

U..S. Department of Transportation

Federal Railroad Administration

### SUMMARY OF ACCIDENTS

# INVESTIGATED

# BY THE

### FEDERAL

### RAILROAD

### **ADMINISTRATION**

## CALENDAR YEAR 1994

Office of Safety Washington, D.C. 20590 February 1996

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#### INTRODUCTION

The 1994 <u>Summary of Accidents Investigated by the Federal Railroad Administration</u> (FRA) includes 83 railroad accidents.

This summary provides the following information:

- o the railroad(s) involved
- o the location and the time of the accident
- o the type of railroad accident
- o the method of operation and movements involved
- o the speed involved
- o the number of casualties
- o the estimated cost of railroad damages
- o the probable cause and any contributing factor(s)

The railroad codes used in this summary can be found in the FRA Guide for Preparing Accidents/Incidents Reports, Appendix A.

Estimated railroad damage includes labor cost, and all other costs to repair or replace damaged on-track equipment, signals, track, track structures, or roadbed. The cost of lading and clearing the wreck, as well as the cost to society, is not included.

The data were edited and summarized by FRA personnel. The United States Government assumes no liability for its contents or use.

Federal Railroad Administration Office of Safety, RRS-22 400 Seventh Street, S.W. Washington, DC 20590

#### ACCIDENT SUMMARY

#### 1. Accidents Investigated

During Calendar Year 1994, the Federal Railroad Administration investigated and determined the probable cause of 83 railroad accidents.

2.	Type of Accident	<u>No.</u>	<u>Percent</u>
	<ul> <li>(a) Derailment</li> <li>(b) Head-End Collision</li> <li>(c) Rear-End Collision</li> <li>(d) Side Collision</li> <li>(e) Raking Collision</li> <li>(f) Highway-Rail Crossing</li> <li>(g) Obstruction</li> <li>(h) Other</li> </ul>	29 5 11 5 1 21 1 10	35.0 6.0 13.3 6.0 1.2 25.3 1.2 12.0
	TOT	AL 83	100.0

#### 3. <u>Casualties</u>

(a) Killed (b) Injured		73 <u>258</u>
	TOTAL	331

### ACCIDENT SUMMARY BY TRACK CLASS, DAMAGES, AND TYPE

TRACK CLASS	ACCIDENTS	TOTAL DAMAGE	COLLISIONS	DERAILMENTS	OTHER ACCIDENTS	HIWAY-RAIL COLLISIONS
1	7	2,849,907	1	3	3	0
2	12	8,502,348	3	5	4	0
3	20	11,792,926	6	10	0	4
4	34	10,861,873	6	10	3	15
5	10	7,511,895	6	1	1	2
TOTAL	83	41,518,949	22	29	11	21

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CARRIER	COLLISIONS	DERAILMENTS	OTHER		- TOTAL ACCIDENTS
AMTRAK (NATIONAL RR PASSENGER CORF	<sup>2</sup> ) 2	1	1	2	6
ATCHISON, TOPEKA & SANTA FE RAILWAY	6	2	0 0	0	8
BURLINGON NORTHERN RAILROAD	3	5	2	6	16
BELT RAILWAY COMPANY OF CHICAGO	0	0	1	0	1
CHICAGO, CENTRAL & PACIFIC RAILROAD	0 0	0	1	0	1
CONNECTICUT DEPARTMENT OF TRANS	1	0	Ö	0	1
CONSOLIDATED RAIL CORPORATION	2	5	1	1	9
CSX TRANSPORTATION	2	7	0	1	10
DENVER & RIO GRANDE WESTERN RAILRO		0	0	1	1
IOWA INTERSTATE RAILROAD	0	1	0	0	1
	4	4	0	1	3
ILLINOIS CENTRAL RAILROAD	1	1	0	0	1
INDIANA HI-RAIL CORPORATION	0	1	1	0	3
KANSAS CITY SOUTHERN RAILWAY	1		1	0	1
MASSACHUSETTS CENTRAL RAILROAD	0	0	0	1	1
MOUNTAIN LAUREL RAILROAD	U	0	0	I	ĩ
MONTANA RAIL LINK	0	0	0	1	1
NEW JERSEY TRANSIT RAIL OPERATIONS	1	1	0	0	2
NORFOLK SOUTHERN CORPORATION	1	0	1	3	5
RINGLING BROTHERS, BARNUM & BAILEY	CIR. 0	1	0	0	1
SOUTHERN CALIFORNIA REGIONAL RAIL	0	0	0	1	1
SANTA FE SOUTHERN RAILWAY	0	0	1	0	1
SOO LINE RAILROAD	1	1	0	0	2
SOUTHERN PACIFIC TRANSPORTATION	4	6	2	2	14
UNION PACIFIC RAILROAD	4	1	0	6	11
WISCONSIN CENTRAL LTD	2	_0	0	0	2
TOTAL	31	34	12	26	103

RR CODE	DATE	TIME	CITY/STATI	ON	STATE	ACCIDENT TYPE	k	ILLED	INJURED	R!	R DAMAGE
BN	TYPE OF 1	RACK:	I STAPLES	MAIN	MN	HIGHWAY-RAIL CROSSI	ING	3	0	\$	445
1			DN :	TRACK WARRANT		MOVEMENTS INVOLVED:	FREIGHI	TRAIN	0211	0	60 MPH
	~	DERAILED	):	NONE PASSIVE							
			IE MOTOR VEH CROSSING.	ICLE OPERATOR D	ID NOT YIELD	THE RIGHT-OF-WAY TO A	AN ONCON	MING FREI	GHT TRAIN A	AT A	
RBX	01/13/94	09:11 AM	1 LAKELAND		FL	DERAILMENT		2	14	\$	1,018,000
	TYPE OF 7	TRACK:		MAIN							
				4						_	
2				TRAFFIC CONTRO 16 CAR(S)	L	MOVEMENTS INVOLVED:	MIXED '	TRAIN	9231	.2	52 MPH
	PROBABLE	CAUSE: BF	ROKEN L-4 WH	IEEL ON CAR NO.	RBX 89 CAUSEI	) BY A FATIGUE FRACTU	RE.				
SFS	01/13/94	02:35 PM	1 LAMY		NM	OTHER		0	1	\$	54,500
	TYPE OF 7	TRACK:		MAIN							
	CLASS OF	TRACK:		1							
3	METHOD OF	F OPERATIC	ON:	YARD LIMITS		MOVEMENTS INVOLVED:		TRAIN UIPMENT	SFS	92	6 MPH 2 MPH
	EQUIPMENT	C DERAILEI	D:	NONE							
	PROBABLE TRACK.	CAUSE: TH	IE CREWMEMBE	ERS OF SFS 92 AN	D THE MAINTE	NANCE OF WAY CONTRACT	OR'S CR	EW MADE	OPPOSING MO	VES C	ON THE SAME
	101010										

	DATE TIME	CITY/STATION	STATE	ACCIDENT TYPE	KILLED	INJURED	RI	R DAMAGE
CSX	01/18/94 11:40 PM TYPE OF TRACK:	COWEN MAIN	WV	DERAILMENT	0	0	\$ 3	1,356,300
4	CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED:	2 N: DIRECT TRAFFI : 58 CAR(S)	C CONTROL	MOVEMENTS INVOLVED:	FREIGHT TRAIN	N	312	31 MPH
	PROBABLE CAUSE: UNI	DETERMINED.						
KCS	01/27/94 01:45 AM TYPE OF TRACK:	MAIN	MS	OTHER	0	2	\$	334,750
5	CLASS OF TRACK: METHOD OF OPERATION	N: YARD LIMITS		MOVEMENTS INVOLVED:	LIGHT LOCO(S) LIGHT LOCO(S) CUT OF CARS		18 28	0 MPH 0 MPH 20 MPH
	EQUIPMENT DERAILED:		(S)					
		9 CAR(S)						
	PROBABLE CAUSE: THE ROLLED FREE, STRUCH	9 CAR(S) E CREWMEMBERS OF TRAIN NO K THEIR LOCOMOTIVES, AND	D. 18 DID NOT SUBSEQUENTLY	PROPERLY SECURE A CUT IMPACTED THE LIGHT LC	OF CARS ON A D	ESCENDING ( TRAIN NO.	GRADE. 28.	THE CARS
CR	ROLLED FREE, STRUCH 01/30/94 02:20 AM TYPE OF TRACK:	E CREWMEMBERS OF TRAIN NO K THEIR LOCOMOTIVES, AND CONWAY YARD	SUBSEQUENTLY	IMPACTED THE LIGHT LC	COMOTIVES FROM	ESCENDING TRAIN NO.		
CR 6	ROLLED FREE, STRUCH 01/30/94 02:20 AM TYPE OF TRACK: CLASS OF TRACK:	E CREWMEMBERS OF TRAIN NO K THEIR LOCOMOTIVES, AND CONWAY YARD 2 N: YARD RULES	SUBSEQUENTLY	IMPACTED THE LIGHT LC	COMOTIVES FROM	0	28.  \$	154,315
	ROLLED FREE, STRUCH 01/30/94 02:20 AM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED PROBABLE CAUSE: PER	E CREWMEMBERS OF TRAIN NO K THEIR LOCOMOTIVES, AND CONWAY YARD 2 N: YARD RULES	SUBSEQUENTLY PA THE HUMPING O	IMPACTED THE LIGHT LC OTHER MOVEMENTS INVOLVED: PERATIONS DID NOT REST	COMOTIVES FROM	17841N NO. 0 YI	28. \$ VE3	154,315 UNK MPH

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RR CODE	DATE TIME (	CITY/STATION	STATE	ACCIDENT TYPE	KILLED	INJURED	RF	R DAMAGE
 CR	01/31/94 05:20 AM	SELKIRK	NY	REAR-END COLLISION	0	3	\$	264,000
	TYPE OF TRACK:	MAIN						
	CLASS OF TRACK:						~	19 MPH
7	METHOD OF OPERATION	: TRAFFIC CON	TROL	MOVEMENTS INVOLVED:	FREIGHT TRAIN FREIGHT TRAIN	TV TV20		0 MPH
	EQUIPMENT DERAILED:	3 LOCOMOTIV 2 CAR(S)	TE (S)					
	PROBABLE CAUSE: THE A RESTRICTING SIGNA		6 DID NOT TO O	PERATE THEIR TRAIN IN A	CCORDANCE WITH	THE INDICAT	TION (	CONVEYED BY
	CONTRIBUTING FACTOR RESPECTIVELY.	S: THE ENGINEER'S AND	CONDUCTOR'S BL	OOD/ALCOHOL LEVELS WERE	MEASURED AT 0	.130 AND 0.1	.54 Pl	BRCENT
ATK SP	02/02/94 12:05 PM	JOLIET	IL	HIGHWAY-RAIL CROSSI	ING 3	0	\$	200
35	TYPE OF TRACK:	MAIN						
	CLASS OF TRACK:	4						
8	METHOD OF OPERATION		BLOCK FFIC CONTROL	MOVEMENTS INVOLVED:	PASSENGER TRAI	IN 30	)3	79 MPH
	EOUIPMENT DERAILED:							
	WARNING DEVICE:	PASSIVE						
	PROBABLE CAUSE: THE HIGHWAY-RAIL GRADE		OR DID NOT YIEI	D THE RIGHT-OF-WAY TO A	AN ONCOMING PAS	SENGER TRAIN	TA V	A

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500 3 <b>N</b>	02/08/94 05:50 PM	1 ST.PAUL	MN	HEAD-END COLLISION	0	6	Ş	119,000
	TYPE OF TRACK:	MAIN						
	CLASS OF TRACK:	3		MOVEMENTS INVOLVED:		47	23	о мрн
9	METHOD OF OPERATIC	ON: AUTOM. TIMET.	ATIC BLOCK ABLE	MOVEMENTS INVOLVED:	FREIGHT TRAIN		03	
	EQUIPMENT DERAILEI	3 LOC	OMOTIVE(S)					
	PROBABLE CAUSE: TH	HE BN HUMP DISPATC	HER ISSUED OVERLAPP	ING TRACK OCCUPANCY PER	MITS TO THE TWO	OPPOSING S	00 TR	AINS.
CSX	02/09/94 08:38 AM	4 MT. AIRY	MD	DERAILMENT	0	0	\$	15,550
	TYPE OF TRACK:	MAIN						
	CLASS OF TRACK:			MOVEMENTS INVOLVED:	πρεταυτ τρλτΝ	137	09	24 MPH
10	METHOD OF OPERATIO		IC CONTROL	MOVEMENTS INVOLVED:	FREIGHT IRAIN	, c.t.	0.5	21 1111
	EOUIPMENT DERAILEI	<b>.</b> 2 LOC	OMOTIVE(S)					
	EQUIPMENT DECAIDE	1 CAR	• •					
	~	1 CAR HE CREWMEMBERS OF	(S)	PPERATE THEIR TRAIN IN A	CCORDANCE WITH	THE INDICAT	TIONS	CONVEYED E
-	PROBABLE CAUSE: TH	1 CAR HE CREWMEMBERS OF SIGNALS.	(S) CSX 13709 DID NOT C					
-	PROBABLE CAUSE: TH APPROACH AND STOP	1 CAR HE CREWMEMBERS OF SIGNALS. M CHICAGO	(S) CSX 13709 DID NOT C					
WC CSX	PROBABLE CAUSE: TH APPROACH AND STOP 02/09/94 04:00 AN	1 CAR HE CREWMEMBERS OF SIGNALS. M CHICAGO	(S) CSX 13709 DID NOT C	REAR-END COLLISION	0	2	\$	96,800
-	PROBABLE CAUSE: TH APPROACH AND STOP 02/09/94 04:00 AN TYPE OF TRACK:	1 CAR HE CREWMEMBERS OF SIGNALS. M CHICAGO MAIN 3	(S) CSX 13709 DID NOT C		0	2 ¥2	\$	96,800 0 MPH

