

1. Name of Reporting Railroad Texas Northwestern Railway Company [TXNW]				1a. Alphabetic Code TXNW				1b. Railroad Accident/Incident No. TXNW201130			
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) Texas Northwestern Railway Company [TXNW]				3a. Alphabetic Code TXNW				3b. Railroad Accident/Incident No. TXNW201130			
4. U. S. DOT Grade Crossing Identification Number				5. Date of Accident/Incident month 1 day 1 year 2020				6. Time of Accident/Incident 6:30 AM <input type="checkbox"/> PM <input checked="" 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		01	
8. Cars Carrying HAZMAT		9. HAZMAT Cars Damaged/ Derailed		10. Cars Releasing HAZMAT		11. People Evacuated		12. Subdivision			
3		3		N/A		N/A		YARD			
13. Nearest City/ Town		14. Milepost (to nearest tenth)		15. State Code Abbr.		16. County					
SUNRAY		Z800		TX 48		MOORE					
17. Temperature (F) (specify if minus)		18. Visibility (single entry) 1. Dawn 3. Dusk 2. Day 4. Dark		Code		19. Weather (single entry) 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow		Code		20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry	
37 ° F				4				1		2	
21. Track Name/ Number		22. FRA Track Class (1-9, X)		Code		23. Annual Track Density (gross tons in millions)		24. Time Table Direction		Code	
800 SOUTH LADDER				1				1. North 3. East 2. South 4. West		3	
25. Type of Equipment Consist (single entry)		1. Freight train		5. Single car		9. Maint./inspect. car		D. EMU E. DMU		26. Was Equipment Attended? 1. Yes 2. No	
		2. Passenger train-Pulling		6. Cut of cars		A. Spec. MoW Equip.				Code	
		3. Commuter train-Pulling		7. Yard/switching		B. Passenger Train-Pushing				1. Yes 2. No	
		4. Work train		8. Light loco(s).		C. Commuter Train-Pushing				Code	
										Y	
28. Speed (recorded speed if available) R - Recorded E - Estimated		Code		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*) * Mandatory to the extent that all applicable codes are entered		2		5		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	
005 MPH		E								Code	
29. Trailing Tons (gross tonnage, excluding power units)		775								0	
31. Principal Car/Unit (1) First involved (derailed, struck, etc)		a. Initial and Number		b. Position in Train		c. Loaded (yes/no)		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.		Alcohol	
		VMSX005282		001		Y				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		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight	
		2		0		0				b. Pass.	
(1) Total in Train		0		0		0		(1) Total in Equipment Consist		2	
(2) Total Derailed		0		0		0		(2) Total Derailed		0	
		0		0		0				c. Freight	
		0		0		0				d. Pass.	
		0		0		0				e. Caboose	
		0		0		0				0	
36. Equipment Damage This Consist		\$ 99,542		37. Track, Signal, Way, & Structure Damage		\$ 350		38. Primary Cause Code		H018	
										39. Contributing Cause Code	
40. Engineers/ Operators		41. Firemen		42. Conductors		43. Brakemen		44. Engineer/Operator		45. Conductor	
1				1				Hrs: 02 Mins: 24		Hrs: 02 Mins: 24	
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		35.998837		51. Longitude		-101.884832					
52. Narrative Description (Be specific, and continue on separate sheet if necessary) CONDUCTOR SET OUT VMSX 5282 TO 800 LADDER AND FAILED TO PROPERLY TEST HANDBRAKE WHICH RESULTED IN THE CAR ROLLING DOWN THE LADDER AND SIDE-SWIPING VMSX 5163 & VMSX 82825 AS THEY WERE BEING PULLED OUT OF TRACK 811 WITH JOB Y203. THIS RESULTED IN THE VMSX 5282 DERAILING.											
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.											