DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION

RAIL	EQUIPMENT	ACCIDEN	F/INCIDENT	REPORT

OMB Approval No: 2130-0500

CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 55. Date	1. Name of Reporting Railroad							1a. Alphabetic Code 1b. Railroad Accident/Incident No.										
Neuror of Balanda of their Integr Responded. No Truck Materianses: (Judge correct) 1. Adjusticat Call Integr Responded bits No 2.1.3. DOT Crack Coreang SectorEndering Neurosci 1. Dealbaret 1. Dealbaret <td colspan="6">PACIFIC HARBOR LINE, INC. [PHL]</td> <td colspan="6"></td> <td colspan="5">202010101</td>	PACIFIC HARBOR LINE, INC. [PHL]												202010101					
PACHEC LARGOR LOSE, INC. [PH.] PHL P							2a. Alphabetic Code					2b. Railro						
PACHEC LARGOR LOSE, INC. [PH.] PHL P	2 March (D. Sandar Odar Factor Dana and Data Tanda Malananan (C. 1996)												21. D.: 1					
4. U. S. DOT Grade Counting Munithadine Number 5. Die of Accident Dischell 6. Time of Accident Dischell 6. Time of Accident Dischell 7. Marcel and the formation of the formati	3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)						-	abetic C	ode						ncident ino.			
1.1.5.700 Crude Councing Eventser Table normal 10 prior 2.2 A.M. PA 7. Type of Acceleration 1.0. Development 1.0. Development </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>of Accie</td> <td>dent/Incide</td> <td>nt</td> <td></td> <td></td> <td></td> <td></td> <td>cident</td> <td></td>									of Accie	dent/Incide	nt					cident		
Type of the status 1 Description Description <thdescription< th=""> Description Descc</thdescription<>	4. U. S. DOT Grade Crossing Identification N	lumber	1									year					V	
Instant Other 1. Real or collisor 5. Real or collisor 6. Real or collisor 1. Real or col				1 11					0	_						M L		
Instrume 1. Rest end collision 0. Booker minimalisation 0. Booker minimalisation </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>•</td> <td>•</td> <td></td> <td></td> <td>1</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Code</td>							•	•			1						Code	
Lizzkał Daragieł Lizzkał Drewnieł N/A A LAMEDACORRIDOR 11: Nace N/A N/A N/A A LAMEDACORRIDOR N/A A LAMEDACORRIDOR 11: Nace N/A N/A Site Cole 10.0 SANCELES N/A Cole 10.0 SANCELES Cole 1.0 Sanceles	<i>entry in code box)</i> 3. Rea		n 6. Br	-	collision			on		12.		-		n	arrative)		12	
NA Drafted NA NA NA ALAMEDACORRIDOR 11. Narear Anternet Attempted Attempted In Consurg 12. Transport Transport Attempted Cale In Consurg 12. Transport Transport State Cale In Consurg Cale In Consurg 12. Transport Transport State Cale In Consurg Cale In State							· ·						12. Subdiv	vision				
11 Norest 14 Million (m) 15 Million (m) 15 Million (m) 15 Million (m) 16 Camip 12 Normat 20 A 06 10 SANCELES 10 Camip 10 Million (m) 11 Million (m) 10 Million (m) <td></td> <td>•</td> <td></td> <td></td> <td>117</td> <td colspan="3"></td> <td colspan="3"></td> <td></td> <td></td> <td></td> <td></td>		•			117													
Corp Norm Aber Los ANGELES 17. Term LOS ANGELES Col 10. Standard (under very) Col 20. Track Name Col 20. Track Name Col 20. Track Name 20. Track Name <td< td=""><td></td><td></td><td></td><td>N/A</td><td>14. Mil</td><td>epost</td><td colspan="3"></td><td>Code</td><td colspan="3"></td><td>ALAN</td><td>IEDACO</td><td>RRIDOR</td><td></td></td<>				N/A	14. Mil	epost				Code				ALAN	IEDACO	RRIDOR		
T. Tragement Disk Code 19. Working Code 10. Darg 3. Back Code 10. Track Number Code 10. Main 3. Saling 2. Weak 4. All and the second of the seco						•	1			1								
(speed) (finding) 1. Down 3. Dook 4. Clear 3. Rain 5. Stor 1. John 3. Bala 21. Track Nume 2. Dog 4. Dook 2. Cond 4. Rain 6. Soor 1. John 3. Static 2. Annual Track 0. Soor 1. John 3. Static 2. Annual Track 0. Cond 2. Annual Track 0. Soor 1. Static 2. Annual Track 0. Cond 2. Annual Track 1. Trace 7. Trace Track Dimersion Code 1. Dom 2. Annual Track 2. Annual Track 1. Dom 2. Annual Track 2. Annual Track 1. Dom 2. Annual Track	LODINIOLLED	10 X/ - 1. 11/	(clash ante)			- ´			A	06	L				6 True ala		C. I.	