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05/30/96

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DATE TIME .				ACCIDENT TYPE	KIJ	LED	INJURED	RR	DAMAGE
TYPE OF TRACK:	ANDERSON	MAIN			1 (	)	5	\$ 1	,221,324
								0.0	19 MPH
METHOD OF OPERATION	1:	TRAFFIC CONTROL		MOVEMENTS INVOLVED	FREIGHT	TRAIN			
					FREIGHT	IRAIN		107	24 MFA
EQUIPMENT DERAILED:	:	4 LOCOMOTIVE(S) 8 CAR(S)							
		RS OF BOTH TRAIN	S DID NOT O	PERATE AT RESTRICTED	SPEED THR	OUGH THE	E LIMITS	OF THEI	R JOINT
02/09/94 03:45 AM						0	0	 \$	16,000
TYPE OF TRACK:		MAIN							
		2					1	17.1.4T 11.4	20 MPH
METHOD OF OPERATION	N :	VERBAL PERMISSI	ON	MOVEMENTS INVOLVED	: FREIGHT	TRAIN	T	EMOM	20 MPH
EQUIPMENT DERAILED	:	10 CAR(S)							
PROBABLE CAUSE: WII	DE GAGE CAU	SED BY INEFFECTI	VE CROSS TI	ES.					
02/09/94 05:35 PM	WILMINGTO	n	DE	LOCOMOTIVE		0	1	\$	0
TYPE OF TRACK:		MAIN							
		5						<b>0</b> 2	90 MPH
METHOD OF OPERATION	N :		ROL	MOVEMENTS INVOLVED	: PASSENGE	R TRAIN		82	30 MPA
	•	NONE							
EQUIPMENT DERAILED	•								
-	02/09/94 01:40 PM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED PROBABLE CAUSE: THI TRACK AND TIME AUTH 02/09/94 03:45 AM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED PROBABLE CAUSE: WIN 02/09/94 05:35 PM TYPE OF TRACK: CLASS OF TRACK:	02/09/94 01:40 PM ANDERSON TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: THE CREWMEMBEN TRACK AND TIME AUTHORITY. 02/09/94 03:45 AM GLENDALE TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: WIDE GAGE CAU 02/09/94 05:35 PM WILMINGTO TYPE OF TRACK: CLASS OF TRACK:	02/09/94 01:40 PM ANDERSON TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 4 LOCOMOTIVE(S) 8 CAR(S) PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAIN TRACK AND TIME AUTHORITY. 02/09/94 03:45 AM GLENDALE TYPE OF TRACK: MAIN CLASS OF TRACK: 2 METHOD OF OPERATION: VERBAL PERMISSI EQUIPMENT DERAILED: 10 CAR(S) PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTI 02/09/94 05:35 PM WILMINGTON TYPE OF TRACK: 5 METHOD OF OPERATION: TRAFFIC CONTROL AUTO TRAIN CONT CAB SIGNAL	02/09/9401:40 PMANDERSONMOTYPE OF TRACK:MAINCLASS OF TRACK:3METHOD OF OPERATION:TRAFFIC CONTROLEQUIPMENT DERAILED:4LOCOMOTIVE (S)8CAR (S)PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAINS DID NOT OF TRACK AND TIME AUTHORITY.02/09/9403:45 AMGLENDALEORTYPE OF TRACK:MAINCLASS OF TRACK:2METHOD OF OPERATION:VERBAL PERMISSIONEQUIPMENT DERAILED:10 CAR (S)PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTIVE CROSS TID02/09/9405:35 PMVILMINGTONDETYPE OF TRACK:MAINCLASS OF TRACK:5METHOD OF OPERATION:TRAFFIC CONTROLAUTO TRAIN CONTROLAUTO TRAIN CONTROLCAB SIGNALCAB SIGNAL	02/09/94 01:40 PM ANDERSON MO HEAD-END COLLISION TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: EQUIPMENT DERAILED: 4 LOCOMOTIVE(S) 8 CAR(S) PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAINS DID NOT OPERATE AT RESTRICTED TRACK AND TIME AUTHORITY. 02/09/94 03:45 AM GLENDALE OR DERAILMENT TYPE OF TRACK: 2 METHOD OF OPERATION: VERBAL PERMISSION MOVEMENTS INVOLVED EQUIPMENT DERAILED: 10 CAR(S) PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTIVE CROSS TIES. 02/09/94 05:35 PM WILMINGTON DE LOCOMOTIVE TYPE OF TRACK: 5 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED AUTO TRAIN CONTROL CAB SIGNAL	02/09/94 01:40 PM ANDERSON MO HEAD-END COLLISION TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT FREI	02/09/94       01:40       PM       ANDERSON       MO       HEAD-END COLLISION       0         TYPE OF TRACK:       MAIN       AIN       CLASS OF TRACK:       3         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       4       LOCOMOTIVE(S)       8       CAR(S)         PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAINS DID NOT OPERATE AT RESTRICTED SPEED THROUGH THIS       TRACK AND TIME AUTHORITY.       0         02/09/94       03:45 AM       GLENDALE       OR       DERAILMENT       0         TYPE OF TRACK:       MAIN       CLASS OF TRACK:       2       0         METHOD OF OPERATION:       VERBAL PERMISSION       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       10       CAR(S)       0         PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTIVE CROSS TIES.       0       0         02/09/94       05:35 PM       WILMINGTON       DE       LOCOMOTIVE       0         TYPE OF TRACK:       MAIN       CLASS OF TRACK:       5       MOVEMENTS INVOLVED: PASSENGER TRAIN         AUTO TRAIN CONTROL       AUTO TRAIN CONTROL       MOVEMENTS INVOLVED: PASSENGER TRAIN	02/09/94 01:40 PM ANDERSON MO HEAD-END COLLISION 0 5 TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN EQUIPMENT DERAILED: 4 LOCOMOTIVE (S) 8 CAR (S) PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAINS DID NOT OPERATE AT RESTRICTED SPEED THROUGH THE LIMITS TRACK AND TIME AUTHORITY. 02/09/94 03:45 AM GLENDALE OR DERAILMENT 0 0 02/09/94 03:45 AM GLENDALE OR DERAILMENT 0 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 2 METHOD OF OPERATION: VERBAL PERMISSION MOVEMENTS INVOLVED: FREIGHT TRAIN 1 EQUIPMENT DERAILED: 10 CAR (S) PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTIVE CROSS TIES. 02/09/94 05:35 PM WILMINGTON DE LOCOMOTIVE 0 1 TYPE OF TRACK: 5 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: PASSENGER TRAIN AUTO TRAIN CONTROL CLASS OF TRACK: 5 METHOD OF OPERATION: TRAFFIC CONTROL AUTO TRAIN CONTROL CAB SIGNAL	02/09/94       01:40 PM ANDERSON       MO       HEAD-END COLLISION       0       5       \$ 1         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       3         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN       82         FREIGHT TRAIN       107         EQUIPMENT DERAILED:       4 LOCOMOTIVE(S)       8 CAR(S)         PROBABLE CAUSE: THE CREWMEMBERS OF BOTH TRAINS DID NOT OPERATE AT RESTRICTED SPEED THROUGH THE LIMITS OF THEIR         TRACK:       MAIN         C2/09/94       03:45 AM GLENDALE       OR       DERAILMENT       0       0       \$         TYPE OF TRACK:       MAIN       2       MIN       CLASS OF TRACK:       2       NOVEMENTS INVOLVED: FREIGHT TRAIN       1EMUM         EQUIPMENT DERAILED:       10 CAR(S)       MOVEMENTS INVOLVED: FREIGHT TRAIN       1EMUM         EQUIPMENT DERAILED:       10 CAR(S)       MOVEMENTS INVOLVED: FREIGHT TRAIN       1EMUM         EQUIPMENT DERAILED:       10 CAR(S)       EQUIPMENT DERAILED:       1       1         PROBABLE CAUSE: WIDE GAGE CAUSED BY INEFFECTIVE CROSS TIES.       2       2       2       2         PROBABLE CAUSE: WILMINGTON       DE       LOCOMOTIVE       0       1       \$         TYPE

