

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0220HO011			
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. 0220HO011			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 0 day 2 year 2020				6. Time of Accident/Incident 3:50 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>			
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other Code (describe in narrative)	
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture			
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts		01	
8. Cars Carrying HAZMAT 12		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision SETTEGAST IND LD			
13. Nearest City/ Town HOUSTON		14. Milepost (to nearest tenth) 376.65		15. State Abbr. TX		Code 48		16. County HARRIS			
17. Temperature (F) (specify if minus) 72 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2		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 502		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 7		24. Time Table Direction 1. North 3. East 2. South 4. West Code 2					
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code 7		26. Was Equipment Attended? 1. Yes 2. No Code Y	
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.				27. Train Number/Symbol YHO1	
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing					
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing					
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. 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		2 5 K-Restricted Speed or Equivalent		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) 8,128											
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number UP273005		b. Position in Train 077		c. Loaded (yes/no) N		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			
(2) Causing (if mechanical, cause reported)				000				33. Was this consist transporting passengers? (y/n) No			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote	
(1) Total in Train		2		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist		\$ 13,181		37. Track, Signal, Way, & Structure Damage		\$ 1,200		38. Primary Cause Code M405		39. Contributing Cause Code	
Number of Crew Members				Length of Time on Duty							
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 08 Mins: 50		45. Conductor Hrs: 08 Mins: 50	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A OTH		49b. Special Study Block B 000-000-000	
Fatal		0		0		0					
Nonfatal		0		0		0					
50. Latitude 29.82577				51. Longitude -95.290317							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YHO17-09 WAS SHOVING DOWN THE 801 RUN AROUND. AFTER SHOVING ABOUT 76 CARS, THE CONDUCTOR REQUESTED THE ENGINEER TO BRING THEIR MOVEMENT TO A STOP USING CAR COUNTS. THE CONDUCTOR LINED SWITCH FOR THEIR ROUTE, AND THE JOB BEGAN SHOVING AGAIN. AFTER SHOVING 4 CARS, THE TRAIN WENT INTO EMERGENCY. RESULTING IN TWO CARS DERAILING. AFTER REVIEWING VIDEO, TRACK MEASUREMENTS, INITIAL CAR MEASUREMENTS AND THE EVENT RECORDER DOWNLOAD, INVESTIGATION REVEALED THE INITIAL CAR THAT DERAILED DID NOT NEGOTIATE A FROG PROPERLY. THE EMPTY CAR WENT TO THE OPPOSITE SIDE OF THE FLANGWAY OF THE FROG, AND THE CAUSE OF THIS WAS DETERMINED TO BE LATERAL & VERTICAL FORCES FROM SEVERAL FACTORS: IN TRAIN FORCES FROM SHOVING, EMPTY CAR IN A SLIGHT TURNOUT OF THE SWITCH & FROG, AND LOWER GUARD RAIL OPPOSITE OF THE FROG THAT ALL RESULTED IN SLIGHT PRESSURE HORIZONTALLY TO ALLOW THE WHEEL TO RIDE UP ONTO THE GUARDRAIL & ON THE OPPOSITE SIDE RIDE THE WRONG SIDE OF THE FLANGWAY OF THE FROG.											
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.											