

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Arizona & California Railroad Company [ARZC]			1a. Alphabetic Code ARZC			1b. Railroad Accident/Incident No. ARZ500420D		
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) Arizona & California Railroad Company [ARZC]			3a. Alphabetic Code ARZC			3b. Railroad Accident/Incident No. ARZ500420D		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 07 day: 28 year: 2020			6. Time of Accident/Incident 2:40 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. HAZMAT Cars Damaged/ Derailed N/A			10. Explosion-detonation 11. Fire/violent rupture 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 CADIZ					
13. Nearest City/Town EARP			14. Milepost (to nearest tenth) 110.2			15. State Code CA 06		
16. County SAN BERNARDINO			17. Temperature (F) (specify if minus) 115 °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2		
19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1			20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 1					
21. Track Name/ Number SINGLE MAIN TRACK			22. FRA Track Class (1-9, X) 3			23. Annual Track Density (gross tons in millions) 22.69		
24. Time Table Direction Code 1. North 3. East 2. South 4. West 4			25. Type of Equipment Consist (single entry) 1. Freight train 5. Single car 9. Maint./inspect. car D. EMU 2. Passenger train-Pulling 6. Cut of cars A. Spec. MoW Equip. E. DMU 3. Commuter train-Pulling 7. Yard/switching B. Passenger Train-Pushing 4. Work train 8. Light loco(s) C. Commuter Train-Pushing 1			26. Was Equipment Attended? 1. Yes 2. No Y		
27. Train Number/Symbol MATC			28. Speed (recorded speed if available) R - Recorded 040 MPH E - Estimated R			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 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 P-Track Warrant Control Supplemental/Adjunct Codes (Mandatory*) N-Time Table/Train Orders * Mandatory to the extent that all applicable codes are entered		
29. Trailing Tons (gross tonnage, excluding power units) 1,557			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 0					
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TTGX980739			a. Initial and Number 031			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			c. Loaded (yes/no) N			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: <input type="checkbox"/> Drugs: <input type="checkbox"/>		
33. Was this consist transporting passengers? (y/n) No			34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) a. Head End (1) Total in Train 5 (2) Total Derailed 0			b. Mid Train b. Manual c. Remote 0 0		
c. Rear End d. Manual e. Remote 0 0			35. Cars (Include EMU, DMU, and Cab Car Locomotives.) a. Freight b. Pass. c. Freight d. Pass. e. Caboose (1) Total in Equipment Consist 0 0 31 0 0 (2) Total Derailed 0 0 1 0 0					
36. Equipment Damage This Consist \$ 10,630			37. Track, Signal, Way, & Structure Damage \$ 1,000			38. Primary Cause Code T108		
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: 20			45. Conductor Hrs: 01 Mins: 20		
Casualties to:			46. Railroad Employees			47. Train Passengers		
48. Others			49a. Special Study Block A CWR			49b. Special Study Block B 000-000-000		
Fatal 0			Nonfatal 0			50. Latitude 34.1344		
51. Longitude -114.369			52. Narrative Description (Be specific, and continue on separate sheet if necessary) DERAILED (1) EMPTY CAR WITHIN THE TRAIN CONSIST. THROUGH THE INVESTIGATION IT APPEARS TO HAVE OCCURRED AT A THERMAL MISALIGNMENT ON THE MAIN TRACK THE DERAILED CAR WAS THE LAST CAR IN A TRAIN CONSIST OF 31 CARS. THE TRAIN CONTINUED 7500' FROM THE POINT OF DERAILEMENT UNTIL THE ENGINEER NOTICED A LARGE PLUME OF DUST ORIGINATING FROM THE REAR OF THE TRAIN. THE ENGINEER STOPPED THE MOVEMENT AND TRAIN WAS INSPECTED TO FIND THE DERAILED RAILCAR					
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.								