DEPARTMENT O		-		AII FOI	IIPMF	УТ АССП	DFN	JT/INCIDE	NT RFP	ORT				OM	B Approval	No: 2130-0500		
1. Name of Reporting Railroad									NT/INCIDENT REPORT 1a. Alphabetic Code						OMB Approval No: 2130-0500 1b. Railroad Accident/Incident No.			
		-																
Union Pacific Railroad Company [UP] 2. Name of Other Railroad or Other Entity with Consist Involved									UP						0820LA052 2b. Railroad Accident/Incident No.			
2. Name of Other Railro		2a. Alphabetic	20. Kailroa	a Accident/	incident No.													
3. Name of Railroad or O		3a. Alphabetic Code					3b. Railroa	d Accident/I	ncident No.									
Union Pacific Railroad Company [UP]									UP									
4. U. S. DOT Grade Crossing Identification Number								5. Date of Accident/Incident						0820LA052 6. Time of Accident/Incident				
								month 8		9:44	А	MX	РМ					
7. Type of Accident/ 1. Derailment 4. Side collision						0 8 3 1 2020 7. Hwy-rail crossing 10. Explosion-detonation							13. Otl	ner		Code		
Incident (single	2. H	ead on colli	sion 5.	Raking collis	ion	8. RR gi	rade cr	rossing	11. 1	Fire/violer	nt rupture		(describe in)					
entry in code box)	3. R	ear end coll	ision 6.	Broken train	collision	9. Obstr	ruction	L	12. 0	Other imp	acts		na	arrative)		01		
8. Cars Carrying		9. HAZM.	AT Cars		10. Ca	rs Releasing		11.	People				12. Subdiv	vision				
HAZMAT		Damag	ed/		Н	AZMAT		Evacuated										
N/A		Deraile	d	N/A		N/A	4			N/A			LOSA	NGELES	SUB			
13. Nearest		1		11/1	14. Mi		•	15. State	Code		County		105 A		500			
City/						earest		Abbr.	1									
	NGELES					nth) 5.4	14	CA	06	LC	OS ANG	ELE	ES					
17. Temperature (F)		18. Visibi	lity (single en	try)	Code	19. Weather							20. Type o	of Track		Code		
(specify if minus)	0	1. Da	wn 3. Du	sk		1. Clear		3. Rain	5. Sleet		I.		1. Mair	a 3. Sie	ling	1		
	65 °F	2. Da	y 4. Da	k	2	2. Cloud	ly	4. Fog	6. Snow		2		2. Yard	4. Inc	lustry	2		
21. Track Name/				22.	FRA Track	c .	Code	23. Annual T	'rack				24. Time Table Direction Cod					
Number					Class (1-9,	X)		Density (gross tons 1. North 3.East						st	1			
YARD 205							1							4				
25. Type of Equipment	1. Freight train		Single car	9. Maint./ii	nspect. car	D. EM	1U	26. Was Equipment 27. Train Number/Symbol										
Consist	2. Passenger train	-	6. Cut of cars	-	IoW Equip.	E. DM	1U	Attended?										
(single entry)	3. Commuter train	n-Pulling	7. Yard/switchin	-		-		1. Tes 2. NO Code										
	4. Work train		8. Light loco(s).	C. Commu		-						Y						
28. Speed (recorded sp	peed	Coc		of Territory		(enter codes that apply)							30a. Remotely Controlled Locomotive?					
if available) Signalization (Mandator				•								0 = Not a remotely controlled operation						
R - Recorded	002 MPI	H R	1. Signa		Signaled	gnaled							1 = Remote control portable transmitter					
E - Estimated	002			-		hority for Movement (Mandatory) 5 Direct Train Control 3. Yard/Restricted Limits							2 = Remote control tower operation 3 = Remote control portable transmitter -					
29. Trailing Tons (gr excluding power un	oss tonnage,		-			ry 5. Other Than Main Track K-Restricted Speed or Equivalent							more than one remote					
excluding power un	iits)			•	•	bdes (Mandatory*)							control transmitter Code					
		2,041		-		that all applicable codes are entered												
21 Detector I C. Al 1	I								22.16		alaa 🔿		1 6	- h - 1		0		
31. Principal Car/Unit (1) First involved		a. Initial	and Number	b. Positi	on in Train	c. Lo	oaded	(yes/no)	- · ·				-	ohol use, ent	er the numb ohol			
(1) First involved (derailed, struck, et	cl								were p	ositive in	me approj	mate	UUX.	Alc	0101	Drugs		
(uerailea, siruck, et	()	- D	ГТВ620174		012			N										
(2) Causing (if m	echanical.		11D0201/4		012			11	33.Was this	consist tr	ansporting	7 passe	engers ? (y	/n)				
cause reported)					000				551.1. us uns	20110101 11		- P-030		,		No		
34. Locomotive Units		a. Head	м	id Train		Rear End		35. Cars				Load	ed	Em	ptv	1.0		
(Exclude EMU, DMU, an	nd Cab Car	a. Head End	b. Manual	c. Remote	d. Man			(Include EMU, E	MU, and Cab	Car	a. Frei		b. Pass.	c. Freight	d. Pass.	e. Caboose		
Locomotives.)			. manda				Ĩ 1	Locomotives.)										
(1) Total in Train		4	0	0	0	0		(1) Total in Ed	quipment Con	sist	22		0	33	0	0		
(2) Total Derailed 0 0			0	0		(2) Total Derailed 0					0	5	0	0				
36. Equipment Damage 37. Track, Signal, Way,							3	38. Primary Cause					 Contributi 					
This Consist			& Structure Damage \$ 17,515					Code					Code					
\$ 161,002 \$ Number of Crew Members						, -	-+	H514 Length of Time					H524					
					42 Brokomon			ę					45. Conductor					
40. Engineers/ 41. Firemen 42. Conductors Operators				43. Brakemen			44. Engineer/Operator			43	5. Conductor							
1				L I				Hrs: 03	3 Mi	ns:	14		Hrs:	03	Mins:	14		
Casualties to: 46. Railroad Employees			47. Train Passengers 48. Others				4	Pa. Special Study Block A 49b. Special Study Block B										

