## DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMIN	NISTRATION	RAIL EQUI	PMENT	ACCIDEN	T/INCI	DEN	Г REPO	RT		OMB Approval N	No: 2130-0500	
1. Name of Reporting Railroad	1a. Alpha	betic Coc	le		1b. Railroad Accident/Incident No.							
Union Pacific Railroad	Company [UP]			UP					0420GC003			
2. Name of Other Railroad or O			2a. Alpha	betic Coc	le		2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Er	ntity Responsible for Track Mainte	)		3a. Alphabetic Code				3b. Railroad Accident/Incident No.				
Union Pacific Railroad	Company [UP]				UP				0420GC003			
4. U. S. DOT Grade Crossing Id			5. Date of	f Accidei	nt/Incident		6. Time of Accident/Incident					
4. U. S. DOT Grade Crossing Id					0 m	onth 4	0   1	year <b>2020</b>	7:46	AM	PM X	
7. Type of Accident/	1. Derailment	<ol><li>Side collision</li></ol>		<ol><li>Hwy-rail cro</li></ol>	ssing		10. Exp	losion-detonation	13. Other		Code	
Incident (single	2. Head on collision	5. Raking collision 8. RR grade			ossing		11. Fire	violent rupture	(describe in)			
entry in code box)	<ol><li>Rear end collision</li></ol>	<ol><li>Broken train colli</li></ol>	ision	9. Obstruction			12. Oth	er impacts	narrativ	ve)	01	
8. Cars Carrying	9. HAZMAT Cars		10. Cars R	eleasing		11. Peo	ple		12. Subdivision			
HAZMAT	Damaged/	HAZMAT				Eva	cuated					
N/A	Derailed	N/A		N/A	N/A			CORPUS CHRISTI SUB				
13. Nearest			14. Milepo	ost (to	15. State	e	Code	16. County				
City/			neare	st	Ab	br.						
Town CORPUS C	tenth)	tenth) 143.66 TX			48	NUECES	-					
17. Temperature (F)	18. Visibility (sin	ngle entry) C	Code 1	9. Weather (single	e entry)			Code	20. Type of Trac	:k	Code	

17. Temperature (F)		18. Visibili	ty (single entry)		Code	19. Weat	her (sin	igle entry)			Cod	le	20. Type o	of Track		Code	
(specify if minus)		1. Daw	n 3. Dusk	1		1. C	lear	3. Rain		5. Sleet	1		1. Main	n 3. S	iding	1	
	<b>74</b> <sup>°</sup> F	2. Day	4. Dark		3	2. C	loudy	4. Fog		6. Snow	2		2. Yaro	i 4. I	ndustry	4	
21. Track Name/				22.	. FRA Track		Coc	ie 23. Ann	ual Trac	:k			24. Time '	Table Direc	ion	Code	
Number					Class (1-9, 2	X)	1	De	nsity	more tone			1. Nort	th 3.E	ast	1	
INDUSTRY 120							1	in r	millions,	gross tons )			2. Sout	th 4. V	Vest	1	
25. Type of Equipment	1. Freight train	5	5. Single car	). Maint./ii	nspect. car	D	. EMU		26.	Was Equipment			27. 1	Frain Numb	er/Symbol		
Consist																	
(single entry)	3. Commuter train	-Pulling 7	7. Yard/switching B. Passenger Train-Pushing Code 1. Yes 2. No Code YCC5														
	4. Work train	8	3. Light loco(s).	C. Commu	ter Train-Pus	shing		7				Y					
28. Speed (recorded sp	eed	Code	30. Type of T	erritory`	(enter cod	les that ap	ply)						30a. Remo	otely Contro	lled Locomo	tive?	
if available)		1	Signalization	1 (Mand	atory)								0 = N	Not a remote	ly controlled	operation	
R - Recorded			1. Signaled	2. Not	t Signaled			2					$1 = \mathbf{F}$	1 = Remote control portable transmitter			
E - Estimated	004 MPH	E E	Method of C	peration/A	Authority for	Movemen	t (Man	adatory) 5	5				2 = F	Remote cont	ol tower ope	ration	
29. Trailing Tons (gr	oss tonnage,		1. Signal Inc	lication 2	2. Direct Trai	n Control	3. Yard	Restricted Lin	nits				$3 = \mathbf{F}$	Remote cont	ol portable ti	ransmitter -	
excluding power un	its)		4. Block Re	gister Terr	itory 5. C	ther Than	Main Tr	ack K	K-Restri	icted Speed or Equiva	alent		more	than one re	mote		
	1		Supplementa	l/Adjunct	Codes (Ma	ndatory*)							contr	ol transmitt	er	Code	
		4,881	* Mandatory	to the exte	ent that all ap	plicable co	odes are	entered								0	
31. Principal Car/Unit		a. Initial a	nd Number	b. Positi	on in Train		c. Loade	ed (ves/no)	3	32. If any railroad emp	lovee(s) t	ested fo	or drug/alo	cohol use, ei	ter the numb	er that	
(1) First involved							were positive in the appropriate								Drugs		
(derailed, struck, et	c)						I I I I I I I I I I I I I I I I I I I										
FURX893501			RX893501	021			Y										
(2) Causing (if m	echanical,						33.Was this consist transporting par					gers? (	y/n)				
cause reported)					000							-				No	
34. Locomotive Units		a. Head	Mid T	rain		Rear End		35. Cars				Loaded	1	Eı	npty		
(Exclude EMU, DMU, an	nd Cab Car	End		. Remote	d. Manu		emote			U, and Cab Car	a. Freig	ght l	b. Pass.	c. Freight	d. Pass.	e. Caboose	
Locomotives.)								Locomotives.)									
(1) Total in Train		1	0	0	0		0	(1) Total	(1) Total in Equipment Consist <b>37 0</b>				0	0	0		
(2) Total Derailed		0	0	0	0		0	(2) Total	Deraile	d	2		0	0	0	0	
36. Equipment Damage			37. Track, Signal, W	av.	1			38. Primary C	lause			39.	Contributi	ing Cause			
This Consist			& Structure Da		•	1,873		Code		1			Code				
	\$ 11,99				\$	1,075				T211							
Number of Crew Members Length of Time on Duty																	
40. Engineers/	41. Firemen	4	<ol><li>Conductors</li></ol>		43. Brakem	en		44. Engineer/	Operato	r		45.	Conductor	r			
Operators 1			1					Hrs:	04	Mins:	46		Hrs:	04	Mins:	46	
									••					0.	wins.	40	
Casualties to:	46. Railroad Emp	loyees 4	47. Train Passengers	assengers 48. Others			49a. Special Study Block A 49b.					. Special Study Block B					
Fatal	0		0		0			ОТН 000-000-000					0 000	000			
Nonfatal	0		0			0							000				
50. Latitude 27.821852 51.						51. Longitude	51. Longitude -97.487779										

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

YCC52-01 DERAILED ONE SET OF TRUCKS ON TWO DIFFERENT CARS ON TRACK 120 AT MP 143.63, COMING OFF THECORPUS CHRISTI MAINLINE, WHILE SHOVING NORTHWARD TOWARDS PIN OAK TRACK 794. THE CAUSE OF THE DERAILMENT IS A 18 INCH HEAD AND WEB SEPARATION AT A JOINT.

53. Typed/Printed Name &			55. Date					
Title of Preparer		54. Signature						
NOTE:	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								
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.								