

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 **must** be completed utilizing Microsoft Word and submitted via email to [REDACTED]. Selections and text boxes, for each section, are available to aide and guide the user through completion.*

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 [REDACTED] 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 **must** 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: [REDACTED]



RAIL INCIDENT REPORT

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

Incident details

Date: 6/27/2022	Time: Hour 12: Minute 42 Time Zone: Central	Temperature: 80 F	Weather Conditions: Clear	Visibility: Day
Report Type: Derailment	Operation Type: Revenue	Amtrak Department: Transportation Amtrak Division: Central		
If Major Operating Rule Violation, was this proactively discovered (during Efficiency Testing or personally observed by front line supervisor)? Yes/No Select Type: Click to select				
Provide a narrative of the events leading up to the rail incident, and the consequences arising from the incident. Include the location/responsibility of each of the employees involved. For each employee responsible for a Major Operating Rule Violation, include the applicable rule book/rule number alleged violated. Eastbound train 4 struck a northbound rock truck that failed to stop at stop sign and crossbuck protected public crossing County Road 113, located at MP 363.87 of the BNSF Marceline sub while operating on MT2 causing all eight cars and two engines to derail with 7 cars falling to their side.				
Briefly describe any equipment, track structure, signal system damage: 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: +xxx.xxxxxx Longitude: -xxx.xxxxxx	Specific Site (Interlocking, CP or Location): CR113 MP 363.87	Supplemental Codes: J - Positive Train Control (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	HH: MM	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

<input checked="" type="checkbox"/> 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: Road Foreman	Phone Number: ████
Committee Chair: ████	Engineering Committee Member: Click or tap here to enter text.	Mechanical Committee Member: Click or tap here to enter text.
Transportation Committee Member: ████		



RAIL INCIDENT DAMAGE TOTAL REPORT

This report must 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).

Check one: Estimate Final

Incident Details			
Date of Occurrence: 6/27/2022	City: Mendon	County: Chariton	State: Missouri

Equipment Damages					
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					
Type	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 Information		
<input checked="" type="checkbox"/> 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:	Title:	Phone Number:
	Sr. Equipment Manager	