

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad PACIFIC HARBOR LINE, INC. [PHL]				1a. Alphabetic Code PHL				1b. Railroad Accident/Incident No. 20200331			
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) PACIFIC HARBOR LINE, INC. [PHL]				3a. Alphabetic Code PHL				3b. Railroad Accident/Incident No. 20200331			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 3 year: 2020				6. Time of Accident/Incident 12:35 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) 09	
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 SANPEDRO			
13. Nearest City/ Town LOS ANGELES		14. Milepost (to nearest tenth) 4.5		15. State Abbr. CA		Code 06		16. County LOS ANGELES			
17. Temperature (F) (specify if minus) 75 °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 4					
21. Track Name/ Number TODD 7		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 1		26. Was Equipment Attended? 1. Yes 2. No Code Y	
27. Train Number/Symbol YPYG		28. Speed (recorded speed if available) R - Recorded E - Estimated 049 MPH Code R		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*) K-Restricted Speed or Equivalent * 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) 70		31. Principal Car/Unit (1) First involved (derailed, struck, etc) PHL000021		a. Initial and Number PHL000021		b. Position in Train 001		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	
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	
(1) Total in Train 1		(2) Total Derailed 1		e. Remote 0		f. Manual 0		g. Remote 0		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	
(1) Total in Train 1		(2) Total Derailed 1		e. Remote 0		f. Manual 0		g. Remote 0		(1) Total in Equipment Consist 1	
(2) Total Derailed 1		(2) Total Derailed 1		e. Remote 0		f. Manual 0		g. Remote 0		(2) Total Derailed 1	
36. Equipment Damage This Consist \$ 350,000		37. Track, Signal, Way, & Structure Damage \$ 9,142		38. Primary Cause Code H607		39. Contributing Cause Code H699					
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 02 Mins: 35		45. Conductor Hrs: 02 Mins: 35	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A CWR		49b. Special Study Block B 000-000-000	
Fatal 0		Nonfatal 0		46. Railroad Employees 0		47. Train Passengers 0		48. Others 0			
50. Latitude 33.750186		51. Longitude -118.280764		52. Narrative Description (Be specific, and continue on separate sheet if necessary) ENGINEER INTENTIONALLY OPERATED LOCOMOTIVE AT EXCESSIVE SPEED THROUGH BUMPING POST AND OFF THE END OF TRACK. THIS APPENDIX IS TO PROVIDE THE NOTIFICATION REQUIRED BY 49 CFR 219.209(B) FOR INABILITY OF PACIFIC HARBOR LINE, INC. (PHL) TO OBTAIN A FEDERAL POST ACCIDENT TOXICOLOGICAL TESTING (PATT) SPECIMEN. AT 12:35PM, TUESDAY, MARCH 31, 2020, PHL EMPLOYEE CAUSED A RAIL IMPACT ACCIDENT THAT PROMPTED THE NEED FOR PATT. A COPY OF THE ACCIDENT/INCIDENT REPORT IN CONNECTION WITH THIS EVENT IS ATTACHED TO THIS LETTER. PHL WAS UNABLE TO OBTAIN A PATT SPECIMEN FROM THE EMPLOYEE BECAUSE HE WAS TAKEN INTO CUSTODY BY LAW ENFORCEMENT OFFICERS IMMEDIATELY FOLLOWING THE EVENT, AND SUBSEQUENTLY PLACED INTO CUSTODY OF THE FBI. PHL REPRESENTATIVES CONTACTED THE LOS ANGELES PORT POLICE SAN PEDRO STATION, AS WELL AS THE CHIEF OF LOS ANGELES PORT POLICE, MULTIPLE TIMES ON BOTH ON TUESDAY AFTERNOON (3/31) AND WEDNESDAY MORNING (4/1) IN AN ATTEMPT TO OBTAIN A PATT SPECIMEN FROM THE EMPLOYEE. PHL WAS REFUSED ACCESS TO THE EMPLOYEE IN ALL CASES.		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.											