

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
ALAMEDA	12	01	31	UP	OAKLAND	H306	THE YOA31R-30 WAS SWITCHING ON THE 60 LEAD HAD AN RCO ZONE, GAVE UP THE ZONE TO ALLOW ANOTHER TRAIN TO ENTER THE YARD AND ALSO TO ALLOW THE YOA71R-30 TO GO BY AND FINISH THEIR WORK. THE YOA31R-30 AFTER GIVING UP THE ZONE CONTINUED TO PULL OUT OF THE BOWL NOT PROTECTING THE POINT AND SIDESWIPE THE UP699 AND THREE BOX CARS ON THE YOA71R-30. UP699 (EMD GP-38-2) FUEL CAPACITY 3600 SPILLED APPROXIMATELY 25 GALLONS DIESEL FUEL
ALAMEDA	12	01	31	UP	OAKLAND	H306	THE YOA31R-30 WAS SWITCHING ON THE 60 LEAD HAD AN RCO ZONE, GAVE UP THE ZONE TO ALLOW ANOTHER TRAIN TO ENTER THE YARD AND ALSO TO ALLOW THE YOA71R-30 TO GO BY AND FINISH THEIR WORK. THE YOA31R-30 AFTER GIVING UP THE ZONE CONTINUED TO PULL OUT OF THE BOWL NOT PROTECTING THE POINT AND SIDESWIPE THE UP699 AND THREE BOX CARS ON THE YOA71R-30. UP699 (EMD GP-38-2) FUEL CAPACITY 3600 SPILLED APPROXIMATELY 25 GALLONS DIESEL FUEL
ALAMEDA	12	03	23	UP	EMERYVILLE	M402	AGBMI-19, LEAD UNIT UP5737, STRUCK A CAR THAT WAS OBSTRUCTING THE NO 2 MAIN TRACK. TRAIN HAD JUST CROSSED FROM NO 1 TO NO 2 MAIN TRACK, WHEN CREW SAW A SILVER 4-DOOR SCION BETWEEN THE RAILS OF THE NO2 MAIN. ENGINEER IMMEDIATELY BLEW HORN AND PUT TRAIN INTO EMERGENCY. CAR WAS NOT IN A CROSSING. NO ONE WAS IN THE VEHICLE WHEN THE CONTACT WAS MADE. THE CAR WAS PUSHED APPROXIMATELY 40 FT INTO THE CROSSING WHERE IT COLLIDED WITH A WHITE PICKUP TRUCK AND BROKE THE 66TH ST CROSSING GATE ARM. THERE WERE NO INJURIES. NO DAMAGE TO THE TRACK OR TRAIN.
ALAMEDA	12	03	16	ATK	OAKLAND	H401	WHILE OAKLAND YARD CREW WAS MAKING A REVERSE MOVE, SHOVING LOCOMOTIVE E/590 AND 5 CARS INTO 9 TRACK, # 9 SWITCH WAS IMPROPERLY LINED CAUSING 3 CARS TO DERAIL.
ALAMEDA	12	05	18	UP	OAKLAND	H306	THE YOA31R-17 WAS SHOVING 48 LOADED STACK CARS DOWN 48 TRACK, STOPPED MAN ON THE POINT, GOT OFF AND PITCHED TO HIS SWITCHMAN TO PULL CARS UP TO THE EAST END OF THE TOWER. THE SWITCHMAN PUT THE RCO BOX IN THE WRONG DIRECTION CAUSING HIM TO RUN THROUGH A SWITCH DERAILING 4 CARS.
ALAMEDA	11	10	05	ATK	OAKLAND	H702	SWITCH ENGINE 590 WITH 6 CARS DERAILED IN OAKLAND, CA YARD DUE TO RUNNING THROUGH IMPROPERLY LINED SWITCH.
ALAMEDA	11	10	12	ATK	OAKLAND	H220	TRAIN 717 (ENGINE 2004 AND 4 CARS) COLLIDED WITH TRAIN 14 (ENGINES 47 AND 58 AND 11 CARS) IN THE OAKLAND STATION.
ALAMEDA	11	10	12	ATK	OAKLAND	H220	TRAIN 717 (ENGINE 2004 AND 4 CARS) COLLIDED WITH TRAIN 14 (ENGINES 47 AND 58 AND 11 CARS) IN THE OAKLAND STATION.
ALAMEDA	11	10	12	UP	OAKLAND	H221	AMTRAK'S AMT717-12 PROCEEDED PAST A STOP SIGNAL AT NORTH JACK LONDON AND RAN INTO THE REAR OF AMT14-12 WHICH WAS STOPPED AT THE PLATFORM IN THE SIDING. THE TOW LEAD UNITS ON AMT1717-12 DERAILED AS A RESULT OF THE COLLISION. AMTRAK'S EST EQUIP DAMAGE: \$440,811

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ALAMEDA	11	05	05	UP	OAKLAND	H525	WHILE BUILDING THE IOALB-05 THE CREW ON THE YOA78-05 WAS MOVING TRAIN TO DESERT YARD WHEN THE ENGINEER STOPPED FOR THE SWITCHMAN TO LINE THE #6 SWITCH. THE ENGINEER APPLIED FULL INDEPENDENT BRAKE AND DERAILED 1 CAR IN THE PROCESS OF STOPPING. THE ENGINEER THEN ATTEMPTED TO PULL TO DESERT YARD AND DERAILED A TOTAL OF 6 CARS.
ALAMEDA	11	09	03	UP	SUNOL	M404	THE MNWRV-03 WAS TRAVELING EAST THROUGH NILES CANYON. THEY CAME AROUND A CURVE AND SAW A TREE LAYING IN THE MIDDLE OF THE TRACKS. CREW BROUGHT THEIR TRAIN TO A STOP CONSISTENT WITH GOOD TRAIN HANDLING; HOWEVER, THEY DID STRIKE THE TREE CAUSING DAMAGE TO ALL FOUR UNITS. NO TRACK DAMAGE.
ALAMEDA	10	05	03	UP	OAKLAND	H702	CONDUCTOR ON THE ILBOA-02 ARRIVED TO OAKLAND YARD AND STOPPED AT THE #6 RADIO-CONTROLLED SWITCH LEADING INTO PACKER #5. THE CONDUCTOR THEN GOT OFF AND PUSHED THE BUTTON WHICH REVERSED BOTH ENDS OF THE CROSSOVER AND WALKED TO THE OTHER END OF THE CROSSOVER. AS THE LEAD LOCOMOTIVE (UP7607) WAS ON THE SWITCH, THE CONDUCTOR PUSHED THE BUTTON ON THE OPPOSITE END OF THE CROSSOVER, THROWING THE SWITCH UNDER THE FRONT AND REAR TRUCKS OF THE UP7607, CAUSING IT TO DERAIL.
ALAMEDA	10	01	24	UP	OAKLAND	H307	CREW ON THE EOOZ-24 UNKNOWINGLY RAN THRU THE 4 SWITCH GOING INTO THE DIESEL SHOP. WHEN THEY BEGAN A REVERSE MOVE, THEY DERAILED 2 LOCOMOTIVES.
ALAMEDA	10	03	03	UP	OAKLAND	M302	AMTRAK TRAIN AMT512-03, WITH LEAD UNIT CDTX2005, STRUCK AN ACE TRANSIT BUS THAT WAS STOPPED ON THE 66TH AVENUE CROSSING. THE DRIVER JUMPED OUT OF THE BUS PRIOR TO IMPACT. BUS AN ACCORDIAN STYLE WAS STRUCK IN THE MIDDLE AND RIPPED IN 2 PIECES. AMTRAK'S EST EQUIP DAMAGE: \$65,000. RAIL = CWR
ALAMEDA	10	03	03	ATK	OAKLAND	M302	TRAIN 521 OPERATING WITH LOCOMOTIVE E/2005 AND 4 CARS STRUCK AN AC TRANSIT BUS AT MP11.65, 66TH AVENUE CROSSING.
ALAMEDA	10	01	12	UP	OAKLAND	H307	YOA31R-11 CREW PULLED A CUT OF CARS OUT OF TRACK 53 TO SHOVE TO TRACK 54. IN DOING SO THE CREW UNKNOWING RAN THRU THE 58 SWITCH. WHEN THEY CHANGED DIRECTION TO SHOVE CARS INTO TRACK 54 THE CAR TRAVERSED TRACK 53 AND TRACK 54 CAUSING THE UPY662 AND BNSF125043 TO DERAIL.
ALAMEDA	10	01	02	ATK	OAKLAND	M406	TRAIN 5S EQUIPMENT, CONSISTING OF 2 ENGINES AND 19 CARS, WAS STANDING IN OAKLAND YARD WHEN AN ELECTRICAL FIRE STARTED AT ONE OF THE COFFEMAKERS STATION, CAUSING FIRE DAMAGE TO 4 CARS.
ALAMEDA	10	08	03	UP	OAKLAND	E41C	AS THE IG20A-31 WAS COMING OFF MAIN LINE 1 AT RV004 TO RD1, ONE SET OF TRUCKS ON THE 17TH CAR DERAILED. IN DOING SO 4 INTERMODAL CONTAINERS FROM 2 OF THE BAYS TIPPED OVER CAUSING MISALIGNMENT OF THE TRACK. THE DERAILED CAR TRAVERSED THE CROSSOVERS, STRIKING POINT ON THE SPRING FROG, LIFTING THE WHEEL. THE WHEEL CAME DOWN ON TOP OF THE RAIL AND FELL TO THE OUTSIDE OF RAIL.

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ALAMEDA	10	11	14	ATK	OAKLAND	H302	INBOUND TRAIN 751S EQUIPMENT SIDESWIPE STATIONERY YARD MOVE IN OAKLAND MAINTENANCE FACILITY. THE RELATIONSHIP BETWEEN THE POSITIVE DRUG RESULT AND THE CAUSE OF THE ACCIDENT COULD NOT BE DETERMINED.
ALAMEDA	10	11	14	ATK	OAKLAND	H302	INBOUND TRAIN 751S EQUIPMENT SIDESWIPE STATIONERY YARD MOVE IN OAKLAND MAINTENANCE FACILITY. THE RELATIONSHIP BETWEEN THE POSITIVE DRUG RESULT AND THE CAUSE OF THE ACCIDENT COULD NOT BE DETERMINED.
ALAMEDA	10	11	21	ATK	OAKLAND	H303	A YARD CREW WAS SHOVING A CUT OF CARS TOWARD TRACK 3 WHEN CAR 6965 WENT OVER THE DERAIL AND DERAILED.
ALAMEDA	10	02	02	UP	OAKLAND	T314	WHILE TRAVELING EASTWARD ON THE HANLON LEAD, THE YOA72-01 DERAILED WHILE TRAVERSING THE SWITCH AT THE WEST END OF THE RUNAROUND.
ALAMEDA	09	09	27	ATK	OAKLAND	H704	YARD SWITCH CREW CONSISTING OF ENGINE 2009 AND 5 CARS WAS MAKING A REVERSE MOVE OUT OF S&I #3 TRACK THROUGH THE WASH RACK WHEN 2 CARS DERAILED, DAMAGING THE BOWL TRACK SWITCH.
ALAMEDA	09	12	01	ATK	OAKLAND	M302	TRAIN 544 OPERATING WITH CAB CAR 8303 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/2011 IN PUSH MODE STRUCK AN AUTOMOBILE AT MP10.09, FRUITVALE AVE CROSSING.
ALAMEDA	09	05	19	UP	OAKLAND	T221	MRVOA-18 WAS TRAVELING INTO BOWL TRACK 58. THE FIRST UNIT WENT THROUGH AND THE NEXT 3 UNITS (UP5404, UP5439 & UP5438) DERAILED. THE CAUSE OF THE DERAILMENT WAS A BROKEN RAIL DUE TO A DEFECT IN THE RAIL.
ALAMEDA	09	06	03	ATK	OAKLAND	H399	TRAIN 5 WITH ENGINES 96, 65, & 86, AND 9 CARS WAS MOVING IN OAKLAND YARD WHEN 2 CARS DERAILED DUE TO FLAGMAN ACTIVATING ELECTRIC DERAIL PANEL, MOVING DERAIL UNDERNEATH TRAIN WHILE IT WAS IN MOTION.
ALAMEDA	09	05	30	BNSF	OAKLAND	H307	YARD JOB Y-RIC3072-29A WAS SHOVING A CUT OF CARS INTO TRACK 108. THE FOREMAN ON THE JOB STATED HE WALKED PAST THE FIRST DERAIL AND SAW THAT IT WAS DOWN AND LOOKED FOR THE SECOND DERAIL AND SAID HE THOUGHT IT WAS DOWN SO HE PROCEEDED WITH HIS SHOVE. THE DERAIL WAS NOT DOWN AND 2 CARS WERE DERAILED. NO HAZARDOUS MATERIALS WERE RELEASED.

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ALAMEDA	09	12	01	UP	OAKLAND	M308	AMT544-01, WITH LEAD UNIT CDTX2011, COLLIDED WITH AN OCCUPIED VEHICLE AT FRUITVALE AVE. DRIVER WAS FATALY INJURED. ATK'S EST EQUIPMENT DAMAGE = \$16,952. RAIL = CWR
ALAMEDA	08	01	14	UP	OAKLAND	M399	AMT14-14, WITH LEAD UNIT AMT115, STRUCK A STOLEN AND ABANDONED VEHICLE THAT WAS LEFT ON UP'S KNIGHTSTREET CROSSING. ATK'S ESTIMATED UNIT DAMAGE = \$3,552. NO UP TRACK DAMAGE. THERE WAS SEVERE DAMAGE TO UP'S SIGNAL EQUIPMENT.
ALAMEDA	08	01	17	UP	FREMONT	T111	LRM40R-17 SHOVED CARS TO SPOT AT INDUSTRY. CREW HEARD A STRANGE NOISE, WALKED THE CARS AND FOUND TWO CARS DROPPED BETWEEN THE RAIL DUE TO WIDE GAUGE. TRUCK RAIL HANDLING SNOBOY MAINTAINS TRACK.
ALAMEDA	08	09	02	UP	NEWARK	T221	THE LRB50-02 DERAILED THE SP231151, SP247838 AND UPY1212 ACCOUNT BROKEN RAIL NEAR THE NORTH END OF TRACK 4.
ALAMEDA	08	07	01	UP	OAKLAND	T205	LIGHT LOCOMOTIVE MOVE WITH 3 UNITS DERAILED THE UP5269 DUE TO DEFECTIVE CROSS TIE.
ALAMEDA	08	10	06	UP	UNION CITY	T101	LRM54-06 WAS PULLING 3 EMPTY BOX CARS WITH 2 UNITS. AS THE CREW ROUNDED THE CURVE AT MILE POST 26, THE ENGINEER LOOKED BACK AND SAW THE #1 TRUCK ON THE RBOX20756 HAD DERAILED. INVESTIGATION REVEALED THE TRUCK DERAILED AT THE HIGH END OF THE CURVE DUE TO IRREGULAR CROSS LEVEL.
ALAMEDA	08	01	14	ATK	OAKLAND	M399	TRAIN 14 WITH LOCOMOTIVES 115 & 110 AND 10 CARS STRUCK A STOLEN AND ABANDONED VEHICLE LEFT ON THE KNIGHT ST CROSSING.
ALAMEDA	08	07	11	UP	OAKLAND	S011	THE MRVOA-10 DERAILED 8 CARS DUE TO THE #7 ELECTRICAL SWITCH MALFUNCTIONING ON THE WORK LEAD. THE SWITCH MOVED WHILE TRAIN WAS ON THE TRACK CAUSING CARS TO GO INTO THE WRONG TRACK AND DERAIL.
BUTTE	11	03	31	UP	BIGGS	T205	THE NORTH BOUND REDDING TURN WAS REQUIRED TO SET OUT THE 5TH CAR FROM THE REAR END OF THEIR TRAIN BY DISPATCHER ACCOUNT CAR HAD TRIPPED READER FOR DEFECT. CREW SET OUT CAR AND AS THEY WERE PULLING OUT OF THE INDUSTRY TRACK DERAILED TWO CARS RESULTING IN DAMAGE TO BOTH THE INDUSTRY AND UP TRACK SEGMENTS. POOR TIE CONDITION CONTRIBUTED TO THE DERAILEMENT. BUTTE COUNTY RICE GROWERS ASSOCIATION MAINTAINS TRACK. RAIL = CWR

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BUTTE	11	01	21	UP	OROVILLE	H994	THE WRVELB-20 WAS SWITCHING CARS IN BETWEEN THE OROVILLE SIDING AND THE YARD TRACKS MAKING BACK ANDFORTH MOVES OVER THE CONTROL POINT AT F204. A SIGNAL INSPECTOR WAS WORKING INSIDE THE SIGNAL CABINAT THIS CONTROL POINT AND KNEW THE TRAIN WAS THERE SWITCHING THEIR TRAIN OUT. HE TESTED THE MAIN TRACK SWITCH AT F204, WHICH CAUSED THE SWITCH TO LINE UNDERNEATH THE MOVING TRAIN CAUSING 7 CARS TO DERAIL. RAIL = CWR
BUTTE	09	04	16	UP	OROVILLE	M201	KOAMN-16 WAS EASTBOUND ON THE SINGLE MAIN TRACK AND DERAILED WHILE TRAVERSING THE CANYON SUBDIVISION. CARS FEC71625 AND SPB513985 DERAILED DUE TO A SHIFTED LOAD. RAIL =CWR.
BUTTE	08	01	19	UP	DURHAM	M301	AMTK14-18, WITH LEAD UNIT AMTK115, STRUCK AN UNOCCUPIED VEHICLE AT UP'S PRIVATE CROSSING. NO INJURIES. DRIVER WAS ARRESTED FOR DRIVING WHILE INTOXICATED. NO UP TRACK DAMAGE. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$11,100.
BUTTE	08	04	27	UP	OROVILLE	E00C	4QPVRBJ-26, WITH LEAD UNIT BNSF 4053, DERAILED 10 CARS; AN AIR HOSE SEPARATION INDUCED TRAIN LINE EMERGENCY WHILE - TRAVELING 30MPH IN CURVED TRACK. CARS BUNCHED WHILE REDUCING SPEED.
BUTTE	08	01	19	ATK	CHICO	M302	TRAIN 14 OPERATING WITH LOCOMOTIVES E/115-E/456 AND 10 CARS STRUCK AN UNOCCUPIED VEHICLE AT MP175.75, A PRIVATE CROSSING.
CONTRA COSTA	12	02	05	BNSF	RICHMOND	M405	WHILE CREW Y-RIC3012-04A WAS SHOING 43 CARS THROUGH CROSSOVERS, THE 21ST CAR DERAILED.
CONTRA COSTA	11	09	30	BNSF	ANTIOCH	M302	AMTRAK 718 STRUCK A LOADED GRAIN ON THE CROSSING.
CONTRA COSTA	11	08	10	BNSF	RICHMOND	H307	Y-RIC3041-09 RAN THROUGH SWITCH, THEN REVERSED MOVEMENT AND SPLIT SWITCH, RESULTING IN DERAILMENT.NO HAZARDOUS MATERIALS RELEASED.
CONTRA COSTA	11	01	25	ATK	RICHMOND	M304	TRAIN 530 OPERATING WITH CAB CAR C/8308 IN THE LEAD, 3 CARS, AND LOCOMOTIVE E/172 ON THE REAR, STRUCK THE REAR OF A TRACTOR-TRAILER TRUCK FOULING THE CROSSING AT MP13.84, CUTTING BLVD CROSSING.

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CONTRA COSTA	11	01	25	UP	RICHMOND	M303	AMTRAK'S AMT530-25, TRAVELING EAST BOUND STRUCK THE TRAILER ON A SEMI-TRUCK AT THE CUTTING BLVD CROSSING. NO INJURIES TO THE DRIVER OR CREW. AMTRAK'S EQUIPMENT DAMAGE: \$35,050. NO UP TRACK DAMAGE.RAIL = CWR
CONTRA COSTA	11	10	22	BNSF	RICHMOND	H607	CREW ON Q-CLORIC3-19 PULLING THROUGH 9110 TRACK FAILED TO LINE 160 TRACK SWITCH, RAN THRU SAME. CREW THEN REVERSED DIRECTION AND SLIT SWITCH, DERAILING 3 CARS.
CONTRA COSTA	11	11	19	BNSF	RICHMOND	T110	V-CLORIC3-15 DERAILED 4 CARS AT POINT OF WIDE GAUGE WHILE YARDING TRAIN ON 163 TRACK. TRAIN CONTAINED ARTICULATED EQUIPMENT.
CONTRA COSTA	11	10	17	RPRC	RICHMOND	M302	ON 10/17/11, AT 09:05 HRS. RPRC'S SWITCH CREW WAS OPERATING LOCOMOTIVE GMTX 128, AND PULLING 24 CARS LOADED IRON ORE CARS FROM 23RD STREET YARD TO THE LEVIN RICHMOND TERMINAL CO (LRTC) FACILITY IN RICHMOND, CA. THE TRAIN WAS OPERATING WITH THE LOCOMOTIVE PULLING THE 24 CARS GEOGRAPHICALLY NORTH THROUGH THE SOUTH END OF LRTC'S PARR YARD FACILITY (TRACK 122). AT THE GRADE CROSSING FOR LRTC FACILITY (DOT# 931046R), THE CREW OBSERVED A TRUCK CROSSING AHEAD OF THEM, AT WHICH TIME THEY SOUNDED THE HORN AND BELL. THE TRUCK CLEARED THE CROSSING AND THEN PROCEEDED TO MAKE A FAST U-TURN AND CAME BACK TOWARD THE CROSSING. THE CREW AGAIN SOUNDED THE HORN FREQUENTLY, BUT THE TRUCK CONTINUED ONTO THE
CONTRA COSTA	11	06	02	BNSF	RICHMOND	H021	YARD ENGINE CUT LOCOMOTIVE AWAY FROM CUT OF CARS THAT HAD CLOSED ANGLE COCKS ON BOTH ENDS OF CUT. CUT ROLLED OVER RAIL. CUT CONTAINED ARTICULATED EQUIPMENT.
CONTRA COSTA	11	09	30	ATK	ANTIOCH	M302	TRAIN 718 OPERATING WITH CAB CAR 8305, 3 CARS, AND LOCOMOTIVE E/162 TRAILING STRUCK A TRACTOR-TRAILER AT MP1139.0, WERNER RD CROSSING.
CONTRA COSTA	10	01	29	BNSF	PITTSBURG	T403	U-ESLPIT1 22 WAS SHOVING DOWN 624 TRACK IN THE POSCO INDUSTRY AT 7 MPH. THE LEAD LOCOMOTIVE FELL INSIDE THE TRACK AT A CURVE AND WAS DRAG BY THE WEIGHT OF THE TRAIN CAUSING DAMAGE TO THE LOCOMOTIVE AND TRACK. TRACK 624 WAS APPROVED THRU THE MOW DEPARTMENT TO USE BUT THE CURVE OF THAT WAS TOO TIGHT FOR 4 SIX AXLE LOCOMOTIVES. THERE WAS NO RESTRICTION ON THIS TRACK PRIOR TO THE DERAILMENT.
CONTRA COSTA	09	04	13	UP	OZOL	H702	YOZ85-12 TIED INTO TRACK 6 WITH EXPECTATION OF SWITCHING TRACK. CREW TIED ON, KNOCKED OFF 5 BRAKES ON EAST END AND STARTED TO PULL. AFTER PULLING APPROXIMATELY 5 CAR LENGTHS, TRAIN WENT INTO EMERGENCY. THEY HAD DERAILED CARS GATX81931, GATX81943 AND UTLX205703. AFTER INSPECTION OF THE WEST END SWITCH, IT WAS DETERMINED THE SWITCH HAD BEEN RUN THRU BY THE MOARV-12, WHICH SUBSEQUENTLY CAUSED THE YOX85-12 TO DERAIL 3 CARS.
CONTRA COSTA	09	12	02	UP	MARTINEZ	M404	ILBOA-01 WAS INSTRUCTED TO RUN-AROUND THE MRVOA-02 AND HAD STOPPED TO LINE DERAIL. THE NEXT 2 SWITCHES WERE ALREADY LINED FOR THEIR MOVEMENT. AS TRAIN PROCEEDED INTO 1 TRACK, UP7616 PICKED SWITCH POINT ON LEAD SWITCH CAUSING UNIT AND DTTX745134 TO DERAIL. THE SWITCH POINT WAS 5/8 OF AN INCH ABOVE STOCK RAIL AND COULD NOT BE SEEN FROM THE UNIT. MOFW THREW THE VARIABLE SWITCH NUMEROUS TIMES AND A 5/8 BALL BEARING ROLLED OUT FROM BETWEEN THE #2 TIE PLATE UNDERNEATH THE SWITCH POINT WHICH CREATED AN OBSTRUCTION CAUSING SWITCH POINT TO RISE.

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CONTRA COSTA	09	04	27	RPRC	RICHMOND	E46L	WHILE PULLING 22 EMPTY CARS INTO 23RD STREET YARD THE NUMBER 12TH CAR WENT ON THE GROUND THRU A CURVE ON TRACK 600 BETWEEN MARINA WAY AND REGATTA BLVD. CROSSING. CREW DID NOT FEEL OR SEE THE CAR ON THE GROUND AND CONTINUED INTO 23RD STREET TRACK 602. WHILE GOING BY TRACK 601 THE DERAILED CAR (WREX7010) HIT THE SWITCH FROG AND DERAILED (UTLX 204594). NO OTHER CAR WENT ON THE GROUND BEHIND WREX 7010. UPON INVESTIGATION IT WAS DISCOVERED THAT THE CAR (WREX 7010) CENTER BOWL ON THE A-END WAS OFFCENTER. THIS CAUSED THE CAR TO NOT TRACK RIGHT DOWN THE TRACK. THE CUSTOMER THAT THE CAR CAME FROM WAS INFORMED NOT TO LIFT THE CARS UP AS TO HAVE THE CENTER BOWL BE OUT OF PLACE.
CONTRA COSTA	09	09	21	BNSF	RICHMOND	T221	RCO Y-RIC1021-21A PULLING EAST OUT OF YARD TRACK 9129 STOPPED ON THE EAST LEAD TRACK TO LINE SWITCH WHEN THEY WERE INFORMED BY TRAINMASTER OF DERAILED CARS IN THEIR TRAIN. INSPECTION FOUND FOUR CARS DERAILED. POD AT THE 9129 SWITCH, WITH DERAILED CARS DRAG OVER THE 9124-9119 SWITCHES. NO HAZARDOUS MATERIALS WERE RELEASED
CONTRA COSTA	09	07	14	BNSF	PITTSBURG	M302	ATK TRAIN CREW 713 STRUCK A VEHICLE AT A PRIVATE CROSSING.
CONTRA COSTA	09	12	02	BNSF	RICHMOND	E09L	Y-RIC3012-01A RCO JOB WAS SWITCHING CARS FROM THE CITY LEAD TO THE WORKING LEAD THRU THE DERAILED XOVER. AS THEY PULLED AHEAD AND STOPPED, THE EAST SET OF WHEELS ON PPRX 5234 DERAILED. CREW WAS AT WEST END OF CUT, NOT ABLE TO SEE THIS. THEY THEN KICKED 5 CARS TO 26 TRK, CAUSING PPRX 5234 AND TILX35397 TO DERAIL. NO HAZMAT INVOLVED.
CONTRA COSTA	09	02	18	ATK	RICHMOND	M302	TRAIN 521 WITH ENGINE 505 AND 5 CARS STRUCK A PEDESTRIAN, WHO HAD PARKED HIS VEHICLE AT THE CHESLEY AVENUE CROSSING, GOTTEN OUT OF HIS CAR, AND STOOD IN FRONT OF HIS CAR AT THE CROSSING. THE PEDESTRIAN WAS STRUCK BY THE TRAIN AND WAS A FATALITY. THE TRAIN THEN STRUCK THE VEHICLE.
CONTRA COSTA	09	11	10	BNSF	PITTSBURG	H525	M-RICBARI-09A WAS SHOVING ON THE MAIN LINE AT PITTSBURG TO MAKE A JOINT WITH THEIR TRAIN AFTER PICKING UP CARS OUT OF A STUB TRACK. AS THEY SHOVED BACK, THEY WENT INTO EMERGENCY. 11 CARS WERE DERAILED. TRAIN WAS HANDLING ARTICULATED EQUIPMENT.
CONTRA COSTA	09	05	03	ATK	RICHMOND	M402	TRAIN 751 OPERATING WITH LOCOMOTIVE 2011 AND 5 CARS STRUCK A VEHICLE AT MP13.75 ON UP SUBDIVISION.
CONTRA COSTA	09	05	18	ATK	SAN PABLO	M302	TRAIN 540 OPERATING WITH CAB CAR 8301 IN THE LEAD, 3 CARS AND LOCOMOTIVE E/2005 TRAILING, STRUCK AN AUTOMOBILE AT MP16.60, MARKET AVE CROSSING.
CONTRA COSTA	09	07	14	ATK	PITTSBURG	M302	TRAIN 713 OPERATING WITH LOCOMOTIVE E/2005 AND 5 CARS STRUCK A PICK-UP TRUCK AT MP 1158.89, A PRIVATE RD CROSSING.

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CONTRA COSTA	09	05	03	UP	RICHMOND	M402	ATK'S AMT751-03, WITH LEAD UNIT CDTX2011, STRUCK A WHITE TAXI CAB THAT WAS FOULING THE TRACK AT MILEPOST 13.25. THIS INCIDENT DID NOT OCCUR ON A CROSSING. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$56,717.
CONTRA COSTA	09	05	18	UP	RICHMOND	M308	ATK'S AMT540-18, WITH LEAD UNIT CDTX2005, STRUCK AN OCCUPIED AUTOMOBILE AT UP'S MARKET AVENUE CROSSING ON NO. 1 MAIN TRACK. DRIVER ARRESTED FOR DUI. DRIVER WAS INJURED. NO UP TRACK DAMAGE. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$9,500. RAIL = CWR
CONTRA COSTA	09	02	18	UP	RICHMOND	M302	ATK'S AMT521-18, WITH LEAD UNIT AMT505, STRUCK AN AUTOMOBILE THAT WAS PARKED ON THE UP'S CHESLEY AVENUE CROSSING. DRIVER WAS A FATALITY. ATK'S EQUIPMENT DAMAGES = \$9,518. RAIL=CWR. THE RAILROAD VERIFIED THE TEMPERATURE AND WEATHER.
CONTRA COSTA	08	03	09	UP	CROCKETT	M204	MOARV-09 DERAILED AFTER PICKING THE SWITCH POINTS AT MILE POST 25.1 MANUAL CROSSOVERS. ONE RAIL CAR DERAILED IN THE OLEUM TUNNEL MILE POST 23.7. THREE OTHER CARS DERAILED AFTER PICKING SWITCH.
FRESNO	12	05	05	UP	FRESNO	T308	THE MWCFR-04 PULLED INTO NO. 1 RAIL IN THE FRESNO YARD AND CUT OFF WHAT DID NOT FIT. PULLED ONTO THE NO 2 MAIN TRACK IN ORDER TO SHOVE THE REMAINING 55 CARS INTO 15 RAIL. THE CONDUCTOR LINED THE 118 SWITCH AND ALL OTHER SWITCHES BEFORE STARTING THE SHOVING MOVE. AFTER ALL SWITCHES WERE LINED THE CONDUCTOR MOUNTED THE LEAD CAR AND WAS IN THE PROCESS OF SHOVING INTO 15 RAIL WHEN THE DERAILMENT OCCURRED ON THE 118 SWITCH, 44 CARS PASSED OVER THE SWITCH. THE 46TH CAR PICKED THE SWITCH AND DERAILED, CAUSING THE 45TH AND 46TH CARS TO ALSO DERAIL.
FRESNO	12	11	15	UP	FRESNO	H306	YARD CREW WAS SHOVING RAIL TO MAKE ROOM FOR FIVE MORE CARS. CREW THOUGHT THERE WERE ELEVEN CARS IN TRACK AND FAILED TO PROTECT THE POINT, SHOVING OUT OF THE NORTH END OF TRACK, DERAILING 3 CARS.
FRESNO	12	07	18	BNSF	FRESNO	M402	AMTRAK TRAIN A-718 STRUCK VEHICLE ON THE MAIN LINE THAT WAS STUCK ON THE TRACK NOT AT A CROSSING.
FRESNO	12	07	18	ATK	FRESNO	M402	TRAIN 718 OPERATING WITH CAB CAR CDTX8312 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/52 TRAILING STRUCK AN UNOCCUPIED VEHICLE THAT BECAME HIGH CENTERED ON THE TRACKS AT MP1006.4. AMTRAKS EQUIPMENT DAMAGE IS \$11,316.00.
FRESNO	12	02	19	BNSF	FRESNO	M308	AMTRAK TRAIN 703 STRUCK A VEHICLE FOULING THE MAIN TRACK.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
FRESNO	12	07	15	BNSF	FRESNO	H607	S-CHIOIG1-11 FAILED TO PROPERLY LINE SWITCH 5187 AND RAN THRU WHILE PULLING FORWARD, THEN REVERSED MOVEMENT SPLITTING SWITCH AND DERAILING 3 ARTICULATED CARS. ALL CARS BEING HANDLED WERE ARTICULATED.
FRESNO	12	07	10	UP	FRESNO	M507	YFR25R-10 WAS MAKING SEVERAL SHOVING MOVES ON THE PFE LEAD IN THE FRESNO LEAD WHEN THEY DERAILED. CREW DID NOT REALIZE THEY WERE ON THE GROUND AND IT APPEARS THAT THEY SHOVED AND PULLED AT LEAST 2 TIMES BEFORE STOPPING. A TOTAL OF 9 CARS DERAILED. INVESTIGATION COMPLETE. CAUSE COULD NOT BE DETERMINED.
FRESNO	12	02	19	ATK	FRESNO	M304	TRAIN 703 OPERATING WITH LOCOMOTIVE E/2014 AND 4 CARS STRUCK AN AUTOMOBILE AT MP 1000.70, CLINTON AVE CROSSING.
FRESNO	11	08	12	BNSF	FRESNO	H307	YARD ENGINE SHOVING ON INDUSTRY TRACK FAILED TO LINE SWITCH, STRIKING STANDING CUT OF CARS.
FRESNO	11	08	12	BNSF	FRESNO	H307	YARD ENGINE SHOVING ON INDUSTRY TRACK FAILED TO LINE SWITCH, STRIKING STANDING CUT OF CARS.
FRESNO	11	03	29	BNSF	FRESNO	T210	YARD CREW SHOVING TRACK DERAILED AT BROKEN RAIL.
FRESNO	11	04	24	BNSF	FRESNO	H318	Y-FRS3021023 KICKED 2 CARS INTO 19 OTHERS OVERSPEED, DERAILING 4 CARS. DERAILMENT WENT UNDETECTED. SUBSEQUENT PULL DERAILED 3 MORE CARS.
FRESNO	10	10	08	BNSF	FRESNO	E00C	H-BARVAW1-08 EXPERIENCED UDE WHEN A/H UNCOUPLED BETWEEN CARS. REAR OF TRAIN (WITH DP POWER) IMPACTED HEAD END OF TRAIN, DERAILING 5 CARS. NO HAZARDOUS MATERIALS WERE RELEASED.
FRESNO	09	12	24	ATK	FRESNO	M302	TRAIN 711 OPERATING WITH LOCOMOTIVE E/2010 AND 4 CARS STRUCK THE REAR OF A TRACTOR-TRAILER TRUCK AT MP998.53, DIVISADERO ST CROSSING.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
FRESNO	09	05	09	BNSF	CONEJO	M308	Z-ALTST09-07A REPORTED STRIKING A VEHICLE AT THE CROSSING. TWO PERSONS IN THE VEHICLE. DRIVER WASABLE TO ESCAPE PRIOR TO IMPACT AND THE PASSENGER DID NOT. TRAIN CONTAINED ARTICULATED EQUIPMENT ANDNO HAZARDOUS MATERIALS WERE RELEASED.
FRESNO	09	12	24	BNSF	FRESNO	M303	TRUCK/TRAILER DID NOT CLEAR MAIN BEFORE AMTRAK 711 STRUCK REAR CORNER OF TRAILER AT A CROSSING.
FRESNO	09	09	04	BNSF	FRESNO	T308	L-CAL0313-03I STOPPED SOFT FROM 5155 SWITCH AND THEN LINED IT FOR MOVEMENT INTO 5155. WHILE PROCEEDING WEST OVER 5155 SWITCH THE FIRST WHEEL OF THE SECOND UNIT CLIMBED 5155 SWITCH DERAILING WHICH PULLING REAR SET OF TRUCKS OF LEAD UNIT OFF THE TRACK. SECOND SET OF TRUCKS OF SECOND UNIT AND REAR SET OF TRUCKS OF LEAD CAR DERAILED GOING OVER DAMAGED RAIL.
FRESNO	09	04	17	UP	FRESNO	M599	THE MWCFR-17 DERAILED UNITS UP7376 & UP8585. WHILE MOVING THROUGH THE TRACK 14 SWITCH, THE NEWLY MACHINED, FULL-PROFILE FLANGE OF THE RIGHT LEADING WHEEL (UP7376) CLIMBED THE PARTIALLY-WORN BUT SERVICEABLE AND PROPERLY-FITTED WEST SWITCHPOINT. CROSSED OVER THE SWITCHPOINT APPROXIMATELY 10 INCHES BACK, BREAKING SOME MATERIAL AWAY & THEN SPLIT THE POINT AWAY FROM THE STOCK RAIL. WHEELS DERAILED BETWEEN THE POINTS & HEEL BLOCKS OF TRACK 14 SWITCH BEFORE MOVEMENT STOPPED. DURING INVESTIGATION, THE HANDLE OF THE SWITCH WAS FOUND TO BE OUT OF THE KEEPER.
FRESNO	08	03	14	UP	FRESNO	T110	AS THE YFR49R-13 BEGAN TO SHOVE A 15-CAR CUT INTO YARD TRACK 2, THE DEPARTURE RAIL ON THE EAST SIDEOF #2 SWITCH DEFLECTED UNDER LOADED WIDENING GAUGE CAUSING A 4-CAR DERAILMENT.
FRESNO	08	07	11	UP	FRESNO	T110	THE NORTHBOUND MWCFRX-10 TRAVELING FROM THE NO 2 MAIN INTO FRESNO YARD TRACK 1 DERAILED 7 CARS ACCOUNT WIDE GAUGE RAIL = CWR.
FRESNO	08	08	12	BNSF	FRESNO	E33C	M-BARST01-10, TRAVELING WESTBOUND MAIN ONE, WHEN 4 CARS ON TRAIN DERAILED, WITH ONE CAR STRIKING INA RAKING MOTION THE EASTBOUND M-MODSEL1-12A LEAD ENGINE, TRAVELING EAST ON MAIN TWO, CAUSING THREE UNITS OF H-MODSEL1-12 TO DERAIL UPRIGHT. NO HAZARDOUS MATERIALS LEAKING.
FRESNO	08	08	12	BNSF	FRESNO	E33C	M-BARST01-10, TRAVELING WESTBOUND MAIN ONE, WHEN 4 CARS ON TRAIN DERAILED, WITH ONE CAR STRIKING INA RAKING MOTION THE EASTBOUND M-MODSEL1-12A LEAD ENGINE, TRAVELING EAST ON MAIN TWO, CAUSING THREE UNITS OF H-MODSEL1-12 TO DERAIL UPRIGHT. NO HAZARDOUS MATERIALS LEAKING.
FRESNO	08	03	30	UP	FRESNO	T110	THE MWCRVB-30 SHOVING FROM THE NORTH WITH 5 LOCOS AND 44 CARS INTO YARD TRACK NO 2 DERAILED ALL 5 LOCOMOTIVES AFTER ENTERING TRACK. THE CARS SUCESSFULLY NEGOTIATED SWITCH.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
IMPERIAL	11	05	12	UP	EL CENTRO	T311	THE LOE36-12 CREW WAS SHOVING FOUR CARS TO SPOT ON TRACK 791 WHEN THEY SUDDENLY WENT ON THE GROUND AT THE 791/792 SWITCH. CAUSE IS DUE TO WORN SWITCH POINTS.
IMPERIAL	09	07	13	UP	EL CENTRO	H307	LOE37-13 WAS SHOVING EAST INTO TRACK 14 LIGHT POWER WHEN THEY CORNERED AN EMPTY HOPPER AT THE EAST END OF TRACK 15 WHERE IT WAS OUT TO FOUL. EXTENSIVE DAMAGE TO LOCOMOTIVE. NEITHER CAR NOR LOCOMOTIVE DERAILED.
IMPERIAL	09	07	13	UP	EL CENTRO	H307	LOE37-13 WAS SHOVING EAST INTO TRACK 14 LIGHT POWER WHEN THEY CORNERED AN EMPTY HOPPER AT THE EAST END OF TRACK 15 WHERE IT WAS OUT TO FOUL. EXTENSIVE DAMAGE TO LOCOMOTIVE. NEITHER CAR NOR LOCOMOTIVE DERAILED.
IMPERIAL	08	04	12	UP	GLAMIS	T215	KATLB-09 DERAILED AT GLAMIS DUE TO A BROKEN JOINT BAR. RAIL = CWR.
KERN	12	07	25	UP	BAKERSFIELD	H799	MWCFR-25 WHILE HANGING ONTO 9 CARS FROM THEIR TRAIN DUE TO A HIGH DIMENSION LOAD, COUPLED TO THEIR FILL ON THE 50 LEAD AND DOWN INTO TRACK 5. THE CREW DECIDED TO SHOVE BACK TO CLEAR THE CROSSING. CONDUCTOR PROCEEDED TO THE REAR OF THE FILL ON FOOT. ONCE TAKING UP A POSITION ON THE REAR, CREW SHOVED TO THE SOUTH APPROXIMATELY 236 FEET. THE ENGINEER COULD NOT MOVE THE CARS ANY FURTHER AND UPON INVESTIGATION BY THE CONDUCTOR, 5 LOADS WERE DERAILED OVER 1 TRACK SWITCH AND DOWN THE LEAD.
KERN	12	07	10	BNSF	SHAFTER	H524	G-JASSWA9-05 DERAILED 2 CARS WHEN TRAIN EXPERIENCED BROKEN KNUCKLE. INVESTIGATION DETERMINED CAUSE TO BE 9 LOCOMOTIVES (ALL ON HEAD END) TO BE ON LINE AND WORKING. DERAILMENT RESULTED WHEN REAR OF TRAIN IMPACTED HEAD PORTION FOLLOWING SEPARATION.
KERN	12	07	13	UP	BAKERSFIELD	E79L	QRVWC-12 SOUTHBOUND EXPERIENCED DPU ISSUES SHOVING BACK ON THE MAIN TRACK AT BEALVILLE RESULTING IN DERAILMENT OF FIVE CARS DUE TO THE DYNAMIC BRAKES DEREGULATING FROM REMOTE CONTROL UNIT UP8144, DYNAMICS THEN STARTED LOADING AGAIN CREATING BUFF FORCES CAUSING THE FIVE EMPTY CARS TO DERAIL.
KERN	11	09	13	BNSF	BAKERSFIELD	H525	WHILE STOPPING, ENGINEER MADE MAXIMUM BRAKE REDUCTION FOLLOWED IMMEDIATELY BY 2 ADDITIONAL SPLIT REDUCTIONS FOR TOTAL BPR OF 11 LBS. ENGINEER THEN MADE FULL INDEPENDENT BRAKE REDUCTION. TRAIN STOPPED AND ENGINEER RELEASED AIR AND MOVED 650 FT BEFORE UDE. DERAILMENT CAUSED BY SEVERE SLACK ACTION. NOHAZARDOUS MTLs WERE RELEASED.
KERN	11	07	09	SJVR	BAKERSFIELD	H306	CREW MADE SHOVING MOVEMENT WITHOUT PROTECTION AND STRUCK CAR THAT WAS IN THE FOUL.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
KERN	11	01	03	BNSF	BAKERSFIELD	T001	Y-BAK3071-02 DERAILED WHILE PULLING CARS FROM TRACK 412 WHEN RAIL ROLLED. NO HAZARDOUS MATERIALS WERE RELEASED.
KERN	11	07	26	UP	MOJAVE	T108	LOP53-26 WAS SHOVING 31 CARS FROM SOUTH TO NORTH IN TRACK ONE WHEN THE THIRD CAR AND THE FOURTH CAR CLIMBED THE GUARD RAIL AND DERAILED.
KERN	11	07	09	BNSF	BAKERSFIELD	H306	SJVR CREW WORKING ON THEIR LEADED TRACKS MAINTAINED BY BNSF STRUCK CAR LEFT IN FOUL. NO HAZARDOUS MATERIALS INVOLVED OR RELEASED.
KERN	10	07	08	BNSF	BAKERSFIELD	H302	Y-BAK3071-07 FAILED TO ASCERTAIN THAT PREVIOUSLY KICKED CAR WAS IN THE CLEAR ON TRACK 7128 PRIOR TO KICKING CAR TO 7127, RESULTING IN SIDESWIPE.
KERN	10	07	09	ATK	SHAFTER	M303	TRAIN 717 OPERATING WITH LOCOMOTIVE E/54 AND 5 CARS STRUCK A TOW TRUCK BOOM AT MP902.99, CHERRY AVE CROSSING.
KERN	10	04	10	ATK	BAKERSFIELD	M304	TRAIN 704 OPERATING WITH CAB CAR CC/8310 IN THE LEAD, 3 CARS AND LOCOMOTIVE E/2011 IN THE REAR, STRUCK AN UNOCCUPIED VAN AT MP895.20, HAGEMAN RD CROSSING.
KERN	10	07	28	UP	RIDGECREST	H017	LOP82-28 STOPPED THEIR TWO LIGHT UNITS ON SINGLE MAIN, NEXT TO 4 LOCOMOTIVES TIED DOWN IN TRACK 603. CONDUCTOR EXITED UP8310 AND PROCEEDED TO TRACK 603 AND BOARDED UP6220, WHICH WAS TO BE THEIR NEW LEAD UNIT. ENGINEER WAS ON THE UP8310, CUT OUT THE BRAKE VALVES FOR TRAILING POSITION WITH NO SECUREMENT TEST PERFORMED. THE INDEPENDENT AIR BLED OFF AFTER ENGINEER LEFT UNITS UNATTENDED RESULTING IN AN UNCONTROLLED MOVEMENT AND COLLISION INTO A CUT OF CARS THAT WERE TIED DOWN ON THE MAIN. ONE ENGINE AND ONE CAR DERAILED. NO TRACK DAMAGE. UNATTENDED LOCOMOTIVES EXCEEDED MAX TRACK CLASS SPEED AT THE TIME OF THE INCIDENT. RAIL = CWR
KERN	10	07	28	UP	RIDGECREST	H017	LOP82-28 STOPPED THEIR TWO LIGHT UNITS ON SINGLE MAIN, NEXT TO 4 LOCOMOTIVES TIED DOWN IN TRACK 603. CONDUCTOR EXITED UP8310 AND PROCEEDED TO TRACK 603 AND BOARDED UP6220, WHICH WAS TO BE THEIR NEW LEAD UNIT. ENGINEER WAS ON THE UP8310, CUT OUT THE BRAKE VALVES FOR TRAILING POSITION WITH NO SECUREMENT TEST PERFORMED. THE INDEPENDENT AIR BLED OFF AFTER ENGINEER LEFT UNITS UNATTENDED RESULTING IN AN UNCONTROLLED MOVEMENT AND COLLISION INTO A CUT OF CARS THAT WERE TIED DOWN ON THE MAIN. ONE ENGINE AND ONE CAR DERAILED. NO TRACK DAMAGE. UNATTENDED LOCOMOTIVES EXCEEDED MAX TRACK CLASS SPEED AT THE TIME OF THE INCIDENT. RAIL = CWR
KERN	10	04	06	UP	TEHACHAPI	E59C	QRVWCB-05 WAS ASCENDING A 2.2% GRADE AT 10 MPH WHEN THE ETTX852041 DERAILED THE NUMBER 3 AND 4 AXLES AT MILE POST 358.05. THE CAR TRAVELED APPROXIMATELY 2500 FEET AND RE-RAILED ITSELF BEFORE REACHING THE CABLE CROSSOVER SWITCH AT MP358.5 ON THE NUMBER 1 TRACK. TRAIN TRIPPED THE DRAGGING EQUIPMENT DETECTOR AT MP 359.5. CREW STOPPED AND INSPECTED TRAIN FINDING A BROKEN WHEEL BEARING ON AXLE NUMBER L3 AND DAMAGED BRAKE RIGGING. RAIL = CWR

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
KERN	10	08	06	ATK	SHAFTER	M308	TRAIN 714, OPERATING WITH CAB CAR C/8302 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/56 IN THE REAR, STRUCK A SEMI TRACTOR-TRAILER TRUCK AT MP 905.80, SHAFTER AVE CROSSING CAUSING UNIT C/8302 TO DERAIL.
KERN	10	08	27	BNSF	BAKERSFIELD	T109	TRAIN DEPARTING FROM 407 TRACK DERAILED 6 CARS AT THERMAL MISALIGNMENT LOCATED 93 FEET EAST OF 407 TRACK SWITCH.
KERN	10	08	06	BNSF	SHAFTER	M308	AMTRAK TRAIN A-7141-06 STRUCK SEMI TRACTOR-TRAILER AT CROSSING.
KERN	10	01	15	BNSF	BAKERSFIELD	M404	A-7181-15 STRUCK UNOCCUPIED VEHICLE. DRIVER WAS ATTEMPTING TO CROSS TRACKS NOT AT A CROSSING WHEN VEHICLE GOT HIGH CENTERED.
KERN	10	02	20	UP	KEENE	M405	BNSF NORTHBOUND MBASTJ-20 DERAILED 6 CARS ON REAR OF TRAIN DUE TO HARMONIC ROCK. BNSF'S ESTIMATED EQUIPMENT DAMAGE = \$289,996. RAIL = CWR
KERN	10	01	15	ATK	BAKERSFIELD	M402	TRAIN 718 OPERATING EASTBOUND WITH CAB CAR 6963 FORWARD WITH 3 COACHES AND ENGINE 157 STRUCK AN UNOCCUPIED VEHICLE ON SINGLE MAIN TRACK AT MP893.6 ON THE BNSF SUBDIVISION.
KERN	10	12	16	UP	KEENE	H521	THE MWCRV-16 DEPARTED CLIFF SIDING AT 10 MPH ON A 2.2 DESCENDING GRADE DROPPED TO 6 MPH AFTER CLEARING SIDING. ENGINEER DECIDED TO TRANSITION DPU FROM DYNAMIC BRAKE TO POWER TO SHOVE TRAIN. ONCE TRAIN REGAINED SPEED, ENGINEER DROPPED THE FENCE TO THE DPU ALLOWING THE COMPUTER TO TAKE OVER AND CATCH UP WITH THE LEAD UNIT IN THROTTLE 8 DYNAMIC BRAKE. THE DPU ONCE IN THROTTLE 8 DYNAMICS PULLED THE TRAIN TOO HARD RESULTING IN A STRING-LINE EFFECT CAUSING 7 EMPTY CARS TO DERAIL ON A 10 DEGREE CURVE. RAIL=CWR
KERN	10	07	09	BNSF	SHAFTER	M302	AMTRAK 717 STRUCK THE BOOM OF A BOOM TRUCK ON A CROSSING.
KERN	10	04	10	BNSF	BAKERSFIELD	M302	A-704 1-10A REPORTED STRIKING A VEHICLE AT A CROSSING. INSPECTION BY CREW FOUND VEHICLE TO BE UNOCCUPIED.

