

# Summary of Accidents Investigated by the Federal Railroad Administration Calendar Year 1981

January 1983



U.S. Department  
of Transportation  
**Federal Railroad  
Administration**

Office of Safety



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## INTRODUCTION

The 1981 Summary of Accidents Investigated by the Federal Railroad Administration (FRA) includes 100 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 type and class of track
- 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 Accident/Incident Reports, 1979, 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-32  
400 Seventh Street, S.W.  
Washington, D.C. 20590

## ACCIDENT SUMMARY

1. Accidents Investigated

During Calendar Year 1981, the Federal Railroad Administration investigated and determined the probable cause of 100 railroad accidents.

|                            | <u>No.</u> | <u>Percent</u> |
|----------------------------|------------|----------------|
| 2. <u>Type of Accident</u> |            |                |
| (a) Derailment             | 58         | 58.0           |
| (b) Head-End Collision     | 8          | 8.0            |
| (c) Rear-End Collision     | 14         | 14.0           |
| (d) Side Collision         | 6          | 6.0            |
| (e) Rail-Highway Crossing  | 10         | 10.0           |
| (f) RR Grade Crossing      | 1          | 1.0            |
| (g) Obstruction            | 3          | 3.0            |
| TOTAL                      | 100        | 100.0          |

|  | <u>No.</u> | <u>Percent</u> |
|--|------------|----------------|
| 3. <u>Accident Cause</u>                 |            |                |
| (a) Track Roadbed and Structure          | 24         | 24.0           |
| (b) Mechanical and Electrical<br>Failure | 9          | 9.0            |
| (c) Train Operation-Human Factor         | 42         | 42.0           |
| (d) Miscellaneous                        | 25         | 25.0           |
| TOTAL                                    | 100        | 100.0          |

|                      | <u>No.</u> |
|----------------------|------------|
| 4. <u>Casualties</u> |            |
| (a) Killed           | 40         |
| (b) Injured          | 344        |

| 5. | TRACK ACCID<br>CLASS ENTS | TOTAL<br>DAMAGE | EQUIPMENT<br>DAMAGE | TRACK<br>DAMAGE |             |
|----|---------------------------|-----------------|---------------------|-----------------|-------------|
|    | 1                         | 11              | \$2,578,952         | \$2,097,252     | \$481,700   |
|    | 2                         | 14              | \$3,784,721         | \$2,791,300     | \$993,421   |
|    | 3                         | 36              | \$11,763,950        | \$10,959,983    | \$803,967   |
|    | 4                         | 37              | \$19,977,296        | \$18,657,668    | \$1,319,628 |
|    | 5                         | 1               | \$1,217,500         | \$1,200,000     | \$17,500    |
|    | 6                         | 1               | \$269,800           | \$250,000       | \$19,800    |
|    | TOTAL                     | 100             | \$39,592,219        | \$35,956,203    | \$3,636,016 |

| COLLI<br>SIONS | DERAIL<br>MENTS | OTHER<br>ACCIDENTS | TRACK<br>CAUSED | EQUIPMENT<br>FAILURE | HUMAN<br>FACTORS | OTHER<br>CAUSES |
|----------------|-----------------|--------------------|-----------------|----------------------|------------------|-----------------|
|----------------|-----------------|--------------------|-----------------|----------------------|------------------|-----------------|

|     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|
| 7   | 4   | --- | 1   | --- | 10  | --- |
| 2   | 11  | 1   | 5   | --- | 6   | 3   |
| 9   | 21  | 6   | 10  | 3   | 12  | 11  |
| 11  | 22  | 4   | 8   | 6   | 14  | 9   |
| --- | --- | 1   | --- | --- | --- | 1   |
| --- | --- | 1   | --- | --- | --- | 1   |
| 29  | 58  | 13  | 24  | 9   | 42  | 25  |

INVOLVEMENT OF TRAIN ACCIDENTS BY RAILROAD, TYPE, AND CAUSE

.....COLLISIONS..... DERAILMENTS..... OTHER.....

