

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad BNSF Railway Company [BNSF]				1a. Alphabetic Code BNSF		1b. Railroad Accident/Incident No. CA0320109	
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) BNSF Railway Company [BNSF]				3a. Alphabetic Code BNSF		3b. Railroad Accident/Incident No. CA0320109	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 3 year: 2020		6. Time of Accident/Incident 1:00 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>	
7. Type of Accident/ Incident (single entry in code box)		1. Derailment 2. Head on collision 3. Rear end collision		4. Side collision 5. Raking collision 6. Broken train collision		7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction	
						10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts	
						13. Other (describe in narrative) 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	
13. Nearest City/Town BARSTOW		14. Milepost (to nearest tenth) 2.9		15. State Code CA		16. County SAN BERNARDINO	
17. Temperature (F) (specify if minus) 41 ° F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 4		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 2	
21. Track Name/ Number 1831		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 0.00		24. Time Table Direction Code 1. North 3. East 2. South 4. West 4	
25. Type of Equipment Consist (single entry)		1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train		5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s)		9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing	
						D. EMU E. DMU Code 8	
						26. Was Equipment Attended? 1. Yes 2. No Code Y	
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. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 5 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		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) 0							
31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF000173		a. Initial and Number		b. Position in Train 001		c. Loaded (yes/no)	
(2) Causing (if mechanical, cause reported)				000		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	
						33. Was this consist transporting passengers? (y/n) No	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		Mid Train b. Manual c. Remote		Rear End d. Manual e. Remote	
(1) Total in Train		1		0 0		0 0	
(2) Total Derailed		1		0 0		0 0	
36. Equipment Damage This Consist \$ 15,000		37. Track, Signal, Way, & Structure Damage \$ 6,000		38. Primary Cause Code M599		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: 02 Mins:	
						45. Conductor Hrs: Mins:	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others	
Fatal		0		0		0	
Nonfatal		0		0		0	
50. Latitude 34.893795				51. Longitude -117.07317			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) LIGHT LOCOMOTIVE DERAILED IN YARD TRACK 1831 DUE TO WEAK BATTERIES IN DERAILED CAUSED THE DERAILED TO LINE AS THE LOCOMOTIVE WAS PASSING OVER IT. NO HAZARDOUS MATERIALS WERE RELEASED.							
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.							