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KERN	10	02	20	BNSF	KEENE	T102	M-BARST01-20AM EXPERIENCED AN UNDESIRED EMERGENCY AT MP 350.2 WHILE ON THE DESCENDING GRADE BETWEEN WALONG AND WOODFORD. CONDUCTOR DID A WALKING INSPECTION AND FOUND FIRE AT 351.0 WITH SUBSEQUENT DERAILMENT OF SIX CARS INSIDE TUNNEL 9. CAR GATX 206118, STCC 4909152, UN 1987, RELEASED 193400 LIQUID- POUND.
KERN	09	07	20	UP	BEALVILLE	H402	JACKSON TAMPER OPERATOR STATES HE HAD FINISHED CURVE 3, WAS CHECKING CROSS LEVEL ON TANGENT TO CURVE 38 BY CLAMPING EVERY 12 TIES AND OBSERVING LIFT METERS. WAS DOING THIS IN PROTECTION MODE, ALLOWING RAIL CLAMPS TO COLLIDE WITH CURVE LUBRICATOR, DOING EXTENSIVE DAMAGE TO TAMPER AND DESTROYING LUBRICATOR. ONE DRUG POSITIVE - NOT DETERMINED TO BE A CAUSAL FACTOR. RAIL = CWR
KERN	09	12	26	ATK	BAKERSFIELD	M302	TRAIN 713 OPERATING WITH LOCOMOTIVE E/2013 AND 5 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP896.62, REINA RD CROSSING.
KERN	09	12	24	UP	KEENE	E40C	BNSF TRAIN STOBAR123A DERAILED ONE CAR AT THE SOUTH END OF CLIFF AND RERAILED ITSELF AT A ROAD CROSSING AT THE NORTH END OF ROWAN. THIS CAUSED TRACK AND TIE DAMAGE. DAMAGE WAS DISCOVERED AFTER TRAIN LEFT UPRR TERRITORY. BNSF EQUIP DAMAGE = \$200. RAIL = CWR
KERN	09	12	24	BNSF	KEENE	E40C	M-STOBAR1-23A WAS TRAVELING ON ASCENDING GRADE IN THROTTLE POSITION 8 AT 22-23 MPH WHEN ADMX 51261 DERAILED AT MP 343.5 ON UP MOJAVE SUBDIVISION, THEN RE-RAILED ITSELF AT MP 344.9, ALL WITHOUT CREW'S KNOWLEDGE. DISCOVERED BY PASSING TRACK INSPECTOR. CAUSED DAMAGE TO APPROXIMATELY 100 CONCRETE RAILROAD TIES. NO HAZARDOUS MATERIALS WERE RELEASED.
KERN	09	12	06	UP	TEHACHAPI	H505	BNSF TRAIN MRICBAR1-03A CREW USED EXCESSIVE POWER TO PULL TRAIN OUT OF SIDING AND DERAILED 12 CARS. MINOR UPRR TRACK DAMAGE. BNSF ESTIMATED EQUIPMENT DAMAGE = \$58,000. RAIL = CWR
KERN	09	12	26	BNSF	BAKERSFIELD	M303	AMTRAK TRAIN 713 TRAVELING WEST ON SINGLE MAIN TRACK STRUCK TRAILING TRACTOR/TRAILER AT A CROSSING.
KERN	09	11	16	BNSF	BAKERSFIELD	H601	RCO Y-BAK1042-16A MADE A JOINT WITH LOCOMOTIVE BNSF2316 AND A STANDING CUT OF CARS ON THE EAST END OF 417. THE IMPACT CAUSED THE WELDS ON THE DRAWBAR OF THE BNSF 2613 TO BREAK RENDERING THE UNIT OF SERVICE.¶
KERN	09	12	06	BNSF	TEHACHAPI	H524	M-RICBAR1-03, DEPARTING SIDING ROWEN AFTER MEETING 2 NB TRAINS, INITIATED MOVEMENT AND EXPERIENCED UDE IN APPROXIMATELY 21 FEET AFTER DERAILING 9 EMPTY AUTOVEYERS ON 10 DEGREE CURVE (LINES 8-16 IN TRAIN). HAZMAT IN TRAIN NOT INVOLVED IN DERAILMENT.

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KERN	08	08	29	BNSF	SANDRINI	M303	TRUCK STOPPED FOR STOP SIGN WITH REAR OF TRAILER FOULING THE MAIN TRACK IN FRONT OF AMTRAK 713 AT ACROSSING.
KERN	08	07	01	BNSF	UNA	M308	AMTRAK TRAIN A7171-01 STRUCK THE REAR OF A TRAILER AS VEHICLE OPERATOR DROVE IN FRONT OF THE TRAIN AS LIGHTS WERE FLASHING, BELLS RINGING AND GATES LOWERING.
KERN	08	06	12	BNSF	BAKERSFIELD	T109	H-BARVAW1-12A INBOUND CREW WAS YARDING TRAIN EAST END OF 408 TRACK PULLING WEST. AFTER LOCOMOTIVE CONSIST AND 13 CARS, TRAIN WENT INTO EMERGENCY. CONDUCTOR WALKED BACK AND DISCOVERED 11 CARS ON THEGROUND, ALL UPRIGHT AND LEVEL. NO HAZARDOUS MATERIALS LEAKING.
KERN	08	06	12	BNSF	BAKERSFIELD	T109	H-BARVAW1-12A INBOUND CREW WAS YARDING TRAIN EAST END OF 408 TRACK PULLING WEST. AFTER LOCOMOTIVE CONSIST AND 13 CARS, TRAIN WENT INTO EMERGENCY. CONDUCTOR WALKED BACK AND DISCOVERED 11 CARS ON THEGROUND, ALL UPRIGHT AND LEVEL. NO HAZARDOUS MATERIALS LEAKING.
KERN	08	06	24	BNSF	BAKERSFIELD	H503	H-BARVAW1-24 DERAILED AT "F" STREET YARD SWITCH. NOKL 735484, EMPTY FLAT, WAS UPRIGHT WITH ONE SETOF TRUCKS DERAILED. TTGX 255593 WAS NOT DERAILED, BUT OFF THE CENTER PLATE. NO HAZARDOUS MATERIALSLEAKING.
KERN	08	10	09	BNSF	CALIENTE	T210	TRAIN Q-STOALT1-08 DERAILED WHEN RAIL BROKE AS TRAIN OPERATED OVER THE BROKEN RAIL. TRAIN COMPRISEDOF ARTICULATED CARS.
KERN	08	10	19	BNSF	MOJAVE	H307	H-BARPAS1-18A WAS SETTING OUT NOKL734953 IN YARD TRACK 3 PER INSTRUCTIONS FROM THE WARM BEARING DESK. CONDUCTOR PRECEDED MOVEMENT LINING SWITCHES FOR INDENTED ROUTE, BUT FORGOT ONE TRAILING SWITCH IN THE LINEUP. CAR WAS SET OUT, WHEN MOVEMENT WENT BACK TO TRAIN, CARS DERAILED ON SWITCH IMPROPERLYLINED UNDER THE MOVEMENT. NO HAZARDOUS MATERIALS CAR LEAKING.
KERN	08	11	26	UP	TEHACHAPI	M101	LOP81-26 DERAILED ON A PILE OF GRANULATED COAL THAT WASHED OUT OF A RAIL CAR DUE TO HEAVY RAIN THATWAS FALLING WHILE CREW WAS WORKING. CONDUCTOR HAD PREVIOUSLY INSPECTED CARS AND EVERYTHING APPEAREDOK. CALIFORNIA PORTLAND CEMENT MAINTAINS TRACK.
KERN	08	10	09	UP	TEHACHAPI	T210	BNSF'S TRAIN QST0ALT1-08, WITH LEAD UNIT BNSF860, WAS TRAVELING SOUTHBOUND ON UP'S SINGLE MAIN WHENIT DERAILED DUE TO A BROKEN RAIL. BNSF ESTIMATED EQUIPMENT DAMAGE =\$77,144. RAIL=CWR.

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KERN	08	10	19	UP	MOJAVE	H702	BNSF'S HBARPAS1-18, WITH LEAD UNIT BNSF769, WAS SETTING OUT A CAR AT THE NORTH END OF UP'S MOJAVE YARD. TRAIN RAN THROUGH INSIDE CROSSOVER SWITCH TRAVELING FROM #1 MAIN TO MOJAVE YARD. AFTER SETTING OUT CAR, TRAIN HEADED BACK TOWARD MAIN AND DERAILED THE GATX59165 AND GATX201307 AT THE RUN-THRU SWITCH POINT. INVESTIGATION REVEALED THE CONDUCTOR HAD FAILED TO LINE ALL CROSSOVER SWITCHES. BNSF'S ESTIMATED EQUIPMENT DAMAGE = \$1,400.
KERN	08	07	01	ATK	SHAFTER	M302	TRAIN 717 OPERATING WITH LOCOMOTIVE E/2011 AND 4 CARS STRUCK A PICK-UP TRUCK AT MP897.33, KRATZMEYER RD CROSSING.
KERN	08	08	29	ATK	WASCO	M302	TRAIN 713 OPERATING WITH LOCOMOTIVE E/C2009 AND 4 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP922.55, SCHUSTER RD CROSSING.
KERN	08	12	04	UP	DELANO	M308	MWCFR-04, WITH LEAD UNIT UP5457, STRUCK A 2002 CHEVROLET TAHOE THAT WAS TRAVELING AT A HIGH RATE OF SPEED AND WENT THROUGH THE LOWERED CROSSING GATE AS THE TRAIN ENTERED THE CECIL AVENUE CROSSING. DRIVER AND PASSENGER IN SUV WERE BOTH INJURED. RAIL = CWR
KERN	08	12	01	BNSF	BAKERSFIELD	H220	L-CAL0314-301 FAILED TO STOP AT SIGNAL DISPLAYING A STOP INDICATION AT CP LOPEZ AND RAN THROUGH DUAL CONTROL SWITCH, DAMAGING THE POINT AND STOCK RAIL. NO HAZARDOUS MATERIALS LEAKING.
KINGS	12	10	01	BNSF	HANFORD	M308	THE HIGHWAY USER WAS TRAVELING WEST ON KANSAS AVENUE AND DISREGARDED THE GRADE CROSSING WARNING DEVICES. THE HIGHWAY USER TRAVELED THROUGH THE GATES AND STRUCK THE THIRD CAR OF AMTK 712 1-01A. AMTK 712 1-01A WAS TRAVELING TIMETABLE EAST AND OCCUPIED THE CROSSING BY THREE CARS AT THE TIME OF IMPACT. THE THIRD CAR, FOURTH CAR, AND SHOVING LOCOMOTIVE ALL DERAILED AT THE EAST GUERNSEY SWITCH.
KINGS	12	10	01	ATK	HANFORD	M308	TRAIN 712 OPERATING WITH CAB CAR C/8311 IN THE LEAD, 3 CARS AND LOCOMOTIVE E/94 TRAILING, WAS STRUCK BY A TRACTOR-TRAILER TRUCK CAUSING 2 CARS AND THE LOCOMOTIVE TO DERAIL AT MP959.88, KANSAS AVE CROSSING.
KINGS	09	01	22	ATK	CORCORAN	M302	TRAIN 701 OPERATING WITH LOCOMOTIVE E/2005 AND 4 CARS STRUCK THE REAR PORTION OF A TRACTOR-TRAILER TRUCK AT MP 947.01, AVENUE 144 CROSSING.
KINGS	09	01	22	BNSF	CORCORAN	M302	ATMK 701 STRUCK TRAILER PORTION OF SEMI-TRUCK AT A CROSSING.

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KINGS	08	05	28	BNSF	GUERNSEY	M308	DRIVER OF SEMI TRACTOR TRAILER DROVE THROUGH ACTIVATED CROSSING GATE STRIKING SIDE OF AMTRAK LOCOMOTIVE RESULTING IN DERAILMENT OF PASSENGER CARS THAT STRUCK BNSF TRAIN IN SIDING.
KINGS	08	12	03	BNSF	KINGS PARK	H318	L-CAL0314-02 DERAILED THREE CARS, INCLUDING ONE ON ITS SIDE, FOULING THE MAIN TRACK. NO HAZARDOUS MATERIALS LEAKING.
KINGS	08	05	28	ATK	HANFORD	M302	TRAIN 717 OPERATING WITH LOCOMOTIVE E/148 AND 4 CARS WAS STRUCK BY A FLAT BED TRUCK WITH A LOAD OF LEMONS AT MP959.88, KANSAS AVE CROSSING. THE STRIKE CAUSED THE ENGINE TO SEPARATE FROM THE REST OF THE TRAIN AND THE FIRST CAR BEHIND THE ENGINE DERAILED. THE STRIKE ALSO CAUSED THE AMTRAK ENGINE TOSIDESWIPE A FREIGHT TRAIN ENGINE ON AN ADJACENT TRACK.
LASSEN	10	03	09	UP	DOYLE	H402	MULTICRANE OPERATOR WAS ATTEMPTING TO PULL THE RAIL, WINCH AND THE MULTICRANE AT THE SAME TIME. THIS ACTION CAUSED THE FRONT AXLE TO TORQUE THE AXLE MOUNTING BOLTS AND SHEAR ALL OF THEM. AXLE CONTINUED TO TRAVEL FROM BENEATH THE FRAME DAMAGING THE DRIVELINE BRAKE, AXLE CENTER SECTION, OPERATOR ACCESS STEPS, FENDER, HYDRAULIC RETURN HOSES AND THE FRONT/REAR STEERING HOSES.
LASSEN	09	08	16	BNSF	HALLS FLAT	E00C	H-BARVAW1-15A NORTHBOUND EXPERIENCE AIR PROBLEMS WHICH CAUSED TRAIN TO STALL AND THEN TO GO INTO EMERGENCY STRING LINING SIX EMPTY CARS IN TRAIN. NO HAZARDOUS MATERIALS WERE RELEASED.
LASSEN	09	04	12	UP	HERLONG SIEF	T102	2QPVRBJ-10 HAD A 16-CAR SET OUT TO GO INSIDE OF INDUSTRY, SIERRA ARMY DEPOT. WHILE THE TRAIN WAS PULLING THROUGH TRACK 134 TO MAKE SET OUT ON WEST LEG OF WYE, UNIT BNSF680 DERAILED ONE SET OF TRUCKSAFTER GOING OVER SWITCH FOR THE EAST LEG OF WYE. SIERRA ARMY DEPOT MAINTAINS TRACK.
LASSEN	08	07	16	BNSF	HALLS FLAT	T207	H-VAWRRB1-14A TRAVELING SOUTHBOUND ON THE GATEWAY SUBDIVISION ENCOUNTERED BROKEN RAIL AT MP 129.3 RESULTING IN THE DERAILMENT OF 5 CARS AT THE REAR OF THE TRAIN. BNSF 761387, A-END TRUCK WAS ON THE GROUND, BUT WAS STILL UPRIGHT AND UTLX 76116, GATX 65209, CRGX 5509, AND SRY 5268 WERE LAYING ON THEIR SIDE WEST OF THE MAINLINE. NO HAZARDOUS MATERIALS LEAKING.
LOS ANGELES	12	08	12	PHL	LONG BEACH	H702	CONDUCTOR MISTAKENLY LINED INCORRECT SWITCH. THE SWITCH HE LINED WAS UNDERNEATH HIS MOVING TRAIN CAUSING THE DERAILMENT.
LOS ANGELES	12	05	05	BNSF	LONG BEACH	H307	Y-THC3811-04 DOUBLE 402 TRACK TO 404 TRACK, THEN SHOVED TOWARD BACK. HELPED INITIALLY GAVE 60-CAR COUNT, BECAME DISTRACTED AND DID NOT WATCH ADVANCING CAR CLOSELY. THIS CUT IMPACTED STANDING TRAIN S-LHAPTR1-04. BOTH TRAINS CONTAINED ALL ARTICULATED EQUIPMENT. NO HAZARDOUS MATERIALS RELEASED.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	12	05	05	BNSF	LONG BEACH	H307	Y-THC3811-04 DOUBLE 402 TRACK TO 404 TRACK, THEN SHOVED TOWARD BACK. HELPED INITIALLY GAVE 60-CAR COUNT, BECAME DISTRACTED AND DID NOT WATCH ADVANCING CAR CLOSELY. THIS CUT IMPACTED STANDING TRAIN S-LHAPTR1-04. BOTH TRAINS CONTAINED ALL ARTICULATED EQUIPMENT. NO HAZARDOUS MATERIALS RELEASED.
LOS ANGELES	12	03	08	PHL	LONG BEACH	M308	CREW WAS MAKING THEIR DAILY SWITCH AT RANCHO LPG. CONDUCTOR SOPPED AT DERAIL, LIINED DERAIL AND MOUNTED HIMSELF BACK ON THE REAR OF THE TRAIN AND THEN GAVE THE ENGINEER INSTRUCTION TO SHOVE THE TRAIN.MOVEMENT STARTED, BELLS AND LIGHTS CAME ON AND GATES STARTED TO COME DOWN. A TRACTOR TRAILER TRIEDTO BEAT THE CROSSING GATES AND TRAIN AND WAS STILL FOULING THE TRACK WHEN THE REAR CAR IMPACTED WITHTHE TRAILER. THE IMPACT CAUSED THE TRACTOR TRAILER TO SLIDE SIDEWAYS AND IMPACT WITH THE CROSSING GATE MECHANISM.
LOS ANGELES	12	10	06	SCAX	SANTA CLARIT	M302	TRUCK-TRAILER BECAME HIGH-CENTERED ON PRIVATE CROSSING AND WAS STRUCK BY TRAIN 271. INJURIES UPDATED AS RECEIVED. QUES. 37 REVISED 11/30/12.
LOS ANGELES	12	03	02	UP	LOS ANGELES	H307	THE ZLTLA-01 CREW WAS MAKING A SHOIVING MOVE EAST ON THE FENCE TRACK. THEY NEEDED TO TAIL OUT ON THENO. 2 MAIN. THEY RAN THRU THE NO.2 MAIN SWITCH. WHEN THEY PROCEEDED TO PULL WEST, 4 WELLS DERAILED OVER THE RUN-THRU SWITCH. UP MAINTAINS TRACK. SCAX MAINTAINS SIGNAL SYSTEM. SCAX ESTIMATED SIGNAL DAMAGE = \$119,183.
LOS ANGELES	12	01	09	UP	LONG BEACH	T108	WHILE SWITCHING IN YARD, IRREGULAR ALIGNMENT CAUSED 2 AXLES OF A 6-AXLE LOCOMOTIVE ON THE LOG42-09 TO DERAIL. DOWNLOAD SHOWED NO SIGNS OF TRAIN HANDLING ISSUES. TIR REVIEW INDICATED SWITCHES WERE LINED FOR TRAINS MOVEMENT.
LOS ANGELES	12	01	29	PHL	LONG BEACH	H602	CREW WAS SHOIVING LIGHT POWER TO PCT TO PULL CARS. COMING AROUND A CURVE, THE ENGINEER COULD NOT SEEFROM HIS SEAT AND HIS CONDUCTOR WHO WAS SITTING IN THE FIREMAN'S SEAT GAVE HIS ENGINEER A 15 CAR COUNT. THE CONDUCTOR THEN TURNED HIS ATTENTION AWAY FROM THE MOVEMENT TO LOOK AT PAPERWORK. IMPACT OCCURED WHEN THE LIGHT LOCOMOTIVE HIT EMPTY CARS ON THE TRACK. NOTHING DERAILED AND THE EMPTY CARS WERENOT DAMAGED, BUT THE PHL80 WAS DAMAGED WHEN ITS COUPLER AND DRAW BAR PUSHED ALL THE WAY BACK INTO THE UNIT.
LOS ANGELES	12	04	09	BNSF	LONG BEACH	H306	PHL CREW SHOVINH A TRAIN IN THE LAXT LOOP - FOREMAN WAS NOT RIDING ON THE EQUIPMENT AND COULD NOT SEE THE SWITCHES FOR THE MOVEMENT. THE TRAIN WAS ON LOOP 2 TRACK AND CROSSED OVER TO LOOP 3 STRIKINGEMPT EQUIPMENT. TRAIN CONTAINED ARTICULATED EQUIPMENT.
LOS ANGELES	12	11	09	PHL	LONG BEACH	H702	ASSISTANT ENGINEER DID NOT LINE THE SWITCH PROPERLY.
LOS ANGELES	12	07	11	PHL	LONG BEACH	T311	LOI39-10 DERAILED THREE AXLES OF THE UP7384. LIGHT POWER MOVE WAS TRAVELING AT FOUR MPH. SWITCH HAD EXCESSIVE LATERAL MOVEMENT WHICH CAUSED THE SECOND SET OF TRUCKS TO MOVE TOWARD SEPARATE LEAD, RESULTING IN THE UNIT DERAILING.

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LOS ANGELES	12	06	08	BNSF	CITY OF COMM	S099	RCO Y-LAC2042-07 DERAILED WHEN SHOING 58 CARS IN UNDULATING TERRITORY AND MIDDLE OF TRAIN AT APEX.THROTTLE/IBK MANIPULATION IS A FUNCTION OF THE RCO EQUIPMENT WHICH SUPERVISION BELIEVES CAUSED DERAILMENT. BRAKE PIPE REDUCTION TO 78 PSI MAINTAINED THROUGHOUT MOVEMENT.
LOS ANGELES	12	10	18	PHL	LONG BEACH	H514	WITH 4 LOCOMOTIVES, CERW STARTED BUILDING THEIR TRAIN. THEY PULLED TRACK 1, DOUBLED TO TRACK 2 AND THEN TRACK 3. AFTER DOUBLING TO TRACK 3 AND PERFORMING AIR TEST, ENGINEER PULLED THE CARS OVER THE 4SWITCH. THE BRAKEMAN STOPPED TO MOVE AND INSTRUCTED THE ENGINEER TO BACK UP 4 CARS TO A HOOK. ENGINEER COULD NOT SHOVE THE TRAIN. CONDUCTOR AND BRAKEMAN STARTED WALKING THE TRAIN AND FOUND 21 CARS ONTHE GROUND.
LOS ANGELES	12	08	20	UP	CARSON	T106	THE LOG09R-20 PICKED UP A CAR FROM INDUSTRY AND PULLED OVER THE LEAD SWITCH. THE CONDUCTOR LINED THE SWITCH AND WAS RIDING THE LEAD CAR WHEN SUDDENLY HE FELT A TUG. HE LOOKED BACK AND SAW THE FIRSTAXLE ON THE SECOND TRUCK OF THE UTLX644906 HAD DERAILED JUST PAST THE SWITCH.
LOS ANGELES	12	07	11	UP	LONG BEACH	T311	LOI39-10 DERAILED THREE AXLES OF THE UP7384. LIGHT POWER MOVE WAS TRAVELING AT FOUR MPH. SWITCH HAD EXCESSIVE LATERAL MOVEMENT WHICH CAUSED THE SECOND SET OF TRUCKS TO MOVE TOWARD SEPARATE LEAD, RESULTING IN THE UNIT DERAILING. PHL'S EST TRACK DAMAGE \$2500
LOS ANGELES	12	07	20	UP	LOS ANGELES	T205	CREW GATHERED PULLS TOGETHER FROM TWO TRACKS. THEY WERE GOING TO SHOVE THE PULLS INTO TRACK 715. THE STRAIGHT RAIL, THEN GO BACK IN AND SPOT THE PLANT. THE FOREMAN HAD CONTROL AND STARTED TO SHOVE.HE MOVED APPROXIMATELY TWO CAR LENGTHS AND STOPPED. THE SWITCHMAN ON THE HEAD END BELIEVING IT TOBE A POWER PROBLEM, SHUT THE BOXES DOWN AND STARTED THEM BACK UP. HE RESET THE MU CABLE TO TRY ANDFIX THE PROBLEM. THEY THEN DECIDED TO CALL THE RCO AND GO TO THE NEXT INDUSTRY. THE SWITCHMAN WENTTO MAKE A SEPARATION, AND NOTICED THEY WERE ON THE GROUND.
LOS ANGELES	12	12	18	UP	SANTA FE SPR	T311	LOA35R-18 PULLED OUT OF TRACK 4 WITH 16 CARS PAST THE TRACK 2 SWITCH. THEY THEN LINED THE SWITCH FOR A SHOVE INTO TRACK 2. THE FIRST 2 CARS WENT PAST THE SWITCH WHEN THE REAR TRUCKS OF THE THIRD CARKCCS2817 PICKED THE EAST SWITCH POINT AND CLIMBED OVER THE RAIL.
LOS ANGELES	12	03	01	BNSF	SANTA FE SPR	H018	WHILE CREW OF R-CAL0081-011 WAS SHOING 8 CARS INTO STANDING CUT OF 5 CARS AT BRENTAG INDUSTRIES WHEN CAR ECUX 405455 WENT THROUGH THE BUMPER DERAILING 1 TRUCK. NO HAZARDOUS MATERIALS WERE RELEASED.¶
LOS ANGELES	12	06	16	UP	LOS ANGELES	M599	THE YLA41-15 PULLING EAST OF OF PIG 10. ENGINEER FAILED TO STOP AND COLLIDED WITH THE ZLCBR-16 AT THE DIVIDER SWITCH. THE ZLCBR-16 WAS MOVING NORTHBOUND TOWARDS MAIN STREET FOR THE AIR TEST AT THE TIME OF COLLISION. TRAIN SPEED OF THE YLA41-15 AT TIME OF IMPACT WAS 11 MPH. LOCOMOTIVE ENGINEER BLACKED OUT PRIOR TO IMPACT DUE TO AN UNKNOWN MEDICAL CONDITION.
LOS ANGELES	12	03	23	UP	HUNTINGTON	E67C	TRAIN ISLLBR-22 WAS WESTBOUND ON NO. 2 MAIN IN THE ALAMEDA CORRIDOR. WHEN THE TRAIN CROSSED OVER TONO. 3 MAIN, THEY FELT A TUGGING MOTION AND STOPPED THE MOVEMENT. THE CONDUCTOR WALKED BACK TO INVESTIGATE AND FOUND 2 CARS HAD DERAILED. CAUSE WAS DUE TO TREAD BUILDUP ON CAR BNSF270549. ESTIMATEDTRACK DAMAGE AMOUNT FROM ATAX = \$400,000.

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LOS ANGELES	12	09	10	UP	CITY OF INDUS	T102	MWCCI-10 SHOVED INTO BOWL 17 FROM WEST END. YARD JOB YC119-10 CAME TO A HOOK ON EAST END OF BOWL 17 FOR HAND-OFF. AS THE YC119-10 PULLED HAND-OFF EAST, THE SP340515 DROPPED BETWEEN THE RAIL RESULTING IN A FIVE-CAR DERAILMENT.
LOS ANGELES	12	01	12	PHL	LONG BEACH	H306	CREW WAS SHOVING TRAIN DOWN TRACK 33 AT ITS. CREW BELIEVED TO BE SHOVING DOWN AN EMPTY TRACK. CREW MEMBER WITH RCL CONTROL SAW AN EMPTY CAR AT THE BOTTOM OF THE TRACK BUT THOUGHT IT WAS ON TRACK 32. THE 5 WELL EMPTY CAR WAS ACTUALLY ON TRACK 33 AND THE REAR CAR OF THE SHOVING TRAIN NEVER STOPPED BEFORE HITTING THE IDLE CAR SITTING ON THE TRACK. NONE OF THE CARS ON THE TRAIN DERAILED BUT THE STANDING CAR DID.
LOS ANGELES	12	06	30	UP	CARSON	M405	LOI21-30 WAS PULLING NORTH THROUGH THE 906-903 CROSSOVERS WHEN THE SECOND AND THIRD TRI-LEVEL FROM THE ENGINE CLIMBED THE RAIL ON THE CURVE AND DERAILED. NO OTHER CARS DERAILED.
LOS ANGELES	12	04	24	UP	LONG BEACH	H607	THE IEWL B-21 CREW HAD PULLED THROUGH 907 AND SECURED THE REAR OF THEIR TRAIN. THE CONDUCTOR WAS AT THE REAR AND MADE THE CUT. ENGINEER PULLED AHEAD AND STOPPED TO LINE ONE SWITCH AT THE ROUNDHOUSE. THE CREW PROCEEDED SOUTH PAST THE ROUNDHOUSE LEAD. THE ENGINEER STATES HE DID NOT SEE THE TARGET AND DID NOT LOOK AT THE SWITCH POINTS. THE CONDUCTOR LINED THEM INTO TRACK 906 AND THEY STARTED A REVERSE MOVE. THE TRAIN WENT APPROXIMATELY 4 CAR LENGTHS BEFORE THE LOI13-24 CREW CALLED ON THE RADIO THAT THEY WERE ON THE GROUND.
LOS ANGELES	12	02	23	BNSF	CITY OF COMM	T207	Q-CHILAC 6-21 DERAILED 1 CAR AT BROKEN RAIL AS THEY MADE STOP PRIOR TO ENTERING YARD. CREW WAS UNAWARE OF DERAILMENT, CUT POWER OFF AND TIED UP. YARD CREW, USING DP CONSIST ON TRAIN AND ALSO UNAWARE OF DERAILMENT, PULLED BACK, DERAILING ADDITIONAL EQUIPMENT. NO RELEASE OF HAZARDOUS MATERIAL. TRAIN CONSISTED OF ALL ARTICULATED EQUIPMENT.
LOS ANGELES	12	04	09	PHL	LONG BEACH	H306	ENTERING THE LAXT LOOP, CONDUCTOR LINED UP MOVEMENT FOR ENTRY INTO LOOP 2 WHERE CREW HOOKED ON TO 20 CARS. CONDUCTOR THEN INSTRUCTED THE ENGINEER TO CONTINUE SHOVING MOVEMENT. THE CONDUCTOR HOWEVER WAS NOT AT THE POINT OF THE TRAIN AND DID NOT REALIZE THE CROSSOVER SWITCH INTO LOOP 3 WAS NOT PROPERLY LINED FOR THEIR MOVEMENT. AS A RESULT, THEY SIDESIPPED INTO AN EMPTY CAR TRAIN SITTING ON LOOP 3
LOS ANGELES	12	03	02	SCAX	LOS ANGELES	H307	ZTLA-01 CREW WAS MAKING A SHOVING MOVE EAST ON THE FENCE TRACK. THEY NEEDED TO TAIL OUT ON THE NO. 2 MAIN. THEY RAN THROUGH THE NO. 2 MAIN SWITCH. WHEN THEY PROCEEDED TO PULL WEST, 4 WHEELS DERAILED OVER THE RUN-THROUGH SWITCH. UP MAINTAINS THE TRACK.
LOS ANGELES	12	01	12	PHL	LONG BEACH	H306	IDLE 5 WELL CAR WAS SITTING AT THE BOTTOM OF TRACK 33 WHEN IT WAS HIT BY A TRAIN SHOVING INTO TRACK 33 WHOSE CREW MEMBER WAS NOT PROTECTING THE SHOVE OF HIS TRAIN CAUSING IT TO DERAIL.
LOS ANGELES	12	10	18	BNSF	LONG BEACH	H514	L-CAL 1911-18 IDOUBLED 3 TRACKS TOGETHER TO BUILD TRAIN. AFTER AIR TEST, CREW COULD NOT MOVE TRAIN AND INSPECTION REVEALED DERAILED CARS. INVESTIGATION INDICATED ENGINEER SHOVED WITH HIGH THROTTLE AGAINST CUTS WITH AIR STILL SET RESULTING IN DERAILMENT.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	12	06	16	UP	LOS ANGELES	M599	THE YLA41-15 PULLING EAST OF OF PIG 10. ENGINEER FAILED TO STOP AND COLLIDED WITH THE ZLCBR-16 AT THE DIVIDER SWITCH. THE ZLCBR-16 WAS MOVING NORTHBOUND TOWARDS MAIN STREET FOR THE AIR TEST AT THE TIME OF COLLISION. TRAIN SPEED OF THE YLA41-15 AT TIME OF IMPACT WAS 11 MPH. LOCOMOTIVE ENGINEER BLACKED OUT PRIOR TO IMPACT DUE TO AN UNKNOWN MEDICAL CONDITION.
LOS ANGELES	12	03	23	ATAX	HUNTINGTON	E67C	BALFOUR BEATTY RAIL, INC. IS THE MAINTENANCE OF RECORD FOR TRACK, SIGNAL, AND COMMUNICATIONS FOR THE ALAMEDA CORRIDOR.
LOS ANGELES	11	07	27	UP	LITTLE ROCK	T110	QRVWCB-26 WAS TRAVELING SOUTHBOUND WHEN IT WENT INTO EMERGENCY. CAUSE OF DERAILMENT WAS DUE TO WIDEGAGE TRACK CONDITION. CONDUCTOR WAS CHECKED FOR POSSIBLE CHLORINE EXPOSURE. EMPLOYEE WAS NOT INJURED/ILL AND WAS ONLY CHECKED AS A PRECAUTION. NO 52032 COMPLETED. THERE WAS NO LEAK DETECTED THEREFORE NO EXPOSURE (INHALATION PROTOCOL).
LOS ANGELES	11	10	01	UP	CITY OF INDUS	H307	ACICI-01 CREW WAS MAKING A MOVE ON THE WYE TO TAKE LIGHT POWER TO THE PMT. WHEN THEY WENT PAST THE 19 POWER DERAIL, THE CONDUCTOR WAS NOT WATCHING HIS LINE-UP AND RAN THRU THE 801 SWITCH ON THE WEST END. THE TRAIN WAS LINED FOR THE HIGH SIDE. THEY CONTACTED THE CLERK FOR A ROUTE, BUT THE CLERK DID NOT HAVE A ROUTE ON THE HIGH SIDE SO THE CREW HAD TO GO TO THE LOW SIDE. WHEN THEY MADE A REVERSE MOVEMENT, ONE AXLE WENT ON THE GROUND BECAUSE OF THE RUN-THRU SWITCH.
LOS ANGELES	11	10	19	PHL	LONG BEACH	H993	UP CREW WAS TRAVELING WESTWARD THROUGH CP GASPUR. THEY HAD BEEN GIVEN THE OK TO PROCEED BY A MAINTENANCE OF WAY CREW THAT HAD BEEN WELDING A SWITCH. THEY HAD TRAVELED 8 CAR LENGTHS OVER THE SWITCH WHEN THE ENGINEER HEARD A RADIO DIRECTIVE TO STOP THE TRAIN. THE 9TH THROUGH 16TH CARS HAD DERAILED AT THE SWITCH THE THE MOW CREW HAD BEEN WORKING ON.
LOS ANGELES	11	07	03	BNSF	VERNON	H307	CREW MAKING DOUBLE-OVER RAN THROUGH SWITCH AND THEN SHOVED BACK, DERAILING ONE TRUCK OF LEAD UNIT. CREW WAS HANDLING ARTICULATED EQUIPMENT.
LOS ANGELES	11	09	06	UP	LOS ANGELES	H017	A LOCOMOTIVE FACILITY MOVER TEAM WAS BUILDING OUTBOUND CONSIST AND PUT TWO UNITS FOR CONSIST ON E TRACK. THEY MOVED TO D TO PICK UP A THIRD UNIT. THEY PLACED THIRD UNIT ON CONSIST AND MOVED BACK TO D TRACK TO SET OUT ANOTHER UNIT FOR LATER USE. WHEN USING WEST INTO D TRACK, CONSIST JUST BUILT ON E ROLLED OUT TO THE EAST STRIKING THE UP7397 ON THE CONDUCTOR'S SIDE. NO TRACK DAMAGE.
LOS ANGELES	11	09	06	UP	LOS ANGELES	H017	A LOCOMOTIVE FACILITY MOVER TEAM WAS BUILDING OUTBOUND CONSIST AND PUT TWO UNITS FOR CONSIST ON E TRACK. THEY MOVED TO D TO PICK UP A THIRD UNIT. THEY PLACED THIRD UNIT ON CONSIST AND MOVED BACK TO D TRACK TO SET OUT ANOTHER UNIT FOR LATER USE. WHEN USING WEST INTO D TRACK, CONSIST JUST BUILT ON E ROLLED OUT TO THE EAST STRIKING THE UP7397 ON THE CONDUCTOR'S SIDE. NO TRACK DAMAGE.
LOS ANGELES	11	09	30	UP	SOUTH GATE	M399	THE LOA35R-30, LEAD UNIT UPY2721, CREW WAS MAKING A SHOVING MOVEMENT SOUTH ON THE SAN PEDRO BRANCH WHEN A TRACTOR/TRAILER RIG PULLED OUT IN FRONT OF THE TRAIN AND WAS STRUCK. CREW JUMPED OFF THE MOVING TRAIN PRIOR TO IMPACT. CONDUCTOR REPORTED BACK & KNEE INJURY. DRIVER OF VEHICLE REPORTED INJURY.

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LOS ANGELES	11	07	03	LAJ	VERNON	H307	BNSF CREW YLAC 203 WAS PULLING INTO TRACK #6400. AS THE LEAD ENGINE TRAVERSED THE WEST MOST RIGID SWITCH THE REAR TRUCK OF THE LEAD ENGINE DERAILED.
LOS ANGELES	11	07	13	SCAX	PALMDALE	M302	DRIVER NODDED OFF THE WHEEL AND ROLLED INTO CROSSING AT SIERRA HIGHWAY AND STRUCK TRAIN 201. DAMAGEREPORT RECEIVED 9-6-11. FRA FORM 6180.57 UPDATED TO REFLECT DAMAGE REPORT TO BE FILED.
LOS ANGELES	11	04	01	UP	CITY OF INDUS	H303	EWDCO-31 CREW HAD JUST BROUGHT POWER FROM COLTON TO THE PMT WHEN THEY WERE NOTIFIED THE WRONG 2 UNITS HAD BEEN SENT. THE CREW WAS TOLD TO SWITCH OUT THE 2 UNITS AND TAKE THEM BACK TO COLTON. THE CREW SWITCHED OUT THE 2 UNITS FROM A 6-UNIT CONSIST AND WERE DOING A CONSIST TEST. DURING THE TIME THEY WERE DOING THE TEST, THE CLERK HAD ANOTHER CREW GO INTO THE PMT AND GET TRACK 568 TO PUT IN THE AYARD. THE CLERK DID NOT TELL THE YC120 CREW THERE WAS A CREW SWITCHING POWER AND WOULD BE COMING OUT TO GO TO COLTON BEHIND THEM. THE YC120 SWITCH CREW PUT THE WEST END DERAIL IN DERAILING POSITIONAFTER LEAVING 568 TRACK AND DID NOT TALK TO THE LIGHT POWER CREW. THE LIGHT POWER CREW CAME OUT
LOS ANGELES	11	04	01	ATK	NORWALK	M402	TRAIN 796 STRUCK A VEHICLE HI-CENTERED ON THE TRACKS.
LOS ANGELES	11	03	23	PHL	LONG BEACH	T314	TRAVELING WESTBOUND ON MT 2 THROUGH CP BADGER, LITE POWER WITH 2 UNITS. WHEN THE LOCOMOTIVES HIT THEPIER S SWITCH OFF MAIN TRACK 2, THE LEAD AXLE DERAILED.
LOS ANGELES	11	05	07	BNSF	LOS ANGELES	M402	PARSEC (INTERMODAL) HOSTLER SIDESWIPE ONE CAR OF STANDING CUT OF CARS WHILE TRANSPORTING TOFC TRAILER TO BE LOADED. RAILCAR THAT WAS STRUCK WAS ARTICULATED.
LOS ANGELES	11	10	16	UP	CITY OF INDUS	M404	THE YC120-16 CREW WAS OPERATING LIGHT POWER FROM THE RAMP TO THE BOWL TRACK 19 WHEN THEY WENT OVER THE 20 SWITCH BY 15 FEET. FIVE AXLES ON THE UP8365 DERAILED. INVESTIGATION SHOWED METAL DEBRIS (METAL BRACKETS, FILINGS, ETC.) IN THE FLANGE CAUSING DERAILMENT OF THE LOCOMOTIVE.
LOS ANGELES	11	10	19	UP	LONG BEACH	T314	TRAIN CSVLV1-12 WAS PULLING THROUGH THE CROSSOVERS AT CP GASPAR. THE TRAIN GOT THROUGH THE CROSSOVERS WITH THEIR THREE ENGINES AND NINE CARS AND THEN THE TENTH CAR FROM THE HEAD END PICKED A BAD SWITCH POINT AND DERAILED EIGHT CARS. PHL MAINTAINS TRACK. PHL ESTIMATED TRACK DAMAGE = \$300,000.
LOS ANGELES	11	11	03	PHL	LONG BEACH	H704	CREW SHOVED LOCOMOTIVE DOWN TRACK AD1 TO PICK UP 86 CARS. CREW THEN PULLED EAST OUT OF TRACK AD1. THE 58TH CAR FROM THE LOCOMOTIVE AT THE AD1 MIDDLE CROSSOVER DERAILED DUE TO A PREVIOUSLY RUN THROUGHSWITCH.

