

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Brightline Train [BLF]			1a. Alphabetic Code BLF			1b. Railroad Accident/Incident No. 201702001		
2. Name of Other Railroad or Other Entity with Consist Involved			2a. Alphabetic Code			2b. Railroad Accident/Incident No.		
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Brightline Train [BLF]			3a. Alphabetic Code BLF			3b. Railroad Accident/Incident No. 201702001		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 2 1 1 2017			6. Time of Accident/Incident 5:05 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			10. Explosion-detonation		
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			11. People Evacuated N/A		
13. Nearest City/Town WEST PALM BEACH			14. Milepost (to nearest tenth) 298			15. State Code Abbr. FL 12		
17. Temperature (F) (specify if minus) 77 ° F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 3			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		
21. Track Name/ Number YARD LEAD			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 1		
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No Y		
28. Speed (recorded speed if available) R - Recorded E - Estimated 004 MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 5 4. Block Register Territory 5. Other Than Main Track L-Special Instructions Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered			30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0		
29. Trailing Tons (gross tonnage, excluding power units) 240			31. Principal Car/Unit			32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		
			a. Initial and Number BLF026211			b. Position in Train 002		
			c. Loaded (yes/no) N			Alcohol		
			d. Causing (if mechanical, cause reported) 000			Drugs		
						33. Was this consist transporting passengers? (y/n) No		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			35. Cars (Include EMU, DMU, and Cab Car Locomotives.)			36. Equipment Damage This Consist \$ 408,000		
a. Head End			b. Manual			37. Track, Signal, Way, & Structure Damage \$ 206		
c. Remote			d. Manual			38. Primary Cause Code T108		
e. Remote			e. Remote			39. Contributing Cause Code		
(1) Total in Train 2			(1) Total in Equipment Consist 0			a. Freight 0		
(2) Total Derailed 1			(2) Total Derailed 0			b. Pass. 0		
						c. Freight 0		
						d. Pass. 4		
						e. Caboose 0		
40. Engineers/ Operators 1			41. Firemen			42. Conductors 1		
43. Brakemen			44. Engineer/Operator			45. Conductor		
			Hrs: 10 Mins: 05			Hrs: 10 Mins: 05		
Casualties to:			46. Railroad Employees			47. Train Passengers		
Fatal			0			0		
Nonfatal			0			0		
50. Latitude 26.727765			51. Longitude -80.057261			49a. Special Study Block A OTH		
52. Narrative Description (Be specific, and continue on separate sheet if necessary) AT 5:05 PM ON SATURDAY, FEBRUARY 11, 2017 BRIGHTLINE TEST TRAIN #26211 WAS HEADING NORTH INTO THE WEST PALM BEACH RUNNING REPAIR FACILITY AFTER RETURNING FROM A SIGNALING COMPATIBILITY TEST. THE CONSIST WAS IN PUSH/PULL CONFIGURATION BY FEC FREIGHT LOCOMOTIVE #507. AS THE TRAIN CONSIST THEN ENTERED THE YARD AND THE "B" TRUCK OF BRIGHTLINE LOCOMOTIVE #102, #3 AXLE DERAILED NORTH OF SWITCH CAUSING AXLE #4 TO FOLLOW. BOTH GEARBOXES WERE DAMAGED. THE FOLLOWING COACH TRUCK STAYED ON THE CORRECT RAIL. NO DEFINITIVE CAUSE FOR DERAILMENT HAS YET BEEN IDENTIFIED ALTHOUGH SOME ANOMALIES HAVE BEEN IDENTIFIED THAT COULD BE CONTRIBUTING FACTORS. THE GENERAL LAYOUT OF THE TRACK WAS NOT IDEAL, RESULTING IN VERY SHARP EFFECTIVE TRACK CURVATURE AT THE POD, ALTHOUGH THIS WOULD NORMALLY BE EXPECTED TO GENERATE THE LARGEST EFFECT (LARGEST AOA) ON AXLE 1. THE SWITCH POINT WAS NEW WITH VERY ROUGH SURFACES THAT WOULD LEAD TO A HIGH EFFECTIVE COEFFICIENT OF FRICTION. THIS WOULD BE EXPECTED TO HAVE A SIMILAR EFFECT ON ALL AXLES. THE TRACK WHERE THE DERAILMENT OCCURRED WAS REALIGNED ON FEBRUARY 21, 2017. THE TRACK THROUGH THE MAIN ROUTE OF THE SWITCH WAS STRAIGHTENED AND CURVATURE PRIOR TO THE SWITCH WAS INCREASED. THE DERAILED TRUCK OF LOCOMOTIVE 102 WAS REPLACED AND RETURNED TO SIEMENS FOR FURTHER ANALYSIS AND REPAIR. LOCOMOTIVE 102 WAS RETESTED AND CONFIRMED TO BE READY FOR FURTHER DYNAMIC TESTING.			49b. Special Study Block B					
53. Typed/Printed Name & Title of Preparer			54. Signature			55. Date		
NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report..." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).								
This collection of information is mandatory under 49 CFR 225, and is used by FRA to monitor national rail safety. Public reporting burden is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing databases, gathering and maintaining the data needed, and completing and reviewing the collection of information. The information collected is a matter of public record, and no confidentiality is promised to any respondent. Please note that an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.								