

Federal Railroad Administration Office of Safety Headquarters Assigned Accident Investigation Report HQ-2008-05

Kansas City Southern Railway Company (KCS) Grandview, MO January 10, 2008

Note that 49 U.S.C. §20903 provides that no part of an accident or incident report made by the Secretary of Transportation/Federal Railroad Administration under 49 U.S.C. §20902 may be used in a civil action for damages resulting from a matter mentioned in the report.

DEPARTMENT (FEDERAL RAILE					FRA F	ACTUA	L RAI	LROAD A	CCII	DENT R	EPORT		F	FRA Fi	le#	HQ-200	<u>8-5</u>
1.Name of Railroad Operating Train #1								1a. Alphabetic Code				lb. R	. Railroad Accident/Incident No.				
Kansas City Southern Rwy Co. [KCS]									KCS				08011002				
2.Name of Railroad Operating Train #2 N/A 3.Name of Railroad Operating Train #3								2a. Alphabetic	Code N/A			2b. R	. Railroad Accident/Incident No. N/A				
3.Name of Railroad O N/A		3a. Alphabetic	Code N/A			3b. R	o. Railroad Accident/Incident No. N/A										
4.Name of Railroad Responsible for Track Maintenance: Kansas City Southern Rwy Co. [KCS]								4a. Alphabetic Code KCS				4b. R	o. Railroad Accident/Incident No. 08011002				
5. U.S. DOT_AAR G				n Nun	nber			6. Date of Accident/Incident				7. T	. Time of Accident/Incident				
								Month 01	Da	y 10 Ye	ar 2008		09:5		✓	/ AM	PM
(single entry in code box) 2. Head on collision 5. 1					4. Side c 5. Rakin	ollision g collision		7. Hwy-rail crossing 10. Explos 8. RR grade crossing 11. Fire/vio			•	nt rupture (describe in				Code	
		3. Rear ei			6. Broke	n Train co		9. Obstructio	n		Other impa	ets					01
9. Cars Carrying HAZMAT	0	10. HAZI Damaged			N/A		Cars Relea	asing N/A		12. Peopl Evacuated			0	13. Div		Mid Wes	t
14. Nearest City/Tow	'n					15. Mile	epost		16. St	ate	<i>a</i> .	17.	County				
Grandview						`	earest ter 30	0.7	Abbr Code N/A MO						CASS		
18. Temperature (F) (specify if minus)	, _		Dawn	3.D		Code	20. We	eather (single Clear 3. Ra) 5.Sleet	Code			ain 3.	Sidin	_	Code
40 F 2. Day 22. Track Name/Number				4.D	ark	2 23. FRA		Cloudy 4. Fo	<u>, </u>		3 Density		2. Yard 4. Industr			1 Code	
Single				Main		Clas	s (1-9, X)					1. North 3. East 2. South 4. West 1			1		
							OPER A	ATING TRA	IN #1			-					
26. Type of Equipme	ent 1.	Freight tra	iin	4. Wo	ork train 7	. Yard/swi	tching	A. Spec. Mo	W Equ	ip. Code	27. Was F		ment C	Code	28. T	rain Nun	nber/Symbol
Consist (single entry) 2. Passenger train 5. Single car						Light loco(s).				1	Attended?		1		CWEK	-C-08	
29. Speed (recorded						. Maint./in	•	mtan anda(a)	that a	l .	1. 1		31a. Rem		ontrol		
R - Recorded	speea, ıj	avanabie)	Code		Method(s)		on (e . Automa	nter code(s) :		ecial instruc	tions		0 = Not a	-			mouve:
E - Estimated	43	MPH	R		ATCS Auto train				-	er than mai		- 1	1 = Remo		-		
20 T II T					Auto trai		Time tab	ole/train orders					2 = Remo			wer	
30. Trailing Tons (excluding powe		onnage,			Cab	,		arrant control p. Other (Specify in narration traffic control Code(s)			ve)	3 = Remote control transmitter - more than one					
		2642		1	Traffic Interlockin		. Direct tr Yard limi	raffic control	e	N/A N/A		T / A	remote o				0
32. Principal Car/Uni	f	a. Initial a	and Nu			on in Train		oaded(ves/no)	<u> </u>	f railroad e			d for drug	/alcoho	d nea		0
(1) First involved				moer			C. E.	()	33.1	enter the nu			_			Alcohol	Drugs
(derailed, struck, e	etc)	U.	P7135			1		N/A		the appropr	riate box.					0	0
(2) Causing (if med cause reported)	chanical	!	0			0 N/A					onsist trans	porti	oorting passengers? (Y/N)				
35. Locomotive Unit			Mid T	rain c. Remote		ar End l c. Rem	36. Cars	;		a. Fre		aded b. Pass.	c. Frei	Empt ight c	ty d. Pass.	e. Caboose	
(1) Total in Trair	n	2	()	0	0	2		in Equ	ipment Cor	nsist	0	0	12	26	0	0
(2) Total Deraile		2	()	0	0	0	(2) Total	Derail	ed		0	0	23	8	0	0
37. Equipment Dama This Consist	_	1,804,559.0	^ I		ck, Signal,		152,090.0	39. Prima	ary Ca	ise	T015		40. Contr	ributing	g Caus		
This Consist \$1,804,539.00 & Structure Number of Crew Member						50		Code	1213					Code N/A			
41. Engineer/	42. Fire				nductors	44. Bra	kemen	45. Engir	neer/O	perator		1	46. Con	•			
Operators 1		0			1	()		Hrs	5	Mi 25			Н	Irs	5	Mi 25
Casualties to:	47. Railr	7. Railroad Employees 48. Train Passe			n Passenger	rs 49. C	Other	50. EOT Device?				51. Was EOT Device Properly Armed?					
Fatal	0		0			0	1. Yes 2. No 52. Caboose Occupied b			y Crew?		1. Yes 2. No			2. No	1	
Nonfatal		0			0		0	1. Yes 2. No				No	N/A				
						OI	PERAT	ING TRAIN	#2								
53. Type of Equipme Consist (single en		Freight tra Passenger				Yard/swit		A. Spec. MoV	V Equi	p. Code	54. Was E		nent C	ode	55. T	rain Num	nber/Symbol
Commise (single en	ury)	Commuter			_	. Maint./ins				N/A	1. Y	es 2	2. No 1	N/A		N/	'A
56. Speed (recorded	speed, if	available)	Code		Method(s)	•	,	nter code(s)	that a	pply)			58a. Remotely Controlled Locomotive?				
R - Recorded E - Estimated N/A MPH N/A					a. ATCS g. Automatic block m.Special instructions b. Auto train control h. Current of traffic n. Other than main track 0 = Not a remotely 1 = Remote control												

