DEFARIMENT OF TRANSFORTATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

			11/1	IL EQU	711 141171	I ACCID		TELL INTEL	OILI			011	ib ripproviii	No: 2130-0300
1. Name of Reporting Ra	ilroad						1a. Alphab	etic Code			1b. Railro	ad Accident/	Incident No.	
Union Pacific Railroad Company [UP]							UP			0420NC035				
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alphabetic Code			2b. Railroad Accident/Incident No.			
	•													
Name of Railroad or O	ther Entity Respons	ible for Tra	ck Maintenance	(single e	ntrv)		3a. Alphab	etic Code			3h Railros	d Accident/I	ncident No	
, 1							•							
Union Pacific Railroad Company [UP]							UP 5. Date of Accident/Incident				0420NC035 6. Time of Accident/Incident			
4. U. S. DOT Grade Cros	sing Identification N	Number					5. Date of				6. Time of	Accident/In	Cident	
							0	4 1	9 20		1:40	A	АМ 📙	$_{\mathrm{PM}}$ X
7. Type of Accident/	1. Der	railment	4. S	ide collisior	1	7. Hwy-rai	l crossing	10.	Explosion-deton		13. Ot	her		Code
Incident (single 2. Head on collision 5. Raking coll						8. RR grad	-			ture (describe in)				
entry in code box)  3. Rear end collision  6. Broken tra						9. Obstruc		Other impacts					01	
8. Cars Carrying 9. HAZMAT Cars HAZMAT Damaged/					1	Releasing			12. Subdivision					
Derailed					HA	AZMAT								
N/A			N/A		N/A			N/A		MARTINEZ SUB				
13. Nearest					14. Mile	-	15. State	Code	16. County					
City/ Town <b>EMER</b>	VVIIIE				neo ten	th) 4.5	Abb CA		ATAM	EDA				
Town EMERYVILLE  17. Temperature (F) 18. Visibility (single entry)				7)	Code	19. Weather (s		CA 06 ALAMEDA Code			20. Type of Track Code			
(specify if minus)		1. Daw		, I		1. Clear	3. Rain	5. Sleet	1		1. Maii		ding	1
	<b>59</b> ° F	2. Day	4. Dark		2	2. Cloudy	4. Fog	6. Snow		2	2. Yard	l 4. In	dustry	2
21. Track Name/				22	. FRA Track		ode 23. Annu	al Track				Γable Directi		Code
Number					Class (1-9, 2	X)	Den	Density (gross tons in millions)			1. Nort			1
YARD 111	1 B 111		. a. 1	0.34 :		<u> 1</u>	in m				2. Sout			4
<ol> <li>Type of Equipment Consist</li> </ol>	Freight train     Passanger train		5. Single car	9. Maint./i	-	D. EMU E. DMU		26. Was Equip			27.	Train Numbe	r/Symbol	
(single entry)	<ol> <li>Passenger train-I</li> <li>Commuter train-</li> </ol>	-	6. Cut of cars 7. Yard/switching		IoW Equip. er Train-Pusl		Code	Attended 1. Yes	2. No 1	Co	de MR	vo		
(single chiry)	Work train		3. Light loco(s).	-	ter Train-Pus	-	1	1. 103	2.110	Y	I			
