

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. CA0322112		
2. Name of Other Railroad or Other Entity with Consist Involved Union Pacific Railroad Company [UP]			2a. Alphabetic Code UP			2b. Railroad Accident/Incident No. 0322LA015		
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. CA0322112		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 3 year: 2022			6. Time of Accident/Incident 7:10 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			1. Derailment			4. Side collision		
			2. Head on collision			5. Raking collision		
			3. Rear end collision			6. Broken train collision		
			7. Hwy-rail crossing			10. Explosion-detonation		
			8. RR grade crossing			11. Fire/violent rupture		
			9. Obstruction			12. Other impacts		
						13. Other (describe in narrative) Code 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 SAN BERNARDINO
13. Nearest City/ Town COLTON		14. Milepost (to nearest tenth) 3.2		15. State Code Abbr. CA Code 06		16. County SAN BERNARDINO		
17. Temperature (F) (specify if minus) 70 °F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 1		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 0112		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		
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		Code
		4. Work train		8. Light loco(s)		C. Commuter Train-Pushing		Code
26. Was Equipment Attended? 1. Yes 2. No 1		27. Train Number/Symbol		28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 1 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 G-Interlocking 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
29. Trailing Tons (gross tonnage, excluding power units) 0		31. Principal Car/Unit		a. Initial and Number		b. Position in Train		c. Loaded (yes/no)
		(1) First involved (derailed, struck, etc)		000		000		
		(2) Causing (if mechanical, cause reported)		000		000		
								32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs
								33. Was this consist transporting passengers? (y/n)
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.)
		b. Manual		c. Remote		d. Manual		e. Remote
(1) Total in Train		0		0		0		0
(2) Total Derailed		0		0		0		0
								36. Equipment Damage This Consist \$ 0
								37. Track, Signal, Way, & Structure Damage \$ 173,635
								38. Primary Cause Code H307
								39. Contributing Cause Code H510
40. Engineers/Operators 0		41. Firemen		42. Conductors		43. Brakemen		44. Engineer/Operator
		0		0		0		Hrs: Mins:
45. Conductor		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A
Hrs: Mins:		0		0		0		49b. Special Study Block B
Casualties to:		Fatal		Nonfatal				OTH
		0		0		0		
50. Latitude 34.065684		51. Longitude -117.32927		52. Narrative Description (Be specific, and continue on separate sheet if necessary) UP TRAIN CARS GOT AWAY FROM THE UP YARD AND ROLLED INTO INTERLOCKER BNSF TRACK DUE TO SHOVING MOVEMENT, MAN ON OR AT LEADING END OF MOVEMENT, FAILURE TO CONTROL AND AUTOMATIC BRAKE, INSUFFICIENT. UPHAD 3 LOCOMOTIVES AND 11 RAILCARS DERAIL. UP EQUIPMENT COST \$504,558.				
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.								