

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0320LA021																	
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) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0320LA021																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 3 year: 2020		6. Time of Accident/Incident 12:30 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) 12													
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 ALHAMBRA SUB															
13. Nearest City/ Town BLOOMINGTON		14. Milepost (to nearest tenth) 535.91		15. State Abbr. CA		Code 06		16. County SAN BERNARDINO															
17. Temperature (F) (specify if minus) 61 ° 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 3		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																	
21. Track Name/ Number YARD 042		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 3		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3																	
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 7		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YWC2											
28. Speed (recorded speed if available) R - Recorded E - Estimated 006 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) 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		2. 2 5. 5 L-Special Instructions		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 1																	
29. Trailing Tons (gross tonnage, excluding power units) 5,556		31. Principal Car/Unit (1) First involved (derailed, struck, etc) GATX056549 (2) Causing (if mechanical, cause reported) GATX056549		a. Initial and Number 096		b. Position in Train 096		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 Drugs													
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		4		0		3		0		0		(1) Total in Equipment Consist		36		0		56		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		0		0		4		0		0	
36. Equipment Damage This Consist		\$ 55,154		37. Track, Signal, Way, & Structure Damage		\$ 6,621		38. Primary Cause Code E30C		39. Contributing Cause Code													
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 2		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: 06 Mins:				45. Conductor Hrs: Mins:											
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A				49b. Special Study Block B											
Fatal		0		0		0		CWR				000-000-000											
Nonfatal		0		0		0																	
50. Latitude 34.0666				51. Longitude -117.376082																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) DURING NORMAL HUMMING OPERATIONS THE YWC20R-12 MISSED A PIN AT THE HUMP AND WHEN TRYING TO PULL THE CUT BACK UP THE HUMP, THE POWER WAS BOGGIN AND WOULD NOT PULL THE CUT. THE YWC21R-12 POWER WAS ATTACHED TO THE OTHER POWER SET TO HELP THE CUT BE PULLED UP. A KNUCKLE BROKE AND THE CUT ROLLED AWAY, DOWN BOWL 42 AND OUT THE EAST END OF THE LADDER WHERE IT IMPACTED WITH ANOTHER TRAIN. THE MWCEU-12IN TRACK 312, RESULTING IN DERAILMENT.																							
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.																							

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0320LA021	
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) Union Pacific Railroad Company [UP]				3a. Alphabetic Code UP		3b. Railroad Accident/Incident No. 0320LA021	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 3 year: 2020		6. Time of Accident/Incident 12:30 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)						12	
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 ALHAMBRA SUB							
13. Nearest City/Town BLOOMINGTON		14. Milepost (to nearest tenth) 535.91		15. State Code CA		16. County SAN BERNARDINO	
17. Temperature (F) (specify if minus) 61 °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: 3		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code: 2	
21. Track Name/ Number YARD 042		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 3		24. Time Table Direction 1. North 3. East 2. South 4. West Code: 3	
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 MWCE					
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code: E		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		26. Was Equipment Attended? 1. Yes 2. No Code: Y		27. Train Number/Symbol MWCE	
29. Trailing Tons (gross tonnage, excluding power units) 3,489						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	
31. Principal Car/Unit (1) First involved (derailed, struck, etc) NS168854		a. Initial and Number NS168854		b. Position in Train 032		c. Loaded (yes/no) Y	
(2) Causing (if mechanical, cause reported)						32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: 0 Drugs: 0	
						33. Was this consist transporting passengers? (y/n) No	
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End 3		b. Manual 0		c. Remote 0	
(1) Total in Train		3		0		0	
(2) Total Derailed		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight 10		b. Pass. 0		c. Freight 68	
(1) Total in Equipment Consist		10		0		0	
(2) Total Derailed		0		0		0	
36. Equipment Damage This Consist \$ 924		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code E30C		39. Contributing Cause Code	
Number of Crew Members		Length of Time on Duty					
40. Engineers/ Operators 1		41. Firemen 1		42. Conductors 1		43. Brakemen	
44. Engineer/Operator Hrs: 02 Mins: 15		45. Conductor Hrs: 02 Mins: 15					
Casualties to:		46. Railroad Employees 0		47. Train Passengers 0		48. Others 0	
Fatal		0		0		0	
Nonfatal		0		0		0	
50. Latitude 34.0666		51. Longitude -117.376082					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) DURING NORMAL HUMMING OPERATIONS THE YWC20R-12 MISSED A PIN AT THE HUMP AND WHEN TRYING TO PULL THE CUT BACK UP THE HUMP, THE POWER WAS BOGGIN AND WOULD NOT PULL THE CUT. THE YWC21R-12 POWER WAS ATTACHED TO THE OTHER POWER SET TO HELP THE CUT BE PULLED UP. A KNUCKLE BROKE AND THE CUT ROLLED AWAY, DOWN BOWL 42 AND OUT THE EAST END OF THE LADDER WHERE IT IMPACTED WITH ANOTHER TRAIN. THE MWCEU-12IN TRACK 312, RESULTING IN DERAILMENT.							
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).							
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