

1. Name of Reporting Railroad Port Terminal Railroad Association [PTRA]				1a. Alphabetic Code PTRA				1b. Railroad Accident/Incident No. 2020000020															
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. 2020000020															
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 0 year 2020				6. Time of Accident/Incident 10:00 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)		Code 12											
8. Cars Carrying HAZMAT 3		9. HAZMAT Cars Damaged/ Derailed 3		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision SYSTEM															
13. Nearest City/ Town HOUSTON				14. Milepost (to nearest tenth) 0.75		15. State Abbr. TX		Code 48		16. County HARRIS													
17. Temperature (F) (specify if minus) 78 ° 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 11011/11012				22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 0.00		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 7		26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol JOB2											
28. Speed (recorded speed if available) R - Recorded E - Estimated 011 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*) 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													
29. Trailing Tons (gross tonnage, excluding power units) 1,000																							
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number PTRA009613		b. Position in Train 001		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 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		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		10		0		0		0		0	
(2) Total Derailed		1		0		0		0		0		(2) Total Derailed		0		0		0		0		0	
36. Equipment Damage This Consist		\$ 10,000		37. Track, Signal, Way, & Structure Damage		\$ 30,000		38. Primary Cause Code H318		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: 07 Mins: 30				45. Conductor Hrs: 07 Mins: 30											
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		1		0		0																	
50. Latitude 29.76824						51. Longitude -95.292634																	
52. Narrative Description (Be specific, and continue on separate sheet if necessary) ON 10/05/2020 AT APPROXIMATELY 22:00 JOB 251, WHILE SWITCHING ON THE NORTH END OF THE NORTH YARD, RAN INTO CARS THAT ROLLED BACK OUT OF THE TRACK THAT THEY HAD PREVIOUSLY KICKED THEM INTO, DERAILING THREE CARS AND DAMAGING THE LOCOMOTIVE. THE HELPER KICKED THE THREE CARS INTO TRACK 12, AFTER A BRIEFTALK WITH HIS FOREMAN, HE THEN DIRECTED THE ENGINEER TO A COUPLING IN TRACK 10 WHILE THE FOREMAN WALKED OVER TO TRACK 15 TO MAKE THE NEXT MOVE. AFTER COUPLING TO SEVEN CARS IN TRACK 10 THE HELPER INSTRUCTED THE ENGINEER TO PULL NORTH. THE ENGINEER WAS FACING SOUTH USING HIS SIDE MIRROR INSTEAD OF FACING THE DIRECTION OF MOVEMENT. THE CREW FAILED TO NOTICE THAT THE CARS FROM TRACK 12 HAD ROLLED INTO THE FOUL OF THE LEAD TRACK. THE ENGINEER TURNED IN THE DIRECTION OF THE MOVEMENT JUST BEFORE STRIKING THE MIDDLE CAR CAUSING THREE CARS TO DERAIL AND DAMAGING ALL CARS AND THE LOCOMOTIVE.																							
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.																							