

1. Name of Reporting Railroad PACIFIC HARBOR LINE, INC. [PHL]				1a. Alphabetic Code PHL				1b. Railroad Accident/Incident No. 202010211			
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. 202010211			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month: 1 day: 0 year: 2020				6. Time of Accident/Incident 2:29 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/>			
7. Type of Accident/ Incident (single entry in code box)		1. Derailment		4. Side collision		7. Hwy-rail crossing		10. Explosion-detonation		13. Other Code (describe in narrative)	
		2. Head on collision		5. Raking collision		8. RR grade crossing		11. Fire/violent rupture			
		3. Rear end collision		6. Broken train collision		9. Obstruction		12. Other impacts		12	
8. Cars Carrying HAZMAT 2		9. HAZMAT Cars Damaged/ Derailed 1		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) 0.5		15. State Code Abbr. CA		16. County LOS ANGELES					
17. Temperature (F) (specify if minus) 68 ° 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 1		20. Type of Track 1. Main 3. Siding 2. Yard 4. Industry Code 2					
21. Track Name/ Number B23		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		5. Single car		9. Maint./inspect. car		D. EMU E. DMU Code 1		26. Was Equipment Attended? 1. Yes 2. No Code Y	
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.				27. Train Number/Symbol YPSW	
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing					
		4. Work train		8. Light loco(s)		C. Commuter Train-Pushing					
28. Speed (recorded speed if available) R - Recorded E - Estimated 005 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*) * Mandatory to the extent that all applicable codes are entered		2 5 K-Restricted Speed or Equivalent		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) 1,123											
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number GACX001936		b. Position in Train 006		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: 00 Drugs: 00			
(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		b. Manual		c. Remote		d. Manual		e. Remote	
(1) Total in Train		1		0		0		0		0	
(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist \$ 15,802		37. Track, Signal, Way, & Structure Damage \$ 440		38. Primary Cause Code H018		39. Contributing Cause Code					
Number of Crew Members				Length of Time on Duty							
40. Engineers/ Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 01 Mins: 29		45. Conductor Hrs: 01 Mins: 29	
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		0		0					
Nonfatal		0		0		0					
50. Latitude 33.77803				51. Longitude -118.246323							
52. Narrative Description (Be specific, and continue on separate sheet if necessary) THE CREW WAS SWITCHING CARS BETWEEN TRACKS B23 AND B24 AT B200 WHEN ONE TANK CAR THAT WAS LEFT UNATTENDED AND UNSECURE BY THE CREW IN TRACK B23 BEGAN ROLLING WEST, COLLIDING WITH THE SIDE OF THE MOVING CUT ON THE ADJACENT TRACK AS CREW PULLED WEST OUT OF B24. THE TANK CAR MADE IMPACT TO THE SOUTH SIDE OF LOADED COVERED HOPPER GACX 1936, THEN DERAILED AND OVERTURNED TO THE SOUTH, KNOCKING OVER A LIGHT POLE. THERE WAS NO INJURY OR HAZMAT RELEASE FROM THE EMPTY OVERTURNED TANK CAR (GATX 212688, PLACARDED RESIDUE 1075).											
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.											