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05/30/96

DATE TIME CIT	•		ACCIDENT TYPE	KILLED	INJURED	RR	DAMAGE
02/15/94 07:10 PM GF TYPE OF TRACK:	MAIN		DERAILMENT	0	0	\$	29,500
METHOD OF OPERATION:	YARD LIMITS		MOVEMENTS INVOLVED:	FREIGHT TRAIN	BRI	EV	9 MPH
DISPROPORTIONATE WEIGH	HT DISTRIBUTION AT T	HE REAR OF THE	TRAIN.				Y
02/16/94 08:14 AM QU	UANAH						40,000
CLASS OF TRACK:		TPOT.	MOVEMENTS INVOLVED:	FREIGHT TRAIN	011	94	10 MPH
		INOL					
HAZARDOUS MATERIALS RI	ELEASED: YES	NUMBER EV	ACUATED: 47				
		94 DID NOT UT	ILIZE PROPER RADIO COMMU	NICATIONS WHILE	E BACKING U	P TO 1	'HE
02/19/94 08:58 AM BG	oothwyn	PA	HIGHWAY-RAIL CROSSI	NG 4	0	\$	800
TYPE OF TRACK:	MAIN						
					D1	26	49 MPH
		TROL	MOVEMENTS INVOLVED:	FREIGHI IRAIN	K1	50	
EQUIPMENT DERAILED: WARNING DEVICE:	NONE ACTIVE						
-	TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: IMPROD DISPROPORTIONATE WEIG 02/16/94 08:14 AM QU TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: HAZARDOUS MATERIALS R PROBABLE CAUSE: THE C STANDING PORTION OF T 02/19/94 08:58 AM BU TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: METHOD OF OPERATION:	EQUIPMENT DERAILED:10 CAR(S)PROBABLE CAUSE: IMPROPER TRAIN MAKE-UP.MDISPROPORTIONATE WEIGHT DISTRIBUTION AT THE02/16/9408:14 AM QUANAHTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTEQUIPMENT DERAILED:2 CAR(S)HAZARDOUS MATERIALS RELEASED: YESPROBABLE CAUSE: THE CREWMEMBERS OF BN 011STANDING PORTION OF THEIR TRAIN.02/19/9408:58 AM BOOTHWYNTYPE OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTENT02/19/9408:58 AM BOOTHWYNTYPE OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTENT	TYPE OF TRACK:MAINTYPE OF TRACK:1METHOD OF OPERATION:YARD LIMITSEQUIPMENT DERAILED:10 CAR (S)PROBABLE CAUSE:IMPROPER TRAIN MAKE-UP.DISPROPORTIONATE WEIGHT DISTRIBUTION AT THE REAR OF THE02/16/9408:14 AM QUANAHTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLEQUIPMENT DERAILED:2 CAR (S)HAZARDOUS MATERIALS RELEASED:YESPROBABLE CAUSE:THE CREWMEMBERS OF BN 01194 DID NOT UTISTANDING PORTION OF THEIR TRAIN.02/19/9408:58 AM BOOTHWYNPATYPE OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROL	TYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:YARD LIMITSEQUIPMENT DERAILED:10 CAR (S)PROBABLE CAUSE: IMPROPER TRAIN MAKE-UP.WHEEL LIFT CAUSED BY EXCESSIVE BUFF (DISPROPORTIONATE WEIGHT DISTRIBUTION AT THE REAR OF THE TRAIN.02/16/94 08:14 AM QUANAHTXOTHERTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS INVOLVED:EQUIPMENT DERAILED:2 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:47PROBABLE CAUSE: THE CREWMEMBERS OF BN 01194 DID NOT UTILIZE PROPER RADIO COMMUSTANDING PORTION OF THEIR TRAIN.02/19/94 08:58 AM BOOTHWYNPAHIGHWAY-RAIL CROSSITYPE OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS INVOLVED:2/19/94 08:58 AM BOOTHWYNPAHIGHWAY-RAIL CROSSITYPE OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS INVOLVED:	02/15/94       03/150 FM GRIFFIN       IN       DEFINITION IN THE REAL OF THACK.         TYPE OF TRACK:       1         METHOD OF OPERATION:       YARD LIMITS       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       10 CAR (S)         PROBABLE CAUSE:       IMPROPER TRAIN MAKE-UP. WHEEL LIFT CAUSED BY EXCESSIVE BUFF (COMPRESSIVE) FC         DISPROPORTIONATE WEIGHT DISTRIBUTION AT THE REAR OF THE TRAIN.         02/16/94       08:14 AM QUANAH       TX         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL         MOVEMENT DERAILED:       2 CAR (S)         HAZARDOUS MATERIALS RELEASED:       YES         PROBABLE CAUSE: THE CREWMEMBERS OF BN 01194 DID NOT UTILIZE PROPER RADIO COMMUNICATIONS WHILH	02/13/34       0.7110       FM       FM       FM         TYPE OF TRACK:       1       MAIN       MOVEMENTS INVOLVED: FREIGHT TRAIN       BRE         EQUIPMENT DERAILED:       10       CAR (S)       MOVEMENTS INVOLVED: FREIGHT TRAIN       BRE         PROBABLE CAUSE:       IMPROPER TRAIN MAKE-UP.       WHEEL LIFT CAUSED BY EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERAL       DISPROPORTIONATE WEIGHT DISTRIBUTION AT THE REAR OF THE TRAIN.       0       0         02/16/94       08:14       AM QUANAH       TX       OTHER       0       0         TYPE OF TRACK:       MAIN       MAIN       CLASS OF TRACK:       4       0       0         CLASS OF TRACK:       4       METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN       0119         EQUIPMENT DERAILED:       2 CAR (S)       NUMBER EVACUATED:       47         PROBABLE CAUSE:       THE CREWMEMBERS OF BN 01194 DID NOT UTILIZE PROPER RADIO COMMUNICATIONS WHILE BACKING UN STANDING PORTION OF THEIR TRAIN.       0         02/19/94       08:58 AM BOOTHWYN       PA       HIGHWAY-RAIL CROSSING       4       0         TYPE OF TRACK:       4       MAIN       CLASS OF TRACK:       4       0       0         C2/19/94       08:58 AM BOOTHWYN       PA       HIGHWAY-RAIL CROSSIN	02/10/34       03/110       MAIN         CLASS OF TRACK:       1         METHOD OF OPERATION:       YARD LIMITS       MOVEMENTS INVOLVED: FREIGHT TRAIN       BREV         EQUIPMENT DERAILED:       10 CAR (S)       PROBABLE CAUSE: IMPROPER TRAIN MAKE-UP. WHEEL LIFT CAUSED BY EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED B         PROBABLE CAUSE: IMPROPER TRAIN MAKE-UP.       WHEEL LIFT CAUSED BY EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED B         DISPROPORTIONATE WEIGHT DISTRIBUTION AT THE REAR OF THE TRAIN.       0       0       \$         TYPE OF TRACK:       MAIN       MAIN       0       \$         CLASS OF TRACK:       4       METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN       01194         EQUIPMENT DERAILED:       2 CAR(S)       10       NUMBER EVACUATED:       47         PROBABLE CAUSE: THE CREWMEMBERS OF BN 01194 DID NOT UTILIZE PROPER RADIO COMMUNICATIONS WHILE BACKING UP TO T       STANDING PORTION OF THEIR TRAIN.       02/19/94       08:58 AM BOOTHWYN       PA       HIGHWAY-RAIL CROSSING       4       0       \$         02/19/94       08:58 AM BOOTHWYN       PA       HIGHWAY-RAIL CROSSING       4       0       \$         C14/95 OF TRACK:       4       METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN       R136

DATE TIME CITY/STAT	ION STATE	ACCIDENT TYPE	KILLED	INJURED	RR	DAMAGE
	TON CA SIDING	DERAILMENT	0	0	\$	306,998
	2 TRAFFIC CONTROL 9 CAR(S)	MOVEMENTS INVOLVED: FRE	IGHT TRAIN	BKDO	U	10 MPH
PROBABLE CAUSE: EXCESSIVE BU IN HIS TRAIN WHILE RELEASING	FF (COMPRESSIVE) FORCES GEN THE AIR BRAKES ON A DESCEN	NERATED WHEN THE ENGINEER D NDING GRADE.	ID NOT EFFEC	TIVELY CONT	ROL I	HE SLACK
02/24/94 07:30 AM CADES		HIGHWAY-RAIL CROSSING	3	0	\$	0
TYPE OF TRACK:	MAIN					
	-	MOVEMENTS INVOLVED: WOR	K TRAIN	92	21	45 MPH
EQUIPMENT DERAILED: WARNING DEVICE:	NONE PASSIVE					
PROBABLE CAUSE: THE MOTOR VE GRADE CROSSING.	HICLE OPERATOR DID NOT YIE	LD THE RIGHT-OF-WAY TO AN C	NCOMING WOR	K TRAIN AT A	A HIGI	HWAY-RAIL
02/24/94 09:53 PM LANGTRY TYPE OF TRACK:			0	0	\$	603,000
	4	MOVEMENTS INVOLVED: FRE		NOT	200	44 MPH
CLASS OF TRACK:						
	02/23/94 12:40 PM WEST COL TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: EXCESSIVE BU IN HIS TRAIN WHILE RELEASING 02/24/94 07:30 AM CADES TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: WARNING DEVICE: PROBABLE CAUSE: THE MOTOR VE GRADE CROSSING.	02/23/94       12:40 PM WEST COLTON       CA         TYPE OF TRACK:       SIDING         CLASS OF TRACK:       2         METHOD OF OPERATION:       TRAFFIC CONTROL         EQUIPMENT DERAILED:       9 CAR (S)         PROBABLE CAUSE:       EXCESSIVE BUFF (COMPRESSIVE) FORCES GEN         IN HIS TRAIN WHILE RELEASING THE AIR BRAKES ON A DESCEN         02/24/94       07:30 AM CADES       TN         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRACK WARRANT CONTROL         EQUIPMENT DERAILED:       NONE         WARNING DEVICE:       PASSIVE         PROBABLE CAUSE: THE MOTOR VEHICLE OPERATOR DID NOT YIEJ         GRADE CROSSING.       TX	02/23/94       12:40 PM       WEST COLTON       CA       DERAILMENT         TYPE OF TRACK:       SIDING         CLASS OF TRACK:       2         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FRE         EQUIPMENT DERAILED:       9 CAR (S)         PROBABLE CAUSE:       EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED WHEN THE ENGINEER D         IN HIS TRAIN WHILE RELEASING THE AIR BRAKES ON A DESCENDING GRADE.         02/24/94       07:30 AM       CADES         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRACK WARRANT CONTROL         MOVEMENTS INVOLVED:       WOR         EQUIPMENT DERAILED:       NONE         WARNING DEVICE:       PASSIVE         PROBABLE CAUSE: THE MOTOR VEHICLE OPERATOR DID NOT YIELD THE RIGHT-OF-WAY TO AN OF         GRADE CROSSING.       TX         02/24/94       09:53 PM	02/23/94     12:40 PM     WEST COLTON     CA     DERAILMENT     0       TYPE OF TRACK:     SIDING     SIDING     0       CLASS OF TRACK:     2     0     0       METHOD OF OPERATION:     TRAFFIC CONTROL     MOVEMENTS INVOLVED: FREIGHT TRAIN       EQUIPMENT DERAILED:     9 CAR(S)       PROBABLE CAUSE:     EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED WHEN THE ENGINEER DID NOT EFFEC       IN HIS TRAIN WHILE RELEASING THE AIR BRAKES ON A DESCENDING GRADE.       02/24/94     07:30 AM     CADES       TYPE OF TRACK:     MAIN       CLASS OF TRACK:     4       METHOD OF OPERATION:     TRACK WARRANT CONTROL       MOVEMENTS INVOLVED:     WORK TRAIN       EQUIPMENT DERAILED:     NONE       EQUIPMENT DERAILED:     NONE       WARNING DEVICE:     PASSIVE       PROBABLE CAUSE: THE MOTOR VEHICLE OPERATOR DID NOT YIELD THE RIGHT-OF-WAY TO AN ONCOMING WORD       GRADE CROSSING.     02/24/94       02/24/94     09:53 FM LANGTRY     TX	02/23/94     12:40 PM WEST COLTON     CA     DERAILMENT     0     0       TYPE OF TRACK:     SIDING       CLASS OF TRACK:     2       METHOD OF OPERATION:     TRAFFIC CONTROL     MOVEMENTS INVOLVED: FREIGHT TRAIN     BKDC       EQUIPMENT DERAILED:     9 CAR (S)       PROBABLE CAUSE:     EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED WHEN THE ENGINEER DID NOT EFFECTIVELY CONT       IN HIS TRAIN WHILE RELEASING THE AIR BRAKES ON A DESCENDING GRADE.       02/24/94     07:30 AM CADES     TN     HIGHWAY-RAIL CROSSING     3     0       02/24/94     07:30 AM CADES     TN     HIGHWAY-RAIL CROSSING     3     0       CLASS OF TRACK:     4       METHOD OF OPERATION:     TRACK WARRANT CONTROL     MOVEMENTS INVOLVED: WORK TRAIN     92       EQUIPMENT DERAILED:     NONE     NONE     PASSIVE     92       PROBABLE CAUSE: THE MOTOR VEHICLE OPERATOR DID NOT YIELD THE RIGHT-OF-WAY TO AN ONCOMING WORK TRAIN AT A GRADE CROSSING.     0     0	O2/23/94     12:40 PM     WEST COLTON     CA     DERAILMENT     0     0     \$       02/23/94     12:40 PM     WEST COLTON     SIDING     CLASS OF TRACK:     2       METHOD OF OPERATION:     TRAFFIC CONTROL     MOVEMENTS INVOLVED: FREIGHT TRAIN     BKDOU       EQUIPMENT DERAILED:     9 CAR(S)     PROBABLE CAUSE: EXCESSIVE BUFF (COMPRESSIVE) FORCES GENERATED WHEN THE ENGINEER DID NOT EFFECTIVELY CONTROL T       IN HIS TRAIN WHILE RELEASING THE AIR BRAKES ON A DESCENDING GRADE.     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     07:30 AM     CADES     TN     HIGHWAY-RAIL CROSSING     3     0     \$       02/24/94     09:53 PM     LANGTRY     A     MOVEMENTS INVOLVED: WORK TRAIN AT A HIGH       02/24/94     09:53 PM     LANGTRY

RR CODE	DATE TIME C	CITY/STATION	STATE	ACCIDENT	TYPE	KI	LLED	INJURI	ED	RR DAMAGE	
BN	02/24/94 07:35 AM TYPE OF TRACK:	MAIN	IA	DERAILMEN	T		0	0		\$ 2,000,000	
21	CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED:	TRACK WARRANT		MOVEMENTS	INVOLVED:	FREIGHT	TRAIN		328RC	49 MPH	
		KEN RAIL (VERTICAL SPLIT	HEAD).								+ <b>-</b>
IC	02/26/94 01:30 PM	FLORA	MS	HEAD-END	COLLISION		1	3		\$ 1,248,578	
	TYPE OF TRACK:										
	CLASS OF TRACK:	4							<b></b>	2/1	
22	METHOD OF OPERATION	: TRACK PERMIT	CONTROL	MOVEMENTS	INVOLVED:				5 MENL	25 MPH	,
	EQUIPMENT DERAILED:	4 LOCOMOTIVE( 22 CAR(S)	S)			FREIGHT	IRAIN		₽ BRME	34 MPH 7/15	ر
		CREWMEMBERS OF NORTHBOU IN TRACK PRIOR TO THE AR			COMPLY WI	TH THEIR	TRACK P	PERMIT	CONTROL	AUTHORITY	
s00	02/27/94 06:20 AM		ND	DERAILMEN	 1T		0	2		\$ 574,961	
	TYPE OF TRACK:										
	CLASS OF TRACK:	3	201750T	NOTENEDIC	THUOT WED	EDETCUT	יייס אד א		58024	40 MPH	
23		: TRACK WARRANT	CONTROL	MOVEMENTS	INVOLVED:	FREIGHT	IKAIN		50024	40 1111	
	EQUIPMENT DERAILED: HAZARDOUS MATERIALS	25 CAR(S) RELEASED: YES	NUMBER	EVACUATED:	1500						
	PROBABLE CAUSE: CEN	TER BROKEN JOINT BARS CA	USED A RAI	L-END MISMATCH.							

05/30/96

R CODE	DATE TIME	CITY/STATI	ON	STATE	ACCIDENT	TYPE	KILLED	INJURE	D RF	R DAMAGE
SP	02/27/94 07:40 Z TYPE OF TRACK:		MAIN	СА	DERAILMEN	Г Г	0	0	\$	382,400
24	CLASS OF TRACK: METHOD OF OPERAT EQUIPMENT DERAIL	ION:	3 TRAFFIC CONTROL 19 CAR(S)		MOVEMENTS	INVOLVED:	FREIGHT TRAIN	И	EUWCM	29 MPH
	PROBABLE CAUSE: THE DEFECTIVE VA BRAKE SHOES TO O	LVE ON COVERE	USED BY EXCESSIV D HOPPER SSW 715	E METAL BUII 62 ALLOWED B	D-UP ON THE EXCESSIVE AI	WHEEL TRE R PRESSURE	EAD DUE TO A 1 E TO ENTER TH	DEFECTIVE E BRAKE CY	AIR BRAKI LINDER AI	E VALVE. ND CAUSED TH
ATK UP	03/03/94 07:05	PM PLATTEVII	.LE	СО	HIGHWAY-R.	AIL CROSSI	ENG 0	13	\$	218,500
	TYPE OF TRACK:		MAIN							
	CLASS OF TRACK:		5		MONDADA	TNUCLUED.	PASSENGER TR	ΔΤΝ	26	68 MPH
25	METHOD OF OPERAT EQUIPMENT DERAIL		TRAFFIC CONTROL 2 LOCOMOTIVE(S) 5 CAR(S)		MOVEMENTS	THAOPAPD:	PASSENGER IR	, .		
	WARNING DEVICE:		PASSIVE							
	PROBABLE CAUSE: GRADE CROSSING.	THE TANK TRUC	K DRIVER DID NOT	'YIELD THE I	RIGHT-OF-WAY	TO AN ON	COMING PASSEN	GER TRAIN	AT A HIG	HWAY-RAIL
SP ATSF	03/07/94 06:40	PM BAKERSFI	LD		REAR-END	COLLISION	0	4	\$	86,600
ATSF	TYPE OF TRACK:		MAIN							
	CLASS OF TRACK:		2							
26	METHOD OF OPERAT	'ION:	TRAFFIC CONTROL	1	MOVEMENTS	INVOLVED:	FREIGHT TRAI FREIGHT TRAI		BABK1 DOBKU	5 MPH 24 MPH
	EQUIPMENT DERAIL	ED:	3 CAR(S)							
	PROBABLE CAUSE: STOP SIGNAL.	THE CREWMEMB	ERS OF SP DOBKU I	ID NOT OPER.	ATE THEIR TR	AIN IN AC	CORDANCE WITH	I THE INDI	CATION CO	NVEYED BY A

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R CODE	DATE TIME	CITY/STATION		ACCIDENT TYPE	KILLED	INJURED	RR	DAMAGE
CR	03/28/94 07:29 PM TYPE OF TRACK:	OREELINE OF	ОН		0	2	\$	551,055
27	CLASS OF TRACK: METHOD OF OPERATION		٦٢.	MOVEMENTS INVOLVED: FR	EIGHT TRAIN	COBU8		30 MPH
21	MEIROD OF OPERATION	N: IRAFFIC CONIRC			EIGHT TRAIN			0 MPH
	EQUIPMENT DERAILED:	: 2 LOCOMOTIVE ( 18 CAR (S)	3)					
	PROBABLE CAUSE: THE A STOP AND PROCEED		3 DID NOT OF	PERATE THEIR TRAIN IN ACCO	RDANCE WITH T	HE INDICATIO	'N CO	NVEYED BY
SP	03/29/94 08:05 AM TYPE OF TRACK:			REAR-END COLLISION		2	\$	3,700
	CLASS OF TRACK:	4					_	
28	METHOD OF OPERATION	N: TRAFFIC CONTRO	) L	MOVEMENTS INVOLVED: FR FR	EIGHT TRAIN EIGHT TRAIN	EPCIN EPTUI	i J	13 MPH 0 MPH
	EQUIPMENT DERAILED	: 2 CAR(S)						
	STOP AND PROCEED S	IGNAL.		RATE THEIR TRAIN IN ACCOR		E INDICATION	I CON	IVEYED BY A
KCS		HAWTHORN MAIN				0	\$	398,441
	CLASS OF TRACK:	3				60.		OF NOU
29		N: TRAFFIC CONTRA : 23 CAR(S)	OL	MOVEMENTS INVOLVED: FR	EIGHT TRAIN	684	1	25 MPH
	PROBABLE CAUSE: EXC LIGHTLY LOADED FLAT	CESSIVE BUFF (COMPRESSIVE ICAR NO. TTDX 930404, THE	) FORCES, RE 73RD CAR IN	ESULTING FROM IMPROPER TRA I THE TRAIN.	AIN MAKE-UP, C	AUSED WHEEL	LIFI	on a

R CODE	DATE TIME CITY/STAT			ACCIDENT TYPE	K	LLED	INJURE	D	RR	DAMAGE
NS	04/04/94 07:00 AM CAMP CRC TYPE OF TRACK:	DFT MAIN		HIGHWAY-RAIL CROSS	SING	0	3		\$	3,000
30	CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: WARNING DEVICE:	4 TRACK WARRANT NONE PASSIVE	CONTROL	MOVEMENTS INVOLVED:	FREIGHT	TRAIN	-	P86		25 MPH
	PROBABLE CAUSE: THE TANK TRU GRADE CROSSING.	JCK OPERATOR DID	NOT YIELD TH	E RIGHT-OF-WAY TO AN	ONCOMING	FREIGHT	TRAIN	АТ А Н	IIGHW	AY-RAIL
BN	04/04/94 07:30 PM PERHAM TYPE OF TRACK:	MAIN		DERAILMENT		0	0		\$	496,000
31	CLASS OF TRACK: METHOD OF OPERATION:	TRACK WARRANT		MOVEMENTS INVOLVED	FREIGHT	TRAIN		01110		39 MPH
	EQUIPMENT DERAILED: PROBABLE CAUSE: BROKEN RAIL	(VERTICAL SPLIT								27 075
ATK CDT	04/15/94 06:51 AM OLD SAYE		CT	HEAD-END COLLISIO	N	0	17		Ş	37,975
	TYPE OF TRACK: CLASS OF TRACK:	MAIN 5								
32	METHOD OF OPERATION:	INTERLOCKING CAB SIGNAL TRAFFIC CONTR AUTO TRAIN CO	OL	MOVEMENTS INVOLVED		ER TRAIN ER TRAIN				10 MPH O MPH
	EQUIPMENT DERAILED:	NONE								
		0 F CDT 3639 DT	D NOT OPERATE	HIS TRAIN IN ACCORD	ANCE WITH	THE IND	ICATIO	N CONVE	EYED	BY A STOP

THEREFORE RENDERED THE CAB SIGNAL INOPERATIVE.

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ODE	DATE TIME	CITY/STATION		51ATE	ACCIDENT TYPE	KILLED	INJURED			
- <b>-</b> TK SX	05/16/94 04:37 AM	SMITHFIELD		NC	RAKING COLLISION	1	29	\$	3,800	,000
	TYPE OF TRACK:	MAI	v							
	CLASS OF TRACK:	5								
33	METHOD OF OPERATION	I: TRA	FFIC CONTROL		MOVEMENTS INVOLVED:					
						FREIGHT TRAIN	1	R176	36	MPH
	EQUIPMENT DERAILED:		COMOTIVE(S) CAR(S)							
	PROBABLE CAUSE: A I ADJACENT TRACK AND				LATCHED ON FLATCAR GER TRAIN.	KTTX 251988, SH	IFTED OU	TWARD J	OWARD	THE
 R	05/29/94 05:00 AM	VAN PORT		PA	DERAILMENT	0	0	 \$	359	,433
	TYPE OF TRACK:									
	CLASS OF TRACK:	3						THTO	20	MDI
34	METHOD OF OPERATION		OMATIC BLOCK ETABLE		MOVEMENTS INVOLVED:	FREIGHT TRAIN	E	ΠΥΥΥ	30	MPH
	EQUIPMENT DERAILED	26	CAR(S)							
	PROBABLE CAUSE: EXC	CESSIVE BUFF (C	OMPRESSIVE) F	ORCES RESULT	TING FROM THE IMPROPI	ER USE OF THE DY	NAMIC BR	AKE.		
	06/04/94 10:00 AM	PALMER		MA	OTHER	0	1	\$	94	,500
	TYPE OF TRACK:	SID	ING							
	CLASS OF TRACK:	2								
35	METHOD OF OPERATION	I: FOR	M D CONTROL S	YSTEM	MOVEMENTS INVOLVED:	FREIGHT TRAIN		957	20	MPH
	EQUIPMENT DERAILED		OCOMOTIVE(S) AR(S)							
					DONTE OF THE TRAIN AND	DIVERTED THE N	OVEMENT	ιντο α	SIDIN	IG
			FACTNC-DOINT	SWITCH IN M						
	PROBABLE CAUSE: VAN WHICH WAS OCCUPIED			SWITCH IN F.	RUNT OF THE TRAIN AN		10 1 21 22 2			

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CODE	DATE TIME C	CITY/STATION	STATE	ACCIDENT TYPE	KILLED	INJURED	RR DAMAGE
MRL BN	06/05/94 12:10 AM	HAUSER	ID	HIGHWAY-RAIL CROSSING	G 3	0	\$ 0
	TYPE OF TRACK:	MAIN					
	CLASS OF TRACK:	4					
36	METHOD OF OPERATION	TRAFFIC CONT	<b>TROL</b>	MOVEMENTS INVOLVED: FF	REIGHT TRAIN	01021	52 MPH
	EQUIPMENT DERAILED:		а. С				
	WARNING DEVICE:	PASSIVE					
	PROBABLE CAUSE: THE HIGHWAY-RAIL GRADE (		R DID NOT YIEL	D THE RIGHT-OF-WAY TO AN	ONCOMING FRE	IGHT TRAIN AT	Α
	HIGHWAY-RAIL GRADE (	CROSSING.		D THE RIGHT-OF-WAY TO AN D ALCOHOL LEVEL WAS MEASU			A
BN	HIGHWAY-RAIL GRADE (	CROSSING.	PERATOR'S BLOO		URED AT 0.22 I	PERCENT.	A \$ 2,431,000
BN	HIGHWAY-RAIL GRADE (	CROSSING. 5: THE MOTOR VEHICLE OF NORWAY	PERATOR'S BLOO	D ALCOHOL LEVEL WAS MEAST	URED AT 0.22 I	PERCENT.	
BN	HIGHWAY-RAIL GRADE ( CONTRIBUTING FACTOR: 06/08/94 03:27 AM	CROSSING. 5: THE MOTOR VEHICLE OF NORWAY MAIN 4	PERATOR'S BLOO NE	D ALCOHOL LEVEL WAS MEASU	URED AT 0.22 1 2	PERCENT. 2	\$ 2,431,000
BN 37	HIGHWAY-RAIL GRADE ( CONTRIBUTING FACTOR: 06/08/94 03:27 AM TYPE OF TRACK:	CROSSING. 5: THE MOTOR VEHICLE OF NORWAY MAIN 4	PERATOR'S BLOO NE	D ALCOHOL LEVEL WAS MEASU REAR-END COLLISION MOVEMENTS INVOLVED: FI	URED AT 0.22 I 2 REIGHT TRAIN	PERCENT. 2 RC356	\$ 2,431,000 0 MPH
	HIGHWAY-RAIL GRADE ( CONTRIBUTING FACTOR: 06/08/94 03:27 AM TYPE OF TRACK: CLASS OF TRACK:	CROSSING. 5: THE MOTOR VEHICLE OF NORWAY MAIN 4	PERATOR'S BLOO NE	D ALCOHOL LEVEL WAS MEASU REAR-END COLLISION MOVEMENTS INVOLVED: FI	URED AT 0.22 I 2 REIGHT TRAIN REIGHT TRAIN	PERCENT. 2 RC356 KK056	\$ 2,431,000 0 MPH 49 MPH
	HIGHWAY-RAIL GRADE ( CONTRIBUTING FACTOR: 06/08/94 03:27 AM TYPE OF TRACK: CLASS OF TRACK:	CROSSING. 5: THE MOTOR VEHICLE OF NORWAY MAIN 4 : TRAFFIC CONT	PERATOR'S BLOO NE	D ALCOHOL LEVEL WAS MEASU REAR-END COLLISION MOVEMENTS INVOLVED: FI	URED AT 0.22 I 2 REIGHT TRAIN	PERCENT. 2 RC356 KK056	\$ 2,431,000 0 MPH 49 MPH

CONTROL THE SPEED OF THEIR TRAIN UNTIL MOMENTS BEFORE IMPACT.