Totak Name Cloudy 4. Datk 4 2. Cloudy 6. Row 1 2. Yard 4. Johnson Code 21. Track Name Cloudy All Totak Cloudy 1 Rest 1 Rest Rest 1 Rest Res Rest Rest	(specify if minus)	•			Code	-				5. Sleet	t	Code					Code	
Number ADS2 Class (1-9, X) I Density for any product source of the product of the indication of the product of the product of the product of (origon of Y) 1. North a Teal 4. West (a) 4. North a Teal 4. West (a) 4. North a Teal 4. West (a) 23: Dynamic running (1) 2. Density from the Philing (2): Class (1-9, X) 0. DMU 2. Wast Equipment 1. Yes 2. North 2. North a Teal 2. North a Teal 4. West (1-1) 2. West Equipment 1. Yes 2. North a Teal 2. Nor	0	2. Day									v	1		-		dustry		
LD-2 1 an atticulog Name 2. South 4. West 4 2: Type of Expanses 1. Single car 9. Matain/impect car D.NU 20. No 20. No 21. 21				22				г									Code	
25: Type of Equipment 1. Protection 1 5: Single or 9. Munit: Anspect. car D. EMU 20. West Final 10.000 20.000 Attended? 1. Yes 2. No Cote YUTP 28: Speed (recorded greed granulation) 3. Commuter train-Palling Cote 1. Yes 2. No Cote YUTP 28: Speed (recorded greed granulation) 4. West kinin Filter frame-balance 1. 1. Yes 2. No Cote YUTP 29: Traine Number Symbol 1. West kinin Filter frame-balance 1. 1. Yes 2. No Cote YUTP 28: Speed (recorded greed granulation) Cote 3. Opport Trains Palling 2. No Recorded 2. No Recorded greed granulation Attender/1 1. Recorded greed granulation 2. No Recorded greed granulation 1. Recorded greed granulation 2. No Recorded greed granulation 2. No Recorded greed granulation 2. No Recorded greed granulation 3. Recorded greed granulation 2. No Recorded greed granulation 3. Recorded greed granulation 3. Recorded greed granulation 3. Recorded greed granulation 2. No No 2. No Recorde granulation 3. Recorde granulation 3.					Ciuso (1-9,		1	i/	n million	(gross tons as)							4	
(infinite entry) 3. Commuter train Pulling 1. Yes 2. No Code VPUP 28. Speed freeworded speed (multicle) 8. Unit block) Commuter Train Pulling 1 1 N No Code VPUP 28. Speed freeworded speed (multicle) 0.07 MPH R 30. Type of Turitisty (meter codes that apply) (multicle) 2 Speed freeworded speed (multicle) 30. Extension (Constraint) 1. Signal Ambanomy) 2 28. Factorized freeworded speed (multicle) 0.07 MPH R No 2 No 0 0 No 2 No 0			•						26		•			27. 1	Γrain Numbe	r/Symbol		
Link K. Light loc(s). C. Commer Train Publicity 1 Y 28. Speed Foundation Signal International Control Internation Contecont Internation Contecont International Control I	e	-		-			E. DMU	Code				2 No. 1	Co	le YPI	UP			
granulable Signalization (Mandatory) 2 18. Remoted 007 MPI R 29. Trailing Toos (gross toninge, excluding power units) 1. Signal 2. New Signal 0 21. Principal CarUuni 1. Biock Register Territory 5. Other Than Main Tack. K. Restricted Speed or Expiratent 3. Remote cound power power in the approximation of the anome cound power power in the approximation of the anome cound power power in the approximation of the approximate of the a				-		-		1		1. 105		2.110						
B: Recorded 0.07 MFH R I. Signaled 2 20 Tailing Toms (gross homangs, excluding power units) 1. Signaled 2. Not Signaled 2 1. Signaled 2. Not Signaled 2. Not Signaled 2. Not Signaled 2. Remote counted powersetion 3. Remote counted between state transmitter - more than one counted over an interval transmitter - more than one counted over an interval transmitter - more than one counted over an interval transmitter - more than one counted over an interval transmitter - more than one counted over an interval transmitter - more than one counted over an interval - Code - O 3. If any nalload employee(s) tests of end angle clobal use, enter the number that - Singlemental/Adjunct Codes (<i>fore/aload</i>) 3. Steps this consist transporting passengers 7. (7/m) 31. Principal Car/Unit a. Initial and Number b. Position in Train C. Loaded (<i>fore/aload</i>) 3. Wes this consist transporting passengers 7. (7/m) No (1) First involved Units B. Head Md Train C. Remote Code Include EWL DMU, and Cab Car Entry Alcohol O O <td>28. Speed (recorded speed</td> <td>Code</td> <td>••</td> <td>•</td> <td></td> <td>des that a</td> <td>apply)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>•</td> <td></td> <td></td>	28. Speed (recorded speed	Code	••	•		des that a	apply)								•			