53. Typed/Printed Name & 54. Signature Title of Preparer 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 NOTE: 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).

YLA12-31 COUPLED 5 LOADS AND 13 EMPTIES INTO THE EAST END OF TRACK 205, AGAINST 17 STANDING LOADS.AFTER COUPLING THE TRACK AND CUTTING IN THE AIR, THERE WAS EXCESSIVE FLOW DUE TO THE ANGLE COCK BEING LEFT OPEN ON THE WEST END OF THE TRACK. THEY STARTED TO SHOVE BEFORE THE AIR BRAKES WERE RELEASED,

0

0

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.

0

0

0

0

34.010086

GETTING UP TO THROTTLE 6. THIS CAUSED 5 CARS TO DERAIL INTO A STANDING RAILCAR ON ADJACENT TRACK207.

(Be specific, and continue on separate sheet if necessary)

Fatal

Nonfatal

50. Latitude

52. Narrative Description

CWR

51. Longitude

000-000-000

-118.162969

55. Date

FEDERAL RAILROAD A	ADMINISTRATIC	N	RAIL	EQUI	PMEN	NT AC	CIDEN	T/INCI	DE	NT REPO)RT			OMB Approv	al No: 2130-050	
1. Name of Reporting Railroad								1a. Alpha	betic	Code			1b. Railroad Accident/Incident No.			
Union Pacific Railroad Company [UP]													0820LA052			
2. Name of Other Railroad company [Cr]									betic	Code			Accident/Incident N	0.		
3. Name of Railroad or Otl	her Entity Respon	sible for Track Mai	ntenance (single entry	v)			3a. Alpha	betic	Code			3b. Railroad A	ccident/Incident No).	
Union Pacific Railroad Company [UP]													0820LA052			
4. U. S. DOT Grade Crossing Identification Number								5. Date o	of Acci	ident/Incident		6. Time of Accident/Incident				
4. U. S. DOT Grade Cross	ang identification	Number	1					month day year					AM X PM			
								0	8	3 1	-	2020	9:44	AM X	PM 🛄	
7. Type of Accident/	1. De	erailment	4. Side	collision		7.	Hwy-rail cro	ossing		10. Ex	plosion-d	letonation	13. Other		Code	
Incident (single	2. He	ad on collision	5. Rakin	ng collision		8.	RR grade cr	ossing		11. Fi	re/violent	rupture	(desc			
entry in code box)	3. Re	ar end collision	6. Brok	en train col	lision	9.	Obstruction			12. Ot	her impac	ets	narra	01		
Cars Carrying		9. HAZMAT Cars			10. Cars	s Releasin	g		11.1	People			12. Subdivisio	n		
HAZMAT		Damaged/			HA	AZMAT			E	Evacuated						
N/A		Derailed	N	I/A			N/A				N/A		LOSANO	GELES SUB		
13. Nearest			1	/A	14. Mile	epost (to	15. Stat	e	Code	16. Co	ounty	LOS ANG	JELES SUD		
City/						arest			br.							
,	NGELES				ten		5.44	CA		06	LO	S ANGELI	ES.			
17. Temperature (F)		18. Visibility	single entry)	0	Code	- <u>´</u>	ther (single		1	00	10.	Code	20. Type of T	rack	Code	
(specify if minus)		1. Dawn	3. Dusk				Clear	3. Rain		5. Sleet		ı	1. Main	3. Siding		
	65 °F	2. Day	4. Dark		2	2. 0	Cloudy	4. Fog		6. Snow		2	2. Yard	4. Industry	2	
21. Track Name/				22. FI	RA Track		Code	23. Ann	ual Ti	rack			24. Time Tabl	e Direction	Code	
Number			Class (1-9, X)					Density					1. North	3.East	1	
YARD 205			1					in millions)					2. South	4. West		
25. Type of Equipment	 Freight train 	5. Singl	e car 9.	Maint./insp	ect. car	Ι	D. EMU		2	6. Was Equipm	ent		27. Train	n Number/Symbol		
Consist	2. Passenger train-	Pulling 6. Cut of	f cars A.	Spec. MoV	V Equip.	F	e. dmu			Attended?						
(single entry)	3. Commuter train	-Pulling 7. Yard	d/switching B. Passenger Train-Pushing				1					No Cod	e			
4	Work train	8. Light	loco(s). C.	Commuter	Train-Pu	shing		5				N				
28. Speed (recorded speed	red	Code	30. Type of Te	rritory	(enter cod	des that ap	oply)						30a. Remotely	Controlled Locom	otive?	
if available)		1	Signalization (Mandatory)										0 = Not a	remotely controlle	d operation	
R - Recorded			1. Signaled	2. Not Si	gnaled			2	2				1 = Rem	ote control portable	transmitter	
E - Estimated	000 MPH	E	Method of Op	eration/Aut	hority for	Movemen	nt (Manda	tory) 5	5				2 = Rem	ote control tower op	peration	
29. Trailing Tons (gross tonnage, 1. Sign				1. Signal Indication 2. Direct Train Control 3. Yard/Restr										3 = Remote control portable transmitter -		
excluding power units	4. Block Register Territory 5. Other Than Main Track						K-Restricted Speed or Equivalent					more than one remote				
			Supplemental/Adjunct Codes (Mandatory*)										control ti	Code		
		29	* Mandatory to	the extent	that all ap	oplicable c	odes are ent	ered							0	
31. Principal Car/Unit		a. Initial and Nu	nber	b. Position	in Train		c. Loaded	(yes/no)	(yes/no) 32. If any railroad employee(s) tested					ed for drug/alcohol use, enter the number that		
(1) First involved										were pos	itive in th	e appropriate	box.	Alcohol	Drugs	
(derailed, struck, etc))															

