DEPARTMENT OF TRANSPORTATION FED

Derailed

FEDERAL RAILROAD ADMIN	NISTRATION	RAIL EQUI	PMENT ACCIDEN	T/INCE	DENT I	REPOR	хT		OMB Approval N	No: 2130-0500		
1. Name of Reporting Railroad		1a. Alphab	betic Code			1b. Railroad Accident/Incident No.						
Union Pacific Railroad	Company [UP]			UP				1120GC025				
2. Name of Other Railroad or O	Other Entity with Consist Involved			2a. Alphab	betic Code			2b. Railroad Ace	cident/Incident No.			
3. Name of Railroad or Other En	ntity Responsible for Track Mainten	nance (single entry))	3a. Alphab	betic Code			3b. Railroad Accident/Incident No.				
Union Pacific Railroad	ilroad Company [UP] UP 1120GC025											
4. U. S. DOT Grade Crossing Ide	lentification Number			5. Date of	f Accident/Ir	ncident		6. Time of Accident/Incident				
4. U. S. DOT Glade crossing ide				mc	onth	day	year		···· v			
				1	1	1 8	2020	6:40	AM X	РМ 🔲		
7. Type of Accident/	1. Derailment	Side collision	Hwy-rail cro	ossing		10. Explo	sion-detonation	13. Other		Code		
Incident (single	2. Head on collision	Raking collision	RR grade cro	ossing		11. Fire/v	violent rupture	(describe in)				
entry in code box)	3. Rear end collision	Broken train colli	ision 9. Obstruction			12. Other	impacts	narrative)		12		
8. Cars Carrying	9. HAZMAT Cars		10. Cars Releasing		11. People			12. Subdivision				
HAZMAT	Damaged/		HAZMAT		Evacuat	ed						

N/A		Derailed	1	N/A		N/	A			Ň	/A		LAFA	YETTE S	UB	
13. Nearest					14. Milep	oost (to		15. State		Code	16. Cour	ity	•			
City/					near	rest		Abbr.	1							
	MONT				tentl	/ 201	1.37	TX		48	JEFF	ERSON				
17. Temperature (F)		18. Visibil)	Code	19. Weather						Code	20. Type			Code
(specify if minus)	0	1. Day		1		1. Clear		3. Rain		5. Sleet	1		1. Mai		U	1
	50 ^o F	2. Day	4. Dark		1	2. Cloue	•	4. Fog		6. Snow		1	2. Yar		dustry	2
21. Track Name/					FRA Track		Code	23. Annual		k				Table Directi		Code
Number				(Class (1-9, X	.)		Densi	• (a	ross tons			1. Nor			1
YARD 015							1	in mill	lions)				2. Sout			3
•• ••	1. Freight train			9. Maint./ins		D. El				Was Equipmen	it		27.1	Frain Numbe	r/Symbol	
Consist	2. Passenger train		5. Cut of cars	A. Spec. Mo		E. DI	MU	Code		Attended?		G	de YB	13		
(single entry)	3. Commuter train		7. Yard/switching	-		-		7		1. Yes	2. No		ac	15		
	4. Work train			C. Commute		*		1				Y				
28. Speed (recorded sp	eed	Code		•		es that apply)								otely Control		
if available)				on (Mandat				2						lot a remotel		
R - Recorded	004 MPH		1. Signaled		Signaled									Remote contro	•	
E - Estimated	001	E E			•	Novement								Remote contro		
• •	oss tonnage,		-					ricted Limits						temote contro		ansmitter -
excluding power uni	its)			•	•	her Than Ma	in Track	L-S	pecial	I Instructions				than one ren		1
	1	3,107		al/Adjunct C		• •							contr	ol transmitte	r	Code
		3,107	* Mandatory	y to the exten	nt that all app	licable codes	s are enter	ed								0
31. Principal Car/Unit		a. Initial a	and Number	b. Position	n in Train	c. I	Loaded (yes/no)	32	2. If any railro	ad employ	vee(s) teste	d for drug/ald	cohol use, ent	er the numb	er that
(1) First involved										were positi	ve in the	appropriate	box.	Alc	cohol	Drugs
(derailed, struck, etc	;)															
		SH	PX221953		038]	N								
(2) Causing (if me	echanical,								33	3.Was this con	sist transp	orting pass	sengers? (y/n)		
cause reported)					000											No
34. Locomotive Units		a. Head	Mid	Frain	R	Rear End		. Cars				Loa	ded	Em	ipty	
(Exclude EMU, DMU, an	nd Cab Car	End	b. Manual	c. Remote	d. Manua	l e. Rem			, DMU	J, and Cab Car	г а	a. Freight	b. Pass.	c. Freight	d. Pass.	e. Caboose
Locomotives.)					_		Lo	comotives.)								
(1) Total in Train		2	0	0	0	0		(1) Total in	Equip	oment Consist		49	0	2	0	0
(2) Total Derailed		0	0	0	0	0		(2) Total De	erailed	1		0	0	0	0	0
36. Equipment Damage			37. Track, Signal, V	Vay,			38.	Primary Cau	se			3	Contribut	ng Cause		
This Consist	\$ 32.72	.	& Structure Da	amage	\$	0		Code		1			Code	1		
	\$ 32,72		Crew Members		Ψ	-					H317	ngth of Tin	a an Dutri			
10 E 1 /	41.5				(2 D 1			F : (0			Lei					
40. Engineers/	41. Firemen		42. Conductors	2	 Brakemer 	n	44.	Engineer/Op	erator			4	5. Conducto	r		
Operators 2			0					Hrs:	08	Mins:	10		Hrs:		Mins:	
Casualties to:	46. Railroad Emp	loyees	47. Train Passenger	s 4	48. Others		49a.	. Special Stud	dy Blo	ock A		49b. 5	Special Study	Block B		
Fatal	0		0			0										
Nonfatal	0		0			0	0	TH				000	000-000			
50. Latitude			30.0729	0.2		~	51.	Longitude					-04 14	7132		

