

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

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|--|--|--|---|--|--|---|--|--|
| 1. Name of Reporting Railroad BNSF Railway Company [BNSF] | | | 1a. Alphabetic Code BNSF | | | 1b. Railroad Accident/Incident No. HL0119113 | | |
| 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. HL0119113 | | |
| 4. U. S. DOT Grade Crossing Identification Number | | | 5. Date of Accident/Incident month day year 0 1 4 2019 | | | 6. Time of Accident/Incident 3:45 AM <input checked="" type="checkbox"/> PM <input type="checkbox"/> | | |
| 7. Type of Accident/ Incident (single entry in code box) | | | 7. Side collision | | | 7. Hwy-rail crossing | | |
| 8. Cars Carrying HAZMAT | | | 9. HAZMAT Cars Damaged/ Derailed | | | 10. Cars Releasing HAZMAT | | |
| 13. Nearest City/ Town SPRINGFIELD | | | 14. Milepost (to nearest tenth) 239.3 | | | 15. State Code Abbr. MO | | |
| 17. Temperature (F) (specify if minus) 30 ° F | | | 18. Visibility (single entry) Code 4 | | | 19. Weather (single entry) Code 2 | | |
| 21. Track Name/ Number 102 | | | 22. FRA Track Class (1-9, X) 1 | | | 23. Annual Track Density (gross tons in millions) 7 | | |
| 25. Type of Equipment Consist (single entry) | | | 26. Was Equipment Attended? 1. Yes 2. No N | | | 27. Train Number/Symbol YSPM | | |
| 28. Speed (recorded speed if available) R - Recorded E - Estimated 005 MPH | | | 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 3 | | |
| 29. Trailing Tons (gross tonnage, excluding power units) 1,280 | | | 31. Principal Car/Unit | | | 32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. | | |
| | | | a. Initial and Number BNSF001615 | | | Alcohol 00 Drugs 00 | | |
| | | | b. Position in Train 002 | | | 33. Was this consist transporting passengers? (y/n) No | | |
| | | | c. Loaded (yes/no) | | | | | |
| 34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.) | | | 35. Cars (Include EMU, DMU, and Cab Car Locomotives.) | | | 36. Equipment Damage This Consist \$ 104,231 | | |
| a. Head End | | | b. Manual | | | c. Remote | | |
| d. Manual | | | e. Remote | | | 37. Track, Signal, Way, & Structure Damage \$ 174,000 | | |
| (1) Total in Train 2 | | | (1) Total in Equipment Consist 9 | | | 38. Primary Cause Code T111 | | |
| (2) Total Derailed 1 | | | (2) Total Derailed 5 | | | 39. Contributing Cause Code | | |
| 40. Engineers/Operators 0 | | | 41. Firemen | | | 42. Conductors 0 | | |
| 43. Brakemen | | | 44. Engineer/Operator | | | 45. Conductor | | |
| 46. Railroad Employees | | | 47. Train Passengers | | | 48. Others | | |
| 49a. Special Study Block A | | | 49b. Special Study Block B | | | 50. Latitude 37.227324 | | |
| 51. Longitude -93.323248 | | | 52. Narrative Description (Be specific, and continue on separate sheet if necessary) RCO Y-SPM3012-13 DERAILED 1 LOCOMOTIVE AND 5 RAILCARS WHILE PULLING OUT OF YARD TRACK 102. NO MATERIALS WERE RELEASED. CAUSE IS UNDER ACTIVE INVESTIGATION. | | | 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.