

1. Name of Reporting Railroad PACIFIC HARBOR LINE, INC. [PHL]				1a. Alphabetic Code PHL				1b. Railroad Accident/Incident No. 2020062301																																							
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. 2020062301																																							
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 0 day: 6 year: 2020				6. Time of Accident/Incident 2:45 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 ALAMEDACORRIDOR																															
13. Nearest City/Town LOS ANGELES				14. Milepost (to nearest tenth) 19.4				15. State Abbbr. CA				16. County LOS ANGELES																																			
17. Temperature (F) (specify if minus) 76 ° F				18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2				19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1				20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 2																																			
21. Track Name/ Number 2				22. FRA Track Class (1-9, X) 1				23. Annual Track Density (gross tons in millions) 1				24. Time Table Direction Code 1. North 3. East 2. South 4. West 3																																			
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 YPEV																							
28. Speed (recorded speed if available) R - Recorded E - Estimated 008 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*) 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) 1,940				31. Principal Car/Unit (1) First involved (derailed, struck, etc) DTTX721548				a. Initial and Number DTTX721548				b. Position in Train 002				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)				000				33. Was this consist transporting passengers? (y/n) No																																							
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)				a. Head End (1) Total in Train 1 (2) Total Derailed 0				b. Manual 0				c. Remote 0				d. Manual 0				e. Remote 0				35. Cars (Include EMU, DMU, and Cab Car Locomotives.) (1) Total in Equipment Consist 33 (2) Total Derailed 1				a. Freight 0				b. Pass. 0				c. Freight 0				d. Pass. 0				e. Caboose 0			
36. Equipment Damage This Consist \$ 5,000				37. Track, Signal, Way, & Structure Damage \$ 38,000				38. Primary Cause Code H995				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 1				44. Engineer/Operator Hrs: 05 Mins: 15				45. Conductor Hrs: 05 Mins: 15																											
Casualties to:				46. Railroad Employees 0				47. Train Passengers 0				48. Others 0				49a. Special Study Block A CWR				49b. Special Study Block B 000-000-000																											
50. Latitude 33.752424				51. Longitude -118.257813																																											
52. Narrative Description (Be specific, and continue on separate sheet if necessary) CREW MADE COUPLING LIGHT POWER TO LOADING TRACK 2 AT EAST END. DOWNLOAD INDICATES PROPER SAFETY STOP WITH COUPLING AT 1 MPH. AFTER SHOVING CUT WEST ABOUT 196 FEET TO MAKE COUPLING (18 MPH) AT THE CENTER BREAK, CREW PULLED EAST 815 FEET BEFORE STOPPING FROM AN EMERGENCY APPLICATION OF THE AIR BRAKES. MARKS IN PAVEMENT INDICATE EAST WHEEL OF #3 AXLE HAD BEEN DERAILED TO THE NORTH FROM THE VERY POINT WHEN CREW FIRST COUPLED TO TRACK. WHEN PULLING EAST, THE DERAILED WHEEL BEGAN MOVING FURTHER TO THE NORTH AWAY FROM RAIL, AND AFTER ABOUT 60 FEET FORCED THE WEST WHEEL OF TRUCK TO JUMP OVER THE RAIL AND DERAIL TO THE NORTH AS WELL. UPON LEAVING THE ASPHALT AND APPROACHING THE THREE SWITCH, THE DERAILED TRUCK IMPACTED THE SOUTH RAIL ON LOADING YARD 3, KNOCKING IT SEVERELY OUT OF LINE AND EVENTUALLY RE-RAILED THE NORTH WHEELS AT THE FROG OF THE THREE SWITCH. CAR DEPARTMENT STATED THEY HAD JACKED THIS CAR IN THE AIR TO PERFORM WORK EARLIER IN THE AFTERNOON AND IT APPEARS ONE WHEEL ENDED UP ON THE ASPHALT INSTEAD OF THE RAIL WHEN THE JACKS WERE REMOVED FROM THE CAR.																																															
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.																																															