R CODE	DATE TIME CITY/S	TATION	STATE	ACCIDENT TYPE	KILLED	INJURED	RI	CAMAGE
UP	06/11/94 12:56 PM EASTL	AND	TX	DERAILMENT	0	1	\$	993,650
	TYPE OF TRACK:							
	CLASS OF TRACK:	4						
38	METHOD OF OPERATION:	TRAFFIC CONTROL		MOVEMENTS INVOLVED: F	REIGHT TRAIN	FWE	P	45 MPH
	EQUIPMENT DERAILED:							
		31 CAR(S)						
	HAZARDOUS MATERIALS RELEA	SED: YES	NUMBER EVA	CUATED: 12				
	PROBABLE CAUSE: UNSTABLE LEVEL.							
		RIER PERSONNEL DID N	OT TAKE COF	RECTIVE ACTION TO ADDRE	ESS TRACK STRUC			
NJTR CR	LEVEL. CONTRIBUTING FACTORS: CAR	RIER PERSONNEL DID N CE FOR THE SPEED AT	OT TAKE COP WHICH TRAIN	RECTIVE ACTION TO ADDRE	ESS TRACK STRUC	TURE/GEOME	FRY C	ONDITIONS
	LEVEL. CONTRIBUTING FACTORS: CAR THAT WERE NOT IN COMPLIAN	RIER PERSONNEL DID N CE FOR THE SPEED AT MAN	OT TAKE COP WHICH TRAIN	RECTIVE ACTION TO ADDRE	ESS TRACK STRUC	TURE/GEOME	TRY C	ONDITIONS
	LEVEL. CONTRIBUTING FACTORS: CAR THAT WERE NOT IN COMPLIAN 06/28/94 05:55 PM HARRI	RIER PERSONNEL DID N CE FOR THE SPEED AT MAN	OT TAKE COP WHICH TRAIN	RECTIVE ACTION TO ADDRE IS WERE ALLOWED TO OPERA DERAILMENT	ESS TRACK STRUC ATE. 0	TURE/GEOME 9	FRY C  \$	ONDITIONS
	LEVEL. CONTRIBUTING FACTORS: CAR THAT WERE NOT IN COMPLIAN 06/28/94 05:55 PM HARRI TYPE OF TRACK:	RIER PERSONNEL DID N CE FOR THE SPEED AT MAN	OT TAKE COF WHICH TRAIN  NY	RECTIVE ACTION TO ADDRE IS WERE ALLOWED TO OPERA DERAILMENT MOVEMENTS INVOLVED: P	ESS TRACK STRUC ATE. 0	TURE/GEOME: 9	TRY C	ONDITIONS 569,470 60 MPH

CONTRIBUTING FACTORS: CREWMEMBERS OF CONRAIL ML401, DID NOT PROPERLY INSPECT THEIR TRAIN AFTER AN EMERGENCY BRAKE APPLICATION AND THE TWO NJTR TRAIN DISPATCHERS DID NOT RESTRICT THE SPEED OF FOLLOWING TRAIN (NO. 57) AS REQUIRED.

R CODE	DATE TIME CITY/STAT	ION STAT	E ACCIDENT TYPE	KILLED	INJURED	RR	2 DAMAGE
DRGW	07/01/94 10:30 AM MAPLETON TYPE OF TRACK:	MAIN	HIGHWAY-RAIL CROSSING	3	0	\$	1,000
40	CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: WARNING DEVICE:		MOVEMENTS INVOLVED: FRI	EIGHT TRAIN	OADV	F	49 MPH
	PROBABLE CAUSE: THE MOTOR VE HIGHWAY-RAIL GRADE CROSSING.		T YIELD THE RIGHT-OF-WAY TO THE	ONCOMING FRE	IGHT TRAIN	AT A	
ATSF	07/03/94 04:38 PM KINGMAN TYPE OF TRACK: CLASS OF TRACK:	AZ MAIN 3	DERAILMENT	0	0	\$	311,700
41	METHOD OF OPERATION:		MOVEMENTS INVOLVED: FR	EIGHT TRAIN	нксі	3A	27 MPH
	EQUIPMENT DERAILED: PROBABLE CAUSE: IMPROPER PLA PASSENGER CAR BOMX 2303 TO T	CEMENT OF PASSENGER CA	ARS IN TRANSIT. ATSF WAYBILL RES	STRICTIONS PR	OHIBITED CO	OUPLIN	1G
UP	07/14/94 07:50 AM STOCKTON TYPE OF TRACK: CLASS OF TRACK:	MAIN	HIGHWAY-RAIL CROSSING	5	0	\$	500
		4	MOVEMENTS INVOLVED: FR	דריטידי <b>הסאד</b> א	MTN	PV	57 MPH

RR CODE	DATE TIME CITY/	STATION	STATE	ACCIDENT TYPE	KILLED	INJURED	RR DAMAGE
SP	07/14/94 08:02 PM CORS TYPE OF TRACK:	ICANA MAIN	TX	OTHER	0	0	\$ 30,000
	CLASS OF TRACK:	4					
43	METHOD OF OPERATION:	TRAFFIC CONTROL	L	MOVEMENTS INVOLVED:	FREIGHT TRAIN	LBMF:	Г 53 MPH
					MOW EQUIPMENT	21:	L O MPH
	EQUIPMENT DERAILED:	NONE					
	PROBABLE CAUSE: MAINTENA	NCE OF WAY EQUIPMENT	OCCUPIED TH	E MAIN TRACK WITHOUT .	AUIMUKLIY.		
	CONTRIBUTING FACTORS: TH TIME LIMITS.	E DISPATCHER FAILED	IO RECOGNIZE	THE TRACK INSPECTOR'	S INCORRECT REAL	D-BACK OF HI	S TRACK AND
SP	TIME LIMITS.		TO RECOGNIZE	THE TRACK INSPECTOR' HEAD-END COLLISION			S TRACK AND \$ 5,114,849
SP		OND					
SP	TIME LIMITS. 07/25/94 09:06 AM HAYN	OND		HEAD-END COLLISION	4	0	\$ 5,114,849
SP 44	TIME LIMITS. 07/25/94 09:06 AM HAYN TYPE OF TRACK:	OND	TX		4 FREIGHT TRAIN	0 LBMF	\$ 5,114,849 T 35 MPH
	TIME LIMITS. 07/25/94 09:06 AM HAYN TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION:	OND MAIN 3 TRAFFIC CONTRO	TX L	HEAD-END COLLISION	4	0 LBMF	\$ 5,114,849
	TIME LIMITS. 07/25/94 09:06 AM HAYN TYPE OF TRACK: CLASS OF TRACK:	OND MAIN 3	TX L	HEAD-END COLLISION	4 FREIGHT TRAIN	0 LBMF	\$ 5,114,849 T 35 MPH

CONTRIBUTING FACTORS: POSSIBLE FATIGUE DUE TO ERRONEOUS INFORMATION GIVEN TO THE LBMFT CREW REGARDING THEIR ANTICIPATED ON-DUTY TIME.

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R CODE	DATE TIME	(	CITY/STATI	NC .	STATE	ACCIDENT TYPE	KILLED	INJURED	RR	DAMA	GE
NS	07/28/94 11:4 TYPE OF TRACK			MAIN	VA	OTHER	1	4	\$	7,	850
45	CLASS OF TRACH METHOD OF OPEN EQUIPMENT DERA	RATION	:	2 YARD LIMITS NONE		MOVEMENTS INVOLVED:	SINGLE CAR			15	МРН
	PROBABLE CAUSI	E: INO	PERATIVE H	AND BRAKE ON BC	XCAR ECOX 3	13 CAUSED BY MISSING B	RAKE ROD CONNEC	TION PINS.			
	CONTRIBUTING D BOXCAR ON A G		S: THE CRE	WMEMBERS OF NS	YARD ASSIGN	MENT V29V28 DID NOT TE		E PRIOR TO	UNCOUR	PLING	THE
ATSF SP	07/28/94 09:	55 PM	WOODFORD		CA	SIDE COLLISION		0	\$	273,	000
	TYPE OF TRACK	:		SIDING							
	CLASS OF TRAC	К:		2				-			MDU
46	METHOD OF OPE	RATION	:	TRAFFIC CONTRO	DL	MOVEMENTS INVOLVED:	FREIGHT TRAIN FREIGHT TRAIN		021 131		МРН МРН
	EQUIPMENT DER	AILED:		4 LOCOMOTIVE(S 2 CAR(S)	;)						
	PROBABLE CAUS CONVEYED BY '				. EAST DID N	OT OPERATE THEIR TRAIN	IN ACCORDANCE	WITH THE IN	NDICAT	IONS	
	CONTRIBUTING THE CONDUCTOR	VERY	LIKELY CON	EWMEMBERS STATE TRIBUTED TO HIS	INABILITY		OR TO THE COLL?	ISION. THE	JSE OF	HERO	IN BY
SP	07/30/94 08:- TYPE OF TRACK	40 PM :	BLOOM	MAIN		HIGHWAY-RAIL CROSS	ING 3	0	\$		0
47	CLASS OF TRAC METHOD OF OPE			4 AUTOMATIC BLOC DIRECT TRAFFIC		MOVEMENTS INVOLVED:	FREIGHT TRAIN	EP	KCT	55	МРН
	EQUIPMENT DER. WARNING DEVIC			NONE PASSIVE							
	PROBABLE CAUS			ICLE OPERATOR I	DID NOT YIEL	D THE RIGHT-OF-WAY TO	AN ONCOMING FR	EIGHT TRAIN	AT A		_~

R CODE	DATE TIME	CITY/STATIO	N	STATE	ACCIDENT	TYPE	KI	LLED	INJURED		RR DAI	MAGE
BN	08/02/94 07:55 PM TYPE OF TRACK:		MAIN	WY	HIGHWAY-R	AIL CROSSI	ING	5	0	\$		0
48	CLASS OF TRACK: METHOD OF OPERATIC EQUIPMENT DERAILED WARNING DEVICE:	DN: D:	4 TRACK WARRANT CO NONE PASSIVE	NTROL	MOVEMENTS	INVOLVED:	FREIGHT	TRAIN		0194	4	5 MPH
	PROBABLE CAUSE: TH HIGHWAY-RAIL GRADE		CLE OPERATOR DID	NOT YIELD '	THE RIGHT-O	F-WAY TO A	AN ONCOMI	NG FREIG	HT TRAI	N AT A	<u></u>	
ATK CR	08/03/94 03:45 AM	1 BATAVIA		NY	DERAILMEN	T		0	129	Ş	\$ 1,86	5,000
	TYPE OF TRACK:		MAIN									
	CLASS OF TRACK:		5		MOVEMENTS	TNUOT VED.	DACCENCE	זאד ג סידי סי		49	7	8 MPH
49	METHOD OF OPERATIC EQUIPMENT DERAILEI				MOVEMENTS	TWAOPAED:	PASSENGE	K IKAIN		15		
	PROBABLE CAUSE: UN											
ATSF UP	08/04/94 09:40 AM			CA	REAR-END	COLLISION		0	0	:	\$ 12	1,450
	TYPE OF TRACK:		MAIN									
	CLASS OF TRACK:		4							564	1	8 MPH
50	METHOD OF OPERATIO	ON:	TRAFFIC CONTROL		MOVEMENTS	INVOLVED:	FREIGHT FREIGHT			564 6327	F	
	EQUIPMENT DERAILEI	D:	5 CAR(S)									
	PROBABLE CAUSE: CH 'APPROACH' AND 'ST			OT OPERATE T	HEIR TRAIN	IN ACCORD.	ANCE WITH	I THE INI	DICATIO	NS CON	VEYED	BY

