

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

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|---|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|---|--|--|--|------------|--|--|--|----------|--|--|--|------------|--|--|--|
| 1. Name of Reporting Railroad Port Terminal Railroad Association [PTRA] | | | | 1a. Alphabetic Code PTRA | | | | 1b. Railroad Accident/Incident No. 2020000007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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) Port Terminal Railroad Association [PTRA] | | | | 3a. Alphabetic Code PTRA | | | | 3b. Railroad Accident/Incident No. 2020000007 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4. U. S. DOT Grade Crossing Identification Number | | | | 5. Date of Accident/Incident month day year 0 4 3 0 2020 | | | | 6. Time of Accident/Incident 10:25 AM <input checked="" type="checkbox"/> PM <input 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 27 | | | | 9. HAZMAT Cars Damaged/ Derailed N/A | | | | 10. Cars Releasing HAZMAT N/A | | | | 11. People Evacuated N/A | | | | 12. Subdivision SYSTEM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13. Nearest City/ Town HOUSTON | | | | 14. Milepost (to nearest tenth) 3.22 | | | | 15. State Abbr. TX | | | | 16. County 48 HARRIS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17. Temperature (F) (specify if minus) 74 ° 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 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21. Track Name/ Number MAIN | | | | 22. FRA Track Class (1-9, X) 2 | | | | 23. Annual Track Density (gross tons in millions) 1 | | | | 24. Time Table Direction 1. North 3. East 2. South 4. West Code 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 JOB1 | | | | | | | | | | | | | | | | | | | | | | | |
| 28. Speed (recorded speed if available) R - Recorded E - Estimated 010 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*) J-Positive Train Control * 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) 3,738 | | | | 31. Principal Car/Unit (1) First involved (derailed, struck, etc) MP643167 | | | | a. Initial and Number 001 | | | | b. Position in Train 000 | | | | c. Loaded (yes/no) N | | | | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | | | | 21 | | | | 0 | | | | 31 | | | | 0 | | | | 0 | | | |
| (2) Total Derailed | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | (2) Total Derailed | | | | 0 | | | | 0 | | | | 3 | | | | 0 | | | | 0 | | | |
| 36. Equipment Damage This Consist | | | | \$ 4,000 | | | | 37. Track, Signal, Way, & Structure Damage | | | | \$ 21,000 | | | | 38. Primary Cause Code H525 | | | | 39. Contributing Cause Code H501 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 40. Engineers/ Operators | | | | 1 | | | | 41. Firemen | | | | 1 | | | | 42. Conductors | | | | 1 | | | | 43. Brakemen | | | | 44. Engineer/Operator Hrs: 02 Mins: 15 | | | | 45. Conductor Hrs: 02 Mins: 15 | | | | | | | | | | | | | | | |
| Casualties to: | | | | 46. Railroad Employees | | | | 47. Train Passengers | | | | 48. Others | | | | 49a. Special Study Block A | | | | 49b. Special Study Block B | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fatal | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | CWR | | | | 000-000-000 | | | | | | | | | | | | | | | | | | | | | | | |
| Nonfatal | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | | | | | | | | | | | | | | | | | | | | |
| 50. Latitude 29.721488 | | | | 51. Longitude -95.281151 | | | | 52. Narrative Description (Be specific, and continue on separate sheet if necessary) CREW WAS DELIVERING 52 CAR TRAIN (21 LOADS/31 EMPTIES) TO NORTH YAD FROM MANCHESTER YAD. AS TRAIN APPROACHED SA001, IT WAS NOTED BY CREW THAT THEY HAD A STOP INDICATION. ENGINEER MADE SEVERAL BRAKE PIPE REDUCTIONS AND SLOWED TRAIN. AFTER COMING TO A MOMENTARY STOP, SIGNAL ASPECT CHANGED AND ENGINEER RELEASED BRAKES AND PROCEEDED ON ROUTE VIA SIGNAL INDICATION. TRAIN MOVED A SHORT DISTANCE AND WENT INTO AN UDE. ENGINEER RESET PCS AND | | | | 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. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |