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|---|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 1. Name of Reporting Railroad<br><b>Union Pacific Railroad Company [UP]</b>   |  |  |  | 1a. Alphabetic Code<br><b>UP</b>   |  |  |  | 1b. Railroad Accident/Incident No.<br><b>0420LA036</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 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)<br><b>Union Pacific Railroad Company [UP]</b>  |  |  |  | 3a. Alphabetic Code<br><b>UP</b>   |  |  |  | 3b. Railroad Accident/Incident No.<br><b>0420LA036</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 4. U. S. DOT Grade Crossing Identification Number   |  |  |  | 5. Date of Accident/Incident<br>month day year<br><b>0 4 2 8 2020</b>  |  |  |  | 6. Time of Accident/Incident<br><b>10:52</b> AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7. Type of Accident/<br>Incident (single entry in code box)   |  |  |  | 1. Derailment<br>2. Head on collision<br>3. Rear end collision   |  |  |  | 4. Side collision<br>5. Raking collision<br>6. Broken train collision   |  |  |  | 7. Hwy-rail crossing<br>8. RR grade crossing<br>9. Obstruction   |  |  |  | 10. Explosion-detonation<br>11. Fire/violent rupture<br>12. Other impacts  |  |  |  | 13. Other (describe in narrative)<br><b>01</b>                     |  |  |  |  |  |  |  |
| 8. Cars Carrying<br>HAZMAT<br><b>N/A</b>  |  |  |  | 9. HAZMAT Cars<br>Damaged/<br>Derailed<br><b>N/A</b>   |  |  |  | 10. Cars Releasing<br>HAZMAT<br><b>N/A</b>  |  |  |  | 11. People<br>Evacuated<br><b>N/A</b>  |  |  |  | 12. Subdivision<br><b>ALHAMBRA SUB</b>   |  |  |  |  |  |  |  |  |  |  |  |
| 13. Nearest<br>City/<br>Town<br><b>BLOOMINGTON</b>  |  |  |  | 14. Milepost (to nearest tenth)<br><b>535.55</b>   |  |  |  | 15. State<br>Abbr.<br><b>CA</b>   |  |  |  | Code<br><b>06</b>  |  |  |  | 16. County<br><b>SAN BERNARDINO</b>  |  |  |  |  |  |  |  |  |  |  |  |
| 17. Temperature (F)<br>(specify if minus)<br><b>68</b> ° F  |  |  |  | 18. Visibility (single entry)<br>1. Dawn 3. Dusk<br>2. Day 4. Dark<br>Code<br><b>2</b>   |  |  |  | 19. Weather (single entry)<br>1. Clear 3. Rain 5. Sleet<br>2. Cloudy 4. Fog 6. Snow<br>Code<br><b>1</b>                     |  |  |  | 20. Type of Track<br>1. Main 3. Siding<br>2. Yard 4. Industry<br>Code<br><b>2</b>  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 21. Track Name/<br>Number<br><b>YARD 313</b>  |  |  |  | 22. FRA Track<br>Class (1-9, X)<br><b>1</b>  |  |  |  | 23. Annual Track<br>Density (gross tons in millions)<br><b>1</b>  |  |  |  | 24. Time Table Direction<br>1. North 3. East<br>2. South 4. West<br>Code<br><b>3</b>   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 25. Type of Equipment<br>Consist (single entry)   |  |  |  | 1. Freight train<br>2. Passenger train-Pulling<br>3. Commuter train-Pulling<br>4. Work train   |  |  |  | 5. Single car<br>6. Cut of cars<br>7. Yard/switching<br>8. Light loco(s)  |  |  |  | 9. Maint./inspect. car<br>A. Spec. MoW Equip.<br>B. Passenger Train-Pushing<br>C. Commuter Train-Pushing   |  |  |  | D. EMU<br>E. DMU<br>Code<br><b>7</b>   |  |  |  | 26. Was Equipment<br>Attended?<br>1. Yes 2. No<br>Code<br><b>Y</b> |  |  |  | 27. Train Number/Symbol<br><b>YWC2</b> |  |  |  |
