DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

OMB Approval No: 2130-0500

1. Name of Reporting Railroad: **Port Terminal Railroad Association [PTRA]**	1a. Alphabetic Code: **PTRA**	1b. Railroad Accident/Incident No.: **2020000016**
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.: **2020000016**
4. U. S. DOT Grade Crossing Identification Number	5. Date of Accident/Incident: month **0 9** day **0 2** year **2020**	6. Time of Accident/Incident: **5:15** AM [X] 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	9. HAZMAT Cars Damaged/Derailed	10. Cars Releasing HAZMAT	11. People Evacuated	12. Subdivision
34	**1**	**N/A**	**N/A**	**SYSTEM**

13. Nearest City/Town	14. Milepost *(to nearest tenth)*	15. State Abbr.	Code	16. County
CHANNELVIEW	**12.54I**	**TX**	**48**	**HARRIS**

17. Temperature (F) *(specify if minus)*	18. Visibility (single entry) 1. Dawn 2. Day 3. Dusk 4. Dark	Code	19. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow	Code	20. Type of Track 1. Main 2. Yard 3. Siding 4. Industry	Code
85 °F		**4**		**1**		**4**

21. Track Name/Number	22. FRA Track Class (1-9, X)	Code	23. Annual Track Density *(gross tons in millions)*	24. Time Table Direction 1. North 2. South 3. East 4. West	Code
22849	**1**				**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	26. Was Equipment Attended? 1. Yes 2. No	Code	27. Train Number/Symbol
	1		**Y**	**JOB3**

28. Speed *(recorded speed if available)* R - Recorded E - Estimated		MPH	Code
	004		**E**

29. Trailing Tons (gross tonnage, excluding power units): **2,901**

30. Type of Territory *(enter codes that apply)*
Signalization *(Mandatory)* 1. Signaled 2. Not Signaled: **2**
Method of Operation/Authority for Movement *(Mandatory)*: **5**
1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track
Supplemental/Adjunct Codes *(Mandatory*)*: **L-Special Instructions**
* 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**

31. Principal Car/Unit	a. Initial and Number	b. Position in Train	c. Loaded *(yes/no)*
(1) First involved *(derailed, struck, etc)*	**VMSX208605**	**001**	**Y**
(2) Causing *(if mechanical, cause reported)*		**000**	

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	Mid Train b. Manual	Mid Train c. Remote	Rear End d. Manual	Rear End e. Remote
(1) Total in Train	**0**	**0**	**0**	**1**	**0**
(2) Total Derailed	**0**	**0**	**0**	**0**	**0**

35. Cars (Include EMU, DMU, and Cab Car Locomotives.)	Loaded a. Freight	Loaded b. Pass.	Empty c. Freight	Empty d. Pass.	e. Caboose
(1) Total in Equipment Consist	**30**	**0**	**4**	**0**	**0**
(2) Total Derailed	**1**	**0**	**0**	**0**	**0**

36. Equipment Damage This Consist	37. Track, Signal, Way, & Structure Damage	38. Primary Cause Code	39. Contributing Cause Code
$ **2,000**	$ **20,000**	**H307**	

Number of Crew Members / Length of Time on Duty

40. Engineers/Operators	41. Firemen	42. Conductors	43. Brakemen	44. Engineer/Operator	45. Conductor
1		**1**		Hrs: **06** Mins: **45**	Hrs: **06** Mins: **45**

Casualties to:	46. Railroad Employees	47. Train Passengers	48. Others	49a. Special Study Block A	49b. Special Study Block B
Fatal	**0**	**0**	**0**	**OTH**	**000-000-000**
Nonfatal	**0**	**0**	**0**		

50. Latitude	51. Longitude
29.753605	**-95.107798**

52. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

JOB 384 REPORTED SHOVING THROUGH THE BUMPER IN TRACK 22-849. THE FOREMAN STATED, AFTER MAKING A SAFETY STOP, HE INSTRUCTED THE ENGINEER TO SHOVE ONE AND A HALF CARS. HE THEN NOTICED THE GATE GOING TOTHE A & B RACKS CLOSED. HE DECIDED AT THIS TIME TO CHANGE RADIO CHANNELS TO REMOTELY OPEN THE GATE.HE DID STATE FURTHER NOT INFORMING HIS CREW OF THIS DECISION. AFTER OPENING THE GATE HE CHANGED RADIO CHANNELS TO CONTINUE INSTRUCTING HIS ENGINEER BUT FAILED TO NOTICE HE WAS NOT ON THE CORRECT CHANNEL. THE LOCOMOTIVE ENGINEER CONTINUED TO SHOVE THE TRAIN WITHOUT FURTHER CAR COUNTS. BY THE TIME THEFOREMAN NOTICED HE WAS ON THE WRONG RADIO CHANNEL, THE REAR CAR VMSX 280605 MADE CONTACT WITH THE BUMPER AND DERAILED L&R 3&4. THE TRAIN LINE STARTED TO LOOSE AIR RAPIDLY AND THE ENGINEER STOPPED THEMOVE.

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).