|  | HUMAN   |       |       |       | HUMAN   |       |       |       | HUMAN   |       |       |       | TOTAL |
|--|---------|-------|-------|-------|---------|-------|-------|-------|---------|-------|-------|-------|-------|
|  | FACTORS | EQUIP | TRACK | OTHER | FACTORS | EQUIP | TRACK | OTHER | FACTORS | EQUIP | TRACK | OTHER |       |
| AMTRAK (NATIONAL RAILROAD PASSENGER CORP.) | ---     | ---   | ---   | ---   | 1       | ---   | 4     | 2     | ---     | ---   | ---   | 3     | 10    |
| ATCHISON, TOPEKA AND SANTA FE RAILWAY      | 3       | ---   | ---   | ---   | 5       | ---   | 1     | ---   | ---     | ---   | ---   | 2     | 11    |
| BOSTON AND MAINE CORPORATION               | 2       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 2     |
| BURLINGTON NORTHERN                        | 2       | ---   | ---   | ---   | 2       | 3     | 1     | 1     | ---     | ---   | ---   | ---   | 9     |
| BALTIMORE AND OHIO RAILROAD COMPANY        | 6       | ---   | ---   | ---   | ---     | ---   | 2     | ---   | ---     | ---   | ---   | ---   | 8     |
| CLINCHFIELD RAILROAD                       | 2       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 2     |
| CENTRAL OF GEORGIA RAILROAD COMPANY        | ---     | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 1     |
| CINCINNATI, NEW ORLEANS & TEXAS PACIFIC    | ---     | ---   | ---   | ---   | ---     | ---   | ---   | 1     | ---     | ---   | ---   | ---   | 1     |
| CHICAGO AND NORTH WESTERN TRANSPORTATION   | ---     | ---   | ---   | ---   | ---     | 2     | ---   | ---   | ---     | ---   | ---   | 1     | 3     |
| CHESAPEAKE AND OHIO RAILWAY COMPANY        | 5       | ---   | ---   | ---   | 1       | 1     | 3     | 2     | ---     | ---   | ---   | ---   | 12    |
| CONSOLIDATED RAIL CORPORATION              | 11      | ---   | ---   | ---   | 1       | 1     | 2     | ---   | ---     | ---   | ---   | ---   | 15    |
| COLORADO AND SOUTHERN RAILWAY              | 3       | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 4     |
| CENTRAL VERMONT                            | ---     | ---   | ---   | ---   | ---     | ---   | ---   | 1     | ---     | ---   | ---   | ---   | 1     |
| DULUTH, MISSABE AND IRON RANGE RAILWAY     | ---     | ---   | ---   | ---   | 1       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 1     |
| GRAND TRUNK WESTERN RAILROAD COMPANY       | 2       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 2     |
| ILLINOIS CENTRAL GULF RAILROAD             | ---     | ---   | ---   | ---   | ---     | 1     | ---   | 3     | ---     | ---   | ---   | ---   | 4     |
| KANSAS CITY SOUTHERN RAILWAY COMPANY       | 4       | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 5     |
| LOUISIANA & ARKANSAS RAILWAY COMPANY       | 1       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 1     |
| LONG ISLAND RAILROAD                       | ---     | ---   | ---   | ---   | ---     | ---   | 1     | 1     | ---     | ---   | ---   | ---   | 2     |
| LOUISVILLE AND NASHVILLE RAILROAD COMPANY  | 4       | ---   | ---   | ---   | 1       | ---   | ---   | 2     | ---     | ---   | ---   | ---   | 7     |
| MAINE CENTRAL RAILROAD COMPANY             | ---     | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 1     |
| CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC     | ---     | ---   | ---   | ---   | ---     | ---   | 3     | ---   | ---     | ---   | ---   | 1     | 4     |
| MISSOURI PACIFIC RAILROAD COMPANY          | 5       | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | 2     | 8     |
| NORFOLK AND WESTERN RAILWAY COMPANY        | 3       | ---   | ---   | ---   | 1       | 1     | ---   | ---   | ---     | ---   | ---   | ---   | 5     |
| SEABOARD COAST LINE RAILROAD               | 2       | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 3     |
| SOUTHERN RAILWAY COMPANY                   | 2       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | 2     | 4     |
| SOUTHERN PACIFIC TRANSPORTATION COMPANY    | 3       | ---   | ---   | ---   | 2       | 3     | ---   | ---   | ---     | ---   | ---   | 2     | 10    |
| ST. LOUIS SOUTHWESTERN RAILWAY COMPANY     | ---     | ---   | ---   | ---   | ---     | ---   | 1     | ---   | ---     | ---   | ---   | ---   | 1     |
| UNION PACIFIC RAILROAD                     | ---     | ---   | ---   | ---   | 2       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 2     |
| WESTERN MARYLAND RAILWAY                   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | 1     | ---     | ---   | ---   | ---   | 1     |
| WESTERN PACIFIC RAILROAD COMPANY           | 1       | ---   | ---   | ---   | ---     | ---   | ---   | ---   | ---     | ---   | ---   | ---   | 1     |
|  | 61      | ---   | ---   | ---   | 17      | 12    | 24    | 14    | ---     | ---   | ---   | 13    | 141   |

| REPORT<br>NUMBER | RAILROAD<br>CODE | ...ACCIDENT LOCATION... |    | DATE     | PAGE |
|------------------|------------------|-------------------------|----|----------|------|
| 1                | CO               | KANAWHA FALLS           | WV | 01/03/81 | 1    |
| 2                | LN               | CRESTVIEW               | FL | 01/05/81 | 1    |
| 3                | UP/<br>ATK       | KELSO                   | CA | 01/07/81 | 1    |
| 4                | BO               | POINT PLEASANT          | WV | 01/08/81 | 2    |
| 5                | NW               | ANGOLA                  | NY | 01/09/81 | 2    |
| 6                | LI               | MILL NECK               | NY | 01/14/81 | 2    |
| 7                | BN               | STOCKHOLM               | WI | 01/14/81 | 3    |
| 8                | KCT/<br>ATSF     | KANSAS CITY             | MO | 01/18/81 | 3    |
| 9                | ICG              | NORTH OBION             | TN | 01/22/81 | 4    |
| 10               | BN               | WHITMAN                 | NE | 01/27/81 | 4    |
| 11               | SP               | WASH                    | CA | 01/31/81 | 4    |
| 12               | LA/<br>MP        | NEWROADS                | LA | 02/01/81 | 5    |
| 13               | BO               | GERMANTOWN              | MD | 02/09/81 | 5    |
| 14               | SCL/<br>ATK      | ORLANDO                 | FL | 02/15/81 | 5    |
| 15               | CR               | RIVER ROUGE             | MI | 02/18/81 | 6    |
| 16               | CO               | RANGER                  | WV | 02/18/81 | 6    |
| 17               | ATSF             | DALLAS                  | TX | 02/20/81 | 6    |
| 18               | BN/<br>ATK       | BLACKTAIL               | MT | 02/27/81 | 7    |
| 19               | CO               | CLIFFORD                | MI | 02/27/81 | 7    |
| 20               | ATK              | CHEVERLY                | MD | 02/28/81 | 7    |
| 21               | ATSF /<br>MP     | GARNETT                 | KS | 03/04/81 | 8    |
| 22               | LN               | CROFTON                 | KY | 03/14/81 | 8    |
| 23               | BO               | BROAD FORD              | PA | 03/15/81 | 8    |
| 24               | WM               | SCHELL                  | WV | 03/18/81 | 9    |
| 25               | SP               | DRAGOON                 | AZ | 03/21/81 | 9    |
| 26               | CR /<br>MILW     | FREE                    | IN | 03/24/81 | 9    |
| 27               | MILW /<br>CR     | ENOS                    | IN | 03/25/81 | 10   |
| 28               | UP               | ISLEN                   | NV | 03/26/81 | 10   |
| 29               | NW               | BLUESTONE               | WV | 03/31/81 | 10   |
| 30               | CO               | BUCHANAN                | VA | 03/31/81 | 11   |
| 31               | CCO              | BOSTIC                  | NC | 04/01/81 | 11   |
| 32               | SP               | BERGS                   | TX | 04/03/81 | 11   |
| 33               | SP /<br>MP       | EL PASO                 | TX | 04/14/81 | 12   |
| 34               | SP               | MOSCOW                  | TX | 04/16/81 | 12   |
| 35               | LI               | COLD SPRING HARBOR      | NY | 04/16/81 | 12   |
| 36               | ATSF             | SUMMIT                  | CA | 04/26/81 | 13   |
| 37               | ICG              | DOWELL                  | IL | 05/03/81 | 13   |
| 38               | CR               | ALLENTOWN               | PA | 05/20/81 | 13   |
| 39               | SP               | SURF                    | CA | 05/22/81 | 14   |