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LOS ANGELES	11	09	26	UP	SAN FERNAND	M504	THE RVUVU-26 WAS DEPARTING OUT OF THE VULCAN LEAD AT SUN VALLEY WHEN AT APPROXIMATELY 2245, THE DUMPDOORS ON THE CARS STARTED TO OPEN. VULCAN MATERIALS INDUSTRY FAILED TO DISCONNECT POWER TO THE SHOES THAT OPEN THE DUMP DOORS. EACH DOOR WAS OPEN AS THE TRAIN PULLED OUT OF THE TRACK. DEBRIS FROMTHE CARS STARTED TO SPILL OUT AND CAUSED TWO CARS TO DERAIL. POINT OF DERAILMENT WAS ON VULCAN MATERIALS PROPERTY WITH DAMAGE ALSO DONE TO METROLINK (SCAX) PROPERTY. ESTIMATED SCAX DAMAGE = \$29,659.SCAX ID 092611. VULCAN MATERIALS CO. MAINTAINS TRACK.
LOS ANGELES	11	04	23	BNSF	VERNON	H504	RCO Y-LAC1022-23 DERAILED 3 CARS WHILE PULLING CUT OF CARS. CUT CONTAINED ARTICULATED EQUIPMENT.
LOS ANGELES	11	03	29	UP	COMMERCE	H307	SHOP MOVERS SPOTTING THE WEST END OF THE HOUSE ATTEMPTED TO SPOT A UNIT JUST OUTSIDE OF WEST 3 TRACK. ALL 4 LOCOMOTIVES FACING WEST SO THE MOVE WAS A LONG SHOVE. GROUND MAN GAVE PROPER CAR COUNTS AND SLOWED TO A STOP, BUT FINAL STOPPING POINT WENT OVER THE DERAIL. ONE TRACTOR MOTOR OF THE UP7633WENT OVER THE DERAIL.
LOS ANGELES	11	04	23	LAJ	VERNON	M505	BNSF CREW Y-LAC1022-23A PULLING WESTWARD ON TRACK 4502 WHEN CARS DERAILED.
LOS ANGELES	11	02	25	PHL	LONG BEACH	H307	CREW SHOVED CARS INTO TRACK 5, MADE CUT AND PULLED INTO TRACK 7. CREW LINED SWITCHES FOR NEXT MOVE EXCEPT DID NOT LINE 5 TRACK SWITCH, THEN SHOVED BACK INTO 5 TRACK STRIKING CUT PREVIOUSLY PLACED THERE. CUT CONTAINED ARTICULATED EQUIPMENT.
LOS ANGELES	11	05	06	LAJ	COMMERCE	T001	IN INDUSTRY SMI'S PLANT Y-VRN2281-06 PULLING OUT OF INDUSTRY TRACK #6619 WHEN RAIL ROLLED DERAILINGCOGX 51128B/END;MWCX 480113 A&B/END; SIRX 460127 A&B/END , AND WKHX 470100 A&B/END
LOS ANGELES	11	06	23	PHL	LONG BEACH	H514	WHILE SHOIVING THE EMPTY SLAB TRAIN TOWARDS PASHA, THE ENGINEER HAD 8 LBS OF AUTOMATIC BRAKES SET ONTHE TRAIN AND NEVER RELEASED THE BRAKES WHILE SHOIVING 2 MILES ON THE MAIN TRACK. THE TRAIN STOPPED 3TIMES, 5 CARS DERAILED ON THE MAIN AND RE-RAILED WHILE SHOIVING. 5 CARS WERE DAMAGED.
LOS ANGELES	11	06	23	BNSF	LOS ANGELES	H514	L-CAL1931-22 DERAILED 5 CARS WHILE SHOIVING WITH BRAKES SET
LOS ANGELES	11	06	20	PHL	LONG BEACH	H307	WHILE SWITCHING ASSTISTANT ENGINEER MISJUDGED THE DISTANCE AND SIDESWIPE CARS ON AD2.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	11	11	11	LAJ	COMMERCE	H504	BNSF SWITCH JOB Y LAC1022 11A DERAILED 3 EMPTY STACKS AT EASTEND OF LAJ C--YARD SWITCH #6411.
LOS ANGELES	11	11	17	BNSF	LOS ANGELES	H307	YTHC3811-16 WHILE SHOING LDD STACK TRAIN FROM SUPPORT YARD TO LOADING YARD DERAILED 1 CAR WHEN SHOVED OVER END OF TRACK BUMPER. CREW HANDLING ALL ARTICULATED EQUIPMENT.
LOS ANGELES	11	09	26	SCAX	SAN FERNAND	M504	RVUVU-26 WAS DEPARTING OUT OF THE VULCAN LEAD AT SUN VALLEY WHEN AT APPROX. 2234, THE DUMP DOORS ONTHE CARS STARTED TO OPEN. VULCAN MATERIALS FAILED TO DISCONNECT POWER TO THE SHOES THAT OPEN THE DUMP DOORS. EACH DOOR WAS OPENED AS THE TRAIN PULLED OUT OF THE TRACK. DEBRIS FROM THE CARS STARTEDTO SPILL OUT AND CAUSED TWO CARS TO DERAIL. POINT OF DERAILMENT WAS ON VULCAN MATERIALS PROPERTY, WITH DAMAGE ALSO DONE TO METROLINK PROPERTY.
LOS ANGELES	11	11	04	UP	LOS ANGELES	H307	THE YLZ41-03 SHOVED THE ZLCAT-05 DOWN THRU MISSION ROAD #7. THE FOREMAN NEGLECTED TO LINE THE 835 SWITCH AT THE WEST END AND RAN THRU IT. AS THE TRAIN DEPARTED, SEVEN CARS WERE DERAILED IN MISSION ROAD #7 AND 835.
LOS ANGELES	11	11	04	UP	LOS ANGELES	H307	THE YLZ41-03 SHOVED THE ZLCAT-05 DOWN THRU MISSION ROAD #7. THE FOREMAN NEGLECTED TO LINE THE 835 SWITCH AT THE WEST END AND RAN THRU IT. AS THE TRAIN DEPARTED, SEVEN CARS WERE DERAILED IN MISSION ROAD #7 AND 835.
LOS ANGELES	11	04	01	BNSF	LA MIRADA	M402	TRAIN STRUCK AUTO NOT AT HIGHWAY GRADE CROSSING.
LOS ANGELES	11	11	11	BNSF	CITY OF COMM	H504	RCO Y-LAC1022-11 DERAILED 3 MTYS WHILE PULLING AND RESPOTTING CITCOM FACILITY. CREW DOUBLED 25 CARLENGTH FROM 4501 TO 4601 WHICH HAD 25 LDD CARLENGTHS. ALL EQUIPMENT BEING HANDLED WAS ARTICULATED.
LOS ANGELES	11	02	25	BNSF	LONG BEACH	H307	CREW SHOVED CARS INTO TRACK 5, MADE CUT AND PULLED INTO TRACK 7. CREW LINED SWITCHES FOR NEXT MOVE EXCEPT DID NOT LINE 5 TRACK SWITCH, THEN SHOVED BACK INTO 5 TRACK STRIKING CUT PREVIOUS PLACED THERE.CUT CONTAINED ARTICULATED EQUIPMENT.
LOS ANGELES	11	05	21	BNSF	LOS ANGELES	M502	S-LHWCL02-10 DEPARTING YANG MING FACILITY FROM 7 TRACK DERAILED 2 CARS AT 6 TRACK SWITCH. CAUSE UNDER REVIEW, INVESTIGATION SHOWED 6-TRACK SWITCH IN REVERSE POSITION UNDER CARS. TRAIN CONTAINED ALLARTICULATED EQUIPMENT.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	10	02	19	UP	LOS NIETOS	H306	BRAKEMAN ON THE LOA35R-19 WAS IN THE CAB PRESSING THE OVERRIDE BUTTON TO CONTINUE PASSING THE PUCKSAND WAS NOT AWARE OF HIS POSITION. HE WENT OVER THE DERAIL AND DERAILED TWO UNITS.
LOS ANGELES	10	09	20	UP	LOS ANGELES	H306	MWCJY-19 CREW PULLED THROUGH TRACK 6, CUT OFF AND SHOVED INTO 5, CUT OFF AND STARTED SHOVING TRACK 4. THEY SHOVED BACK 222 FEET BEFORE GOING INTO EMERGENCY. UPON INVESTIGATION BY THE CONDUCTOR, IT WAS DISCOVERED THAT THEY HAD SIDESWIPIED THE CUT THEY HAD LEFT IN THE FOUL IN TRACK 5.
LOS ANGELES	10	09	20	UP	LOS ANGELES	H306	MWCJY-19 CREW PULLED THROUGH TRACK 6, CUT OFF AND SHOVED INTO 5, CUT OFF AND STARTED SHOVING TRACK 4. THEY SHOVED BACK 222 FEET BEFORE GOING INTO EMERGENCY. UPON INVESTIGATION BY THE CONDUCTOR, IT WAS DISCOVERED THAT THEY HAD SIDESWIPIED THE CUT THEY HAD LEFT IN THE FOUL IN TRACK 5.
LOS ANGELES	10	05	17	BNSF	LOS ANGELES	H303	Z-WSPLAC1-14 WAS DOUBLING 6 CAR LENGTHS TO 102 TRACK. CONDR LINED 102 TRACK SWITCH FOR MOVEMENT THEN LINED DERAIL TO DERAILING POSITION IN ERROR. WHEN SHOVE WAS COMMENCED, CREW DERAILED 2 CARS. ALLEQUIPMENT WAS ARTICULATED. NO HAZARDOUS MATERIALS RELEASED.
LOS ANGELES	10	03	13	UP	LONG BEACH	M405	THE LOI13-13 WAS SHOVING 93 EMPTIES INTO TRACK 805 FROM THE SUPPORT YARD. THE MOVE WAS TO SHOVE CARS INTO 805, MAKE A CUT, THEN SET ONE STACK OVER TO 801, THEN GO BACK OVER TO 805 TO FINISH THE SHOVE. THE CREW ONLY WENT 222 FEET ON THEIR LAST SHOVE INTO 805 WHEN THE TRAIN WENT INTO EMERGENCY. EMPTY INTERMODAL CARS DERAILED IN THE SUPPORT YARD ON THE FROG NEAR THE 903/912 CROSSOVERS. DERAILEMENT WAS CAUSED BY THE INTERACTION OF LATERAL AND VERTICAL FORCES.
LOS ANGELES	10	03	15	UP	WILMINGTON	T102	LOG42-15 HAD APPROXIMATELY 30 CARS ON THE WEST END OF YARD. THEY MADE A SWITCH MOVE INTO TRACK 3 AND PULLED OUT ONTO LEAD TO SHOVE 8 CARS INTO TRACK 5. THEY MADE A JOINT, STRETCHED, AND STARTED TO SHOVE. THE AMOUNT OF CARS IN TRACK 5 THAT WERE SHOVING AGAINST WAS 37 AND COMBINED TOTAL TONNAGE THEY WERE SHOVING WAS 7700. ENGINEER WAS TAILED DOWN AROUND A CURVE THAT LEADS OUT OF YARD. HE WAS USING 4 SD70 LOCOMOTIVES, 3 THAT WRE ONLINE GIVING 36 POWERED AXLES. WHEN HE STARTED THE SHOVE, AN EMPTY 5 BAY STACK CAR ALONG WITH AN EMPTY HOPPER THAT WAS POSITIONED ON 10% CURVE CLIMBED THE RAIL ATAN IRREGULAR CROSSLEVEL AND DERAILED. RAILROAD VERIFIED WILMINGTON AS THE NEAREST CITY.
LOS ANGELES	10	03	28	UP	LONG BEACH	T221	LOG11R-28 DERAILED WHILE GOING INTO TRACK 15-004 TO PICK UP THE PRGX10239. CAUSE IS DUE TO A BROKENRAIL. TWO CARS IN AN ADJACENT TRACK WERE DAMAGED BY DERAILED CARS FROM LOG11R-28.
LOS ANGELES	10	05	14	BNSF	LOS ANGELES	H703	4-UNIT ENGINE CONSIST FOR Z-MEMLAC1-11 WAS SHOVING OVER 106 TRACK ENROUTE 108 TRACK. FOREMAN ON YARD JOB Y-LAC1141-14 WAS STANDING AT 106 SWITCH WAITING FOR POWER TO CLEAR AND STEPPED ON POINT LOCK RELEASE TO 106 SWITCH IN ERROR. SWITCH POINTS OPENED UNDER UNIT BNSF 7843, DERAILING REAR TRUCKS.
LOS ANGELES	10	06	30	BNSF	LOS ANGELES	H307	Y-TCH3811-29 SHOVED 21 ARTICULATED CARS INTO TRACK. IN ATTEMPTING TO CLEAR MIDDLE CROSSING, CREW SHOVED INTO BUMPER AT END OF TRACK. NO CARS DERAILED.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	10	12	09	BNSF	VERNON	T202	M-BARLAC1-08 DERAILED AT BROKEN HEEL BLOCK ON TRACK 1800 BETWEEN 114-115 SWITCHES WHILE PULLING INTOLAJ YARD. NO HAZARDOUS MTL RELEASED.
LOS ANGELES	10	01	29	PHL	LONG BEACH	H306	STANDING CUT OF EMPTY CARS AND OUT TO FOUL ON TRACK 13 WERE STRUCK BY SHOVING TRAIN ON TRACK 11 THAT DID NOT HAVE A CREW MEMBER AT THE REAR OF THE TRAIN
LOS ANGELES	10	09	24	ATK	LOS ANGELES	H702	ENGINE 454 WITH CAR 34951 WAS SHOVING IN LOS ANGELES YARD AND DERAILED BOTH LEAD AXLES DUE TO A REVERSED-LINED SWITCH.
LOS ANGELES	10	05	03	UP	COMMERCE	H607	ENGINEER ON THE YLA32-02 PULLED THRU A SWITCH LINED AGAINST HIS MOVEMENT AND THEN SHOVED BACK RESULTING IN A DERAILMENT. THE DERAILED CARS RAN INTO THE CARS IN THE NORTH DRILL CAUSING ONE TO DERAIL.
LOS ANGELES	10	05	03	UP	COMMERCE	H607	ENGINEER ON THE YLA32-02 PULLED THRU A SWITCH LINED AGAINST HIS MOVEMENT AND THEN SHOVED BACK RESULTING IN A DERAILMENT. THE DERAILED CARS RAN INTO THE CARS IN THE NORTH DRILL CAUSING ONE TO DERAIL.
LOS ANGELES	10	06	30	BNSF	LA MIRADA	T220	R-CAL0111-29 PULLING EAST OUT OF TRACK 6335 DERAILED ENGINE AND TWO CARS WHEN RAIL BROKE IN TURNOUT UNDER ENGINE. NO HAZARDOUS LEAKED.
LOS ANGELES	10	03	20	SCAX	EL MONTE	M308	TRAIN 354 STRUCK A UPRR MAINTENANCE-OF-WAY TRUCK AT TEMPLE AVENUE. NOTE: QUES. 46 UPDATED 5/27/10 PER CITI/FRA. UPRR FILED SEPEARATE 6180.55A FOR RR EMPLOYEE FATALITY, INCIDENT 0310LA017. PER CITI/FRA 7/27/10 SINCE UPRR FILED 55A FOR THEIR EMPLOYEE, SCAX 55A (032010) FOR TRESPASSER WAS DELETED.
LOS ANGELES	10	07	12	UP	CITY OF INDUS	T207	THE ZCIBP-12 WAS DEPARTING CITY OF INDUSTRY PULLING EAST WHEN THEY DERAILED THE LAST CAR AND THE REAR DPU MOTOR DUE TO A BROKEN RAIL ON THE YARD TRACK. THEY PULLED OUT ONTO THE MAIN AND TRAVELED 2 MILES BEFORE THEY CAME TO A STOP. THE TRAIN DID NOT GO INTO EMERGENCY AND THE DPU MOTOR CONTINUED TO LOAD. THE SPEED OF THE TRAIN AT POINT OF DERAILMENT WAS 10 MPH.
LOS ANGELES	10	01	29	PHL	LONG BEACH	H306	CREW WAS SHOVING THEIR TRAIN TO CLEAR A SWITCH IN TRACK 11 AT HANJIN. CONDUCTOR HAD AN EYE ON THE REAR OF HIS TRAIN FROM HIS STANDPOINT. HE WAS ALSO WATCHING THE SWITCH THAT THE CREW WAS TRYING TO CLEAR. AS THE REAR OF HIS TRAIN STARTED TO MOVE WITH THE CURVE OF THE TRACK, HE LOST SIGHT OF THE REAR, SIDE SWIPING A CUT OF EMPTY CARS THAT WERE OUT TO FOUL IN TRACK 13.

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LOS ANGELES	10	01	26	SCAX	LOS ANGELES	H999	EMPLOYEE WAS LOOKING THROUGH HIS WALLET WHILE ATTEMPTING TO PULL TRAIN INTO S&I TRACK, AND RUN OVERDERAIL.
LOS ANGELES	10	05	11	BNSF	LONG BEACH	H607	CREW ON G-RAVWAT7-06 WAS MOVING EASTWARD WITH 32 CARS TO IN PREPARATION FOR SHOVE INTO LOMITA RAIL ETHANOL FACILITY. CREW PULLING THROUGH MAIN TRACK SWITCH THAT WAS LINED AGAINST THEM, THEN SHOVED BACK, DERAILING ONE LOCOMOTIVE AND 3 CARS WHEN SPLIT SWITCH. NO HAZARDOUS MTLs RELEASED.
LOS ANGELES	10	03	20	PHL	LONG BEACH	H303	CREW WAS SHOING CARS INTO TRACK WITH THE CONDUCTOR PROTECTING THE POINT OF THE TRAIN WHILE DRIVING A TRUCK. CONDUCTOR DROVE FURTHER DOWN THE TRACK AND NOTICED A DERAIL UP. HE GAVE INSTRUCTION TO THEENGINEER TO PLUG THE TRAIN BUT DUE TO RADIO TRAFFIC, THE ENGINEER SAYS HE WAS UNABLE TO HEAR THE TRANSMISSION AND CAME INSTEAD TO A NORMAL SLOW STOP. CAR WENT PAST THE BLUE FLAG AND DERAILED BY ONE HALF CAR LENGTH.
LOS ANGELES	10	12	09	LAJ	VERNON	T202	BNSF ROAD CREW M-BACLAC1-08, PULLED LEAD TRACK 1800, CUT OFF TWO REAR DP UNITS, PULLED EAST OVER 102SWITCHED, AND SHOVED APPROXIMATELY 120 FEET TOWARD 102 TRACK WHEN AWARE CARS OF THEIR TRAIN WERE DERAILED.
LOS ANGELES	10	10	26	BNSF	CITY OF COMM	T220	R-CAL0111-26 DERAILED WHEN RAIL BROKE UNDER TRAIN. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	10	10	05	BNSF	LONG BEACH	H220	L-CAL1931-04I CREW WAS SHOING 0 LOADS AND 75 EMPTIES, WITH THREE LOCOMOTIVES. THE CONDUCTOR AND BRAKEMAN WERE RIDING THE SHOVE CAR AND PASSED A RED SIGNAL ON THE PHL SUBDIVISION BY 459 FEET. THE CREWWAS NOT AWARE THAT THEY PASSED A RED SIGNAL UNTIL THE TRAIN RAN THROUGH THE MAINLINE SWITCH DAMAGING THE SWITCH (ML3 POWER SWT)
LOS ANGELES	10	11	04	UP	CARSON	H524	THE LO121-04 WAS SHOING 65 EMPTY BAYS AHEAD OF 5 LOADED AUTO RACKS FROM TRACK 905 TO TRACK 801. THEY WENT UP AGAINST A CUT OF EMPTY BAYS IN 801. AFTER MAKING A JOINT IN 801, THE CONDUCTOR ASKED FOR A PIN AND STRETCH. THEN HE ASKED THE ENGINEER TO SHOVE BACK 801. THE ENGINEER BEGAN SHOING BACKUSING EXCESSIVE HORSEPOWER. THE TRAIN WENT INTO EMERGENCY. 3 BAYS DERAILED AT A CURVE INSIDE J TUNNEL AND 1 CAR DERAILED 3 BAYS BEHIND THE CONSIST.
LOS ANGELES	10	10	23	LAJ	VERNON	M404	YVRN-335 WAS SPOTTING EMPTY CAR @ BAKER COMMODITIES #3583 WHEN OVERHEAD CATWALK FELL DOWN DUE TO DEFECTIVE LATCH, THEN GOT CAUGHT ON ENGINEER SIDE WINDOW, CAUSING WINDOWS TO SHATTER. CATWALK WAS BENT AT ONE END AND CAUGHT LOCOMOTIVE BNSF 1203 WINDOW, THEN BECAME LODGED.
LOS ANGELES	10	10	05	PHL	LONG BEACH	H220	L-CAL1931-04I CREW WAS SHOING 0 LOADS AND 75 EMPTIES, WITH THREE LOCOMOTIVES. THE CONDUCTOR AND BRAKEMAN WERE RIDING THE SHOVE CAR AND PASSED A RED SIGNAL ON THE PHL SUBDIVISION BY 459 FEET. THE CREWWAS NOT AWARE TAHT THEY PASSED A RED SIGNAL UNTIL THE TRAIN RAN THROUGH THE MAINLINE SWITCH DAMAGING THE SWITCH (ML3 POWER SWT).

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	10	11	17	ATK	LOS ANGELES	H702	A YARD CREW WAS SHOVING A CUT OF 11 CARS INTO TRACK 92 WHEN CAR 38062 DERAILED DUE TO SWITCH BEING THROWN UNDER MOVEMENT.
LOS ANGELES	10	07	29	UP	CITY OF INDUS	T207	MWCCI-29 WAS SHOVING B17 AND DERAILED TWO CARS AND TWO LOCOMOTIVES DUE TO A BROKEN RAIL. THEY WERE ABLE TO GET 32 CARS OUT OF 34 OVER POINT OF DERAILMENT.
LOS ANGELES	10	11	10	LAJ	CITY OF COMM	H607	THE BNSF CREW Y LAC3151 09A WAS SPOTTING THE BNSF COMMERCE INTERMODAL FACILITY WITH THE INBOUND Q STILL LAC1 06D USING THE LAC C LEAD AS A TAIL TRACK. THE CREW PULLED TOWARD THE C YARD ALONG THE C LEAD TO CLEAR THE SWITCH INTO THE FACILITY. AT THAT TIME THE CREW APPEARS TO HAVE RUN THROUGH THE LAJ 6414 RIGID SWITCH (WHICH IS APPROXIMATELY 100 FEET FROM THE BANDINI CROSSING). THE HELPER ON THE JOB INSTRUCTED THE ENGINEER TO SHOVE BACK INTO THE FACILITY TO SPOT TRACK 4601, WHEN THE CUT BEGAN TO MOVE BACKWARD AND STOPPED AFTER APPROXIMATELY 3 CAR LENGTHS (150 FEET). THE CREW WENT BACK TO INVESTIGATE THE CAUSE OF THE CUT COMING TO A STOP AND FOUND THAT THEY HAD DERAILED.
LOS ANGELES	10	11	10	BNSF	CITY OF COMM	H607	Y-LAC3151-09, WHILE SPOTTING COMMERCE INTERMODAL FACILITY, PULLED TOWARD "C" YARD ON "C" LEAD. WHILE DOING SO, RAN THROUGH 6414 SWITCH, THEN STOPPED AND BACKED THROUGH IT, DERAILING 3 CARS. CREW HANDLING ARTICULATED EQUIPMENT. NO HAZARDOUS INVOLVED OR SPILLED.
LOS ANGELES	10	03	28	UP	LONG BEACH	T221	LOG11R-28 DERAILED WHILE GOING INTO TRACK 15-004 TO PICK UP THE PRGX10239. CAUSE IS DUE TO A BROKEN RAIL. TWO CARS IN AN ADJACENT TRACK WERE DAMAGED BY DERAILED CARS FROM LOG11R-28.
LOS ANGELES	10	07	05	PHL	LONG BEACH	H303	IN RCL MODE, ENGINEER WAS IN CONTROL OF THE LOCOMOTIVE AND ENTERED THE YARD BEFORE GIVEN INSTRUCTION BY THE APL TOWER. THE ENGINEER PROCEEDED TOWARDS TRACK 22 SOUTH THINKING ALL OF THE DERAIL WARNING LIGHTS WERE DARK. AS HE PROCEEDED, HE NOTICED THAT THERE WAS A DERAIL UP AND PLUGGED THE LOCOMOTIVE, BUT WAS UNABLE TO STOP THE TRAIN IN TIME AND DERAILED THE FIRST 2 AXLES OF THE LOCOMOTIVE.
LOS ANGELES	09	08	12	PHL	LONG BEACH	H704	WITH INTENTION OF SHOVING INTO APL, CREW PULLED OUT OF LAXT. ENGINEER SAID HE HAD LINED ALL SWITCHES FOR STRAIGHT RAIL. CONDUCTOR THEN GAVE CAR COUNT TO ENGINEER FOR REVERSE MOVEMENT WESTBOUND TOWARDS APL. THE TRAIN MOVED ABOUT 5 CAR LENGTHS AND THEN WENT INTO EMERGENCY. ENGINEER HAD RUN THROUGH ONE OF THE SWITCHES HE WAS SUPPOSED TO HAVE LINED AND WHILE MAKING REVERSE MOVEMENT, DERAILED DUE TO THE RUN THROUGH SWITCH.
LOS ANGELES	09	08	13	PHL	LONG BEACH	M404	CREW WAS SHOVING SUPPORT YARD TRACK 2 TO TRACK 21. CONDUCTOR WAS DRIVING AHEAD OF MOVEMENT BY ABOUT 3 TO 4 CAR LENGTHS. CONDUCTOR STOPPED AT CENTER BREAK CROSSING TO WATCH TRAFFIC WHILE TRAIN WAS APPROACHING. HE NOTICED A CONE VEHICLE AT THE CROSSING THAT WAS FOULING THE TRACK AND YELLED TO THE ENGINEER TO PLUG THE TRAIN. THE TRAIN HIT THE CONE VEHICLE WHICH IN TURN SIDE SWIPED A CAR THAT WAS TRACK 22.
LOS ANGELES	09	01	19	PHL	LONG BEACH	H302	CREW WAS GATHERING PULL CARS AT CONOCO PHILLIPS. THEY GATHERED UP 9 TANK CARS AND PULLED PAST THE LEAD SWITCH TO LINE TOWARDS TRACK 16 IN ORDER TO GATHER MORE PULL CARS. CONDUCTOR LINED THE TRACK TOWARD 16 AND THEN HEADED TOWARDS THE PULL CARS ON TRACK 16. HE INSTRUCTED HIS ENGINEER TO SHOVE THE TRAIN TOWARDS TRACK 16. THERE WERE ALSO CARS ON THE ADJACENT TRACK THAT WERE VERY CLOSE TO FOULING TRACK 16. THE CONDUCTOR NOTICED THAT THE CLEARANCE WAS CLOSE, BUT HE THOUGHT THE CARS WOULD CLEAR WHICH THEY DID NOT. THE REAR CAR HEADED TOWARDS TRACK 16 COLLIDED WITH THE CAR FOULING TRACK 16 ON TRACK 17.

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LOS ANGELES	09	01	19	PHL	LONG BEACH	H302	CAR WAS SITTING ON TRACK 17 FOULING TRACK 16 AT CONOCO PHILLIPS. CREW WAS AT THE TERMINAL GATHERING PULL CARS. THEY HAD COLLECTED 9 TANK CARS AND WERE SHOVING BACK TO TRACK 16 TO GATHER MORE CARS. AS THEY HEADED TOWARDS TRACK 16, THE CONDUCTOR NOTICED THAT CLEARANCE WOULD BE CLOSE BUT THOUGHT THAT HIS CARS WOULD MAKE IT PAST THE 1 TANK CAR SITTING ON TRACK 17. THEY DID NOT CLEAR HOWEVER AND THE CAR ON TRACK 17 WAS SIDESWIPE BY THE CARS MOVING TOWARDS TRACK 16.
LOS ANGELES	09	08	17	BNSF	LONG BEACH	H307	Y-THC4811-16A WAS DOUBLING 7 LOADED STACKS IN TRACK 402 TO TRACK 403 8 STACKS. AFTER COMING AGAINST THE EAST END OF TRACK 403, THE FORMAN CUT IN THE AIR AND THE HELPER INSTRUCTED THE ENGINEER TO BACKUP, HE WAS PROTECTING THE POINT FROM THE GROUND ON THE WEST END OF PIER 400 SUPPORT YARD. THERE WAS A 500' GAP IN THE TRK & THE CUT OF CARS STRUCK A STANDING CUT OF CARS AT 7MPH NO HAZ-MAT RELEASE & TRAIN CONTAINED ARTICULATED.
LOS ANGELES	09	04	09	BNSF	LA MIRADA	T299	TRAIN M-BARLAC1-08A HAD COMPLETED SET OUT AND HAD PULLED APPROXIMATELY 3400 FEET WHEN CREW FELT LURCHING OF TRAIN AND THEN TRAIN WENT INTO EMERGENCY. A 4 FOOT PIECE OF RAIL HAD BROKEN WEST OF THE 6331 SWITCH CAUSING CARS TO DERAIL. CONSIST CONTAINED ARTICULATED EQUIPMENT. DBUX 302059, STCC 4909152, UN 1987, RELEASED 2 LIQUID QUARTS OF ALCOHOLS, N.O.S. THE STRAIGHT BREAKS AND LARGE AMOUNT OF ABRASION TO THE FRACTURE FACES INDICATED THIS BROKEN RAIL WAS THE CAUSE OF THE DERAILMENT. DUE TO THE LARGE AMOUNT OF ABRASION, THE CAUSE OF THE RAIL BREAK COULD NOT BE DETERMINED WITH CERTAINTY. IT IS RECOMMENDED THAT THIS DERAILMENT BE CLOSED OUT WITH CAUSE CODE T299 OTHER RAIL AND JOINT BAR DEFECT.
LOS ANGELES	09	08	08	UP	CARSON	T207	LOI31-07 DERAILED 5 CARS WHILE COMING OUT OF TRACK 306 THRU THE ALAMEDA CROSSOVER JUST WEST OF CARSON ST. THERE WAS A BROKEN RAIL BEFORE THE FROG IN THE CROSSOVER.
LOS ANGELES	09	03	21	BNSF	VERNON	H307	TRAIN M-BARLAC1-20A WAS SHOVING 24 CARS INTO TRACK 109 AT THE LAJ WHEN THE HEAD CARS DERAILED. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	09	09	25	BNSF	WILMINGTON	H312	Y-WAT4041-25A WHILE SWITCHING CARS INTO TRACK 1211 AT WATSON YARD, CREW KICKED CARS ON TOP OF BNSF 793961 DAMAGING TWO CARS ACCOUNT OF A BY-PASSED COUPLER. NOTHING DERAILED JUST DAMAGE TO CARS.
LOS ANGELES	09	02	05	UP	LONG BEACH	T110	PHL'S PHL70-05 WAS PULLING 108 CARS FROM INDUSTRY TRACK 303 AT ICTF TO HANJIN WHEN 9 ARTICULATED CARS AT REAR OF THE TRAIN DERAILED. UP MAINTAINS TRACK. PHL'S ESTIMATED EQUIPMENT DAMAGE = \$5,000.
LOS ANGELES	09	02	24	UP	LOS ANGELES	T314	ZAILC-23 WAS PULLING INTO TRACK 829 AND DERAILED DUE TO A WORN SWITCH POINT.
LOS ANGELES	09	01	24	LAJ	VERNON	T314	BNSF SHOVING CARS INTO TRACK #102, CAR TILX 196200 CLIMBED THE RAIL JUST BEFORE THE HEEL BLOCK, CAUGHT SWITCH POINT BROKE IT. ONE SET OF TRUCKS ON A-END TRAVERSED THE SOUTH RAIL, FOR APPROXIMATELY 17 CAR LENGTHS.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	09	02	05	PHL	LOS ANGELES	T110	CREW WAS PULLING OUT OF ICTF TRACK 303 TO WYE AT MILEPOST 20.8 AND SHOVE TO HANJIN WHEN THE ENGINEER LOST ABILITY TO GENERATE TRACTION AND ULTIMATELY STALLED OUT. IT WAS DETERMINED THAT THE REAR 9 CARS HAD DERAILED. IT WAS DETERMINED THAT THE DERAILMENT WAS DUE TO WIDE GAUGE.
LOS ANGELES	09	07	18	UP	LOS ANGELES	T314	IDULB-16 WAS PULLING THROUGH TRACK 204 WHEN THEY DERAILED NINE CARS OVER A WORN SWITCH POINT.
LOS ANGELES	09	11	09	SCAX	LOS ANGELES	M405	UPRR'S MWCJY-08 DERAILED 4 CARS WHILE SHOIVING INTO 4TH STREET YARD VIA SCAX'S TRACK.
LOS ANGELES	09	06	23	BNSF	LONG BEACH	H702	Y-THC181-23A, SHOIVING 4 ARTICULATED CARS ON C3 LEAD AGAINST BALANCE OF CARS ON TRACK C3, DERAILED LEAD CAR NOKL 230113 BECAUSE C2-C3 SWITCH HAD EARLIER BEEN LEFT REVERSED UNDER LEAD WELL OF THIS CAR. CAR SPLIT SWITCH AND IMPACTED HEAD CAR ON C2 TRACK, BNSF 237959. ALL CARS INVOLVED WERE ARTICULATED EQUIPMENT.
LOS ANGELES	09	01	24	BNSF	VERNON	T314	M-BARLAC1-23A CREW WAS SHOIVING FULL TRAIN WEST INTO TRACK 102, WHEN CAR TILX 192600 PICKED THE SWITCH. THE CAR PICKED THE SWITCH AND WENT ON THE GROUND 10 YARDS WEST OF SWITCH. THE "B" TRUCKS WERE DRAGGING ON THE GROUND APPROXIMATELY 600 FEET THROUGH THE TRACK. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	09	03	21	LAJ	VERNON	H704	MBARLAC1 20A PULLED THROUGH A-YARD TRAVELING WEST ON THE FLOOD TRACK, #2000 PULLING THROUGH SWITCH #1903. THE SWITCH WAS LINED FOR THE GREEN LEAD, TRACK #1900 AND THE TRAIN PULLED 3 1/2 CAR LENGTHS THROUGH THE SWITCH. THE TRAIN THEN REVERED THE MOVEMENT, SHOIVING WEST 3 1/2 CARS PULLING (1) ONE SET OF WHEELS OF BORX 400123 ON THE GROUND AND DERAILING GACX 950085 HALF ON THE FLOOD TRACK, AND HALF ON THE GREEN LEAD UNTIL IT DERAILED ALL (4) FOUR SETS OF WHEELS.
LOS ANGELES	09	09	01	BNSF	WILMINGTON	H524	L-CAL1931-311 WAS SHOIVING 81 CARS WITH A MINIMUM SET AND FOUR LOCOMOTIVES ONLINE. ENGINEER INCREASED HIS AUTOMATIC SET TO 10 LBS TO STOP FOR A STOP SIGN. WHEN THEY STARTED TO MOVE AGAIN THE ENGINEER FAILED TO RELEASE THE AUTOMATIC SET CAUSED A TRACTIVE EFFECT OF 54 OR 800 AMPS. TRAIN TRAVELED 2500 FEET AND THEN WENT INTO EMERGENCY.
LOS ANGELES	09	08	21	UP	CITY OF INDUS	M304	IEWLB-19, WITH LEAD UNIT UP5512, STRUCK THE TRAILER PORTION OF A TRACTOR RIG THAT CROSSED THE DOUBLEWHITE LINES AND STOPPED ACROSS THE TRACKS AT A RED LIGHT WITH OTHER MOTORISTS AHEAD. SIGNAL EQUIPMENT WAS DAMAGED. DRIVER OF RIG WAS INJURED. DRIVER WAS ALSO ISSUED A CITATION. RAIL = CWR
LOS ANGELES	09	11	04	SCAX	NORWALK	M302	TRAIN 603 STRUCK EMPTY VEHICLE ON ROSECRANS AVENUE CROSSING. NOTE: QUES. 34A AND 35B UPDATED 1/25/10.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	09	12	13	UP	LOS ANGELES	T207	YLZ01-13 DERAILED ONE LOCOMOTIVE DUE TO A BROKEN RAIL. THEY WERE SHOVING FOUR LOCOMOTIVES IN A WESTWARD DIRECTION DOWN MISSION ROAD 7 TO SET OUT DPU LOCOMOTIVES.
LOS ANGELES	09	05	30	UP	WILMINGTON	E30C	LOG42-30 WAS PULLING DOWN HILL AND AROUND A CURVE WHEN A KNUCKLE BROKE WITHOUT THE CREW'S KNOWLEDGE. WHEN THEY SHOVED BACK, THEY RAN INTO THE REMAINDER OF THEIR TRAIN CAUSING LATERAL FORCES ON THE HIGH SIDE OF THE CURVE. THE IMPACT CAUSED THE LIGHTEST CAR IN THE CUT TO RAISE OFF THE CENTER PIN, DERAILING IT AND THE FOLLOWING CAR. THE CUT MOVED AN ADDITIONAL 100 FEET BEFORE THEY STOPPED. THE DOWNLOAD SHOVED NO TRAIN HANDLING ISSUES DURING THE SWITCHING MOVE.
LOS ANGELES	09	11	09	UP	LOS ANGELES	M405	UPRR'S MWCJY-08 DERAILED 4 CARS WHILE SHOVING INTO 4TH STREET YARD VIA SCAX'S TRACK DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES. SCAX MAINTAINS TRACK. SCAX'S TRACK & SIGNAL DAMAGE = \$21,846.
LOS ANGELES	09	05	07	BNSF	LOS ANGELES	M402	Q-LACBIR1-07 CREW PUTTING TRAIN TOGETHER IN TRACKS 125-115-105. CREW SHOVED CARS TOGETHER FROM TRACK 125 TO 115. THEN SHOVED THAT CUT TO A JOINT TO TRACK 105. DURING THE 2ND SHOVE, CRANE #39 WHICH WAS POSITIONED OVER TRACK 125 NEAR WEST END, WHEN BOOM MADE CONTACT WITH HIGH CUBES ON CAR DTTX 723656 WAS DRAGGED ABOUT 80' WEST CAUSING DAMAGE TO NEXT D/S, DTTX 724378. ROOT CAUSE WAS CRANE OPERATOR FAILING TO FOLLOW PROPER CRANE SHUTDOWN PROCEDURES.
LOS ANGELES	09	08	01	UP	LOS ANGELES	T221	ROUNDHOUSE CREW MOVING FOUR UNITS WITH LEAD UNIT UP7603 DERAILED THE UP8250 DUE TO A BROKEN RAIL.
LOS ANGELES	09	08	08	PHL	LONG BEACH	H306	1800 BNSF CREW SHOVING WESTBOUND HANJIN TRACK 16 COUPLED TO CUT OF CARS. THE ASSISTANT ENGINEER GOT A RIDE TO WHAT HE BELIEVED WAS THE REAR OF THE CUT OF CARS THEY HAD JUST COUPLED TO AND INSTRUCTED THE ENGINEER TO SHOVE. HE HOWEVER WAS NOT AT THE ACTUAL REAR OF THEIR TRAIN AND SO WAS NOT PROTECTING SHOVING MOVEMENT. THERE WAS A GAP BETWEEN THE CUT OF CARS THEY ACTUALLY COUPLED TO AND ANOTHER CUT OF 48 LOADED CARS ON THE TRACK. AFTER GIVING THE ENGINEER THE DIRECTION TO SHOVE, ASSISTANT ENGINEER REALIZED THERE WAS NO AIR AT THE REAR SINCE HE WAS UNABLE TO HEAR ANY NOISE FROM THE BRAKE SYSTEM. AN ASSISTANT ENGINEER FROM ANOTHER CREW UPON HEARING THE RADIO TRANSMISSION TOLD THE ENGINEER TO
LOS ANGELES	09	06	23	BNSF	LONG BEACH	H702	Y-THC181-23A, SHOVING 4 ARTICULATED CARS ON C3 LEAD AGAINST BALANCE OF CARS ON TRACK C3, DERAILED LEAD CAR NOKL 230113 BECAUSE C2-C3 SWITCH HAD EARLIER BEEN LEFT REVERSED UNDER LEAD WELL OF THIS CAR. CAR SPLIT SWITCH AND IMPACTED HEAD CAR ON C2 TRACK, BNSF 237959. ALL CARS INVOLVED WERE ARTICULATED EQUIPMENT.
LOS ANGELES	09	08	17	BNSF	LONG BEACH	H307	Y-THC4811-16A WAS DOUBLING 7 LOADED STACKS IN TRACK 402 TO TRACK 403 8 STACKS. AFTER COMING AGAINST THE EAST END OF TRACK 403, THE FORMAN CUT IN THE AIR AND THE HELPER INSTRUCTED THE ENGINEER TO BACKUP, HE WAS PROTECTING THE POINT FROM THE GROUND ON THE WEST END OF PIER 400 SUPPORT YARD. THERE WAS A 500' GAP IN THE TRK & THE CUT OF CARS STRUCK A STANDING CUT OF CARS AT 7MPH NO HAZ-MAT RELEASE & TRAIN CONTAINED ARTICULATED.
LOS ANGELES	09	06	14	BNSF	PICO RIVERA	H402	EASTBOUND AMTRAK A566-14 STRUCK BNSF HYRAIL VEHICLE 20134 (NOT AT A CROSSING) ON MAIN TRACK 2.

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LOS ANGELES	09	07	04	BNSF	WILMINGTON	H799	WHILE DOUBLING TRAIN AT ETHANOL PLANT, THE Y-WAT4041-03A LINED ONE END OF A CROSSOVER MOVE BUT DID NOT LINE THE OTHER END WHICH WAS A VARIABLE SWITCH. THE CREW MADE A JOINT NEAR THE SWITCH. HOWEVER THEY DID NOT CONTINUE TO SHOVE A FULL CAR LENGTH THROUGH THIS SWITCH AS REQUIRED BY GCOR 8.18. AS A RESULT CREW DERAILED WHEN THEY REVERSED THEIR DIRECTION. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	09	05	29	UP	BUENA PARK	H702	LOA39R-29 SHOVED CARS TO SPOT. RCO (1) WAS TRYING BRAKES AND WHILE DOING THAT THE OTHER RCO (2) LINED SWITCH FOR TRACK 711 AGAINST THEIR MOVE. RCO (1) THEN PROCEEDED TO PULL ENGINES AHEAD AND RUNNING THROUGH THE SWITCH AND THEN SHOVED BACK ON THE LEAD CAUSING TEN ENGINES (6 WHEELS) TO DERAIL. UP MAINTAINS TRACK.
LOS ANGELES	09	05	07	BNSF	LOS ANGELES	M402	Q-LACBIR1-07 CREW PUTTING TRAIN TOGETHER IN TRACKS 125-115-105. CREW SHOVED CARS TOGETHER FROM TRACK 125 TO 115. THEN SHOVED THAT CUT TO A JOINT TO TRACK 105. DURING THE 2ND SHOVE, CRANE #39 WHICH WAS POSITIONED OVER TRACK 125 NEAR WEST END, WHEN BOOM MADE CONTACT WITH HIGH CUBES ON CAR DTTX 723656 WAS DRAGGED ABOUT 80' WEST CAUSING DAMAGE TO NEXT D/S, DTTX 724378. ROOT CAUSE WAS CRANE OPERATOR FAILING TO FOLLOW PROPER CRANE SHUTDOWN PROCEDURES.
LOS ANGELES	09	07	29	SCAX	LOS ANGELES	M302	WOMAN STOPPED ON CROSSING AT PIERCE STREET AND WAS FATALLY STRUCK BY TRAIN 218. NOTE: QUES 34A & 35B UPDATED 1/25/10.
LOS ANGELES	09	03	16	UP	CARSON	H307	BRAKEMAN ON THE LOG09R-16 RAN THROUGH THE 773 SWITCH THEN BACKED UP OVER SWITCH DERAILING THE REAR TRUCK ON THE UPY2758 AND THE FRONT TRUCK ON THE UP796. UP MAINTAINS TRACK.
LOS ANGELES	09	11	30	UP	CITY OF INDUS	H307	MWCCI-30 RAN THRU THE EAST LEG OF THE WYE SWITCH. CONDUCTOR LINED THE 31 CROSSOVERS AND THE DERAIL FOR HIS MOVE INTO THE ENGINE SPUR. HE THEN GOT IN A YARD VAN AND PRECEDED THE MOVE. HE SAW THE TARGET WAS PARALLEL TO TH ENGINE SPUR AND TOOK SWITCH AS IT WAS FOR HIS MOVEMENT. BUT NORMAL MOVEMENT IS FOR THE WEST LEG OF THE WYE. TRAIN STARTED TO SHOVE INTO THE BOWL AND CONDUCTOR REALIZED THEY WERE GOING INTO THE WRONG TRACK, STOPPED IT, AND TOLD HIS ENGINEER TO GO AHEAD, RESULTING IN DERAILMENT.
LOS ANGELES	09	12	15	BNSF	LOS ANGELES	H307	Y-THC3811-14, WHILE SHOING INTO PIER 400 SUPPORT YARD AT EAST END, WAS CARS FROM 402 TO 403 TRK. 4MAIN LINED 402/403 SWITCH AND CREW BEGAN TO SHOVE BACK 15 CARS, BUT STOPPED AFTER 5 WHEN HEAD 3 CARS DERAILED ACCOUNT 401 SWITCH IN CORRECTLY LINED. ALL CARS INVOLVED IN DERAILMENT WERE ARTICULATED EQUIPMENT.
LOS ANGELES	09	06	14	ATK	PICO-RIVERA	H402	TRAIN 566 WITH ENGINE 463 AND 6 CARS STRUCK BNSF HYRAIL VEHICLE 20134 ON #2 TRACK.
LOS ANGELES	09	11	04	BNSF	SANTA FE SPR	M302	F-ML603XX-04 STRUCK AN OCCUPIED PICKUP TRUCK AT CROSSING.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	08	09	12	UP	CHATSWORTH	H220	SCAX'S METROLINK TRAIN 111 RAN BY A RED SIGNAL RESULTING IN A HEAD-ON COLLISION WITH UP'S TRAIN LOF65-12. UP'S UNIT UP8485, E-M SD70ACE-06, FUEL TANK CAPACITY 4,900 GAL, SPILLED 1,00 GAL OF DIESEL FUEL. SCAX'S ESTIMATED DAMAGES: TRACK/SIGNAL/STRUCTURE = \$117,325 & EQUIPMENT = \$9,000,000. ONE DRUG POSITIVE - NOT DETERMINED TO BE A CAUSAL FACTOR. RAIL=CWR
LOS ANGELES	08	07	18	BNSF	LOS ANGELES	H307	LOCOMOTIVES MADE A HOOK ON THE EAST END OF TRACK 405. THE FOREMAN RODE IN A VAN TO THE WEST END OF TRACK 405 TO SHOVE INTO PIER 400. THE FOREMAN ASKED THE ENGINEER IF HE WAS MOVING. THERE WAS AN 8 CAR GAP IN TRACK 405. THE TRAIN STRUCK THE LOADED STACK CAR AT 8 MPH AND DERAILED ON CAR DTTX 428053.
LOS ANGELES	08	07	17	BNSF	VERNON	T399	CREW WAS SETTING TRAIN OUT AT THE LAJ RAILWAY. THEY HAD SHOVED TRACK 5.4, AND TRACK 3. CREW WAS NOTIFIED NOT TO MOVE AFTER SHOIVING TRACK 3 THAT THEY WERE POSSIBLY ON THE GROUND. WHEN CREW INSPECTED TRAIN, THEY FOUND 2 CARS ON THE GROUND. IT APPEARS THAT THEY PICKED A SWITCH ON THE CURVE. CARS WENT ON THE GROUND AND ROLLED NEXT TO THE TRACK ON THE GROUND FOR ABOUT 15 CAR LENGTHS. NO HAZARDOUS MATERIALS WERE RELEASED. LAJ, THE OTHER RAILROAD INVOLVED HAS BEEN NOTIFIED BUT HAS NOT FILED FORM 6180.54 TO DATE.
LOS ANGELES	08	02	11	BNSF	LONG BEACH	H307	THE BNSF 642 JOB. THE CONDUCTOR ON THE 642 JOB WAS RIDING THE POINT ON THE DP POWER, HIS PAKSET BATTERY FELL OUT OF HIS PAKSET CAUSING HIM TO LOSE COMMUNICATION WITH HIS ENGINEER. HE SAW IMPROPERLY LINED SWITCH; HOWEVER, COULD NOT COMMUNICATE SUCH TO HIS ENGINEER. HIS DP POWER WAS FACING EAST; HERACED FROM THE REAR OF THE POWER TO THE CAB AND PUT THE TRAIN INTO EMERGENCY. THE PHL CUT OF CARS WAS STRUCK. LOCO BNSF 4500, EMD/SD39, FUEL CAPACITY 5,000 GALLONS, RELEASED 50 GALLONS.
LOS ANGELES	08	01	28	PHL	LONG BEACH	H702	EMPLOYEE, INTENDING TO SHOVE CARS INTO TRACK, FAILED TO INSPECT SWITCH, WHICH WAS UNDER WATER AND GAPPED CAUSING 3 REAR CARS TO DERAIL.
LOS ANGELES	08	11	25	PHL	LONG BEACH	H525	CREW WAS SHOIVING INTO A TRACK WITH 46 LOADS AT THE REAR AND 50 EMPTIES AGAINST 2 SETS OF ROAD POWER. EXCESSIVE USE OF LOCOMOTIVE INDEPENDENT BRAKE WHILE SHOIVING THE TRAIN CAUSED THE CARS TO STRING LINE INSIDE OF THE CURVE.
LOS ANGELES	08	09	12	SCAX	LOS ANGELES	H220	TRAIN 111 RAN A RED SIGNAL AND COLLIDED HEAD-ON WITH A UPRR FREIGHT. THE NUMBER OF FATALITIES AND/OR INJURIES MAY BE UPDATED AS NECESSARY.¶ ¶ QUES. 17 CHANGED TO 74 DEGREES PER NTSB DATA¶ ¶ QUES. 22 CHANGED FROM 4 TO 3¶ ¶ QUES. 23 DATA ADDED PER FRA REQUEST ¶
LOS ANGELES	08	02	11	PHL	LONG BEACH	H307	PHL69 WITH 34 LOADED CARS WAS STOPPED SHORT OF SWITCH 16 AT PIER W SO THE CONDUCTOR COULD LINE CROSSOVER SWITCHES. ON A NEARBY TRACK BNSF 642 WAS RIDING THE POINT OF THE DP POWER. THE BNSF CONDUCTOR LOST COMMUNICATION WITH HIS ENGINEER WHEN HIS RADIO FELL. THE CONDUCTOR REALIZED HE WAS LINED FOR THE TRACK THAT THE PHL TRAIN WAS STANDING IN AND RACED TO PLUG HIS TRAIN BUT WAS UNABLE TO STOP SHORT OF HITTING THE REAR OF THE PHL TRAIN.
LOS ANGELES	08	01	28	UP	CITY OF INDUS	T113	YCI19-28 WAS BUILDING THE MCIWC-28 WHEN THEY DERAILED DUE TO WIDE GAGE.