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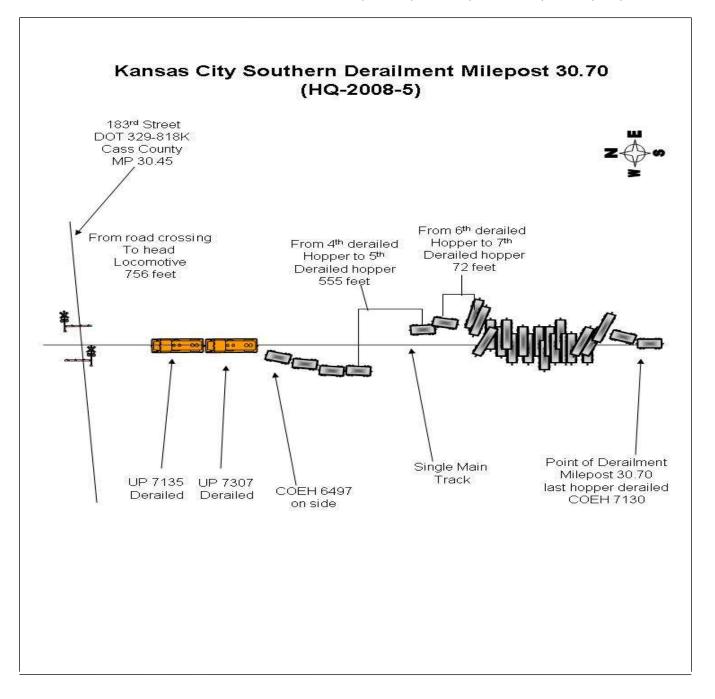
57 Trailing Tons			107111	ON				OAD AC	CIDEIVI KEI	OKI			HQ-200	8-5	
57. Trailing Tons (gross tonnage, excluding power units) N/A			d. 0 e. 7	c. Auto train stop d. Cab j.Track war e. Traffic k. Direct tra f. Interlocking l.Yard limit			Code(s)			2 = Remote control tower 3 = Remote control transmitter - more than one remote control transmitter N/A					
59. Principal Car/Unit		a. Initial	and Nu	ımber	nber b. Position in Train c. Load			ed(yes/no)		•	sted for drug/alcohol use,				
(1) First involved (derailed, struck, e	tc)]	N/A		N	/A	N	J/A	enter the number that were positive in the appropriate box. Alcohol N/A					Drugs N/A	
(2) Causing (if med cause reported)]	N/A		N/A			N/A 61. Was this consist transpor			ting passengers? (Y/N)				
62. Locomotive Units	s	a. Head End	b. Ma	Mid Tr	rain For d. Manu		r End c. Remote	63. Cars		a. Freight	aded b. Pass.	En c. Freight	npty d. Pass.	e. Caboose	
(1) Total in Train N/A		N	N/A N/A		N/A	N/A	(1) Total in	Equipment Consist N/.		N/A	N/A	N/A	N/A		
(2) Total Derailed N/A N		'A	N/A N		N/A	(2) Total D	erailed	N/A	N/A	N/A	N/A	N/A			
				Track, Signal, Way,			66. Primary Cause Code N/A			67. Contr Code	ributing Ca	use			
This Consist	s Consist N/A Number of C		r of Cr	& Structure Damag		nage	N/A	Code		N/A Length of	Time on Duty		N/A		
68. Engineer/				70. Conductors		71. Bral	71. Brakemen		eer/Operator	Length of	73. Conductor				
Operators N/					N/A		N/A		Hrs N/A M			Hrs]		Mi _{N/A}	
Casualties to:	74. Railroad Employees 75.				n Passenger	rs 76. Oth	er	77. EOT Device?			78. Was EOT Device Properly Armed? 1. Yes 2. No N/a				
Fatal		N/A			N/A	1	N/A	1. Yes 2. No N/A			1.	N/A			
Nonfatal		NY/ 1			NT / A			79. Caboo	se Occupied by Cre						
Nomatai		N/A		1	N/A N/A			G TRAIN	1. Yes	2. No	N/A				
80. Type of Equipmen	. 1 T	reight trai		4. Worl	- 4i 7	Yard/switc				Was Equipn	nent C	ode 82.	T N	nber/Symbol	
Consist (single enti	ry) 2. P	assenger	train	5. Sing	le car 8.	Light loco(s).	spec. Mow		Attended?	LN	J/A 82.	N/A	,	
83. Speed (recorded s		Commuter				Maint./insp of Operation		· code(s) th	at apply)		85a. Remo	tely Contr	olled Loco	motive?	
R - Recorded	pecu, y u	, amazic)	Code		ATCS	-	Automatic b	, ,	.Special instruction			remotely c			
E - Estimated	N/A	MPH	N/A		Auto train	control h.	Current of to	arric	Other than main tra			ote control	•		
84. Trailing Tons (8	gross tonn	age,		c. d. 0	Auto trair			ain orders O	. Positive train contra	701		te control	ower		
excluding power	units)								. Oulci (Specify in		3 - Kellio	ote control			
	1				Cab Fraffic		rack warran Direct traffi		Code(s)	narranve)		ter - more	than one		
86. Principal Car/Unit		N/A		e. 7		k.			Code(s)	N/A N/A	transmit			N/A	
