

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 1020LA033																							
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. 1020LA033																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 0 year 2020				6. Time of Accident/Incident 6:00 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) 537.31				15. State Abbr. CA				Code 06				16. County SAN BERNARDINO															
17. Temperature (F) (specify if minus) 85 ° F				18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 3				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 1																			
21. Track Name/ Number MAIN LINE 2				22. FRA Track Class (1-9, X) 2				23. Annual Track Density (gross tons in millions) 19.10				24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																			
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 1				26. Was Equipment Attended? 1. Yes 2. No Code Y				27. Train Number/Symbol YWC0							
28. Speed (recorded speed if available) R - Recorded E - Estimated 003 MPH Code E				30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized 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*) Q-Traffic Control System/CTC * 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 0																							
29. Trailing Tons (gross tonnage, excluding power units) 8,043				31. Principal Car/Unit (1) First involved (derailed, struck, etc) GABX000175				a. Initial and Number 086				b. Position in Train 000				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											
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End 2				Mid Train b. Manual 0 c. Remote 0				Rear End d. Manual 0 e. Remote 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.)				a. Freight 64 b. Pass. 0				Loaded c. Freight 47 d. Pass. 0				Empty e. Caboose 0			
36. Equipment Damage This Consist \$ 359,173				37. Track, Signal, Way, & Structure Damage \$ 1,656				38. Primary Cause Code H525				39. Contributing Cause Code H503																			
40. Engineers/ Operators 1				41. Firemen				42. Conductors 1				43. Brakemen				44. Engineer/Operator Hrs: 03 Mins: 30				45. Conductor Hrs: 03 Mins: 30											
Casualties to:				46. Railroad Employees				47. Train Passengers				48. Others				49a. Special Study Block A OTH				49b. Special Study Block B 000-000-000											
Fatal				0				0				0																			
Nonfatal				0				0				0																			
50. Latitude 34.06658				51. Longitude -117.351109																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) YWC04-20 HAD DOUBLED OVER TRACK 305 TO BOWL 2 AND PULLED OUT AROUND THE BALLOON IN ORDER TO PICK UP THEIR FINAL TRACK IN 306. THEY HAD HOLD OF 111 CARS APPROXIMATELY 8043 TONS 8787 FEET. THEY BEGANTO SHOVE BACK WITH 2 UNITS ON THE HEAD END, TO PICK UP TRACK 306 AT 2-5 MPH, WHEN THEY DERAILED 6 CARS, 5 OF WHICH ENDED UP ON THEIR SIDE. THE ENGINEER WAS INEXPERIENCED WITH THE MOVE AND WAS IMPROPERLY CONTROLLING THE SPEED AND IMPROPERLY UTILIZING THE INDEPENDENT AND AUTOMATIC BRAKES WHILE BOTH STARTING AND STOPPING.																															
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.																															