Image: Second	* .								2								-	
29. Training Toms (gross tomage, excluding power units) 1. Signal Indication 2. Direct Train Control 3. YardReutriced Links 3 = Renote control portable transmitter- metaling power units) 19. Principal CarUtait a. Initial and Number 1. Signal Training 5. Output Training 5. Output Training 5. Output Training 1. Signal CarUtait a. Initial and Number Code 0 31. Principal CarUtait a. Initial and Number b. Position in Train c. Loaded (serkin) 2. If any rainoad employee(s) tested for drugalcohol use, errer the number that 000 000 (2) Classing (f) mechanical, crace, etc) DTTX785221 020 Y 33. Was this consist transporting passengers ? (s/s) No 34. Locondrive Units a. Head Multi Trainit c. Renote 35. Care Locaded a. Freight b. Post. c. Freight b. Post. c. Freight b. Post. c. Caboo (1) Total in Trainit 2 0						1							•					
Instruction Supplemental/Adjust Codes (Mandatory o)* Code Control transmitter Code 0 31. Principal CarUnit a. Initial and Number b. Position in Train c. Loaded (yes/no) 32. If any nilroad employee(s) bested for drug/alcohol use, enter the number that 00 00 (1) First involved (drainide, struck, etc) DTTX785221 020 Y 00 00 00 (2) Cassing (fmechanical, casse, etc) DTTX785221 020 Y 33. Was this consist transporting possengers ? (y/n) No 34. Locondive Units a. Head b. Manual c. Remote 35. Care Conded a. Freight b. Pass. c. Freight b. Pass. c. Freight b. Pass. c. Freight b. Pass. c. Caboo (1) Total in Train 2 0	29. Trailing Tons (gross tonnage,		-									3 = F	emote contro	ol portable ti	ransmitter -			
1.875 * Mandaroy to the extent that all applicable codes are entered 0 31. Principal Car/Unit a. Initial and Number b. Position in Train c. Loaded (yre/no) 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that (1) First involved (drailed, struck, etc) DTTX785221 020 Y were positive in the appropriate box. Alcohol Drugs (drailed, struck, etc) 2. Loconotive (drailed, struck, etc) DTTX785221 020 Y No 33. Was this coasist transporting passegres ? (yin) No 3. Loconotive (drailed, struck, etc) Difference Rear End (drailed EMU, DMU, and Cab Car Loconotives.) S. Carso (fractione EMU, DMU, and Cab Car Loconotives.) Loaded 0 Freight b. Pass. Freight 0 d. Pass. Empty (drailed EMU, DMU, and Cab Car Loconotives.) No 36. Equipment Damage This Consis 2 0 0 0 0 20. Total brailed 4 0 0 0 0 10. Equipment Damage This Consis 2 0.00 0 (2) Total brailed 4 0 0 0 0 10. Colos 30. Rinsure Damage This Consis <	excluding power units)				•									Cada				
31. Principal CarUnit a. Initial and Number b. Position in Train c. Loaded (yee/no) 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Accohol Dorgs. (1) First involved (deridle.t.trnck, etc) DTTX785221 020 Y 33. Was this consist transporting passengers. ? (y/m) No (2) Causing (ff mechanicul, cause reported) 0000 33. Was this consist transporting passengers. ? (y/m) No 34. Leconnotive Units (fixched EMU, DMU, and Cab Car Leconnotives.) I. Head Mid Train d. Manual e. Remote (fixched EMU, DMU, and Cab Car Leconnotives.) Loaded Empty e. Caboo (1) Total in Train 2 0		1,875		-				entered										
