

1. Name of Reporting Railroad Fort Worth & Western Railroad [FWWR]				1a. Alphabetic Code FWWR		1b. Railroad Accident/Incident No. 20122301																			
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) Fort Worth & Western Railroad [FWWR]				3a. Alphabetic Code FWWR		3b. Railroad Accident/Incident No. 20122301																			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 1 day: 2 year: 2020		6. Time of Accident/Incident 8:30 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) 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 DUBLIN																	
13. Nearest City/ Town GRANBURY		14. Milepost (to nearest tenth) 31.3		15. State Abbr. TX		Code 48		16. County HOOD																	
17. Temperature (F) (specify if minus) 46 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 3																			
21. Track Name/ Number WAPLES SIDING		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																			
25. Type of Equipment Consist (single entry)		1. Freight train 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 6		26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol													
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered		30a. Remotely Controlled Locomotive? 0 = Not a remotely controlled operation 1 = Remote control portable transmitter 2 = Remote control tower operation 3 = Remote control portable transmitter - more than one remote control transmitter Code 0																					
29. Trailing Tons (gross tonnage, excluding power units) 66		31. Principal Car/Unit (1) First involved (derailed, struck, etc) GATX066536 (2) Causing (if mechanical, cause reported) 000		a. Initial and Number 001		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															
33. Was this consist transporting passengers? (y/n) No		34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		0		0		0		0		0		0		(1) Total in Equipment Consist		0		0		2		0		0	
(2) Total Derailed		0		0		0		0		0		0		(2) Total Derailed		0		0		2		0		0	
36. Equipment Damage This Consist \$ 12,767		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H099		39. Contributing Cause Code M105																			
Number of Crew Members				Length of Time on Duty																					
40. Engineers/ Operators		41. Firemen		42. Conductors		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:															
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		000-000-000															
Nonfatal		0		0		0																			
50. Latitude 32.478472				51. Longitude -97.721179																					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) DISCUSSED REPORT CAUSE CODES WITH RAILROAD SAFETY SPECIALIST PRIOR TO REPORTING. CONSIST 1 - GATX 66536, DOWX 50015. ESTIMATING \$12,767 TOTAL FOR THIS CONSIST. CUT OF 79 CARS IN STORAGE ROLLED INTO 2 TANK CARS IN WEST END OF WAPLES SIDING. THERE WAS STONG WIND IN THE AREA AT THE TIME OF. THE 79 CUT HAD 10 HANDBRAKES APPLIED, ALL BUT 2 PISTONS WERE IN ON THE CARS THAT HAVE BEEN SITTING SINCE AUGUST 2020. NO SPECIFIC EMPLOYEE WILL BE IDENTIFIED, AS CARS WERE SECURED BY FWWR RULES. EXTREME WIND VELOCITY WAS A FACTOR. FWWR RULES UPDATED TO: DUBLIN SUBDIVISION AT WAPLES SIDING. WHEN SECURING CARS IN WAPLES SIDING BETWEEN MP 30.0 (M&M RANCH ROAD) AND MP 31.2 (TEMPLE HALL HWY FM 167) THE FOLLOWING WILL APPLY. EMPTY CARS - A MINIMUM OF TWENTY (20) HANDBRAKES ARE REQUIRED (NUMBER OF CARS PERMITTING) PRIOR TO PERFORMING A SECUREMENT TEST. LOADED CARS - A MINIMUM OF THIRTY (30) HANDBRAKES ARE REQUIRED (NUMBER OF CARS PERMITTING) PRIOR TO PERFORMING A SECUREMENT TEST. WHEN BOTH LOADS AND EMPTIES ARE BEING SECURED AT THIS LOCATION THE REQUIREMENT FOR LOADED CARS WILL PREVAIL. 32.478472, -97.721179 TRACK DAMAGE REMOVED ON 02/23/2021 AFTER CALL FROM FRA REGARDING TRACK DAMAGE BEING ON ONLY ONE OF THE TWO 54 FORMS. \$947 REMOVED FROM THIS REPORT, AVAILABLE ON THE OTHER 54 FORM.																									
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.																									

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4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 2 year 2020		6. Time of Accident/Incident 8:30 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) 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 DUBLIN															
13. Nearest City/ Town GRANBURY		14. Milepost (to nearest tenth) 31.3		15. State Abbr. TX		Code 48		16. County HOOD															
17. Temperature (F) (specify if minus) 46 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 4		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 2		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 3																	
21. Track Name/ Number WAPLES SIDING		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction 1. North 3. East 2. South 4. West Code 4																	
25. Type of Equipment Consist (single entry)		1. Freight train 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 6		26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol											
28. Speed (recorded speed if available) R - Recorded E - Estimated 001 MPH		Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 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		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) 2,617		31. Principal Car/Unit (1) First involved (derailed, struck, etc) FPAX940171		a. Initial and Number 001		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.)		a. Head End		b. Manual		c. Remote		d. Manual		e. Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.		e. Caboose	
(1) Total in Train		0		0		0		0		0		(1) Total in Equipment Consist		0		0		79		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		0		0		1		0		0	
36. Equipment Damage This Consist		\$ 233		37. Track, Signal, Way, & Structure Damage		\$ 947		38. Primary Cause Code H099		39. Contributing Cause Code M105													
Number of Crew Members				Length of Time on Duty																			
40. Engineers/ Operators 0		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:													
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		000-000-000													
Nonfatal		0		0		0																	
50. Latitude 32.478742				51. Longitude -97.721179																			
52. Narrative Description (Be specific, and continue on separate sheet if necessary) DISCUSSED REPORT CAUSE CODES WITH FRA SAFETY SPECIALIST PRIOR TO REPORTING. CONSIST 1 - GATX 66536.DOWX 50015. ESTIMATING \$233 TOTAL FOR THIS CONSIST. CUT OF 79 CARS IN STORAGE ROLLED INTO 2 TANKCARS IN WEST END OF WAPLES SIDING. THERE WAS STONG WIND IN THE AREA AT THE TIME OF. THE 79 CUT HAD 10 HANDBRAKES APPLIED, ALL BUT 2 PISTONS WERE IN ON THE CARS THAT HAVE BEEN SITTING SINCE AUGUST 2020. NO SPECIFIC EMPLOYEE WILL BE IDENTIFIED, AS CARS WERE SECURED BY FWWR RULES. EXTREME WIND VELOCITY WAS A FACTOR. FWWR RULES UPDATED TO: DUBLIN SUBDIVISION AT WAPLES SIDING. WHEN SECURING CARSIN WAPLES SIDING BETWEEN MP 30.0 (M&M RANCH ROAD) AND MP 31.2 (TEMPLE HALL HWY FM 167) THE FOLLOWING WILL APPLY: EMPTY CARS • A MINIMUM OF TWENTY (20) HANDBRAKES ARE REQUIRED (NUMBER OF CARS PERMITTING) PRIOR TO PERFORMING A SECUREMENT TEST. LOADED CARS • A MINIMUM OF THIRTY (30) HANDBRAKES AREREQUIRED (NUMBER OF CARS PERMITTING) PRIOR TO PERFORMING A SECUREMENT TEST. WHEN BOTH LOADS AND EMPTIES ARE BEING SECURED AT THIS LOCATION THE REQUIREMENT FOR LOADED CARS WILL PREVAIL. 32.478742, -97.721179																							
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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).																							
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