

1. Name of Reporting Railroad San Joaquin Valley Railroad Company [SJVR]				1a. Alphabetic Code SJVR				1b. Railroad Accident/Incident No. SJV509220D																							
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) San Joaquin Valley Railroad Company [SJVR]				3a. Alphabetic Code SJVR				3b. Railroad Accident/Incident No. SJV509220D																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 0 day 8 year 2020				6. Time of Accident/Incident 2:20 AM <input type="checkbox"/> PM <input checked="" 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				12. Subdivision EXETER															
13. Nearest City/ Town FRESNO				14. Milepost (to nearest tenth) 206.4				15. State Abbr. CA				Code 06				16. County FRESNO															
17. Temperature (F) (specify if minus) 100 °F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2				19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1				20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 3																			
21. Track Name/ Number 4602				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 1				24. Time Table Direction 1. North 3. East 2. South 4. West Code 2																			
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 1				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol LS71							
28. Speed (recorded speed if available) R - Recorded E - Estimated 005 MPH Code R				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized 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 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) 5,451				31. Principal Car/Unit (1) First involved (derailed, struck, etc) CEFX080262 (2) Causing (if mechanical, cause reported) CEFX080262				a. Initial and Number 034 b. Position in Train 034				c. Loaded (yes/no) Y 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs No																			
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End (1) Total in Train (2) Total Derailed				Mid Train b. Manual c. Remote 0 0				Rear End d. Manual e. Remote 0 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist (2) Total Derailed				Loaded a. Freight b. Pass. 41 0				Empty c. Freight d. Pass. 0 0				e. Caboose 0 0			
36. Equipment Damage This Consist \$ 147,399				37. Track, Signal, Way, & Structure Damage \$ 17,500				38. Primary Cause Code E46C				39. Contributing Cause Code E64C																			
40. Engineers/ Operators 1				41. Firemen				42. Conductors 1				43. Brakemen				44. Engineer/Operator Hrs: 06 Mins: 20				45. Conductor Hrs: 06 Mins: 20											
Casualties to:				46. Railroad Employees				47. Train Passengers				48. Others				49a. Special Study Block A OTH				49b. Special Study Block B 000-000-000											
Fatal				0				0				0																			
Nonfatal				0				0				0																			
50. Latitude 36.722182				51. Longitude -119.782328																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) JOB 717X WAS PULLING SOUTHBOUND OUT OF AUXILIARY TRACK. AS THE CONDUCTOR WAS PROVIDING THE ENGINEER WITH CAR COUNTS TO CLEAR THE SOUTH SWITCH OF THE AUXILIARY TRACK. THE ENGINEER ADVISED THE CONDUCTOR HE WAS GOING TO HAVE TO STOP TO OBTAIN AUTHORITY TO CROSS THE BNSF MAINLINE AT SUNMAID DIAMOND. AS THE TRAIN HANDLING FORTY-ONE (41) TOTAL CARS WAS COMING TO A STOP THE CONDUCTOR WITNESSED THREE (3) CARS POSITIONED AS THE 35TH-37TH IN THE TRAIN DERAIL ON THEIR SIDE DUE TO STIFF TRUCKS AND WORN FLANGE ON THE INITIAL DERAILED CAR. A TOTAL NUMBER OF DERAILED CARS IS FOUR (4) WITH THREE (3) ON THEIR SIDE AND ONE (1) UPRIGHT.																															
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.																															