		ACCIDENT TYPE			
08/09/94 02:15 PM SANDUSKY TYPE OF TRACK:	OH				\$ 277,000
METHOD OF OPERATION:	TRAFFIC CONTROL	MOVEMENTS INVOLVED: FI	REIGHT TRAIN	ELF	PI 42 MPH
			INDUCED EMERGE	NCY BRAKE A	PPLICATION WHEN
CAUSED BY IMPROPER TRAIN MAKE	L-UP.			CESSIVE BUR	FF FORCES WERE
08/12/94 02:10 PM BLUFORD TYPE OF TRACK:	IL SIDING		0	0	\$ 1,797,626
METHOD OF OPERATION:	TRAFFIC CONTROL	MOVEMENTS INVOLVED: F	REIGHT TRAIN	MEI	RC 20 MPH
PROBABLE CAUSE: DRAGGING BRAN			D WHEEL ON BOX	CAR ICG 5	30670.
08/15/94 02:15 AM WEST QUIN			0	0	\$56,800
		MOVEMENTS INVOLVED: F	REIGHT TRAIN	CHR	OM 11 MPH
IMPROPER TRAIN HANDLING ON A	1.085 PERCENT DESCENDING	CAUSED BY EXCESSIVE BUFF GRADE AND COMPOUNDED BY T	(COMPRESSIVE) HE PLACEMENT C	FORCES RES OF LIGHTWEI	JLTING FROM GHT PASSENGER
-	08/09/94 02:15 PM SANDUSKY TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: EXCESSIVE BUB HE OBSERVED AN UNEXPECTED STO CONTRIBUTING FACTORS: A SIGNA CAUSED BY IMPROPER TRAIN MAKE 08/12/94 02:10 PM BLUFORD TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: DRAGGING BRAM 08/15/94 02:15 AM WEST QUIN TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: WHEEL LIFT ON IMPROPER TRAIN HANDLING ON A	08/09/94       02:15 PM SANDUSKY       OH         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL         EQUIPMENT DERAILED:       19 CAR(S)         PROBABLE CAUSE:       EXCESSIVE BUFF (COMPRESSIVE) FORCES R.         HE OBSERVED AN UNEXPECTED STOP SIGNAL INDICATION AT AL         CONTRIBUTING FACTORS:       A SIGNAL MAINTAINER SHUNTED THE         CAUSED BY IMPROPER TRAIN MAKE-UP.         08/12/94       02:10 PM BLUFORD         IL       TYPE OF TRACK:         METHOD OF OPERATION:       TRAFFIC CONTROL         EQUIPMENT DERAILED:       10 CAR(S)         PROBABLE CAUSE: DRAGGING BRAKE EQUIPMENT (BROKEN BEAM         08/15/94       02:15 AM WEST QUINCY       MO         TYPE OF TRACK:       2         METHOD OF OPERATION:       TRAFFIC CONTROL         EQUIPMENT DERAILED:       10 CAR(S)         PROBABLE CAUSE: DRAGGING BRAKE EQUIPMENT (BROKEN BEAM         08/15/94       02:15 AM WEST QUINCY       MO         TYPE OF TRACK:       2         METHOD OF OPERATION:       TRAFFIC CONTROL         EQUIPMENT DERAILED:       32 CAR(S)         PROBABLE CAUSE: WHEEL LIFT ON PASSENGER CAR ENTX 2845	08/09/94       02:15 PM SANDUSKY       OH       DERAILMENT         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FI         EQUIPMENT DERAILED:       19 CAR(S)         PROBABLE CAUSE:       EXCESSIVE BUFF (COMPRESSIVE) FORCES RESULTING FROM AN ENGINEER :         HE OBSERVED AN UNEXPECTED STOP SIGNAL INDICATION AT AN INTERLOCKING.         CONTRIBUTING FACTORS:       A SIGNAL MAINTAINER SHUNTED THE TRACK CIRCUIT WITHOUT AUTICAUSED BY IMPROPER TRAIN MAKE-UP.         08/12/94       02:10 PM BLUFORD       IL       DERAILMENT         TYPE OF TRACK:       SIDING       SIDING         CLASS OF TRACK:       2       MOVEMENTS INVOLVED: F         EQUIPMENT DERAILED:       10 CAR(S)       MOVEMENTS INVOLVED: F         PROBABLE CAUSE: DRAGGING BRAKE EQUIPMENT (BROKEN BEAM) CAME BETWEEN THE RAIL AN       08/15/94         08/15/94       02:15 AM WEST QUINCY       MO       DERAILMENT         TYPE OF TRACK:       2       MAIN       CLASS OF TRACK:       2         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: F       EQUIPMENT DERAILED:       32 CAR(S)         PROBABLE CAUSE: WHEEL LIFT ON PASSENGER CAR RNTX 2845 CAUSED BY EXCESSIVE BUFF       IMPROPER TRAIN HANDLING ON A 1.085 PERCENT DESCENDING GR	DATE       DATE	08/09/94       02:15 PM       SANDUSKY       OH       DERAILMENT       0       0         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN       ELE         EQUIPMENT DERAILED:       19 CAR(S)       PROBABLE CAUSE: EXCESSIVE BUFF (COMPRESSIVE) FORCES RESULTING FROM AN ENGINEER INDUCED EMERGENCY BRAKE A         HE OBSERVED AN UNEXPECTED STOP SIGNAL INDICATION AT AN INTERLOCKING.       CONTRIBUTING FACTORS: A SIGNAL MAINTAINER SHUNTED THE TRACK CIRCUIT WITHOUT AUTHORITY. THE EXCESSIVE BUF         CONTRIBUTING FACTORS: A SIGNAL MAINTAINER SHUNTED THE TRACK CIRCUIT WITHOUT AUTHORITY. THE EXCESSIVE BUF         CAUSED BY IMPROPER TRAIN MARE-UP.         08/12/94       02:10 PM BLUFORD         IL       DERAILMENT       0         00/12/94       02:10 PM BLUFORD       IL         DERAILED:       10 CAR(S)         METHOD OF OPERATION:       TRAFFIC CONTROL         0       0         0       0         0       0         TYPE OF TRACK:

				TYPE	KILLED	INJURED	R	R DAMAGE
08/17/94 12:26 PM MENTOR TYPE OF TRACK:			DERAILMENT		0	11	\$	181,500
METHOD OF OPERATION: FOULTPMENT DERAILED:	TRAFFIC CONTROL 9 CAR(S)				T TRAIN	I	NSE6	34 MPH
PROBABLE CAUSE: BROKEN L-1 WH	EEL ON TANK CAR A	ACFX 72798 C	AUSED BY RIM	SEPARATION.				
08/19/94 12:30 PM ST. LOUIS TYPE OF TRACK:	MAIN				0	0	\$	55,600
METHOD OF OPERATION: EQUIPMENT DERAILED:	YARD LIMITS 4 CAR(S)				T TRAIN	4	4218	8 MPH
PROBABLE CAUSE: WHEEL LIFT CA TANK CAR NATX 81058. THE TANK	USED BY HARMONIC CAR WAS NOT EQU	ROCK, ATTRI IPPED WITH B	BUTED TO THE AFFLES TO BR	WAVE ACTION OF	A PARTIA	L LOAD O ) AGITATI	OF LIQU	[D LADING IN
08/24/94 06:35 PM RIVERSIDE		CA	HIGHWAY-RA	IL CROSSING	4	1	\$	5,000
TYPE OF TRACK: CLASS OF TRACK:	MAIN 4			NVOLVED: PASSEN			404	
-	08/17/94 12:26 PM MENTOR TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: HAZARDOUS MATERIALS RELEASED: PROBABLE CAUSE: BROKEN L-1 WH 08/19/94 12:30 PM ST. LOUIS TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: HAZARDOUS MATERIALS RELEASED: PROBABLE CAUSE: WHEEL LIFT CA TANK CAR NATX 81058. THE TANK	08/17/94 12:26 PM MENTOR TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 9 CAR(S) HAZARDOUS MATERIALS RELEASED: YES PROBABLE CAUSE: BROKEN L-1 WHEEL ON TANK CAR A 08/19/94 12:30 PM ST. LOUIS TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: YARD LIMITS EQUIPMENT DERAILED: 4 CAR(S) HAZARDOUS MATERIALS RELEASED: YES PROBABLE CAUSE: WHEEL LIFT CAUSED BY HARMONIC TANK CAR NATX 81058. THE TANK CAR WAS NOT EQUIP 08/24/94 06:35 PM RIVERSIDE	08/17/9412:26 PMMENTOROHTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLEQUIPMENT DERAILED:9 CAR(S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACPROBABLE CAUSE:BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 C08/19/9412:30 PMST. LOUISMOTYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:YARD LIMITSEQUIPMENT DERAILED:4 CAR(S)HAZARDOUS MATERIALS RELEASED: YESNUMBER EVACPROBABLE CAUSE:WHEEL LIFT CAUSED BY HARMONIC ROCK, ATTRITANK CAR NATX 81058.THE TANK CAR WAS NOT EQUIPPED WITH B08/24/9406:35 PMRIVERSIDECA	08/17/9412:26 PMMENTOROHDERAILMENTTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS IEQUIPMENT DERAILED:9 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:PROBABLE CAUSE:BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 CAUSED BY RIM08/19/9412:30 PMST. LOUISMOD8/19/9412:30 PMYARD LIMITSMOVEMENTS IEQUIPMENT DERAILED:4 CAR(S)HAZARDOUSHAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:PROBABLE CAUSE: WHEEL LIFT CAUSED BY HARMONIC ROCK, ATTRIBUTED TO THE <td>DATECITI/STATIONDATE08/17/9412:26 FM MENTOROHDERAILMENTTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS INVOLVED: FREIGHEQUIPMENT DERAILED:9 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:08/19/9412:30 PM ST. LOUISMODERAILMENTTYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:YARD LIMITSEQUIPMENT DERAILED:4 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:200PROBABLE CAUSE:WHEEL LIFT CAUSED BY HARMONIC ROCK, ATTRIBUTED TO THE WAVE ACTION OFTANK CAR NATX 81058. THE TANK CAR WAS NOT EQUIPPED WITH BAFFLES TO BREAK OR BUFFER T08/24/9406:35 PM RIVERSIDECAHIGHWAY-RAIL CROSSING</td> <td>DATE       TIME       CHIFYSTATION       DATE       ACCIDENT THE       ACCIDENT THE         08/17/94       12:26 PM       MENTOR       OH       DERAILMENT       0         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       9 CAR(S)         HAZARDOUS MATERIALS RELEASED:       YES       NUMBER EVACUATED:       500         PROBABLE CAUSE:       BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 CAUSED BY RIM SEPARATION.       0         08/19/94       12:30 PM       ST. LOUIS       MO       DERAILMENT       0         08/19/94       12:30 PM       ST. LOUIS       MO       DERAILMENT       0         TYPE OF TRACK:       1       1       0       0         CLASS OF TRACK:       1       0       0       0         TYPE OF TRACK:       1       1       0       0         METHOD OF OPERATION:       YARD LIMITS       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       4 CAR(S)       1       1         HAZARDOUS MATERIALS RELEASED:       YES       NUMBER EVACUATED:       200         PROBABLE CAUSE: WHEEL LIFT CAUSED</td> <td>DATE     TIME     CITIFISTATION     STATE     RECEDENT THE       08/17/94     12:26 PM     MENTOR     OH     DERAILMENT     0     11       TYPE OF TRACK:     MAIN     MAIN     CLASS OF TRACK:     4       METHOD OF OPERATION:     TRAFFIC CONTROL     MOVEMENTS INVOLVED: FREIGHT TRAIN     I       EQUIPMENT DERAILED:     9     CAR (S)     9     CAR (S)       HAZARDOUS MATERIALS RELEASED:     YES     NUMBER EVACUATED:     500       PROBABLE CAUSE:     BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 CAUSED BY RIM SEPARATION.     0     0       08/19/94     12:30 PM     ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MAIN     MOVEMENTS INVOLVED: FREIGHT TRAIN     4       CLASS OF TRACK:     1     MO     DERAILMENT     0     0       TYPE OF TRACK:     1     MOVEMENTS INVOLVED: FREIGHT TRAIN     4       EQUIPMENT DERAILED:     4     CAR (S)     4       HAZARDOUS MATERIALS RELEASED:<!--</td--><td>DATE TIME CITY/STATION STALE ACCIDENT THE ACCIDENT ACCESSING 4 1 \$</td></td>	DATECITI/STATIONDATE08/17/9412:26 FM MENTOROHDERAILMENTTYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTROLMOVEMENTS INVOLVED: FREIGHEQUIPMENT DERAILED:9 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:08/19/9412:30 PM ST. LOUISMODERAILMENTTYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:YARD LIMITSEQUIPMENT DERAILED:4 CAR (S)HAZARDOUS MATERIALS RELEASED:YESNUMBER EVACUATED:200PROBABLE CAUSE:WHEEL LIFT CAUSED BY HARMONIC ROCK, ATTRIBUTED TO THE WAVE ACTION OFTANK CAR NATX 81058. THE TANK CAR WAS NOT EQUIPPED WITH BAFFLES TO BREAK OR BUFFER T08/24/9406:35 PM RIVERSIDECAHIGHWAY-RAIL CROSSING	DATE       TIME       CHIFYSTATION       DATE       ACCIDENT THE       ACCIDENT THE         08/17/94       12:26 PM       MENTOR       OH       DERAILMENT       0         TYPE OF TRACK:       MAIN         CLASS OF TRACK:       4         METHOD OF OPERATION:       TRAFFIC CONTROL       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       9 CAR(S)         HAZARDOUS MATERIALS RELEASED:       YES       NUMBER EVACUATED:       500         PROBABLE CAUSE:       BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 CAUSED BY RIM SEPARATION.       0         08/19/94       12:30 PM       ST. LOUIS       MO       DERAILMENT       0         08/19/94       12:30 PM       ST. LOUIS       MO       DERAILMENT       0         TYPE OF TRACK:       1       1       0       0         CLASS OF TRACK:       1       0       0       0         TYPE OF TRACK:       1       1       0       0         METHOD OF OPERATION:       YARD LIMITS       MOVEMENTS INVOLVED: FREIGHT TRAIN         EQUIPMENT DERAILED:       4 CAR(S)       1       1         HAZARDOUS MATERIALS RELEASED:       YES       NUMBER EVACUATED:       200         PROBABLE CAUSE: WHEEL LIFT CAUSED	DATE     TIME     CITIFISTATION     STATE     RECEDENT THE       08/17/94     12:26 PM     MENTOR     OH     DERAILMENT     0     11       TYPE OF TRACK:     MAIN     MAIN     CLASS OF TRACK:     4       METHOD OF OPERATION:     TRAFFIC CONTROL     MOVEMENTS INVOLVED: FREIGHT TRAIN     I       EQUIPMENT DERAILED:     9     CAR (S)     9     CAR (S)       HAZARDOUS MATERIALS RELEASED:     YES     NUMBER EVACUATED:     500       PROBABLE CAUSE:     BROKEN L-1 WHEEL ON TANK CAR ACFX 72798 CAUSED BY RIM SEPARATION.     0     0       08/19/94     12:30 PM     ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MO     DERAILMENT     0     0       08/19/94     12:30 PM ST. LOUIS     MAIN     MOVEMENTS INVOLVED: FREIGHT TRAIN     4       CLASS OF TRACK:     1     MO     DERAILMENT     0     0       TYPE OF TRACK:     1     MOVEMENTS INVOLVED: FREIGHT TRAIN     4       EQUIPMENT DERAILED:     4     CAR (S)     4       HAZARDOUS MATERIALS RELEASED: </td <td>DATE TIME CITY/STATION STALE ACCIDENT THE ACCIDENT ACCESSING 4 1 \$</td>	DATE TIME CITY/STATION STALE ACCIDENT THE ACCIDENT ACCESSING 4 1 \$

