DEPARTMENT OF TRANSPORTATION

(single entry)

28. Speed (recorded speed

4. Work train

FEDERAL RAILROAD ADMINISTRAT		RAIL E	QUII	PMEN	T ACCII	DENT	/INCI	DEN	T REPO	RT			OMB Approval	l No: 2130-05	
1. Name of Reporting Railroad								betic Co	ode		1b. Railroad Accident/Incident No.				
Union Pacific Railroad Company [UP]												1220HO00	1220HO004		
2. Name of Other Railroad or Other Entity with Consist Involved								betic Co	ode			2b. Railroad Accident/Incident No.			
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)								betic Co	ode			3b. Railroad Ac	cident/Incident No.		
Union Pacific Railroad Company [UP]												1220HO00	1220HO004		
4. U. S. DOT Grade Crossing Identification	on Number						5. Date o	f Accide	ent/Incident			6. Time of Accident/Incident			
										year 2020	4:15	AM X	PM		
7. Type of Accident/ 1.	Derailment	4. Side collis	sion		7. Hwy-	ail cross	sing			olosion-d	letonation	13. Other		Code	
Incident (single 2.	Incident (single 2. Head on collision 5. Raking collision 8. RR grade of						ossing 11. Fire/violent rupture					(describe in)			
<i>entry in code box</i>) 3. Rear end collision 6. Broken train collision				lision 9. Obstruction 12. Other impac				ets	narrative) 12						
8. Cars Carrying 9. HAZMAT Cars			10. Cars Releasing				11. People					12. Subdivision			
HAZMAT	Damaged/			HAZMAT			Evacuated								
Derailed N/A				N/A			N/A					HOUSTON SUB			
13. Nearest				14. Mile	post (to		15. Stat	e	Code	16. Co	ounty				
City/				nec	irest		Ab	br.	I						
Town HOUSTON				ten	th) 356.	31	TX	K	48	HA	RRIS				
17. Temperature (F)	18. Visibility (single entry)	C	ode	19. Weather	(single e	entry)				Code	20. Type of Tra	ack	Code	
(specify if minus)	1. Dawn	3. Dusk			1. Clear	3	3. Rain		5. Sleet		1	1. Main	Siding	1	
46 F	2. Day	4. Dark		1	2. Cloud	/ 4	4. Fog		6. Snow		1	2. Yard	Industry	2	
21. Track Name/				22. FRA Track Code			23. Annual Track					24. Time Table Direction		Code	
Number	Class (1-9, X)				Density (gross tons					1. North	3.East	1			
HUMP 095			1			1	Density (gross tons in millions)					2. South	4. West	4	
25. Type of Equipment 1. Freight train	5. Single		int./inspect. car D. EMU					26.	Was Equipme	ent	27. Train Number/Symbol				
Consist 2. Passenger tra	in-Pulling 6. Cut o	f cars A. Spec	c. MoW	V Equip.	E. DM	U			Attended?						

Code

7

1. Yes

2. No

500

YEW3

30a. Remotely Controlled Locomotive?

Code

Y

if available)			Signalization (Mandatory) 2 0 = Not a remotely controlled o																
R - Recorded	007	MDU	1. Signaled 2. Not Signaled 1 = Remote control portable transm																
E - Estimated	006	MPH	E Method of Operation/Authority for Movement (Mandatory) 5 2 = Remote control tower operation																
29. Trailing Tons (gro	oss tonnage,		1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 3 = Remote control portable transmitter											ansmitter -					
excluding power uni	its)			4. B	lock Re	gister Terr	ritory	5. Other	Than Main T	ack	K-Rest	tricted	d Speed or Equiv	alent		more	than one ren	note	
				Supp	lement	al/Adjunct	Code	es (Mandate	ory*)							contro	ol transmitte	r	Code
			56	* Ma	ndatory	to the exte	ent th	nat all applica	ble codes are	entered									1
31. Principal Car/Unit			a. Initial a	and Number		b. Positi	ion in	Train	c. Load	ed (yes/no)		32. It	f any railroad emp	ployee(s)	tested	l for drug/alc	ohol use, ent	er the numb	er that
(1) First involved													were positive in t	he approp	oriate	box.	Alc	ohol	Drugs
(derailed, struck, etc	;)																		
			UT	LX91082	5		(004		Ν									
(2) Causing (if me	echanical,											33.W	as this consist tra	insporting	g pass	engers? (y	/n)		
cause reported)							(000							No				
34. Locomotive Units			a. Head		Mid T	rain		Rear	End	35. Cars Load			Load	led	Em	pty			
(Exclude EMU, DMU, an Locomotives.)	nd Cab Car		End	b. Manı	ıal	c. Remote	Ċ	d. Manual	e. Remote	(Include EMU, DMU, and Cab Car Locomotives.)		a. Freig	ght	b. Pass.	c. Freight	d. Pass.	e. Caboose		
(1) Total in Train			3	0		0		0	0	(1) Total in Equipment Consist		0		0	1	0	0		
(2) Total Derailed			0	0		0		0	0	(2) Tota	al Derai	led		0		0	1	0	0
36. Equipment Damage			:	37. Track, Si	gnal, W	'ay,				38. Primary Cause 39					9. Contributing Cause				
This Consist				& Struc	ure Da	mage	\$	216	,650	Code			Code						
	\$ 5	51,305		<u> </u>		-	φ	210	,020		M411 Length of Time								
				Crew Memb										Length of		·			
40. Engineers/	41. Fireme	en	· · ·	42. Conducto	rs		43.1	Brakemen		44. Engineer	4. Engineer/Operator			4	45. Conductor				
Operators 1					0					Hrs:	05		Mins:	45		Hrs:		Mins:	
Casualties to:	46. Railroad	Emplo	yees	47. Train Pas	sengers	;	48. (Others		49a. Special Study Block A 49				19b. S	b. Special Study Block B				
Fatal		0			0		0												
Nonfatal		0			0			0		CWR				0	000-	000-000			
50. Latitude				29.	80268	89		0		51. Longitud	de			1		-95.280	469		
52 Narrativa Description	(D.															/2.200			