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LOS ANGELES	08	02	20	PHL	LONG BEACH	H306	CUT OF CARS WERE SITTING ON SUPPORT TRACK 8 FOULING SUPPORT TRACK 9. CONDUCTOR OF CREW WORKING IN SUPPORT TRACK 9 INSTRUCTED HIS ENGINEER TO SHOVE TRACK 9 BUT FAILED TO PROTECT THE POINT. THE REAR END OF THE TRAIN ON SUPPORT TRACK 9 THEN COLLIDED WITH THE CAR THAT WAS OUT TO FOUL IN SUPPORT TRACK 8.
LOS ANGELES	08	04	23	PHL	LONG BEACH	T314	CREW SHOVED INTO TICTF AND STOPPED FOR CONDUCTOR TO LINE EAST SY1 SWITCH. CONDUCTOR STAYED ON THE GROUND NEAR FOULING POINT OF SY1. SHOVE WAS BEING PROTECTED. AFTER 15 BAYS HAD PASSED, THE TRAILING TRUCK OF THE REAR OF THE TRAIN DERAILED ON THE LEFT HAND SWITCH POINT.
LOS ANGELES	08	05	24	PHL	LONG BEACH	H018	PHL68 WAS SITTING IDLE IN WATSON YARD ON TRACK 15 WITH AN INTERCHANGE TRAIN THAT THEY WERE GETTING READY TO CUT AWAY FROM. A BNSF CREW HAD JUST CUT AWAY FROM SOME CARS IN TRACK 11 BUT FAILED TO SET THE BRAKES. THE CUT OF CARS THEN ROLLED AWAY AND HIT THE REAR CAR OF THE INTERCHANGE TRAIN BEING DELIVERED BY PHL68.
LOS ANGELES	08	07	24	PHL	LONG BEACH	H702	CREW WAS INTENDING TO SHOVE 3 MTY STACK CARS FROM TICTF SUPPORT YARD 5 TO TICTF LOADING YARD 4. THE CONDUCTOR WAS RIDING AHEAD OF THE MOVE IN A GOLF CART AND GAVE HIS ENGINEER A 5 STACK CAR COUNT AND THEN IMMEDIATELY THEREAFTER A STOP COMMAND. THE ENGINEER PLUGGED THE TRAIN BUT THE TRAIN WAS UNABLE TO STOP SHORT OF AN IDLE LOCOMOTIVE THAT WAS SITTING IN A STORAGE TRACK. THE SWITCH TO LOADING YARD 4 HAD BEEN IMPROPERLY LINED TOWARDS THE LOCOMOTIVE STORAGE TRACK AND THE CONDUCTOR HAD NOT BEEN PROTECTING THE SHOVE PROPERLY SO AS TO AVOID THE COLLISION.
LOS ANGELES	08	07	24	PHL	LONG BEACH	H702	LIGHT LOCOMOTIVE PHL 64 WAS IDLE IN A STORAGE TRACK AT THE TICTF FACILITY WHEN IT WAS STRUCK BY A FREIGHT TRAIN WHO'S CONDUCTOR HAD FAILED TO MAKE SURE THE TRACK WAS LINED FOR INTENDED DIRECTION.
LOS ANGELES	08	01	17	SCAX	BALDWIN PARK	M302	TRUCK BACKED ONTO CROSSING AT IRWINDALE AVENUE AND WAS STRUCK BY TRAIN 305. NOTE: QUES. 34A AND 35B UPDATED 1/25/10.
LOS ANGELES	08	02	08	SCAX	INDUSTRY	M302	TRAIN 401 STRUCK A VEHICLE AT TURNBULL CANYON ROAD. NO INJURIES TO DRIVER OR CREW ON BOARD THE TRAIN. QUES. 34A AND 35B UPDATED 1/25/10.
LOS ANGELES	08	02	08	SCAX	LOS ANGELES	H399	TRAILING POINT SWITCH RUN THROUGH FOLLOWED BY ANOTHER MOVEMENT MAKING A REVERSE MOVE OVER THE SAME SWITCH.
LOS ANGELES	08	02	08	UP	CITY OF INDUSTRY	M399	SCAX'S SCR401-08, WITH LEAD UNIT SCAX872, STRUCK AN UNOCCUPIED VEHICLE AT UP'S TURNBULL CANYON ROAD CROSSING. SCAX ESTIMATED EQUIPMENT DAMAGE = \$42,000.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	08	03	10	UP	LOS ANGELES	H703	MECHANICAL FORCES WITH, LEAD UNITS UP4196, WERE MOVING FOUR UNITS TO THE HOUSE WHEN TWO DERAILED TO THEIR FAILURE TO PROPERLY LATCH/LOCK A SWITCH.
LOS ANGELES	08	03	17	UP	CARSON	H306	LOI23-17 DERAILED ONE CAR DUE TO FAILURE TO PROTECT SHOVING MOVEMENT. CAR DTTX27332 WAS DESTROYED. INVESTIGATION PENDING (4/14/08).
LOS ANGELES	08	03	22	UP	POMONA	H705	ZMQLA-21 DERAILED LEAD UNIT UP8328 WHEN THE CREW FAILED TO LINE A MOVEABLE POINT FRONG FOR A WESTBOUND MOVEMENT.
LOS ANGELES	08	04	01	UP	CITY OF INDUS	T319	ILBDI-01 WAS TRAVELING EAST WHEN A WHEEL CAUGHT A GAPPED SWITCH POINT AND DERAILED ONE UNIT AND 4 ARTICULATED CAS. RAIL WAS CWR.
LOS ANGELES	08	04	08	UP	LOS ANGELES	H522	BNSF'S MBARLAC1-07A WAS PULLING FROM BNSF'S YARD ONTO UP'S TRACK WHEN BNSF DERAILED ON BNSF TRACK AND DRAGGED DERAILED CARS ONTO UP'S TRACK. BNSF ESTIMATED DAMAGES: EQUIPMENT = \$41,000 AND TRACK = \$6,000.
LOS ANGELES	08	02	20	PHL	LONG BEACH	H306	ASSISTANT ENGINEER GAVE HIS ENGINEER INSTRUCTION TO SHOVE ONTO SUPPORT TRACK 9 GOOD FOR 10 STACKS. ASSISTANT ENGINEER WAS NOT AT THE POINT TO VISUALLY VERIFY THAT THE TRACK WAS CLEAR FOR THE SHOVE AND SO FAILED TO NOTICE THAT A STANDING CUT OF CARS ON SUPPORT TRACK 8 WERE FOULING SUPPORT TRACK 9 CAUSING A COLLISION BETWEEN THE TWO.
LOS ANGELES	08	10	22	LAJ	VERNON	H505	M-BARLAC-21A WAS DELIVERING A TRAIN TO THE LAJ. THE TRAIN HAD DP POWER, 2 UNITS ON THE REAR. THE CONDUCTOR WAS AT THE REAR OF THE TRAIN AND INSTRUCTED ENGINEER TO GIVE HIM A PIN. THE ENGINEER SHOVED TRAIN BACK FOR THE PIN THEN THE CONDUCTOR INSTRUCTED HIM TO PULL AHEAD. THE TRAIN PULLED HARD ENOUGH TO PULL CARS OFF THE TRACK ON A CURVE. THERE WERE EMPTIES IN THE MIDDLE OF LOADS WHERE DERAILMENT OCCURRED.
LOS ANGELES	08	03	15	PHL	LONG BEACH	H307	CREW WAS SHOVING CARS WESTWARD TOWARDS THE LOADING YARD WHEN THEIR TRAIN WAS HIT BY ANOTHER TRAIN WHICH WAS MISLINED FOR THE TRACK THEY WERE SHOVING INTO.
LOS ANGELES	08	07	17	LAJ	VERNON	E37C	M-BARLAC1-16A WAS SHOVING WEST WHEN BNSF519215 CAME OFF HILL THROUGH CURVE, THE SHORT DRAW BARS, LIMITING LATERAL MOVEMENT CAUSED THE CAR WHEEL TO CLIMB UP THE RAIL WITH THE CAR BEHIND FOLLOWING. BOTH CARS TRAVERSED THE TRACK FOR APPROXIMATELY 700 FEET.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	08	05	07	UP	LOS ANGELES	T210	KATLB-04 DERAILED AT A BROKEN RAIL ON THE METROLINK CONNECTOR TRACK THAT IS ON UP PROPERTY.
LOS ANGELES	08	05	13	UP	CITY OF INDUS	H302	KATLB-10 SIDESWIPE CARS FROM OWN TRAIN WHILE MAKING A SET-OUT.
LOS ANGELES	08	05	13	UP	CITY OF INDUS	H302	KATLB-10 SIDESWIPE CARS FROM OWN TRAIN WHILE MAKING A SET-OUT.
LOS ANGELES	08	05	29	UP	LONG BEACH	H307	LOI31-28 WAS SHOVING TO MAKE A JOINT, SLAMMED INTO THE CUT, DERAILED TWO BAYS IN THEIR CUT, AND TWOBAYS IN AN ADJACENT TRACK.
LOS ANGELES	08	05	29	UP	LONG BEACH	H307	LOI31-28 WAS SHOVING TO MAKE A JOINT, SLAMMED INTO THE CUT, DERAILED TWO BAYS IN THEIR CUT, AND TWOBAYS IN AN ADJACENT TRACK.
LOS ANGELES	08	01	30	UP	LOS ANGELES	T311	YLA70R-29 WAS SHOVING INTO ADM MILLING TRK WHEN THEY DERAILED OVER A NEW CUSTOMER SWITCH THAT WAS OUT OF ADJUSTMENT. ADM MILLING MAINTAINS TRACK.
LOS ANGELES	08	12	29	PHL	LONG BEACH	H702	CONDUCTOR SET A CUT OF CARS INTO AD2. HE CUT AWAY FROM THE CARS, LINED THE SWITCH BACK BEHIND HIM KNOWING HE WOULD HAVE TO COUPLE TO THE CARS HE HAD JUST SET INTO THE TRACK. HE MISLINED HIS SWITCH HOWEVER FOR CROSSOVER FROM AD2 TO AD1. HE DIDN'T NOTICE BECAUSE THE HE LEFT THE CARS HE HAD SHOVED WERE LEFT TOO CLOSE TO THE CROSSOVER SWITCH. HE CAME BACK WITH ADDITIONAL CARS AND HOOKED ONTO THE CARS IN AD2. HE THEN WENT TO THE REAR OF AD2 TO WATCH THE SHOVE. AS THE ENGINEER SHOVED THE TRAIN, THE CARS THAT HAD ALREADY BEEN PUT INTO AD2 CAME BACK HOWEVER THE CARS THAT HE HAD HOOKED TO THOSE CARS TRAVELED DOWN THE CROSSOVER CAUSING 6 CARS TO DERAIL.
LOS ANGELES	08	01	06	BNSF	LOS NIETOS	M302	AMTRAK TRAIN 595 (06) OPERATING WITH CAB CAR 6906 IN PUSH MODE STRUCK AN AUTO ON THE CROSSING.
LOS ANGELES	08	07	01	UP	IRWINDALE	H025	LOS49-30 FAILED TO MAINTAIN CONTROL OF CARS WHILE ATTEMPTING TO GRAVITY DROP CARS RESULTING IN DERAILMENT.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
LOS ANGELES	08	05	24	BNSF	LONG BEACH	H018	THE 9920 EXTRA SWITCH CREW AWAY FROM CARS STANDING IN TRACK 11. NOT COMMUNICATED BY THE FOREMAN AND NOT INITIATED BY THE HELPER, ZERO BRAKES WERE ON THE CARS BEING CUT AWAY FROM. AS FOREMAN FINISHED WATCHING/PROTECTING THE POINT, AND THE POWER CUT AWAY FROM THE CARS, THE 23 LOADED TANK CARS BEGAN ROLLING INTO A STANDING CUT OF CARS BRING DELIVERED FROM PHL FROM THE WEST END OF THE YARD. NO HAZARDOUS MATERIALS LEAKING..
LOS ANGELES	08	05	22	BNSF	WILMINGTON	H505	ENGINEER CAME OUT TO THROTTLE POSITION 4 WITH APPROXIMATELY 1000 AMPS WITH LOCOMOTIVES ON LINE CAUSING A STRING ON A 12.5 DEGREE CURVE AT CP BNSF CROSSING DERAILING 13 CARS AS INDICATED ON THE EVENT RECORDER ANALYSIS. THE REAR END OF THE TRAIN HAD NOT RELEASED CAUSING AN ANCHORING EFFECT CAUSING EXCESSIVE LATERAL FORCES ON THE CURVE. NO HAZARDOUS MATERIALS LEAKING.
LOS ANGELES	08	04	12	BNSF	LOS ANGELES	H307	JOB Y LAC0106 12A SHOVING EMPTY STACK CARS WEST. FOREMAN AND HELPER WERE IN A VEHICLE DRIVING NEXT TO THE MOVEMENT. THE CREW DID NOT LINE THE SWITCH INTO THE CITCOM YARD. THE SWITCH WAS LINED INTO TRACK 4501 WHICH WAS OCCUPIED WITH LOADED STACK CARS FOR THE OUTBOUND TRAIN. JOB 106 COLLIDED WITH THE LOADED CARS IN TRACK 4502 AT APPROXIMATELY 9 MPH DERAILING ONE EMPTY STACK CAR.
LOS ANGELES	08	09	01	LAJ	VERNON	H506	M-BARLAC1-16A DELIVERING 48 CARS STOPPED AT RED BOARD, SLACK ACTION FROM THE TRAIN CAUSED BNSF 237732 TO HOP OFF THE TRACK. TRAIN BEGAN TO MOVE, FRONT TRUCKS OFF TRACK HIT FROG, CLIMBED OVER RAIL FOLLOWING W/END LADDER LEAD, CAR CAME ACROSS TRACK 103 TO 102, DERAILING WEST CAR, CONTINUING ALONG TRACK 102 SIDESWIPING CARS. CAME AROUND E/END CAR OF TRACK 102, HIT FLAT CAR ON 103 AND FLIPPED CAR OVER, RESULTING IN A COLLISION OF ALL (5) UNITS (BNSF 237732) COMING TO A STOP AGAINST A BOX CAR IN 101.
LOS ANGELES	08	01	30	BNSF	LOS ANGELES	T202	TRAIN Q LACKCK1 30A DEPARTING LOS ANGELES OUT OF TRACK 124-114-104. THREE CARS DERAILED IN TRACK 114 FROM A BROKEN RAIL, TOTAL 49 INCH SECTION BROKEN INTO TWO PIECES. TRACK CONTAINED ARTICULATED EQUIPMENT. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	08	09	01	BNSF	VERNON	H599	CONDUCTOR SAW DUST COMING UP FROM HIS TRAIN AND TOLD THE ENGINEER TO STOP THE TRAIN. ENGINEER STARTED TO STOP THE TRAIN AND IT WENT INTO EMERGENCY. THE CONDUCTOR NOTICED THAT BNSF 237732, A FIVE WELL DOUBLE STACK HAD DERAILED. PRELIMINARY INVESTIGATION REVEALED THE POINT OF DERAILMENT OCCURRED ABOUT 1534 FEET EAST OF WHERE THE INITIAL STOP WAS MADE. NO HAZARDOUS MATERIALS LEAKING.
LOS ANGELES	08	09	23	UP	COMMERCE	H702	CONDUCTOR ON THE KG1LA-20 FAILED TO PROPERLY LINE SWITCH FOR MOVEMENT AND DERAILED ON THE LADDER.
LOS ANGELES	08	10	22	BNSF	VERNON	T113	M-BARLAC1-21 WAS SETTING OUT TRAIN AT THE LAJ. TRAIN WAS DP, CONDUCTOR WAS AT REAR END UN COUPLING RAILCARS FROM POWER AND NEEDED A PIN. ENGINEER SHOVED TRAIN BACK TO GET PIN. CONDUCTOR THEN INSTRUCTED TRAIN TO PULL AHEAD. ENGINEER WENT AHEAD AT APPROXIMATELY 2 MPH, TRAVELLED APPROXIMATELY 200' BEFORE TRAIN WENT INTO EMERGENCY AND STOPPED. NO HAZARDOUS MATERIALS LEAKING. LAJ, THE OTHER RAILROAD INVOLVED HAS BEEN NOTIFIED BUT HAS NOT FILED FORM 6180.54 TO DATE.
LOS ANGELES	08	08	01	BNSF	LOS ANGELES	E21C	AT 2235, TH L-LAC1911-011, LOADED SLAB TRAIN, HAD A REPORT IN A ROLL-BY AT COMMERCE THAT A CAR WAS DRAGGING AND POSSIBLY BUCKLED. BNSF 568207 BUCKLED ON THE RAIL. CROSSOVER SWITCHES FROM 2 TO 3 ARE OUT OF CORRESPONDENCE. NO HAZARDOUS MATERIALS LEAKING.

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LOS ANGELES	08	11	01	BNSF	HOBART	E73L	S LHACL01-01 REPORTED 3RD LOCOMOTIVE BNSF 5369 ON FIRE AT MP 144.7 NEAR HOBART YARD. CREW REQUESTED FIRE DEPARTMENT. FIRE DEPARTMENT PUT OUT THE FIRE, BUT REPORTED DIESEL FUEL LEAK WHICH WOULD REQUIRED REMEDIATION.
LOS ANGELES	08	11	14	BNSF	LOS ANGELES	H607	Y-LAC5581-14, LIGHT ENGINES, WAS SHOVING EASTBOUND ON INDUSTRY LEAD WHEN THEY COLLIDED HEAD-ON WITH WESTBOUND Y-LAC2091-14, LIGHT ENGINES, WHICH WAS STOPPED AWAITING SIGNAL AT CP EASTERN.
LOS ANGELES	08	11	14	BNSF	LOS ANGELES	H607	Y-LAC5581-14, LIGHT ENGINES, WAS SHOVING EASTBOUND ON INDUSTRY LEAD WHEN THEY COLLIDED HEAD-ON WITH WESTBOUND Y-LAC2091-14, LIGHT ENGINES, WHICH WAS STOPPED AWAITING SIGNAL AT CP EASTERN. FRA TRACK AND CONSIST SPEED VERIFIED BY RAILROAD.
LOS ANGELES	08	04	12	BNSF	LOS ANGELES	H307	JOB Y LAC0106 12A SHOVING EMPTY STACK CARS WEST. FOREMAN AND HELPER WERE IN A VEHICLE DRIVING NEXT TO THE MOVEMENT. THE CREW DID NOT LINE THE SWITCH INTO THE CITCOM YARD. THE SWITCH WAS LINED INTO TRACK 4501 WHICH WAS OCCUPIED WITH LOADED STACK CARS FOR THE OUTBOUND TRAIN. JOB 106 COLLIDED WITH THE LOADED CARS IN TRACK 4502 AT APPROXIMATELY 9 MPH DERAILING ONE EMPTY STACK CAR.
LOS ANGELES	08	04	08	BNSF	VERNON	T403	WHILE YARDING TRAIN AT THE LAJ, 2 CARS WERE DERAILED JUST NORTH OF 26TH STREET AND PULLED WEST APPROXIMATELY 1800 FEET BEFORE TRAIN WENT INTO EMERGENCY. CREW STATES THAT THEY HAD STOPPED TO GET INSTRUCTION FROM THE LAJ TRAINMASTER ON WHERE TO PUT TRAIN AND AFTER PULLING APPROXIMATELY 10 CAR LENGTHS. THEIR TRAIN WENT INTO EMERGENCY. NO HAZARDOUS MATERIALS LEAKING. BNSF EQUIPMENT DAMAGE \$41,000, BNSF TRACK AT \$6,000, UP SIGNAL \$35,000.
LOS ANGELES	08	01	07	BNSF	PICO RIVERA	H018	R-CAL0091-07I CUT AWAY FROM CARS IN TRACK 5602 AND TOOK 14 CARS TO TRACK 5603 AND SHOVED THEM INTO THE CLEAR. CREW THEN WENT BACK INTO TRACK 5602 AND WHILE PULLING OUT. TRACK 5603 ROLLED INTO THEM DUE TO NOT BEING PROPERLY SECURED. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	08	01	07	BNSF	PICO RIVERA	H018	R-CAL0091-07I CUT AWAY FROM CARS IN TRACK 5602 AND TOOK 14 CARS TO TRACK 5603 AND SHOVED THEM INTO THE CLEAR. CREW THEN WENT BACK INTO TRACK 5602 AND WHILE PULLING OUT. TRACK 5603 ROLLED INTO THEM DUE TO NOT BEING PROPERLY SECURED. NO HAZARDOUS MATERIALS WERE RELEASED.
LOS ANGELES	08	10	22	UP	PARAMOUNT	H312	LOG41R-22 WAS KICKING CARS AND LEFT ONE FOULING, BRAKEMAN TRIED TO GO AGAINST THIS CAR AND PUSH TO CLEAR, BUT COUPLERS CROSSED AND ROLLED THE RAIL RESULTING IN THE TWO CARS DERAILING.
LOS ANGELES	08	08	14	PHL	LONG BEACH	H702	CREW WAS SHOVING CARS DOWN TRACK 815 AT HANJIN WITH INTENT TO HOOK ONTO CARS ON THAT TRACK. CONDUCTOR HOWEVER FAILED TO NOTICE THE SWITCH WAS LINED FOR CROSSOVER AND SO COLLIDED INTO 2 CARS ON TRACK 816.

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LOS ANGELES	08	10	02	UP	CITY OF INDUS	T111	YC120-02 WAS SHOVING EMPTY INTERMODAL EQUIPMENT INTO BOWL 16 WHEN THE RAIL SPREAD ON ACCOUNT NO RAIL FASTENERS. NO EQUIPMENT DAMAGE.
LOS ANGELES	08	11	05	UP	DOMINGUEZ	H312	LOG09R-05 WAS MOVING LIGHT LOCOMOTIVES TO HOOK ONTO TWO CARS LEFT ON THE LEAD. DRAWBARS CROSSED WHEN THEY SHOVED BACK RESULTING IN ROLLED RAIL AND DERAILING ONE SET OF TRUCKS.
LOS ANGELES	08	11	05	UP	DOMINGUEZ	H312	LOG09R-05 WAS MOVING LIGHT LOCOMOTIVES TO HOOK ONTO TWO CARS LEFT ON THE LEAD. DRAWBARS CROSSED WHEN THEY SHOVED BACK RESULTING IN ROLLED RAIL AND DERAILING ONE SET OF TRUCKS.
LOS ANGELES	08	01	04	PHL	LONG BEACH	H212	PHL 69 WAS SITTING IDLE ON TRACK 1 AT ITS. PHL 60 WAS WORKING ALONGSIDE PHL 69 IN TRACK 2. THE CONDUCTOR OF THE PHL 69 WAS AT THE BOTTOM END OF TRACK 1 IN ORDER TO WATCH THE SHOVE AND HE INSTRUCTED HIS ENGINEER TO SHOVE BACK 25 BAYS WHICH HE THEN BEGAN TO DO. THE ENGINEER ON PHL 60 HOWEVER BELIEVED IT WAS HIS OWN CONDUCTOR THAT HE WAS GIVING HIM INSTRUCTION TO SHOVE AND SO HE PROCEEDED TO SHOVE HIS TRAIN. THE CROSSOVER WAS LINED INTO TRACK 1. PHL 60'S CONDUCTOR REALIZING WHAT WAS GOING ON ORDERED THE PHL 60 TO PLUG THE TRAIN BUT THE ENGINEER WAS NOT ABLE TO DO SO BEFORE SIDESWIPING PHL 69'S CONSIST ON TRACK 1.
LOS ANGELES	08	10	02	UP	LA MIRADA	H702	LOA44-02 HAD PERMISSION TO ENTER RCL ZONE OF LOA39R-02 CREW ADVISED THE LOA44-02 THAT SWITCH WAS LINED AGAINST THEM, BUT LOA44-02 RAN THRU SWITCH AND THEN LATER SHOVED BACK OVER IT RESULTING IN DERAILMENT OF FIVE CAR. THIS DERAILMENT RESULTED IN DAMAGE TO A FENCE ON PRIVATE PROPERTY. UP MAINTAINSTRACK.
LOS ANGELES	08	01	06	ATK	SANTA FE SPR	M302	TRAIN NO.#595 OPERATING WITH CAB CAR 6906 IN THE LEAD, 5 CARS AND LOCOMOTIVE E/464 TRAILING, STRUCK AN AUTOMOBILE AT MP153.21, LOS NIETOS RD CROSSING.
LOS ANGELES	08	05	01	ATK	LOS ANGELES	H308	CREW WAS TO DOUBLE E/463 FROM RH-3 TO E/459 ON COUPLING TRACK, BOTH ENGINES FACING SOUTH. THE ASSISTANT CONDUCTOR REMOVED SKATE FROM R-1 WHEEL. CREW STARTED MOVING NORTH, L-2 WHEEL CAUGHT SKATE AND DERAILED.
LOS ANGELES	08	07	18	BNSF	LOS ANGELES	H307	LOCOMOTIVES MADE A HOOK ON THE EAST END OF TRACK 405. THE FOREMAN RODE IN A VAN TO THE WEST END OF TRACK 405 TO SHOVE INTO PIER 400. THE FOREMAN ASKED THE ENGINEER IF HE WAS MOVING. THERE WAS AN 8 CAR GAP IN TRACK 405. THE TRAIN STRUCK THE LOADED STACK CAR AT 8 MPH AND DERAILED ON CAR DTTX 428053.
LOS ANGELES	08	03	15	PHL	LONG BEACH	H307	CONDUCTOR FAILED TO STOP FOR INCORRECT LINE UP AND FOR EQUIPMENT ENCOUNTERED ON TRACK ENTERED. DISPATCHER LINED CREW INTO WRONG TRACK.

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LOS ANGELES	08	01	04	PHL	LONG BEACH	H212	TWO CREWS WERE WORKING AT ITS. PHL 69 WAS MAKING A SHOIVING MOVEMENT IN THE YARD. PHL 60 WAS STANDING IDLE. THE CONDUCTOR WORKING WITH THE PHL 69 GAVE INSTRUCTION "PHL69, SHOVE 25 BAYS" BUT THE ENGINEER OF THE PHL 60 THOUGHT HE HEARD "PHL60, SHOVE 25 BAYS" SO HE STARTED TO SHOVE UNTIL HIS CONDUCTOR INSTRUCTED TO HIM TO PLUG HIS TRAIN AND HE COLLIDED INTO THE PHL 69.
LOS ANGELES	08	10	22	UP	PARAMOUNT	H312	LOG41R-22 WAS KICKING CARS AND LEFT ONE FOULING. BRAKEMAN TRIED TO GO AGAINST THIS CAR AND PUSH TO CLEAR, BUT COUPLERS CROSSED AND ROLLED THE RAIL RESULTING IN THE TWO CARS DERAILING.
LOS ANGELES	08	07	11	BNSF	CITY OF COMM	M410	Y-LAC0204-11A DTTX733356 A LOADED ARTICULATED CAR DERAILED WESTEND OF TRACK 4603 AND WAS PULLED APPROXIMATELY 2000-2400 FEET BEFORE STOPPING. NO HAZARDOUS MATERIALS LEAKING.
MADERA	11	09	25	BNSF	MADERA	M303	HIGHWAY DRIVER MISJUDGED SPEED OF AMTRAK 711 AND WAS STRUCK AT CROSSING.
MADERA	11	03	30	ATK	MADERA	M303	TRAIN 712 OPERATING WITH CAB CAR 6961 IN THE LEAD, 4 CARS, AND LOCOMOTIVE E/59 IN THE REAR, STRUCK AN AUTOMOBILE AT MP1015.12, AVENUE 12 ROAD CROSSING.
MADERA	11	03	30	BNSF	MADERA	M302	DRIVER OF AUTOMOBILE SAW LOWERED CROSSING GATES TOO LATE. HIT BRAKE AND SWERVED TO LEFT AND STRUCK SIDE OF A-712.
MADERA	11	09	25	ATK	MADERA	M305	TRAIN 711 OPERATING WITH LOCOMOTIVE E/2007 AND 4 CARS WAS STRUCK BY A PICK-UP TRUCK AT MP1018.82, AVENUE 15 CROSSING. THE DRIVER OF THE TRUCK WAS 85 YEARS OLD.
MADERA	10	02	27	UP	MADERA	T221	THE GMFCTR-22 WAS TRAVELING SOUTH AT 50 MPH AT MP 184.8. THE CREW FELT A ROUGH SPOT IN THE TRACK AND REPORTED TO THE DISPATCHER. AT THAT POINT THE CREW THEN REPORTED THAT THEY WERE IN EMERGENCY AND WERE CONVINCED THEY HAD DERAILED. CAUSE OF DERAILMENT WAS DETERMINED TO BE BROKEN RAIL. RAIL = CWR
MADERA	10	08	03	UP	CHOWCHILLA	M302	LRF73-03, WITH LEAD UNIT UP0361, THEY HAD LEFT THEIR TRAIN IN THE SIDING, PULLED NORTH OUT OF THE SIDING WITH THE LOCOMOTIVE ONLY, PAST CP168. CREW RECEIVED A SIGNAL TO PROCEED SOUTH DOWN THE MAIN LINE AND STARTED THEIR MOVE AND STRUCK A SEMI TRUCK HAULING HAY AT KING STREET. DRIVER ALLEGES GATES WERE NOT DOWN. DOWNLOAD FROM SIGNAL INDICATED SPEED WAS 10 MPH. THERE WAS SIGNAL DAMAGE AND LOCOMOTIVE DAMAGE. NO TRACK DAMAGE. RAIL = CWR

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MADERA	08	01	10	BNSF	MADERA	M302	AMTRAK TRAIN 702 (10) STRUCK THE REAR OF AN UNOCCUPIED FLATBED SEMI TRAILER TRUCK AT A PRIVATE CROSSING.
MADERA	08	01	10	ATK	MADERA	M302	TRAIN NO.#702 OPERATING WITH CC/6965 IN THE LEAD, 3 CARS AND E/189 TRAILING, STRUCK THE REAR OF A FLATBED SEMI-TRAILER TRUCK AT A PRIVATE CROSSING.
MERCED	12	11	20	UP	MERCED	M303	MWCRV-19, WITH LEAD UNIT UP5450, STRUCK AN ABANDONED VEHICLE HALF ON AND HALF OFF THE ROAD CROSSING AT MP 148.61 AT SP AVENUE. THERE WERE NO INJURIES INVOLVED. SLIGHT DAMAGE TO LOCOMOTIVE UP5450.
MERCED	11	05	29	BNSF	PLANADA	M302	AMTRAK 713 STRUCK A VEHICLE AT CROSSING.
MERCED	11	05	29	ATK	PLANADA	M302	TRAIN 713 OPERATING WITH LOCOMOTIVE E/2002 AND 4 CARS STRUCK A PICK-UP TRUCK AT MP1048.48, A PRIVATE CROSSING.
MERCED	11	03	07	BNSF	DENAIR	M302	Z-WSPST09-05L STRUCK A DUMP TRUCK AT A CROSSING. TRAIN CONTAINED ARTICULATED EQUIPMENT. NO INJURIES.
MERCED	10	06	23	BNSF	BALLICO	M303	AMTRAK 702 STRUCK A FLAT BED TRAILER ON THE CROSSING.
MERCED	10	06	23	ATK	MERCED	M302	TRAIN 702 OPERATING WITH CAB CAR C/6962 IN LEAD, 3 CARS AND LOCOMOTIVE E/175 IN THE REAR, STRUCK A SEMI-TRACTOR TRUCK AT MP1070.19, EL CAPITAN WAY CROSSING.
MERCED	09	02	28	UP	LIVINGSTON	E59C	THE SOUTHBOUND GSSNGH-25 DERAILED THE CGAX9839 DUE TO A BROKEN AXLE WHICH CAUSED 13 CARS TO DERAIL.RAIL=CWR.

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MODOC	12	02	23	LRV	ALTURAS	T199	LAST TWO CARS IN SOME FASHION SPREAD RAILS, FINAL CAR DUG IN DEEP, DESTROYED TRACK AND ROLLED INTO ITS SIDE. NOT KNOWN IF CAR AHEAD (REAR TRUCK ONLY DERAILED) CAUSED DERAIL OR WAS DRAGGED INTO IT. GEOMETRY/TRANSITION INTO SOFT ZONE CAUSED.
MONTEREY	12	09	29	ATK	KING CITY	M302	TRAIN 11 OPERATING WITH LOCOMOTIVES E/48-E/145 AND 11 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP157.05, A PUBLIC CROSSING. AMTRAKS EQUIPMENT DAMAGE IS \$38,911.00.
MONTEREY	12	09	29	UP	SOLEDAD	M303	AMTK11-28 COLLIDED WITH A SEMI TRACTOR TRAILER ON A PRIVATE ROAD CROSSING. THE LEAD UNIT AMTK48 WASDAMAGED AND HAD TO BE SET OUT. THERE WERE NO INJURIES. THERE WAS NO TRACK DAMAGE. AMTK DAMAGE \$38,911
MONTEREY	11	05	19	ATK	KING CITY	M302	TRAIN 14 WITH LOCOMOTIVES E/176-E/505 AND 11 CARS STRUCK A TRACTOR-TRAILER AT MP154.4, RIO ROAD CROSSING.
MONTEREY	11	05	25	UP	SALINAS	M308	AMTRAK TRAIN AMT11-24, WITH LEAD UNIT AMTK203, COLLIDED WITH A TRACTOR-TRAILER THAT WAS ATTEMPTING TO MAKE A LEFT HAND TURN ONTO THE CROSSING. TRAIN WENT INTO EMERGENCY AND COLLIDED WITH THE REAR PORTION OF THE TRAILER. AMTRAK'S EST EQUIP DAMAGE: \$12,430. RAIL = CWR
MONTEREY	11	10	25	UP	SOLEDAD	M308	AMTRAK'S AMT11-24, LEAD UNIT AMTK192, COLLIDED WITH A CATERING VAN AT A PRIVATE CROSSING THAT FAILED TO STOP AT THE POSTED STOP SIGN. DRIVER OF VEHICLE SUSTAINED INJURY TO HIS ARM. AMTRAK'S EST EQUIP DAMAGE: \$11,414. AMTRAK'S ID#121578. ¶
MONTEREY	11	07	09	UP	SAN ARDO	H017	THE ODOWP-07 HAD JUST FINISHED SETTING OUT THE TRAIN AT WUNPOST. THE CONDUCTOR CUT OFF THE POWER AND SENT THEM UP TO THE NORMAL TIE-UP SPOT WHERE THE ENGINEER STARTED TO TROUBLESHOOT THE UP8326 BECAUSE IT WASN'T RUNNING AT ANY POINT FROM LA TO WUNPOST. AFTER THE ENGINEER GOT THE UNIT RUNNING HE CUT OUT THE BRAKES AND PUT THE UP8326 INTO TRAIL BECAUSE WHEN IT GETS USED AGAIN IT WILL BE THE TRAILING UNIT. HE GOT OFF THE LOCOMOTIVE AND WALKED UP TO THE DERAIL, LINED IT FOR DERAILING POSITION AND THEN LINED BACK THE MAIN LINE SWITCH. THE POWER STARTED MOVING NORTH AT THIS POINT AND DERAILED ON THE DERAIL.
MONTEREY	11	05	19	UP	GREENFIELD	M303	AMTRAK'S AMT14-19, WITH LEAD UNIT AMTK176, TRAVELING NORTHBOUND COLLIDED WITH A FARM TRUCK CARRYING FARM EQUIPMENT. AMTRAK'S LEAD LOCOMOTIVE SUSTAINED SOME DAMAGE INCLUDING BROKEN LIGHTS. AMTRAK'S EST EQUIPMENT DAMAGE: \$180,000. RAIL = CWR
MONTEREY	11	10	25	ATK	SALINAS	M302	TRAIN 11 OPERATING WITH LOCOMOTIVES E/193-E/94-E/507 AND 11 CARS STRUCK A VAN AT MP139.29, OP MURPHY & SON A PRIVATE CROSSING.

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MONTEREY	11	05	25	ATK	SALINAS	M308	TRAIN 11 OPERATING WITH LOCOMOTIVES E/203-E/134 AND 11 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP125.02, SPENCE RD CROSSING.
MONTEREY	09	08	11	ATK	SALINAS	M303	TRAIN 11 OPERATING WITH LOCOMOTIVES E/4-E/24-E/467 AND 12 CARS STRUCK A TRACTOR-TRAILER TRUCK THAT WAS HAULING TOMATOES AT MP139.29, A PRIVATE CROSSING.
MONTEREY	09	05	19	ATK	KING CITY	M302	TRAIN 14 OPERATING WITH LOCOMOTIVES E/99-E/6 AND 11 CARS STRUCK A SEMI-TRUCK AT MP157.39, A PRIVATECROSSING.
MONTEREY	09	08	11	UP	GONZALES	M302	ATK'S AMT11-10, WITH LEAD UNIT AMTK4, COLLIDED WITH A TRACTOR TRAILER RIG LOADED WITH TOMATOES AT UP'S PRIVATE ROAD CROSSING ON THE COAST SUBDIVISION. THERE WAS NO UP TRACK DAMAGE. AMTRAK'S ESTIMATED COST: \$500.00. RAIL = CWR
MONTEREY	09	05	19	UP	SOLEDAD	M308	ATK'S AMT14-9, WITH LEAD UNIT AMT99, STRUCK A THIRTY-FOOT TRUCK AT UP'S PRIVATE ROAD CROSSING. CREWSAW THE TRUCK ON THE WEST SIDE TRAVELING NORTH. WHEN THE TRUCK REACHED THE ROAD CROSSING, IT TURNED AND TRIED TO CROSS THE TRACK AHEAD OF THE TRAIN. UNIT AMT99 COLLIDED WITH THE TRUCK. TRUCK'S PASSENGER WAS AIR FLIGHTED TO THE HOSPITAL. NO UP TRACK DAMAGE. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$49,967. RAIL = CWR
NEVADA	12	12	02	UP	TRUCKEE	M404	AMTRAK TRAIN 6, STRUCK A BOULDER THAT HAD SLID DOWN THE MOUNTAIN DUE TO HEAVY RAINS IN THE AREA. APPROXIMATELY \$50,000 IN DAMAGE TO AMTRAK LEAD LOCOMOTIVE. NO TRACK DAMAGE. TRACK INSPECTION LABOR OF \$150.
NEVADA	12	12	02	ATK	TRUCKEE	M404	TRAIN 6 OPERATING WITH LOCOMOTIVE E/6-E/134-E/71 AND 8 CARS STRUCK A BOULDER ON THE TRACKS AT MP212.6 CAUSING EXTENSIVE DAMAGE TO ENGINE UNIT E/6. AMTRAKS EQUIPMENT DAMAGE IS \$50,000.00.
NEVADA	11	03	27	UP	NORDEN	M101	THE 2WTKTKF-26 WAS PULLING EAST THROUGH THE EAST CROSSOVERS AT NORDEN WHEN THE SPREADER DERAILED DUETO ICE BUILD-UP IN THE TRACK FROG. RAIL = CWR
ORANGE	11	12	15	BNSF	BUENA PARK	H221	A-578-1-15 INSTRUCTED BY DISPATCHER TO HAND OPERATE DUAL-CONTROL SWITCH AT CONTROL POINT AFTER STOPPING. CREW FAILED TO LINE 1 SWITCH OF 5 INVOLVED, RUNNING THROUGH SWITCH.

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ORANGE	11	12	15	ATK	BUENA PARK	H221	TRAIN 578 PROCEEDED PAST THE SIGNAL DISPLAYING STOP
ORANGE	10	01	24	ATK	SANTA ANA	M302	TRAIN 578 OPERATING WITH LOCOMOTIVE E/451 AND 5 CARS STRUCK A PICK-UP TRUCK AT MP176.20, GRAND AVE CROSSING.
ORANGE	10	01	24	SCAX	SANTA ANA	M302	LATE REPORT BASED ON AMTRAK'S LATE REPORT RECEIVED 1/4/2011. TRAIN 578 OPERATING WITH LOCOMOTIVE E/451 AND 5 CARS STRUCK A PICK-UP TRUCK AT MP 176.20, GRAND AVE. CROSSING.
ORANGE	09	12	14	UP	ANAHEIM	H020	THE LOA32-14 LET 13 CARS GO INTO EXTENSION TRACK, YARD 57 TRACK 869, AGAINST 13 CARS THAT WERE ALREADY IN THE TRACK. CREW FAILED TO ENSURE HANDBRAKES WERE TIED ON THE CARS ALREADY IN THE TRACK. ONCE CARS COUPLED, THE CUT ROLLED BACK AND THE LEAD CAR DERAILED AT THE DERAIL AT THE BOTTOM END OF THE TRACK. UPRR MAINTAINS TRACK.
ORANGE	08	05	28	SCAX	SAN JUAN CAP	M302	TRAIN 589 OPERATING WITH CAB CAR 6907 IN THE LEAD, 5 CARS AND LOCOMOTIVE E/461 TRAILING, STRUCK A VEHICLE AT M.P. 196.2, A CROSSING ACCIDENT.
ORANGE	08	05	01	BNSF	FULLERTON	M503	WHILE PULLING OUT OF DALE STREET STORAGE TRACKS THE B LACLAC1 01 DERAILED TWO CARS. TRACK 8103 HAD BEEN HANGING OUT OF THE TRACK PAST THE 8102/8103 AND DOWN THE LEAD. CAR DTTX 723128 A-WELL WAS STRADDLING THE 8102/8103 SWITCH AND HAD BEEN VANDALIZED BY SOMEONE THROWING THE SWITCH UNDERNEATH CAUSING ONE SET OF TRUCKS TO GO DOWN TRACK 8103 AND THE REST OF THE CAR AND TRAIN DOWN THE LEAD TO GO DOWN TRACK 8102. TRAIN CONTAINED ARTICULATED EQUIPMENT.
ORANGE	08	05	28	ATK	SAN JUAN CAP	M302	TRAIN 589 OPERATING WITH CAB CAR 6907 IN THE LEAD, 5 CARS AND LOCOMOTIVE E/461 TRAILING, STRUCK A VEHICLE AT MP 196.20, A CROSSING ACCIDENT.
PLACER	12	11	04	UP	ROSEVILLE	H303	WHILE MOVING THE UP5368 OUT OF INBOUND 502 TO THE DRIP PAD, RAN OVER THE DERAIL AT THE BOTTOM OF THE WASH RACK. 6 WHEELS ON THE REAR TRUCK DERAILED.
PLACER	12	04	03	UP	ROSEVILLE	M409	THE YRV19R-03 WAS SHOVING A CUT OF CARS FROM TRACK 117 WESTWARD THROUGH THE CROSSOVER TO TRACK 116. AS THE LEADING END OF THE CUT ENTERED TRACK 302, A CAR IN THE MIDDLE OF THE CUT DERAILED. THE BRAKE HOSE ON THE A-END OF THE CAR BECAME WEDGED IN THE TRACK, TEARING OFF THE ENTIRE ANGLE COCK AND STEEL BRACKET ASSEMBLY. THE LEADING WHEEL THEN RAN OVER THE ANGLE COCK ASSEMBLY DERAILING IT. EVENTUALLY AS THE CUT WAS SHOVED, THE WHEELS ON THE CAR BECAME DERAILED, AS DID THE LEADING WHEELS ON THE NEXT CAR PAST THE POINT OF DERAILMENT.