| 28. Speed (recorded speed if available)<br>R - Recorded<br>E - Estimated<br><b>010</b> MPH<br>Code<br><b>E</b>  |  |  |  | 30. Type of Territory (enter codes that apply)<br>Signalization (Mandatory)<br>1. Signaled 2. Not Signaled<br>Method of Operation/Authority for Movement (Mandatory)<br>1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits<br>4. Block Register Territory 5. Other Than Main Track<br>Supplemental/Adjunct Codes (Mandatory*)<br>* Mandatory to the extent that all applicable codes are entered |  |  |  | 2. <b>2</b><br>5<br><b>K-Restricted Speed or Equivalent</b>   |  |  |  | 30a. Remotely Controlled Locomotive?<br>0 = Not a remotely controlled operation<br>1 = Remote control portable transmitter<br>2 = Remote control tower operation<br>3 = Remote control portable transmitter - more than one remote control transmitter<br>Code<br><b>3</b> |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 29. Trailing Tons (gross tonnage, excluding power units)<br><b>5,793</b>  |  |  |  | 31. Principal Car/Unit<br>(1) First involved (derailed, struck, etc)<br><b>UP273023</b><br>(2) Causing (if mechanical, cause reported)<br><b>000</b>   |  |  |  | a. Initial and Number<br><b>007</b><br>b. Position in Train<br><b>000</b>   |  |  |  | c. Loaded (yes/no)<br><b>N</b>   |  |  |  | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.<br>Alcohol<br><b>00</b><br>Drugs<br><b>00</b> |  |  |  |  |  |  |  |  |  |  |  |
| 33. Was this consist transporting passengers? (y/n)<br><b>No</b>  |  |  |  | 34. Locomotive Units<br>(Exclude EMU, DMU, and Cab Car Locomotives.)<br>(1) Total in Train<br><b>1</b><br>(2) Total Derailed<br><b>0</b>   |  |  |  | a. Head End<br><b>1</b><br>b. Manual<br><b>0</b><br>c. Remote<br><b>0</b><br>d. Manual<br><b>0</b><br>e. Remote<br><b>0</b> |  |  |  | 35. Cars<br>(Include EMU, DMU, and Cab Car Locomotives.)<br>(1) Total in Equipment Consist<br><b>37</b><br>(2) Total Derailed<br><b>0</b>  |  |  |  | Loaded<br>a. Freight<br><b>37</b><br>b. Pass.<br><b>0</b><br>Empty<br>c. Freight<br><b>53</b><br>d. Pass.<br><b>0</b><br>e. Caboose<br><b>0</b>                        |  |  |  |  |  |  |  |  |  |  |  |
| 36. Equipment Damage<br>This Consist<br><b>\$ 41,641</b>  |  |  |  | 37. Track, Signal, Way,<br>& Structure Damage<br><b>\$ 14,840</b>  |  |  |  | 38. Primary Cause<br>Code<br><b>H503</b>  |  |  |  | 39. Contributing Cause<br>Code   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Number of Crew Members  |  |  |  | Length of Time on Duty   |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 40. Engineers/<br>Operators<br><b>3</b>   |  |  |  | 41. Firemen<br><b>0</b>  |  |  |  | 42. Conductors<br><b>0</b>  |  |  |  | 43. Brakemen<br><b>0</b>   |  |  |  | 44. Engineer/Operator<br>Hrs: <b>03</b> Mins: <b>22</b>  |  |  |  | 45. Conductor<br>Hrs: Mins:  |  |  |  |  |  |  |  |
| Casualties to:  |  |  |  | 46. Railroad Employees<br><b>0</b>   |  |  |  | 47. Train Passengers<br><b>0</b>  |  |  |  | 48. Others<br><b>0</b>   |  |  |  | 49a. Special Study Block A<br><b>CWR</b>   |  |  |  | 49b. Special Study Block B<br><b>000-000-000</b>                   |  |  |  |  |  |  |  |
| 50. Latitude<br><b>34.06516</b>   |  |  |  | 51. Longitude<br><b>-117.382254</b>  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 52. Narrative Description<br>(Be specific, and continue on separate sheet if necessary)<br><b>YWC28R-28 WAS PULLING OUT THE MWCRV AND WAS INSTRUCTED BY THE YARDMASTER TO PULL EAST, STOPPING SHORT OF PEPPER ON EAST END TO LET DEPARTING MWCEV OUT OF TRACK 315. FOT HAD CONTROL OF MOVEMENT WITH SW1 INSTRUCTING ON TRAIN HANDLING. STUDENT WAS AT 10 MPH WHEN GOING THROUGH CROSSOVER SWITCH AT TRACK 312-313. FOT WAS INSTRUCTED TO PUT BOX IN COAST FOR 4 SECONDS, FOLLOWED BY FULL INDEPENDENT BRAKEAPPLICATION, WHICH CAUSED DERAILMENT OF 6 CARS AT FROG 312-313.</b>  |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 53. Typed/Printed Name &<br>Title of Preparer   |  |  |  | 54. Signature  |  |  |  | 55. Date  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>NOTE:</b> 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. |  |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |