

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

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| 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: 0 day: 2 year: 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) 1. Derailment 2. Head on collision 3. Rear end collision 4. Side collision 5. Raking collision 6. Broken train collision 7. Hwy-rail crossing 8. RR grade crossing 9. Obstruction 10. Explosion-detonation 11. Fire/violent rupture 12. Other impacts 13. Other (describe in narrative) Code 01 | | | | | | | | | | | | | |
| 8. Cars Carrying HAZMAT N/A | | 9. HAZMAT Cars Damaged/ Derailed N/A | | 10. Cars Releasing HAZMAT N/A | | 11. People Evacuated N/A | | 12. Subdivision SYSTEM | | | | | |
| 13. Nearest City/ Town WEST PALM BEACH | | 14. Milepost (to nearest tenth) 298 | | 15. State Abbr. FL | | Code 12 | | 16. County PALM BEACH | | | | | |
| 17. Temperature (F) (specify if minus) 77 ° F | | 18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark Code 3 | | 19. Weather (single entry) 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow Code 1 | | | | 20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry Code 2 | | | | | |
| 21. Track Name/ Number YARD LEAD | | 22. FRA Track Class (1-9, X) 1 | | 23. Annual Track Density (gross tons in millions) 1 | | | | 24. Time Table Direction 1. North 2. South 3. East 4. West Code 1 | | | | | |
| 25. Type of Equipment Consist (single entry) 1. Freight train 2. Passenger train-Pulling 3. Commuter train-Pulling 4. Work train 5. Single car 6. Cut of cars 7. Yard/switching 8. Light loco(s) 9. Maint./inspect. car A. Spec. MoW Equip. B. Passenger Train-Pushing C. Commuter Train-Pushing D. EMU E. DMU Code 4 | | | | 26. Was Equipment Attended? 1. Yes 2. No Code Y | | | | 27. Train Number/Symbol 2621 | | | | | |
| 28. Speed (recorded speed if available) R - Recorded E - Estimated 004 MPH Code R | | 30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signalized 2. Not Signalized Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered 2 5 L-Special Instructions | | | | | | 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 (1) First involved (derailed, struck, etc) BLF026211 | | a. Initial and Number 002 | | b. Position in Train 000 | | c. Loaded (yes/no) N | | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs | | | | | |
| (2) Causing (if mechanical, cause reported) | | | | | | | | 33. Was this consist transporting passengers? (y/n) No | | | | | |
| 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) (1) Total in Train (2) Total Derailed | | a. Head End 2 1 | b. Manual 0 0 | c. Remote 0 0 | d. Manual 2 0 | e. Remote 0 0 | 35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist (2) Total Derailed | | a. Freight 0 0 | b. Pass. 0 0 | c. Freight 0 0 | d. Pass. 4 0 | e. Caboose 0 0 |
| 36. Equipment Damage This Consist \$ 408,000 | | 37. Track, Signal, Way, & Structure Damage \$ 206 | | 38. Primary Cause Code T108 | | 39. Contributing Cause Code | | | | | | | |
| Number of Crew Members | | | | | | Length of Time on Duty | | | | | | | |
| 40. Engineers/ Operators 1 | | 41. Firemen 1 | | 42. Conductors 1 | | 43. Brakemen | | 44. Engineer/Operator Hrs: 10 Mins: 05 | | 45. Conductor Hrs: 10 Mins: 05 | | | |
| Casualties to: | | 46. Railroad Employees | | 47. Train Passengers | | 48. Others | | 49a. Special Study Block A | | 49b. Special Study Block B | | | |
| Fatal | | 0 | | 0 | | 0 | | OTH | | | | | |
| Nonfatal | | 0 | | 0 | | 0 | | | | | | | |
| 50. Latitude 26.727765 | | | | | | 51. Longitude -80.057261 | | | | | | | |
| 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. | | | | | | | | | | | | | |
| 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. | | | | | | | | | | | | | |