(deraided, struck, etc) DTTX785221 020 Y (3) Causing ((f) mechanical, cause reported) 33. Was this consist transporting passengers 7: (y/n) No (4) Locomotives (Initial Call Carl Loaded End) a. Head Midi Train End Midi Train (cause reported) 35. Cars Laaded Empty (1) Total in Train 2 0 0 0 0 0 0 (2) Causing ((f) mechanical, comotives.) a. Head Mindi Train End Minaul c. Remote 35. Cars Laaded Empty (1) Total in Train 2 0 0 0 0 0 0 0 (2) Total Derailed 0 0 0 0 0 0 0 0 (2) Total Derailed 0 0 0 0 0 0 0 0 (3) Equipment Damage 37. Track, Signal, Way, This Consist 38. Primary Cause 39. Contributing Cause Code (4) Engineers/ 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor (4) Engineers/ 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 49b. Special Study Block A (4) Engineers/ 0 0 0 0 0 <	31. Principal Car/Unit	a. Initial and								32. If any	railroad e	mployee(s) teste	for drug/alc	cohol use, en	er the numb	<u> </u>	
DTTX785221 020 Y 33.Was this consist ransporting passengers ? (yn) 00 00 34. Locomotive Units cause reported) 33.Was this consist ransporting passengers ? (yn) No 34. Locomotive Units Cacutate EMU, DMU, and Cab Car s. Head Midi Train b. Manual Rear End d. Manual S. Cars Loaded Empty Accesson (1) Total in Train 2 0 <								were positive in the appropriate box. Alcohol Drugs										
Classing (f) mechanical, cause reported) 33.Was this consist transporting passengers ? (yn) No A1.Locomotives. a. Head Mid Train Rear End 35. Cars Locoded a. Freight b. Pass. c. Freight d. Pass. c. Caboo (bc.tomotives.) End b. Manual c. Remote d. Manual e. Remote 0<	(derailed, struck, etc)	DTT	V705001				X.					00 00						
41. Locomotive Unix (Exclude EMU, DMU, and Cab Car a. Head Mid Train Rear End 35. Cars Loaded Empty Toto (1) Total in Train 2 0 </td <td colspan="2"></td> <td>A/05221</td> <td colspan="2">85221 020</td> <td colspan="2">¥</td> <td><u> </u></td> <td colspan="3"></td> <td>ig pass</td> <td colspan="4"></td>			A/05221	85221 020		¥		<u> </u>				ig pass						
Image End b. Manual c. Remote d. Manual e. Remote Chuded EMU, DMU, and Cab Car Locomotives.) a. Freight b. Pass. c. Freight d. Pass. c. Caboo (1) Total in Train 2 0 0 0 0 (1) Total in Equipment Consist 45 0 0 0 0 0 (2) Total Derailed 0				000												No		
Locomotives.) Committee Committee </td <td></td> <td></td> <td></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td>1</td> <td>e Caboose</td>														1	e Caboose			
(2) Total Derailed 0		End	0. Ivianuai	c. Remote	Keniote u. Manuai		Kemote											
36. Equipment Damage 37. Track, Signal, Way, & Structure Damage 38. Primary Cause Code 39. Contributing Cause Code 40. Engineers/ Operators 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor 40. Engineers/ Operators 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor 41 1 1 Hrs: 04 Mins: 28 Casualties to: 46. Railroad Employees 47. Train Passengers 48. Others 49a. Special Study Block A 49b. Special Study Block B Fatal 0 0 0 0 0 000-000-000 Nonfatal 0 0 0 0 0 -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK I. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	(1) Total in Train	2	0	0	0		0	(1) Total in Equipment Consist 4		5	0	0	0	0				
This Consist \$ 20,000 & Structure Damage \$ 10,000 Code M501 Code Number of Crew Members Length of Time on Duty 40. Engineers/ 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor Operators 1 1 Hrs: 04 Mins: 28 Hrs: 04 Mins: 28 Casualties to: 46. Railroad Employees 47. Train Passengers 48. Others 49a. Special Study Block A 49b. Special Study Block B 49b. Special Study Block B Fatal 0 0 0 CWR 000-000-000 0 Sol. Latitude 33.759312 51. Longitude -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	(2) Total Derailed	0	0	0	0		0	(2) Total Derailed			0	0	0	0				
\$ 20,000 C \$ 10,000 M501 Number of Crew Members 40. Engineers/ 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor 0 0 1 Hrs: 04 Mins: 28 Hrs: 04 Mins: 28 Casualties to: 46. Railroad Employees 47. Train Passengers 48. Others 49a. Special Study Block A 49b. Special Study Block B Fatal 0 0 0 0 000-000-000 000-000-000 000-000-000 50. Latitude 33.759312 51. Longitude -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 55. Date 53. Typed/Printed Name & 54. Signature 54. Signature 55. Date	36. Equipment Damage	37.	Track, Signal, W	Vay,				38. Primary	Cause				3	Contributi	ng Cause			
40. Engineers/ Operators 41. Firemen 42. Conductors 43. Brakemen 44. Engineer/Operator 45. Conductor 1 </td <td>This Consist \$ 20,00</td> <td>)</td> <td>& Structure Da</td> <td>image</td> <td>\$</td> <td>10,000</td> <td>0</td> <td>Code</td> <td></td> <td></td> <td>M5</td> <td>01</td> <td></td> <td>Code</td> <td>1</td> <td></td> <td></td>	This Consist \$ 20,00)	& Structure Da	image	\$	10,000	0	Code			M5	01		Code	1			
Operators 1 Hrs: 04 Mins: 28 Hrs: 04 Mins: 28 Casualties to: 46. Railroad Employees 47. Train Passengers 48. Others 49a. Special Study Block A 49b. Special Study Block B 49b. Special Study Block B Fatal 0 0 0 0 000-000 00 000-000					1													
I I Hrs: 04 Mms: 28 Hrs: 04 Mms: 28 Casualties to: 46. Railroad Employees 47. Train Passengers 48. Others 49a. Special Study Block A 49b. Special Study Block B 49b. Special Study Block B Fatal 0 0 0 0 0 00-000-000 0 Son Latitude 33.759312 51. Longitude -118.243546 -118.243546 S2. Narrative Description (Be specific, and continue on separate sheet if necessary) SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	° i	Conductors 43. Brakemen			nen	n 44. En		4. Engineer/Operator			4							
Fatal 0 0 0 0 Nonfatal 0 0 0 0 000-000-000 50. Latitude 33.759312 51. Longitude -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAIL CARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	1	^s 1		1				Hrs: 04 Mins: 28		28	Hrs: 04 Mins:			28				
0 0 0 0 0 000-000-000 So. Latitude 0 </td <td>Casualties to: 46. Railroad Emplo</td> <td colspan="2">46. Railroad Employees 47. Tr</td> <td colspan="2">in Passengers 48. Others</td> <td colspan="2">4</td> <td colspan="2">49a. Special Study Block A</td> <td></td> <td colspan="4">49b. Special Study Block B</td> <td></td>	Casualties to: 46. Railroad Emplo	46. Railroad Employees 47. Tr		in Passengers 48. Others		4		49a. Special Study Block A			49b. Special Study Block B							
Nonfatal 0 0 0 50. Latitude 33,759312 51. Longitude -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	Fatal 0	0				0												
50. Latitude 33.759312 51. Longitude -118.243546 52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 54. Signature 55. Date	Nonfatal	0		0		0		CWR				000-	000-000					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 55. Date	50 Letterde			12				51. Longitude					119 242546					
NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED. 53. Typed/Printed Name & 55. Date	52 Narrative Description (Base arise													-118.24	3540			
54 Signature	NON-RAILROAD EMPLOYEE (EMPLOYEE OF MARINE TERMINAL) ACCIDENTLY LINED SWITCH UNDERNEATH TRAIN MAKINGFACING-POINT MOVEMENT INTO TRACK 1. THIS CAUSED RAILCARS TO BEGIN TRAVELING DOWN TRACK AD-2 WHERE THEY IMPACTED STANDING UNATTENDED RAIL EQUIPMENT ON A YARD TRACK AND DERAILED.																	
54. Signature														55. I	Date			
Title of Preparer	Title of Preparer 54. Signat						nature											
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 sui	NOTE: This report is part of the r	eporting rail	lroad's acciden	it report p	oursuant to	the acci	dent repo	orts statute a	ınd, as	such shal	l not "be	admitte	l as e	vidence or	used for an	y 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 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.	llected is a																	