R CODE	DATE TIME CITY/STA	TION	STATE	ACCIDENT TYPE	KILLED	INJURED	R:	R DAMAGE
CSX	09/01/94 04:30 PM WHITESI TYPE OF TRACK:	DE MAIN	TN	DERAILMENT	0	0	\$	308,300
57	CLASS OF TRACK: METHOD OF OPERATION:	<b>`</b>		MOVEMENTS INVOLVED:	FREIGHT TRAIN	Se	76	10 MPH
	PROBABLE CAUSE: UNDETERMINE	D.						
ATSF	09/02/94 02:05 PM MARTINE TYPE OF TRACK:	Z MAIN 4	CA	DERAILMENT	0	0	\$	90,500
58	CLASS OF TRACK: METHOD OF OPERATION:	4 AUTOMATIC BLOCK TRACK WARRANT CO	ONTROL	MOVEMENTS INVOLVED:	FREIGHT TRAIN	TR	СН	28 MPH
	PROBABLE CAUSE: INSUFFICIEN RIGID WHICH WIDENED THE GAG	T LUBRICATION IN THE R-2	HE CENTER P 2 WHEEL TO	LATE OF FLAT CAR SOO 5 DROP IN ON A 6-DEGREE,	55193 CAUSED THE , 21-MINUTE CUR	E B-END TRU VE.	JCK TO	BECOME
	PROBABLE CAUSE: INSUFFICIEN RIGID WHICH WIDENED THE GAG	E, ALLOWING THE R-2	2 WHEEL TO	LATE OF FLAT CAR SOO 5 DROP IN ON A 6-DEGREE,	, 21-MINUTE CUR	E B-END TRU VE.	JCK TO	BECOME
BN	RIGID WHICH WIDENED THE GAG 09/07/94 08:05 AM GILLETT TYPE OF TRACK:	E, ALLOWING THE R-2  E YARD	2 WHEEL TO	DROP IN ON A 6-DEGREE,	, 21-MINUTE CUR	VE.		2,423,878
 BN 59	RIGID WHICH WIDENED THE GAG 09/07/94 08:05 AM GILLETT TYPE OF TRACK:	E, ALLOWING THE R-2 E YARD 1	2 WHEEL TO	DROP IN ON A 6-DEGREE,	, 21-MINUTE CUR	VE. 0 851	 \$	2,423,878
	RIGID WHICH WIDENED THE GAG 09/07/94 08:05 AM GILLETT TYPE OF TRACK: CLASS OF TRACK:	E, ALLOWING THE R-2 E YARD 1	2 WHEEL TO	DROP IN ON A 6-DEGREE,	21-MINUTE CUR 0 FREIGHT TRAIN WORK TRAIN	VE. 0 851	 \$	2,423,878 23 MPH 0 MPH
	RIGID WHICH WIDENED THE GAG 09/07/94 08:05 AM GILLETT TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION:	E, ALLOWING THE R-2 F YARD 1 YARD RULES 6 LOCOMOTIVE(S) 35 CAR(S) 2CABOOSE(S)	2 WHEEL TO	DROP IN ON A 6-DEGREE, OTHER MOVEMENTS INVOLVED:	21-MINUTE CUR 0 FREIGHT TRAIN WORK TRAIN	VE. 0 851	 \$	2,423,878 23 MPH 0 MPH
	RIGID WHICH WIDENED THE GAG 09/07/94 08:05 AM GILLETT TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED:	E, ALLOWING THE R-2 YARD 1 YARD RULES 6 LOCOMOTIVE(S) 35 CAR(S) 2CABOOSE(S) D: YES	2 WHEEL TO WY NUMBER EVA	DROP IN ON A 6-DEGREE, OTHER MOVEMENTS INVOLVED:	21-MINUTE CUR 0 FREIGHT TRAIN WORK TRAIN CUT OF CARS	VE. 0 851	\$ DDO	2,423,878 23 MPH 0 MPH 0 MPH

CODE	DATE	TIME	CITY/STATIO	ON	STATE	ACCIDENT TYPE	KILLED	INJURED	RF	L DAMAGE
NJTR		07:43 AM TRACK:	HOBOKEN	MAIN	NJ	SIDE COLLISION	0	2	\$	135,000
	CLASS OF	TRACK:		1						
60	METHOD O	F OPERATION	í <b>:</b>	INTERLOCKING		MOVEMENTS INVOLVED:	LIGHT LOCO(S) PASSENGER TRAIN	42	52	7 MPH 9 MPH
							PASSENGER TRAIN	10	52	9 MEH
	EQUIPMEN	T DERAILED:		1 LOCOMOTIVE 2 CAR(S)	(S)					
	INDICATI	ON CONVEYED	) BY A STOP RS: THE CRE	SIGNAL DURING	G A BACKING M HE LIGHT LOCO	MOTIVE CONSIST DID NOT				
						HIGHWAY-RAIL CROSS			: \$	
									¥	•
٤C		04:05 PM	MILESTON		MS	HIGHWAI-RAID CROSS	1110 5	-		
IC	TYPE OF	TRACK:		MAIN	MS	HIGHWAI-RAID CROSS		-	·	
	TYPE OF	TRACK:		٨					ME	54 MPH
61	TYPE OF CLASS OF METHOD O	TRACK: 'TRACK: OF OPERATION	۷:	٨		MOVEMENTS INVOLVED:			ME	54 MPH
IC 61	TYPE OF CLASS OF METHOD O	TRACK: 'TRACK: FOPERATION TDERAILED:	۷:	4 TRACK PERMIT					ME	54 MPH
_	TYPE OF CLASS OF METHOD O EQUIPMEN WARNING PROBABLE HIGHWAY-	TRACK: TRACK: F OPERATION T DERAILED: DEVICE: CAUSE: THE RAIL GRADE	Y: : E MOTOR VEH CROSSING.	4 TRACK PERMIT NONE PASSIVE NICLE OPERATOR	CONTROL DID NOT YIE	MOVEMENTS INVOLVED: LD THE RIGHT-OF-WAY TO	FREIGHT TRAIN AN ONCOMING FREI	UEV GHT TRAIN		54 MPH
61	TYPE OF CLASS OF METHOD O EQUIPMEN WARNING PROBABLE HIGHWAY-	TRACK: TRACK: F OPERATION T DERAILED: DEVICE: CAUSE: THE RAIL GRADE	N: : E MOTOR VEH CROSSING.	4 TRACK PERMIT NONE PASSIVE NICLE OPERATOR	CONTROL DID NOT YIE	MOVEMENTS INVOLVED:	FREIGHT TRAIN AN ONCOMING FREI	UEV GHT TRAIN		54 MPH
_	TYPE OF CLASS OF METHOD O EQUIPMEN WARNING PROBABLE HIGHWAY- 09/23/94	TRACK: TRACK: F OPERATION T DERAILED: DEVICE: CAUSE: THE RAIL GRADE	N: : E MOTOR VEH CROSSING.	4 TRACK PERMIT NONE PASSIVE NICLE OPERATOR	CONTROL DID NOT YIE	MOVEMENTS INVOLVED: LD THE RIGHT-OF-WAY TO	FREIGHT TRAIN AN ONCOMING FREI	UEV GHT TRAIN	AT A	
61	TYPE OF CLASS OF METHOD O EQUIPMEN WARNING PROBABLE HIGHWAY- 09/23/94 TYPE OF CLASS OF	TRACK: TRACK: F OPERATION T DERAILED: DEVICE: CAUSE: THE RAIL GRADE 09:00 AM TRACK: TRACK:	N: E MOTOR VEH CROSSING. PALMDALE	4 TRACK PERMIT NONE PASSIVE HICLE OPERATOR MAIN 4	CONTROL DID NOT YIE: CA	MOVEMENTS INVOLVED: LD THE RIGHT-OF-WAY TO OTHER	FREIGHT TRAIN AN ONCOMING FREI	UEV GHT TRAIN	AT A  \$	200
61	TYPE OF CLASS OF METHOD O EQUIPMEN WARNING PROBABLE HIGHWAY- 09/23/94 TYPE OF CLASS OF METHOD O	TRACK: TRACK: F OPERATION T DERAILED: DEVICE: CAUSE: THE RAIL GRADE 09:00 AM TRACK: TRACK:	N: : E MOTOR VEH CROSSING. PALMDALE N:	4 TRACK PERMIT NONE PASSIVE HICLE OPERATOR MAIN 4	CONTROL DID NOT YIE: CA	MOVEMENTS INVOLVED: LD THE RIGHT-OF-WAY TO	FREIGHT TRAIN AN ONCOMING FREI	UEV GHT TRAIN	AT A	200

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\$ 0 38 MPH A \$ 0
А
\$ 0
•
60 MPH
A
\$ 661,500
50 MPH

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CODE	DATE TIME C	CITY/STATION	STATE	ACCIDENT '	TYPE	KI	LLED	INJURE	D	RR	DAMAGE
UP	10/17/94 04:35 PM	SUTHERLAND	NE	SIDE COLLI	SION		0	0		\$	284,100
	TYPE OF TRACK:	MAIN									
	CLASS OF TRACK:	5									
66	METHOD OF OPERATION:	TRAFFIC CONTROL	OL	MOVEMENTS I					CPPEC		48 MPH
						WORK TRA	IN		BLCYN		2 MPH
	EQUIPMENT DERAILED:	23 CAR(S)									
	PROBABLE CAUSE: THE BACKING MOVEMENT.	WORK TRAIN CONDUCTOR DI	D NOT DETERMI	INE THE LOCATI	ON OF THE	E REAR OF	'HIS TF	RAIN BEF	FORE IN	ITI	ATING A
	BACKING MOVEMENT.	WORK TRAIN CONDUCTOR DI									ATING A
ATSF	BACKING MOVEMENT.	S: THE WORK TRAIN CREWME	MBERS DID NOT	USE PROPER R	ADIO PROC	CEDURES D		A BACKIN	IG MOVE	;. 	ATING A 144,200
ATSF	BACKING MOVEMENT.	S: THE WORK TRAIN CREWME		USE PROPER R	ADIO PROC	CEDURES D	URING A	A BACKIN	IG MOVE	;. 	
	BACKING MOVEMENT.	S: THE WORK TRAIN CREWME	MBERS DID NOT	USE PROPER R	ADIO PROC	CEDURES D	URING A	A BACKIN	IG MOVE	;. 	
	BACKING MOVEMENT. CONTRIBUTING FACTORS 10/24/94 07:55 AM	5: THE WORK TRAIN CREWME KEENBROOK	MBERS DID NOT	T USE PROPER R REAR-END C	ADIO PROC	CEDURES D	OURING A	4 BACKIN 	IG MOVE	;. 	144,200
	BACKING MOVEMENT. CONTRIBUTING FACTORS 10/24/94 07:55 AM TYPE OF TRACK:	S: THE WORK TRAIN CREWME KEENBROOK MAIN 5	MBERS DID NOT  CA	USE PROPER R	ADIO PROC	CEDURES D	URING A 0 TRAIN	4 BACKIN 	IG MOVE	;. 	
UP	BACKING MOVEMENT. CONTRIBUTING FACTORS 10/24/94 07:55 AM TYPE OF TRACK: CLASS OF TRACK:	S: THE WORK TRAIN CREWME KEENBROOK MAIN 5 : TRAFFIC CONTR	MBERS DID NOT CA OL	T USE PROPER R REAR-END C	ADIO PROC	CEDURES D	URING A 0 TRAIN	4 BACKIN 	NG MOVE	;. 	144,200 20 MPH

PROBABLE CAUSE: THE CREWMEMBERS OF ATSF LAMC1 DID NOT OPERATE THEIR TRAIN IN ACCORDANCE WITH THE INDICATION CONVEYED BY A RESTRICTING SIGNAL.