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PLACER	12	01	04	UP	ROSEVILLE	H306	TWO HUMP JOBS WERE WORKING AT THE CREST. THE YRV32R-03 HAD SHOVED THROUGH CROSSOVER OFF PULLBACK #2 TO THE CREST AND WAS HUMPING CARS INTO THE BOWL. THE YRV33R-03 WAS ON PULLBACK #1 WEST AND CLEAR OF THE CROSSOVERS WHEN IN HIS CONFUSION BACKED HIS CUT OF CARS INTO THE CUT BEING HUMPED. IMPACT OCCURRED AT THE CROSSOVER SWITCH. THE TWO LEAD CARS OFF THE CUT ON PULLBACK #1 DERAILED (YRV33R-03). ARMN913001 SPILLED 75 GAL OF DIESEL FUEL.
PLACER	12	01	04	UP	ROSEVILLE	H306	TWO HUMP JOBS WERE WORKING AT THE CREST. THE YRV32R-03 HAD SHOVED THROUGH CROSSOVER OFF PULLBACK #2 TO THE CREST AND WAS HUMPING CARS INTO THE BOWL. THE YRV33R-03 WAS ON PULLBACK #1 WEST AND CLEAR OF THE CROSSOVERS WHEN IN HIS CONFUSION BACKED HIS CUT OF CARS INTO THE CUT BEING HUMPED. IMPACT OCCURRED AT THE CROSSOVER SWITCH. THE TWO LEAD CARS OFF THE CUT ON PULLBACK #1 DERAILED (YRV33R-03). ARMN913001 SPILLED 75 GAL OF DIESEL FUEL.
PLACER	12	01	13	UP	COLFAX	E99L	THE MRVNP-13 WAS EASTBOUND ON THE NO 2 MAIN TRACK COMING INTO COLFAX, CA AT WHICH TIME THERE A "NO COMMUNICATION" ERROR BETWEEN THE LEAD LOCOMOTIVE AND THE CONTROLLING DPU, UP8414, THAT WAS STUCK IN THROTTLE 8. THE ENGINEER WENT BY AN APPROACH SIGNAL AND BEGAN TO SET AIR IN ANTICIPATION OF A STOP INDICATION AT CP RV140. THE ENGINEER MADE A MINIMUM REDUCTION ON THE BRAKE PIPE AND 24 SECONDS LATER THE TRAIN TOOK EMERGENCY CAUSED BY THE DPU DROPPING THEIR LOADS TO ZERO EFFORT IN RESPONSE TO THE BRAKE REDUCTION. THIS CAUSED THE DRAWBAR ON A CAR, 29 DEEP FROM THE HEAD END, TO FAIL AND DERAILED ITSELF AND THE CAR BEHIND, LINE 30 FROM THE HEAD END.
PLACER	12	02	14	UP	EMIGRANT GA	E06C	THE CSTPV-14, LEAD LOCOMOTIVE UP5684 WAS TRAVELING EASTBOUND WHEN THE TRAIN WENT INTO UNDESIRED EMERGENCY. SINCE THEY WERE TRAVELING MORE THAN 20 MPH, HAD LESS THAN 5000 TRAILING TONS, THE AIR WAS IMMEDIATELY RECOVERED, AND THEY HAD NOT EXPERIENCED ANY SLACK ACTION. A WALKING INSPECTION OF THE TRAIN WAS NOT PERFORMED. AFTER THE AIR WAS RECOVERED, THE CREW PULLED EAST 2258 FEET AND TOOK UNDESIRED EMERGENCY AGAIN. THE AIR WOULD NOT RECOVER THIS TIME AND A WALKING INSPECTION FOUND THE TRAIN SEPARATED WITH ONE CAR DERAILED. IT WAS DETERMINED THAT A STUCK BRAKE VALVE CAUSED A SIGNIFICANT AMOUNT OF TREAD BUILDUP WHICH CAUSED THE UP40751 TO DERAIL.
PLACER	11	03	24	UP	SODA SPRING	H220	CREW ON THE 6WTKTKF-24 HAD STOPPED ON THE MAIN TRACK TO PICK UP A FEW MOW EMPLOYEES AND FAILED TO COMMUNICATE THAT TO THE CREW ON THE SWTKTKF-24 WHO WAS WORKING BEHIND THEM. THE 5WTKTKF-24 CAME AROUND A CORNER AND WITH 100 FEET OF VISIBILITY SAW THE EQUIPMENT STOPPED. THE CREW ATTEMPTED AN EMERGENCY STOP, BUT WERE UNABLE TO STOP BEFORE STRIKING THE 6WTKTKF-24. RAIL = CWR. RAILROAD VERIFIED THE TIME ON DUTY FOR CREW - THEY WERE WORKING A SNOW EMERGENCY.
PLACER	11	08	19	UP	COLFAX	E07C	THE AGBMI-16 WAS WEST BOUND LEAVING COLFAX TRAVELING AT 17 MPH WHEN THE BRAKE RIGGING ON THE CAR FOURTH FROM THE REAR OF THE TRAIN DROPPED DOWN ON THE LEADING TRUCK BETWEEN THE AXLE 1 AND AXLE 2, DERAILING THE TRUCK. SINCE THIS DID NOT CAUSE AN UNDESIRED EMERGENCY APPLICATION, THE CAR WAS DRAGGED APPROXIMATELY 0.7 MILES BEFORE THE TRAILING TRUCK WAS DERAILED AS WERE THE THREE REAR CARS ON THE TRAIN, TIPPING OVER ONTO THEIR SIDES.
PLACER	11	03	24	UP	SODA SPRING	H220	CREW ON THE 6WTKTKF-24 HAD STOPPED ON THE MAIN TRACK TO PICK UP A FEW MOW EMPLOYEES AND FAILED TO COMMUNICATE THAT TO THE CREW ON THE SWTKTKF-24 WHO WAS WORKING BEHIND THEM. THE 5WTKTKF-24 CAME AROUND A CORNER AND WITH 100 FEET OF VISIBILITY SAW THE EQUIPMENT STOPPED. THE CREW ATTEMPTED AN EMERGENCY STOP, BUT WERE UNABLE TO STOP BEFORE STRIKING THE 6WTKTKF-24. RAIL = CWR. RAILROAD VERIFIED THE TIME ON DUTY FOR CREW - THEY WERE WORKING A SNOW EMERGENCY.
PLACER	11	06	11	UP	ROSEVILLE	H306	THE YRV24R-11 CREW DID NOT CONTACT HUMP HERDER TO HAVE TRACK LOCKED OUT AND SHOVED SIX CARS WEST INTO BOWL 26. BOWL 26 WAS A FULL TRACK AND WHEN THE SIX CARS WERE ADDED, THE CARS BEGAN TO ROLL OUT OF THE WEST END OF THE HUMP LEAD. CAR TILX197164 HAD JUST BEEN RELEASED OFF THE HUMP TO GO TO BOWL 15. THIS RAILCAR IMPACTED WITH THE CARS COMING OUT OF 26 AND IT WAS KNOCKED ONTO ITS SIDE. THE HUMPYARDMASTER CALLED TO REPORT THAT A HAZMAT CAR WAS ON ITS SIDE IN TRACK 26 AND RELEASING PRODUCT.
PLACER	11	06	11	UP	ROSEVILLE	H306	THE YRV24R-11 CREW DID NOT CONTACT HUMP HERDER TO HAVE TRACK LOCKED OUT AND SHOVED SIX CARS WEST INTO BOWL 26. BOWL 26 WAS A FULL TRACK AND WHEN THE SIX CARS WERE ADDED, THE CARS BEGAN TO ROLL OUT OF THE WEST END OF THE HUMP LEAD. CAR TILX197164 HAD JUST BEEN RELEASED OFF THE HUMP TO GO TO BOWL 15. THIS RAILCAR IMPACTED WITH THE CARS COMING OUT OF 26 AND IT WAS KNOCKED ONTO ITS SIDE. THE HUMPYARDMASTER CALLED TO REPORT THAT A HAZMAT CAR WAS ON ITS SIDE IN TRACK 26 AND RELEASING PRODUCT.

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PLACER	11	03	03	UP	GOLD RUN	T222	THE AKFNSR-01 OPERATING AT 11 MPH IN THROTTLE 5 ON ASCENDING GRADE RAN OVER A BROKEN RAIL DERAILING THE 16TH CAR FROM THE HEAD END. DETECTOR AT MILE POST 152.1 ACTIVATED AND TRAIN WAS STOPPED. TRAILING TRUCK ON CAR WAS ON THE GROUND. RAIL = CWR
PLACER	11	10	05	UP	AUBURN	M402	MNPRVB-03, LEAD UNIT UP7631, WAS TRAVELING WESTBOUND ON THE NO 1 MAIN TRACK. THE TRAIN ROUNDED A CURVE AND SAW A 1978 TWO-TONED BLUE AND SILVER FORD F150 PICKUP TRUCK THAT WAS STUCK IN THE MUD, FOULING THE TRACKS. TRAIN STRUCK THE VEHICLE, DISLODGING IT FROM THE MUD AT WHICH TIME THE TRUCK FLED THE SCENE. THERE WERE NO INJURIES REPORTED. THE NEAREST CROSSING IS APPROXIMATELY A HALF MILE FROM WHERE THE INCIDENT OCCURRED.
PLACER	11	02	28	UP	COLFAX	M599	THE QRVNPP-27 WAS PULLING EASTWARD ON THE NO. 2 MAIN APPROACHING GOLD RUN. THE CREW HAD BEEN FLAGGING BLOCKS DUE TO POWER OUTAGES AND WERE TRAVELING AT 7 MPH. THE TRAIN HAD 5 LOCOMOTIVES ON THE HEADEND AND 2 DISTRIBUTED POWER UNITS ON THE REAR OF THE TRAIN. THE HEAD END LOCOMOTIVES LOST COMMUNICATION WITH THE DPU'S APPROACHING MILE POST 151.5, DURING WHICH TIME THE DPU'S DROPPED THEIR LOAD. THIS SUDDEN LOSS OF POWER CAUSED A STRINGLINE DERAILMENT OF 10 CARS, WITH THE FIRST CAR DOWN BEING LINE 28 FROM THE HEAD END LOCOMOTIVES. RAIL = CWR
PLACER	10	05	31	UP	ROSEVILLE	H999	THE INBOUND CREW (MWCVRV-29) WAS TAKING THEIR POWER INTO THE SUPPLY TRACK AT THE SUBWAY FROM EAST TOWEST. THEIR POWER CONSISTED OF 6 UNITS. THE ENGINEER WAS RUNNING FROM THE UP5405 AND THE CONDUCTOR WAS ON THE UP5373. THE UP5373 SIDESWIPE THE UP5455 WHICH WAS PARKED AND BLUE FLAGGED ON THE CAMPBELL TRACK. THE CONDUCTOR THOUGHT IT WAS CLEAR TO PROCEED BECAUSE HE SAW THE BLUE FLAG ON THE CAMPBELL TRACK BUT IT WAS NOT CLEAR.
PLACER	10	05	31	UP	ROSEVILLE	H999	THE INBOUND CREW (MWCVRV-29) WAS TAKING THEIR POWER INTO THE SUPPLY TRACK AT THE SUBWAY FROM EAST TOWEST. THEIR POWER CONSISTED OF 6 UNITS. THE ENGINEER WAS RUNNING FROM THE UP5405 AND THE CONDUCTOR WAS ON THE UP5373. THE UP5373 SIDESWIPE THE UP5455 WHICH WAS PARKED AND BLUE FLAGGED ON THE CAMPBELL TRACK. THE CONDUCTOR THOUGHT IT WAS CLEAR TO PROCEED BECAUSE HE SAW THE BLUE FLAG ON THE CAMPBELL TRACK BUT IT WAS NOT CLEAR.
PLACER	10	09	24	UP	ROSEVILLE	S011	THE YRV24R-24 WAS SHOVING THROUGH 117/118 CROSSOVER INTO DEPARTURE YARD TRACK 01-307 AND DERAILED 2CARS DUE TO SWITCH FAILURE (UTLX600666 & UTLX60034).
PLACER	10	05	26	UP	ROSEVILLE	H399	THE YRV29R-26 CREW HAD HANDLE OF 71 CARS AND WERE IN THE PROCESS OF SHOVING BACK TO PICK UP AN ADDITIONAL 35 CARS. THEIR CUT CONSISTED MAINLY OF EMPTY FLATS WITH 13 LOADED SCRAP CARS ON THE WEST END.WHILE PULLING, THE EMPTIES BUNCHED UP, WHEN THEY CAME TO A STOP THE LOADS RAN INTO AN EMPTY FLATCAR CAUSING IT TO DERAIL. THE CREW WAS UNAWARE THEY HAD DERAILED AND STARTED THEIR SHOVE BACK INTO 29RAIL TO PICK UP THE ADDITIONAL CARS, 3 OF THE EMPTY FLATS JACKKNIFED COLLIDING WITH A CUT OF CARS ON TRACK 116 THAT WERE IN THE PROCESS OF BEING SHOVED INTO THE DEPARTURE YARD. THREE CARS DERAILED ON TRACK 118 AND TWO CARS DERAILED ON TRACK 116.
PLACER	10	02	20	UP	ROSEVILLE	H306	THE YRV14R WAS ON THE 118 LEAD CLEAR OF CROSSOVERS TO SHOVE INTO DEPARTURE YARD TRACK 01-308. FOREMAN WAS ON THE POINT PROTECTING MOVE. THE SWITCHMAN WAS AT THE KIOSK JOB BRIEFING WITH THE YRV15R FOREMAN. THE YRV15R HAD SWITCHING TO DO USING THE 117 LEAD BEFORE THE YRV14R COULD MAKE THEIR SHOVE.THE JOB BRIEFING WAS THE YRV15R WOULD INFORM THE YRV14R WHEN THEY WERE CLEAR OF LEAD. FOREMAN ON THE YRV15R ANNOUNCED ON THE RADIO THEY WERE IN THE CLEAR. SWITCHMAN ON THE YRV14R GOT LINED UP AT THE KIOSK AND CALLED ON THE RADIO TO HIS FOREMAN THAT HE LINED UP 118-117-308 START THE SHOVE. FOREMAN WAS ON THE POINT OF SHOVE AND CAME TO A STOP AT TRACK 308. ON THE RADIO. HE ANNOUNCED HE WAS
PLACER	10	05	26	UP	ROSEVILLE	H399	THE YRV29R-26 CREW HAD HANDLE OF 71 CARS AND WERE IN THE PROCESS OF SHOVING BACK TO PICK UP AN ADDITIONAL 35 CARS. THEIR CUT CONSISTED MAINLY OF EMPTY FLATS WITH 13 LOADED SCRAP CARS ON THE WEST END.WHILE PULLING, THE EMPTIES BUNCHED UP, WHEN THEY CAME TO A STOP THE LOADS RAN INTO AN EMPTY FLATCAR CAUSING IT TO DERAIL. THE CREW WAS UNAWARE THEY HAD DERAILED AND STARTED THEIR SHOVE BACK INTO 29RAIL TO PICK UP THE ADDITIONAL CARS, 3 OF THE EMPTY FLATS JACKKNIFED COLLIDING WITH A CUT OF CARS ON TRACK 116 THAT WERE IN THE PROCESS OF BEING SHOVED INTO THE DEPARTURE YARD. THREE CARS DERAILED ON TRACK 118 AND TWO CARS DERAILED ON TRACK 116.

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PLACER	10	02	20	UP	ROSEVILLE	H306	THE YRV14R WAS ON THE 118 LEAD CLEAR OF CROSSOVERS TO SHOVE INTO DEPARTURE YARD TRACK 01-308. FOREMAN WAS ON THE POINT PROTECTING MOVE. THE SWITCHMAN WAS AT THE KIOSK JOB BRIEFING WITH THE YRV15R FOREMAN. THE YRV15R HAD SWITCHING TO DO USING THE 117 LEAD BEFORE THE YRV14R COULD MAKE THEIR SHOVE. THE JOB BRIEFING WAS THE YRV15R WOULD INFORM THE YRV14R WHEN THEY WERE CLEAR OF LEAD. FOREMAN ON THE YRV15R ANNOUNCED ON THE RADIO THEY WERE IN THE CLEAR. SWITCHMAN ON THE YRV14R GOT LINED UP AT THE KIOSK AND CALLED ON THE RADIO TO HIS FOREMAN THAT HE LINED UP 118-117-308 START THE SHOVE. FOREMAN WAS ON THE POINT OF SHOVE AND CAME TO A STOP AT TRACK 308. ON THE RADIO, HE ANNOUNCED HE WAS CREW DEPARTING ROUNDHOUSE WITH 14 LOCOMOTIVES. THE LEAD 2 UNITS WERE ON LINE AND THE REMAINING WERE TRAILING DIC. ENGINEER FELT A SLIGHT DRAG AFTER PULLING APPROXIMATELY 1,000 FEET TOWARDS SIGNAL AND STOPPED TO ADD 3RD UNIT ON LINE. ENGINEER ATTEMPTED TO INITIATE MOVEMENT BUT DETERMINED SOMETHING WAS WRONG. CONDUCTOR WALKED CONSIST AND SAW 5 UNITS HAD DERAILED. THIS DERAILMENT OCCURRED AT THE LOCOMOTIVE FACILITY'S TRACK 545 IN A CURVE. IT APPEARS THE TRACK ROLLED ON HIGH SIDE OF CURVATURE.
PLACER	09	01	30	UP	ROSEVILLE	T221	MNPRV-21 WAS WESTBOUND AND WAS GIVEN A ROLL-BY AT SHED 47 AND WAS OBSERVED AS HAVING ONE CAR ON THE GROUND. CAR GATX80615 WAS FOUND TO HAVE A BROKEN WHEEL. RAIL = CWR
PLACER	09	04	23	UP	CRYSTAL SPR	E61C	WHILE TRAVELING EAST ON THE NO. 2 MAIN THE QFRNPP-15 DERAILED 3 CARS (STLX5022, STLX5296 & ADMX63625). A SYSTEM SURFACING GANG HAD SURFACED THROUGH THE CURVE WHICH HAD A PRIVATE ROAD CROSSING IN THE SPIRAL. CROSSING WAS NOT PULLED TO ALLOW GANG TO SURFACE THROUGH IT. THE GANG TOOK TOO MUCH ELEVATION OUT THE SPIRAL AND DID NOT ADEQUATELY TRANSITION THE ELEVATION INTO THE CROSSING, WHICH HAD CONSIDERABLY MORE ELEVATION IN IT THAN THE TRACK APPROACHING THE CROSSING. SUBSEQUENTLY, A WARP CONDITION WAS CREATED CAUSING THE DERAILMENT. RAIL = CWR
PLACER	09	07	15	UP	GOLD RUN	T102	THE GRSNP-05 DEPARTMENT OUT OF 313 EASTBOUND. CREW RAN THROUGH TRAILING POINT SWITCH LINE AGAINST THEM AND CONTINUED MOVEMENT OVER SWITCH. THE CGAX9025 DERAILED AND WAS DRAGGED ABOUT 1550 FT BEFORE GOING INTO UDE.
PLACER	08	03	03	UP	ROSEVILLE	E33C	YRV10R-03 WAS HUMPING CARS ON PULLBACK ONE WHEN DRAWBAR FELL OUT OF CAR EEC10141 CAUSING THE AERC5139 TO DERAIL.
PLACER	08	04	05	UP	ROSEVILLE	H702	HOSTLERS WERE GIVEN PERMISSION BY THE YARDMASTER TO LEAVE TRACK 116 SWITCH OPEN FOR MOVE. AT THE SAME TIME THE YRV29R-05 CAME OUT OF TRACK 37 ASSUMING THEY WERE LINED FOR TRACK 117 AND WERE ACTUALLY LINED FOR TRACK 116 COLLIDING WITH THE HOSTLER'S UNTIL UP9739.
PLACER	08	04	05	UP	ROSEVILLE	H702	HOSTLERS WERE GIVEN PERMISSION BY THE YARDMASTER TO LEAVE TRACK 116 SWITCH OPEN FOR MOVE. AT THE SAME TIME THE YRV29R-05 CAME OUT OF TRACK 37 ASSUMING THEY WERE LINED FOR TRACK 117 AND WERE ACTUALLY LINED FOR TRACK 116 COLLIDING WITH THE HOSTLER'S UNTIL UP9739.
PLACER	08	04	05	UP	ROSEVILLE	H702	HOSTLERS WERE GIVEN PERMISSION BY THE YARDMASTER TO LEAVE TRACK 116 SWITCH OPEN FOR MOVE. AT THE SAME TIME THE YRV29R-05 CAME OUT OF TRACK 37 ASSUMING THEY WERE LINED FOR TRACK 117 AND WERE ACTUALLY LINED FOR TRACK 116 COLLIDING WITH THE HOSTLER'S UNTIL UP9739.

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PLACER	08	11	04	UP	LINCOLN	M308	LRR62-04, WITH LEAD UNIT UP1372, WAS NORTHBOUND AND STRUCK AN AUTOMOBILE AT THE FERRARI RANCH ROAD CROSSING WHEN THE AUTOMOBILE FAILED TO STOP FOR CROSSING GATES AND WAS STRUCK BY UP1372. DRIVER WAS INJURED. RAIL = CWR
PLUMAS	11	08	29	UP	BELDEN	E4TC	THE WEST BOUND BNSF TRACKAGE RIGHT TRAIN QPABAJ-24 WENT INTO UDE AT MP262. INSPECTION OF TRAIN FOUND ONE AXLE OF THE REAR TRUCK ON THE BN460629 DERAILED. POINT OF DERAILMENT IS AT MP263. BNSF'S ESTEQUIP DAMAGE: \$5,000
PLUMAS	11	08	29	BNSF	BELDEN	E4TC	H-PASBAR1-24 DERAILED 1 CAR ON UPRR CANYON SUBDIVISION.
PLUMAS	10	07	16	BNSF	ALMANOR	T109	H-PASBAR1-15 DERAILED 2 CARS AT MP 177.0 AT THERMAL MISALIGNMENT (SUNKINK). NO HAZARDOUS MTLs RELEASED.
PLUMAS	08	05	19	BNSF	BELDEN	T106	H-EVEBAR9-16 WAS OPERATING ON 15 MILE PER HOUR SPEED RESTRICTION WHEN THE TRAIN ENCOUNTERED A SOFT SPOT OR DIP IN THE RAIL. REAR TRUCKS OF AGLX 1174 DERAILED. NO HAZARDOUS MATERIALS WERE RELEASED.
PLUMAS	08	05	19	UP	BELDEN	H518	BNSF'S HEVEBAR9-16 WAS WESTBOUND ON UP'S NO.1 MAIN TRACK AND DERAILED ONE CAR IN TUNNEL 16 ON THE CANYON SUB. DERAILMENT WAS DUE TO EXCESSIVE DYNAMIC BRAKE BNSF ESTIMATED EQUIPMENT DAMAGE = \$1,500. RAIL = CWR
RIVERSIDE	12	10	22	UP	MIRA LOMA	H601	THE LOB34R-22 DERAILED CAR DTTX62233 AFTER COUPLING IN TRACK 202. THIS WAS DUE TO IMPROPER SPEED SELECTOR SEQUENCE. THE COUPLING WAS MADE OVER THE SPEED LIMIT ALLOWED FOR A REMOTE JOB COUPLING CAUSING THE DERAILMENT OF THE EMPTY CAR ON A 12.5 DEGREE CURVE.
RIVERSIDE	12	09	06	UP	MIRA LOMA	H702	NATIONAL SWITCHING SERVICES YML02-05 WAS PUTTING AWAY THE AAMML-02. THEY SHOVED TRACK 857, PULLED WEST AND PROCEEDED TO SHOVE EAST TO FILL NEXT TRACK. THE IGSDI CALLED THE SWITCH CREW TO INFORM THEM THAT THEY HAD DERAILED.
RIVERSIDE	12	07	26	UP	CABAZON	M406	CREW ON THE ZATLC-23 REPORTS HEARING A LOUD EXPLOSION FROM THE REAR OF THE UP7391. LOOKING BACK CREW OBSERVED WHITE SMOKE FROM THE SMOKE STACK AND FIRE BEGINNING TO COME OUT OF THE SIDE OF THE REAR OF UNIT. CREW IMMEDIATELY BROUGHT TRAIN TO STOP AND CALLED DISPATCHER AFTER STOPPING, CREW SHUT DOWN UNIT AND DISEMBARKED. FIRE DEPARTMENT ARRIVED ABOUT 0625 HOURS AND CONTAINED FIRE. CREW SUSTAINED NO INJURIES. CABAZON MECHANICAL PRELIMINARY INSPECTION REVEALED POSSIBLE TURBO CHARGER ISSUE. UNIT WAS TAKEN TO COMMERCE YARD FOR FURTHER INSPECTION AND WAS FOUND TO HAVE SUSTAINED SOME STRUCTURAL DAMAGE.

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RIVERSIDE	12	01	15	UP	MIRA LOMA	H306	THE ACICI-15 CREW WAS MOVING TWO UNITS EASTWARD FROM THE EAST END OF TRACK 206 ONTO THE LEAD TO GO DOWN TRACK 205 WESTWARD. CONDUCTOR LINED THE 201 SWITCH AGAINST HIMSELF AND SHOVED THRU THE SWITCH ON THE EASTWARD MOVE AND DERAILED THE EAST SET OF TRUCKS ON UNIT UP8361 ON THE WESTWARD MOVE.
RIVERSIDE	11	09	05	BNSF	RIVERSIDE	M308	CREW ON TRAIN S-LBACL01-04A STRUCK DRIVER AT CROSSING. NO HAZARDOUS MATERIALS WERE RELEASED.
RIVERSIDE	11	09	09	BNSF	RIVERSIDE	E46C	R-CAL0141-09 DERAILED WHILE SHOWING INTO TRACK 3008.
RIVERSIDE	10	02	14	UP	MIRA LOMA	H310	CONDUCTOR ON THE AGBML-11 WAS MAKING A COUPLING ON SOME POWER IN A CURVE. DRAWBARS MISMATCHED CAUSING LATERAL FORCES AND DAMAGE TO DRAWBARS ON THE LOCOMOTIVES. NO LOCOMOTIVES DERAILED.
RIVERSIDE	10	02	14	UP	MIRA LOMA	H310	CONDUCTOR ON THE AGBML-11 WAS MAKING A COUPLING ON SOME POWER IN A CURVE. DRAWBARS MISMATCHED CAUSING LATERAL FORCES AND DAMAGE TO DRAWBARS ON THE LOCOMOTIVES. NO LOCOMOTIVES DERAILED.
RIVERSIDE	10	03	14	UP	INDIO	H306	MPXWC-13 CREW WAS SWITCHING CARS TO MAKE HEAD END OF TRAIN LEGAL FOR BEAUMONT HILL. THEY SHOVED BLIND THEN PULLED BACK THROUGH THE SWITCH DERAILING 4 CARS.
RIVERSIDE	10	09	06	UP	MIRA LOMA	H307	A CREW CONTRACTED BY NATIONAL SWITCHING SERVICE OF MIRA LOMA RAN THROUGH THE EAST 109/110 CROSSOVERSWITCH THEN BACKED UP DERAILING TWO AUTO CARS. NSW'S ESTIMATED EQUIPMENT DAMAGE = \$16,225.
RIVERSIDE	10	07	12	UP	MECCA	M399	IEWLB-10, LEAD UNIT UP7677, STRUCK A TRACTOR TRAILER TRUCK WITH AUTO CARRIER AT HAMMOND/THOBE ROAD. CREW DID NOT RECOGNIZE TRUCK ON TRACK, WHICH HAD BEEN STUCK ON TRACK FOR SEVERAL MINUTES BEFORE TRAIN ARRIVAL. RAIL = CWR
RIVERSIDE	10	09	06	NSWS	MIRA LOMA	H307	ON 09-06-10 YML01-06 CREW MOVED CARS AND POWER CONSIST FROM SUPPORT YARD TO NORTH YARD VIA A CROSSOVER FROM S. LEAD (110) TO N. LEAD (109) ON EAST END OF YARD. THE CONDUCTOR FAILED TO LINE BOTH CROSSOVER SWITCHES FOR SAME DIRECTION OF MOVEMENT AFTER THE MOVE WAS COMPLETED. YML01-06 BEGAN A SECOND MOVE ON A DIFFERENT POWER CONSIST AND PROCEEDED WITH A SWITCH MOVE TO PULL 12 LOADS OUT OF 857. THE ENGINEER FAILED TO RECOGNIZE THE CROSSOVER SWITCH LINED AGAINST HIS MOVE, RESULTING IN A RUN THROUGH SWITCH. THE MOVE PULLED 5 CARS THROUGH THE SWITCH AND STOPPED WITH THE 6TH CAR'S EAST TRUCKS THROUGH THE SWITCH AND IT'S WEST TRUCKS ON THE CROSSOVER. THE CREW REVERSE MOVEMENT APPROXIMATELY 500 FT

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RIVERSIDE	09	03	01	UP	GARNET	T311	ATK'S AMT02-01 WAS PULLING INTO UP'S SIDING TO PICK UP PASSENGERS WHEN TWO CARS DERAILED. DERAILMENT WAS CAUSED BY A SWITCH OUT OF ADJUSTMENT. A WHEEL ALSO SHOWED EVIDENCE OF A FALSE FLANGE CAUSING TRUCK TO NOT STEER CORRECTLY. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$21,000. RAIL=CWR.
RIVERSIDE	09	05	29	BNSF	PERRIS	T101	R-CAL0151-29I WAS SPOTTING STAR MILLING WHEN THEY DERAILED 4 LOADED CORN HOPPER CARS DUE TO IRREGULAR CROSS LEVEL OF TRACK AND WIDE GAUGE.
RIVERSIDE	09	03	01	ATK	PALM SPRINGS	T311	TRAIN 2, CONSISTING OF 2 LOCOMOTIVES & 9 CARS, ENTERED GARNET SIDING AT WEST GARNET TO MAKE THE PALMSPRINGS STATION STOP. AS THE TRAIN SLOWED, IT WAS TUGGING AND JERKING & THE CREW REALIZED THAT THE TRAIN HAD DERAILED.
RIVERSIDE	09	05	24	UP	MIRA LOMA	M504	NATIONAL SWITCHING SERVICE OF MIRA LOMA'S ENGINEER WAS OPERATING LITE LOCOMOTIVE UP8597. CONTRACT EMPLOYEE FAILED TO CHECK SWITCH POINTS DURING AN EASTWARD MOVEMENT AND RAN THRU SWITCH. CONTRACT EMPLOYEE WAS UNAWARE OF THIS, MADE A WESTWARD MOVEMENT, AND DERAILED. UP MAINTAINS TRACK.
RIVERSIDE	08	09	12	SCAX	CORONA	M302	DRIVER DROVE AROUND GATES INTO PATH OF TRAIN 804 AND WAS FATALLY STRUCK. NOTE: QUES 34A AND 35B UPDATED 1/25/10.
RIVERSIDE	08	03	27	PCC	MIRA LOMA	T314	AT APPROX 0530 3-27-08 AMLDOR 27 DERAILED THE TRAILING TRUCK OF THE 19TH CAR, TTGX 851335, BEHIND THE ENGINE. THE CAUSE IS CURRENTLY UNDER DISPUTE WITH THE UPRR AND AFTER FURTHER INVESTIGATION WILL BE UPDATED. THE SWITCH POINT WAS OBSERVED TO BE WORN AND BROKEN- AND WAS CHANGED OUT BY THE UPRR. UP TO BEAR ALL COSTS.
RIVERSIDE	08	04	28	PCC	MIRA LOMA	H503	AT APROX 2130 ON APRIL 28 2008 THE ENGINEER AND CONDUCTOR DERAILED 3 EMPTY TRI-LEVEL RAILCARS WHILE PULLING OUT OF THE MIRALOMA AUTO FACILITY. WHILE PULLING OUT THE LAST TRACK OF THE 3 TRACK OUTBOUND TRAIN THEY WERE TOLD TO STOP AND THROW OUT A BAD ORDER CAR. THE ENGINEER, WHILE TRAVELING AT 8 MPH EFFECTED A FULL SERVICE RELEASE AND STOPPED THE TRAIN WITHIN A LITTLE OVER A CAR LENGTH DERAILING THE FIRST CAR. THE TRAIN WENT INTO EMERGENCY AND THE CONDUCTOR INSTEAD OF INSPECTING THE TRAIN INSTRUCTED THE ENGINEER TO BACK-UP CAUSING 2 MORE CARS TO DERAIL. AFTER THE ENGINEER STATED THAT HE COULD NOT MOVE THE TRAIN ANY FURTHER THE CONDUCTOR DECIDED TO WALK THE TRAIN AND DISCOVERED THE 3 DERAILED CARS
RIVERSIDE	08	03	03	UP	MECCA	E53C	MWCEC-03 HAD AN OVERHEATED JOURNAL ON GATX126039. JRSX10243 SPILLED 8,000 GAL & JRSX11230 SPILLED 20 GAL OF PHOSPORIC ACID; SHPX206823 SPILLED 15,200 GAL & SHPX206832 SPILLED 20,000 GAL OF HYDROCHORIC ACID. CAR #: JRSX 10243. CAR #: SHPX 206832. CAR # SHPX 206823. CAR #: JRSX 11230.
RIVERSIDE	08	05	22	BNSF	PERRIS	M102	AT APPROXIMATELY 1650 NOTIFIED THAT A TORNADO HAD TOUCHED DOWN IN PERRIS, CA AND THAT RR CARS HAD DERAILED. INVESTIGATION REVEALED THAT CARS IN TRACK 3131 AND 3132 (MARCH FIELD) HAD BEEN STRUCK BY ONE OR MORE TORNADOS. THE CARS INVOLVED (TOTAL OF 9) HAD BEEN BLOWN ON THEIR SIDES. CARS WERE UNATTENDED. NO CREW MEMBERS WERE INVOLVED.

Railroad Derailments in California (January 2008 - December 2012)							
COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
RIVERSIDE	08	05	22	BNSF	PERRIS	M102	AT APPROXIMATELY 1650 NOTIFIED THAT A TORNADO HAD TOUCHED DOWN IN PERRIS, CA AND THAT RR CARS HAD DERAILED. INVESTIGATION REVEALED THAT CARS IN TRACK 3131 AND 3132 (MARCH FIELD) HAD BEEN STRUCK BY ONE OR MORE TORNADOS. THE CARS INVOLVED (TOTAL OF 9) HAD BEEN BLOWN ON THEIR SIDES. CARS WERE UNATTENDED. NO CREW MEMBERS WERE INVOLVED.
RIVERSIDE	08	09	12	BNSF	CORONA	M302	SCAX TRAIN ML8041-12 (METROLINK) STRUCK A VEHICLE ON CROSSING.
RIVERSIDE	08	11	13	UP	MIRA LOMA	H704	LOQ47-12 DERAILED GOING OVER A SWITCH THAT HAD BEEN PREVIOUSLY RUN THROUGH.
SACRAMENTO	12	01	28	SCRT	SACRAMENTO	M308	VEHICLE TRAVELED INTO THE OPPOSITE LANE OF TRAFFIC AND AROUND THE LOWERED CROSSING GATE INTO THE PATH OF THE APPROACHING TRAIN. VEHICLE WAS TRAVELING EAST IN THE WESTBOUND LANE AND THE TRAIN WAS TRAVELING SOUTH. CROSSING ARMS, CROSSING AUDIBLE WARNINGS, AND CROSSING FLASHING LIGHTS WERE FUNCTIONING AS INTENDED. TRAIN WAS FUNCTIONING AS INTENDED. TRAIN OPERATOR WAS UNABLE TO STOP IN TIME.
SACRAMENTO	10	01	08	UP	ANTELOPE	H402	RAIL LIFTER OPERATOR WENT PAST HIS TRACK AUTHORITY AND RAN THRU A SWITCH LINED AGAINST HIS MOVEMENT.NO DERAILEMENT.
SACRAMENTO	10	04	09	SCRT	SACRAMENTO	M308	VEHICLE TRAVELED EASTBOUND IN THE WESTBOUND LANES, AROUND THE CENTER ISLAND AND AROUND THE CROSSINGGATES; IGNORED THE CROSSING ARMS, CROSSING AUDIBLE WARNINGS, AND CROSSING FLASHING LIGHTS, INTO THEPATH OF THE APPROACHING NORTHBOUND TRAIN. THE TRAIN OPERATOR WAS UNABLE TO STOP PRIOR TO IMPACT.
SACRAMENTO	09	02	23	UP	SACRAMENTO	M302	SACRAMENTO POLICE CALLED RMCC TO REPORT A VEHICLE HAD STRUCK BNSF'S TRAIN UFL9BJ-21, WITH LEAD UNITBNSF710, AT UP'S FLORIN ROAD CROSSING. INVESTIGATION REVEALED THE VEHICLE STRUCK A CAR ON BNSF'S TRAIN APPROXIMATELY 17-CARS DEEP FROM THE HEAD END. DRIVER OF VEHICLE WAS INJURED. UP SUSTAINED SIGNAL DAMAGE WHEN THE VEHICLE SPUN AROUND AND UPROOTED THE MECHANISM. BNSF'S ESTIMATED EQUIPMENT DAMAGES = \$300.
SACRAMENTO	09	02	23	BNSF	POLLOCK	M302	BNSF TRAIN U-FLTBAR1-21A WAS STRUCK BY AN AUTO SEVENTEEN CARS DEEP AT A CROSSING. NO HAZARDOUS MATERIALS WERE RELEASED.
SACRAMENTO	09	07	17	UP	SACRAMENTO	T110	YSR62R-17 WAS SHOVING INTO CUSTOMER'S FACILITY OVER GRADE CROSSING WITH 7 LOADED PLASTIC CARS AND 1LOCOMOTIVE. UNIT UP791 DERAILED IN THE ROAD CROSSING DUE TO WIDE GAGE CONDITIONS. CCT'S ESTIMATEDTRACK DAMAGE = \$50,224

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SACRAMENTO	09	07	17	CCT	SACRAMENTO	T001	YSR62R-17 ONE ENGINE REMOTE CONTROL UNION PACIFIC SWITCH JOB MOVING ON CCT TRACK WAS SHOVING SOUTH OVER FLORIN PERKINS ROAD WHEN CREW STOPPED MOVEMENT PRIOR TO ENTERING STUB INDUSTRY TRACK AT LIQUID BOX COMPANY AND WHEN CREW STARTED MOVEMENT BACK INTO STUB TRACK THE ENGINE UP791 DERAILED IN THE MIDDLE OF THE CROSSING AT FLORIN PERKINS ROAD AND WITH BITH CREW MEMBERS ON THE POINT OF THE SHOVE THEYFAILED TO SEE THE ENGINE AND DERAILED AND THIS ALLOWED THE ENGINE TO TRACKS TO THE TRACK 790 SWITCHAND SPLIT THE POINTS DAMAGING THE SWITCH AND THE FROG FOR TRACK 790. INVESTIGATION FOUND THAT THETRACK IN THE CENTER NON-DRIVING LANE OF THE CROSSING AT FLORIN PERKINS ROAD HAD SETTLED LRL70-31 WAS MAKING A SWITCH MOVE AT THE END OF A 43-CAR CUT WHEN THE CONDUCTOR NOTICED CARS JACK-KNIFED IN THE TRACK. FIVE CARS DERAILED INTO THE PROCESS OF MAKING SWITCH MOVES WHICH RESULTED IN 320FEET OF TRACK DAMAGE. INVESTIGATION DETERMINED CAUSE TO BE LATERAL OVER VERTICAL FORCED DUE TO THEPHYSICS OF THE SHOVE. LOADS, EMPTIES AND CURVE UP HILL ALL CONTRIBUTED TO CREATE THE LATERAL VERTICAL FORCE CONDITION.
SAN BERNARDINO	12	09	06	BNSF	FONTANA	T113	R-CAL2011-06 DERAILED 4 CARS WHILE SHOVING FROM YARD TO INDUSTRY TRACK AT POINT OF WIDE GAUGE ON INDUSTRY TRACK.
SAN BERNARDINO	12	04	14	UP	RIALTO	E04C	QRVWC-13, WAS TRAVELING SOUTHBOUND ON THE MOJAVE SUBDIVISION WHEN IT RECEIVED A DRAGGING MESSAGE AFTER PASSING THE HOTBOX DETECTOR AT MP486.8. UPON INSPECTION, CONDUCTOR DISCOVERED FXE911950 HAD DERAILED ONE SET OF TRUCKS.
SAN BERNARDINO	12	07	16	BNSF	BARSTOW	S006	H-KCKBAR3-14 DERAILED 5 CARS DUE TO A GAPPED SWITCH, WHICH WAS DIRECTLY CAUSED BY A DROP IN AIR PRESSURE AFTER A THIRD PARTY CONTRACTOR SPLICED AND TESTED A NEW AIR LINE CONTROLLING AIR FLOW TO THE SWITCH. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	12	06	15	BNSF	BARSTOW	E27C	RCO Y-BAR1022-15 DOUBLED TRACK 1406 TO 1405 WHILE BUILDING TRAIN. CARMAN NOTED D-WELL OF DOUBLSTACKWAS BUCKLING AND DERAILED ON THIS ARTICULATED CAR DUE TO BROKEN SIDE SILL. NO HAZARDOUS MATERIALS RELEASED.
SAN BERNARDINO	12	12	25	UP	BLOOMINGTON	M404	LOCOMOTIVE MOVERS WERE PERFORMING A WESTWARD SHOVING MOVE ON THE 500 LEAD TO THE FACING SWITCH 506 WITH A CONSIST OF FOUR LOCOMOTIVES. THE UP6223 DERAILED THE NO 6 TRACTION MOTOR AT THE ROAD CROSSINGEAST OF THE 506 SWITCH POINT. THE 5 AND 4 TRACTION MOTORS DERAILED NEAR THE FROG. OBSTRUCTION WASFOUND IN THE FLANGEWAY AT THE ROAD CROSSING ON THE 500 LEAD.
SAN BERNARDINO	12	09	21	UP	BLOOMINGTON	H524	MOVERS WERE USING UP7366 TO PICK UP A UNIT OUTSIDE OF THE TRUCK STOP. THEY WERE TRYING TO GET THE PIN TO DROP AND USED TOO MUCH FORCE AND SHOVED THE UNIT OVER THE DERAIL. TWO WHEELS WENT ON THE GROUND OF THE NS9047.
SAN BERNARDINO	12	09	15	UP	BLOOMINGTON	S012	YWC31R-15 WHILE PULLING OUT OF TRACK 36 TO REHUMP, EXPERIENCED A COMMUNICATION LOSS RESULTING IN A PENALTY APPLICATION OF THE ENGINE BRAKE SYSTEM CAUSING A RUN-IN OF SLACK TO OCCUR. THIS RESULTED INTHE LEAD CAR TO DERAIL ON A CURVE ALONG WITH FOUR ADDITIONAL CARS.

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SAN BERNARDINO	12	09	20	UP	BLOOMINGTON	M405	YWC28-20 WHILE PULLING DOWN THE QWCTU-20, APPEARS THAT AT LEAST ONE CAR RODE UP OVER THE FROG ON THE 312-313 CROSSOVER. A PORTION OF THE TRAIN CONTINUED DOWN 314, WHILE THE REST OF THE TRAIN BEHIND THE DERAILED CARS WERE ROUTED DOWN 313. A TOTAL OF 5 CARS DERAILED.
SAN BERNARDINO	12	11	26	UP	BLOOMINGTON	H503	YWC44-25 WAS PULLING THE REAR OF THE MWCFR-26 EASTWARD, DOWN TRACK 313 IN IDLE, COASTING AT 10 MPH. AT THE TIME OF THE STOP, THE CREW WENT FROM 10 MPH TO 2 MPH CAUSING A DERAILMENT AFTER THE RUN-IN ON THE HEAD END. AFTER STOPPING, A REVERSE MOVE WAS MADE AT WHICH TIME ONE OF THE DERAILED CARS STRUCK THE LEAD LOCOMOTIVE UP570 ON AN ADJACENT TRACK CAUSING IT TO DERAIL.
SAN BERNARDINO	12	12	18	UP	BLOOMINGTON	T113	UP2271 WAS BEING USED AS A HORSE. THE UP2420, UP2290 AND UP2377 DERAILED ON THE 600 LEAD AT THE WEST COLTON ROUNDHOUSE DURING SWITCHING OPERATIONS. DERAILMENT WAS CAUSED BY WIDE GAUGE.
SAN BERNARDINO	12	12	31	UP	BLOOMINGTON	T201	THE YWC04-31 WAS SHOVING THE MWCRV-02 WEST OUT OF TRACK 314 IN DEPART MODE TO RECEIVING YARD TRACK 201. TRAIN DERAILED SEVEN LOADED AUTO CARS AND TWO LOCOMOTIVES FROM THE HEAD END OF CUT AS IT TRAVELED THROUGH TRACK 577 (907 POCKET).
SAN BERNARDINO	12	12	28	BNSF	SAN BERNARDINO	H702	INTER-RAIL SWITCH CREW PULLED CUT FROM TRACK 671 TO SHOVE INTO TRACK 674. CREW FAILED TO LINE SWITCH FOR SHOVE MOVE, SHOVING BACK INTO 671 AND IMPACTING REMAINING CARS IN TRACK AT 10 MPH, DERAILING 4 CARS.
SAN BERNARDINO	12	06	30	BNSF	BARSTOW	H313	HUMP TRAINMASTER WHILE HUMPING CARS DIVERTED CARS FROM 1447 TRK WHICH WAS FULL TO 1446 TRK, THEN ATTEMPTED TO SEND 2 MORE TO 1447. ONE OF THESE CARS REMAINED IN FOUL AND WAS SIDEWIPED BY FOLLOWING CAR. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	12	06	30	BNSF	BARSTOW	H313	HUMP TRAINMASTER WHILE HUMPING CARS DIVERTED CARS FROM 1447 TRK WHICH WAS FULL TO 1446 TRK, THEN ATTEMPTED TO SEND 2 MORE TO 1447. ONE OF THESE CARS REMAINED IN FOUL AND WAS SIDEWIPED BY FOLLOWING CAR. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	12	12	30	BNSF	BARSTOW	E39C	RCO Y-BAR3022-29 REPORTED SPOTTING 3 CARS DERAILED ON TRIM 1 TRACK. INVESTIGATION FOUND DRAWBAR CENTER SEAL ASSEMBLY FAILURE ON FIRST DERAILED CARS WITH APPROXIMATELY 20% OLD BREAK. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	12	04	17	UP	BLOOMINGTON	H607	THE LOP92-16 WAS RUNNING LIGHT POWER WEST ON 203 AND SIDEWIPED THE INBOUND MTUWC-16 AS THEY WERE SETTING OUT DPU MOTOR ON TRACK 207. NO RAIL EQUIPMENT DERAILED. DAMAGE ONLY. CAUSE IS DUE TO FAILURE TO COMPLY WITH RESTRICTED SPEED OR ITS EQUIVALENT NOT IN CONNECTION WITH A BLOCK OR INTERLOCKING SIGNAL.

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SAN BERNARDINO	12	04	17	UP	BLOOMINGTON	H607	THE LOP92-16 WAS RUNNING LIGHT POWER WEST ON 203 AND SIDESWIPE THE INBOUND MTUWC-16 AS THEY WERE SETTING OUT DPU MOTOR ON TRACK 207. NO RAIL EQUIPMENT DERAILED. DAMAGE ONLY. CAUSE IS DUE TO FAILURE TO COMPLY WITH RESTRICTED SPEED OR ITS EQUIVALENT NOT IN CONNECTION WITH A BLOCK OR INTERLOCKING SIGNAL.
SAN BERNARDINO	12	07	13	SCAX	FONTANA	T110	R-CAL5011 DERAILED 4TH UNIT LIGHT ENGINE CONSIST DUE TO WIDE GAUGE. REVISED FOR DAMAGES 10-1-12.
SAN BERNARDINO	12	07	01	BNSF	SAN BERNARDINO	H503	V-BIRSD1-26 PULLED OUT OF GM 2 TRACK TO MAKE DOUBLE-OVER INTO GM 3 TRACK. WHILE SHOVING SETOUT TO GM3, CREW EXPERIENCED UDE AND DERAILMENT OF 3 CARS FOUND. DIVISION OFFICERS BELIEVE H503 IS CLOSEST MATCH FOR CAUSE BUT WILL NOT ASSIGN HUMAN FACTOR RESPONSIBILITY AS REVIEW OF DOWNLOADS TAKE NO EXCEPTION TO TRAIN HANDLING.
SAN BERNARDINO	12	07	07	BNSF	SAN BERNARDINO	E46C	RCO Y-SBD3032-06, WHILE PULLING FROM TRACK 675, DERAILED 8 CARS DUE TO STIFF TRUCKS ON ONE CAR.
SAN BERNARDINO	12	07	13	BNSF	FONTANA	T110	R-CAL5011-12 DERAILED 4TH UNIT OF 4-UNIT LIGHT ENGINE CONSIST DUE TO WIDE GAUGE.
SAN BERNARDINO	12	11	26	UP	BLOOMINGTON	H503	YWC44-25 WAS PULLING THE REAR OF THE MWCFR-26 EASTWARD, DOWN TRACK 313 IN IDLE, COASTING AT 10 MPH. AT THE TIME OF THE STOP, THE CREW WENT FROM 10 MPH TO 2 MPH CAUSING A DERAILMENT AFTER THE RUN-IN ON THE HEAD END. AFTER STOPPING, A REVERSE MOVE WAS MADE AT WHICH TIME ONE OF THE DERAILED CARS STRUCK THE LEAD LOCOMOTIVE UP570 ON AN ADJACENT TRACK CAUSING IT TO DERAIL.
SAN BERNARDINO	12	02	05	UP	BLOOMINGTON	T103	WHILE PULLING OUT OF TRACK 29 DURING NORMAL HUMPING OPERATIONS, CAR ON THE YWC30R-05 CLIMBED THE RAIL DUE TO TRACK ELEVATION ISSUES CAUSING DERAILMENT.
SAN BERNARDINO	12	01	17	UP	FONTANA	T110	LOH45-16 SHOVED INTO TRACK 32-002 FROM THE KAISER/CSI LEAD TO CLEAR CROSSOVER SWITCHES TO PULL INTO TRACK 32-014 AND RUN AROUND THEIR TRAIN. AFTER PULLING WEST, CREW REALIZED CARS WERE ON THE GROUND ON THE EAST END OF TRACK 002. CAUSE IS DUE TO WIDE GAGE CAUSED BY TIE CONDITIONS.
SAN BERNARDINO	12	01	12	UP	BLOOMINGTON	M411	YWC21R-12 CREW, WHILE HUMPING TRACK 207, HUMPED CAR AJPX6667 INTO TRACK 77. THE CAR ATTEMPTED TO COUPLE TO THE STANDING CAR DTTA63192. IT BYPASSED AND DERAILED THE CAR DUE TO MECHANICAL PROBLEMS. THE CAR HAD WEAK SUPER STRUCTURE BRACKETS CAUSING THE CAR TO FOLD AND DERAIL.