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

THE YBM31R-17 HAD A HOLD OF A CUT OF 51 CARS AD WHILE HUMPING LINES 37-40, THERE WAS A COLLISION (SIDESWIPE) BETWEEN TWO CARS IN THE BOWL. ONE IN BOWL TRACK 16 AND THE OTHER IN BOWL TRACK 15. WHILEHUMPING THE TWO CARS INTO TRACK 15 THE SWITCHMAN AND FOREMAN CONTINUED TO KEEP HUMPING ONE CAR INTOTRACK 17 WHICH CLEARED AND WENT INTO THE TRACK AND THEN PULLED THE PIN ON THE NEXT CAR WHICH WAS BOUND FOR TRACK 16. BOTH SWITCHMAN AND FOREMAN SAID THE CAR WAS SLOW ROLLING INTO THE TRACK 15 BUT CONTINUED TO PULL 2 MORE PINS AND THE SECOND PIN THEY PULLED THE CAR WENT INTO THE TRACK 16 BUT THEY HAD ALREADY PULLED THE PIN ON THE CAR BEFORE THEY REALIZED THE CAR IN TRACK 15 WAS NO LONGER ROLLING AND WAS FOULING THE TRACK 16. THUS CAUSING THE TWO CARS TO COLLIDE INTO EACH OTHER. ZERO CARS DERAILED, BUT THE TWO CARS THAT IMPACTED EACH OTHER WERE DAMAGED. NO TRACK DAMAGE. 53. Typed/Printed Name & 55. Date

Title of I	Preparer	54. Signature						
NOTE:	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.								

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMIN	NISTRATION	RAIL EQUI	PMENT ACCIDEN	T/INCI	IDENT	r RE	POR	Г		OMB Approval 1	No: 2130-0500		
1. Name of Reporting Railroad				1a. Alpha	abetic Cod	e			1b. Railroad Ac	cident/Incident No.			
Union Pacific Railroad		UP					1120GC025						
2. Name of Other Railroad or O	Other Entity with Consist Involved			2a. Alpha	abetic Cod	e			2b. Railroad Accident/Incident No.				
3. Name of Railroad or Other Er	ntity Responsible for Track Mainter	enance (single entry))	3a. Alpha	abetic Cod	e			3b. Railroad Accident/Incident No.				
Union Pacific Railroad		UP					1120GC025						
4. U. S. DOT Grade Crossing Id	lentification Number			5. Date o	of Acciden	t/Incide	ent		6. Time of Acci	ident/Incident			
i e b b e i e i a e e i e i e i e i e i e i e i		1		m	ionth	ć	day	year		AM X	РМ 🗌		
				1	1	1	8	2020	6:40	AM X	РМ		
7. Type of Accident/	1. Derailment	Side collision	Hwy-rail cro	ssing	ssing 10. Explosion-detonation				13. Other		Code		
Incident (single	2. Head on collision	Raking collision	RR grade cro	ossing		11.	Fire/vio	olent rupture	(descri	ibe in)			
entry in code box)	Rear end collision	Broken train colli	lision 9. Obstruction			12.	. Other i	mpacts	narrative)		12		
8. Cars Carrying	9. HAZMAT Cars	,	10. Cars Releasing		11. Peop	ple			12. Subdivision				

