

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad BNSF Railway Company [BNSF]			1a. Alphabetic Code BNSF			1b. Railroad Accident/Incident No. HL0619114		
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. HL0619114		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 6 year: 2019			6. Time of Accident/Incident 10:10 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Hwy-rail crossing			10. Explosion-detonation		
8. Cars Carrying HAZMAT N/A			9. HAZMAT Cars Damaged/ Derailed N/A			10. Cars Releasing HAZMAT N/A		
13. Nearest City/ Town KANSAS CITY			14. Milepost (to nearest tenth) 1.7			15. State Code Abbr. MO Code 29		
17. Temperature (F) (specify if minus) 73 °F			18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 4			19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 1		
21. Track Name/ Number 196			22. FRA Track Class (1-9, X) 1			23. Annual Track Density (gross tons in millions) 3		
25. Type of Equipment Consist (single entry)			5. Single car			26. Was Equipment Attended? 1. Yes 2. No Y		
28. Speed (recorded speed if available) R - Recorded 007 MPH E - Estimated			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			27. Train Number/Symbol CNAM 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) 21,435			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 BNSF668017			b. Position in Train 057		
			c. Loaded (yes/no) Y			33. Was this consist transporting passengers? (y/n) 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		
a. Head End			b. Manual			c. Freight		
b. Manual			c. Remote			d. Pass.		
c. Remote			d. Manual			e. Caboose		
d. Manual			e. Remote					
e. Remote								
(1) Total in Train 2			(1) Total in Equipment Consist 150			(1) Total in Train 2		
(2) Total Derailed 0			(2) Total Derailed 8			(2) Total Derailed 0		
37. Track, Signal, Way, & Structure Damage			38. Primary Cause Code			39. Contributing Cause Code		
\$ 237,000			T001					
40. Engineers/Operators			41. Firemen			42. Conductors		
43. Brakemen			44. Engineer/Operator			45. Conductor		
1			1			1		
1			Hrs: 03 Mins: 55			Hrs: 03 Mins: 55		
Casualties to:			46. Railroad Employees			47. Train Passengers		
48. Others			49a. Special Study Block A			49b. Special Study Block B		
Fatal 0			OTH			000-000-000		
Nonfatal 0								
50. Latitude 39.12515			51. Longitude -94.586007					

52. Narrative Description (Be specific, and continue on separate sheet if necessary)
C-NAMTHH1-11 DERAILED 8 RAILCARS WHILE PULLING OUT OF YARD TRACK 196 DUE TO TRACK ROADBED SETTLED ORSOFT. 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.