FEDERAL RAILROAD	ADMINISTRATION	1	RAI	L EQU	<u>IPME</u>	<u>NT AC</u>	CIDE	NT/I	INCIDE	NT F	<u>REPOI</u>	RT				OM	B Approval	No: 2130-0500		
1. Name of Reporting Railroad								1a.	1a. Alphabetic Code						1b. Railroad Accident/Incident No.					
Fort Worth & Western Railroad [FWWR]									FWWR						20122301					
2. Name of Other Railroad or Other Entity with Consist Involved 2								2a.	2a. Alphabetic Code						2b. Railroad Accident/Incident No.					
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)								3a.	3a. Alphabetic Code 3b						ailroad A	Accident/In	cident No.			
Fort Worth & Western Railroad [FWWR]									FWWR						122301					
4. U. S. DOT Grade Crossing Identification Number															6. Time of Accident/Incident					
			1 2 day 2 3				yea 20	r 020	8:3	60	A.	М	PM X							
7. Type of Accident/							Hwy-rail	,		10. Expl	losion-detor	nation		3. Other			Code			
Incident (single entry in code box)							RR grade Obstruction		ıg		violent rup			cribe in)		21				
8. Cars Carrying								on	11.	People		er impacts		12. S	ubdivisi	rative) ion		01		
HAZMAT						AZMAT			Evacuated											
N/A		Derailed		N/A	N/A				N/A			J/A	DUBLIN							
13. Nearest					14. Milepost (to			1	15. State Code			16. County								
City/ Town GRAN	nrinv				neo ten	arest	31.2		Abbr.		10	поог								
Town GRAN 17. Temperature (F)		18. Visibility	(single entry))	Code		31.3 ather (sin	ngle ent	TX		48 HOOD			e 20. Type of Track				Code		
(specify if minus)		1. Dawn	3. Dusk	ı		1. Clear			3. Rain		5. Sleet			1. Main		3. Siding		1		
21 M 1 M	46 ° F	2. Day	4. Dark	- 22	4 EDA Tools		Cloudy	4. F			. Snow			2. Yard 4. Industry 24. Time Table Direction			3			
21. Track Name/ Number					FRA Track Class (1-9, 2		Cod	de 2	 Annual T Density 						ime Tab North	ole Directio 3.East		Code		
WAPLES SIDING	;						1		Density (gross tons in millions)					2. South 4. West				4		
25. Type of Equipment	1. Freight train		-	9. Maint./ins	•		D. EMU		26. Was Equipment						27. Train Number/Symbol					
Consist	Passenger train-F Commutes train	-		A. Spec. Mo			E. DMU		Code		ended?	2 No	(Code						
(single entry)	Commuter train- Work train	-	-	B. PassengerC. Commute		_			6	1. Y	l'es	2. No	1	N Code						
28. Speed (recorded spe		Code	30. Type of T		(enter cod		pply)						<u>'</u>		Remotel	y Controll	ed Locomoti	ive?		
if available)		I	Signalization	on (Mandat	utory)				2						0 = Not a remotely controlled operation					
R - Recorded	000 MPH	E	1. Signaled		Signaled	3.5	: M	*	1 = Remote control portable transmitter											
E - Estimated 29. Trailing Tons (gro	oss tonnage,	<u> </u>	Method of C	Operation/Au dication 2.													l tower opera l portable tra			
excluding power uni	-		_	egister Territ			n Main Tra		100 231							an one rem	•			
	1	"	Supplementa											'	control transmitter Code					
		66	* Mandatory	1		plicable o	1											0		
31. Principal Car/Unit (1) First involved		a. Initial and	Number	b. Position	n in Train		c. Loade	ed (yes	s/no)	_					g/alcoho	ol use, ente	er the numbe			
(1) First involved (derailed, struck, etc	:)									·	were posia	ive in the ap	brobre	ate ooa.		Alco	onoi	Drugs		
	·	GAT	X066536	6536 001			N													
	echanical,	Γ		Ţ	000					33.Wa	as this con	sist transpo	rting p	assengers '	? (y/n))		- I No		
cause reported) 34. Locomotive Units		- Head	Midi	C-sim		Rear End	<u> </u>	35. C	Tore			$\overline{}$	I.	oaded	$\overline{}$	Emp	ntv	No		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) a. Head End			b. Manual	c. Remote		d. Manual e. Remote		(Incl	(Include EMU, DM Locomotives.)		vIU, and Cab Car a. F		Freigh	1	is. c.	. Freight	d. Pass.	e. Caboose		
(1) Total in Train		0	0	0	0		0	(1	1) Total in Ed	quipmen	nt Consist		0	0		2	0	0		
(2) Total Derailed		0	0	0	0 0 0				(2) Total Derailed					0						
36. Equipment Damage		37.	. Track, Signal, W	Jay,			38. Pri	imary Cause					39. Conti	39. Contributing Cause						
This Consist	\$ 12,767	7	& Structure Dar	mage	\$	0		Co	ode	1	ı	H099		Code		1	м	105		
	124707	Number of Cre	ew Members					† <u></u>					th of T	Time on Du	ity			103		
40. Engineers/	41. Firemen	42.	. Conductors	4	43. Brakem	ien		44. En	gineer/Opera	ator				45. Cond	uctor					
Operators			0					_ н	Hrs: Mins:					Hrs:			Mins:			
Casualties to:	46. Railroad Emplo	yees 47.	. Train Passengers	rain Passengers 48. C			. Others 4			49a. Special Study Block A			491	b. Special S	pecial Study Block B					
Fatal	0 0			\longrightarrow	0				OTH 0					000-000-000						
Nonfatal 0 0					0				000											
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 SINCEAUGUST 2020. NO SPECIFIC EMPLOYEE WILL BE IDENTIFIED, AS CARS WERE SECURED BY FWWR RULES. EXTREMEWIND VELOCITY WAS A FACTOR. FWWR RULES UPDATED TO: DUBLIN SUBDIVISION AT WAPLES SIDING. WHEN SECURING CARS IN WAPLES SIDING BETWEEN MP 30.0 (MEM RANCH ROAD) AND MP 31.2 (TEMPLE HALL HWY FM 167) THEFOLLOWING WILL APPLY EMPTY CARS A MINIMUM OF TWENTY (20) 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. 32.478742, -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. 55. Date																				
1						54.60														

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 ime 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 natter 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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

Title of Preparer

DEPARTMENT OF				п еоп	DMFN'	TAC	CIDE	NT/INC	MEN	т рер	ORT				ON	π Δnnroval	No. 2130-0500		
FEDERAL RAILROAD ADMINISTRATION 1. Name of Reporting Railroad RAIL EQUIPMENT ACCIDENT 1. Name of Reporting Railroad									1a. Alphabetic Code						OMB Approval No: 2130-0500 1b. Railroad Accident/Incident No.				
Fort Worth & Western Railroad [FWWR] 2. Name of Other Railroad or Other Entity with Consist Involved									FWWR 2a. Alphabetic Code						20122301 2b. Railroad Accident/Incident No.				
Name of Railroad or Other Entity Responsible for Track Maintenance (single entry)								3a. Alpha	betic Co	ode			3	3b. Railroad Accident/Incident No.					
• •									D					20122301					
Fort Worth & Western Railroad [FWWR]								5. Date of		ent/Inciden	ıt			6. Time of Accident/Incident					
4. U. S. DOT Grade Cros	sing Identification	Number	1				month day						,		_{PM} X				
T Town of Assident/		Side collision 7 Hww.r				1	2		3 Evaluation	2020		8:30		AM L					
7. Type of Accident/ 1. Derailment 4. Side collision 7. Hwy-rail of Incident (single 2. Head on collision 5. Raking collision 8. RR grade								-			Explosion Fire/violei	-detonation nt rupture		13. Oth	er escribe in)		Code		
entry in code box) 3. Rear end collision 6. Broken train collision 9. Obstruction 12. Other impacts narrative)										01									
8. Cars Carrying 9. HAZMAT Cars 10. Cars Releasing 11. People 12. Subdivision																			
HAZMAT Damaged/ HAZMAT								Eva	acuated										
N/A		Derailed		N/A			N/A	1	N/A 15. State Code 16. Cod					DUBLI	N				
13. Nearest City/					1 .	14. Milepost (to nearest			e br.	Code	16. 0	County							
Town GRAN	RURY					tenth) 31.3		T		48	Ho	HOOD							
17. Temperature (F)	DOM:	18. Visibili	ity (single entry))				igle entry)				Code	:	20. Type of	Track		Code		
(specify if minus)	. 0 -	1. Daw		1	.		Clear	3. Rain		5. Sleet		2		1. Main 3. Siding			1 ,		
21. Track Name/	46 F	2. Day	4. Dark	22 F	4 2. Cloudy FRA Track Co			4. Fog	nual Trac				2. Yard 4. I 24. Time Table Direc			dustry	Code		
Number					Class (1-9, X)	ζ)	1	ъ.	Density (gross tons in millions) 24. Thine Fabre Direction Code 1. North 3.East 2. South 4. West 4										
WAPLES SIDING							1	in	millions					2. South			4		
** * *	Freight train Person con train		-	9. Maint./insp	•		D. EMU		26.	Was Equip				27. Tı	rain Number	r/Symbol	_		
Consist (single entry)	Passenger train- Commuter train	_	 Cut of cars Yard/switching 	A. Spec. MoV B. Passenger			E. DMU	Code	Attended? Code 1. Yes 2. No Code						de				
(omgre c)	Work train			C. Commuter		-		6			-		N						
28. Speed (recorded sp.	veed	Code	1 -1		(enter code	es that ap	oply)							30a. Remot	ely Control	led Locomot	tive?		
if available)		1		on (Mandato				:	0 = Not a remotely controlled operation 1 = Remote control portable transmitter								-		
