

1. Name of Reporting Railroad Kansas City Southern Railway Company [KCS]			1a. Alphabetic Code KCS			1b. Railroad Accident/Incident No. 19122601					
2. Name of Other Railroad or Other Entity with Consist Involved BNSF Railway Company [BNSF]			2a. Alphabetic Code BNSF			2b. Railroad Accident/Incident No. HL1219113					
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. 19122601					
4. U. S. DOT Grade Crossing Identification Number			5. Date of Accident/Incident month: 1 day: 2 year: 2019			6. Time of Accident/Incident 6:30 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 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 PITTSBURG			
13. Nearest City/Town KANSAS CITY		14. Milepost (to nearest tenth) 0003.0		15. State Code Abbr. MO		16. County JACKSON					
17. Temperature (F) (specify if minus) 37 °F		18. Visibility (single entry) Code 1. Dawn 3. Dusk 2. Day 4. Dark 1		19. Weather (single entry) Code 1. Clear 3. Rain 5. Sleet 2. Cloudy 4. Fog 6. Snow 2			20. Type of Track Code 1. Main 3. Siding 2. Yard 4. Industry 2				
21. Track Name/Number 126		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 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			
						26. Was Equipment Attended? 1. Yes 2. No Code		27. Train Number/Symbol			
28. Speed (recorded speed if available) R - Recorded E - Estimated 000 MPH		Code		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				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			
29. Trailing Tons (gross tonnage, excluding power units) 0		Code		31. Principal Car/Unit		a. Initial and Number		b. Position in Train			
				(1) First involved (derailed, struck, etc) 000							
				(2) Causing (if mechanical, cause reported) 000				32. If any railroad employee(s) tested for drug/alcohol use, enter the number that were positive in the appropriate box. Alcohol: 00 Drugs: 00			
								33. Was this consist transporting passengers? (y/n)			
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			
(2) Total Derailed		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		0		0		0		0			
(2) Total Derailed		0		0		0		0			
36. Equipment Damage This Consist \$ 0		37. Track, Signal, Way, & Structure Damage \$ 8,168		38. Primary Cause Code H607		39. Contributing Cause Code H702					
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			
Fatal		0		0		0		OTH			
Nonfatal		0		0		0		000-000-000			
50. Latitude 39.129125					51. Longitude -94.525865						
52. Narrative Description (Be specific, and continue on separate sheet if necessary) BNSF CREW RAN THRU 126 SWITCH & THEN SHOVED BACK THRU & DERAILED 2 CARS. BNSF EQUIP DAMAGE \$2,746 MP 3 PITTSBURG SUBDIVISION											
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.											