	ADMINISTRATIO	N	K	AIL EQU	JIPMEN	VI ACCII	ENT/INC	IDEN	T REPO	RT			ON	IB Approval	No: 2130-0500	
1. Name of Reporting Railroad							1a. Alphabetic Code						1b. Railroad Accident/Incident No.			
Kansas City Southern Railway Company [KCS]							KCS					19020101				
2. Name of Other Railroad or Other Entity with Consist Involved							2a. Alphabetic Code					2b. Railroad Accident/Incident No.				
	•															
Name of Railroad or O	thar Entity Paenone	ible for Tra	ck Maintenance	(single e	ntry)		3a Alph	hotic Co	nde			3h Pailros	d Accident/	ncident No		
	3a. Alphabetic Code					3b. Railroad Accident/Incident No.										
Kansas City South	KCS						19020101									
4. U. S. DOT Grade Cros	sing Identification N	Number							ent/Incident			6. Time of	Accident/In	cident		
							0	onth 2	$\begin{vmatrix} 0 & \mathbf{day} \\ 0 & 1 \end{vmatrix}$	yea	19	12:05	1	AM X	PM	
7. Type of Accident/	1 Dec	railment	4	Side collision	1	7 Hwv-	ail crossing			losion-detor		12:05 13. Ot	her		Code	
Incident (single		ad on collisi		Raking collis			ide crossing			violent rup			lescribe in)			
entry in code box)		ar end collis		Broken train collision			9. Obstruction		12. Other impacts			narrative)			01	
8. Cars Carrying		9. HAZMA'	T Cars		10. Cars	Releasing		11. Pe	11. People			12. Subdivision				
HAZMAT Damaged/				HA			AZMAT		Evacuated							
N/A Derailed				N/A			N/A		N/A				PITTSBURG			
13. Nearest				14. Mi			15. Sta				,	FILISBURG				
City/						arest		br.								
Town KANSAS CITY						nth) 0002										
			ty (single en	ту)	Code	19. Weather	(single entry)			Code		20. Type o	20. Type of Track			
(specify if minus) 1. Dawn			n 3. Dus	k		1. Clear				5. Sleet		1. Main 3. Siding			1	
	22 ° F	2. Day	4. Dar	4. Dark		4 2. Cloudy				ow 2		2. Yard 4. Industry			2	
21. Track Name/				22	. FRA Track			23. Annual Track					24. Time Table Direction		Code	
Number					Class (1-9,		Density (gross tons				1. North 3.East					
901 WORK LEAD 25. Type of Equipment	Freight train	-	. Single car	O Moint 6	nspect. car	D. EM	1 in millions)					2. Sout	h 4. W Train Numbe		2	
Consist	Passenger train-l		. Cut of cars		1oW Equip.	E. DM		20.	Was Equipmer Attended?	ıı		27.	rain Numbe	1/39111001		
(single entry)	Commuter train-	-	. Yard/switching		er Train-Pus		Code		1. Yes	2. No	ı Co	de 2GI	КC			
(single citity)	4. Work train	_	Light loco(s).		ter Train-Pu	-	8		1. 100	2.110	Y	I				
28. Speed (recorded spe		Code	1	of Territory		des that apply)							otely Control	led Locomot	ive?	
if available) Signalization (Mandatory)												0 = Not a remotely controlled operation				
R - Recorded 1. Signaled 2. Not Signaled						2							1 = Remote control portable transmitter			
E - Estimated 007 MPH E Method of Operation/Authority for							Movement (Mandatory) 5						2 = Remote control tower operation			
29. Trailing Tons (gross tonnage, 1. Signal Indication 2. Direct Tra							in Control 3. Yard/Restricted Limits					3 = F	3 = Remote control portable transmitter -			
excluding power units) 4. Block Register Territory 5.							Other Than Main Track K-Restricted Speed or Equivalent						than one rer		1	
		0		ental/Adjunct								contr	ol transmitte	r	Code	
			l * Mandat	ory to the ext	ent that all ap	oplicable codes	re entered								0	
31. Principal Car/Unit a. Initial and			nd Number	b. Positi	on in Train	c. Lo	aded (yes/no)	3 1 3 17				_	1			
(1) First involved								were positive in the appropriate b				Ale	cohol	Drugs		
(derailed, struck, etc)			*******			000									0.0	
KCS0046			S004611	611 002			N		33.Was this consist transporting passe					00	00	
	ahaniaal											concore 9 (//n)		No	
	echanical,				000				55. W d5 dii5 Coi	ioiot transpo	S F	sengers? (En			
cause reported)	echanical,	o Hood	M	d Tuoin	000	Page Feed	35 Care		55. Was ans con					intv	110	
cause reported) 34. Locomotive Units		a. Head		d Train		Rear End	35. Cars (Include E		IU, and Cab Ca	<u> </u>	Loa	ded	c. Freight	pty d. Pass.		
