

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Greenville & Western Railway Company LLC [GRLW]				1a. Alphabetic Code GRLW				1b. Railroad Accident/Incident No. 240725															
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) Greenville & Western Railway Company LLC [GRLW]				3a. Alphabetic Code GRLW				3b. Railroad Accident/Incident No. 240725															
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month day year 0 7 2024				6. Time of Accident/Incident 11:30 AM ☒ PM ☐															
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 15		9. HAZMAT Cars Damaged/ Derailed 3		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision SYSTEM															
13. Nearest City/ Town BELTON				14. Milepost (to nearest tenth) 28.97		15. State Abbr. SC		Code 45		16. County ANDERSON													
17. Temperature (F) (specify if minus) 76 ° F		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark Code 2		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow Code 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2																	
21. Track Name/ Number BELTON YARD LEAD				22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions)		24. Time Table Direction 1. North 3. East 2. South 4. West Code 2															
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 1		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol Z590											
28. Speed (recorded speed if available) R - Recorded E - Estimated 008 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) 3,681																							
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number TCBX193389		b. Position in Train 021		c. Loaded (yes/no) Y		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)		TCBX193389		021		Y		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		2		0		0		0		0		(1) Total in Equipment Consist		28		0		0		0		0	
(2) Total Derailed		0		0		0		0		0		(2) Total Derailed		5		0		0		0		0	
36. Equipment Damage This Consist \$ 244,645				37. Track, Signal, Way, & Structure Damage \$ 92,817				38. Primary Cause Code E64C				39. Contributing Cause Code T110											
Number of Crew Members												Length of Time on Duty											
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 03 Mins: 30				45. Conductor Hrs: 03 Mins: 30											
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A 1633				49b. Special Study Block B 2											
Fatal		0		0		0																	
Nonfatal		0		0		0																	
50. Latitude 34.50299						51. Longitude -82.467268																	
52. Narrative Description (Be specific, and continue on separate sheet if necessary) SOUTHBOUND LOCAL TRAIN GRLW Z59025, LOCOMOTIVES GRLW 4204 AND GRLW 3751, 28 LOADS, 0 EMPTIES, 3,681 TONS, 1,633 FEET, WAS ENTERING THE BELTON YARD LEAD (MP AKL 28.98) WHEN THE TRAIN WENT INTO EMERGENCY WHILE MAKING A FACING POINT MOVEMENT THROUGH THE MAINLINE-YARD LEAD SWITCH. THE ENGINEER REPORTED THE THROTTLE POSITION WAS IN IDLE, TRAIN BRAKES HAD BEEN RELEASED, AND APPROXIMATE SPEED WAS 7-9 MPH. THE Z590 CREW WAS INFORMED BY THE CONNECTING RAILROAD (PICKENS RAILWAY / PKHP) THAT IT LOOKED AS IF CARS TOWARD THE REAR OF THE TRAIN MAY BE ON THE GROUND AS THE TRAIN TO CAME TO AN EMERGENCY STOP. AS THE Z590 CONDUCTOR WAS WALKING BACK TO CHECK, HE SAW THAT TWO CARS HAD TURNED OVER ON THEIR SIDE. AUTHORITIES WERE NOTIFIED AND ENROUTE ALMOST IMMEDIATELY AS A VOLUNTEER FIREFIGHTER WHO LIVES NEARBY OBSERVED THE WHOLE EVENT. OF THE 28 LOADS IN THE TRAIN CONSIST, 15 WERE LOADED HAZARDOUS MATERIAL, ALL ALCOHOL, N.O.S. (DENATURED ALCOHOL). THE Z590 CONDUCTOR DISCOVERED CARS 21-25 (5 TOTAL) WERE DERAILED AT MP AKL 28.97. CAR 21: TCBX 193389 IS BELIEVED TO BE THE FIRST TO DERAIL AS IT SHOWED EVIDENCE OF THE A-END HAVING MADE CONTACT WITH THE GROUND AND EVENTUALLY RE-RAILING ITSELF; B-END AXLES 1 AND 2 HAD DERAILED TO THE EAST SIDE OF THE YARD LEAD AND WERE STILL ON THE GROUND. CAR REMAINED UPRIGHT AND THERE WAS NO SPILL OR BREACH OF THE CAR BODY. CARS 22 & 23: CTCX 736085 (22) AND TCBX 193425 (23) WERE BOTH LAID OVER ON THEIR LEFT SIDE ON THE EAST SIDE OF THE YARD LEAD. NO SPILLS OR																							
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.																							