(1) First involved								were positive in th	ne appropria	te box.	Alc	cohol	Drugs	
(derailed, struck, etc)														
		DTT	X470189		001		Ν							
(2) Causing (if me	echanical,							33.Was this consist tran	t transporting passengers ? (y/n)					
cause reported)					000								No	
34. Locomotive Units		a. Head	a. Head Mid Trai		ain Rear End		35. Cars		Loaded		Empty			
(Exclude EMU, DMU, and Cab Car Locomotives.)		End	b. Manual	c. Remote	d. Manual	e. Remote	(Include EMU, DMU, and Cab Car Locomotives.)		a. Freight	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		0	0	0	0	0	(1) Total in Equipment Consist		1	0	0	0	0	
(2) Total Derailed		0	0	0	0	0	(2) Total Derailed		1	0	0	0	0	
36. Equipment Damage 37. Track, Signal			7. Track, Signal, V	Way,			38. Primary Cause			39. Contribut	ing Cause			
This Consist \$ 14,228		3	& Structure Damage		\$ O		Code	H514		Code		H524		
	Number of C	umber of Crew Members					Length of Time on Duty							
40. Engineers/ 41. Firemen		42	42. Conductors 4		43. Brakemen		44. Engineer/Operator			45. Conducto	r			
Operators 0			0				Hrs:	Mins:		Hrs:		Mins:		
Casualties to: 46. Railroad Employees 47. Train Passenger			rs	48. Others		49a. Special Study	Block A	49b.	49b. Special Study Block B					
Fatal 0 0			0											
Nonfatal	0		0		0		CWR 000-000-0		0-000-000					
50. Latitude 34.010086							51. Longitude		•	-118.16	2969			

50. Latitude

52. Narrative Description (Be specific, and continue on separate sheet if necessary)

YLA12-31 COUPLED 5 LOADS AND 13 EMPTIES INTO THE EAST END OF TRACK 205, AGAINST 17 STANDING LOADS.AFTER COUPLING THE TRACK AND CUTTING IN THE AIR, THERE WAS EXCESSIVE FLOW DUE TO THE ANGLE COCK BEING LEFT OPEN ON THE WEST END OF THE TRACK. THEY STARTED TO SHOVE BEFORE THE AIR BRAKES WERE RELEASED, GETTING UP TO THROTTLE 6. THIS CAUSED 5 CARS TO DERAIL INTO A STANDING RAILCAR ON ADJACENT TRACK207.

53. Typed/Printed Name &			55. Date							
Title of Preparer		54. Signature								
NOTE:	TE: 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 collecti	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										
matter of pu	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	nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.									