8. Cars Carrying	9. HAZI	MAT C	ars		10. Cars Relea	asing		11. Peop	ple			12. Subdi	vision					
HAZMAT	Dam	aged/			HAZMA	Т		Evac	Evacuated									
N/A	Dera	led		N/A		N/A			N	V/A		LAFA	YETTE S	UB				
13. Nearest					14. Milepost	(to	15. State		Code	16. Co	unty			-				
City/					nearest		Abb	or.										
Town BEAUMONT					tenth)	281.37	ТХ		48	JEF	FERSO	N						
17. Temperature (F)	18. Visi	bility	(single entry)		Code 19. V	Weather (sin	ngle entry)				Code	20. Type	of Track		Code			
(specify if minus)	1. I	Dawn	3. Dusk	1		1. Clear	3. Rain		5. Sleet	1		1. Mai	n 3. Si	ding	1			
50 ^o F	2. I	Day	4. Dark		1	2. Cloudy	4. Fog		6. Snow		1	2. Yar	d 4. In	dustry	2			
21. Track Name/				22.	FRA Track	Co	de 23. Annu	al Track	ĸ			24. Time	Table Directi	on	Code			
Number					Class (1-9, X)	1	Den	sity (ar	ross tons			1. Nor	th 3.Ea	st	1			
YARD 015						1	in m	uillions)	ross tons			2. Sou	th 4. W	est	1			
25. Type of Equipment 1. Freight trai		5. Si	ngle car	Maint./in:	spect. car	D. EMU		26. W	Vas Equipmen	ıt		27.	Train Numbe	r/Symbol				
Consist 2. Passenger	ain-Pulling	6. Ci	at of cars	A. Spec. Me	oW Equip.	E. DMU	C 1	A	Attended?									
(single entry) 3. Commuter	rain-Pulling	7. Y			er Train-Pushing		Code	1	1. Yes	2. N		Code						
4. Work train		8. Li	ght loco(s).	C. Commute	er Train-Pushing		5					N						
28. Speed (recorded speed	С	ode	30. Type of T	•	(enter codes the	ut apply)						30a. Rem	otely Control	led Locomo	ive?			
if available)	1		Signalization				2						Not a remotel					
R - Recorded			1. Signaled	2. Not	Signaled		4					1 = I	Remote contro	ol portable tr	ansmitter			
E - Estimated 002	IPH	E		*	uthority for Move								Remote contro					
29. Trailing Tons (gross tonnage,			-		Direct Train Con							3 = I	Remote contro	ol portable tr	ansmitter -			
excluding power units)				-	tory 5. Other 7		ack L	-Special	Instructions			more	e than one ren	note				
	40		Supplementa	ıl/Adjunct C	Codes (Mandato	ry*)						cont	rol transmitte	r	Code			
	48		* Mandatory	to the exter	nt that all applicat	ole codes are	entered								0			
31. Principal Car/Unit	a. Initi	al and l	Number	b. Positio	n in Train	c. Loade	ed (yes/no)	32	•	-	• • •	ted for drug/al						
(1) First involved									were positi	ive in th	e appropria	te box.	were positive in the appropriate box. Alcohol Drugs					
(derailed, struck, etc)																		
(ucruneu, srinen, ene)		OM	7100442		001		N											
	<u> </u>	OMY	<u> </u>		001		N	33	Was this con	sist tran	isporting p	assengers ? (v/n)					
(2) Causing (if mechanical,	<u> </u>	<u>XOMX</u>	<u> </u>		<u>001</u> 000		N	33	3.Was this con	isist tran	sporting pa	assengers ? (y/n)		No			
(2) Causing (if mechanical, cause reported)					000	End		33	3.Was this con	isist tran				ntv	No			
 (2) Causing (if mechanical, cause reported) 34. Locomotive Units 	a. Hea	1	Mid Ti		000 Rear		35. Cars		3.Was this con J, and Cab Car		L	paded	Em	ī ·				
(2) Causing (if mechanical, cause reported)		1	Mid Ti	rain c. Remote	000	End e. Remote	35. Cars	U, DMU				baded		pty d. Pass.	No e. Caboose			
 (2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car 	a. Hea	1	Mid Ti		000 Rear		35. Cars (Include EM Locomotives.	U, DMU .)			L	paded	Em	ī ·				
 (2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) 	a. Hea Enc	d l	Mid Ti b. Manual	c. Remote	000 Rear d. Manual	e. Remote	35. Cars (Include EM Locomotives.	U, DMU) in Equipi	J, and Cab Car ment Consist		a. Freigh	b. Pass.	Em c. Freight	d. Pass.	e. Caboose			
(2) Causing (<i>if mechanical</i> , <i>cause reported</i>) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed	a. Hea Enc		Mid T b. Manual 0	c. Remote	000 Rear d. Manual 0	e. Remote	35. Cars (Include EM Locomotives. (1) Total i	U, DMU) in Equip Derailed	J, and Cab Car ment Consist		a. Freight	baded b. Pass.	Em c. Freight 1 0	d. Pass.	e. Caboose			
