

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP		1b. Railroad Accident/Incident No. 0720LA027																	
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. 0720LA027																	
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 7 year: 2020		6. Time of Accident/Incident 3:12 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 ALHAMBRA SUB															
13. Nearest City/Town COLTON		14. Milepost (to nearest tenth) 535.21		15. State Abbr. CA		Code 06		16. County SAN BERNARDINO															
17. Temperature (F) (specify if minus) 76 ° 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 2																	
21. Track Name/ Number YARD 041		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 005 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*) K-Restricted Speed or Equivalent * 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 1													
29. Trailing Tons (gross tonnage, excluding power units) 1,453																							
31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF561644		a. Initial and Number		b. Position in Train 013		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															
(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.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		1		0		0		0		0		(1) Total in Equipment Consist		14		0		0		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		2		0		0		0		0	
36. Equipment Damage This Consist		\$ 6,066		37. Track, Signal, Way, & Structure Damage		\$ 6,800		38. Primary Cause Code		S013		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: 07 Mins: 42				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		OTH				000-000-000											
Nonfatal		0		0		0																	
50. Latitude 34.06601						51. Longitude -117.388078																	
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YWC21R-23 WAS MOVING EASTWARD TOWARDS TRACK 44 WHEN THE APPROACH RETARDER SYSTEM PLACED THE HUMP INTO EMERGENCY MODE, STOPPING THE CUT. THE INSIDE WHEELS OF THE BNSF561644 WERE OUTSIDE OF THE TRACKCIRCUIT FOR THE 41-76 SWITCH WHEN IT STOPPED. THE TRACK CIRCUIT IS 47 FT AND THE DISTANCE BETWEEN THE TWO INSIDE AXLES IS 54 FT. DUE TO THE WHEELS BEING OUTSIDE OF THE TRACK CIRCUIT, THE SYSTEM DIDNOT RECOGNIZE A CAR WAS IN THE CIRCUIT, AND THINKING THERE WAS A STALL ON THE SWITCH AHEAD, THE HPCSYSTEM LINED THE 41-76 SWITCH UNDERNEATH THE BNSF561644. WHEN THE YARDMASTER TOOK THE SYSTEM OUT OFEMERGENCY, AND TRIED TO ESTABLISH A TRIM ROUTE, THE HMI CREST DISPLAY GAVE A MESSAGE THAT READ "TRIM TO 44 ACCEPTED." HOWEVER, THE SWITCH UNDERNEATH THE CAR WAS LINED AGAINST THE MOVE WITH THE EASTEND OF THE CAR HEADED TOWARDS GROUP 6 AND THE SWITCH LINED UNDERNEATH FOR THE REAR TRUCK TO HEAD DOWN THE LEAD TOWARDS GROUP 7. WEHN THE RCO INITIATED MOVEMENT, THE REAR SET OF TRUCKS AND THE CARS BEHIND IT TRAVERSED ON THE LEAD TOWARDS GROUP 7, PULLING THE REAR SET OF TRUCKS (R1, R2, L1, L2) OF THE BNSF561644 OFF THE RAIL, AND PULLING THE EAST SET OF TRUCKS (R1, R2, L1, L2) ON THE TR874337 ALSOON THE GROUND.																							
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.																							