80. Principai Cai/Unit		N/A	and Ni	e. 7 f. I	Fraffic Interlocking	k.	Direct trafficant ard limits		Code(s)	N/A N/A	transmitt remote c	ter - more ontrol tran	smitter	N/A	
(1) First involved		a. Initial		e. 7 f. I	Traffic interlocking b. Positi	k. g l.Y	Direct trafficant limits	ed(yes/no)	Code(s) N/A N/A N/A 87. If railroad emplenter the number	N/A N/A loyee(s) testoper that were	transmitt remote co	ter - more ontrol tran	smitter	N/A Drugs	
(1) First involved (derailed, struck, e	tc)	a. Initial	and Ni N/A	e. 7 f. I	Traffic interlocking b. Positi	k. g 1.Y	Direct trafficant limits	control	Code(s) N/A N/A N/A 87. If railroad emplenter the numl the appropriate	N/A N/A loyee(s) test per that were the box.	transmitt remote co ed for drug e positive in	ter - more ontrol tran g/alcohol u n	se, Alcohol N/A		
(1) First involved	tc) hanical	a. Initial		e. 7 f. I	Fraffic Interlocking b. Positi	k. g l.Y	Direct traffic	ed(yes/no)	Code(s) N/A N/A N/A 87. If railroad emplenter the number	N/A N/A loyee(s) test per that were the box.	transmitt remote co ed for drug e positive in	ter - more ontrol tran g/alcohol u n	se, Alcohol N/A	Drugs	
(1) First involved (derailed, struck, e	tc) hanical	a. Initial	N/A N/A	e. T	Fraffic Interlocking Interlocki	k. 1.Y on in Train N/A N/A Rea	Direct trafficated limits c. Load	ed(yes/no)	Code(s) N/A N/A N/A 87. If railroad emplenter the numl the appropriate	N/A N/A oyee(s) test over that were the box.	transmitt remote comed for drug ee positive in ing passen	ter - more ontrol tran y/alcohol u n gers? (Y/N	smitter se, Alcohol N/A	Drugs N/A N/A	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units	tc) hanical	a. Initial a. Head End	N/A N/A b. Ma	e. 7 f. I Imber	b. Positi	k. g. 1.Y on in Train N/A N/A Rea d. Manual	c. Load	ed(yes/no) N/A N/A 90. Cars	N/A N/A N/A N/A 87. If railroad emplenter the number the appropriate 88. Was this cons	N/A N/A oyee(s) test per that were a box. ist transport	transmitt remote c ed for drug e positive in ing passen, aded b. Pass.	ter - more ontrol tran z/alcohol ur n gers? (Y/N En c. Freight	smitter se, Alcohol N/A () ppty d. Pass.	Drugs N/A N/A e. Caboose	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train	tc) hanical	a. Initial a. Head End N/A	N/A N/A b. Ma	e. 7 f. I umber Mid Tr nual /A	b. Positi	k	c. Load r End c. Remote N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in	R7. If railroad emplenter the number the appropriate 88. Was this cons	N/A N/A N/A loyee(s) test oer that were e box. ist transport Lo a. Freight N/A	transmitt remote c ed for drug e positive in ing passen, aded b. Pass.	ter - more ontrol tran z/alcohol w n gers? (Y/N En c. Freight	smitter se, Alcohol N/A N/A Alcohol N/A N/A N/A	Drugs N/A N/A e. Caboose N/A	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed	tc) hanical	a. Initial