(2) Causing <i>(if mechanical, cause reported)</i> 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	a. Hea Enc		Mid T b. Manual 0 0 0	c. Remote 0 0 vay,	000 Rear d. Manual 0 0	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i	U, DMU) in Equip Derailed	J, and Cab Car ment Consist	r	a. Freight	b. Pass.	Em c. Freight 1 0	d. Pass.	e. Caboose			
(2) Causing <i>(if mechanical, cause reported)</i> 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	a. Head Enc () 525	d)) 37. 7	Mid Tr b. Manual 0 0 0 Frack, Signal, W & Structure Dat	c. Remote 0 0 vay,	000 Rear d. Manual 0	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total 1 38. Primary Ca	U, DMU) in Equip Derailed	J, and Cab Car ment Consist	r H317	La. Freight	baded b. Pass. 0 39. Contribut Code	Em c. Freight 1 0	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$5	a. Head Enc () 525	1 37. 7	Mid T b. Manual 0 0 Frack, Signal, W & Structure Dar w Members	0 0 ay, mage	000 Rear d. Manual 0 0 \$ 0	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total 1 38. Primary Ca Code	U, DMU) in Equipt Derailed ause	J, and Cab Car ment Consist	r H317	La. Freight	Daded b. Pass. 0 39. Contribut Code ime on Duty	Em c. Freight 1 0 ing Cause	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$5 40. Engineers/	a. Head Enc () 525	1 37. 7	Mid Tr b. Manual 0 0 0 Frack, Signal, W & Structure Dat	0 0 ay, mage	000 Rear d. Manual 0 0	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total 1 38. Primary Ca	U, DMU) in Equipt Derailed ause	J, and Cab Car ment Consist	r H317	La. Freight	baded b. Pass. 0 39. Contribut Code	Em c. Freight 1 0 ing Cause	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$5	a. Head Enc () 525	1 37. 7	Mid T b. Manual 0 0 Frack, Signal, W & Structure Dar w Members	0 0 ay, mage	000 Rear d. Manual 0 0 \$ 0	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total 1 38. Primary Ca Code	U, DMU) in Equipt Derailed ause	J, and Cab Car ment Consist	r H317	La. Freight	Daded b. Pass. 0 39. Contribut Code ime on Duty	Em c. Freight 1 0 ing Cause	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$ \$ \$ 40. Engineers/ Operators	a. Hear Enc (525 Number	d 37. 7 37. 7 42. 0	Mid Tr b. Manual o 0 0 Irack, Signal, W & Structure Dar w Members Conductors	c. Remote 0 0 vay, mage	000 Rear d. Manual 0 0 \$ 0	e. Remote 0 0	 35. Cars (Include EM Locomotives. (1) Total i (2) Total I 38. Primary Ca Code 44. Engineer/C 	U, DMU) in Equips Derailed ause	J, and Cab Car ment Consist	r H317	L a. Freigh 0 0	baded b. Pass. 0 39. Contribut Code ime on Duty 45. Conducto	c. Freight 1 0 ing Cause r	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$5 40. Engineers/ Operators 0	a. Hea Enc C S25 Number	d 37. 7 37. 7 42. 0	Mid Tr b. Manual 0 0 0 Track, Signal, W & Structure Dar w Members Conductors 0	c. Remote 0 0 vay, mage	000 Rear d. Manual 0 0 \$ 0 43. Brakemen	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total l 38. Primary Ca Code 44. Engineer/C Hrs: 49a. Special St	U, DMU) in Equips Derailed ause	J, and Cab Car ment Consist	r H317	Lia. Freight 0 0 49t 49t	baded b. Pass. 0 39. Contribut Code ime on Duty 45. Conducto Hrs: b. Special Study	c. Freight 1 0 ing Cause r	d. Pass.	e. Caboose			
(2) Causing (if mechanical, cause reported) 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist \$ 5 40. Engineers/ Operators 0 Casualties to: 46. Railroad I	a. Hear Enc 525 Number mployees	d 37. 7 37. 7 42. 0	Mid Tr b. Manual 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	c. Remote 0 0 vay, mage	000 Rear d. Manual 0 0 \$ 0 43. Brakemen 48. Others	e. Remote 0 0	35. Cars (Include EM Locomotives. (1) Total i (2) Total I 38. Primary Ca Code 44. Engineer/C Hrs:	U, DMU) in Equips Derailed ause	J, and Cab Car ment Consist	r H317	Lia. Freight 0 0 49t 49t	baded b. Pass. 0 39. Contribut Code ime on Duty 45. Conducto Hrs:	c. Freight 1 0 ing Cause r	d. Pass.	e. Caboose			

