

1. Name of Reporting Railroad Union Pacific Railroad Company [UP]				1a. Alphabetic Code UP				1b. Railroad Accident/Incident No. 1120NC014			
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. 1120NC014			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 1 year 2020				6. Time of Accident/Incident 12:20 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>			
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other Code (describe in narrative) 01	
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture			
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts			
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 MARTINEZ SUB			
13. Nearest City/ Town ANTELOPE		14. Milepost (to nearest tenth) 103.5		15. State Code CA		16. County PLACER					
17. Temperature (F) (specify if minus) 59 °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 130		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4					
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code 1		26. Was Equipment Attended? 1. Yes 2. No Code Y	
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.				27. Train Number/Symbol MPWW	
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing					
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing					
28. Speed (recorded speed if available) R - Recorded E - Estimated 004 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*) * 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) 10,262											
31. Principal Car/Unit (1) First involved (derailed, struck, etc) ARMN112185		a. Initial and Number		b. Position in Train 098		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 <input type="checkbox"/> Drugs <input type="checkbox"/>			
(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	
(1) Total in Train		3		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 22,707		37. Track, Signal, Way, & Structure Damage \$ 26,175		38. Primary Cause Code H702		39. Contributing Cause Code					
Number of Crew Members		Length of Time on Duty									
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 09 Mins: 20		45. Conductor Hrs: 09 Mins: 50	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A		49b. Special Study Block B	
Fatal		0		0		0		CWR		000-000-000	
Nonfatal		0		0		0					
50. Latitude 38.716357		51. Longitude -121.32104									
52. Narrative Description (Be specific, and continue on separate sheet if necessary) MPWWC-14 ARRIVED IN TRACK 206 TO PERFORM WORK EVENT. CREW WAS INSTRUCTED TO MAKE A CUT IN 206, ANDSHOVE 205. AT APPROXIMATELY 12:35, THE CREW BEGAN TO PULL WEST AFTER MAKING THE CUT. CONDUCTOR WAS ON THE GROUND LINING TOWARDS TRACK 205. THE CONDUCTOR TOOK THE SHOVE INTO TRACK 205, AND THEN THE TRAIN WENT INTO EMERGENCY. IT WAS THEN THAT THE CONDUCTOR REALIZED THAT THE TRAIN WAS DERAILED. PRIOR TO THE SHOVE MOVE, THE ENGINEER HAD RUN THROUGH THE 130/98 CROSSOVER SWITCH, AND DID NOT REALIZE IT.											
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.											