(Be specific, and continue on separate sheet if necessary)

3. Commuter train-Pulling 7. Yard/switching B. Passenger Train-Pushing

Code

8. Light loco(s). C. Commuter Train-Pushing

(enter codes that apply)

30. Type of Territory

DURING NORMAL HUMPING OPERATIONS, THE UTLX910825 FAILED TO FULLY SEPARATE BETWEEN TWO CUTS OF CARS.THE FIRST CUT WAS AN EMPTY TANK UTLX910825 CAR FOLLOWED BY A LOADED DOUBLE CUT OF COVERED HOPPER CARS TILX538046 & TILX538026. 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 IN THEMASTER.

53. Typed/Prin	nted Name &		55. Date						
Title of P	reparer	54. Signature							
NOTE:	E: 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	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.									

DEPARTMENT OF TRANSPORTATION FEDE

FEDERAL RAILROAD ADMINISTRATION	RAIL EQUIPMENT A	CCIDENT/INCIDENT	Г REPORT		OMB Approval N	o: 2130-0500	
1. Name of Reporting Railroad		1a. Alphabetic Coc	le	1b. Railroad Accie	dent/Incident No.		
Union Pacific Railroad Company [UP]		UP		1220HO004			
2. Name of Other Railroad or Other Entity with Consist Involved		2a. Alphabetic Coc	le	2b. Railroad Accid	2b. Railroad Accident/Incident No.		
3. Name of Railroad or Other Entity Responsible for Track Mainte	enance (single entry)	3a. Alphabetic Coc	le	3b. Railroad Accident/Incident No.			
Union Pacific Railroad Company [UP]		UP		1220HO004			
4. U. S. DOT Grade Crossing Identification Number		5. Date of Acciden	nt/Incident	6. Time of Accide	ent/Incident		
		1 2	day year 0 7 2020	4:15	AM X	рм	
7 Type of Accident/ 1 Derailment	4 Side collision 7	Hwy-rail crossing	10 Explosion-detonation	13 Other		Code	