| REPORT<br>NUMBER | RAILROAD<br>CODE | ....ACCIDENT LOCATION.... |    | DATE     | PAGE |
|------------------|------------------|---------------------------|----|----------|------|
| 40               | MP/<br>ATK       | HOPE                      | AR | 05/22/81 | 14   |
| 41               | SCL/<br>ATK      | LOCHLOOSA                 | FL | 05/26/81 | 15   |
| 42               | SCL              | BRADLEY                   | FL | 05/31/81 | 15   |
| 43               | SCL              | BOSTIC                    | NC | 06/03/81 | 15   |
| 44               | GTW              | DURAND                    | MI | 06/04/81 | 16   |
| 45               | ICG              | YAZOO                     | MS | 06/15/81 | 16   |
| 46               | ATK/<br>CR       | LANDOVER                  | MD | 06/26/81 | 16   |
| 47               | ICG/<br>ATK      | ANNA                      | IL | 06/30/81 | 17   |
| 48               | CS               | TRINIDAD                  | CO | 07/03/81 | 17   |
| 49               | BO               | VAN VORHIS                | WV | 07/04/81 | 17   |
| 50               | MILW             | MEDARY                    | WI | 07/09/81 | 18   |
| 51               | CR               | LEWISBURG                 | OH | 07/10/81 | 18   |
| 52               | CR               | WEST DANBY                | NY | 07/11/81 | 19   |
| 53               | CO               | WAUGH                     | VA | 07/17/81 | 19   |
| 54               | MP               | GLENWOOD                  | AR | 07/20/81 | 19   |
| 55               | MILW             | ROUND LAKE                | IL | 07/22/81 | 20   |
| 56               | CO               | MR CABIN                  | OH | 07/26/81 | 20   |
| 57               | CR               | KENMORE                   | NY | 08/02/81 | 20   |
| 58               | CO               | BRIDGMAN                  | MI | 08/07/81 | 21   |
| 59               | BN               | HAWLEY                    | MN | 08/09/81 | 21   |
| 60               | BM               | PRIDES                    | MA | 08/11/81 | 21   |
| 61               | CS               | DES MOINES                | NM | 08/18/81 | 22   |
| 62               | MP               | ALLENHURST                | TX | 08/30/81 | 22   |
| 63               | SSW              | CAMDEN                    | AR | 08/31/81 | 22   |
| 64               | CR               | MORRISVILLE               | PA | 09/01/81 | 23   |
| 65               | BM/<br>ATK       | NORTHAMPTON               | MA | 09/05/81 | 23   |
| 66               | SP               | GRASS LAKE                | CA | 09/08/81 | 23   |
| 67               | CR               | ASHTABULA                 | OH | 09/09/81 | 24   |
| 68               | ATSF             | EDMOND                    | OK | 09/10/81 | 24   |
| 69               | WP /<br>SP       | ALAZON                    | NV | 09/12/81 | 24   |
| 70               | ATSF             | TOLAND                    | TX | 09/13/81 | 25   |
| 71               | SOU              | SUGAR VALLEY              | GA | 09/14/81 | 25   |
| 72               | ICG /<br>ATK     | FRENIER                   | LA | 09/14/81 | 25   |
| 73               | SOU              | HUNTSVILLE                | AL | 09/15/81 | 26   |
| 74               | MP               | DONALDSONVILLE            | LA | 09/24/81 | 26   |
| 75               | CNW              | JEFFERSON JCT.            | WI | 09/25/81 | 26   |
| 76               | DMIR             | WILPEN                    | MN | 09/28/81 | 27   |
| 77               | KCS              | BLOOMBURG                 | TX | 09/28/81 | 27   |
| 78               | BN               | MARYSVILLE                | WA | 10/05/81 | 27   |
| 79               | ATK<br>CR        | NEWARK                    | NJ | 10/10/81 | 28   |

| REPORT<br>NUMBER | RAILROAD<br>CODE | ....ACCIDENT LOCATION.... |    | DATE     | PAGE |
|------------------|------------------|---------------------------|----|----------|------|
| 80               | MP               | RANTOUL                   | KS | 10/10/81 | 28   |
| 81               | CNW              | LAKE BLUFF                | IL | 10/24/81 | 28   |
| 82               | SOU              | BARBER                    | NC | 10/27/81 | 29   |
| 83               | MEC              | MILES POND                | VT | 10/28/81 | 29   |
| 84               | BO               | KELLOGG                   | NY | 10/31/81 | 30   |
| 85               | BN               | HERON                     | MT | 11/01/81 | 30   |
| 86               | ATSF             | JOSEPH CITY               | AZ | 11/03/81 | 30   |
| 87               | CNTP             | RATHBURN                  | TN | 11/05/81 | 31   |
| 88               | CGA              | WAYNESBORO                | GA | 11/22/81 | 31   |
| 89               | CV               | MILLERS FALLS             | MA | 11/24/81 | 31   |
| 90               | CR               | TYRONE                    | PA | 11/28/81 | 32   |
| 91               | NW               | CREWE                     | VA | 11/28/81 | 32   |
| 92               | LN               | NOKOMIS                   | AL | 12/01/81 | 32   |
| 93               | BN               | HARLEM                    | MT | 12/07/81 | 33   |
| 94               | BN               | RAMSEY                    | ID | 12/07/81 | 33   |
| 95               | ATSF             | CLIFTON                   | TX | 12/11/81 | 33   |
| 96               | KCS              | SPIRO                     | OK | 12/12/81 | 34   |
| 97               | CO               | MACCORKLE                 | WV | 12/15/81 | 34   |
| 98               | LN               | ROBINSON                  | KY | 12/21/81 | 34   |
| 99               | KCS              | JOPLIN                    | MO | 12/22/81 | 35   |
| 100              | LN               | NEW JOHNSONVILLE          | TN | 12/28/81 | 35   |

| RR CODE   | DATE                 | TIME     | CITY            | STATE | ACCIDENT TYPE                       | KILLED | INJURED | RR DAMAGE |
|---|----------------------|----------|-----------------|-------|-------------------------------------|--------|---------|-----------|
| CO  | 01/03/81             | 9:31 AM  | KANAWHA FALLS   | WV    | DERAILMENT                          | 0      | 0       | \$403,000 |
| 1   | TYPE OF TRACK:       |          | MAIN            |       |                                     |        |         |           |
|   | CLASS OF TRACK:      |          | 3               |       |                                     |        |         |           |
|   | METHOD OF OPERATION: |          | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: FREIGHT TRAIN   |        | X7518   | 37 MPH    |
|   | EQUIPMENT DERAILED:  |          | 48 CAR(S)       |       |                                     |        |         |           |
| PROBABLE CAUSE: UNDETERMINED  |                      |          |                 |       |                                     |        |         |           |
| LN  | 01/05/81             | 7:40 AM  | CRESTVIEW       | FL    | REAR-END COLLISION                  | 0      | 2       | \$206,000 |
| 2   | TYPE OF TRACK:       |          | MAIN            |       |                                     |        |         |           |
|   | CLASS OF TRACK:      |          | 4               |       |                                     |        |         |           |
|   | METHOD OF OPERATION: |          | YARD RULES      |       | MOVEMENTS INVOLVED: FREIGHT TRAIN   |        | X4114   | 5 MPH     |
|   | EQUIPMENT DERAILED:  |          | 1 LOCOMOTIVE(S) |       | FREIGHT TRAIN                       |        | 466     | 10        |
| PROBABLE CAUSE: FAILURE OF BOTH TRAIN CREWS TO OPERATE THE TRAINS IN ACCORDANCE WITH YARD LIMIT RULE. |                      |          |                 |       |                                     |        |         |           |
| UP<br>ATK   | 01/07/81             | 11:45 AM | KELSO           | CA    | DERAILMENT                          | 0      | 0       | \$1,200   |
| 3   | TYPE OF TRACK:       |          | SIDING          |       |                                     |        |         |           |
|   | CLASS OF TRACK:      |          | 2               |       |                                     |        |         |           |
|   | METHOD OF OPERATION: |          | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: PASSENGER TRAIN |        | 35      | 5 MPH     |
|   | EQUIPMENT DERAILED:  |          | 2 LOCOMOTIVE(S) |       |                                     |        |         |           |
| PROBABLE CAUSE: MANUAL OPERATION OF A DERAIL UNDER THE LEAD LOCOMOTIVE.                               |                      |          |                 |       |                                     |        |         |           |

| RR CODE | DATE     | TIME    | CITY           | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|----------------|-------|---------------|--------|---------|-----------|
| BO      | 01/08/81 | 6:00 AM | POINT PLEASANT | WV    | DERAILMENT    | 0      | 0       | \$111,700 |

|   |  |  |                      |                            |                                   |  |     |        |
|---|--|--|----------------------|----------------------------|-----------------------------------|--|-----|--------|
|   |  |  | TYPE OF TRACK:       | MAIN                       |                                   |  |     |        |
|   |  |  | CLASS OF TRACK:      | 2                          |                                   |  |     |        |
| 4 |  |  | METHOD OF OPERATION: | TIME TABLE<br>TRAIN ORDERS | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 103 | 26 MPH |
|   |  |  | EQUIPMENT DERAILED:  | 7 CAR(S)                   |                                   |  |     |        |

PROBABLE CAUSE: BROKEN RAIL, HEAD AND WEB SEPARATION (OUTSIDE JOINT BAR LIMITS).

|    |          |         |        |    |            |   |   |           |
|----|----------|---------|--------|----|------------|---|---|-----------|
| NW | 01/09/81 | 2:45 AM | ANGOLA | NY | DERAILMENT | 0 | 0 | \$246,425 |
|----|----------|---------|--------|----|------------|---|---|-----------|

|   |  |  |                      |                              |                                   |  |       |        |
|---|--|--|----------------------|------------------------------|-----------------------------------|--|-------|--------|
|   |  |  | TYPE OF TRACK:       | MAIN                         |                                   |  |       |        |
|   |  |  | CLASS OF TRACK:      | 4                            |                                   |  |       |        |
| 5 |  |  | METHOD OF OPERATION: | TRAFFIC CONTROL              | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X1517 | 47 MPH |
|   |  |  | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S)<br>29 CAR(S) |                                   |  |       |        |

PROBABLE CAUSE: BROKEN WHEEL ON LOCOMOTIVE (NW 2911).

|    |          |         |           |    |            |   |   |          |
|----|----------|---------|-----------|----|------------|---|---|----------|
| LI | 01/14/81 | 5:30 PM | MILL NECK | NY | DERAILMENT | 0 | 0 | \$23,700 |
|----|----------|---------|-----------|----|------------|---|---|----------|

|   |  |  |                      |                             |                                     |  |     |        |
|---|--|--|----------------------|-----------------------------|-------------------------------------|--|-----|--------|
|   |  |  | TYPE OF TRACK:       | MAIN                        |                                     |  |     |        |
|   |  |  | CLASS OF TRACK:      | 3                           |                                     |  |     |        |
| 6 |  |  | METHOD OF OPERATION: | MANUAL BLOCK<br>TIME TABLE  | MOVEMENTS INVOLVED: PASSENGER TRAIN |  | 558 | 40 MPH |
|   |  |  | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S)<br>4 CAR(S) |                                     |  |     |        |

PROBABLE CAUSE: SUDDEN LATERAL DISPLACEMENT OF THE OUTSIDE RAIL ON THE CURVE DUE TO IMPROPER TRACK ALIGNMENT.

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|    |          |         |           |    |            |   |   |          |
|----|----------|---------|-----------|----|------------|---|---|----------|
| BN | 01/14/81 | 6:20 PM | STOCKHOLM | WI | DERAILMENT | 0 | 3 | \$40,000 |
|----|----------|---------|-----------|----|------------|---|---|----------|

|   |  |  |                      |                 |                     |               |       |        |
|---|--|--|----------------------|-----------------|---------------------|---------------|-------|--------|
| 7 |  |  |                      |                 |                     |               |       |        |
|   |  |  | TYPE OF TRACK:       | MAIN            |                     |               |       |        |
|   |  |  | CLASS OF TRACK:      | 4               |                     |               |       |        |
|   |  |  | METHOD OF OPERATION: | AUTOMATIC BLOCK | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X7128 | 57 MPH |
|   |  |  |                      | TIME TABLE      |                     |               |       |        |
|   |  |  |                      | TRAIN ORDERS    |                     |               |       |        |

EQUIPMENT DERAILED: 1 CABOOSE(S)

PROBABLE CAUSE: A FREIGHT CONTAINER FELL FROM FLAT CAR TTAX 971383.

