

RAIL EQUIPMENT ACCIDENT/INCIDENT REPORT

1. Name of Reporting Railroad Kansas City Southern Railway Company [KCS]			1a. Alphabetic Code KCS			1b. Railroad Accident/Incident No. 19022802		
2. Name of Other Railroad or Other Entity with Consist Involved Canadian Pacific Railway Company [CP]			2a. Alphabetic Code CP			2b. Railroad Accident/Incident No. 1000946766		
3. Name of Railroad or Other Entity Responsible for Track Maintenance (single entry) Kansas City Southern Railway Company [KCS]			3a. Alphabetic Code KCS			3b. Railroad Accident/Incident No. 19022802		
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 0 day: 2 year: 2019			6. Time of Accident/Incident 10:00 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 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) 0004.0			15. State Code Abbr. MO 29		
17. Temperature (F) (specify if minus) 23 °F			18. Visibility (single entry) Code 2			19. Weather (single entry) Code 2		
21. Track Name/ Number KNOCHE TRACK 9			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			9. Maint./inspect. car		
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH			30. Type of Territory (enter codes that apply) Signalization (Mandatory) 1. Signaled 2. Not Signaled 2			26. Was Equipment Attended? 1. Yes 2. No 2		
29. Trailing Tons (gross tonnage, excluding power units) 0			30. Method of Operation/Authority for Movement (Mandatory) 1. Signal Indication 2. Direct Train Control 3. Yard/Restricted Limits 5			27. Train Number/Symbol		
31. Principal Car/Unit (1) First involved (derailed, struck, etc)			a. Initial and Number 000			b. Position in Train 000		
31. Principal Car/Unit (2) Causing (if mechanical, cause reported)			a. Initial and Number 000			b. Position in Train 000		
34. Locomotive Units (Exclude EMU, DMU, and Cab Car Locomotives.)			a. Head End			b. Manual		
(1) Total in Train			0			0		
(2) Total Derailed			0			0		
36. Equipment Damage This Consist \$ 0			37. Track, Signal, Way, & Structure Damage \$ 0			38. Primary Cause Code H020		
40. Engineers/Operators			41. Firemen			42. Conductors		
43. Brakemen			44. Engineer/Operator			45. Conductor		
Casualties to:			46. Railroad Employees			47. Train Passengers		
Fatal			0			0		
Nonfatal			0			0		
50. Latitude 39.128761			51. Longitude -94.517204			52. Narrative Description (Be specific, and continue on separate sheet if necessary) CPRS CREW FAILED TO SECURE TRACK 9 & THEY KICKED CARS INTO TRACK 9 & CARS ROLLED OUT THE EAST END & DAMAGED 2 CARS. CPRS CONSIST INCLUDED 2 KCS CARS WITH EQUIP DAMAGE OF \$36,000. MP 4 PITTSBURG SUB		
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.