

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. HL0319121		
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. HL0319121		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month day year 0 3 2 5 2019			6. Time of Accident/Incident 12:38 AM <input checked="" type="checkbox"/> PM <input 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 03		
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 ST JOSEPH
13. Nearest City/ Town NORTH KANSAS CITY		14. Milepost (to nearest tenth) 2.8		15. State Code Abbr. MO		16. County CLAY		
17. Temperature (F) (specify if minus) 50 ° F		18. Visibility (single entry) Code 4		19. Weather (single entry) Code 1		20. Type of Track Code 2		
21. Track Name/ Number 2011		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction Code 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 7
						26. Was Equipment Attended? 1. Yes 2. No Code Y		27. Train Number/Symbol YKCM
28. Speed (recorded speed if available) R - Recorded E - Estimated 006 MPH		Code R		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Code 2		Method of Operation/Authority for Movement (Mandatory) Code 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 Code 0
29. Trailing Tons (gross tonnage, excluding power units) 1,056				31. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 4. Block Register Territory 5. Other Than Main Track K-Restricted Speed or Equivalent				
31. Principal Car/Unit (1) First involved (derailed, struck, etc) SHQX015084		a. Initial and Number 021		b. Position in Train 000		c. Loaded (yes/no) N		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol Drugs
(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. Mid Train Manual Remote		c. Rear End Manual Remote		35. Cars (Include EMU, DMU, and Cab Car Locomotives.)
(1) Total in Train		2		0 0		0 0		(1) Total in Equipment Consist 6 0 13 0 0
(2) Total Derailed		0		0 0		0 0		(2) Total Derailed 1 0 3 0 0
36. Equipment Damage This Consist \$ 4,975		37. Track, Signal, Way, & Structure Damage \$ 250		38. Primary Cause Code H306		39. Contributing Cause Code		
Number of Crew Members				Length of Time on Duty				
40. Engineers/Operators 1		41. Firemen		42. Conductors 1		43. Brakemen		44. Engineer/Operator Hrs: 10 Mins: 08
								45. Conductor Hrs: 10 Mins: 08
Casualties to:		46. Railroad Employees		47. Train Passengers		48. Others		49a. Special Study Block A
Fatal		0		0		0		49b. Special Study Block B
Nonfatal		0		0		0		OTH 000-000-000
50. Latitude 39.140419				51. Longitude -94.584694				

52. Narrative Description (Be specific, and continue on separate sheet if necessary)
Y-KCM2471-24 SHOVED OUT OF THE END OF YARD TRACK 2011 AND IMPACTED A CUT OF STANDING RAILCARS DUE TO FAILURE TO CONTROL SHOVE MOVE. RESULTED IN 4 RAILCARS DERAILED AND EQUIPMENT DAMAGES. NO HAZARDOUS MATERIALS WERE RELEASED.

53. Typed/Printed Name & Title of Preparer		54. Signature		55. Date	
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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.

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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 ST JOSEPH			
13. Nearest City/ Town NORTH KANSAS CITY		14. Milepost (to nearest tenth) 2.8		15. State Code Abbr. MO		16. County CLAY					
17. Temperature (F) (specify if minus) 50 °F		18. Visibility (single entry) Code 4		19. Weather (single entry) Code 1		20. Type of Track Code 2					
21. Track Name/ Number 2011		22. FRA Track Class (1-9, X) 1		23. Annual Track Density (gross tons in millions) 1		24. Time Table Direction Code 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 6			
						26. Was Equipment Attended? 1. Yes 2. No Code N		27. Train Number/Symbol J113			
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH Code E		30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled Code 2		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 Code 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 Code 0					
29. Trailing Tons (gross tonnage, excluding power units) 1,595		31. Principal Car/Unit a. Initial and Number AGPX011350		b. Position in Train 026		c. Loaded (yes/no) Y		32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box.			
								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		0		0		0		0		0	
(2) Total Derailed		0		0		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		11		0		15		0		0	
(2) Total Derailed		1		0		0		0		0	
36. Equipment Damage This Consist \$ 8,818		37. Track, Signal, Way, & Structure Damage \$ 0		38. Primary Cause Code H306		39. Contributing Cause Code					
Number of Crew Members						Length of Time on Duty					
40. Engineers/Operators 0		41. Firemen		42. Conductors 0		43. Brakemen		44. Engineer/Operator Hrs: Mins:		45. Conductor Hrs: Mins:	
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					
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