

1. Name of Reporting Railroad Port Terminal Railroad Association [PTRA]				1a. Alphabetic Code PTRA				1b. Railroad Accident/Incident No. 2020000009																																							
2. Name of Other Railroad or Other Entity with Consist Involved Union Pacific Railroad Company [UP]				2a. Alphabetic Code UP				2b. Railroad Accident/Incident No. 0520HO003																																							
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Port Terminal Railroad Association [PTRA]				3a. Alphabetic Code PTRA				3b. Railroad Accident/Incident No. 2020000009																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 5 year: 2020				6. Time of Accident/Incident 2:45 AM <input checked="" type="checkbox"/> PM <input 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) 01																											
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 SYSTEM																															
13. Nearest City/ Town HOUSTON				14. Milepost (to nearest tenth) 10.7				15. State Abbr. TX				16. County 48 HARRIS																																			
17. Temperature (F) (specify if minus) 70 ° 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 60				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 0.00				24. Time Table Direction 1. North 3. East 2. South 4. West Code 2																																			
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 1				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol GSDK																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 010 MPH Code R				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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 0																																							
29. Trailing Tons (gross tonnage, excluding power units) 0				31. Principal Car/Unit (1) First involved (derailed, struck, etc) UP092664 (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) Total in Train 2 (2) Total Derailed 0				b. Manual 0				c. Remote 0				d. Manual 0				e. Remote 1 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 107 (2) Total Derailed 0				a. Freight 0				b. Pass. 0				c. Freight 0				d. Pass. 0				e. Caboose 0			
36. Equipment Damage This Consist \$ 7,800				37. Track, Signal, Way, & Structure Damage \$ 65,820				38. Primary Cause Code E46C				39. Contributing Cause Code																																			
40. Engineers/ Operators 1				41. Firemen 1				42. Conductors 1				43. Brakemen				44. Engineer/Operator Hrs: 10 Mins:				45. Conductor Hrs: 10 Mins:																											
Casualties to:				46. Railroad Employees 0				47. Train Passengers 0				48. Others 0				49a. Special Study Block A CWR				49b. Special Study Block B 000-000-000																											
50. Latitude 29.771491				51. Longitude -95.290385																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) UPRR GSDKHO-04 WAS PULLING INTO TRK 60 ON THE NORTH END OF NORTH YARD. THE TRAIN DERAILED 70 CARS FROM HEAD END CLOSE TO THE 60/61 SWITCH AT THE NORTH END OF NORTH YARD. UPRR CREW CONTINUED TO PULL THE TRAIN APPROXIMATELY 1000 FEET BEFORE BEING NOTIFIED TO STOP ACCOUNT OF THE TRAIN BEING DERAILED. INVESTIGATION FOUND THAT 72ND CAR, UP 92664, DID NOT HAVE A GREASE PAD IN THE CENTER BOWL ON THE B END OF THE CAR AND HAD TWO NEW WHEELS RESULTING IN THE TRUCKS FAILING TO SLEW PROPERLY AND THE WHEEL RIDING UP ON THE RAIL 24" PAST THE SWITCH POINT.																																															
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.																																															