cause reported)		a. Head End	Mi b. Manual	d Train c. Remote			(Total of F	MU, DM		<u> </u>			c. Freight	d. Pass.	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)		End	b. Manual	c. Remote	d. Manu	e. Remot	(Include E Locomotive	MU, DM	IU, and Cab Ca	<u> </u>	Loa Freight	ded b. Pass.		d. Pass.	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train		End 4	b. Manual	c. Remote	d. Manu	e. Remot	(Include E Locomotive	MU, DM s.) I in Equi	IU, and Cab Ca	<u> </u>	Loa Freight	ded b. Pass.	0	d. Pass.	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.)		End	b. Manual	c. Remote	d. Manu	e. Remot	(Include E Locomotive	MU, DM	IU, and Cab Ca	<u> </u>	Loa Freight	ded b. Pass.		d. Pass.	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage		End 4 1	b. Manual	c. Remote	d. Manu	e. Remot	(Include E Locomotive	MU, DM es.) I in Equi I Deraile	IU, and Cab Ca	<u> </u>	Loa Freight	ded b. Pass.	0	d. Pass.	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car	4 1 3	b. Manual 0 0	c. Remote	d. Manu	e. Remot	(Include E Locomotive (1) Tota (2) Tota	MU, DM es.) I in Equi I Deraile	IU, and Cab Car ipment Consist	r a.	Loa Freight	ded b. Pass. 0 0	0	d. Pass. 0 0	e. Caboose 0 0	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car \$ 18,76	End 4 1 3	b. Manual 0 0 7. Track, Signal	c. Remote	d. Manu 0	e. Remot	(Include E Locomotive (1) Total (2) Total 38. Primary	MU, DM es.) I in Equi I Deraile	IU, and Cab Car ipment Consist	r a.	Loa Freight 0 0	ded b. Pass. 0 0 99. Contributi	0	d. Pass. 0 0	e. Caboose	
cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car \$ 18,76	End 4 1 Number of	b. Manual 0 0 S7. Track, Signal & Structure	c. Remote	d. Manu 0	e. Remot	(Include E Locomotive (1) Total (2) Total 38. Primary	MU, DM s.) I in Equi I Deraile Cause	IU, and Cab Ca ipment Consist	r a.	Loa Freight 0 0 th of Tin	ded b. Pass. 0 0 9. Contributi Code	0 0 ng Cause	d. Pass. 0 0	e. Caboose 0 0	
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cause reported) 34. Locomotive Units (Exclude EMU, DMU, an Locomotives.) (1) Total in Train (2) Total Derailed 36. Equipment Damage This Consist	d Cab Car \$ 18,76	End 4 1 Number of	b. Manual 0 0 37. Track, Signal & Structure Crew Members	c. Remote	d. Manu	e. Remot	(Include E Locomotive (1) Tota (2) Tota 38. Primary Code	MU, DM s.) I in Equi I Deraile Cause	IU, and Cab Ca ipment Consist	r a.	Loa Freight 0 0 th of Tin	ded b. Pass. 0 0 89. Contributi Code te on Duty	0 0 ng Cause	d. Pass. 0 0	e. Caboose 0 0	
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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 ime 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 natter 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 nformation unless it displays a currently valid OMB control number. The OMB control number for this collection is 2130-0500.