

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 0420LA008							
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. 0420LA008							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 4 year: 2020				6. Time of Accident/Incident 12:33 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>							
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other (describe in narrative)		Code 01			
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture							
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts							
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) 535.45		15. State Abbr. CA		Code 06		16. County SAN BERNARDINO							
17. Temperature (F) (specify if minus) 59 ° 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 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 1									
21. Track Name/ Number MAIN LINE 2		22. FRA Track Class (1-9, X) 4		23. Annual Track Density (gross tons in millions) 32.40		24. Time Table Direction 1. North 3. East 2. South 4. West Code 3									
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YWC2			
		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									
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing									
28. Speed (recorded speed if available) R - Recorded E - Estimated 004 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		Code 1		Code 1		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) 6,987															
31. Principal Car/Unit (1) First involved (derailed, struck, etc) TTGX982907		a. Initial and Number TTGX982907		b. Position in Train 007		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 00 Drugs 00							
(2) Causing (if mechanical, cause reported)				000				33. Was this consist transporting passengers? (y/n) No							
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.)			
(1) Total in Train		3		0		0		0		0		(1) Total in Equipment Consist 44			
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed 2			
36. Equipment Damage This Consist \$ 11,477		37. Track, Signal, Way, & Structure Damage \$ 6,692						38. Primary Cause Code H221		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: 06 Mins: 03		45. Conductor Hrs: Mins:					
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000					
Fatal		0		0		0									
Nonfatal		0		0		0									
50. Latitude 34.067912				51. Longitude -117.383958											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) IOALBR-03 WAS DOING A SETOUT AT SIERRA TO TRACK 206. HUMP YARDMASTER DECIDED TO YARD THE MFWWC-03 AT CEDAR INTO 204 AT CEDAR AT 12:19. ONCE IN THE CLEAR, THE HERDER BOARD HAS A SOLID LINEUP FROM 207 TO 114. YWC20R WAS INSTRUCTED TO MAKE HIS MOVE SHOVING EAST TOWARD 114. YARDMASTER GAVE THE ZONE AT 12:29. YWC20R FOREMAN BEGAN HIS MOVE AT 12:29, SHOVING EAST TOWARDS TRACK 114. THE 114 SWITCH IS BRANCHED OFF MAIN TRACK 2 AT CEDAR AND IS DISPATCHER CONTROLLED. HERDER DOES NOT HAVE ANY CONTROL AND CANNOT VERIFY LINEUP. STATED IN SITE SPECIFIC INSTRUCTIONS, LINE 7 AT WEST COLTON FOR HUMP INSTRUCTION WITH USE OF CAMERA TO PROTECT THE SHOVE, FOR JOB OPERATING THE BOX, IS TO VERIFY LINEUP AND PROTECT THE SHOVE, BUT DID NOT NOTICE OR UNDERSTAND HE NEEDED A RESTRICTED SIGNAL TO ENTER 114 AT CEDAR. SIGNAL DISPLAY WAS RED DURING MOVEMENT THAT STARTED AT 12:29 AND ENTERING MAIN LINE 2 AT 12:33, SHOVING PAST SIGNAL 10 CAR LENGTHS BEFORE COMING TO A STOP AS INSTRUCTED BY YARDMASTER. AFTER STOPPING, IT WAS NOTICED 4 CARS DERAILED AT THE 114 SWITCH DUE TO SWITCH BEING LINED FROM ROUTE TO MAIN LINE 2 TO 114.															
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.															