a. Head End	N/A N/A b. Ma N	e. f. I f. I mber Mid Tr nual /A	b. Positi b. Positi c. Remote N/A N/A	k	c. Load	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D	N/A N/A N/A N/A 87. If railroad emplenter the number the appropriate 88. Was this consumption of the appropriate series and the appropriate series are series are series and the appropriate series are series are series and the appropriate series are series	N/A N/A oyee(s) test per that were a box. ist transport	transmitt remote c ed for drug e positive in ing passen, oaded b. Pass. N/A	ter - more ontrol tran z/alcohol u. n gers? (Y/N En c. Freight N/A	se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed 91. Equipment Damag	tc) hanical	a. Initial a. Head End N/A N/A	N/A N/A b. Ma N	e. f. I f. I umber Mid Tr nual /A	b. Positi b. Positi c. Remote N/A N/A k, Signal,	k	c. Load r End c. Remote N/A N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D	N/A N/A N/A N/A 87. If railroad emplenter the numl the appropriate 88. Was this cons	N/A N/A loyee(s) tester that were e box. ist transport Lo a. Freight N/A N/A	transmitt remote c ed for drug e positive in ing passen, oaded b. Pass. N/A	ter - more ontrol tran z/alcohol w n gers? (Y/N En c. Freight	se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A N/A	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed	tc) hanical	a. Initial a. Head End N/A	N/A N/A b. Ma N	e. f. I f. I mmber Mid Tr nual /A /A 92. Trace & Str	b. Positi b. Positi c. Remote N/A N/A k, Signal, 'ucture Dan	k	c. Load r End c. Remote N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D	N/A N/A N/A N/A 87. If railroad emplenter the numl the appropriate 88. Was this cons	N/A N/A loyee(s) testoer that were e box. ist transport Lo a. Freight N/A N/A	transmitt remote come ded for drug e positive in ing passen, aded b. Pass. N/A N/A 94. Contr. Code	ter - more ontrol tran z/alcohol u. n gers? (Y/N c. Freight N/A N/A ributing Ca	se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A	
(1) First involved (derailed, struck, e (2) Causing (if med cause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed 91. Equipment Damag This Consist	tc) hanical	a. Initial a. Head End N/A N/A N/A Number	N/A N/A b. Ma N	e. T. I.	b. Positi b. Positi c. Remote N/A N/A k, Signal, 'ucture Dan	k	c. Load r End c. Remote N/A N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D 93. Primary	N/A N/A N/A N/A 87. If railroad emplenter the numl the appropriate 88. Was this cons	N/A N/A loyee(s) tester that were e box. ist transport Lo a. Freight N/A N/A	transmitt remote come ded for drug e positive in ing passen, aded b. Pass. N/A N/A 94. Contr. Code	ter - more ontrol tran z/alcohol u. n gers? (Y/N En c. Freight N/A N/A ributing Ca	se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A