

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. HL0119110			
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) BNSF Railway Company [BNSF]			3a. Alphabetic Code BNSF			3b. Railroad Accident/Incident No. HL0119110			
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 1 1 1 2019			6. Time of Accident/Incident 4:00 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 01			
8. Cars Carrying HAZMAT N/A		9. HAZMAT Cars Damaged/ Derailed N/A		10. Cars Releasing HAZMAT N/A		11. People Evacuated N/A		12. Subdivision CUBA	
13. Nearest City/ Town SPRINGFIELD		14. Milepost (to nearest tenth) 191.5		15. State Code Abbr. MO		16. County GREENE			
17. Temperature (F) (specify if minus) 35 ° F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 2		19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 3			20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 2		
21. Track Name/ Number 9060		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction Code 1. North 3. East 2. South 4. West 4			
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 8	
						26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol KSPM	
28. Speed (recorded speed if available) R - Recorded E - Estimated 003 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2 Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 5 4. Block Register Territory 5. Other Than Main Track K-Restricted Speed or Equivalent Supplemental/Adjunct Codes (Mandatory*) * 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) 0									
31. Principal Car/Unit (1) First involved (derailed, struck, etc) BNSF005811		a. Initial and Number 002		b. Position in Train 000		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 00 Drugs 00	
(2) Causing (if mechanical, cause reported)								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	
(1) Total in Train		1		0		0		0	
(2) Total Derailed		1		0		0		0	
35. Cars (Include EMU, DMU, and Cab Car Locomotives.)		a. Freight		b. Pass.		c. Freight		d. Pass.	
								e. Caboose	
(1) Total in Equipment Consist		0		0		0		0	
(2) Total Derailed		0		0		0		0	
36. Equipment Damage This Consist \$ 15,314		37. Track, Signal, Way, & Structure Damage \$ 900		38. Primary Cause Code H307		39. Contributing Cause Code H303			
Number of Crew Members					Length of Time on Duty				
40. Engineers/Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 01 Mins: 20	
								45. Conductor Hrs: 01 Mins: 20	
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A	
Fatal		0		0		0		OTH	
Nonfatal		0		0		0		000-000-000	
50. Latitude 37.229487					51. Longitude -93.308301				
52. Narrative Description (Be specific, and continue on separate sheet if necessary) K-SPMSPM1-11 DERAILED 1 LOCOMOTIVE WHILE SHOVING YARD TRACK 9060 DUE TO FAILURE TO CONTROL SHOVE MOVE IN TURN RUNNING THROUGH AN IMPROPERLY LINED DERAIL. NO HAZARDOUS MATERIALS WERE RELEASED.									
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.									