<b>DEPARTMENT O</b>			RAI	L EQU	U <b>IPME</b> I	NT A	CCIDE	ENT/INCI	DEN	NT REPOI	RT			OM	ИВ Approva	ıl No: 2130-0500	
1. Name of Reporting Railroad							1a. Alpha					1b. Railroad Accident/Incident No.					
Port Terminal Railroad Association [PTRA]								PTRA	PTRA					2020000019			
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)								3a. Alpha	betic C	ode			3b. Railroad Accident/Incident No.				
Port Terminal Rai	ilroad Associati	ion [PTRA	<u>.]</u>					PTRA 2020000019									
4. U. S. DOT Grade Cros	ssing Identification N	Number						5. Date of Accident/Incident 6. Time of Accident/Incident									
								0	onth 9	1 1 1	year 20	20	9:30	1	AM X	РМ 🗌	
7. Type of Accident/ 1. Derailment 4. Side collision 7. Hwy-rail crossi								crossing			losion-detona		13. Ot	her		Code	
Incident (single		ad on collision		king collisi			RR grade	-			violent ruptu	ire		describe in)		0.5	
entry in code box)3. Rear end collision6. Broken train collision9. Obstruction12. Other impactsnarrative)058. Cars Carrying9. HAZMAT Cars10. Cars Releasing11. People12. Subdivision										05							
HAZMAT Damaged/ HAZMAT Evacuated																	
11		Derailed		1			N/A			N	I/A		SYSTE	EΜ			
13. Nearest	·				14. Mil	iepost	(to	15. State		Code	16. County		1 ~	<del></del>			
City/	DEDATA					earest	0.26		obr.	40	TT A D.D.I	a					
Town PASAI  17. Temperature (F)		18. Visibility	(single entry)		Code	19. We	9.26 eather (sin	ngle entry)		48	HARRI	S Code	20. Type o	of Track		Code	
(specify if minus)		1. Dawn					. Clear	3. Rain	• .		1			1. Main 3. Siding			
21 M 1 M	<b>95</b> °F	2. Day	4. Dark	22	2		2. Cloudy	4. Fog	1.77	6. Snow	. Snow 1		2. Yard 4. Industry 24. Time Table Direction			2	
21. Track Name/ Number				22.	. FRA Track Class (1-9,		Coo	De	neity				24. Time 1. Nort			Code	
TRACK 10 S/E					C		1	in	million.	(gross tons is)			2. Sout			2	
25. Type of Equipment	1. Freight train		U	9. Maint./ii			D. EMU		26.	. Was Equipmen	nt		27. 7	Γrain Numbe	r/Symbol		
Consist	Passenger train-I     Commuter train-			•	MoW Equip.	1.1	E. DMU	Code	. Code Attended?			Cor	Code JOB1				
(single entry)	Commuter train-     Work train	-	-	_	ger Train-Pus iter Train-Pu	_		6	1. 168 2.			N		, I			
28. Speed (recorded spe		Code	30. Type of T		(enter co		apply)				-			otely Control	lled Locomo	otive?	
if available)		I	Signalization					0 = Not a remotely controlled operation									
R - Recorded E - Estimated	004 MPH	E	1. Signaled  Method of C		t Signaled Authority for	- Movem	nt (Max							Remote contro Remote contro	•		
	oss tonnage,	<u> </u>		-				/Restricted Lin					1	Remote contr			
excluding power uni	-		1 -		ritory 5. 0					ial Instructions				than one rer	-		
		5,602	Supplementa	-									contr	ol transmitte	r	Code	
21 B. Seel Conflict		<del></del>	* Mandatory			pplicable			$\overline{}$	22 75 mailma	11	· · · · · · · · · · · · · · · · · · ·		1 1		0	
31. Principal Car/Unit (1) First involved		a. Initial and	1 Number	b. Positio	on in Train		c. Loade	ed (yes/no)	$\dashv$	<ol> <li>If any railroa were positi</li> </ol>	ad employee ive in the app		_		cohol	Drugs	
(derailed, struck, etc	:)									*****			0			- 1.61	
		GAT	X030594	<u> </u>	001			N COW 41				2 /					
(2) Causing (if me cause reported)	echanical,				000					33.Was this con	sist transpor	ing pass	engers? ()	y/n)		No	
34. Locomotive Units		a. Head	Mid T	rain		Rear En	nd	35. Cars				Load	ded	En	npty	110	
(Exclude EMU, DMU, an Locomotives.)	ıd Cab Car	End		c. Remote	d. Manı		e. Remote			MU, and Cab Car	r a. I	reight	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		0	0	0	0		0	(1) Total	in Equ	ipment Consist	_   .	41	0	8	0	0	
(2) Total Derailed		0	0	0	0		0	(2) Total	Derail	ed		0	0	1	0	0	
36. Equipment Damage		37	. Track, Signal, W	Jay,	-			38. Primary C	Cause			3	9. Contributi	ng Cause			
This Consist	\$ 4.000	,	& Structure Dar	mage	\$	0		Code		ĺ	H018		Code	ĺ			
<u>'</u>			rew Members									h of Tim	e on Duty				
40. Engineers/						44. Engineer/Operator					45. Conductor						
Operators 0	Operators 0 0						Hrs: Mins:				Hrs: Mins:						
Casualties to:	46. Railroad Emplo	oyees 47	47. Train Passengers 48. Others				49a. Special Study Block A			49b. S	49b. Special Study Block B						
Fatal	0		0 0			CWR 000-				0-000-000							
Nonfatal	0		0			0											
50. Latitude			29.72631	13				51. Longitude	e				-95.192	20 <u>98</u>			
52. Narrative Description	(Be specific,	, and continue	e on separate sheet	t if necesso	ary)												
WHILE SWITCHING ON THE SOUTH END OF PASADENA YARD JOB 143 WAS INVOLVED IN A ROLL OUT INCIDENT. AFTERATTEMPTING TO SHOVE TRACK 010 NORTH, THE FOREMA STATED HE RELEASED THE HANDBRAKES ON THE TRACK INAN ATTEMPT TO EASE THE DIFFICULTY OF THE SHOVE. AFTER THE LOCOMOTIVE WAS UNABLE TO MOVE THE TRACK HECHANGED PLANS AND DECIDED TO SLUFF THE CARS MARKED FOR THIS TRACK ON HIS SWITCH LISTS INTO TRACK 015 UNTIL THE LEAD JOB ON THE NORTH END CLEARED TRACK 010. HE FURTHER STATED AFTER CUTTING AWAY FROM THE SOUTH END OF TRACK 010, HE FAILED TO RE-APPLY THE HANDBRAKES TO THE REMAINING CARS WHILE IN THEPROCESS OF SHOVING INTO TRACK 015 THE CUT OF CARS LEFT UNSECURED ROLLED OUT INTO THE SIDE OF THEIR MOVEMENT.																	
52 Typod/Printed Nome	0					$\overline{}$							55 T	loto			

53. Typed/Printed Name &		55. Date
Title of Preparer	54. Signature	
NOTE: This was at it and of the second secon	41	

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 ime 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 natter 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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.

DEPARTMENT OF				п ғош	IDMFNI	r accidi	FNT/INC	IDEN	NT REF	PART				OM	IR Δpproval	No: 2130-0500	
1. Name of Reporting Railroad								T/INCIDENT REPORT  1a. Alphabetic Code					1b. Railroad Accident/Incident No.				
Port Terminal Railroad Association [PTRA]								PTRA					2020000019				
2. Name of Other Railroad or Other Entity with Consist Involved								2a. Alphabetic Code					2b. Railroad Accident/Incident No.				
3. Name of Railroad or O	Other Entity Respons	sible for Trac	k Maintenance	(single entry	y)		3a. Alph	nabetic C	Code			3	3b. Railroad Accident/Incident No.				
Port Terminal Rai	ilroad Associat	ion [PTR	A]				PTRA	A					2020000	0019			
4. U. S. DOT Grade Cros	5. Date	Date of Accident/Incident						Accident/Inc	cident								
		10					0	month	1 1 da	ay 1	year <b>2020</b>		9:30	Д	AM X	РМ 🔲	
7. Type of Accident/	1. De	erailment	4. Si	ide collision		7. Hwy-rai					n-detonation	 n	9:30 13. Oth			Code	
Incident (single		ead on collision		aking collision	n	8. RR grad	-				ent rupture			escribe in)			
entry in code box)  3. Rear end collision  6. Broken train collision						9. Obstruct	tion	T., p		Other imp	pacts	—		rrative)		05	
8. Cars Carrying HAZMAT		<ol><li>HAZMAT Damaged</li></ol>			10. Cars R HAZI	-		11. Pe	eople vacuated			1	12. Subdivi	sion			
		Derailed		2	-			N/A					OVETE	.,			
13. Nearest				2	14. Milepo	N/A ost (to	15. Sta	ate	Code 16. County			SYSTEM					
City/					neare			Abbr.	1		•						
Town PASAI		10 Mishin	(-11a antmi		(Code 1			X	48	H	ARRIS		20 Thurs of	200 .1-		0.1.	
17. Temperature (F) (specify if minus)		18. Visibilit 1. Dawi		, .	Code 1	<ol> <li>Weather (si</li> <li>Clear</li> </ol>	ingle entry) 3. Rain		5. Sleet		Cod	ie 2	<ol> <li>Type of 1. Main</li> </ol>	Track 3. Sic	dino	Code	
(speed) g	<b>95</b> ° F	2. Day			2	2. Cloudy	4. Fog		6. Snow	,	1		2. Yard	4. Inc	-	2	
21. Track Name/					RA Track			nnual Tra	ack		•			ime Table Direction		Code	
Number TRACK 10 S/E				C	Class (1-9, X)	,	D D	Density	(gross tons				<ol> <li>North</li> <li>South</li> </ol>			,	
25. Type of Equipment	1. Freight train	5	. Single car	9. Maint./insp	pect. car	D. EMU			is) 5. Was Equip				_	2. South 4. West 1 27. Train Number/Symbol			
Consist	2. Passenger train-	-Pulling 6.	6. Cut of cars	A. Spec. MoV	•	E. DMU	C- 1-		Attended	!?				IOP1			
(single entry)	Commuter train-     Work train	-	-	B. Passenger 'C. Commuter		0	Code 1		1. Yes	2	2. No	Code Y	JOB				
28. Speed (recorded sp.	eed	Code	1 -1		(enter codes	that apply)						3			led Locomoti		
if available)				on (Mandato				2							y controlled o	-	
R - Recorded E - Estimated	005 MPH	ı E	Signaled     Method of 0		-	Iovement (Ma		5							ol portable tra ol tower oper		
	ross tonnage,				•	Control 3. Yard									ol portable tra		
excluding power uni	its)			egister Territor	-	ner Than Main T	'rack	L-Speci	ial Instructi	ions				than one rem			
		163	1	tal/Adjunct Co v to the extent		<i>latory*)</i> licable codes are	entered						contro	l transmitter	ř	Code	
31. Principal Car/Unit		a. Initial a	nd Number	b. Position		c. Load		$\overline{}$	32. If any r	railroad er	mplovee(s) t	ested fo	or drug/alco	ohol use, ent	er the number	er that	
(1) First involved		1						$\neg$			n the appropr		-		cohol	Drugs	
(derailed, struck, etc	2)																
(2) Causing (if me	echanical,	OLI	NX711257	003			N	$\rightarrow$	33 Was this	s consist t	transporting	passen	gers? (y/	(27.)			
cause reported)					000					, сополог	Tansperano	passer	gc15 . 1,,			No	
34. Locomotive Units		a. Head	Mid T	frain	Re	ear End	35. Cars					Loaded		Em	î		
(Exclude EMU, DMU, an Locomotives.)	ıd Cab Car	End	b. Manual	c. Remote	d. Manual	e. Remote	(Include E Locomotiv		MU, and Cab	b Car	a. Freig	ght b	b. Pass.	c. Freight	d. Pass.	e. Caboose	
(1) Total in Train		0	0	0	1	0	-		uipment Con	nsist	0	$\perp$	0	5	0	0	
(2) Total Derailed		0	0	0	0	0	` '	al Deraile	led		0		0	2	0	0	
36. Equipment Damage		3	37. Track, Signal, W				38. Primary	Cause					Contributin	g Cause			
This Consist	\$ 35,00		& Structure Da	amage \$		0	Code			H01			Code				
10.77	1		Crew Members	<del></del>	2 B I		44 Facions	Length of Time or					•				
40. Engineers/ Operators	41. Firemen	4.	12. Conductors	43	3. Brakemen		44. Enginee:	•		Cno.			Conductor Hrs:	03	Mins:		
Casualties to:	46. Railroad Emple	loyees 4	1 47. Train Passengers	8. Others							9b. Special Study Block B						
Fatal	0		0			0											
Nonfatal	0		0			0	CWR 000-000-000										
50. Latitude			29.72631	13			51. Longitud	de					-95.1920	_ 098		_	
52. Narrative Description	1 (Be specific	c, and continu	ue on separate shee		7)												
WHILE SWITCHING ON THE SOUTH END OF PASADENA YARD JOB 143 WAS INVOLVED IN A ROLL OUT INCIDENT. AFTERATTEMPTING TO SHOVE TRACK 010 NORTH, THE FOREMA STATED HE RELEASED THE HANDBRAKES ON THE TRACK INAN ATTEMPT TO EASE THE DIFFICULTY OF THE SHOVE. AFTER THE LOCOMOTIVE WAS UNABLE TO MOVE THE TRACK HECHANGED PLANS AND DECIDED TO SLUFF THE CARS MARKED FOR THIS TRACK ON HIS SWITCH LISTS INTO TRACK 015 UNTIL THE LEAD JOB ON THE NORTH END CLEARED TRACK 010. HE FURTHER STATED AFTER CUTTING AWAY FROM THE SOUTH END OF TRACK 010, HE FAILED TO RE-APPLY THE HANDBRAKES TO THE REMAINING CARS WHILE IN THEPROCESS OF SHOVING INTO TRACK 015 THE CUT OF CARS LEFT UNSECURED ROLLED OUT INTO THE SIDE OF THEIR MOVEMENT.																	

53. Typed/Printed Name &		55. Date							
Title of Preparer	54. Signature								
NOTE: This ground is need of the generating aciding of a consideration and the consideration of the consideration									

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 ime 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 natter 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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.