N/A	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed 91. Equipment Damag	hanical S ge 96. Fire	a. Initial a. Head End N/A N/A N/A Number	N/A N/A b. Ma N	Mid Tr nual //A //A Str ew Men 97. Cc	b. Positi b. Positi c. Remote N/A N/A kk, Signal, vucture Dan nbers	k	c. Load r End c. Remote N/A N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D 93. Primary	Code(s) N/A N/A N/A 87. If railroad emplenter the number the appropriate service was this consequence. 88. Was this consequence to the consequence of the conseque	N/A N/A loyee(s) testorer that were that were to box. ist transport Lo a. Freight N/A N/A Length of	transmitt remote compared for drug expositive in the positive	ter - more ontrol transcription of the control transcription of the contro	se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A N/A	
(1) First involved (derailed, struck, e (2) Causing (if meccause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed 91. Equipment Damaganthis Consist 95. Engineer/Operators N/A	s ge 96. Fire:	a. Initial a. Head End N/A N/A Number	N/A N/A b. Ma N N/ r of Cr	Mid Tr nual //A //A Str ew Men 97. Cc	b. Positi b. Positi b. Positi c. Remote N/A N/A N/A sk, Signal, ' ucture Dan nbers onductors N/A	k	r End c. Remote N/A N/A Remen N/A	ed(yes/no) N/A 90. Cars (1) Total in (2) Total D 93. Primary	R7. If railroad emplenter the number the appropriate 88. Was this consumption of the serious consumpti	N/A N/A loyee(s) testorer that were that were to box. ist transport Lo a. Freight N/A N/A Length of	transmitt remote come ded for drug expositive in ing passent added b. Pass. N/A N/A 94. Contracted to the contracted for drug expositive in ing passent in in increase in i	ter - more ontrol tran z/alcohol u. n gers? (Y/N c. Freight N/A N/A ributing Ca utty ductor Hrs	smitter se, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A N/A N/A Mi N/A	
(1) First involved (derailed, struck, e (2) Causing (if meacause reported) 89. Locomotive Units (1) Total in Train (2) Total Derailed 91. Equipment Damaganthis Consist 95. Engineer/Operators N/A	ge 96. Fire.	a. Initial a. Head End N/A N/A N/A Number	N/A N/A b. Ma N N/ r of Cr	Mid Tr nual /A Str ew Men 97. Co	b. Positi b. Positi b. Positi c. Remote N/A N/A N/A sk, Signal, ' ucture Dan nbers onductors N/A	k g 1.Y on in Train N/A N/A Rea d. Manual N/A N/A Way, nage 98. Bral	r End c. Remote N/A N/A Remen N/A	ed(yes/no) N/A N/A 90. Cars (1) Total in (2) Total D 93. Primary 99. Engine	Code(s) N/A N/A N/A 87. If railroad emplenter the number the appropriate service ser	N/A N/A loyee(s) testorer that were to box. ist transport Loa. Freight N/A N/A Length of N/A N/A	transmitt remote come ded for drug expositive in ing passent added b. Pass. N/A N/A 94. Contracted to the contracted for drug expositive in ing passent in in increase in i	ter - more ontrol tran z/alcohol u. n gers? (Y/N c. Freight N/A N/A ributing Ca uty ductor Hrs	see, Alcohol N/A N/A Alcohol N/A N/A N/A N/A N/A	Drugs N/A N/A e. Caboose N/A N/A N/A Mi N/A	
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	ENT OF TRA RAILROAD AI			FRAF	ACTU.	AL RAILR	OAD AC	CIDENT	RE	PORT	F	RA File # <u>HQ-2008</u>	3 <u>-5</u>
110. Position						Code	113. Circu	mstance					Code
1.Stalled o 4. Trapped	on Crossing 2.St	opped o	n Crossing	3.Moving Ov	er Crossin	yg N/A				ighway User y Highway User	•		N/A
114a. Was the	highway user a	nd/or ra	il equipmen	t involved		Code	114b W	as there a ha	zardon	ıs materials rele	966		Code
in the im	pact transporting	g hazard	ous material	s?									1
1. Highway	User 2. Rail I	Equipme	ent 3. Both	4. Neither		N/A	1. High	way User	2. Rai	1 Equipment	3. Both	4. Neither	N/A
114c. State he	ere the name and	quantit	y of the haza	ardous materia	als release	d, if any. N/A							
115. Type	1.Gates		ig Wags			10.Flagged by		116. Signal	ed Cro	ssing	Code	117. Whistle	Code
Crossing 2.Cantilever FLS 5.Hwy. traffic signals 8.Stop signs 11.Other (spec. in narr.) (See instructions for codes) 1. Yes Warning 3.Standard FLS 6.Audible 9.Watchman 12.None 2. No										2. No			
Code(s)	N/A	N/A	N/A	N/A	N/A	N/A	N/A				N/A	3. Unknown	N/A
118. Location of Warning Code 119. Crossing Warning Code 120. Crossing Illuminated by Street 1. Both Sides with Highway Signals Lights or Special Lights										•	Code		
2. Side of Vehicle Approach 1. Yes										1. Yes			
3. Opposite Side of Vehicle Approach N/A						2. No 3. Unknown		N/A		2. No 3. Unknown			N/A
121.	122. Driver's C	Gender	Code 123			or in Front of	Code						Code
Age	1. Male					ck by Second	0.00 1 14 D 11 7 01 / 10 1						3
N/A	N/A 2. Female N/A 1. Yes 2. No 3. Unknown 2. Stopped and then Proceeded 5. Other (specify in narrative)								narrative)	N/A			
125. Driver Pa		Code	e 126. Vie	ew of Track C	bscured b	У (primary ob	struction)						Code
Highway V 1. Yes 2. No		N/A		Permanent Str Standing Rails		3. Passi oment 4. Topo	ng Train 5. graphy 6.	-	hicle	7. Other (sp 8. Not obstruc		narrative)	N/A
C1:	4	<u> </u>			127. Dr				ode	128. Was Dr	iver in th	e Vehicle?	Code
Casualties	to:		Killed	Injured	1. Kille	ed 2.Injured 3.	Uninjured	N	/A	1. Yes	3	2. No	N/A
129. Highway-Rail Crossing Users N/A N/A					130. Highway Vehicle Propert (est. dollar damage)			rty Damage N/A 131. Total Number of Highway-Rail Cros (include driver) N/A					ng Users
132. Locomot	ive Auxiliary Li	ghts?		•		Code	133. Locoi	notive Auxi	iary L	ights Operation	al?		Code
1. Y	es	2. 1	No			N/A	1.	Yes		2. No			N/A
134. Locomot	ive Headlight Ill	uminate	d?			Code	135. Locoi	notive Audi	ole Wa	arning Sounded	?		Code
1. Y	es	2. 1	No			N/A	1.	Yes		2. No			N/A