CONTRIBUTING FACTOR: INSUFFICIENT SPRING TENSION IN SELF-RELEASING PEDESTAL LATCH MECHANISMS SERVING AS HOLD-DOWN DEVICES ON THREE OF FOUR PEDESTALS SECURING 20-FOOT CONTAINER KKLK 264041 TO THE FLOOR OF FLAT CAR TTAX 971383. ABSENCE OF CARRIER METHOD AND MEANS TO INSPECT AND DETECT WEAK PEDESTAL LATCH MECHANISM HOLD-DOWN DEVICES.

|             |          |          |             |    |            |   |   |           |
|-------------|----------|----------|-------------|----|------------|---|---|-----------|
| KCT<br>ATSF | 01/18/81 | 11:00 PM | KANSAS CITY | MO | DERAILMENT | 0 | 0 | \$366,000 |
|-------------|----------|----------|-------------|----|------------|---|---|-----------|

|   |  |  |                      |                 |                     |               |       |        |
|---|--|--|----------------------|-----------------|---------------------|---------------|-------|--------|
| 8 |  |  |                      |                 |                     |               |       |        |
|   |  |  | TYPE OF TRACK:       | MAIN            |                     |               |       |        |
|   |  |  | CLASS OF TRACK:      | 2               |                     |               |       |        |
|   |  |  | METHOD OF OPERATION: | TRAFFIC CONTROL | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X2003 | 15 MPH |
|   |  |  |                      |                 |                     | FREIGHT TRAIN | X8016 | 16     |

EQUIPMENT DERAILED: 8 CAR(S)

PROBABLE CAUSE: IMPROPER USE OF THE INDEPENDENT BRAKE ON EXTRA 8016 WEST. SOME OF THE DERAILED CARS STRUCK AND DERAILED THREE CARS FROM EXTRA 2003 EAST ON THE ADJACENT TRACK.

CONTRIBUTING FACTOR: TRACK PROFILE AND TRAIN MAKE-UP WITH 25 EMPTY FLAT CARS ON THE FRONT END AND LOADED CARS ON THE REAR.

| RR CODE | DATE     | TIME     | CITY        | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------|----------|-------------|-------|---------------|--------|---------|-----------|
| ICG     | 01/22/81 | 12:45 PM | NORTH OBION | TN    | DERAILMENT    | 0      | 4       | \$811,300 |

|   |                      |                              |  |  |   |  |               |             |
|---|----------------------|------------------------------|--|--|---|--|---------------|-------------|
| 9 | TYPE OF TRACK:       | MAIN                         |  |  |   |  |               |             |
|   | CLASS OF TRACK:      | 4                            |  |  |   |  |               |             |
|   | METHOD OF OPERATION: | TRAFFIC CONTROL              |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>WORK TRAIN |  | NC-6<br>BURRO | 45 MPH<br>0 |
|   | EQUIPMENT DERAILED:  | 6 LOCOMOTIVE(S)<br>34 CAR(S) |  |  |   |  |               |             |

PROBABLE CAUSE: AN UNIDENTIFIED OBJECT DRAGGING ON THE RAILS UNDERNEATH THE FRONT OF THE LEAD LOCOMOTIVE.

|    |          |         |         |    |                    |   |   |           |
|----|----------|---------|---------|----|--------------------|---|---|-----------|
| BN | 01/27/81 | 3:20 PM | WHITMAN | NE | REAR-END COLLISION | 0 | 1 | \$206,500 |
|----|----------|---------|---------|----|--------------------|---|---|-----------|

|    |                      |   |  |  |  |  |                |             |
|----|----------------------|---|--|--|--|--|----------------|-------------|
| 10 | TYPE OF TRACK:       | MAIN  |  |  |  |  |                |             |
|    | CLASS OF TRACK:      | 4   |  |  |  |  |                |             |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL                             |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>FREIGHT TRAIN |  | X7803<br>X7221 | 0 MPH<br>33 |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S)<br>2 CAR(S)<br>1 CABOOSE(S) |  |  |  |  |                |             |

PROBABLE CAUSE: FAILURE OF THE CREW OF THE FOLLOWING TRAIN (EXTRA 7221 EAST) TO CONTROL THE MOVEMENT OF THE TRAIN AS REQUIRED BY OPERATING RULES.

|    |          |          |      |    |             |   |   |     |
|----|----------|----------|------|----|-------------|---|---|-----|
| SP | 01/31/81 | 12:30 PM | WASH | CA | OBSTRUCTION | 1 | 3 | \$0 |
|----|----------|----------|------|----|-------------|---|---|-----|

|    |                      |                 |  |  |                                   |  |       |        |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-------|--------|
| 11 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 4               |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X8333 | 45 MPH |
|    | EQUIPMENT DERAILED:  | NONE            |  |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF THE CONTRACTOR TO MOVE THE BOOM OF THE CRANE CLEAR OF THE TRACK.

CONTRIBUTING FACTOR: CARRIER'S FAILURE TO MAKE ARRANGEMENTS TO PROTECT THE MEN AND EQUIPMENT.

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|          |          |         |          |    |                    |   |   |           |
|----------|----------|---------|----------|----|--------------------|---|---|-----------|
| LA<br>MP | 02/01/81 | 4:51 PM | NEWROADS | LA | HEAD-END COLLISION | 0 | 6 | \$250,000 |
|----------|----------|---------|----------|----|--------------------|---|---|-----------|

TYPE OF TRACK: MAIN  
CLASS OF TRACK: 3

|    |                      |   |                     |                                |                |             |
|----|----------------------|---|---------------------|--------------------------------|----------------|-------------|
| 12 | METHOD OF OPERATION: | TIME TABLE<br>TRAIN ORDERS                  | MOVEMENTS INVOLVED: | FREIGHT TRAIN<br>FREIGHT TRAIN | EX618<br>X2227 | 5 MPH<br>10 |
|    | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S)<br>3 CAR(S)<br>1 CABOOSE(S) |                     |                                |                |             |

PROBABLE CAUSE: WORK EXTRA 2227 OCCUPIED THE MAIN TRACK WITHOUT PROTECTION.