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SAN BERNARDINO	12	01	12	UP	BLOOMINGTON	M411	YWC21R-12 CREW, WHILE HUMPING TRACK 207, HUMPED CAR AJPX6667 INTO TRACK 77. THE CAR ATTEMPTED TO COUPLE TO THE STANDING CAR DTTA63192. IT BYPASSED AND DERAILED THE CAR DUE TO MECHANICAL PROBLEMS. THE CAR HAD WEAK SUPER STRUCTURE BRACKETS CAUSING THE CAR TO FOLD AND DERAIL.
SAN BERNARDINO	12	06	12	UP	COLTON	S011	INBOUND MECWC-11 PULLED INTO YARD TRACK 302 FROM THE EAST, SECURED THEIR TRAIN AND CAME OUT OF TRACK203 ON THE WEST END AS LIGHT POWER (3 UNITS). THEY PULLED OUT ON THE LEAD TO CLEAR THE 203 SWITCH THEN WERE LINED TO GO EAST DOWN THE LEAD TOWARDS 209. WHILE TRAVELING EAST DOWN THE LEAD, THE 203 SWITCH LOST AIR PRESSURE AND LINED UNDER THE EAST MOTOR UP5431 CAUSING 3 AXLES OF THE LOCOMOTIVE TRUCK TO DERAIL ON THE 203 SWITCH. SIGNAL DEPT CONFIRMS LOSS OF AIR PRESSURE TO THE SWITCH.
SAN BERNARDINO	12	01	18	UP	BLOOMINGTON	H503	WHILE THE YWC36-18 WAS BUILDING THE MWCLB-18, THE CREW WAS MAKING AN EASTWARD MOVEMENT AND THE SWITCHMAN ON THE JOB INSTRUCTED THE ENGINEER TO STOP. TRAIN HAD BEEN PREVIOUSLY STRETCHED OUT. WORKING WITH 25 CARS OF AIR ON THE HEAD END AND ENGINE BRAKES, THE ENGINEER APPLIED THE AUTOMATIC BRAKE WITH A 16 PSI REDUCTION AND SET THE ENGINE BRAKES. THIS CAUSED THE HEAD END OF THE TRAIN TO ACT AS A LARGE RETARDING FORCE CAUSING THE SLACK OF THE TRAIN TO COME IN AND LIFT THE TWO CARS THAT WERE GOING THRU THE CROSSOVERS AT TRACK 312. THIS RESULTED IN DERAILMENT.
SAN BERNARDINO	12	12	12	BNSF	BARSTOW	M411	RCO Y-BAR2022-12 DERAILED WHILE SHOVING PREVIOUSLY HUMPED CARS TO RIP TRACKS TO SPOT. INVESTIGATION REVEALED COUPLERS THAT HAD BYPASSED OFF HUMP THAT CREATED EXCESS FORCES WHILE CARS WERE SHOVED THROUGH SWITCHES EN ROUTE RIPS. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	12	08	29	UP	BLOOMINGTON	T110	THE MCIWC-29 PULLED INTO THE EMERGENCY YARD AT 7 MPH ON TRACK 205. RAIL SPREAD BENEATH TRAIN CAUSING TRAIN TO GO INTO UDE RESULTING IN A 10 CAR DERAILMENT IN THE MIDDLE OF THE CUT.
SAN BERNARDINO	12	04	04	BNSF	BARSTOW	M411	RCO Y-BAR1062-04 TASKED WITH PULLING CARS FROM 1434 TRACK THAT HAD BEEN PREVIOUSLY HUMPED. CREW DISCOVERED BYPASSED COUPLERS WHEN DERAILMENT OCCURRED AT 1434 TRACK WITCH DUE TO LATERAL FORCE FROM BYPASSED COUPLERS. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	11	11	21	TRC	TRONA	H999	OPERATOR OF THE MOW HI RAIL TRUCK STATED THAT HE WAS LOOKING TO HIS LEFT (EAST) AS HE WAS FOLLOWING THE BALLAST REGULATOR UP THE TRC MAINLINE. WHEN HE LOOKED BACK AND WAS LOOKING FORWARD, HE WAS HITTING THE REAR OF THE REGULATOR.
SAN BERNARDINO	11	11	21	TRC	TRONA	H999	OPERATOR OF BALLAST REGULATOR HAD STOPPED REGULATOR. HE WAS SETTING UP TO LOWER THE RIGHT WING TO START REGULATING THE BALLAST AND REMOVING THE VEGETATION. FELT A SUDDEN JOLT AND TURNED TO SEE HYRL6183 UNDER BROOM ASSEMBLY OF THE REGULATOR.
SAN BERNARDINO	11	07	28	UP	BLOOMINGTON	H503	YWC28-28 WAS PULLING OUT THE MWCTU2-08. THE CREW PULLED DOWN TRACK 44 TO DOUBLE OVER TO TRACK 38. THE CREW THEN PULLED AHEAD 85 CARS THEN STOPPED TO MAKE A CUT TO LEAVE HEEL CARS BEFORE PULLING OUT THE ENTIRE TRAIN. IT APPEARS THAT DURING THE STOP TO LEAVE THE HEEL, A WHEEL ON THE CP542612 POPPED OFF THE RAIL AT THE FROG CAUSING 8 CARS TO DERAIL INTO TRACK 314 WHICH THEN DERAILED AN ADDITIONAL 4 CARS IN TRACK 314.

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SAN BERNARDINO	11	07	17	UP	BLOOMINGTON	H503	THE YWC42R-16 REMOTE CONTROL OPERATOR MISHANDLED THE SLACK IN THE TRAIN WHICH CAUSED A KNUCKLE TO BREAK AND A CUT OF CARS TO RUN AWAY.
SAN BERNARDINO	11	10	18	UP	COLTON	M405	UPRR TRAIN MNPWC-15 DERAILED 6 CARS. CAUSE OF DERAILMENT WAS INTERACTION OF LATERAL AND VERTICAL FORCES. SEVERAL FACTORS CONTRIBUTE TO A NATURAL LATERAL/VERTICAL FORCE SITUATION. THE TRACK PROFILE AT THE BNSF CONNECTOR FROM NORTH TO SOUTH HAS A 1.00% DESCENDING GRADE AT THE ENTRY POINT. THE CONNECTOR IS AN 11 DEGREE CURVE WHEN A TRAIN IS EXITING THE CONNECTOR THE GRADE CHANGES FROM DESCENDING TO ASCENDING. IT TRANSITIONS TO A 1.25% GRADE. BNSF MAINTAINS TRACK. ESTIMATED BNSF TRACK DAMAGE= \$45,000. .
SAN BERNARDINO	11	05	13	UP	BLOOMINGTON	T220	THE QEWVC-10 CREW WAS TAKING THEIR POWER TO THE ROUNDHOUSE WHEN THEY DERAILED ONE TRUCK OF THE LOCOMOTIVE CONSIST DUE TO A BROKEN RAIL.
SAN BERNARDINO	11	05	11	BNSF	BARSTOW	E35C	RCO Y-BAR2032-11, WHILE SHOVING 20 CARS INTO RIP TRK TO SPOT 2 CARS FROM REPAIRS, EXPERIENCED BROKEN COUPLER CARRIER ON BNSF 518042. DRAWBAR DROPPED DERAILING ALL WHEELS THIS CAR.
SAN BERNARDINO	11	03	09	BNSF	CUCAMONGA	H607	SWITCH CREW FAILED TO LINE SPLIT POINT DERAILED AND SHOVED CARS THROUGH OPEN DERAIL, DERAILING 6.
SAN BERNARDINO	11	01	30	UP	FONTANA	H306	LOH45-30 CREW SHOVED A GONDOLA CAR INTO THE SIDE OF 3 CARS THAT WERE LEFT STANDING IN TRACK 001. THE CARS DID NOT DERAIL. THERE WAS ONLY DAMAGE TO THE CARS INVOLVED.
SAN BERNARDINO	11	12	24	UP	BLOOMINGTON	T202	HUMP JOB YWC42R-23 HUMPING TRACK 205 WAS INFORMED BY THE CREST YARDMASTER THAT A DRAGGING EQUIPMENT DETECTOR HAD TRIPPED ON HUMP LEAD 99. MOVEMENT WAS STOPPED AND THE HUMP CUT WAS INSPECTED. CARS GATX81587 AND ETCX84008 WERE FOUND TO HAVE DERAILED AND HAD BEEN DERAILED FOR APPROXIMATELY 800 FEET PRIOR TO COMING TO REST. AN INSPECTION OF THE RAIL FOUND A BROKEN RAIL JUST PRIOR TO THE POINT OF INITIAL DERAILMENT.
SAN BERNARDINO	11	05	01	BNSF	SAN BERNARDINO	H022	3RD PARTY SERVICE PARTNER AT GM FACILITY FAILED TO SECURE HANDBRAKE ON SINGLE CAR THAT SUBSEQUENTLY ROLLED FROM TRACK 1.3 MILES BEFORE DERAILING AT SPLIT POINT DERAIL PROTECTING MT 3.
SAN BERNARDINO	11	05	15	BNSF	SAN BERNARDINO	H403	RCO Y-SBD3022-14 ENTERED MT3 WITHOUT AUTHORITY AND WAS STRUCK BY ONCOMING Q-CHILAC6-12. Q-CHILAC6-12 CONTAINED ALL ARTICULATED EQUIPMENT. NO HAZARDOUS MTLs WERE RELEASED.

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SAN BERNARDINO	11	05	15	BNSF	SAN BERNARD	H403	RCO Y-SBD3022-14 ENTERED MT3 WITHOUT AUTHORITY AND WAS STRUCK BY ONCOMING Q-CHILAC6-12. Q-CHILAC6-12CONTAINED ALL ARTICULATED EQUIPMENT. NO HAZARDOUS MTLs WERE RELEASED.
SAN BERNARDINO	11	01	19	BNSF	HESPERIA	H303	R-CAL0041-19, SHOVING TO JOINT ON CARS STANDING CLOSE TO DERAIL, FAILED TO LINE AND SUBSEQUENTLY PULLED CARS OVER DERAIL.
SAN BERNARDINO	11	12	14	UP	BLOOMINGTON	T111	AN MSO LOCOMOTIVE MOVER TEAM WAS MAKING A WESTWARD MOVE WITH TWO UNITS INTO TRACK 605 USING THE UP7229 AS THE CONTROLLING UNIT. ONCE THE MOVER TEAM WAS APPROXIMATELY 100 TO 150 FEET INTO TRACK 605, THE MOVE WAS STOPPED WHEN THE DRIVER FELT THE UNIT GO ON THE GROUND. CAUSE OF DERAILMENT WAS LATER DETERMINED BY THE TRACK DEPARTMENT TO BE WIDE GAGE.
SAN BERNARDINO	11	07	28	UP	BLOOMINGTON	H503	YWC28-28 WAS PULLING OUT THE MWCTU2-08. THE CREW PULLED DOWN TRACK 44 TO DOUBLE OVER TO TRACK 38.THE CREW THEN PULLED AHEAD 85 CARS THEN STOPPED TO MAKE A CUT TO LEAVE HEEL CARS BEFORE PULLING OUTTHE ENTIRE TRAIN. IT APPEARS THAT DURING THE STOP TO LEAVE THE HEEL, A WHEEL ON THE CP542612 POPPEOFF THE RAIL AT THE FROG CAUSING 8 CARS TO DERAIL INTO TRACK 314 WHICH THEN DERAILED AN ADDITONAL 4CARS IN TRACK 314.
SAN BERNARDINO	11	12	18	BNSF	BARSTOW	T403	V-CLORIC3-16 DERAILED WHILE MAKING SETOUT. DEGREE OF CURVE HAS BEEN REDUCED AND RAIL JOINTS WELDED TO CORRECT TRACK CONDITIONS.
SAN BERNARDINO	11	06	26	BNSF	BARSTOW	M411	WHILE HUMPING, NAHX 620195 DESTINED 1425 TRK SLOWROLLED ALLOWING TTPX 805369 DESTINED FOR 1432 TO CATCH UP WITH NAHX 620195ZX CAR. SYSTEM LINED TTPX 805369 TO 1430 FOLLOWING NAHX 620195. TTPX 805369 THEN WAS "LOST" IN THE 1425-32 SWITCH AREA AND THE FOLLOWING CAR GATX 37035 STRUCK THE TTPX 805369 CORNERING THE CARS. NO DERAILMENT.
SAN BERNARDINO	11	01	04	ARZC	RICE	T221	TRAIN CREW PULLING CUT OF CARS FROM SIDING TO ADD TO TRAIN. SOFTENED ROADBED FROM RECENT RAIN, COMBINED WITH EXISTING 62 LB. RAIL CAUSED OUTSIDE RAIL TO BREAK UNDER LOADED CAR RESULTING IN DERAILMENT.
SAN BERNARDINO	11	06	26	BNSF	BARSTOW	M411	WHILE HUMPING, NAHX 620195 DESTINED 1425 TRK SLOWROLLED ALLOWING TTPX 805369 DESTINED FOR 1432 TO CATCH UP WITH NAHX 620195ZX CAR. SYSTEM LINED TTPX 805369 TO 1430 FOLLOWING NAHX 620195. TTPX 805369 THEN WAS "LOST" IN THE 1425-32 SWITCH AREA AND THE FOLLOWING CAR GATX 37035 STRUCK THE TTPX 805369 CORNERING THE CARS. NO DERAILMENT.
SAN BERNARDINO	11	03	22	UP	COLTON	T319	THE YWC80-21 WAS PULLING THE CARS OUT OF CASCADE WAREHOUSE WHEN THE UTCX57367 DERAILED DUE TO A GAPPED SWITCH POINT INSIDE THE FACILITY. CARS WERE SITTING ON TOP OF THE SWITCH. THE CREW SHOVED BACKHALF A CAR TO MAKE A JOINT AND PULLED 3 CARS AHEAD WHEN THE UTCX57367 PICKED THE GAPPED POINT DERAILING IT AND THE CITX200818. CASCADE WAREHOUSE MAINTAINS TRACK.

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SAN BERNARDINO	11	05	30	BNSF	SAN BERNARD	H514	YARD ENGINE ATTEMPTED TO SHOVE EAST INTO TRACK 207 WITHOUT RELEASING AIR BRAKES, RESULTING IN ONE CAR DERAILING. CUT CONTAINED ARTICULATED EQUIPMENT. ¶
SAN BERNARDINO	11	04	10	UP	MONTCLAIR	H307	A CREW WAS MOVING WESTWARD THROUGH YARD TRACK 1 AT MONTCLAIR WITH THE CONDUCTOR ON POINT AND THE ENGINEER ON THE EAST UNIT OF A 2-UNIT CONSIST. THE CONDUCTOR SAW SWITCH WAS IMPROPERLY LINED FOR THEIR MOVE AND TOLD THE ENGINEER TO STOP. THE CONDUCTOR INSPECTED THE SWITCH AND FOUND IT TO BE GAPPED, BUT DID NOT THINK THEY HAD GOTTEN ALL THE WAY THROUGH THE SWITCH, SO HE ASKED THE ENGINEER TO PULL AHEAD. AS MOVEMENT STARTED EASTWARD, THE WEST AXLE OF THE WEST UNIT DERAILED.
SAN BERNARDINO	11	04	11	UP	BLOOMINGTON	M409	THE YWC44-10 WAS BUILDING THE QWCEW-11 AND WHILE SHOVING BACK TO MAKE A JOINT, TWO CARS DERAILED ON THE DIAMOND LANE DUE TO A PIECE OF WIRE CABLE OBSTRUCTING THE SWITCH POINT.
SAN BERNARDINO	11	04	22	UP	MONTCLAIR	H307	WHILE BUILDING TRAIN, CONDUCTOR ON THE IMCCIR-22 RAN THROUGH SWITCH RESULTING IN DERAILMENT.
SAN BERNARDINO	11	08	16	BNSF	SAN BERNARD	H607	YARD CREW MOVING ENGINE TOGGLE RADIO CONTROLLED DERAIL TO OPEN, MOVED OVER AND DOWN LEAD. CREW REVERSED AND DID NOT NOTE THAT DERAILED HAD CLOSED BEHIND MOVEMENT AND WAS UNABLE TO STOP IN ADVANCE. LOCOMOTIVE DID NOT DERAIL, BUT WAS NEEDED TO REPLACE RADIO CONTROLLED DERAIL APPARATUS.
SAN BERNARDINO	11	10	18	BNSF	COLTON	M405	UP TRAIN OPERATING ON BNSF MAINTAINED TRACK DERAILED 5 CARS. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	11	11	02	BNSF	SAN BERNARD	E4BC	WHILE YARD TRAIN, L-CAL0111-02 DERAILED 3 CARS WHEN STIFF TRUCK BOLSTER CREATED LATERAL FORCE ON HIGH SIDE OF RAIL CAUSE RAIL TO ROLL OVER.
SAN BERNARDINO	11	01	30	UP	FONTANA	H306	LOH45-30 CREW SHOVED A GONDOLA CAR INTO THE SIDE OF 3 CARS THAT WERE LEFT STANDING IN TRACK 001. THE CARS DID NOT DERAIL. THERE WAS ONLY DAMAGE TO THE CARS INVOLVED.
SAN BERNARDINO	10	09	09	UP	FONTANA	H220	WESTBOUND MWCJY-09 RAN THRU A RED SIGNAL AND COLLIDED WITH REAR OF TRAIN LOH45-09 THAT WAS SHOVING EASTBOUND ON THE MAIN. EMPLOYEE PERSONAL INJURIES RESULTED FROM THIS INCIDENT. RAIL = CWR

Railroad Derailments in California (January 2008 - December 2012)							
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SAN BERNARDINO	10	09	09	UP	FONTANA	H220	WESTBOUND MWCJY-09 RAN THRU A RED SIGNAL AND COLLIDED WITH REAR OF TRAIN LOH45-09 THAT WAS SHOVING EASTBOUND ON THE MAIN. EMPLOYEE PERSONAL INJURIES RESULTED FROM THIS INCIDENT. RAIL = CWR
SAN BERNARDINO	10	09	17	UP	BLOOMINGTON	T205	YWC34R-17 DERAILED 14 CARS DUE TO WEAK TIES.
SAN BERNARDINO	10	03	20	BNSF	BARSTOW	H307	RCO Y-BAR2032-20 WAS SHOVING 110 CARS EAST 3 CAR LENGTHS TO CLEAR CIRCUIT ON WEST END 1504 TRACK. WHEN STOPPED, SLACK RAN OUT AND CARS STRUCK JOB 201 WHICH WAS HUMPING TRACK 1503, DERAILING 1 CAR AND DAMAGING A TOTAL OF 3. NO HAZARDOUS MATERIALS RELEASED.
SAN BERNARDINO	10	03	20	BNSF	BARSTOW	H307	RCO Y-BAR2032-20 WAS SHOVING 110 CARS EAST 3 CAR LENGTHS TO CLEAR CIRCUIT ON WEST END 1504 TRACK. WHEN STOPPED, SLACK RAN OUT AND CARS STRUCK JOB 201 WHICH WAS HUMPING TRACK 1503, DERAILING 1 CAR AND DAMAGING A TOTAL OF 3. NO HAZARDOUS MATERIALS RELEASED.
SAN BERNARDINO	10	03	30	UP	BLOOMINGTON	M409	YWC34R-30 CREW WAS MAKING A SHOVING MOVEMENT WHEN A CUT LEVER ON A CAR CAME LOOSE AND LODGED UNDERNEATH THE POINT OF THE 215 SWITCH. THIS RAISED THE POINT AN INCH AND A HALF ABOVE THE RAIL AND GAPPED THE POINT. A TOTAL OF 5 CARS DERAILED.
SAN BERNARDINO	10	06	21	BNSF	BARSTOW	H302	TRACK 1441 HAD BEEN HUMPED INTO UNTIL FULL WITH ONE CAR IN FOUL. LATER, ANOTHER CUT WAS HUMPED WITH CARS FOR 1442 TRACK, WHICH SIDESWIPE THE CAR LEFT IN FOUL.
SAN BERNARDINO	10	07	23	BNSF	LUDLOW	E59C	PLASSER LEASED TAMPER SUFFERED GEAR BOX/AXLE FAILURE.
SAN BERNARDINO	10	06	17	UP	BLOOMINGTON	E30C	THE YWC40R-16 WAS SHOVING TRACK 205 FROM THE RECEIVING YARD TO THE HUMP LEAD FOR HUMPING. WHEN THE CUT REACHED THE CEDAR AVENUE BRIDGE, A LOCOMOTIVE COMM FAILURE CAUSED INDEPENDENT BRAKES TO SET WHICH RESULTED IN A BROKEN TRAIN AT A WEAK KNUCKLE AT 18TH CAR. 17 CARS BROKE AWAY AND ROLLED TOWARD THE BOWL. THE YARDMASTER LINED THE CARS TOWARDS TRACK 72 IN ACCORDANCE WITH BREAKAWAY PROCEDURES. THE CARS IMPACTED STANDING CARS IN TRACK 72. A TOTAL OF 11 CARS DERAILED.
SAN BERNARDINO	10	06	26	BNSF	BARSTOW	S016	Y-BAR3012-25 HUMPED ATW 84156, MTY, TOWARD TRACK 1416. CREW HUMPED BN 467801, LD, FOR TRACK 1415. BN 467801 OVERTOOK AND IMPACTED ATW 84156, DAMAGING BOTH CARS. NO HUMP SYSTEM MANIPULATION PER LOGS.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
SAN BERNARDINO	10	05	14	UP	BLOOMINGTON	T221	THE YWC30R-14 WAS PULLING OUT OF TRACK 76 TO REHUMP WHEN TWO CARS CLIMBED OVER A BROKEN RAIL ON THE SOUTH TRACK AND DERAILED. THE CARS WERE UNKNOWINGLY DRAGGED OVER THE GROUP 10 RETARDER.
SAN BERNARDINO	10	06	17	UP	BLOOMINGTON	E30C	THE YWC40R-16 WAS SHOVING TRACK 205 FROM THE RECEIVING YARD TO THE HUMP LEAD FOR HUMPING. WHEN THE CUT REACHED THE CEDAR AVENUE BRIDGE, A LOCOMOTIVE COMM FAILURE CAUSED INDEPENDENT BRAKES TO SET WHICH RESULTED IN A BROKEN TRAIN AT A WEAK KNUCKLE AT 18TH CAR. 17 CARS BROKE AWAY AND ROLLED TOWARD THE BOWL. THE YARDMASTER LINED THE CARS TOWARDS TRACK 72 IN ACCORDANCE WITH BREAKAWAY PROCEDURES. THE CARS IMPACTED STANDING CARS IN TRACK 72. A TOTAL OF 11 CARS DERAILED.
SAN BERNARDINO	10	12	13	ARZC	RICE	H301	CONDUCTOR FAILED TO PROTECT POINT WHILE SETTING OUT CARS TO SIDE TRACK. CARS WERE THUS PUSHED OUT OTHER END OF TRACK ONTO MAIN. LATER SHOVE MOVE ON MAINLINE RESULTED IN COLLISION & DERAILMENT, WITH FOULED CARS.
SAN BERNARDINO	10	11	29	UP	LOMA LINDA	H702	WHILE CROSSING OVER FROM MAIN TRACK 1 TO MAIN TRACK 2 THE CONDUCTOR LINED THE WEST END OF THE CROSSOVER SWITCH UNDERNEATH THE BRAC4578 CAUSING THE 2-BAY DERAILMENT OF THE ITIMN7-28. RAIL = CWR
SAN BERNARDINO	10	07	23	UP	BLOOMINGTON	M105	YWC40R-22 WAS SHOVING CARS TO OVER THE HILL IN NORMAL HUMP OPERATIONS WHEN A CAR STALLED OUT DUE TO STRONG WINDS AT THE BOTTOM OF THE HILL. THE FOLLOWING CAR STRUCK AND SIDESWIPE THE UTLX902815 DERAILING ONE TRUCK. THE 2 CARS THAT WERE HAZMATS WERE EMPTY (RESIDUE) CARS, NOT LOADS.
SAN BERNARDINO	10	07	23	UP	BLOOMINGTON	M105	YWC40R-22 WAS SHOVING CARS TO OVER THE HILL IN NORMAL HUMP OPERATIONS WHEN A CAR STALLED OUT DUE TO STRONG WINDS AT THE BOTTOM OF THE HILL. THE FOLLOWING CAR STRUCK AND SIDESWIPE THE UTLX902815 DERAILING ONE TRUCK. THE 2 CARS THAT WERE HAZMATS WERE EMPTY (RESIDUE) CARS, NOT LOADS.
SAN BERNARDINO	10	06	05	BNSF	BARSTOW	H303	CONDUCTOR ON M STOBAR1 05 UNLOCKED THE DERAIL ENTERING THE DIESEL SERVICE FACILITY, INSTRUCTED THE ENGINEER THAT THEY HAD LINE UP AND THE DERAIL WAS "IN THE DIRT" AND TO BRING IT BACK. ENGINEER ACKNOWLEDGED AND INITIATED MOVEMENT AND 2 TRUCKS OF THE BNSF 546 DERAILED. CONDUCTOR FAILED TO LINE THE DERAIL AFTER UNLOCKING IT. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	10	09	21	BNSF	BARSTOW	H019	YARD CREW HUMPED NAHX 560358 THRU RETARDERS AT PROPER SPEED, BUT CAR STALLED IN THE GROUP ACCOUNT MILD HAND BRAKE HAD BEEN SET. CAR WAS THEN IMPACTED BY ATSF 621438, DAMAGING THIS CAR. HAND BRAKE ON NAHX 560358 WAS SET PRIOR TO CAR ARRIVING YARD AND MADE NO NOISE GOING OVER HUMP. UNABLE TO DETERMINE WHICH EMPLOYEE SET THE BRAKE OR AT WHAT POINT.
SAN BERNARDINO	10	08	25	UP	BLOOMINGTON	T205	MNPWC-22 WAS PULLING INTO TRACK 206 WHEN 9 CARS DERAILED DUE TO DEFECTIVE OR MISSING CROSSTIES.

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SAN BERNARDINO	10	12	04	UP	BLOOMINGTON	M411	WHILE IN HUMP OPERATIONS, THE YWC40R-03 RELEASED A CAR INTO BOWL TRACK 43. THE CAR ROLLED INTO THEBOWL CLASSIFICATION TRACK. AFTER IT STRUCK THE CARS IN THE TRACK THE CARS CREATED A CROSS DRAWBAR EFFECT CAUSING TWO CARS TO DERAIL.
SAN BERNARDINO	10	12	04	UP	BLOOMINGTON	M411	WHILE IN HUMP OPERATIONS, THE YWC40R-03 RELEASED A CAR INTO BOWL TRACK 43. THE CAR ROLLED INTO THEBOWL CLASSIFICATION TRACK. AFTER IT STRUCK THE CARS IN THE TRACK THE CARS CREATED A CROSS DRAWBAR EFFECT CAUSING TWO CARS TO DERAIL.
SAN BERNARDINO	10	02	09	UP	FONTANA	H306	THE LOH43-09 ON THE DECELZVILLE LEAD WAS SWITCHING OUT SPOTTING CARS FOR CUSTOMER. AFTER CONDUCTING A JOB BRIEFING, THEY HAD TO RUN AROUND THEIR CUT THROUGH THE CROSSOVERS. THE BRAKEMAN STATED HE THOUGHT BOTH ENDS OF THE CROSSOVERS WERE LINED AND TOLD THE ENGINEER TO PULL AHEAD. AFTER PULLING AHEAD THROUGH THE CROSSOVER, THE CREW BEGAN TO SHOVE BACK TOWARDS THE SPOT WHEN THEY NOTICED THEY HAD SHOVED THROUGH THE SWITCH AND DERAILED THE UPY2736. THE CREW SHOVED 523 FT ON THE GROUND.
SAN BERNARDINO	10	06	21	BNSF	BARSTOW	H302	TRACK 1441 HAD BEEN HUMPED INTO UNTIL FULL WITH ONE CAR IN FOUL. LATER, ANOTHER CUT WAS HUMPED WITH CARS FOR 1442 TRACK, WHICH SIDESWIPE THE CAR LEFT IN FOUL.
SAN BERNARDINO	10	11	18	BNSF	BARSTOW	H506	Y-BAR3101-17 WAS SETTING OUT ONE CAR FROM 1210 TRK WHEN DERAILED 3 CARS IN CURVE. FINAL CAUSE PENDING. TR&D INVESTIGATED AND FOUND DRAWBARS ON S-CURVE RESULTED IN DERAILMENT.
SAN BERNARDINO	10	03	05	UP	FONTANA	T111	LOH45-05 WAS SHOVING THE KAISER STEEL LEAD WITH 28 CARS, 3294 TONS, WHEN 7 CARS DERAILED INSIDE THE RAIL ON A LEFT HAND CURVE ON STEEP GRADE. DERAILMENT WAS CAUSED BY WIDE GAGE FROM MISSING SPIKES. CALIFORNIA STEEL INDUSTRIES MAINTAINS TRACK.
SAN BERNARDINO	10	11	20	BNSF	SAN BERNARD	H511	N-WSPSBD8-18 DERAILED WHILE PULLING TO GAIN HEAD ROOM IN ORDER TO SHOVE INTO YARD. LOCOMOTIVE DOWNLOADS FIND STRINGLINE EFFECT CAUSE BY ABV REDUCTION AND HIGH THROTTLE USE. TRAIN WAS HANDLING ARTICULATED EQUIPMENT. NO HAZARDOUS WAS RELEASED.
SAN BERNARDINO	09	09	17	BNSF	BARSTOW	H307	RCO JOB Y-BAR3042-16A WAS WORKING ON YARD LEAD WITH Y-BAR9202-16A. BOTH ENGINES WERE AWARE OF EACH OTHER. Y-BAR3042 PULLED FROM 1412 TO LEAD, THEN SET 1 CAR TO 1414 TRK AND RETURNED INTO 1412 TRACK. AT THIS TIME, Y-BAR9202 FOULED LEAD AT 1412 TRACK. Y-BAR3042 AGAIN PULLED FROM 1412 TRACK AND STRUCK Y-BAR9202, DERAILING 4 CARS AND 1 LOCOMOTIVE. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	09	02	23	BNSF	BARSTOW	H019	B-SCOILT5-22A ARVD BARSTOW MT2, WENT AROUND BALLOON AND BACK OUT CAJON YARD ENTRY ON MT1 TO SHOVE INTO TRACK 1504. WHILE SHOIVING INTO 1504, TRACK INSPECTION NOTIFIED CREW CAR WAS ON THE GROUND. TM AND RFE INSPECTION DERAILMENT AND FOUND THAT CRLE5080 HAD DERAILED AND RERAILED AT THE WEST END OF THERECIEVER. CAR HAD TRAVELED APPROXIMATELY 1.5 MILES AND DAMAGED 1 DUAL CONTROL SW AND 120 TIES.

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SAN BERNARDINO	09	01	13	UP	RIALTO	E67C	MSCWC-11 WSA SOUTHBOUND AND DERAILED DUE TO EXCESSIVE TREAD BUILD-UP ON WHEEL OF CAR MP951211. RAIL=CWR.
SAN BERNARDINO	09	01	06	UP	BLOOMINGTON	S006	FIVE CARS WERE FOUND WITH DAMAGE. INVESTIGATION REVEALS THAT CARS STALLED IN BOWL TRACK 15 IN THE FOWL AND WERE STRUCK BY THE FOLLOWING SET OF CARS DURING SWITCHING OPERATIONS WITH THE YWC31R-06. NOCARS DERAILED. NO TRACK DAMAGE.
SAN BERNARDINO	09	01	06	UP	BLOOMINGTON	S006	FIVE CARS WERE FOUND WITH DAMAGE. INVESTIGATION REVEALS THAT CARS STALLED IN BOWL TRACK 15 IN THE FOWL AND WERE STRUCK BY THE FOLLOWING SET OF CARS DURING SWITCHING OPERATIONS WITH THE YWC31R-06. NOCARS DERAILED. NO TRACK DAMAGE.
SAN BERNARDINO	09	02	10	UP	BLOOMINGTON	T220	YWC43R-09 DERAILED FOUR CARS DUE TO A BROKEN RAIL AT MILE POST 535.
SAN BERNARDINO	09	02	14	UP	RIALTO	E67C	SOUTHBOUND LOP92-13 DERAILED EIGHT CARS DUE TO TREAD BUILD-UP ON CAR UTLX12791. RAIL=CWR.
SAN BERNARDINO	09	10	17	UP	BLOOMINGTON	S007	YWC20R-17 HUMPED A CAR DOWN INTO TRACK 76. THE RETARDERS FAILED TO OPERATE, CAUSING CAR TO ROLL INTO TRACK 76 AT A HIGH RATE OF SPEED. CAR COLLIDED INTO ANOTHER CAR RESULTING IN DERAILEMENT.
SAN BERNARDINO	09	10	17	UP	BLOOMINGTON	S007	YWC20R-17 HUMPED A CAR DOWN INTO TRACK 76. THE RETARDERS FAILED TO OPERATE, CAUSING CAR TO ROLL INTO TRACK 76 AT A HIGH RATE OF SPEED. CAR COLLIDED INTO ANOTHER CAR RESULTING IN DERAILEMENT.
SAN BERNARDINO	09	07	08	UP	BLOOMINGTON	H306	THE YWC42R-07 FOREMAN WAS ON THE EAST END AND THE SWITCHMAN ON THE WEST END OF A 3 UNIT HUMP SET. WHEN THEY PULLED EAST OUT OF 202 TO SHOVE BACK INTO 201, THEY RAN THROUGH THE 301 SWITCH, MADE A REVERSE MOVE AND DERAILED 3 UNITS. RAILROAD VERIFIED 16 LOCOMOTIVES IN THE CONSIST.
SAN BERNARDINO	09	07	26	UP	BLOOMINGTON	M411	YWC21R-26 DERAILED IN BOWL 7 DUE TO CROSSED DRAWBARS.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
SAN BERNARDINO	09	07	26	UP	BLOOMINGTON	M411	YWC21R-26 DERAILED IN BOWL 7 DUE TO CROSSED DRAWBARS.
SAN BERNARDINO	09	10	14	BNSF	BARSTOW	H303	CREW HANDLING ENGINES ONLY ENTERING DIESEL FACILITY. CONDUCTOR STOPPED MOVEMENT TO LINE DERAILE; UNLOCKED DERAIL BUT FAILED TO LINE THE DERAIL. CONDUCTOR THEN LINED THE SWITCHES AND STARTED MOVEMENTBACK, RUNNING OVER DERAIL AND DERAILING REAR UNITS BNSF 5469 AND BNSF 7495.
SAN BERNARDINO	09	05	22	BNSF	CUCAMONGA	H503	RE-RAIL CARS, INSPECT AND REPAIR/REPLACE RAIL AS NEEDED AND ADJUST SWITCHES FOR PROPER OPERATION.
SAN BERNARDINO	09	04	16	BNSF	BARSTOW	M411	RCO Y-BAR2062-16A PULLING BOWL TRACK 25 TO TRACK 108. TRAIN SEPARATED BETWEEN BNSF782307 AND ATSF626016 CAUSING THE TWO CARS TO COUPLE INTO EACH OTHER ON A CURVE IN CROSSOVER CAUSING CROSSED DRAWBARS, WEST SET OF TRUCKS ON BNSF 782307 TO DERAIL. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	09	05	29	BNSF	BARSTOW	H306	Y-BAR1032-29A CLEARED INTO TRACK 1402. Y-BAR1022-29A LINE 1402 SWITCH FOR THE LEAD AND BEGAN SETTING CARS OVER FOR THE RIP TRACK. Y-BAR1032-29 STRETCHED TRACK 1402 AND IN THE PROCESS STRUCK THE TILX250697 CAUSING DAMAGE TO CAR BNSF 3967 SLUG UNIT. RCO INVOLVED.
SAN BERNARDINO	09	07	19	UP	BLOOMINGTON	H507	YWC30R-19 WAS PULLING 27 CARS FROM THE WEST END OF BOWL TRACK 23 BECAUSE OF THE YARD CONSTRUCTION PROJECT ON THE EAST END OF THE NORTH SIDE OF THE BOWL. WHEN THE TRAIN STOPPED, SLACK ACTION RAN IN AND THE THIRD EMPTY CAR IN THE TRAIN LIFTED RESULTING IN DERAILMENT.
SAN BERNARDINO	09	10	02	BNSF	SAN BERNARD	E49C	Q-LACNYC6-01A WHILE TRAVELING EAST BOUND WENT INTO UDE ON MAIN 2 AT MP 63. WHILE INSPECTING TRAIN MECHANICAL DISCOVERED A SEPARATION ON LINE 15 BNSF 237504 WHICH IS A ARTICULATED FIVE WELL CAR. THEREWAS A SEPARATION BETWEEN THE A&E WELL WHICH WAS CAUSED BY A CONNECTION FAILURE ON THE TRUCK THAT BOTH THE A&E WELL SAME.
SAN BERNARDINO	09	12	08	SCAX	RIALTO	M399	OMNI ACCESS VAN STOPPED ON CROSSING AND WAS STRUCK BY TRAIN 329. VEHICLE HAD BEEN INVOLVED IN A COLLISION AND CAME TO REST ON THE GRADE CROSSING PRIOR TO BEING STRUCK. NOTE: QUESTION 34A UPDATED 1/25/10.
SAN BERNARDINO	09	07	16	BNSF	SAN BERNARD	M506	TRAIN DEPARTING YARD ON WEST LD NOTED TRAIN PULLED HARD AND STOPPED FOR INSPN. INSPN FOUND 6 CARS DERAILED AS NOTED. FURTHER INSPN FOUND SIGNAL HOUSE HAD BEEN STRUCK EARLIER BY CONTRACTOR CAUSING SIGNIFICANT DMG TO SIGNAL APPLIANCES. DMG CAUSED CIRCUITRY TO NOT DEFECT OCCUPIED TRACK, ALLOWING SWITCH POINT DERAIL TO "FLOAT" AND RESULT IN DERAILMENT. NO HAZARDOUS MATERIALS WERE RELEASED.

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SAN BERNARDINO	09	11	19	UP	BLOOMINGTON	M405	YWC28-19 DOUBLED UP 4 TRACKS AND WAS PULLING OUT THROUGH THE DIAMOND LANE AND UP THE LADDER TRACK TOSHOVE 313 WITH OUTBOUND TRAIN QWCTU-19. 3 CARS DERAILED, FELL OVER, AND STRUCK AND DERAILED 2 CARS IN AN ADJACENT TRACK THAT BELONGED TO THE MWCRV-19, NO TRACK OR TRAIN HANDLING ISSUES WERE NOTED. CAUSE IS DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES.
SAN BERNARDINO	09	11	19	UP	BLOOMINGTON	M405	YWC28-19 DOUBLED UP 4 TRACKS AND WAS PULLING OUT THROUGH THE DIAMOND LANE AND UP THE LADDER TRACK TOSHOVE 313 WITH OUTBOUND TRAIN QWCTU-19. 3 CARS DERAILED, FELL OVER, AND STRUCK AND DERAILED 2 CARS IN AN ADJACENT TRACK THAT BELONGED TO THE MWCRV-19, NO TRACK OR TRAIN HANDLING ISSUES WERE NOTED. CAUSE IS DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES.
SAN BERNARDINO	09	11	23	UP	KELSO	E68C	CSVTR-21 HAD THE R3 WHEEL OF CAR ACEX4176 SHIFT ON THE WHEEL SHAFT. WHEEL WAS OUT OF ALIGNMENT AND CAUSED DAMAGE TO EACH HIGHWAY-RAIL CROSSING PAD, SPANNING 73 MILES OF TRACK. CAR DID NOT DERAIL.
SAN BERNARDINO	09	02	02	BNSF	BARSTOW	H018	YARD JOB Y-BAR2022-02A WAS GATHERING BAD ORDER CARS IN STORAGE YARD; CREW MOVED INTO TRACK 104 TO P/U 2 CARS. HELPER RELEASED HANDBRAKE ON ONE OF THESE CARS BEFORE ENGINE WAS ATTACHED. THESE 2 CARS ROLLED WEST AND IMPACTED ANOTHER CAR, DERAILING ONE CAR.
SAN BERNARDINO	09	09	17	BNSF	BARSTOW	H307	RCO JOB Y-BAR3042-16A WAS WORKING ON YARD LEAD WITH Y-BAR9202-16A. BOTH ENGINES WERE AWARE OF EACH OTHER. Y-BAR3042 PULLED FROM 1412 TO LEAD, THEN SET 1 CAR TO 1414 TRK AND RETURNED INTO 1412 TRACK. AT THIS TIME, Y-BAR9202 FOULED LEAD AT 1412 TRACK. Y-BAR3042 AGAIN PULLED FROM 1412 TRACK AND STRUCK Y-BAR9202, DERAILING 4 CARS AND 1 LOCOMOTIVE. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	09	06	25	UP	BLOOMINGTON	M408	YWC42R-24 WAS HUMPING CARS INTO BOWL TRACK 20 WHEN THREE CARS DERAILED AND TWO OTHERS IN AN ADJACENT TRACK WERE DAMAGED DUE TO SKATE FAILURE ON THE EAST END.
SAN BERNARDINO	09	07	18	BNSF	BARSTOW	H607	RECOGNIZED THAT THE (9) SWITCH WAS NOT LINED FOR HIS MOVEMENT HE WAS IN THE FOUL. THE ENGINEER ON JOB 208 NOTICED THAT JOB 206 WAS NOT STOPPING AND PLACED HIS TRAIN INTO EMERGENCY IN AN ATTEMPT TO STOP BEFORE THE SIDE SWIPE COULD OCCUR. JOB 208 SIDE SWIPE JOB 206 AT THE FUEL TANK ON BNSF 1860, SD39-2, FUEL CAPACITY 4000, 250 GALS FUEL RELEASED.
SAN BERNARDINO	09	02	02	BNSF	BARSTOW	H018	YARD JOB Y-BAR2022-02A WAS GATHERING BAD ORDER CARS IN STORAGE YARD; CREW MOVED INTO TRACK 104 TO P/U 2 CARS. HELPER RELEASED HANDBRAKE ON ONE OF THESE CARS BEFORE ENGINE WAS ATTACHED. THESE 2 CARS ROLLED WEST AND IMPACTED ANOTHER CAR, DERAILING ONE CAR.
SAN BERNARDINO	09	05	29	BNSF	BARSTOW	H306	Y-BAR1032-29A CLEARED INTO TRACK 1402. Y-BAR1022-29A LINED 1402 SWITCH FOR THE LEAD AND BEGAN SETTING CARS OVER FOR THE RIP TRACK. Y-BAR1032-29 STRETCHED TRACK 1402 AND IN THE PROCESS STRUCK THE TILX 250697 CAUSING DAMAGE TO CAR BNSF 3967 SLUG UNIT. RCO INVOLVED.

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SAN BERNARDINO	09	03	10	UP	NIPTON	M504	HARSCO RAIL GRINDER RECEIVED TRACK AND TIME BEHIND THE ZLADV-10 WITH LIMITS BETWEEN SWITCH 272 YES AND SWITCH 268 NO. OPERATOR INCORRECTLY ASSUMED SWITCH AT CPC 272 WAS LINED FOR MOVE AND PROCEEDED WEST. RAIL GRINDER THEN BEGAN MOVEMENT EAST TO START GRINDING AND DERAILED. 30. METHOD OF OPERATIONS. O. OTHER = TRACK/TIME. RAIL=CWR
SAN BERNARDINO	09	07	18	BNSF	BARSTOW	H607	RECOGNIZED THAT THE (9) SWITCH WAS NOT LINED FOR HIS MOVEMENT HE WAS IN THE FOUL. THE ENGINEER ON JOB 208 NOTICED THAT JOB 206 WAS NOT STOPPING AND PLACED HIS TRAIN INTO EMERGENCY IN AN ATTEMPT TO STOP BEFORE THE SIDE SWIPE COULD OCCUR. JOB 208 SIDE SWIPE JOB 206 AT THE FUEL TANK ON BNSF 1860, SD39-2, FUEL CAPACITY 4000, 250 GALS FUEL RELEASED.
SAN BERNARDINO	09	06	25	UP	BLOOMINGTON	M408	YWC42R-24 WAS HUMPING CARS INTO BOWL TRACK 20 WHEN THREE CARS DERAILED AND TWO OTHERS IN AN ADJACENT TRACK WERE DAMAGED DUE TO SKATE FAILURE ON THE EAST END.
SAN BERNARDINO	09	11	20	BNSF	HELENDALE	M402	Z-WSPSBD8-18L STRUCK UNOCCUPIED VEHICLE THAT WAS HI-CENTERED ON MAIN TRACK ONE THIRTY FEET WEST OF CROSSING. AFTER VEHICLE DRIVER STRUCK THE GRADE CROSSING SIGNAL MAST ON THE NORTH SIDE OF MAIN ONE, THIS CAUSED THE MOTORIST TO LOSE CONTROL OF HIS VEHICLE AND LAND ON MAIN ONE. TRAIN CONTAINED ARTICULATED EQUIPMENT. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN BERNARDINO	09	06	28	BNSF	BARSTOW	H399	RCO JOB Y-BAR2012-28A LINED STLX 9179 INTO TRACK 1417. STALLED AT RETARDERS. ADMX 63589 CORNERED CAR IN 1417 TRACK, CAUSING DAMAGE TO BOTH CARS. NO CARS DERAILED. HUMP MASTER CONTINUED HUMPING WHICH SHOULD HAVE BEEN STOPPED, BASED ON DELAY OF INVESTIGATION FOR CAUSE WE ARE UNABLE TO NAME A RESPONSIBLE PARTY.
SAN BERNARDINO	09	01	29	BNSF	SAN BERNARD	H503	AFTER MAKING A CUT IN TRACK, TRAIN Q-ELPLAC1-27A WAS PULLING WEST WHEN CONDUCTOR NOTICED DUST FLYING INTO THE AIR AHEAD OF HIM AND INSTRUCTED ENGINEER TO STOP. INVESTIGATION REVEALED 9 EMPTY AUTO RACKS DERAILED. ALL UPRIGHT.
SAN BERNARDINO	08	09	07	UP	BLOOMINGTON	M507	CAR CEFX13811 FOUND UPON INSPECTION WITH EXTENSIVE DAMAGE. NO INDICATION OF WHERE OR WHEN THE CAR WAS DAMAGED. CAR WAS DESTROYED.
SAN BERNARDINO	08	08	25	SCAX	FONTANA	H504	L-CAL001-25T AFTER STOPPING TO LINE THE 2121 SWITCH FROM THE LEAD INTO TRACK 2121 THE CREW INITIATED MOVEMENT INTO 2121 AND THE TRAIN WENT INTO EMERGENCY. INSPECTION REVEALED THAT 6 CARS HAD DERAILED.
SAN BERNARDINO	08	01	29	PCC	ORO GRANDE	E08C	CONDUCTOR STATES LEFT A SINGLE LOADED COAL CAR IN THE MIDDLE TRACK OF THE COAL YARD AT THE TXI COALYARD AND TIED THE HAND BRAKE PRIOR TO CUTTING AWAY FROM THE CAR. IT WAS THE ONLY CAR LEFT IN THE TRACK AND ABOUT 5 CARS SOUTH OF THE BUMPER. THE CONDUCTOR STATES HE DID NOT TEST THE BRAKE AS REQUIRED AND THE OTHER 2 CREW MEMBERS SAW HIM TIE DOWN THE CAR. THE CREW CUT AWAY FROM THE CAR AND PROCEEDED DOWN THE HILL TO THE RECEIVING TRACKS TO WORK ON THEIR ENGINE AS IT QUIT LOADING. APPROXIMATELY 10 TO 15 MINUTES PAST AND THEY NOTICED THAT THE CAR WAS MOVING UNCONTROLLED DOWN THE HILL TOWARD THE ENGINE. BOTH CREW MEMBERS ON THE ENGINE BAILED WITHIN SECONDS OF THE IMPACT. THE COAL CAR COLLIDED WITH THE

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SAN BERNARDINO	08	01	02	UP	BLOOMINGTON	M405	CARS ON THE MWCRVB-02 DERAILED DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES AND STRUCK THE STOPPED QWCEW-02.
SAN BERNARDINO	08	01	02	UP	BLOOMINGTON	M405	CARS ON THE MWCRVB-02 DERAILED DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES AND STRUCK THE STOPPED QWCEW-02.
SAN BERNARDINO	08	01	29	UP	COLTON	T110	YCW45R-28 WAS SWITCHING WHEN THEY DERAILED FOUR LOADED CARS DUE TO WIDE GAUGE. UP MAINTAINS TRACK.
SAN BERNARDINO	08	11	20	SCAX	RIALTO	H220	TRAIN 306 WAS UNABLE TO STOP SHORT OF RED SIGNAL AT CP LILAC, PASSED SIGNAL AND SIDE SWIPPED REAR OF KAISER LOCAL. QUES. 17, 22 & 35B CHANGED PER FRA REQUEST 1/14/09
SAN BERNARDINO	08	02	01	UP	BLOOMINGTON	T110	YWC43R-31 WAS PULLING CARS FROM BOWL TRACK 6 WHEN THEY DERAILED DUE TO WIDE GAGE CAUSED BY MISSING OR DEFECTIVE TIES.
SAN BERNARDINO	08	02	02	UP	COLTON	E67C	MSCWC-31 DERAILED CAR GATX22356 AT MILE POST 488.4 AND RERAILED ITSELF AT MILE POST 489.9 DUE TO EXCESSIVE TREAD BUILD-UP.
SAN BERNARDINO	08	02	27	UP	FONTANA	M399	LOH43-27, WITH LEAD UNIT UPY863, STRUCK A TRACTOR TRAILER RIG THAT FAILED TO STOP AT THE SLOVER AVENUE CROSSING. CREW PROVIDED CROSSING PROTECTION WITH A FUSEE. BRAKEMAN WAS INJURED. UP MAINTAINS TRACK.
SAN BERNARDINO	08	04	17	UP	BLOOMINGTON	T319	YWC22RX-17 DERAILED DUE TO A GAPPED SWITCH POINT.
SAN BERNARDINO	08	05	13	UP	COLTON	H306	YWC25R-13 STRUCK A TRAIN ON THE 30 YARD LEAD ON THE TRIM OF WEST COLTON NEAR THE DIAMOND.

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SAN BERNARDINO	08	05	13	UP	COLTON	H306	YWC25R-13 STRUCK A TRAIN ON THE 30 YARD LEAD ON THE TRIM OF WEST COLTON NEAR THE DIAMOND.
SAN BERNARDINO	08	05	16	UP	BLOOMINGTON	M405	QRVWC-15 DERAILED NINE EMPTY CARS DUE TO INTERACTION OF LATERAL AND VERTICAL FORCES.
SAN BERNARDINO	08	03	03	BNSF	BARSTOW	H703	JOB Y-BAR1022-03A SHOWING 32 CARS WESTWARD TO SET THE M-BARLAM1-04 AT BARSTOW. IN THE PROCESS OF SHOVE AND AFTER TRAVERSING THE 1210/1211 SWITCH WITH 27 CARS, DERAILED 6 CARS INTO UNOCCUPIED YARD LOCOMOTIVE SET WHICH WAS SECURED IN THE 1211 POCKET. LOCO BNSF 1928, EMD/SD39, FUEL CAP. 3,000 GALS, RELEASED 1,000 GALLONS.
SAN BERNARDINO	08	03	03	BNSF	BARSTOW	H703	JOB Y-BAR1022-03A SHOWING 32 CARS WESTWARD TO SET THE M-BARLAM1-04 AT BARSTOW. IN THE PROCESS OF SHOVE AND AFTER TRAVERSING THE 1210/1211 SWITCH WITH 27 CARS, DERAILED 6 CARS INTO UNOCCUPIED YARD LOCOMOTIVE SET WHICH WAS SECURED IN THE 1211 POCKET. LOCO BNSF 1928, EMD/SD39, FUEL CAP. 3,000 GALS, RELEASED 1,000 GALLONS.
SAN BERNARDINO	08	07	10	UP	BLOOMINGTON	T112	THE LOQ35-10 DEPARTED WESTWARD OUT OF YARD TRACK 302 PULLING THRU 301/302 CROSSOVERS DERAILING 9 CARS DUE TO WIDE GAGE.
SAN BERNARDINO	08	07	27	UP	RIVERSIDE	T113	YWC82-27 WAS SPOTTING INDUSTRY WHEN THEY DERAILED DUE TO WIDE GAGE CAUSED BY WORN RAIL. LEHIGH CEMENT MAINTAINS TRACK.
SAN BERNARDINO	08	07	30	UP	BLOOMINGTON	S011	YWC27R-30 WAS MOVING EAST DOWN TRACK 306 WHEN AN AIR LINE WAS CUT TO 235 SWITCH AT RIVERSIDE AVENUE BY A MAINTENANCE OF WAY GANG WORKING IN THE AREA. THIS RESULTED IN A DERAILEMENT.
SAN BERNARDINO	08	08	24	UP	BLOOMINGTON	T111	YWC25R-24 WAS PULLING 43 CARS FROM BOWL TRACK 44 AND DERAILED ON THE 40 LEAD OVER THE 44 SWITCH DUE TO WIDE GAGE CAUSED BY MISSING/DEFECTIVE RAIL FASTENERS.
SAN BERNARDINO	08	08	24	BNSF	BARSTOW	H021	Y-BAR2062-24, CONSIST 1, WAS PULLING 8 CARS EAST OF YARD TRACK 1432 ON TRIM LEAD #1 WHEN DBUX 207864 WAS SIDESWIPE BY COUPLER ASSEMBLY OF BNFE 19275 AT EAST END OF YARD TRACK 1427. NO CARS DERAILED. BNFE 19275, ROLLED EAST AND SIDESWIPE DBUX 207864. SWITCH NOT DAMAGE, NO IMPACT TO OPERATIONS. ROOT CAUSE WAS FAILURE TO SECURE EAST CAR, NO HAZARDOUS MATERIALS LEAKING.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
SAN BERNARDINO	08	08	24	BNSF	BARSTOW	H021	Y-BAR2062-24, CONSIST 1, WAS PULLING 8 CARS EAST OF YARD TRACK 1432 ON TRIM LEAD #1 WHEN DBUX 207864 WAS SIDESWIPE BY COUPLER ASSEMBLY OF BNFE 19275 AT EAST END OF YARD TRACK 1427. NO CARS DERAILED. BNFE 19275, ROLLED EAST AND SIDESWIPE DBUX 207864. SWITCH NOT DAMAGE, NO IMPACT TO OPERATIONS. ROOT CAUSE WAS FAILURE TO SECURE EAST CAR, NO HAZARDOUS MATERIALS LEAKING.
SAN BERNARDINO	08	06	25	BNSF	HESPERIA	H997	A REGULATOR, TRAVELING EASTBOUND, RAN INTO THE BACK OF A JUPITER TAMPER. AT THE TIME OF COLLISION, THERE WAS A TRAIN PASSING BY WHICH DECREASED THE SIGHT DISTANCE COMING AROUND THE CURVE. THAT, COMBINED WITH THE DOWNWARD GRADE, IS THE REASON THE REGULATOR OPERATOR SAID HE COULD NOT GET THE MACHINE STOPPED IN TIME.
SAN BERNARDINO	08	06	25	BNSF	HESPERIA	H997	A REGULATOR, TRAVELING EASTBOUND, RAN INTO THE BACK OF A JUPITER TAMPER. AT THE TIME OF COLLISION, THERE WAS A TRAIN PASSING BY WHICH DECREASED THE SIGHT DISTANCE COMING AROUND THE CURVE. THAT, COMBINED WITH THE DOWNWARD GRADE, IS THE REASON THE REGULATOR OPERATOR SAID HE COULD NOT GET THE MACHINE STOPPED IN TIME.
SAN BERNARDINO	08	08	25	BNSF	FONTANA	H504	L-CAL0111-25T AFTER STOPPING TO LINE THE 2121 SWITCH FROM THE LEAD INTO TRACK 2121 THE CREW INITIATED MOVEMENT INTO 2121 AND THE TRAIN WENT INTO EMERGENCY. INSPECTION OF THE CAUSE OF THE EMERGENCY APPLICATION REVEALED THAT 6 CARS HAD DERAILED.
SAN BERNARDINO	08	01	15	BNSF	SILVERWOOD	E39C	Q-LACCHI6-14 REPORTED IN EMERGENCY AT MP 58.3 ON MT-1. CREW REPORTED BNSF 211428, ARTICULATED 5 PAKHAD COME APART WITH CAR BODY SITTING A TOP THE RAIL AND CONTAINERS ON THE GROUND. NO INJURIES. NO HAZ MAT REPORTED IN THE CONTAINERS, BUT SEVERAL ARE REFER TYPE VANS THAT ARE NOT RUNNING ARE INVOLVED, ENVIRONMENT HAD BEEN NOTIFIED.
SAN BERNARDINO	08	10	14	BNSF	BARSTOW	H019	DURING HUMPING OPERATIONS, BNSF 433656 STALLED AT SWITCH ACCOUNT HANDBRAKES APPLIED, CORNERED BY CEFX 95472 DERAILING BOTH CARS. NO HAZARDOUS MATERIALS LEAKING.
SAN BERNARDINO	08	09	23	UP	BLOOMINGTON	S011	YWC45R-22 WAS SHOVING WHEN THE 233B SWITCH FAILED AND LINED UNDER THE CEFX500627 RESULTING IN 3 CAR DERAILMENT.
SAN BERNARDINO	08	04	07	BNSF	BARSTOW	H506	Y-BAR3101-06A WAS SETTING OUT BAD ORDER CAR, WHEN THEY DERAILED TTZX 862480 AND TTZX 856925 SHOVING EAST THROUGH THE PULL-BACK TRACK 1701 CURVE. NO HAZARDOUS MATERIALS LEAKING.
SAN BERNARDINO	08	09	24	UP	BLOOMINGTON	T221	YWC34R-24 WAS PULLING FROM BOWL TRACK 16 UP THE 20 LEAD TO 306 WHEN A RAIL BROKE BETWEEN THE 14 AND 15 SWITCHES RESULTING IN DERAILMENT.

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SAN BERNARDINO	08	04	08	BNSF	BARSTOW	M404	RCO Y BAR3022 08 HAD PULLED BOWL TRACK 8 TO TRIM 2 TO SHOVE LOCAL 2 THRU THE 29X CROSSOVER. THE HELPER STARTED THE MOVE TOWARD THE LOCAL YARD, STOPPED TO LINE A SWITCH AND STARTED THE MOVEMENT AGAIN.AFTER SHOVING APPROXIMATELY 10 CARS, THE MOVEMENT STOPPED OF ITS OWN ACCORD, SWITCH JOB CALLED THE BOWL TRAINMASTER WHO VERIFIED THAT THEY HAD DERAILED 4 CARS.
SAN BERNARDINO	08	04	13	BNSF	NEWBERRY	T215	S-CLOSC01-11A WAS TRAVELING WESTBOUND ON MAIN TRACK 1 WHEN IT WHEN INTO EMERGENCY AT EAST NEWBERRY WITH SWITCHES OUT OF CORRESPONDENCE. INSPECTION FOUND 13 CARS DERAILED. POINT OF DELIVERED OCCURREDAT MP 719.2 WITH THE EQUIPMENT DERAILED AT 724.5. TRAIN TRAIN CONTAINED ARTICULATED EQUIPMENT.
SAN BERNARDINO	08	12	26	BNSF	BARSTOW	M404	A KNUCKLE WAS FOUND FOULING THE FROG BELOW THE MASTER RETARDER AT THE HUMP CAUSING THE DBUX 340400 TO DERAIL; NATX 300377 RAN INTO THE FIRST CAR AND ALSO DERAILED. A THIRD CAR, UTLX 209042 WAS STOPPED BY THE HUMP TOWER AT MASTER RETARDER AND ROLLED TO A JOINT WITH THE SECOND DERAILED CAR: THIRD CARWAS NOT DERAILED OR DAMAGED.
SAN BERNARDINO	08	11	20	BNSF	RIALTO	H220	L-CAL0111-20 CLEARING INTO LOCUST SIDING WHEN 8 CARS AND 2 REAR DP LOCOMOTIVES WERE STRUCK BY METROLINK PASSENGER TRAIN. NO HAZARDOUS MATERIALS LEAKING.
SAN BERNARDINO	08	11	07	BNSF	SAN BERNARD	H017	Y SBD2051-06A ENG. FAILED TO SECURE REAR DP CONSIST WHILE BUILDING TRAIN. BNSF 766 ROLLED APPROXIMATELY 50 FEET STRIKING THE DTTX 732828 ON THE Y SBD2051 06A TRAIN WHICH WAS ON THE LEAD.
SAN BERNARDINO	08	11	07	BNSF	SAN BERNARD	H017	Y SBD2051-06A ENG. FAILED TO SECURE REAR DP CONSIST WHILE BUILDING TRAIN. BNSF 766 ROLLED APPROXIMATELY 50 FEET STRIKING THE DTTX 732828 ON THE Y SBD2051 06A TRAIN WHICH WAS ON THE LEAD.
SAN BERNARDINO	08	10	20	UP	ONTARIO	M304	MWCJY-20, WITH LEAD UNIT UP8489, STRUCK A TRACTOR-TRAILER RIG THAT HAD STOPPED ON THE MILLIKEN AVENUE CROSSING BEFORE THE GATES CAME DOWN. DRIVER WAS ISSUED A CITATION. RAIL=CWR.
SAN BERNARDINO	08	07	14	BNSF	BARSTOW	H506	Y-BAR3022-13 WAS SHOVING CARS INTO TRACK 112 WHEN BNSF 518053 AND 2 OTHER CARS DERAIL. NO HAZARDOUSMATERIALS LEAKING.
SAN BERNARDINO	08	12	27	BNSF	BARSTOW	S007	TRACK TO REHUMP. THE Y-BAR3032-26 REPORTED THAT A CAR HAD DOORS OFF IT AND TIE LOAD OF CHEESE WAS ON THE GROUND BETWEEN BOWL 1427 AND 1429. MECHANICAL DEPT. WAS CALLED AND BAD ORDERED CAR, BNSF 793865 AND BNSF 793473 DUE TO EXCESSIVE BOWL DAMAGE. SIGNAL DEPARTMENT DOWN LOADED THE HUMP INFORMATIONON THE ABOVE CARS. NO HAZARDOUS MATERIALS LEAKING. FRA TRACK CLASS AND CONSIST SPEED VERIFIED BYRAILROAD.

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SAN DIEGO	12	08	31	SDNX	SAN DIEGO	M303	TRACTOR TRAILER STOPPED ON TRACKS, REPORTEDLY BLOCKED BY TRAFFIC AHEAD. TRAIN STRUCK REAR OF TRAILER, SWINGING TRAILER INTO OCCUPIED PSGR CAR. 3 OF 4 OCCUPANTS IN CAR INJURED, TRUCK DRIVER UNINJURED, ENGINEER AND TWO PSGRS REPORTED INJURY. MODERATE DAMAGE TO TRAIN, TOTALED TRAILER AND PASSENGER VEHICLE.
SAN DIEGO	12	12	08	ATK	CARDIFF BY TH	M302	AMTRAK TRAIN 774 OPERATING WITH LOCOMOTIVE E/456 AND 6 CARS STRUCK A TOW-TRUCK AT MP 239.86, CHESTERFIELD DRIVE CROSSING. AMTRAKS EQUIPMENT DAMAGE IS \$82,514.00.
SAN DIEGO	12	12	29	BNSF	SAN DIEGO	T110	FOUR CARS DERAILED DUE TO WIDE GAUGE. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN DIEGO	12	12	08	SDNX	CARDIFF BY TH	M302	DRIVER OF A TOW TRUCK STOPPED ON THE TRACK AT A CROSSING TO RETRIEVE A DISABLED VEHICLE THAT WAS NOT ON THE TRACK. UPON THE APPROACH OF AMTRAK TRAIN 774, THE DRIVER GOT IN HIS VEHICLE AND ATTEMPTED TO MOVE IT PRIOR TO BEING STRUCK BY THE TRAIN
SAN DIEGO	12	02	08	BNSF	SAN DIEGO	T207	M-BARSDG1-07A DERAILED 3 CARS DUE TO BROKEN RAIL. TRAIN CONTAINED ARTICULATED EQUIPMENT. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN DIEGO	10	03	15	SDNX	MIRAMAR NAV	H506	M-BARSDG1-15 DERAILED HEAD SIX CARS. NO HAZARDOUS MATERIALS RELEASED.
SAN DIEGO	10	03	31	BNSF	NATIONAL CIT	T314	Y-SDG1311-31 MOVING WEST DERAILED CEFX 95648 AT SWITCH FROM 7875 TRACK TO 7877 TRACK.!!
SAN DIEGO	10	03	15	BNSF	MIRAMAR NAV	H506	M-BARSDG1-15 DERAILED HEAD SIX CARS. NO HAZARDOUS MATERIALS RELEASED.
SAN DIEGO	09	06	25	BNSF	SAN DIEGO	T210	Y-SDG2321-25A WHILE SHOVING EAST WITH LOADED AUTORACKS, DERAILED AT THE WEST END OF 9802 TRACK RESULTING IN (8) AXLES ON THE GROUND.

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SAN DIEGO	09	10	09	SDNX	SAN DIEGO	M303	AN 85 YEAR OLD DRIVER OF A CHEVY SEDAN WITH ONE PASSENGER WAS STOPPED WITHIN THE CROSSING GATES PROTECTING FOUR (4) TRACKS. ENGINEER REPORTED THAT THE VEHICLE WAS STOPPED IN THE FOUL OF MAIN TRACK ONE, THEN BACKED UP, THEN MOVED FORWARD AGAIN INTO THE FOUL. ENGINEER SOUNDED WHISTLE AND APPLIED EMERGENCY BRAKES. TRAIN STRUCK THE RIGHT FRONT OF THE VEHICLE WHICH SPUN ONTO ADJACENT TROLLEY TRACKS. OCCUPANTS RECEIVED MINOR TO MODERATE INJURIES AND WERE TRANSPORTED TO A LOCAL HOSPITAL.
SAN DIEGO	09	10	09	SDNX	SAN DIEGO	H799	UNLOADED COMMUTER TRAIN #661 WAS STANDING ON MAIN TRACK IN RESTRICTED LIMITS WAITING FOR ANOTHER TRAIN AHEAD TO CLEAR SAN DIEGO PASSENGER STATION MAIN TRACK 1. CONDUCTOR WAS POSITIONED ON THE GROUND AT A HAND THROW SWITCH INTENDING TO RELINE SWITCH FOR MAIN TRACK 4 AFTER 661 HAD CLEARED TO THE WEST. WHILE TRAIN #661 WAS TRAVELING WEST, AND AFTER THE LEAD LOCOMOTIVE AND HALF OF THE FIRST CAR HAD CLEARED THE SWITCH THE CONDUCTOR UNLOCKED THE SWITCH AND RELINED THE SWITCH UNDERNEATH THE TRAIN. REALIZING HIS MISTAKE, THE CONDUCTOR THEN THREW THE SWITCH BACK TO THE ORIGINAL POSITION. ONE TRUCK OF THE FIRST CAR AND ONE TRUCK OF THE SECOND CAR DERAILED ONTO THE CONCRETE PADS AT THE BROADWAY
SAN DIEGO	08	04	01	SDNX	DEL MAR	M402	MOTOR VEHICLE WAS ABANDONED BETWEEN THE GAUGE, PARALLEL TO THE RAIL, JUST AFTER A CURVE. LEADING CAB CAR STRUCK VEHICLE.
SAN DIEGO	08	07	01	SDNX	SOLANA BEAC	H899	AUTOMATIC TRAIN STOP (ATS) RECEIVER PARTIALLY BROKE LOOSE FROM AMTRAK LOCOMOTIVE TRAIN AMT 573. DRAGGING EQUIPMENT DAMAGED SWITCH MACHINES AND SIGNAL EQUIPMENT AT TWO CONTROL POINTS.
SAN DIEGO	08	03	07	BNSF	SAN DIEGO	E69C	AS THE V SDGCL03 07 DEPARTED ON THE MAIN LINE (830) IN THE SAN DIEGO YARD WITH THE ROAD CREW ON, THE 2ND TRUCK ON CAR TTGX 98222 WENT TOWARD DSL SERVICE LEAD (9835) AND DERAILED, ALONG WITH ALL TRUCKS ON THE NEXT THREE CARS. CAUSED DETERMINED TO BE MISMATCHED WHEEL CIRCUMFERENCE ON THE TTGX 992483, FIRST DERAILING CAR IN THE TRAIN. NO HAZARDOUS LEAKING.
SAN DIEGO	08	10	04	BNSF	SAN DIEGO	H503	TRAIN V-SDGVL01-04 PULLING WEST OUT OF TRACK 9804 IN SAN DIEGO YARD WHEN SIX CARS DERAILED. WENT INTO EMERGENCY. NO HAZARDOUS MATERIALS LEAKING,
SAN DIEGO	08	07	01	ATK	SOLANA BEAC	H995	ENGINE 455'S ATS RECEIVER PARTIALLY BROKE LOOSE FROM THE ENGINE AND DAMAGED SDNX SWITCH AND SIGNAL EQUIPMENT AT TWO DIFFERENT LOCATIONS. THE MECHANICAL PERSONNEL FAILED TO FOLLOW THE PROCEDURE FOR SECURING THE ATS BAR BEFORE DISPATCHING THE UNIT.
SAN FRANCISCO	09	04	07	ATK	SAN FRANCISCO	M302	CALTRAIN 276, OPERATING WITH LOCOMOTIVE E/908 AND 5 CARS, STRUCK AN AUTOMOBILE AT CROSSING.
SAN FRANCISCO	09	04	07	PCMZ	SAN FRANCISCO	M302	CALTRAIN 276 OPERATING WITH LOCOMOTIVE E/908 AND 5 CARS STRUCK AN AUTOMOBILE AT CROSSING.

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SAN FRANCISCO	08	02	28	BNSF	SAN FRANCISCO	M203	AFTER RECEIVING OVERLOADED CARS AT INTERCHANGE, THE UP F YSF70 JOB PULLED SOUTH TOWARD THE MAIN TRACK AND DERAILED AT THE CURVE. AS A RESULT OF THE HEAVY CARS, NO HAZARDOUS MATERIALS LEAKING.
SAN FRANCISCO	08	02	28	PCMZ	SAN FRANCISCO	T110	UPRR SOUTH CITY SWITCHER JOB WAS PULLING OUT OF THE QUINT ST LEAD WITH 28 LOADS AND 3 EMPTIES WHEN THE KNUCKLE BROKE ON UPRR CAR C/97776 SEPARATING THE EQUIPMENT, RESULTING IN AN EMERGENCY APPLICATION OF THE TRAIN BRAKES. UP EST EQUIPMENT DAMAGE = \$35,469; BNSF EST TRACK DAMAGE = \$150,000.
SAN FRANCISCO	08	02	28	UP	SAN FRANCISCO	T110	UP'S YSF70-28 WAS PULLING OUT OF WASTE SOLUTIONS AND 10 CARS DERAILED ON A BAD BNSF PIECE OF RAIL THEN ON OVER TO PCMZ TRACK DAMAGING IT TOO. BNSF EST TRACK DAMAGE = \$150,000; PCMZ EST TRACK DAMAGE = \$125,000.
SAN JOAQUIN	12	11	06	UP	LATHROP	H702	CONTRACTOR CREW LLT1, RAN THRU THE 168 SWITCH WITH 14 CARS AND THEN MADE A REVERSE MOVEMENT, DERAILING 2 CARS. THIS WAS A RAIL LINK CEW. NO UP CREW INVOLVEMENT. RAIL LINK EQUIPMENT DAMAGE = \$13,000.
SAN JOAQUIN	12	05	31	UP	STOCKTON	H401	BNSF REQUESTED PERMISSION TO ENTER YARD FROM YARDMASTER. YARDMASTER GIVES PERMISSION TO ENTER, LANDTRAIN IN 9 AND TELLS THE BNSF CREW TO TALK TO THE 41R ABOUT GETTING THEIR POWER OUT OF 9 TO GET TO 8 TO HEAD BACK. THE 41R TOLD THEM THEY WERE OK TO MAKE THEIR MOVE FROM 9 TO 8 "AS LONG AS YOU DON'T FOUL THE LEAD". THE BNSF CREW PULLED DOWN PAST THE FOULING POINT OF THE BULL SWITCH, WITHOUT LINING IT, AND INTO THE ACTIVE RCL ZONE 3. THE YST41R WAS PULLING THEIR CUT AND WE ENDED UP WITH A SIDESWIPE DERAILMENT. BNSF DERAILED ONE LOCOMOTIVE. RCL ZONE WAS ESTABLISHED AT 2327 AND HAD NEVER DROPPED. BNSF EST EQUIP DAMAGE: \$19,000
SAN JOAQUIN	12	09	06	BNSF	STOCKTON	H525	H-POST02-03 PULLING FROM YARD ONTO MAIN TRACK DERAILED 3 CARS. CAUSE DETERMINED TO BE IMPROPER USE OF INDEPENDENT BRAKE. NO HAZARDOUS MATERIALS WERE RELEASED.
SAN JOAQUIN	12	08	27	UP	STOCKTON	M101	LRD96-27 WAS ENTERING TRACK 3 IN THE HOUSE FROM THE WEST END TO PICK UP 2 UNITS TO TAKE TO ROSEVILLE. THEY ENTERED THE TRACK AND BEGAN THEIR MOVEMENT TOWARD THEIR PICKUP. AFTER SEVERAL HUNDRED FEET THE BRAKEMAN PROTECTING THE POINT STOPPED MOVEMENT WHEN HE NOTICED A RED FLAG BETWEEN HIM AND HIS PICKUP. THEY REVERSED THEIR MOVEMENT AND AS THEY WENT OVER A SMALL CARMAN CROSSING WITH DIRT AND ROCK THE LEAD SET OF TRUCKS OF THE TRAILING UNIT CLIMBED THE RAIL AND DERAILED.
SAN JOAQUIN	12	11	06	RLIX	LATHROP	H702	RUN THROUGH SWITCH AND REVERSING BACK THROUGH IT CAUSED DERAILMENT OF 2 CARS.
SAN JOAQUIN	12	05	31	BNSF	STOCKTON	H305	Y-ST03021-30 DELIVERED CUT TO UP YARD TRK 9. CREW CONTACTED UP RCO YARD JOB SECURE PERMISSION TO PULL OUT OF 9 AND RAN THRU 8 TRACK TO LEAVE. PERMISSION WAS GRANTED. CREW LINED OUT AND BEGAN THEIR MOVE THEY WERE STRUCK BY UP RCO JOB. BNSF CREW WAS NOT TOLD THAT RCO ZONE WAS ESTABLISHED. BNSF BELIEVES ROOT CAUSE OF INCIDENT WAS FAILURE TO COMMUNICATE THE RCO ZONE, NOT CREW FOULING LEAD AS UP SUGGESTS.

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SAN JOAQUIN	11	09	09	BNSF	STOCKTON	T103	H-PVOST0-07 DERAILED WHILE PULLING ON TO MT1 FROM UP CONNECTOR TRACK AT POINT OF TRACK MISALIGNMENT.NO HAZARDOUS MATERIAL WERE RELEASED.
SAN JOAQUIN	11	09	09	UP	STOCKTON	T101	BNSF TRAIN HPVOST01-07A, OPERATED BY A BN CREW, WAS TRAVELING SOUTH ON THE FRESNO SUBDIVISION ON THE CONNECTION TRACK FROM THE FRESNO SUB NO 2 MAIN TO THE BNSF'S NO 1 MAIN TRACK WHEN IT DERAILED 3 CARS NEAR THE REAR OF THE TRAIN. BNSF'S EST EQUIP DAMAGE: \$17,500
SAN JOAQUIN	11	07	01	UP	STOCKTON	T314	THE YST61R-01 WAS SHOIVING CARS TO THE GATE OF SIERRA CHEMICAL WHEN THE REAR TRUCKS OF THE UP361 DERAILED. THE SWITCHMAN WAS ON THE LEAD CAR PROTECTING THE SHOVE AND THE FOREMAN WAS RIDING INSIDE THE SECOND UNIT. AFTER INSPECTION AND DOWNLOAD, IT WAS DETERMINED THAT THE CAUSE WAS BAD SWITCH POINT AND TRACK. UNIT WAS RERAILED AT 1600.
SAN JOAQUIN	11	05	29	UP	STOCKTON	H306	AFTER PULLING THROUGH TRACK 34 AND CUTTING AWAY FROM 30 CARS, PULLED UP ZEBRA LEAD TO CLEAR SWITCH FOR THE NEXT MOVE, SHOIVING INTO TRACK 35. ENGINEER IN TRAINING AND PILOT WERE AT THE WEST END OF YARD WITH DPU LOCOMOTIVE, CONDUCTOR WAS ON THE GROUND AT THE 34 SWITCH WHILE PULLING UP ZEBRA LEAD. ENGINEER SAW RED SWITCH TARGET ON NORTH END OF THE B/Z CROSSOVER (TRAILING) DISPLAYED IN HIS PATH. ENGINEER MIS-IDENTIFIED THE POINTS OF THE ROUNDHOUSE LEAD (FACING) AND BELIEVED THE ROUTE WAS LINED FOR HIS MOVEMENT. AFTER RUNNING THROUGH THE SWITCH THE ENGINEER SHOVED BACK 10 CARS INTO TRACK 35 DERAILING 10 CARS IN THE MIDDLE OF THE TRAIN BEFORE STOPPING.
SAN JOAQUIN	11	11	23	UP	LATHROP	T206	THE LRS46-23 WAS SHOIVING INTO WEST END OF THE BEST RUNAROUND. CREW HAD A 10-CAR HANDLE AND 15 SPOTCARS FOR SIMPLOT AS THEY SHOVED INTO TRACK 120. THE BRAKEMAN RIDING THE POINT NOTICED DIRT RISING IN THE AIR SEVERAL CARS BEHIND AND STOPPED THE MOVE. UPON INSPECTION, THE L3 WHEEL ON THE SECOND CAR FROM THE POINT DERAILED FIRST. POINT OF DERAILMENT WAS DETERMINED TO BE AT THE VERY WEST END OF THE SIDING AT THE TOP OF A GRADE. AS THE CARS WERE SHOVED INTO THE SIDING, THE OUTSIDE RAIL ROLLED ALLOWING THE OPPOSITE WHEEL TO DROP INSIDE TO THE GROUND. TRAILING WHEELS CONTINUED TO DROP INSIDE DERAILING 6 CARS. TRAIN SPEED DID NOT EXCEED 5 MPH. THE BRAKEMAN STATED NO HAND BRAKES WERE APPLIED PRIOR TO SHOVE. NO
SAN JOAQUIN	10	02	18	UP	STOCKTON	M201	THE LRS51-18 WAS PULLING NORTH INTO THE SOUTH END OF THE STOCKTON YARD AT 7MPH WHEN THE 7TH CAR (SP691977) FROM THE HEAD END CLIMBED THE SWITCHPOINT FOR TWO LEAD CAUSING A 3-CAR DERAILMENT.
SAN JOAQUIN	10	05	14	BNSF	STOCKTON	H702	Z-ALTNBY9-12 HAD S/O MARIPOSA. CREW MADE CUT, PULLED DOWN TO CLEAR SWITCH. CONDUCTOR LINED SWITCH FOR S/O, THEN OPENED CAR KNUCKLE TO PLACE FUSEE AND AGAIN LINED THE SWITCH, THIS TIME IN ERROR. CREW SHOVED BACK AND HIT THEIR OWN TRAIN, DERAILING 2 CARS. TRAIN CONTAINED ALL ARTICULATED EQUIPMENT.
SAN JOAQUIN	10	12	21	BNSF	STOCKTON	H306	ITS SWITCH CREW TO SHOVE EAST INTO 204 (CLEAR) TRACK INCORRECTLY LINED SWITCH FOR 203 TRACK THAT CONTAINED CARS, THEN SHOVED INTO THIS TRACK IMPACTING STANDING EQUIPMENT. 2 CARS DERAILED IN TRACK 203 AND 1 IN TRACK 201. CREW WAS HANDLING ARTICULATED EQUIPMENT.
SAN JOAQUIN	10	12	12	UP	LATHROP	H303	THE KG2LT-10 PULLED INTO THE EAST END OF THE LATHROP INTERMODAL FACILITY & RAN OVER A FIXED DERAIL DERAILING 3 LOCOMOTIVES. CREW HAD LANDING INSTRUCTIONS FROM THE GATE HOUSE TO PULL INTO TRACK 703 & CUT THE CROSSINGS. ENGINEER STOPPED TRAIN SHORT OF THE SIDING SWITCH, CONDUCTOR GOT OFF THE TRAIN, LINED THE SIDING SWITCH & DERAIL LOCATED ON THE LEAD. THEN WALKED TOWARD THE 703 SWITCH, SAW THAT IT WAS LINED FOR THEIR MOVE, TOLD THE ENGINEER THE SWITCH WAS LINED FOR THEIR MOVE. THE ENGINEER PROCEEDED TO PULL THE TRAIN INTO TRACK 703 & DID NOT SEE THE DERAIL TARGET THAT WAS COLORED ALL WHITE. THE LETTER "D" BLENDED IN WITH THE WHITE BACKGROUND & WAS NOT EASILY VISIBLE. HE DID NOT STOP THE TRAIN

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SAN JOAQUIN	10	06	08	ITSL	STOCKTON	M501	ITS SWITCH CREW COUPLED TO THE WEST END OF 27 EMPTY DOUBLE STACK RAILCARS (SOME ARTICULATED) IN TRACK 201. WHEN THEY MOVED WEST 5 CARS LENGTHS THE TRAIN ROLLED DOWN SO THE ENGINEER STOPPED. THE REARCAR WAS STRADDLE THE 201/203 CROSS-OVER SWITCH AND THE EAST TRUCKS WENT INTO THE CROSS-OVER. INSPECTION SHOWED SWITCH IN PERFECT CONDITION. SWITCH HAD BEEN LINED AND LATCHED FOR DIVERGING MOVEMENTBY UNKNOWN PERSON.
SAN JOAQUIN	10	06	07	BNSF	STOCKTON	H101	Y-STO1012-7 CREW DROPPED RCL ZONE TO ENABLE Y-RRB1051-7 TO MAKE MOVE TO THEIR CARS. WHEN MOVED WASCOMPLETED, Y-RRB1051 STOPPED W/ENGS STILL ON LEAD. Y-STO1012-7 BEGAN MOVEMENT, DISREGARDED STOP SIGNALS AND SIDESWIPE Y-RRN1061-7. FOREMAN Y-STO1012-7 HAD CONTROL OF LOCO. FOREMAN FAILED D/A TESTPOST ACCIDENT.
SAN JOAQUIN	10	06	07	BNSF	STOCKTON	H101	Y-STO1012-7 CREW DROPPED RCL ZONE TO ENABLE Y-RRB1051-7 TO MAKE MOVE TO THEIR CARS. WHEN MOVED WASCOMPLETED, Y-RRB1051 STOPPED W/ENGS STILL ON LEAD. Y-STO1012-7 BEGAN MOVEMENT, DISREGARDED STOP SIGNALS AND SIDESWIPE Y-RRN1061-7. FOREMAN Y-STO1012-7 HAD CONTROL OF LOCO. FOREMAN FAILED D/A TESTPOST ACCIDENT.
SAN JOAQUIN	10	06	08	BNSF	STOCKTON	M501	ITS CONTACT SWITCH CREW PULLED 28 CARS FROM 201 TRACK IN EASTWARD DIRECTION. REAR TRUCK ON REAR CARDERAILED AT 203/201 XOVER SWITCH. INVESTIGATION REVEALED THAT NON-RR EMPLOYEE LINED SWITCH UNDER CAR. ARTICULATED EQUIPMENT INVOLVED.
SAN JOAQUIN	10	12	21	ITSL	STOCKTON	H306	ITS SWITCH CREW PULLED 19 EMPTY ARTICULATED CARS (48 CAR LENGTH) DOWN THE LEAD IN PREPARATION TO SHOVE TO A HOOK IN TRK 204. THE CONDUCTOR LINED THE 204 SWITCH BUT WAS DISTRACTED TALKING ABOUT THE MOVES HE WAS MAKING ON THE RADIO. HE ALSO LINED THE 203 SWITCH IN ERROR. THE CONDUCTOR DROVE TO THE COUPLING POINT ON 204 AND INSTRUCTED THE ENGINEER BACK-UP WITHOUT HAVING VISION OF POINT CAR. THE EMPTYCARS STRUCK LOADED CARS STANDING IN TRK 203. THE POINT CAR DERAILED AND STRUCK/ DERAILED AN EMPTY STANDING CAR IN ADJACENT TRACK.
SAN JOAQUIN	10	11	04	CCT	LODI	E08C	CREW SET THREE CARS FROM SIDING TO MAIN TRACK AND SECURED THE CARS WITH ONE HAND BRAKE , ADMX19374 AND THEN CUT WAY AND WAS SHOING BACK INTO EAST JCT SIDING WHEN CARS ON THE MAIN TRACK ROLLED BACK TONORTH AND STUCK THE CARS BEING SHOVED BACK INTO THE SIDING. INVESTIGATION REVELED THAT HANDBRAKE BELL CRANK ON ADMX19374 HAD WORN CLEVIS PIN WHICH DID NOT ALLOW THE BRAKE TO APPLY WITH FULL FORCE. CREW FAILED TO SEE CARS WOULD STAY STADING ON MAIN TRACK BEFORE SHOING BACK INTO SIDING.
SAN JOAQUIN	09	03	05	CCT	STOCKTON	T210	YPS03-05 WAS PULLING EAST WITH 15 CARS 10 LOADS AND 5 EMPTIES FROM NUSTAR ENERGY TERMINAL WHEN THE 6TH CAR FROM THE ENGINE DERAILED DUE TO A RAIL FAILURE OF A 110LB RAIL THAT WAS IMBEDDED IN ASPHALTIN AN AREA WHERE THERE WERE OLD SULFUR SHEDS. THE RAIL HAD A FAILURE OF 29 INCHES WHEN THE HEAD ANDTHE BASE SEPARATED FROM THE WEB OF THE RAIL AND A 29 INCH PIECE OF RAIL BROKE ALLOWING THE CAR TO DERAILED ON THE MOVE EAST AND WHEN THE MOVEMENT WAS MADE WEST TO SPOT SET OUT THE 5 EMPTY CARS THE 6TH CAR BEGAN ROLLING THE RAIL AND THE FOLLOWING 5 CARS RODE ON THE WEB AND BASE OF THE RAIL UNTIL THE ENGINEER FELT THE CARS LURCH AND STOPPED TO FIND THAT 7 CARS HAD DERAILED THERE WERE 7 CARS HAZMAT ANDNO CARS
SAN JOAQUIN	09	12	17	ACEX	STOCKTON	M201	ACE 3105 S. WAS OPERATING ON THE UP MAIN TRACK #1 WHEN THE OPERATOR NOTICED A CONTAINER ON THE UP 7362 N. ON MAIN #2 LEANING TOWARDS MAIN TRACK #1. AT THAT TIME THE OPERATOR OF ACE 3105 S. PLACED THETRAIN INTO EMERGENCY. THE OPERATOR AND ATTENDANT THEN BRACED FOR IMPACT. THE ACE 3105, 3213, 3211, 3207, 3216 AND 3308 WERE STRUCK BY CONTAINER #EMHU 660100 WHICH WAS POSITIONED ON # DTTX 456343
SAN JOAQUIN	09	09	27	UP	TRACY	T314	THE LRS54-27 WAS SHOING THEIR TRAIN INTO TRACK 5 AT TRACY YARD WHEN THE LEAD CAR STRUCK THE TRACK 3SWITCH. THE CAR ROLLED UP, WENT OVER THE TRACK 3 SWITCH POINT CAUSING THE TBOX670569 TO DERAILED.

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SAN JOAQUIN	09	12	17	UP	STOCKTON	M206	UPRR'S KLTG1-17 WAS GOING NORTH AND WAS PASSING ACEX'S ACE03-17 WHICH WAS HEADING SOUTH. THE FIFTHWHEEL OF A TRAILER LOADED ON THE 21ST CAR OF UPRR'S TRAIN HAD NOT BEEN PROPERLY SECURED. THE TRAILER FELL OVER AND STRUCK ACEX'S LEAD ENGINE. NO EQUIPMENT DERAILED. ACEX'S ESTIMATED EQUIPMENT DAMAGE = \$10,500. RAIL = CWR
SAN JOAQUIN	09	04	12	RLIX	LATHROP	H303	TRAIN RAN OVER THE DERAIL CAUSING 3 CARS TO DERAIL.
SAN JOAQUIN	09	07	20	UP	MANTECA	E53C	MRVFR-20 TRAVELING SOUTHBOUND ON THE SINGLE MAIN DERAILED THE JRSX414 AT MILE POST 98.5 DUE TO WHATAPPEARS TO BE AN OVERHEATED JOURNAL. A TOTAL OF 14 CARS DERAILED. RAIL = CWR
SAN JOAQUIN	09	06	17	UP	FRENCH CAMP	M399	ACEX'S ACE05-17, WITH LEAD UNIT ACE3103, WAS WESTBOUND WHEN IT STRUCK A PICKUP TRUCK THAT WAS ON ITSSIDE AND OCCUPYING UP'S ROTH ROAD CROSSING. PICKUP TRUCK HAD BEEN PREVIOUSLY STRUCK BY ANOTHER PICKUP TRUCK AND PUSHED ONTO THE ROTH ROAD CROSSING. THE PICKUP TRUCK WAS UNOCCUPIED AT THE TIME OF IMPACT. ACE'S ESTIMATED EQUIPMENT DAMAGE = \$20,000. RAIL = CWR
SAN JOAQUIN	09	04	12	UP	LATHROP	H303	RLIX'S EMPLOYEES ON THE RL11-12 WERE IN THE PROCESS OF SPOTTING CARS IN THE SHARPE ARMY DEPOT WHEN THEY DERAILED TWO CARS. THE RLIX SWITCHMAN UNLOCKED THE DERAIL AND ALIGNED THE MAIN LINE SWITCH FOR THE LEAD. HOWEVER, THE SWITCHMAN DIDN'T DROP THE DERAIL. THE SWITCHMAN TOLD THE ENGINEER THAT THE SWITCHES AND DERAILS WERE DOUBLE CHECKED. UP MAINTAINS TRACK RLIX'S ESTIMATED EQUIPMENT DAMAGE = \$25,000.
SAN JOAQUIN	09	06	17	ACEX	FRENCH CAMP	M402	SECONDARY ACCIDENT. VEHICLE WAS INVOLVED IN A INITIAL ACCIDENT THAT CAUSED IT TO FLIP UPSIDE DOWN AND STOP ON THE CROSSING. DRIVER WAS REMOVED FROM VEHICLE THAN ACE 5 STRUCK THE VACANT VEHICLE. NO INJURIES RESULTED FROM THE TRAIN VEHICLE STIKE.¶ ¶ *CORRECTED REPORT (LINES 2, 2.B, 3, 3.A,3B,6,30.A) FILED 8-28-09.
SAN JOAQUIN	08	09	02	UP	TRACY	H318	LRS45R-02 WAS SWITCHING INDUSTRY CARS OUT FROM TRACK 4. THE TRACK HAD 2 BUMPER CARS AT THE EAST END OF WHICH WERE TIED DOWN WITH 2 BRAKES. CREW WAS KICKING AGAINST CARS WHICH PUSHED CARS OUT FOULING TRACK 5. LRS45-02, WHICH WAS N TRACK 4, SIDESWIPE CARS IN TRACK 5 AND SUBSEQUENTLY DERAILED THE SP698478.
SAN JOAQUIN	08	09	02	UP	TRACY	H318	LRS45R-02 WAS SWITCHING INDUSTRY CARS OUT FROM TRACK 4. THE TRACK HAD 2 BUMPER CARS AT THE EAST END OF WHICH WERE TIED DOWN WITH 2 BRAKES. CREW WAS KICKING AGAINST CARS WHICH PUSHED CARS OUT FOULING TRACK 5. LRS45-02, WHICH WAS N TRACK 4, SIDESWIPE CARS IN TRACK 5 AND SUBSEQUENTLY DERAILED THE SP698478.
SAN JOAQUIN	08	03	03	UP	STOCKTON	T315	YST61R-03 WAS SHOVING 12 CARS INTO INDUSTRY'S TRACK 777. THE SWITCH UNDER THE TRAIN BROKE IN HALF CAUSING THE POINTS TO OPEN UP AND DERAILED CARS BN471375 AND BN471750. HORIZON MILLING MAINTAINS TRACK.

