

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0320SX021					
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. 0320SX021					
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 3 1 8 2020				6. Time of Accident/Incident 1:39 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 N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision LAREDO SUB					
13. Nearest City/ Town LAREDO		14. Milepost (to nearest tenth) 400.81		15. State Abbr. TX		Code 48		16. County WEBB					
17. Temperature (F) (specify if minus) 84 ° 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 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2							
21. Track Name/ Number 809 CROSSOVER SWITCH		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 1							
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code 1		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 GS2D			
		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 003 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		2		5		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) 3,022													
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number UP006581		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. 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		Mid Train		Rear End		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		Loaded		Empty	
		b. Manual		c. Remote		d. Manual				a. Freight		b. Pass.	
						e. Remote				c. Freight		d. Pass.	
(1) Total in Train		2		0		0		(1) Total in Equipment Consist		0		97	
(2) Total Derailed		1		0		0		(2) Total Derailed		0		0	
36. Equipment Damage This Consist		\$ 17,160		37. Track, Signal, Way, & Structure Damage		\$ 249		38. Primary Cause Code H702		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: 01 Mins: 39		45. Conductor Hrs: 01 Mins: 39			
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 27.66442						51. Longitude -99.465598							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) GS2DOL-17 WAS DEPARTING PORT LAREDO OUT OF TRACK 201 AND AS THEY WERE LEAVING, THE CROSSOVER SWITCH 809 AT PORT LAREDO HAD A GAP AT SWITCH POINT AND TRAIN PICKED SWITCH POINT RESULTING IN LEADING WHEELS OF LEAD ENGINE UP6581 DERAILING. NO INJURIES. SWITCH POINT WAS NOT INSPECTED THOROUGHLY AFTER BEING LINED BY CONDUCTOR.													
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.													