

1. Name of Reporting Railroad Kaw River Railroad [KAW]			1a. Alphabetic Code KAW			1b. Railroad Accident/Incident No. 190830006		
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) Kaw River Railroad [KAW]			3a. Alphabetic Code KAW			3b. Railroad Accident/Incident No. 190830006		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 08 day: 30 year: 2019			6. Time of Accident/Incident 11:10 AM <input type="checkbox"/> PM <input checked="" type="checkbox"/>		
7. Type of Accident/ Incident (single entry in code box)			7. Side collision			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 BEDFORD					
13. Nearest City/Town NORTH KANSAS CITY			14. Milepost (to nearest tenth) 1			15. State Code Abbr. MO 29		
16. County CLAY			17. Temperature (F) (specify if minus) 68 °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			20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 4					
21. Track Name/ Number LEAD 7			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 2			25. Type of Equipment Consist (single entry)			26. Was Equipment Attended? Code 1. Yes 2. No Y		
27. Train Number/Symbol KAW6			28. Speed (recorded speed if available) Code R - Recorded 008 MPH E - Estimated R			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 4. Block Register Territory 5. Other Than Main Track 5 Supplemental/Adjunct Codes (Mandatory*) * Mandatory to the extent that all applicable codes are entered		
29. Trailing Tons (gross tonnage, excluding power units) 1,363			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					
31. Principal Car/Unit (1) First involved (derailed, struck, etc) GATX032194			a. Initial and Number 033			b. Position in Train 000		
(2) Causing (if mechanical, cause reported)			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. Alcohol Drugs		
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.)		
a. Head End			b. Manual			c. Remote		
d. Manual			e. Remote			a. Freight		
b. Pass.			c. Freight			d. Pass.		
e. Caboose			(1) Total in Train 1			(1) Total in Equipment Consist 1		
(2) Total Derailed 0			(2) Total Derailed 0			(2) Total Derailed 0		
36. Equipment Damage This Consist \$ 16,845			37. Track, Signal, Way, & Structure Damage \$ 0			38. Primary Cause Code H306		
39. Contributing Cause Code H211			Number of Crew Members			Length of Time on Duty		
40. Engineers/ Operators 1			41. Firemen			42. Conductors 1		
43. Brakemen			44. Engineer/Operator			45. Conductor		
Hrs: 07 Mins: 10			Hrs: 07 Mins: 10					
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 39.133641			51. Longitude -94.557519		
52. Narrative Description (Be specific, and continue on separate sheet if necessary) KAW610 WAS SHOVING 31 CARS DOWN LEAD 7 AT 2300 ON 8/30/2019. CONDUCTOR HOLCOMB AND STUDENT CONDUCTOR HOLMES WERE OBSERVING THE SHOVE FROM OUTSIDE OF THE CREW TRUCK. ENGINEER DAVIS FELT THE SLACK RUNIN, THROTTLED OFF AND QUICKLY CAME TO A STOP. HOLCOMB AND HOLMES DROVE TO THE POINT AND FOUND 2 CARS, GATX 32194 AND TILX 200269, SHOVED OFF THE END OF HENKEL'S TRACK AND THROUGH A CONCRETE RETENTION PIT WALL. THEY SECURED THE SCENE, CONTACTED HENKEL STAFF AND GENERAL MANAGER BOLT. THERE IS NO PRODUCT (NON-HAZARDOUS) LEAKING FROM THE TANK CARS AND NO INJURIES. RJ CORMAN RE-RAILED THE CARS.								
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.								