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|---|--|--|--|---|--|--|--|--|--|--|--|--|--|------------|--|----------|--|------------|--|----------|--|------------|--|
| 1. Name of Reporting Railroad Union Pacific Railroad Company [UP] | | | | 1a. Alphabetic Code UP | | 1b. Railroad Accident/Incident No. 0220HO028 | | | | | | | | | | | | | | | | | |
| 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. 0220HO028 | | | | | | | | | | | | | | | | | |
| 4. U. S. DOT Grade Crossing Identification Number 743791S | | | | 5. Date of Accident/Incident month: 0 day: 2 year: 2020 | | 6. Time of Accident/Incident 9:24 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) 07 | | | | | | | | | | | | | |
| 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 GLIDDEN SUB | | | | | | | | | | | | | | | |
| 13. Nearest City/ Town ROSENBERG | | 14. Milepost (to nearest tenth) 40.96 | | 15. State Abbr. TX | | Code 48 | | 16. County FORT BEND | | | | | | | | | | | | | | | |
| 17. Temperature (F) (specify if minus) 58 ° 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 1 | | | | | | | | | | | | | | | | | |
| 21. Track Name/ Number SINGLE MAIN TRACK | | 22. FRA Track Class (1-9, X) 4 | | 23. Annual Track Density (gross tons in millions) 63.70 | | 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 | | D. EMU E. DMU Code 1 | | 26. Was Equipment Attended? 1. Yes 2. No Code Y | | 27. Train Number/Symbol LHT4 | | | | | | | | | | | |
| 28. Speed (recorded speed if available) R - Recorded E - Estimated 038 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*) Q-Traffic Control System/CTC * 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) 1,000 | | | | | | | | | | | | | | | | | | | | | | | |
| 31. Principal Car/Unit (1) First involved (derailed, struck, etc) | | a. Initial and Number UP001074 | | b. Position in Train 001 | | c. Loaded (yes/no) | | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. | | | | | | | | | | | | | | | |
| (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 | | 35. Cars (Include EMU, DMU, and Cab Car Locomotives.) | | a. Freight | | b. Pass. | | c. Freight | | d. Pass. | | e. Caboose | |
| (1) Total in Train | | 3 | | 0 | | 0 | | 0 | | 0 | | (1) Total in Equipment Consist | | 3 | | 0 | | 0 | | 0 | | 0 | |
| (2) Total Derailed | | 0 | | 0 | | 0 | | 0 | | 0 | | (2) Total Derailed | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 36. Equipment Damage This Consist | | \$ 792 | | 37. Track, Signal, Way, & Structure Damage | | \$ 62,782 | | 38. Primary Cause Code M302 | | 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: 06 Mins: 54 | | | | 45. Conductor Hrs: 06 Mins: 54 | | | | | | | | | | | |
| Casualties to: | | 46. Railroad Employees | | 47. Train Passengers | | 48. Others | | 49a. Special Study Block A | | | | 49b. Special Study Block B | | | | | | | | | | | |
| Fatal | | 0 | | 0 | | 0 | | CWR | | | | 000-000-000 | | | | | | | | | | | |
| Nonfatal | | 0 | | 0 | | 0 | | | | | | | | | | | | | | | | | |
| 50. Latitude 29.551873 | | | | | | 51. Longitude -95.888951 | | | | | | | | | | | | | | | | | |
| 52. Narrative Description (Be specific, and continue on separate sheet if necessary) LHT43-19 WAS TRAVELING ON THE GLIDDEN SUB, WHEN IT STRUCK A SEMI TRUCK IN THE BACK WHEELS OF THE TRAILER. THE DRIVER DID NOT SEE THE TRAIN COMING, BUT AS TRAIN APPROACHED, THE GATES CAME DOWN ON THE TRUCK. THE CREW AND DRIVER DID NOT SUFFER ANY INJURIES. | | | | | | | | | | | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | | | | | | | | | | | |