

RAIL INCIDENT REPORTING CHECKLIST

To maintain compliance with FRA 49 CFR part 225, timely submission of the NRPC 7000 – Rail Incident Reporting forms is required when a Qualifying Event occurs. Failure to submit this report could result in disciplinary action, in line with applicable Human Resource policies.

Completed reports must be sent to Central Reporting at RailReports@amtrak.com as soon as possible but no later than 48 hours after the incident.

This report <u>must</u> be completed utilizing Microsoft Word and submitted via email to and text boxes, for each section, are available to aide and guide the user through completion.

Selections

Qualifying Events

- Grade crossing accidents (public or private) including strike of a trespasser, pedestrian or vehicle.
- Derailments (yard, station, main line, etc., with one or more wheels derailed or off the rail).
- Damage to on-track equipment (standing or moving).
- Any car, locomotive, or other on-track equipment, incurring damage in a yard, terminal, and/or shop, that requires repair.
- Any car, locomotive, or other on-track equipment that is removed from service as a result of any collision with damage.
- Any physical damage to track, signals, catenary and/or structures incurred while operating on-track equipment on a main line, yard, terminal, etc.
- Any car, locomotive, other on-track equipment, or infrastructure event involving fire or smoke.
- Major Operating Rule Violation (See dropdown in 7000A for more information).

■ Notify CNOC

Immediately notify CNOC at

when a Qualifying Event occurs.

Complete the Rail Incident Report

NRPC 7000A

Complete as much detailed information about the event as readily available. If initially incomplete, an updated form <u>must</u> be submitted.

Primary Major Operating Rule Violation (MORV) Type for events involving Human Factors

Errors

- **Skill-Based Error:** Error in the execution of a routine/highly-practiced task; error due to infrequent practice of a skill. Examples: passed stop signal due to improperly prioritized attention/tasks, overlooked speed restriction, forgot requirements of last signal.
- Decision Error: Errors/Honest Mistake that occurs when an intended action is inadequate or incorrect for the given situation Examples: insufficiently reduced speed for weather conditions/visibility, incorrectly judged required clearance, exceeded abilities,
 based decision on incomplete information, employee misunderstood communication/job briefing, etc.
- **Perceptual Error:** Errors which occur when a decision/action is based upon degraded or faulty sensory information Examples: Signal not clearly visible, followed radio procedures but misheard content

Intentional MORV Event

- Routine MORV: Shortcuts or violations of rules/procedures that may not be strictly enforced by management.
- Exceptional MORV: Violations of rules/procedures that are clearly and consistently enforced by management through progressive discipline.

☐ Grade Crossing Incident Report

NRPC 7000B

If a Qualifying Event occurs at a Grade Crossing, both the NRPC 7000A and NRPC 7000B must be completed.

Rail Incident Damage Total Report

NRPC 7000D

The NRPC 7000D must be completed by a qualified individual. This report is required to be completed and submitted to Central Reporting on two separate occasions:

- An estimate of the damages from a rail incident is required to be submitted within 48 hours of the incident. Estimate reports should be indicated by choosing the correct checkbox at the top of the NRPC 7000D.
- Final damage totals must be reported using the NRPC 7000D and must be submitted within two weeks of the Rail Incident or immediately following completion of the work, whichever is earlier.

Amtrak Central Reporting

Email:



Complete as much detailed information about the event as readily available If initially incomplete, an updated form <u>must</u> be submitted This report <u>must</u> be completed utilizing Microsoft Word and submitted via email to RailReports@amtrak.com

Incident details									
Date: 6/27/2022	Time: Hour 12: Min	ute 42 Tem	perature: 80 F Weather Conditions: Clear Visibility: Day		Visibility: Day				
	Time Zone: Central		-						
Report Type: Derailment		Operation Type: Revenue			Amtrak Department: Transportation				
					Amtrak Division: Central				
If Major Operating Rule V	iolation, was this proa	ctively discovered	d (during Efficien	cy Test	ting or personally observ	ved by front line	supervisor)? Yes/No		
Select Type: Click to sele	ct								
							on/responsibility of each of the		
employees involved. For	• • •				• • •				
Eastbound train 4 s	truck a northbo	und rock tru	ck that failed	to st	op at stop sign ar	nd crossbuc	k protected public		
crossing County Ro	ad 113, located	at MP 363.87	7 of the BNSF	Mar	rceline sub while	operating o	n MT2 causing all eight		
cars and two engin	es to derail with	7 cars falling	to their side	.					
Briefly describe any equip	ment, track structure,	signal system dan	iage:						
Extensive damage to train 4 consist, tracks, signals, & crossing.									
Primary Incident Cause: Vehicle driver failed to stop and was struck by Train 4.									
Secondary Incident Cause: Click or tap here to enter text.									

Location details

City: Mendon	Track Owner: BNSF	Type of Track: Main				
County: Chariton	Subdivision: Marceline	FRA Track Class (mph): 5 - freight 80, passenger 90				
State: Missouri	Track Name/Number: MT2	Type of Territory - Signalization: Signaled				
Nearest Station: LAP	Milepost: 363.87	Method of Operations: 1 - Signal Indication				
Latitude: +xx.xxxxxx	Specific Site (Interlocking, CP or Location):	Supplemental Codes: J - Positive Train Control				
Longitude: -xxx.xxxxxx	CR113 MP 363.87	(select up to three) Choose an item.				
		Choose an item.				

Consist Details

Service: Amtrak	Train/Job Number: 4	Number of Conductors: 2
Type of On-Track Equipment: 2 - Passenger (Pulling)	Unit number of first involved: 133	Number of Engineers/Equipment Operators: 1
Timetable Direction: East	Number of Locomotives: 2 Number Derailed: 2	Number of On-Board Service Employees/Other employees involved: 9
MPH at time of Incident: 89 Estimated	Number of Cars: 8 Number Derailed: 8	Number of Passengers on Train: 275

Employee and Human Factor Details

SAP ID	Employee Name	Occupation	Length Time on Duty	Years in Position	Primary MORV Type*	D&A Tested	Discipline Received	Date Available for Follow-up Efficiency Testing
		Engineer	03: 42	24 Yrs 10 Mos	Click for selection	No	N/A	MM/DD/YYYY
		Conductor	03: 42	6 Yrs 3 Mos	Click for selection	No	N/A	MM/DD/YYYY
		Assistant Conductor	03: 42	3 Yrs 11 Mos	Click for selection	No	N/A	MM/DD/YYYY
SAP ID	Click to enter	Click for selection	HH: MM	000 Yrs 000 Mos	Click for selection	Yes/No	Click	MM/DD/YYYY
SAP ID	Click to enter	Click for selection	нн: мм	000 Yrs 000 Mos	Click for selection	Yes/No	Click	MM/DD/YYYY

^{*}Refer to the Rail Incident Reporting Checklist for additional information.

Contact Information

Certification: I hereby certify that the information provided above is true, accurate, and complete to the best of my knowledge and belief.								
Printed Name of Person Completing Form:	Title:	Dhana Numban						
Printed Name of Person Completing Form:	Tiue:	Phone Number:	Phone Number:					
	Road Foreman							
	Rodd I Oreman							
Committee Chair:		Engineering Committee Member:	Click or tap here to enter text.					
Committee Chair.		Mechanical Committee Member:	Click or tap here to enter text.					
Transportation Committee Member:								



GRADE CROSSING INCIDENT REPORT

This report <u>must</u> be completed utilizing Microsoft Word, and submitted via email to RailReports@amtrak.com This form should only be completed in the event of grade crossing event.

Incident Details											
Date of Occurrence: Time:	City:	City:		County:	County: Chariton			State:			
6/27/2022 12:42	Meno	Mendon			1	Missouri					
					B 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
Grade Crossing Detail	Required only if rail incident occurred at a grade crossing.										
DOT-AAR Grade Crossing: Grade Crossing ID Number: □ Private 005284Y				Highway or Street Name:							
Type of Crossing Warning, select all that apply:				County Road 113 If an Active Warning type was selected in the previous box, select one below:							
Type of Crossing warming, select	ган шагаррі	ıy.		Denovide minimum 20 second warning.							
□Gates 2. □Cantilevers FLS Active				DAlleged warning time greater than 60 seconds.							
3. □Standard FLS					D'Alleged warning time greater than 00 seconds. D'Alleged warning time less than 20 seconds.						
5. □Highway Traffic Signal	6. □Au	dible	Devices	4. □Alleged no warning. 4. □Alleged no warning.							
7. ⊠Crossbucks		Passive			5. □Confirmed warning time greater than 60 seconds Crossing Warning						
9. □Watchman		igged by C	Crew Warning			_	ss than 20 seconds	s issue	iirig		
【11. □Other: Click to enter	12. □Not	ne) Devices	7. □Confirm	ned no w	aming.					
A. Insulated rail vehicle.		If the	re was a Crossing Wa	arning issue, se	elect all o	explanation	s that apply:				
B. Storm/lightning damage.											
C. U Vandalism.											
D. □ No power/batteries dead. E. □ Devices down for repair.											
 E. □ Devices down for repair. F. □ Devices out of services. 											
G. Warning time greater tha	n 60 seconds	s attributed	l to accident involved	train stopping	short of	the crossin	g. but within tracl	k circuit limits, while w	aming		
devices remain continuously							Б,		8		
H. ☐ Warning time greater tha	n 60 seconds	s attributed	l to track circuit failu	re (e.g. insulate	ed rail jo	int or rail be	onding failure, or	ballast fouled, etc.).			
I. ☐ Warning time greater tha											
J. Warning time less than 2						_	island circuit.				
K. Warning time less than 2											
L. Warning time less than 2			-		_	-					
M. □ Warning time less than 2 N. □ Warning time less than 2											
				ram operating i	msnucii	ліз.					
O. ☐ No warning attributed to signal system's failure to detect the train. P. ☐ Other cause(s) Click to enter											
F. Dulei Cause(s) Click to elite	21										
Where was the Crossing Warning		Was cross	sing illuminated by s	treet or special	light?	Was cross	ing warning inter	connected with highway	y		
	g located?	Was cross	sing illuminated by s	treet or special	light?	Was cross signals? N		connected with highway	у		
Where was the Crossing Warning Both Sides	g located?		sing illuminated by s	treet or special	light?			connected with highway	у		
Where was the Crossing Warning Both Sides Grade Crossing User I	g located? Details	No				signals? N	Io		у		
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RAIL INCIDENT DAMAGE TOTAL REPORT

This report <u>must</u> be completed utilizing Microsoft Word, and submitted via email to RailReports@amtrak.com This form should only be completed in the event of a Major Operating Rule Violation (MORV).

Incident Detail	s				Check one: ⊠Estimate □ Final			
Date of Occurrence: City: 6/27/2022 Mendon		County:		State:				
Equipment Da			Chariton		Missouri			
		T 1	26 () 1	T 1	D 16			
Unit	Equipment ID	Labor	Material	Total	Description			
P42-8	133	\$ 150,000	\$ 800,000	\$ 950,000	Extensive damage to front of Locomotive			
P42-8	166	\$ 10,000	\$ 40,000	\$ 50,000	Damage to suspension and trucks			
View II	61053	\$ 50,000	\$ 262,500	\$ 312,500	Damage to suspension and trucks			
SII Trans Sleeper	39045	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Superliner Sleeper	32104	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Superliner Diner	38060	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Superliner Lounge	33046	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Superliner Coach	34026	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
SI Coach Bag	31029	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Superliner Coach	34102	\$ 50,000	\$ 262,500	\$ 312,500	Extensive rollover damage throughout car			
Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
	Total	\$ 560,000	\$ 2,940,000	\$ 3,500,000				
Infrastructure	Damages							
Туре	Infrastructure Description	Labor	Material	Total	Description			
Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
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Click to enter	Click to enter	\$ Click to enter	\$ Click to enter	\$ Click to enter	Click to enter			
	Total	\$ Click to enter	\$ Click to enter	\$ Click to enter				
Damage Totals								
		Labor	Material	Total				
Total Damage		\$ Click to enter	\$ Click to enter	\$ Click to enter				
Contact Inform	nation							
		e information pr	ovided above is	true, accurate, a	and complete to the best of my knowledge and belief.			
Printed Name of Pers		Title:	ipment Manager		Phone Number:			
		Sr. Equ						