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

nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

THE YBM31R-17 HAD A HOLD OF A CUT OF 51 CARS AD WHILE HUMPING LINES 37-40, THERE WAS A COLLISION (SIDESWIPE) BETWEEN TWO CARS IN THE BOWL. ONE IN BOWL THE FBMSIR'I HAD A HOLD OF A CUT OF ST CARS AD WHILE HUMPING LINES 57-40, HERE WAS A COLLISION (SIDESWIFE) BETWEEN TWO EARS IN THE BOWL. ONE IN BOWL TRACK 16 AND THE OTHER IN BOWL TRACK 15. WHILEHUMPING THE TWO CARS INTO TRACK 15 THE SWITCHMAN AND FOREMAN CONTINUED TO KEEP HUMPING ONE CAR INTOTRACK 17 WHICH CLEARED AND WENT INTO THE TRACK AND THEN PULLED THE PIN ON THE NEXT CAR WHICH WAS BOUND FOR TRACK 16. BOTH SWITCHMAN AND FOREMAN SAID THE CAR WAS SLOW ROLLING INTO THE TRACK AND THEN PULLED THE PIN ON THE NEXT CAR WHICH WAS BOUND FOR TRACK 16. BOTH SWITCHMAN AND FOREMAN SAID THE CAR WAS SLOW ROLLING INTO THE TRACK 15 BUT CONTINUED TO PULL 2 MORE PINS AND THE SECOND PIN THEY PULLED THE CAR WENT INTO THE TRACK 16 BUT THEY HAD ALREADY PULLED THE PIN ON THE CAR BEFORE THEY REALIZED THE CAR IN TRACK 15 WAS NO LONGER ROLLING AND WAS FOULING THE TRACK 16. DATA THEY HAD ALREADY PULLED THE PIN ON THE CAR BEFORE THEY REALIZED THE CAR IN TRACK 15 WAS NO LONGER ROLLING AND WAS FOULING THE TRACK 16. THUS CAUSING THE TWO CARS TO COLLIDE INTO EACH OTHER. ZERO CARS DERAILED, BUT THE TWO CARS THAT IMPACTED EACH OTHER WERE DAMAGED. NO TRACK DAMAGE. 53. Typed/Printed Name & 55. Date

Title of P	reparer	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).							
Fhis 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								