

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 1120HO019					
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. 1120HO019					
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 1 year 2020				6. Time of Accident/Incident 2:56 AM <input checked="" type="checkbox"/> PM <input 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) 01			
		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					
8. Cars Carrying HAZMAT 1		9. HAZMAT Cars Damaged/ Derailed 1		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision HOUSTON SUB					
13. Nearest City/ Town HOUSTON				14. Milepost (to nearest tenth) 356.75		15. State Code Abbr. TX 48		16. County HARRIS					
17. Temperature (F) (specify if minus) 64 ° 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 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2							
21. Track Name/ Number HUMP LEAD 95				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 4					
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 YEW3			
		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 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*) L-Special Instructions * 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 1					
29. Trailing Tons (gross tonnage, excluding power units) 252													
31. Principal Car/Unit (1) First involved (derailed, struck, etc) UTLX660083		a. Initial and Number 002		b. Position in Train 002		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Y Drugs Y					
(2) Causing (if mechanical, cause reported) DOWX079807		003		N		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		e. Remote		a. Freight		b. Pass.	
(1) Total in Train		1		0		0		0		(1) Total in Equipment Consist		1	
(2) Total Derailed		0		0		0		0		(2) Total Derailed		1	
		0		0		0		0		1		0	
		0		0		0		0		1		0	
36. Equipment Damage This Consist \$ 84,136		37. Track, Signal, Way, & Structure Damage \$ 2,788				38. Primary Cause Code E09C				39. Contributing Cause Code			
Number of Crew Members				Length of Time on Duty									
40. Engineers/ Operators 1		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: 04 Mins: 26		45. Conductor Hrs: Mins:			
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 29.798926				51. Longitude -95.287612									
52. Narrative Description (Be specific, and continue on separate sheet if necessary) DURING NORMAL HUMPING OPERATIONS, THE DOWX79807 FAILED TO FULLY SEPARATE BETWEEN TWO CUTS OF CARS. THE FIRST CUT WAS AN EMPTY TANK (DOWX79807) CAR FOLLOWED BY A LOADED DOUBLE CUT OF TANK CARS (UTLX660083, GATX37023). DUE TO THE INADEQUATE SEPARATION GOING THROUGH THE CUT LIGHT THE HUMP COMPUTER RECOGNIZED THE TWO CUTS AND ONE CUT, AND CONTROLLED IT AS A LOAD. THIS CAUSED THE EMPTY TANK CAR TO STOP, RESULTING IN IT BEING IMPACTED BY THE SECOND CUT (TWO LOADED TANKS) AND DERAILING ON THE MASTER RETARDER, AND BEING PUSHED SIDEWAYS DOWN THE HILL.													
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.													