CONTRIBUTING FACTORS: THE ATSF CREWMEMBERS STATED THEY HAD FALLEN ASLEEP PRIOR TO THE STOP SIGNAL.

R CODE				ON		ACCIDENT TYPE	KI	LLED	INJURED	RR	DAMAGE
UP	10/29/94	12:12 PM TRACK:	PHILLIPS	MAIN		HIGHWAY-RAIL CROSSI	NG	4	0	\$	8,000
68	METHOD O	F OPERATIC T DERAILED	N : ) :	4 TRAFFIC CONTRO NONE PASSIVE	L	MOVEMENTS INVOLVED:	FREIGHT	TRAIN	NPMIN	,	61 MPH
	PROBABLE CROSSING					-OF WAY TO AN ONCOMING		TRAIN A	T A HIGHWAY	-RAI	L GRADE
 BN	11/04/94	01:45 AM	I ELLSWORTH		 NE	REAR-END COLLISION		0	2	\$	165,250
	-			MAIN							
	CLASS OF	TRACK:		4	-	MOVEMENTS INVOLVED:	FRFTCUT	ͲϼϫͳΝ	145M	2	12 MPH
69	METHOD O	F OPERATIO	DN:	TRAFFIC CONTRO	L				02A		
								TRAIN			23 MPH
	EQUIPMEN	T DERAILEI	):	13 CAR(S)							
	RESTRICT	ED PROCEEI	SIGNAL.								
MNL	TYPE OF	TRACK:	1 PENN FIEI	MAIN	PA	HIGHWAY-RAIL CROSS	ING	1	1	\$	0
70	METHOD O EQUIPMEN	F OPERATIO	DN: ):	FORM D CONTROL	SYSTEM	MOVEMENTS INVOLVED:	MOM EQU	IPMENT	57	4	5 МРН
	PROBABLE	CAUSE: NI	EITHER THE NE CROSSING A	NOTOR VEHICLE OP	ERATOR NOR TATE TRAFFIC	THE M OF W EQUIPMENT OF C LAWS AND CARRIER OPEN	PERATOR RATING R	STOPPED I ULES.	BEFORE ÓCCU	PYIN	G THE

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RR CODE	DATE	TIME	CITY/STATI	ИС	STATE	ACCIDENT	TYPE	ĸ	ILLED	INJURE	D 	RR	DAMA	AGE
UP	11/09/94 TYPE OF 1	09:30 AM TRACK:	ROY	MAIN	UT	HIGHWAY-R	AIL CROSSI	NG	0	0		\$	506,	305
71	METHOD OF	TRACK: F OPERATION F DERAILED DEVICE:	1: :	5 TRAFFIC CONTROL 4 LOCOMOTIVE(S) 5 CAR(S) ACTIVE		MOVEMENTS	INVOLVED:	FREIGHT	TRAIN		LADEZ		68	МРН
	PROBABLE			OF A STALLED TRAN	ISIT BUS COU	ld not move	IT CLEAR	OF THE	RIGHT-OF	WAY BE	FORE T	'HE A	ARRIV	/AL OF
CC BRC	11/10/94	04:20 AM	CHICAGO		IL	OTHER			0	3		\$	6,	429
	TYPE OF 7	FRACK:		YARD										
72	CLASS OF METHOD OI	TRACK: F OPERATION	1:	1 AUTOMATIC BLOCK YARD LIMITS		MOVEMENTS		FREIGHT LIGHT L			BNP72		10 0	МРН МРН
	EQUIPMEN	T DERAILED	:	NONE										
				R OF CC BNP72 DII RD TRACK THAT WAS							ARD LIM	IITS	AND	COULD
	CONTRIBUT	FING FACTO	RS: THE IC	TOWER OPERATOR MI	SALIGNED TH	E MAIN TRAC	K SWITCH F	OR ENTR	Y INTO I	THE YARI	) PRIOF	I TO	THE	

ARRIVAL OF CC TRAIN NO. BNP72.

05/30/96

CODE	DATE TIME	CITY/STAT	ION	STATE	ACCIDENT TYPE	KILLED	INJURED	RF	R DAMAGE
ATSF	11/11/94 03:26 PM TYPE OF TRACK:	i lebo	MAIN	KS	SIDE COLLISION	0	2	\$	104,760
73	CLASS OF TRACK: METHOD OF OPERATIC	)N :	5 TRAFFIC CONTROL	J	MOVEMENTS INVOLVED:	FREIGHT TRAIN FREIGHT TRAIN			
	EQUIPMENT DERAILED	):	2 LOCOMOTIVE(S) 14 CAR(S)		,				
	PROBABLE CAUSE: TH 'APPROACH' AND 'ST			NOT OPERATE	E THEIR TRAIN IN ACCORI	DANCE WITH THE 1	NDICATIONS	CONVI	EYED BY
 N P	11/11/94 08:30 PM	I FORT WORT	СН		HIGHWAY-RAIL CROSS	ING 1	1	\$	
	TYPE OF TRACK:		MAIN						
	CLASS OF TRACK:		3						
74	METHOD OF OPERATIO	)N:	TRACK WARRANT (	CONTROL	MOVEMENTS INVOLVED:	FREIGHT TRAIN	ODAC	T	19 MPH
	EQUIPMENT DERAILED	D:				Y			
	WARNING DEVICE:		ACTIVE						
	PROBABLE CAUSE: HI	[GHWAY-RAIL	GRADE CROSSING A	ACTIVE WARN	ING DEVICES (FLASHERS	AND GATES) FAIL	ED TO ACTIVA	TE A	S DESIGNED
	11/22/94 02:45 AM	1 PANDO		CO	DERAILMENT	0	1	\$	1,476,198
Р			MAIN						
P	TYPE OF TRACK:								
3P	CLASS OF TRACK:		3				MNGU		CO MDU
	CLASS OF TRACK: METHOD OF OPERATIO		3 TRAFFIC CONTROL		MOVEMENTS INVOLVED:	FREIGHT TRAIN	MNGV	'C	60 MPH
	CLASS OF TRACK:		3		MOVEMENTS INVOLVED:	FREIGHT TRAIN	MNGV	rC	60 MPH
P 75	CLASS OF TRACK: METHOD OF OPERATIC EQUIPMENT DERAILEI	D:	3 TRAFFIC CONTROL 3 LOCOMOTIVE(S) 51 CAR(S)	)	MOVEMENTS INVOLVED: ICENTLY CHARGED BEFORE				

RR CODE	DATE TIME	CITY/STATI	NC	STATE	ACCIDENT TYPE	K:	ILLED	INJURED	RI	R DAMAGE
NS	11/23/94 10:20 PM TYPE OF TRACK:		MAIN	KY	HIGHWAY-RAIL CROSS	ING	5	0	\$	0
76	CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED WARNING DEVICE:	N: :	TRAFFIC CONTROL NONE		MOVEMENTS INVOLVED:	FREIGHT	TRAIN		263	55 MPH
	PROBABLE CAUSE: TH PRIVATE HIGHWAY-RA			OPERATOR DI	D NOT YIELD THE RIGH	Г-ОГ-₩АҮ	TO AN (	ONCOMING	FREIGHT	TRAIN AT A
	CONTRIBUTING FACTO	RS: THERE W.	AS NO LICENSED DE	RIVER IN THE	MOTOR VEHICLE AS REG	QUIRED B	Y STATE	LAW.		
CSX	11/26/94 11:20 AM TYPE OF TRACK: CLASS OF TRACK:		MAIN	IN	DERAILMENT		0	0	\$	145,000
77	METHOD OF OPERATIO EQUIPMENT DERAILED	N :	TRAFFIC CONTROL 18 CAR(S)		MOVEMENTS INVOLVED:	FREIGHT	TRAIN		R374	8 MPH
	PROBABLE CAUSE: IR	REGULAR TRA	CK SURFACE. (3	1/8 INCHES D	IFFERENCE IN CROSS L	EVEL WIT	HIN 62	FEET ON A	CURVE)	
CSX	11/27/94 04:30 PM TYPE OF TRACK: CLASS OF TRACK:		MAIN 4	NC	DERAILMENT		0	0	\$	392,500
78	ELASS OF TRACK: METHOD OF OPERATIO EQUIPMENT DERAILED	N :	TRAFFIC CONTROL 21 CAR(S)		MOVEMENTS INVOLVED:	FREIGHT	TRAIN	ç	2691	50 MPH
	PROBABLE CAUSE: BR	OKEN RAIL (	VERTICAL SPLIT H	EAD).						

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	ATE TIME CITY/STA	TION STA	TE ACCIDENT TYPE	KILLED	INJURED	RR DAMAGE
	12/04/94 06:30 PM FORT MC TYPE OF TRACK:	MAIN	HIGHWAY-RAIL CROSSI	NG 4	0	\$0
79	CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: WARNING DEVICE:	4 TRAFFIC CONTROL NONE PASSIVE	MOVEMENTS INVOLVED:	FREIGHT TRAIN	260K	К 60 МРН
	HIGHWAY-RAIL GRADE CROSSING		RATOR DID NOT YIELD THE RIGHT R IN THE MOTOR VEHICLE AS REQ			light train at a
					0	\$ 350,000
AIS SX	12/08/94 06:15 AM LASALLE	, II	DERALIMENT	Ū	-	, ,
5 <b>A</b>	TYPE OF TRACK:	MAIN				
	CLASS OF TRACK:	3				
80	METHOD OF OPERATION:	DIRECT TRAFFIC CONT 3 LOCOMOTIVE(S) 26 CAR(S)	ROL MOVEMENTS INVOLVED:	FREIGHT TRAIN	40	)2 30 MPH
			OD ALLOWED THE SWITCH POINTS	TO GAP OPEN BE	NEATH THE MO	OVING TRAIN.
 TSF P	12/12/94 05:21 AM VICTORV	VILLE CA	REAR-END COLLISION	0	2	\$ 4,017,609
-	TYPE OF TRACK:	MAIN				
	CLASS OF TRACK:	2				
81	METHOD OF OPERATION:	TRAFFIC CONTROL	MOVEMENTS INVOLVED:	FREIGHT TRAIN FREIGHT TRAIN		LA 34 MPH LA 0 MPH
	EQUIPMENT DERAILED:	6 LOCOMOTIVE(S) 5 CAR(S)				
	PROBABLE CAUSE: AN UNDETERN INSUFFICIENT BRAKING ABILIT		HE TRAINLINE BETWEEN THE THIRN	) AND FOURTH AF	TICULATED C	ARS RESULTED IN

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RR CODE	DATE TIME CITY/S	TATION S	STATE	ACCIDENT TYPE	к:	ILLED	INJURED	RF	DAMAGE
WC	12/17/94 02:25 AM NEENA TYPE OF TRACK:	H MAIN	WI	SIDE COLLISION		0	0	\$	90,100
82	CLASS OF TRACK: METHOD OF OPERATION:	4 TRAFFIC CONTROL		MOVEMENTS INVOLVED:	FREIGHT FREIGHT		865 658		12 MPH 10 MPH
	EQUIPMENT DERAILED:	2 CAR (S)							
	PROBABLE CAUSE: THE CREWN FIXED COLOR LIGHT SIGNAL			THEIR TRAIN AT A DA	ARK SIGNA	L (EXTIN	IGUISHED LAN	IP) WI	HERE A
NS	12/30/94 03:00 PM ATLAN		GA	REAR-END COLLISION	1	0	0	\$	229,500
	TYPE OF TRACK:								
83	TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION:	MAIN 3 TRAFFIC CONTROL		MOVEMENTS INVOLVED	: FREIGHT FREIGHT FREIGHT	TRAIN		19 39 99	0 MPH 15 MPH 21 MPH
83	CLASS OF TRACK:	3		MOVEMENTS INVOLVED	FREIGHI	TRAIN	13	39	15 MPH