								$1 \mid 2$			ear 2020	4:15	A	M X	рм		
7. Type of Accident/	1. De	erailment	4. Si	de collision		7. Hwy-	rail crossing	=		plosion-det		13. Ot	her		Code		
Incident (single	2. He	ead on collision	5. Ra	5. Raking collision 8. RR grade			ade crossing	÷ .					describe in)				
entry in code box)	3. Re	ear end collision	n 6. Br	6. Broken train collision 9. Obstructi			uction	ion 12. Other impacts					narrative)				
8. Cars Carrying		9. HAZMAT (Cars		10. Cars R	eleasing		11.	People			12. Subdi	vision				
HAZMAT		Damaged/			HAZ	MAT		1	Evacuated								
N/A		Derailed		N/A		N/A				N/A		HOUS	TON SUE	2			
13. Nearest				1.1/1	14. Milepo			5. State	Code	16. Cour	ity	noes	1011501	,			
City/					neare			Abbr.	1								
Town HOUS	TON				tenth	356.	31	ТХ	48	HAR	RIS						
17. Temperature (F)		18. Visibility	(single entry)) (Code 1	9. Weather	(single entry		•		Code	20. Type	of Track		Code		
(specify if minus)	0	1. Dawn	3. Dusk	1		1. Clear	3. R	ain	5. Sleet	1		1. Mai	n 3. Si	ding			
	46 [°] F	2. Day	4. Dark		1	2. Cloud		•	6. Snow		1	2. Yard		dustry	2		
21. Track Name/					RA Track		Code 23	 Annual T 	`rack				Table Directi		Code		
Number				0	class (1-9, X)	1		Density	(gross tons ons)			1. Nor					
HUMP 095							1	in millio	ons)			2. Sout			1		
25. Type of Equipment	1. Freight train		-	9. Maint./insj		D. EM		2	26. Was Equipm	ent		27.1	Frain Numbe	r/Symbol			
Consist	2. Passenger train			A. Spec. Mo		E. DM		Code	Attended?	2 N-		ode					
(single entry)	 Commuter train Work train 			B. Passenger C. Commuter		•		6	1. Yes	2. No		N					
28 Speed (manufadam		Code	1			*	I	0					otely Control	lad Lasomat			
28. Speed (recorded sp if available)	eea	. Code	30. Type of '	•	(enter codes	пап арріу)							•				
R - Recorded			Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 2 0 = Not a remotely c 1 = Remote control p									-					
E - Estimated	005 MPH	E	U U	Operation/Au	•	ovement (Mandatory)	5					Remote contro				
	oss tonnage,			dication 2.1	•								Remote contro	-			
excluding power un			-	egister Territo		er Than Main		Yrack K-Restricted Speed or Equivalent more than one remote									
01	, 			al/Adjunct Co	•							contr	ol transmitte	r	Code		
		140	* Mandatory	to the extent	that all appli	icable codes	are entered								0		
31. Principal Car/Unit	•	a. Initial and	Number	b. Position	in Train	c. Lo	aded (yes	ed (yes/no) 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that							<u> </u>		
(1) First involved								were positive in the appropriate						cohol	Drugs		
(derailed, struck, etc	:)								_								
		TILY	X538046		001		Ν										
(2) Causing (if m	echanical,								33.Was this c	onsist transp	orting pa	ssengers? (y/n)				
cause reported)					000		-								No		
34. Locomotive Units		a. Head	Mid 7	Train	Re	ear End	35. Ca			_		aded	Em	î. •			
(Exclude EMU, DMU, an	ıd Cab Car	End	b. Manual	c. Remote	d. Manual	e. Remo		de EMU, E 10tives.)	OMU, and Cab C	Car	a. Freight	b. Pass.	c. Freight	d. Pass.	e. Caboose		
Locomotives.)							Locon	iouves.)									
(1) Total in Train		0	0	0	0	0	(1)	Total in E	quipment Consi	st	0	0	2	0	0		
(2) Total Derailed		0	0	0	0	0	(2)	Total Dera	uled		0	0	1	0	0		
36. Equipment Damage		37.	Track, Signal, W	Vay,			38. Prir	nary Cause				39. Contribut	ing Cause				
This Consist	\$ 5.19		& Structure Da	mage \$		0	Cod	le	1	N 411		Code	I.				
	\$ 5,19	4 Number of Cr	aw Members	+						<u>M411</u>	outh of T	me on Duty					
40. Engineers/	41. Firemen		Conductors	1	3. Brakemen		44 Eng	ineer/Oper	ator	Lei	-5-m or 1	45. Conductor	r				
Operators	+1. I nemen	+2.	Conductors	4	. Brakemell								•				
0			0				Hr	s:	Mins	:		Hrs:		Mins:			
Casualties to:	46. Railroad Emp	loyees 47.	Train Passenger	s 4	8. Others		49a. Sp	ecial Study	Block A		49b	. Special Study	Special Study Block B				
Fatal	0		0			0		5			00	0-000-000	0.000.000				
Nonfatal	0		0			0						0-000-000					
50. Latitude			29.80268	39			51. Lon	51. Longitude -95.280469									
52. Narrative Description																	

DURING NORMAL HUMPING OPERATIONS, THE UTLX910825 FAILED TO FULLY SEPARATE BETWEEN TWO CUTS OF CARS. THE FIRST CUT WAS AN EMPTY TANK UTLX910825 CAR
FOLLOWED BY A LOADED DOUBLE CUT OF COVERED HOPPER CARS TILX538046 & TILX538026. 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 IN THEMASTER.

53. Typed/Printed Name &		55. Date							
Title of Preparer	54. Signature								
NOTE: This report is part of the reporting railroad's accident report pursuant to	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).									
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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									
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