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SAN JOAQUIN	08	06	09	UP	STOCKTON	T102	YST61R-09 WAS PULLING OUT 15 EMPTY HOPPERS AT 4 MPH WHEN THE REAR SET OF TRUCK ON THE UP90949 DERAILED WHEN REAR JUMPED TRACK TO THE OUTSIDE OF THE RAIL. HORIZON MILLING MAINTAINS TRACK.
SAN JOAQUIN	08	11	16	BNSF	STOCKTON	H017	REAR DISTRIBUTED POWER CONSIST WAS NOT SECURED AND PLACE TO SET OUT OR UNLINKED PRIOR TO MOVING HEADEND DISTRIBUTED POWER CONSIST. WHILE MOVING HEAD END POWER TOWARD THE ROUNDHOUSE, REAR END POWER ALSO STARTED MOVING AND THE CREW DID NOTICE THIS. THE REAR CONSIST WHEN OUT OF THE WEST END OF MORMON YARD IN STOCKTON AND RAN OVER DERAIL, AND WENT PAST SIGNAL DISPLAYING STOP ONTO MAIN 2 DERAILING.
SAN JOAQUIN	08	12	17	ACEX	TRACY	M302	ACE TRAIN 2 OPERATING EASTBOUND AT APPROXIMATELY 78MPH WAS STRUCK IN THE SIDE BY A HIGHWAY VEHICLE AT CORRAL HOLLOW RD (MP 69.64) ON THE OAKLAND SUBDIVISION OF THE UPRR RAILROAD IN TRACY CALIFORNIA.¶ ¶ TRAIN WAS OPERATING IN ACCORDANCE WITH ALL RULES AND SPECIAL INSTRUCTIONS. HEADLIGHT WAS ON, BELL WAS RINGING AND HORN WAS SOUNDED ACCORDING TO RULE. HIGHWAY GATE AT CORRAL HOLLOW WERE WORKING AS INTENDED.¶ ¶
SAN JOAQUIN	08	06	27	ACEX	STOCKTON	H607	AT 5:40PM ACE #4 OPERATING NORTH IN PUSH MODE WITH ENGINE ACEX 31 STRUCK THE BUMPING POST PROTECTING THE END OF THE ACE STATION TRACK. THE IMPACT CAUSED THE LEADING CAB CAR ACE#3309 TO DERAIL THE LEAD TRUCK. AS A RESULT OF THE INCIDENT 1 EMPLOYEE AND 7 PASSENGERS RECEIVED MEDICAL ATTENTION.
SAN JOAQUIN	08	08	11	UP	LODI	T110	LRS93-11 WAS SHOVING DOWN THE WOODBRIDGE BRANCH LINE ON STRAIGHT TRACK TRAVELING AT A STEADY 10 MPH WHEN THREE CARS DERAILED DUE TO WIDE GAUGE CONDITIONS. UP MAINTAINS TRACK.
SAN JOAQUIN	08	12	17	UP	TRACY	M308	ACE'S ACE2 TRAVELING EASTBOUND TOWARDS STOCKTON AND WAS STRUCK BY AN AUTOMOBILE TRAVELING SOUTH ON CORRAL HOLLOW ROAD. GATES WERE DOWN AT THE TIME OF INCIDENT. THE VEHICLE STRUCK CAR ACEX003306. DRIVER AND TWO PASSENGERS WERE INJURED. ACE'S ESTIMATED EQUIPMENT DAMAGE = \$15,000. RAIL=CWR.
SAN MATEO	12	11	07	PCMZ	REDWOOD CIT	M302	THERE WERE NOT ANY OCCUPANTS NOR DRIVER IN THE VEHICLE WHEN IT WAS STRUCK. THE DRIVER OF THE VEHICLE IS UNKNOWN THEREFORE THE AGE OF THE HIGHWAY USER IS ALSO UNKNOWN.
SAN MATEO	09	01	09	UP	REDWOOD CIT	T110	LRQ30-09 WAS SHOVING CARS DOWN THE REDWOOD HARBOR INDUSTRIAL LEAD WHEN THE 2 UNITS AND 3 CARS DERAILED DUE TO WIDE GAUGE. UP MAINTAINS TRACK.
SAN MATEO	09	04	24	ATK	BURLINGAME	M399	UP TRAIN 2579 STRUCK A MOTOR HOME THAT WAS STALLED ON THE BROADWAY AVENUE CROSSING AT MP 15.3.

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SAN MATEO	09	04	24	UP	BURLINGAME	M399	UP'S LRQ30-04, WITH LEAD UNIT UP2579, WAS SOUTHBOUND ON ATK'S NO. 2 MAIN TRACK WHEN IT STRUCK AN UNOCCUPIED MOTOR HOME THAT WAS STALLED ON THE BROADWAY STREET CROSSING. THERE WERE NO INJURIES. ATK ESTIMATED TRACK DAMAGE = \$35,000. RAIL = CWR
SAN MATEO	09	12	21	ATK	SAN MATEO	M302	CALTRAIN 280 STRUCK AN AUTOMOBILE AT MP17.10, BELLEVUE AVE CROSSING.
SAN MATEO	09	12	21	PCMZ	SAN MATEO	M302	CALTRAIN 280 OPERATING WITH LOCOMOTIVE E/927 AND 5 CARS STRUCK AN AUTOMOBILE AT MP17.10, BELLEVUE AVE CROSSING.
SAN MATEO	08	10	06	ATK	BURLINGAME	M302	CALTRAIN 312 OPERATING WITH LOCOMOTIVE E/920 AND 5 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP15.17, BROADWAY AVE CROSSING.
SAN MATEO	08	10	30	ATK	SAN MATEO	M302	CALTRAIN 101 OPERATING WITH CAB CAR 4011 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/925 TRAILING, STRUCK A PICK-UP TRUCK AT MP18.28, NINTH AVE CROSSING.
SAN MATEO	08	10	06	PCMZ	BURLINGAME	M302	CALTRAIN 312 OPERATING WITH LOCOMOTIVE E/920 AND 5 CARS STRUCK A TRACTOR-TRAILER TRUCK AT MP15.17, BROADWAY AVE CROSSING.
SAN MATEO	08	10	30	PCMZ	SAN MATEO	M302	CALTRAIN 101 OPERATING WITH CAB CAR 4011 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/925 TRAILING, STRUCK A PICK-UP TRUCK AT MP18.28, NINTH AVE CROSSING. THE TRUCK DRIVERS FATALITY HAS BEEN RULED A SUICIDE BY THE SAN MATEO COUNTY CORONER.
SANTA BARBARA	11	01	03	UP	GOLETA	M404	AMTRAK TRAIN AMT774-03 STRUCK A TREE THAT HAD FALLEN ACROSS THE TRACK AT MILE POST 349.5. TREE FELL ONTO TRACK FROM PRIVATE PROPERTY ALONG RIGHT OF WAY. UPRR MANAGER NOTIFIED OF INCIDENT ON 2/23/11. ATK'S EQUIPMENT DAMAGE = \$11,261. NO UP TRACK DAMAGE. RAIL = CWR
SANTA BARBARA	11	01	03	ATK	GOLETA	M404	TRAIN 774 WITH CAB CAR 6908, 5 CARS, AND ENGINE 456 IN THE REAR STRUCK A FALLEN EUCALYPTUS TREE, DAMAGING CAB CAR 6908.

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SANTA CLARA	12	10	26	UP	MILPITAS	H017	EMIBEM-26 CREW SET OUT THE UP5273 INTO THE STUB TRACK AT MILPITAS AND FAILED TO DO A PROPER SECUREMENT TEST RESULTING IN THE LOCOMOTIVE ROLLING OFF THE END OF THE TRACK AND DERAILING 1 SET OF TRUCKS.
SANTA CLARA	12	10	09	PCMZ	SAN JOSE	M404	UNION PACIFIC LRB32 09 WAS COMING OFF OF THEIR WARM SPRINGS SUB ONTO CALTRAIN MAIN TRACK AT CP SHARK. ON THE LEG OF WARM SPRINGS WYE ONE OF THEIR RAILCARS HIT AND DRAGGED A ROLL OF CHAIN LINK FENCE AROUND AND ONTO CALTRAIN. PROPERTY. WHEN THE LRB32 09 CAME THROUGH THE CROSSOVER AT CP SHARK THE ROLLOF FENCE CAUGHT THE SWITCH MACHINE. THERE WAS NO DERAILMENT OR UPRR EQUIPMENT DAMAGE, THE SWITCH MACHINE WAS REPLACED DUE TO THE DAMAGE. UPRR EQUIPMENT DAMAGE = \$0
SANTA CLARA	12	10	09	UP	SAN JOSE	M404	LRB32-09 WAS TRAVELING SOUTHBOUND ON MAIN TRACK 1 WHEN THEY HIT AN OBJECT NEAR THE TRACK. IT WAS DETERMINED TO BE A ROLL OF FENCING WHICH THEY DRAGGED THROUGH A SWITCH MAINTAINED BY CALTRAN, CAUSINGDAMAGE TO THE SWITCH. NO DERAILMENT OR UP TRACK DAMAGE AND NO LOCOMOTIVE DAMAGE. PCMZ TRACK DAMAGES = \$18,000.
SANTA CLARA	12	07	07	UP	MILPITAS	E49C	AGBBI-03, HEADING SOUTHBOUND INTO MILPITAS YARD WHEN THE SECOND CAR FROM THE REAR OF THE TRAIN, TTGX983430 DERAILED AT THE CROSSOVER SOUTH OF DIXON LANDING ROAD. THE CAR WAS ON THE GROUND UNTIL THE NEXT CROSSOVER SWITCH CAUSED THE LEADING CAR, ETTX820731 AND TRAILING CAR, TTGX941472 TO ALSO DERAIL.ON THE ADJACENT TRACK WAS THE AMICPR-06, WITH STANDING EQUIPMENT ONLY. THE CARS FROM THE AGBBI-03SIDESWIPE THE STANDING CARS CAUSING DAMAGE TO ETTX907398, ETTX710098, AND ETTX820229 OF THE AMICPR-06. THE CREW FOR THE AMICPR-06 WAS ON THE POWER IN THE YARD WAITING FOR THE AGBBI-03 TO CLEAR. LOCOMOTIVES WERE NOT ATTACHED TO THE TRAIN.
SANTA CLARA	12	07	07	UP	MILPITAS	E49C	AGBBI-03, HEADING SOUTHBOUND INTO MILPITAS YARD WHEN THE SECOND CAR FROM THE REAR OF THE TRAIN, TTGX983430 DERAILED AT THE CROSSOVER SOUTH OF DIXON LANDING ROAD. THE CAR WAS ON THE GROUND UNTIL THE NEXT CROSSOVER SWITCH CAUSED THE LEADING CAR, ETTX820731 AND TRAILING CAR, TTGX941472 TO ALSO DERAIL.ON THE ADJACENT TRACK WAS THE AMICPR-06, WITH STANDING EQUIPMENT ONLY. THE CARS FROM THE AGBBI-03SIDESWIPE THE STANDING CARS CAUSING DAMAGE TO ETTX907398, ETTX710098, AND ETTX820229 OF THE AMICPR-06. THE CREW FOR THE AMICPR-06 WAS ON THE POWER IN THE YARD WAITING FOR THE AGBBI-03 TO CLEAR. LOCOMOTIVES WERE NOT ATTACHED TO THE TRAIN.
SANTA CLARA	10	12	07	PCMZ	SAN JOSE	H702	CALTRAIN 284 WITH CAB CAR 119 AND 4 CARS WAS BEING MOVED IN THE MAINTENANCE FACILITY IN SAN JOSE, CA. CAB CAR 119 RAN OVER A DERAIL AND DERAILED, DUE TO SWITCH IMPROPERLY LINED.
SANTA CLARA	10	02	25	PCMZ	SUNNYVALE	M402	CALTRAIN 101 WITH ENGINE 911, 4 CARS, AND CAB CAR 4025, STRUCK AN ABANDONED AUTO. SHORTLY AFTER IMPACT, THE AUTO CAUGHT FIRE, DESTROYING THE AUTO AND HEAVILY DAMAGING CAB CAR 4025.
SANTA CLARA	09	08	31	PCMZ	SAN JOSE	H993	THE OPERATOR OF A BALLAST REGULATOR WAS ATTEMPTING TO PULL BALLAST FROM ONE AREA TO ANOTHER WHEN THELOWERED LEFT WING OF THE REGULATOR STRUCK THE POWER SWITCH MACHINE #7A, DAMAGING THE SWITCH MACHINE.
SANTA CLARA	09	10	04	UP	SAN JOSE	H702	THE CREW ON THE LRQ83-04 LINED THE DERAIL SWITCH AT SAN JOSE AGAINST THEIR MOVE, RUNNING THROUGH SWITCH. THEY DID NOT REALIZE THEY HAD LINED THE WRONG SWITCH/DERAIL AND THEN MADE A REVERSE MOVE OVERTHE RUN-THRU SWITCH AND DERAILED THE UP2073.

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SANTA CLARA	08	11	06	PCMZ	SAN JOSE	M302	CALTRAIN 217 OPERATING WITH CAB CAR 4009 IN THE LEAD, 4 CARS AND LOCOMOTIVE E/916 IN THE REAR, STRUCK AN AUTOMOBILE AT MP65.70, A PRIVATE CROSSING.
SANTA CLARA	08	12	22	ATK	SAN JOSE	H704	TRAIN 521 WITH ENGINE 2013 AND 5 CARS DERAILED CARS 6462 AND 8305 AS IT WAS BEING SHOVED INTO THE SAN JOSE, CA STATION. THE DERAILMENT WAS CAUSED BY TRAIN 544 RUNNING THROUGH THE SWITCH THREE DAYS EARLIER ON 12/19/08.
SANTA CLARA	08	11	06	UP	COYOTE	M302	PCMZ'S CT217-06, WITH LEAD UNIT JPBX916, STRUCK AN AUTOMOBILE AT UP'S PRIVATE CROSSING AT MILE POST62.35 WHILE TRAVELING ON UP'S SINGLE MAIN LINE ON THE COAST SUBDIVISION. NO TRACK DAMAGE. PCMZ'S ESTIMATED EQUIPMENT DAMAGE = \$20,000.
SANTA CRUZ	10	04	15	SERA	WATSONVILLE	M302	LOCOMOTIVE PUSHING SINGLE FREIGHT CAR ACROSS PROTECTED HIGHWAY CROSSING. HIGHWAY TRUCK AND TRAILER ATTEMPTED TO BEAT TRAIN. FREIGHT CAR STRUCK TRAILER, DAMAGING TRAILER AND FREIGHT CAR. CONDUCTOR SLIGHTLY INJURED DROPPING OFF CAR.
SHASTA	12	01	24	UP	LAKEHEAD	H599	NORTHBOUND MRVPW-24 HAD AN AIR HOSE SEPARATION BETWEEN THE 23RD AND 24TH CARS FROM THE REAR OF TRAINWHILE TRAVERSING A SPIRAL CURVE. EMPTIES BEHIND LOADS ON THE HEAD END WERE STRING LINED ON LEFT HAND CURVE. DERAILING FIVE CARS AND DAMAGING COUPLER ON ANOTHER. ENGINEER FAILED TO HANDLE TRAIN PROPERLY AFTER EXPERIENCING UDE. ENGINEER FAILED TO MAKE THROTTLE ADJUSTMENTS TO PREVENT EXCESSIVE DRAFT FORCES ON HEAD END OF TRAIN CAUSING EXCESSIVE DRAFT FORCE WHICH IN TURN STRING LINED THE CURVE AS THE REAR END OF THE TRAIN WAS IN EMERGENCY AND THE HEAD END TRAVERSING A LEFT-HAND CURVE. THERE WAS NO TRACK DAMAGE.
SHASTA	08	06	18	UP	ANDERSON	H018	CONDUCTOR ON THE MRVPW-18 FAILED TO SECURE CARS SET OUT ON THE SINGLE MAIN LINE WHILE HE CONTINUED TO SWITCH. CARS ROLLED INTO CARS BEING PULLED FROM TRACK 168 CAUSING IMPACT AND DERAILING CHTT273547. RAIL = CWR.
SHASTA	08	06	18	UP	ANDERSON	H018	CONDUCTOR ON THE MRVPW-18 FAILED TO SECURE CARS SET OUT ON THE SINGLE MAIN LINE WHILE HE CONTINUED TO SWITCH. CARS ROLLED INTO CARS BEING PULLED FROM TRACK 168 CAUSING IMPACT AND DERAILING CHTT273547. RAIL = CWR.
SISKIYOU	11	06	14	UP	MOUNT SHASTA	H402	TAMPER ATS9504 HIT BALLAST REGULATOR BR206S THAT WAS STOPPED ON THE NO 2 MAIN. REGULATOR OPERATOR WAS INJURED AS A RESULT OF COLLISION.
SISKIYOU	11	06	14	UP	MOUNT SHASTA	H402	TAMPER ATS9504 HIT BALLAST REGULATOR BR206S THAT WAS STOPPED ON THE NO 2 MAIN. REGULATOR OPERATOR WAS INJURED AS A RESULT OF COLLISION.

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SISKIYOU	09	06	03	UP	MOUNT SHASTA	H402	UP'S BRANDT TRUCK STOPPED AT THE ROAD CROSSING AT MOTT TO LINE THE SWITCH INTO TRACK 508 SPUR. DRIVER EXITED TRUCK TO LINE SWITCH AFTER APPLYING BRAKES ON TRUCK. HE DID NOT APPLY THE AIR BRAKES ON THE 6 CARS BEHIND THE TRUCK. AS HE WALKED TO THE SWITCH, THE TRUCK AND CARS ROLLED IN AN UNCONTROLLED MOVEMENT, SPLITTING THE SOUTH SWITCH AT MOTT. THE BRANDT TRUCK AND THREE OF THE CARS DERAILED. THE BRANDT TRUCK SPILLED APPROXIMATELY 90 GAL OF DIESEL FUEL FROM ITS FUEL TANK. 30. METHOD-OF-OPERATIONS: O. OTHER = TRACK/TIME. FRA TRACK CLASS AND CONSIST SPEED VERIFIED BY RAILROAD.
SISKIYOU	09	05	02	UP	WEED	T299	MRVPT-01 WAS TRAVELING NORTHBOUND ON THE SINGLE MAIN TRACK WHEN IT DERAILED 12 CARS AT THE SOUTH SWITCH DUE TO BROKEN RAIL. THE INVESTIGATION REVEALED A STRAIGHT BREAK ON RIGHT-HAND STRAIGHT STOCK RAIL. RAIL =CWR
SISKIYOU	09	01	21	UP	DUNSMUIR	H506	THE SOUTHBOUND QPDRV-21 WHILE GOING AROUND A CURVE DERAILED THE SPA513844 AND BRAA6021. CARS DERAILED TO THE LOW OR INSIDE OF TRACK. CAR WAS DRUG APPROXIMATELY 1/4 MILE BEFORE AIR WENT. DERAILED CARS TRAVELED OVER SACRAMENTO RIVER BRIDGE CAUSING DAMAGE TO TIES AND GUARD RAIL. THE HUMAN CAUSE CODE WAS PROVIDED BY THE LAB AFTER ITS ANALYSIS, BUT THE PERSON WHO MADE UP THE TRAIN IS UNKNOW. RAIL=CWR.
SISKIYOU	09	02	22	UP	DUNSMUIR	H303	MRVPW-22 WAS REQUIRED TO MAKE A 29-CAR PICK UP AT DUNSMUIR. CREW WAS REQUIRED TO MAKE PICK UP ON THE REAR OF THE TRAIN TO COMPLY WITH TRAIN MAKEUP RESTRICTIONS. CONDUCTOR LINED YARD TRACK LEAD INTO 10 TRACK. MANAGER PICKED UP CONDUCTOR TO ASSIST WITH THE MOVE. CONDUCTOR TOLD ENGINEER THAT ALL THE SWITCHES WERE LINED FOR THEIR MOVEMENT AND TO COME BACK SOUTH. TRAIN SHOVED OVER DERAIL IN THE DERAILING POSITION RESULTING IN A FOUR CAR DERAILMENT.
SOLANO	11	08	01	UP	FAIRFIELD	M399	AN EMPTY TANDEM TRACTOR TRAILER WAS STOPPED ON THE TRACK AT THE FAIRFIELD ROAD CROSSING AND WAS UNABLE TO CLEAR. AMTRAK'S AMT11-31 CLIPPED THE BACK HALF OF THE TANDEM TRUCK DAMAGING THE LOCOMOTIVE'S PLOW, DITCH AND HEADLIGHTS AND SIDE OF LOCOMOTIVE. OTHER DAMAGES INCLUDE ONE SIGNAL STAND, LIGHTS, ARM AND DAMAGE TO A SIGNAL BOX. AMTRAK'S EST EQUIP DAMAGE: \$1900.00
SOLANO	11	08	01	ATK	FAIRFIELD	M302	TRAIN 11 OPERATING WITH LOCOMOTIVES E/71-E/507 AND 13 CARS STRUCK THE TRAILER SECTION OF A TRACTOR-TRAILER FOULING THE CROSSING AT MP55.40, CANNON RD CROSSING.
SOLANO	10	08	02	SFBR	VALLEJO	T199	THE PRIMARY CAUSE OF DERAILMENT WAS THE RADIUS OF THE CURVE ON ALSTOM'S TRACK. IT WAS NOT BUILT TO SPEC AND THE COMPANY THAT BUILT IT WILL BE RE-ALIGNING IT. THE CAR WAS IN A PREVIOUS ACCIDENT WHICH CAUSED DAMAGE TO THE COUPLER POCKET WHICH MADE THE DRAW BAR STIFF AND HARD TO SWING. THE COUPLER POCKET WAS A CONTRIBUTOR TO THE DERAILMENT. TRACK DAMAGE WAS MINIMAL. THE CAR WILL BE GETTING ITS WHEELS, AXLES AND BRAKES REPLACED.
SOLANO	08	06	15	UP	CORDELIA	E99C	MACHINE OPERATOR EMPLOYEE WAS IN THE OPERATOR SEAT WATCHING MOVE. ANOTHER MECHANICAL EMPLOYEE WAS LOOKING UP SOME INFO ON THE COMPUTER. ANOTHER OPERATOR WAS PERFORMING THE MOVE FROM THE BACK CONTROL PANEL IN THE MAIN CAB, USING THE SHORT DRIVE BECAUSE THEY WERE HAVING ELECTRICAL PROBLEMS WITH A SENSOR FROM THE STABILIZER. THEY WERE GOING ACROSS THE CORDELIA ROAD CROSSING WHEN THE FRONT JACK ROLLERS HIT THE CROSSING. NO DAMAGE TO THE CROSSING.
SOLANO	08	07	06	UP	ELMIRA	M302	ATK'S AMT736-06, WITH LEAAD UNIT CDTX2013, WAS STRUCK BY A SMALL MOVING TRUCK THAT WAS UNABLE TO STOP DUE TO SPEED. TRUCK STRUCK THE SECOND PASSENGER CAR ON THE TRAIN AT UP'S FRY ROAD CROSSING. ATK'S ESTIMATED EQUIPMENT DAMAGE \$49,799.

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SOLANO	08	07	06	ATK	ELMIRA	M302	TRAIN 736 OPERATING WITH CAB C/8306, 3 CARS AND LOCOMOTIVE E/2013 IN THE REAR WAS STRUCK BY A TRUCK AT MP58.30, FRY RD CROSSING. OTHER METHOD OF OPERATION - CTC.
STANISLAUS	12	07	29	ATK	DENAIR	M302	TRAIN 701 OPERATING WITH LOCOMOTIVE E/C2011 AND 5 CARS STRUCK A PICK-UP TRUCK AT MP1083.80, GREER RD CROSSING. THE PICK-UP TRUCK WAS BACKING UP WHEN STRUCK BY THE TRAIN; THE DRIVER THEN FLED THE SCENE. AMTRAKS EQUIPMENT DAMAGE IS \$14,850.00.
STANISLAUS	12	07	29	BNSF	DENAIR	M302	AMTRAK TRAIN 701 STRUCK A PICK-UP THAT WAS BACKING ONTO THE CROSSING.
STANISLAUS	11	06	09	MET	MODESTO	H707	TRACK NO. 0711 POWER SWITCH WAS LINED UNDER THE SSW BOXCAR ACCOUNT LOOP PROTECTION WAS ACCIDENTALLY LEFT TURNED OFF AND THROWN THE CAR.
STANISLAUS	11	06	06	MET	MODESTO	H514	ENGINEER TRIED TO SHOVE 24 CARS INTO A TRACK BEFORE HIS AIR BRAKES HAD FULLY RELEASED - CAUSING 3-CARS TO BE DERAILED. THIS DERAILMENT WAS CAUSED BY ENGINEER ERROR.
STANISLAUS	11	06	28	MET	MODESTO	H707	TRAIN CREW LINED THE TRK. 0711 POWER SWITCH WITH NO VISUAL ON THE SWITCH UNDER ANOTHER TRAIN CREW OCCUPYING THE TRK. 0711 WITHOUT DETERMINING IF IT WAS SAFE TO LINE.
STANISLAUS	11	09	19	BNSF	RIVERBANK	M302	AMTRAK TRAIN 713 STRUCK A TOMATO TRUCK AT THE CROSSING.
STANISLAUS	11	01	22	BNSF	MODESTO	T221	L-CAL0315-21 DERAILED 5 CARS AT BROKEN RAIL WHILE PULLING FROM 7925 TRACK. I
STANISLAUS	11	08	15	MET	MODESTO	H318	TRAIN CREW BOTTLED HIS CAR AIR AND KICKED NKOL 550100 INTO A TRACK THAT HAD 14 EMPTY CARS IN IT AND DERAILED HIS CAR AND CAUSED DAMAGED TO IT'S LOAD.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
STANISLAUS	11	04	30	UP	CERES	M503	APPROACHING SWITCH 769 CREW OBSERVED SWITCH TARGET TO DISPLAY THE 1/2 GREEN FACE FOR THE STRAIGHT TRACK MOVEMENT. PULLING ACROSS SWITCH THE LEAD TRUCK OF THE LEAD LOCOMOTIVE DERAILED AND THE FOLLOWING LOCOMOTIVES TRAVELED UP THE DIVERGING ROUTE COMING TO A STOP 210 FEET PAST THE SWITCH POINTS. EVIDENCE SHOWS THAT THE LEFT LEADING WHEEL PASSED BEHIND THE LEFT SWITCH POINT WHICH WAS NOT FULLY AGAINST THE STOCK RAIL, THROWING THE SWITCH TO THE DIVERGING ROUTE. CREW FOUND THIS SWITCH LINED AGAINST THEIR MOVEMENT WHEN DEPARTING THE DAY PRIOR AND DEPARTED OVER THIS SWITCH IN THE STRAIGHT RAIL POSITION. IT WAS CONCLUDED THAT THE SWITCH HAD BEEN TAMPERED WITH BETWEEN THE TIME THE LRS56S-29
STANISLAUS	11	09	19	ATK	HUGHSON	M302	TRAIN 713 OPERATING WITH LOCOMOTIVE E/77 AND 4 CARS STRUCK A TRACTOR-TRAILER HAULING TOMATOES AT MP1083.80, GREER RD CROSSING.
STANISLAUS	10	08	26	ATK	DENAIR	M302	TRAIN #701 OPERATING WITH LOCOMOTIVE E/98 AND 4 CARS STRUCK SEMI IRRIGATION TRUCK AT MP1075.80, A PRIVATE CROSSING.
STANISLAUS	10	08	26	BNSF	DENAIR	M302	AMTRAK TRAIN A-701-1-26A STRUCK AN IRRIGATION TRUCK AT CROSSING.
STANISLAUS	09	05	13	BNSF	MODESTO	H503	TRAIN H-BARVAW1-13A STOPPED AT MODESTO TO SETOUT FROM REAR OF TRAIN. AFTER STOPPING, CREW PULLED TRAIN FORWARD OVER TO BEGIN SET OUT. ENGINEER USED EXCESSIVE INDEPENDENT BRAKING TO STOP RESULTING INHEAVY SLACK ACTION THAT DERAILED ONE PAIR OF WHEELS ON EAST TRUCK OF BNSF 782318 WHICH WAS UNDETECTED BY CREW. CREW SHOVED TRAIN BACK TO BEING SETOUT DERAILING ADDITIONAL CARS.
STANISLAUS	08	04	05	MET	EMPIRE	H303	THE CONDUCTOR SHOVED 2-EMPTY BOXCARS OVER THE BNSF RAILROADS DERAIL AND THEN PULLED OUT OF THE YARDWITH 46-EMPTY BOXCARS AND DERAILED THE REAR TWO CARS IN HIS TRAIN. HE RIPPED-OUT THE DERAIL, 1-SWITCH AND SEVERAL HUNDRED FEET OF TRACK (TIES ONLY).
STANISLAUS	08	04	29	MET	BEARD ST & B	T314	ON 4-28-08 THE MET SECTION DEPARTMENT HAD WELDED UP THE WORN SWITCH POINT ON THE SOUTH TRACK NO. 0202 SWITCH. THE POINT WAS GROUND DOWN TOO LOW WHICH CAUSED IT TO ACT AS A RAMP - CAUSING THE DERAILMENT.
STANISLAUS	08	04	05	BNSF	MODESTO	H306	THE MET (MODESTO AND EMPIRE TRACTION CO), WHILE PERFORMING SWITCHING MOVES, SHOVED CARS INTO TRACKWITHOUT PROVIDING POINT PROTECTION RESULTING IN TWO CARS GOING OVER BNSF DERAIL. CARS WERE THEN PULLED EAST AFTER ALREADY ON THE GROUND.
TEHAMA	11	03	21	ATK	RED BLUFF	M302	TRAIN 11 OPERATING WITH LOCOMOTIVES E/203-E/510 AND 12 CARS STRUCK A PICK-UP TRUCK AT MP219.9, TYLERRD CROSSING.

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TEHAMA	11	03	21	UP	RED BLUFF	M308	A 1998 DODGE 1500 PICKUP TRUCK WAS TRAVELING EASTBOUND ON TYLER ROAD AND WENT AROUND GATES AND WARNING LIGHTS, WAS STRUCK BY THE SOUTHBOUND AMTK11-20 WHICH WAS TRAVELING AT 68 MPH. LEAD UNIT AMTK203.DRIVER OF VEHICLE WAS FATALLY INJURED. NO INJURIES TO THE CREW NOR AMTRAK PASSENGERS. THERE WAS LIGHT DAMAGE TO THE NORTH RAWSON SWITCH. AMTRAK'S EST EQUIPMENT DAMAGE: \$12,809. RAIL = CWR
TEHAMA	10	06	21	UP	VINA	M302	MRVPW-21, WITH LEAD UNIT UP7658, STRUCK A LOADED TRACTOR TRAILER RIG WHICH WAS FOULING THE MAIN TRACK PRIVATE CROSSING CAUSING DAMAGE TO THE LEAD LOCOMOTIVE AND DESTROYED THE TRAILER SPLITTING THE TRAILER IN HALF. THERE WERE NO INJURIES REPORTED BY THE TRAIN CREW NOR DRIVER OF TRUCK. RAIL = CWR
TULARE	12	03	07	BNSF	CORCORAN	M302	AMTRAK TRAIN 713 STRUCK A TRACTOR TRAILER FOULING THE MAIN TRACK.
TULARE	12	03	16	UP	TRAVER	M404	GSTRC5-16 CREW WAS PULLING NORTH ON THE LEAD TO GO AGAINST THE DPU UNIT AND THEIR TRAIN WENT INTO EMERGENCY. THE CONDUCTOR FOUND A DERAILED CAR AND A CAR THAT HAD LOST A DOOR. THE DOOR FROM A RAILCAR HAD FALLEN OFF AND EVENTUALLY WEDGED IN THE FROG FOR TRACK 729 WHICH CAUSED THE NDYX515329 TO DERAIL. THE TRAIN TRAVELED ANOTHER 2300 FEET BEFORE GOING INTO EMERGENCY. IT APPEARS THAT THE DUMP DOOR ON THE CMO850749 WAS NOT SHUT BY THE CUSTOMER AND AS THE TRAIN STARTED MOVING THE DOOR FELL OFF AND CAUSED THIS DERAILMENT. FOSTER FARMS MAINTAINS TRACK.
TULARE	12	03	07	ATK	CORCORAN	M304	TRAIN 713 OPERATING WITH LOCOMOTIVE E/2005 AND 5 CARS STRUCK A SEMI-TRACTOR TRAILER AT MP934.23, AVENUE 56 RD CROSSING CAUSING EXTENSIVE DAMAGE TO THE LEAD UNIT E/2005.
TULARE	11	11	21	SJVR	GOSHEN	M302	TRAIN 608 OPERATING IN AN EAST DIRECTION, STRUCK A 1987 DUMP TRUCK TRAVELING IN A SOUTH DIRECTION PULLING A TRAILER LOADED WITH A BOBCAT. PRELIMINARY INVESTIGATION REVEALED DRIVER SWERVED TO THE EAST TO AVOID STRIKING TRAIN AND DROVE ONTO TRACKS WHERE IMPACT OCCURRED APPROXIMATELY 35' EAST OF THE CROSSING, DERAILING LOCOMOTIVE AND HEAD 2 CARS. LOCOMOTIVE FULE TANK WAS RUPTURED RESULTING IN THE RELEASE OF APPROXIMATELY 2,300 GALLONS OF DIESEL FUEL.
TULARE	09	06	12	UP	GOSHEN	M399	MWCRV-11, WITH LEAD UNIT UP5371, STRUCK A TRACTOR TRAILER RIG THAT WAS STALLED ON THE ELDER AVENUE CROSSING. THE TRACTOR TRAILER RIG WAS UNOCCUPIED AT THE TIME OF IMPACT. THE SIGNAL STATION AND ARMS WERE COMPLETELY DESTROYED. THERE WAS NO TRACK DAMAGE. THERE WERE NO INJURIES TO THE CREW. RAIL = CWR
TUOLUMNE	12	08	10	SERA	CHINESE CAM	H599	4 CARS OF 8-CAR LOADED TRAIN DERAILED WHILE DESCENDING 10 DEGREE CURVE ON 2.65% DOWNGRADE. BEFORE DESCENDING, BRAKES WERE SET AT 12 LB REDUCTION. AT TIME OF DERAILMENT TRAIN SPEED WAS 12 MPH AND ENGINEER WAS USING STRETCH (POWER) BRAKING IN RUN 5 AND DYNAMIC BRAKING. DURING DERAILMENT OUTER RAIL OF CURVE TURNED OVER, AND INNER RAIL WAS BROKEN. PRINCIPLE CAUSE OF DERAILMENT APPEARS TO BE IMPROPER TRAIN HANDLING. RULES AND SPECIAL INSTRUCTIONS NOT FOLLOWED ARE (1) EXCESSIVE SPEED FOR EXCEPTED TRACK [12 MPH], (2) NO RETAINER VALVES SET ON CARS AS REQUIRED [MINIMUM OF 2 FOR 8-CAR TRAIN IN AREA BY SERA SPECIAL INSTRUCTIONS], AND (3) USING STRETCH BRAKING BEYOND ALLOWED THROTTLE SETTING
TUOLUMNE	08	03	12	SERA	JAMESTOWN	H607	FREIGHT TRAIN CONSISTING OF ONE LOCOMOTIVE PULLING 14 CARS CRESTED A RISE AT A GRADE CROSSING AND WAS DESCENDING A 1.9 PERCENT GRADE. ROUNDING A CURVE, THE CARS BEGAN A HARMONIC ROCKING MOTION, THEN 3 OF THE CARS DERAILED. TWO CARS OF WOOD CHIPS OVERTURNED, 1 CAR OF LUMBER LEFT THE RAILS BUT REMAINED UPRIGHT. THE CREW REPORTED A SPEED OF 11 MPH AT THE TIME OF DERAILMENT, BUT AN INVESTIGATION BY THE MANAGER OF TRAIN OPERATIONS CONCLUDED THAT THE SPEED OF THE TRAIN WAS 16-18 MPH. THE INVESTIGATION CONCLUDED FURTHER THAT THE PRIMARY CAUSE OF THE DERAILMENT WAS IMPROPER BRAKE HANDLING AND THROTTLE CONTROL WHICH LED TO EXCESSIVE SPEED FOR THE TRACK CONDITIONS AND GRADE, WITH A SECONDARY

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VENTURA	12	08	24	SCAX	CAMARILLO	M302	TRAIN 102 STRUCK A SEMI-TRUCK FLATBED TRAILER TWO MILES EAST OF CAMARILLO. EQUIPMENT DAMAGE IS ESTIMATED. WILL BE UPDATED AS BILLING BECOMES AVAILABLE.
VENTURA	12	08	24	UP	CAMARILLO	M308	METROLINK TRAIN SCRA 102-24, WITH LEAD UNIT SCAX892, STRUCK TRUCK AT A PRIVATE CROSSING WITH STOP SIGNS. TRUCKS DID NOT STOP BEFORE CROSSING TRACK. DRIVER AND PASSENGER WERE BOTH INJURED. ONE PASSENGER ON TRAIN WAS TAKEN TO HOSPITAL. SCAX ID#082412 SCAX EST EQUIP DAMAGE: \$65,000.
VENTURA	10	10	07	ATK	CAMARILLO	M302	TRAIN 775 OPERATING WITH LOCOMOTIVE E/457 AND 6 CARS STRUCK AN AUTOMOBILE AT MP413.80, LOS POSAS RDCROSSING.
VENTURA	10	02	27	UP	VENTURA	M402	DRIVER OF A NORTH BOUND GMC YUKON LOST CONTROL OF HIS VEHICLE ON THE 101, WENT WEST INTO AN EMBANKMENT, FLIPPED HIS CAR SEVERAL TIMES, AND LANDED ON THE TRACK FACING SOUTH. AMTK768 WITH LEAD UNIT AMTK454 CAME AROUND A CURVE AND STRUCK THE VEHICLE. UPRR TRACK AND AMTRAK MECHANICAL PERSONNEL RESPONDED. COW CATCHER ON CAB CAR DAMAGED AND REMOVED. NO ONE ON THE TRAIN WAS INJURED. DRIVER WAS FATALLY INJURED AND PASSENGER WAS TRANSPORTED TO LOCAL HOSPITAL. NO UP TRACK DAMAGE. ESTIMATED AMTK EQUIPMENT DAMAGE = \$10,066. RAIL = CWR
VENTURA	10	03	01	UP	SIMI VALLEY	M302	AMTK763-01, WITH LEAD UNIT AMTK451, WAS PROCEEDING NORTH BOUND OUT OF MOORPARK STATION. THE CREW STATED THEY WERE COMING AROUND A CURVE AND SAW A TRUCK COMING SOUTH BOUND ON LOS ANGELES AVENUE. THE TRUCK TURNED LEFT ONTO A PRIVATE CROSSING, GOING VERY SLOW, APPROX 5 MPH. THE CONDUCTOR STATED HE THOUGHT THE TRUCK WAS GOING TO STOP AS IT NEVER PICKED UP SPEED. IMPACT OCCURRED WHILE TRAIN WAS GOING 70 MPH. SINGLE OCCUPANT WAS FATALLY INJURED. AMTK EQUIPMENT DAMAGE = \$26,710. RAIL = CWR
VENTURA	10	03	01	ATK	SIMI VALLEY	M302	TRAIN 763 OPERATING WITH LOCOMOTIVE E/451 AND 6 CARS STRUCK A PICK-UP TRUCK AT MP421.2, A PRIVATE CROSSING.
VENTURA	10	10	07	UP	CAMARILLO	M302	AMTK775-07, LEAD UNIT AMTK457, STRUCK AN AUTOMOBILE THAT WAS WESTBOUND ON LOS POSAS ROAD. NO INJURIES. DAMAGE TO AUTOMOBILE ONLY. CALIFORNIA HIGHWAY PATROL INVESTIGATED THE ACCIDENT. MOTORIST FAILED TO STOP AND RAN UNDER GATES. AMTRAK ESTIMATED EQUIPMENT DAMAGE = \$4,500. RAIL = CWR
VENTURA	10	02	27	ATK	VENTURA	M402	TRAIN 768 OPERATING WITH CAB CAR 6952 IN THE LEAD, 5 CARS AND LOCOMOTIVE E/454 IN THE REAR, STRUCK A VEHICLE FOULING TRAIN RIGHT OF WAY AT MP382.7. NOT AT CROSSING.
VENTURA	09	08	27	SCAX	OXNARD	M399	TRAIN 102 STRUCK AN UNOCCUPIED PICK-UP TRUCK THAT HAD BEEN INVOLVED IN A COLLISION WITH ANOTHER VEHICLE, AND LEFT FOULING THE CROSSING. NO INJURIES TO PASSENGERS OR CREW. DRIVER REMOVED BY LOCAL POLICE PRIOR TO COLLISION. NOTE: QUES 34A UPDATED 1/25/10.

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COUNTY	Year	Month	Day	Railroad	Station	Cause	Short Narrative
VENTURA	09	07	03	UP	VENTURA	M402	ATK'S AMT785-03, WITH LEAD UNIT ATK453, STRUCK AN ABANDONED VEHICLE THAT WAS ON UP'S SINGLE MAIN TRACK AT MILE POST 397.5. INCIDENT DID NOT OCCUR AT A CROSSING. NEAREST ROAD CROSSING IN EITHER DIRECTION IS MORE THAN A MILE IN DISTANCE. ATK'S ESTIMATED EQUIPMENT DAMAGE = \$9,192. RAIL = CWR
VENTURA	09	07	03	ATK	VENTURA	M402	TRAIN 785 OPERATING NORTHBOUND WITH ENGINE 453 AND 6 CARS STRUCK AN UNOCCUPIED VEHICLE AT MP 397.5.
VENTURA	09	08	27	UP	OXNARD	M399	SCAX'S SCR102-27, WITH LEAD UNIT SCAX884, STRUCK A VEHICLE THAT HAD COME TO REST ON UP'S RICE AVENUE CROSSING DUE TO A PREVIOUS NON-TRAIN RELATED VEHICLE ACCIDENT AT THE INTERSECTION OF 5TH STREET AND RICE AVENUE. SCAX'S ESTIMATED EQUIPMENT DAMAGE = \$11,907. RAIL = CWR
VENTURA	08	03	04	SCAX	OXNARD	M302	TRAIN 104 STRUCK REAR-END OF A SEMI TRAILER AT RICE AVENUE. QUES. 34A AND 35B UPDATED 1/25/10.
VENTURA	08	01	25	SCAX	SIMI VALLEY	M101	TRAIN 106 STRUCK A ROCK SLIDE NEAR ENTRANCE TO TUNNEL 27 AT 443.3. QUES. 34A AND 35B UPDATED 1/25/10.
VENTURA	08	03	04	UP	OXNARD	M308	SCAX'S SCR104-03 STRUCK A TRACTOR TRAILER RIG THAT DROVE AROUND GATES ON UP'S RICE AVENUE CROSSING. SCAX ESTIMATED EQUIPMENT DAMAGE = \$62,506.
YOLO	12	12	27	ATK	DAVIS	M404	TRAIN 534 OPERATING WITH CAB CAR 8311 IN THE LEAD, 4 CARS, AND LOCOMOTIVE E/179 IN THE REAR STRUCK AN UNOCCUPIED WHEELCHAIR CAUSING DAMAGE TO ALL CARS IN THE TRAIN CONSIST. AMTRAKS EQUIPMENT DAMAGE IS \$13,278.00.
YOLO	12	12	27	UP	DAVIS	M404	AMT534 STRUCK AN UNOCCUPIED WHEEL CHAIR ON UP TRACK. NO UP TRACK DAMAGE. ATK EQUIPMENT DAMAGE = \$13278
YOLO	11	10	21	SERA	WEST SACRAM	M405	UP TRAIN DERAILED AT JEFFERSON AVE CROSSING ON TRACK OPERATED BY SIERRA NORTHERN RAILWAY. TOTAL DAMAGE APPROXIMATELY \$14,000. TRACK REPAIRS MADE BY SIERRA NORTHERN RAILWAY (MAINLY TIE REPLACEMENT).

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YOLO	11	10	21	UP	WEST SACRAM	M405	THE YSE61R-21 WAS COMING BACK FROM THE WEST SACRAMENTO PORT TO THE WEST SACRAMENTO YARD. THEY WERE PULLING THROUGH THE RIVER YARD WHICH IS OWNED AND MAINTAINED BY THE SIERRA NORTHERN RAILROAD, STOPPING FOR THE CROSSING AT JEFFERSON BLVD. AFTER THE GATES WERE FULLY DOWN, THE CREW BEGAN TO PULL OVER THE CROSSING, MOVING APPROXIMATELY 7 CAR LENGTHS WHEN THE TRAIN TOOK UDE. THE FOREMAN WALKED BACK AND FOUND ONE CAR DERAILED JUST BEFORE THE CROSSING. SIERRA NORTHERN RAILWAY EST TRACK DAMAGE: \$0.
YOLO	11	10	12	UP	DAVIS	M402	AMTRAK'S AMT551-12 WAS WESTBOUND ON THE MARTINEZ SUBDIVISION WHEN THEY OBSERVED A CAR HIGH-CENTERED ON THE TRACKS AT APPROXIMATELY MP 79.1. THE ENGINEER ATTEMPTED TO SLOW THE TRAIN BUT STRUCK THE VEHICLE AT APPROXIMATELY 60 MPH. THE VEHICLE WAS UNOCCUPIED AT THE TIME OF IMPACT AND THE DRIVER WAS STANDING IN THE CLEAR. THE VEHICLE WAS NOT ON A CROSSING AND WAS SEVERAL FEET WEST OF THE COUNTY ROAD 105 CROSSING IN DAVIS, CALIFORNIA. AMTRAK'S EST EQUIP DAMAGE: \$101,748.
YOLO	11	10	12	ATK	DAVIS	M402	TRAIN 551 STRUCK A VEHICLE HIGH CENTERED ON MAIN TRACK 1.
YOLO	10	04	30	UP	DAVIS	H307	AFTER SETTING OUT CARS ON WEST PASS AT DAVIS, CREW WAS TAKING LITE POWER CONSIST BACK TO TRAIN ON MAIN LINE. BRAKEMAN HAD GIVEN INSTRUCTIONS TO ENGINEER TO OPERATE ON HAND SIGNALS. AFTER BEING FLAGGED PAST MP77, THEY STARTED BACK 30 CAR LENGTHS TO THEIR TRAIN THAT WAS TIED DOWN TO MAIN. BRAKEMAN JUMPED FROM STEP OF LOCOMOTIVE BEFORE IMPACT AND ROLLED ON BALLAST. BRAKEMAN WAS NOT VISIBLE AND ENGINEER DID NOT STOP PRIOR TO IMPACTING THE TRAIN AT 20 MPH. NO DERAILMENT, SIGNIFICANT LADING, EQUIPMENT AND TRACK DAMAGE, AND INJURY TO BRAKEMAN.
YOLO	10	04	30	UP	DAVIS	H307	AFTER SETTING OUT CARS ON WEST PASS AT DAVIS, CREW WAS TAKING LITE POWER CONSIST BACK TO TRAIN ON MAIN LINE. BRAKEMAN HAD GIVEN INSTRUCTIONS TO ENGINEER TO OPERATE ON HAND SIGNALS. AFTER BEING FLAGGED PAST MP77, THEY STARTED BACK 30 CAR LENGTHS TO THEIR TRAIN THAT WAS TIED DOWN TO MAIN. BRAKEMAN JUMPED FROM STEP OF LOCOMOTIVE BEFORE IMPACT AND ROLLED ON BALLAST. BRAKEMAN WAS NOT VISIBLE AND ENGINEER DID NOT STOP PRIOR TO IMPACTING THE TRAIN AT 20 MPH. NO DERAILMENT, SIGNIFICANT LADING, EQUIPMENT AND TRACK DAMAGE, AND INJURY TO BRAKEMAN.
YOLO	09	06	18	SERA	WOODLAND	H018	FREIGHT TRAIN CONSISTING OF 1 LOCOMOTIVE AND 25 CARS WAS PUSHING CARS INTO A LONG INDUSTRIAL SIDING. WITHOUT FIRST SETTING ANY HAND BRAKES, BRAKEMAN ASKED FOR SLACK TO UNCOUPLE 3 CARS. WHEN CUT LEVER WAS PULLED, 3 CARS ROLLED TO THE END OF THE SIDING. FRIST CAR DERAILED, DAMAGING CAR AND TRACK.
YOLO	09	11	03	CFNR	DAVIS	T110	CFNR 113 SWITCHING TRACK 2451 AT DAVIS CA, MP-76.20 AT 1554 HOURS DERAILED 3 LOADED RAIL CARS.
YOLO	09	08	17	SERA	WEST SACRAM	H021	BRAKEMAN SET OUT 3 CARS WITHOUT SETTING HAND BRAKES WHILE MOVING TO ANOTHER LOCATION TO SERVICE FREIGHT CUSTOMER. WHILE GONE, 3 CARS ROLLED DOWNHILL TO CLOSED GATES, CAUSING DAMAGE TO GATES AND OTHER FENCING.
YOLO	08	03	05	UP	WEST SACRAM	H219	YSF63R-05 RAN OVER A PORTABLE DERAIL LEFT BY THE M-OF-W GANG. FLAG WASN'T DISPLAYED AND CREW WASN'T AT FAULT. M-OF-W GANG FAILED TO JOB BRIEF THE CREW AND INFORM THEM OF THE DERAIL.