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136. DRAW A SKETCH OF ACCIDENT AREA INCLUDING ALL TRACKS, SIGNALS, SWITCHES, STRUCTURES, OBJECTS, ETC., INVOLVED.



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137. SYNOPSIS OF THE ACCIDENT

Northbound Kansas City Southern (KCS) empty coal Train Symboled CWEKC-08 derailed the two lead locomotives and 28 head empty coal cars on January 10, 2008, at 9:50 a.m. The accident occurred near Grandview, Missouri, at KCS Milepost 30.7, on the KCS Pittsburg Subdivision.

At the time of the accident, it was daylight with a light rain and moderate wind. The temperature was 40 degree Fahrenheit.

The equipment damage was estimated at \$1,804,559. Track damage was estimated at \$152,090. There was no signal damage reported.

The probable cause of the accident was of a pair of center broken 136-lb. non-insulated rail joint bars.

138. NARRATIVE

CIRCUMSTANCES PRIOR TO THE ACCIDENT

The crew of KCS Train CWEKC-08 north included a locomotive engineer and a conductor. The crew went on duty at 4:25 a.m. CST, on January 10, 2008, at the Pittsburg Rail Yard in the city of Pittsburg, Kansas. This is the home terminal for both crew members and each had the required statutory off-duty rest period prior to reporting for duty.

The assigned freight train consisted of two locomotives on the head-end, 126 empty coal cars, and two Distributive Power (DP) locomotives on the rear of the train. Locomotive No. KCS 4592 was the rear locomotive and was functioning as the end-of-train device (EOTD). The train was 6,995 feet in length and the weight was listed at 2,642 tons. The train was scheduled to travel to Kansas City, Missouri, and transfer to the Union Pacific Railroad Company. The train received an initial terminal air brake test by mechanical personnel at Welsh, Texas. After arriving at Pittsburg, Kansas at 3:20 a.m. no additional tests were required and the train departed Pittsburg at 4:29 a.m.

