opera	ator		45. Conducto	r			
Operators 1				0				Hrs:	Mins:	36	Hrs:		Mins:		
Casualties to:	46. Railroad En	ployees	47. Ti	rain Passengers		48. Others		49a. Special Study Block A 49b. S			9b. Special Stud	Special Study Block B			
Fatal 0 0		0	0												
Nonfatal	0			0		0		ОТН			000-000-000				
50. Latitude			1	32.71802	6			51. Longitude			-97.38	9014			

52. Narrative Description (Be specific, and continue on separate sheet if necessary)

YFW22R-21 WAS TO COME OUT OF TRACK 105, HAD 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 SIDESWIPED 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 &		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 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								
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nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.								