R - Recorded E - Estimated	001 MPH	H E	Signaled Method of 0	 2. Not Si Operation/Aut 	-	Movemer	nt (Man									ol portable tr ol tower oper			
	oss tonnage,			ndication 2. D	•				-							ol portable tr			
excluding power uni	its)			Legister Territor	•		n Main Tra	ack	more than one remote								.		
		2,617		tal/Adjunct Co										contro	l transmitter	г	Code		
21 Discipal Car/Unit				y to the extent						22 TE	Transl om	1(a) to		1 ma/alae	1 -1 was and	- d-a sumb	or that		
31. Principal Car/Unit (1) First involved		a. Ifiitiai a	and Number	b. Position	ın ıram	c. Loade	ed (yes/no)	(yes/no) 32. If any railroad employee(s) to were positive in the appropriate the second control of the second					-		cohol	er that Drugs			
(derailed, struck, etc	c)										JOSEC .	uic c _{FF}		л.		0			
		FP	AX940171		001			N 22 W 4											
(2) Causing (if me cause reported)	echanical,			000					33.Was this consist transpo					gers? (y/	n)		No		
34. Locomotive Units		a. Head	Mid 7	Train		Rear End	\neg	35. Cars				I	oadec	i	Em	ipty	110		
(Exclude EMU, DMU, an	nd Cab Car	End		c. Remote	d. Manual		Remote	(Include EM		IU, and Cab	b Car	a. Freigh	ht 1	b. Pass.	c. Freight	d. Pass.	e. Caboose		
Locomotives.)		+			+	+		Locomotive	-			-				-	+ -		
(1) Total in Train		0	0	0	0	\perp	0	(1) Total	. in Equi	ipment Con	nsist	0		0	79	0	0		
(2) Total Derailed		0	0	0	0		0	(2) Total	Deraile	ed		0		0	1	0	0		
36. Equipment Damage		:	37. Track, Signal, V	•				38. Primary C	Cause					Contributin	g Cause				
This Consist	\$ 233	,	& Structure Da	amage \$	947			Code		Н099				Code		M105			
			Crew Members									Length of							
40. Engineers/	41. Firemen	4	42. Conductors	4?	3. Brakemen	n		44. Engineer/	Operato	or			45.	Conductor					
Operators 0			0					Hrs:		Mi	ins:			Hrs:		Mins:			
Casualties to:	46. Railroad Empl					8. Others 49a			9a. Special Study Block A 49t					. Special Study Block B					
Fatal	0	0			CONTA	OTH					-000-000								
Nonfatal 0 0 0							000-000												
50. Latitude 32.478742 51. Longitude -97.721179																			
52. Narrative Description	(-1 -1 - 3		ue on separate shee																
DISCUSSED REPORT CA INTO 2 TANKCARS IN W BEEN SITTING SINCE AI SUBDIVISION AT WAPL MINIMUM OF TWENTY AREREQUIRED (NUMBE WHEN BOTH LOADS AN	VEST END OF WAP UGUST 2020. NO SI ES SIDING. WHEN (20) HANDBRAKES ER OF CARS PERM	PLES SIDING. PECIFIC EM SECURING S ARE REQU HTTING) PRI	E. THERE WAS STO MPLOYEE WILL BE CARSIN WAPLES S UIRED (NUMBER O LIOR TO PERFORM	ONG WIND IN E IDENTIFIED, SIDING BETW OF CARS PERM IING A SECUR	THE AREA D, AS CARS V VEEN MP 30 MITTING) PI REMENT TE	A AT THE WERE SE 0.0 (M&M PRIOR TO EST.	E TIME OF ECURED I M RANCH O PERFOR	F. THE 79 CU BY FWWR RU I ROAD) AND I RMING A SEC	T HAD 10 ILES. EX MP 31.2 (UREME	0 HANDBR XTREME W (TEMPLE I ENT TEST. I	RAKES API VIND VEL HALL HW LOADED (PLIED, ALL OCITY WAS Y FM 167) T CARS • A MI	BUT 2 S A FA THE FO	2 PISTONS CTOR. FW OLLOWING	WERE IN O WR RULES WILL APP	N THE CARS S UPDATED T LY: EMPTY	S THAT HAVE TO: DUBLIN CARS • A		

		1
3. Typed/Printed Name &		55. Date
Title of Preparer	54. Signature	
	1 11 11 11 11 11	1.6

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