As the train approached the accident area, the locomotive engineer was seated at the controls on the east side of the lead locomotive. The conductor was seated on the west side of the lead locomotive. The railroad timetable direction of the train was north, and the geographical direction was north. Timetable directions are used throughout this report.

The train was exiting a right-hand 2-degree curve at MP 30.8 onto 3,000 feet of tangent track and approaching 183rd Street public highway/rail grade crossing at MP 30.45. The grade at this location is .30 percent descending. The track is constructed with 136-lb. continuous-weld rail (CWR) on wood crossties, and the spike pattern is two spikes on the gage side and one spike on the field side of the rail. Two anchor spikes are located in the 14 inch tie plates. The rail anchor pattern consists of a spring type anchor on each side of every other tie (boxed anchored). Both crew members stated the trip was uneventful up to the time the train derailed; until this point the crew did not see or feel anything unusual.

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THE ACCIDENT

The train was being operated at a recorded speed of 43 mph approaching the accident area. The speed is recorded by the event recorder on the first and second locomotives, as well as the rear locomotive acting as the EOTD. The maximum authorized speed of this track is 50 mph, as indicated in KCS Timetable No. 7, dated July 1, 2006. The engineer and conductor both stated that at MP 30.7 they experienced a loud clang and bang under the locomotive; the train then started bouncing, shaking, and moving sideways. When the locomotive came to a stop, they looked back at their train and could see numerous cars sideways on the right -of-way.

ANALYSIS AND CONCLUSION

ANALYSIS: - FATIGUE

FRA obtained fatigue related information, for the 10-day period preceding this incident including the 10-day work history (on duty/off duty cycles) for all of the employees involved.

CONCLUSION:

Upon analysis of that information FRA concluded fatigue was not probable for any of the KCS employees.

ANALYSIS: - DRUG:

The two crewmembers of KCS Train CWEKC-08 were mandatory post-accident toxicologically tested. The test results were negative.

CONCLUSION:

Drugs and alcohol were not factors in this accident.

ANALYSIS: - TRACK:

The last ultrasonic rail detection test through this area was performed on December 14, 2007, with the Sperry rail car No. SRS 124 of Sperry Rail Corporation. There were no rail defects noted in the immediate area of MP 30.7. The last geometry car survey was in September by the FRA Geometry Test Car T-217. There were no exceptions noted in the area of the derailment.

Track inspection records revealed that the track was last inspected on January 7, 2008, with no exceptions noted in the area of the derailment. It was later confirmed that the KCS Roadmaster had made another inspection on January 9, 2008 but did not complete an FRA track inspection report. No exceptions were taken to the area around the accident scene.

A pair of center-broke 36-inch, 136-lb. joint bars were discovered at the point of derailment. The south end was still in place and the north piece was out in the right-of-way still attached to rail. There was an internal defect at the base or bottom of the gage side joint bar approximately 15 percent in size. The field side joint bar was also broken, but there was no internal defect identified. It was impossible to ascertain whether the joint bars broke under the rear of the proceeding train, or when the first set of wheels of the accident locomotive made contact.

CONCLUSION:

The KCS railroad was in compliance with their own and all applicable FRA standards. The train crewmembers were the only witnesses to the derailment.

The broken joint bars found at the point-of-derailment (POD) with both ends still attached to rail ends, indicates that an internal defect existed at the time of derailment. The 136-lb. joint bars broke under the weight of the train due to a small fracture at the base of the gage side rail joint bar.

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DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION

FRA FACTUAL RAILROAD ACCIDENT REPORT

FRA File # <u>HQ-2008-5</u>

PROBABLE CAUSE AND CONTRIBUTING FACTORS

The probable cause of the derailment is the broken non-insulated rail joint bars - Cause Code T215-Joint bar broken (noninsulated)

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