28. Speed (recorded spe	eed	Code				les that apply)					30a. Remo	otely Control	led Locomot	tive?
if available)		ı		on (Mand		***					0 = N	lot a remotel	y controlled	operation
R - Recorded			1. Signale		t Signaled		2				1 = F	emote contr	ol portable tr	ansmitter
E - Estimated	<b>010</b> MPH	E	Method of	Operation/A	Authority for	Movement (Ma	andatory) 5				2 = F	emote contr	ol tower oper	ration
-	oss tonnage,		1 -				d/Restricted Limi	ts				lemote contr	•	ansmitter -
excluding power uni	ts)		4. Block R	legister Terr	itory 5. O	ther Than Main T	rack rack				more	than one rer	note	
														1
		6 926	1	-	Codes (Mai							ol transmitte	r	Code
		6,926	* Mandator	y to the ext	ent that all ap	plicable codes are					contr	ol transmitte		0
31. Principal Car/Unit			1	y to the ext					nilroad employee		contr	ohol use, en	er the numb	O er that
(1) First involved			* Mandator	y to the ext	ent that all ap	plicable codes are			nilroad employee		contr	ohol use, en		0
*	·)	a. Initial a	* Mandator	y to the ext	ent that all ap on in Train	plicable codes are	ded (yes/no)				contr	ohol use, en	er the numb	O er that
(1) First involved (derailed, struck, etc	echanical,	a. Initial a	* Mandator	y to the ext	ent that all ap	plicable codes are		were p		oropriate	contr d for drug/alc box.	cohol use, en	er the numb	O er that
(1) First involved (derailed, struck, etc		a. Initial a	* Mandator	y to the ext	ent that all ap on in Train	plicable codes are	ded (yes/no)	were p	ositive in the app	oropriate	contr d for drug/alc box.	cohol use, en	er the numb	O er that
(1) First involved (derailed, struck, etc (2) Causing (if me		a. Initial a	* Mandator	y to the ext	ent that all apon in Train  011  000	plicable codes are	Y  35. Cars	33.Was this	consist transpor	ting pass	d for drug/ald box.	ol transmitte	er the numb	oer that Drugs
(1) First involved (derailed, struck, etc.  (2) Causing (if mecause reported)  34. Locomotive Units (Exclude EMU, DMU, an	echanical,	a. Initial a	* Mandator	b. Positi	ent that all apon in Train  011  000	c. Load	Y  35. Cars (Include EMI	33.Was this J, DMU, and Cab	consist transpor	propriate	d for drug/ald box.	ol transmitte	echol	oer that Drugs
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units	echanical,	a. Initial a	* Mandator and Number  MN111331  Mid	b. Positi	ent that all apon in Train  011  000	c. Load	Y  35. Cars	33.Was this J, DMU, and Cab	consist transpor	ting pass	d for drug/ald box.	ol transmitte	echol ppty	Our that Drugs No
(1) First involved (derailed, struck, etc.  (2) Causing (if mecause reported)  34. Locomotive Units (Exclude EMU, DMU, an	echanical,	a. Initial a	* Mandator and Number  MN111331  Mid	b. Positi	ent that all apon in Train  011  000	c. Load	Y  35. Cars (Include EMI Locomotives.	33.Was this J, DMU, and Cab	consist transpor	ting pass	d for drug/ald box.	ol transmitte	echol ppty	Our that Drugs No
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)	echanical,	a. Initial a	* Mandator  MN111331  Mid b. Manual	b. Positi	on in Train  011  000  d. Manu	Rear End al e. Remote	Y  35. Cars (Include EMI Locomotives.	33.Was this  J, DMU, and Cab	consist transpor	ting pass Loa Freight	contr d for drug/alc box. sengers? (g	cohol use, en Ale	ppty d. Pass.	Our that Drugs No e. Caboose
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train	echanical,	a. Initial a  AR  a. Head End  4	* Mandator  MN111331  Mid b. Manual  0 0	y to the extended by Position  Train   c. Remote   0   0	on in Train  011  000  d. Manu  0	Rear End al e. Remote	Y  35. Cars (Include EM) Locomotives.  (1) Total i	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed	consist transpor	ting pass  Loa  Freight  45	contribution of the contri	c. Freight  40	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc.  (2) Causing (if me cause reported)  34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)  (1) Total in Train (2) Total Derailed  36. Equipment Damage This Consist	d Cab Car	a. Initial a  AR  a. Head End  4	* Mandator  MN111331  Mid b. Manual  0	y to the extreme b. Positi	011 000 d. Manu 0 0 0 0 0 0 0 0	Rear End al e. Remote	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed	consist transpor	ting pass  Loa  Freight  45	contr d for drug/alc box. sengers? () ded b. Pass.	c. Freight  40	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc.  (2) Causing (if me cause reported)  34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)  (1) Total in Train (2) Total Derailed  36. Equipment Damage This Consist	d Cab Car	a. Head End	* Mandator  and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D	y to the extreme b. Positi	on in Train  011  000  d. Manu  0	Rear End al e. Remote	Y  35. Cars (Include EML Locomotives.  (1) Total i  (2) Total I  38. Primary Ca	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed	consist transpor	Loa Freight  45	contribution contr	c. Freight  40	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car	a. Head End  4  0  Number of	* Mandator  and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members	y to the extreme b. Positi	011	Rear End al e. Remote  0 48,710	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I  38. Primary Ca	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed  use	consist transpor	Loa Freight  45 3 3 h of Tim	contribution of Duty	ol transmitte chol use, en Ale Ale v/n)  En c. Freight  40 3 ng Cause	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc (2) Causing (if me cause reported)  34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed  36. Equipment Damage This Consist	d Cab Car	a. Head End  4  0  Number of	* Mandator  and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D	y to the extreme b. Positi	011 000 d. Manu 0 0 0 0 0 0 0 0	Rear End al e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total i  (2) Total I  38. Primary Ca	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed  use	consist transpor	Loa Freight  45 3 3 h of Tim	contribution contr	ol transmitte chol use, en Ale Ale v/n)  En c. Freight  40 3 ng Cause	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car	a. Head End  4  0  Number of	* Mandator  and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members	y to the extreme b. Positi	011	Rear End al e. Remote  0 48,710	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I  38. Primary Ca	were p  33.Was this  J, DMU, and Cat  n Equipment Con  Derailed  use	consist transpor  Car a. I  Sist  T210  Lengt	Loa Freight  45 3 3 h of Tim	contribution of Duty	ol transmitte chol use, en Ale Ale v/n)  En c. Freight  40 3 ng Cause	ppty d. Pass.	No e. Caboose
(1) First involved (derailed, struck, etc.  (2) Causing (if mecause reported)  34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)  (1) Total in Train  (2) Total Derailed  36. Equipment Damage This Consist	d Cab Car	a. Initial a  AR  a. Head End  4  0  Number of	* Mandator  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors	Train c. Remote  0  Way, amage	011	Rear End al e. Remote  0 48,710	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I  38. Primary Ca Code	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Freight  45 3 h of Tim	contribution of the contri	ol transmitte  ohol use, en Ald Ald  c. Freight  40 3 ng Cause	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to:	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  AR  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge	Train c. Remote  0  Way, amage	011	Rear End al e. Remote 0 48,710	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs:	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Freight  45 3 h of Tim	contribution of the contri	ol transmitte  ohol use, en Ald Ald  c. Freight  40 3 ng Cause	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1	\$ 185.52	a. Initial a  AR  a. Head End  4  0  Number of	* Mandator  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members  42. Conductors	Train c. Remote  0  Way, amage	011	Rear End al e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte  ohol use, en Ald Ald  c. Freight  40 3 ng Cause	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to:	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  AR  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge	Train c. Remote  0  Way, amage	011	Rear End al e. Remote 0 48,710	Y  35. Cars (Include EMI Locomotives.  (1) Total i  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs:	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte  ohol use, en Ald Ald  c. Freight  40 3 ng Cause	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  AR  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0	y to the extreme b. Positi	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  AR  a. Head End  4  0  77  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members  42. Conductors  1 47. Train Passenge  0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc (derailed, struck, etc (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185,52 41. Firemen 46. Railroad Emplo	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0
(1) First involved (derailed, struck, etc. (2) Causing (if me cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist  40. Engineers/ Operators 1 Casualties to: Fatal Nonfatal 50. Latitude 52. Narrative Description	\$ 185.52 41. Firemen 46. Railroad Emplo 0 0 (Be specific,	a. Initial a  ARI  a. Head End  4  0  Number of	* Mandator and Number  MN111331  Mid b. Manual  0 0 37. Track, Signal, & Structure D  Crew Members 42. Conductors  1 47. Train Passenge 0 0 37.8431	y to the extreme by Position b	011	Rear End al   e. Remote  0 48,710	Y  35. Cars (Include EML Locomotives.  (1) Total I  (2) Total I  38. Primary Ca Code  44. Engineer/C Hrs: 49a. Special St  CWR	were p  33.Was this  J, DMU, and Cab  n Equipment Con  perailed  use  perator  Mi	consist transpor  Car a. I  Sist  T210  Lengt	Loa Loa Serieight Loa	contribution of the contri	ol transmitte chol use, en Ale	upty d. Pass.	No e. Caboose  0

**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 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.