CONTRIBUTING FACTOR: MISLEADING RADIO CONVERSATION WITH LA CLERK-OPERATOR.

|    |          |         |            |    |                    |   |   |           |
|----|----------|---------|------------|----|--------------------|---|---|-----------|
| BO | 02/09/81 | 9:56 AM | GERMANTOWN | MD | HEAD-END COLLISION | 0 | 4 | \$687,600 |
|----|----------|---------|------------|----|--------------------|---|---|-----------|

TYPE OF TRACK: MAIN  
CLASS OF TRACK: 4

|    |                      |   |                     |                                |                |              |
|----|----------------------|---|---------------------|--------------------------------|----------------|--------------|
| 13 | METHOD OF OPERATION: | MANUAL BLOCK<br>AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS | MOVEMENTS INVOLVED: | FREIGHT TRAIN<br>FREIGHT TRAIN | X3773<br>X7603 | 24 MPH<br>30 |
|    | EQUIPMENT DERAILED:  | 4 LOCOMOTIVE(S)<br>1 CAR(S)                                   |                     |                                |                |              |

PROBABLE CAUSE: TRAIN DISPATCHER AUTHORIZED MOVEMENT AGAINST THE CURRENT OF TRAFFIC BEFORE ASCERTAINING THAT THE TRACK WAS CLEAR OF OPPOSING TRAINS MOVING WITH THE CURRENT OF TRAFFIC.

|            |          |         |         |    |            |   |   |         |
|------------|----------|---------|---------|----|------------|---|---|---------|
| SCL<br>ATK | 02/15/81 | 2:33 PM | ORLANDO | FL | DERAILMENT | 0 | 0 | \$8,321 |
|------------|----------|---------|---------|----|------------|---|---|---------|

TYPE OF TRACK: MAIN  
CLASS OF TRACK: 2

|    |                      |                             |                     |                 |    |        |
|----|----------------------|-----------------------------|---------------------|-----------------|----|--------|
| 14 | METHOD OF OPERATION: | AUTOMATIC BLOCK             | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 87 | 23 MPH |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S)<br>3 CAR(S) |                     |                 |    |        |

PROBABLE CAUSE: WIDE GAUGE DUE TO DETERIORATED CROSSTIES IN THE 5-DEGREE, 33-MINUTE CURVE.

| RR CODE | DATE     | TIME    | CITY        | STATE | ACCIDENT TYPE  | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|-------------|-------|----------------|--------|---------|-----------|
| CR      | 02/18/81 | 2:10 AM | RIVER ROUGE | MI    | SIDE COLLISION | 0      | 0       | \$24,500  |

|    |  |  |                      |            |                                    |  |       |       |
|----|--|--|----------------------|------------|------------------------------------|--|-------|-------|
| 15 |  |  |                      |            |                                    |  |       |       |
|    |  |  | TYPE OF TRACK:       | YARD       |                                    |  |       |       |
|    |  |  | CLASS OF TRACK:      | 1          |                                    |  |       |       |
|    |  |  | METHOD OF OPERATION: | YARD RULES | MOVEMENTS INVOLVED: YARD/SWITCHING |  | X1639 | 2 MPH |
|    |  |  |                      |            | YARD/SWITCHING                     |  | X7513 | 2     |
|    |  |  | EQUIPMENT DERAILED:  | 7 CAR(S)   |                                    |  |       |       |

PROBABLE CAUSE: FAILURE OF THE CREW OF EXTRA 7513 TO OPERATE IN COMPLIANCE WITH CARRIER OPERATING RULES.

CONTRIBUTING FACTOR: THE ASSISTANT TRAINMASTER CHANGED THE YARDMASTER'S INSTRUCTIONS WITHOUT NOTIFYING ALL PERSONNEL CONCERNED OF THE CHANGES. DENSE FOG.

|    |          |          |        |    |            |   |   |           |
|----|----------|----------|--------|----|------------|---|---|-----------|
| CO | 02/18/81 | 10:30 AM | RANGER | WV | DERAILMENT | 0 | 0 | \$161,400 |
|----|----------|----------|--------|----|------------|---|---|-----------|

|    |  |  |                      |                 |                                   |  |       |        |
|----|--|--|----------------------|-----------------|-----------------------------------|--|-------|--------|
| 16 |  |  |                      |                 |                                   |  |       |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                   |  |       |        |
|    |  |  | CLASS OF TRACK:      | 3               |                                   |  |       |        |
|    |  |  | METHOD OF OPERATION: | AUTOMATIC BLOCK | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X2316 | 38 MPH |
|    |  |  |                      | TIME TABLE      |                                   |  |       |        |
|    |  |  |                      | TRAIN ORDERS    |                                   |  |       |        |
|    |  |  | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S) |                                   |  |       |        |
|    |  |  |                      | 38 CAR(S)       |                                   |  |       |        |

PROBABLE CAUSE: RIGID TRUCK UNDER LOCOMOTIVE (NO. 8265) WOULD NOT NEGOTIATE THE 8-DEGREE CURVE.

CONTRIBUTING FACTOR: LACK OF LUBRICATION AT THE CENTER CASTING OF THE NO. 2 TRUCK UNDER LOCOMOTIVE 8265.

|      |          |         |        |    |            |   |   |           |
|------|----------|---------|--------|----|------------|---|---|-----------|
| ATSF | 02/20/81 | 4:50 PM | DALLAS | TX | DERAILMENT | 0 | 0 | \$615,000 |
|------|----------|---------|--------|----|------------|---|---|-----------|

|    |  |  |                      |                 |                                   |  |       |        |
|----|--|--|----------------------|-----------------|-----------------------------------|--|-------|--------|
| 17 |  |  |                      |                 |                                   |  |       |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                   |  |       |        |
|    |  |  | CLASS OF TRACK:      | 1               |                                   |  |       |        |
|    |  |  | METHOD OF OPERATION: | TRAFFIC CONTROL | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X5146 | 10 MPH |
|    |  |  | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S) |                                   |  |       |        |
|    |  |  |                      | 8 CAR(S)        |                                   |  |       |        |

PROBABLE CAUSE: SEPARATED AND BROKEN 60-INCH VERTICAL SPLIT HEAD ON THE GAUGE SIDE OF THE NORTH RAIL (LOW RAIL).



| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|           |          |         |           |    |            |   |    |           |
|-----------|----------|---------|-----------|----|------------|---|----|-----------|
| BN<br>ATK | 02/27/81 | 9:48 AM | BLACKTAIL | MT | DERAILMENT | 0 | 51 | \$616,000 |
|-----------|----------|---------|-----------|----|------------|---|----|-----------|

|    |  |  |                      |                 |                                     |  |   |        |
|----|--|--|----------------------|-----------------|-------------------------------------|--|---|--------|
| 18 |  |  |                      |                 |                                     |  |   |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                     |  |   |        |
|    |  |  | CLASS OF TRACK:      | 3               |                                     |  |   |        |
|    |  |  | METHOD OF OPERATION: | AUTOMATIC BLOCK | MOVEMENTS INVOLVED: PASSENGER TRAIN |  | 8 | 33 MPH |
|    |  |  |                      | TIME TABLE      |                                     |  |   |        |
|    |  |  |                      | TRAIN ORDERS    |                                     |  |   |        |
|    |  |  | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S) |                                     |  |   |        |
|    |  |  |                      | 7 CAR(S)        |                                     |  |   |        |

PROBABLE CAUSE: EXCESSIVE LATERAL FORCE AGAINST THE SOUTH RAIL ON AN 8-DEGREE CURVE.

|    |          |         |          |    |            |   |   |           |
|----|----------|---------|----------|----|------------|---|---|-----------|
| CO | 02/27/81 | 3:45 PM | CLIFFORD | MI | DERAILMENT | 0 | 0 | \$386,000 |
|----|----------|---------|----------|----|------------|---|---|-----------|

|    |  |  |                      |                 |                                   |  |       |        |
|----|--|--|----------------------|-----------------|-----------------------------------|--|-------|--------|
| 19 |  |  |                      |                 |                                   |  |       |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                   |  |       |        |
|    |  |  | CLASS OF TRACK:      | 3               |                                   |  |       |        |
|    |  |  | METHOD OF OPERATION: | MANUAL BLOCK    | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | SA-37 | 40 MPH |
|    |  |  |                      | TIME TABLE      |                                   |  |       |        |
|    |  |  |                      | TRAIN ORDERS    |                                   |  |       |        |
|    |  |  | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |                                   |  |       |        |
|    |  |  |                      | 37 CAR(S)       |                                   |  |       |        |

PROBABLE CAUSE: BOLT HOLE BREAK IN 100-POUND RAIL.

|     |          |         |          |    |             |   |    |           |
|-----|----------|---------|----------|----|-------------|---|----|-----------|
| ATK | 02/28/81 | 9:10 PM | CHEVERLY | MD | OBSTRUCTION | 1 | 13 | \$269,800 |
|-----|----------|---------|----------|----|-------------|---|----|-----------|

|    |  |  |                      |                 |                                     |  |     |        |
|----|--|--|----------------------|-----------------|-------------------------------------|--|-----|--------|
| 20 |  |  |                      |                 |                                     |  |     |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                     |  |     |        |
|    |  |  | CLASS OF TRACK:      | 6               |                                     |  |     |        |
|    |  |  | METHOD OF OPERATION: | AUTOMATIC BLOCK | MOVEMENTS INVOLVED: PASSENGER TRAIN |  | 175 | 90 MPH |
|    |  |  |                      | TIME TABLE      |                                     |  |     |        |
|    |  |  |                      | TRAIN ORDERS    |                                     |  |     |        |
|    |  |  | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |                                     |  |     |        |

PROBABLE CAUSE: AUTOMOBILE FELL ONTO TRACK IN THE PATH OF APPROACHING TRAIN.

CONTRIBUTING FACTOR: AUTOMOBILE FELL FROM OVERHEAD HIGHWAY BRIDGE AFTER BEING INVOLVED IN AUTO ACCIDENT.

| RR CODE | DATE  | TIME  | CITY  | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|-------|-------|-------|-------|---------------|--------|---------|-----------|
| -----   | ----- | ----- | ----- | ----- | -----         | -----  | -----   | -----     |

|            |          |         |         |    |                   |   |   |          |
|------------|----------|---------|---------|----|-------------------|---|---|----------|
| ATSF<br>MP | 03/04/81 | 8:07 PM | GARNETT | KS | RR GRADE CROSSING | 0 | 0 | \$28,000 |
|------------|----------|---------|---------|----|-------------------|---|---|----------|

|    |                      |                 |                 |  |                                   |  |       |        |
|----|----------------------|-----------------|-----------------|--|-----------------------------------|--|-------|--------|
| 21 | TYPE OF TRACK:       | MAIN            |                 |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 2               |                 |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | INTERLOCKING    | TRAFFIC CONTROL |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X3601 | 10 MPH |
|    |                      | YARD RULES      |                 |  | FREIGHT TRAIN                     |  | X3098 | 3      |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) | 2 CAR(S)        |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF MISSOURI PACIFIC TRAIN CREW (EXTRA 3098) TO COMPLY WITH THE STOP INDICATION DISPLAYED BY AUTOMATIC INTERLOCKING HOME SIGNAL, AS REQUIRED BY CARRIER OPERATING RULES.

|    |          |         |         |    |            |   |   |           |
|----|----------|---------|---------|----|------------|---|---|-----------|
| LN | 03/14/81 | 1:55 AM | CROFTON | KY | DERAILMENT | 0 | 0 | \$106,000 |
|----|----------|---------|---------|----|------------|---|---|-----------|

|    |                      |                 |  |  |                                   |  |     |        |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-----|--------|
| 22 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |     |        |
|    | CLASS OF TRACK:      | 2               |  |  |                                   |  |     |        |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 718 | 23 MPH |
|    | EQUIPMENT DERAILED:  | 12 CAR(S)       |  |  |                                   |  |     |        |

PROBABLE CAUSE: EXCESSIVE ROCKING OF COVERED HOPPER CAR (WAR 16011).

CONTRIBUTING FACTOR: TRAIN WAS MOVING 18 TO 23 MPH WHILE NEGOTIATING A 4-DEGREE CURVE WHERE A 25 MPH SLOW ORDER WAS IN EFFECT DUE TO TRACK IRREGULARITIES WHICH AMOUNTED TO A CHANGE IN ELEVATION OF 1.375 INCHES WITHIN 58.5 FEET.

|    |          |         |            |    |                    |   |   |           |
|----|----------|---------|------------|----|--------------------|---|---|-----------|
| BO | 03/15/81 | 8:20 AM | BROAD FORD | PA | REAR-END COLLISION | 0 | 2 | \$152,200 |
|----|----------|---------|------------|----|--------------------|---|---|-----------|

|    |                      |                 |            |  |                                   |  |       |       |
|----|----------------------|-----------------|------------|--|-----------------------------------|--|-------|-------|
| 23 | TYPE OF TRACK:       | MAIN            |            |  |                                   |  |       |       |
|    | CLASS OF TRACK:      | 4               |            |  |                                   |  |       |       |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK | TIME TABLE |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X4213 | 5 MPH |
|    |                      | TRAIN ORDERS    |            |  | FREIGHT TRAIN                     |  | X4221 | 25    |
|    | EQUIPMENT DERAILED:  | 5 LOCOMOTIVE(S) | 10 CAR(S)  |  |                                   |  |       |       |

PROBABLE CAUSE: THE ENGINEER OF EXTRA 4221 EAST FAILED TO OPERATE THE TRAIN IN COMPLIANCE WITH SIGNAL INDICATION.

CONTRIBUTING FACTOR: THE ENGINEER ADMITTED TO FALLING ASLEEP PRIOR TO IMPACT. THE FRONT BRAKEMAN FAILED TO TAKE POSITIVE ACTION TO STOP THE TRAIN AFTER THE ENGINEER FAILED TO DO SO.

| RR CODE   | DATE                 | TIME    | CITY            | STATE | ACCIDENT TYPE                     | KILLED | INJURED | RR DAMAGE |
|---|----------------------|---------|-----------------|-------|-----------------------------------|--------|---------|-----------|
| WM  | 03/18/81             | 9:45 PM | SCHELL          | WV    | DERAILMENT                        | 0      | 0       | \$401,600 |
| 24  | TYPE OF TRACK:       |         | MAIN            |       |                                   |        |         |           |
|   | CLASS OF TRACK:      |         | 2               |       |                                   |        |         |           |
|   | METHOD OF OPERATION: |         | TIME TABLE      |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X3555   | 26 MPH    |
|   | EQUIPMENT DERAILED:  |         | TRAIN ORDERS    |       |                                   |        |         |           |
|   |                      |         | 3 LOCOMOTIVE(S) |       |                                   |        |         |           |
|   |                      |         | 27 CAR(S)       |       |                                   |        |         |           |
| PROBABLE CAUSE: UNDETERMINED  |                      |         |                 |       |                                   |        |         |           |
| SP  | 03/21/81             | 5:40 AM | DRAGOON         | AZ    | DERAILMENT                        | 0      | 0       | \$125,350 |
| 25  | TYPE OF TRACK:       |         | MAIN            |       |                                   |        |         |           |
|   | CLASS OF TRACK:      |         | 3               |       |                                   |        |         |           |
|   | METHOD OF OPERATION: |         | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X8824   | 60 MPH    |
|   | EQUIPMENT DERAILED:  |         | 23 CAR(S)       |       |                                   |        |         |           |
| PROBABLE CAUSE: FAILURE OF CREW (EXTRA 8824) TO CONTROL THE SPEED OF THE TRAIN IN ACCORDANCE WITH TIMETABLE SPECIAL INSTRUCTIONS. |                      |         |                 |       |                                   |        |         |           |
| CR<br>MILW  | 03/24/81             | 3:35 AM | FREE            | IN    | DERAILMENT                        | 0      | 0       | \$90,750  |
| 26  | TYPE OF TRACK:       |         | MAIN            |       |                                   |        |         |           |
|   | CLASS OF TRACK:      |         | 3               |       |                                   |        |         |           |
|   | METHOD OF OPERATION: |         | MANUAL BLOCK    |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | 103     | 28 MPH    |
|   |                      |         | TIME TABLE      |       |                                   |        |         |           |
|   |                      |         | TRAIN ORDERS    |       |                                   |        |         |           |
|   | EQUIPMENT DERAILED:  |         | 18 CAR(S)       |       |                                   |        |         |           |
| PROBABLE CAUSE: BROKEN JOINT BARS ON THE 105-POUND JOINTED RAIL.  |                      |         |                 |       |                                   |        |         |           |

| RR CODE  | DATE                 | TIME    | CITY            | STATE | ACCIDENT TYPE       | KILLED        | INJURED | RR DAMAGE |
|--|----------------------|---------|-----------------|-------|---------------------|---------------|---------|-----------|
| MILW<br>CR   | 03/25/81             | 7:40 AM | ENOS            | IN    | DERAILMENT          | 2             | 2       | \$7,687   |
| 27   | TYPE OF TRACK:       |         | MAIN            |       |                     |               |         |           |
|  | CLASS OF TRACK:      |         | 3               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |         | MANUAL BLOCK    |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN | EX 7    | 32 MPH    |
|  |                      |         | TIME TABLE      |       |                     |               |         |           |
|  |                      |         | TRAIN ORDERS    |       |                     |               |         |           |
|  | EQUIPMENT DERAILED:  |         | 2 CAR(S)        |       |                     |               |         |           |
| PROBABLE CAUSE: BROKEN JOINT BARS ON THE 127-POUND JOINTED RAIL.   |                      |         |                 |       |                     |               |         |           |
| UP   | 03/26/81             | 9:45 PM | ISLEN           | NV    | DERAILMENT          | 0             | 5       | \$222,000 |
| 28   | TYPE OF TRACK:       |         | SIDING          |       |                     |               |         |           |
|  | CLASS OF TRACK:      |         | 1               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |         | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X3707   | 5 MPH     |
|  |                      |         |                 |       |                     | FREIGHT TRAIN | X4700   | 20        |
|  | EQUIPMENT DERAILED:  |         | 2 LOCOMOTIVE(S) |       |                     |               |         |           |
|  |                      |         | 13 CAR(S)       |       |                     |               |         |           |
| PROBABLE CAUSE: TRAIN HANDLING (EXCESSIVE DYNAMIC BRAKING) BY CREW OF EXTRA 3707 WEST WHILE STOPPING IN THE SIDING. SOME OF THE DERAILED CARS FOULED THE ADJACENT MAIN TRACK AND WERE STRUCK BY EXTRA 4700 EAST DERAILING TWO LOCOMOTIVES FROM THAT TRAIN. |                      |         |                 |       |                     |               |         |           |
| NW   | 03/31/81             | 7:10 AM | BLUESTONE       | WV    | DERAILMENT          | 0             | 0       | \$481,600 |
| 29   | TYPE OF TRACK:       |         | MAIN            |       |                     |               |         |           |
|  | CLASS OF TRACK:      |         | 2               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |         | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN | 24PJB   | 40 MPH    |
|  | EQUIPMENT DERAILED:  |         | 52 CAR(S)       |       |                     |               |         |           |
| PROBABLE CAUSE: FAILURE OF CREW (24PJB) TO OPERATE THE TRAIN WITHIN THE TIMETABLE SPEED LIMIT OF 25 MPH.   |                      |         |                 |       |                     |               |         |           |
| CONTRIBUTING FACTOR: THE ENGINEER ADMITTED TO FALLING ASLEEP WHILE OPERATING THE CONTROLS OF THE LOCOMOTIVE. THE FRONT BRAKEMAN OPERATED THE CREW ALERTER FOR THE ENGINEER AND PREVENTED AN AUTOMATIC BRAKE APPLICATION.                                   |                      |         |                 |       |                     |               |         |           |

| RR CODE | DATE     | TIME    | CITY     | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|----------|-------|---------------|--------|---------|-----------|
| CO      | 03/31/81 | 8:30 AM | BUCHANAN | VA    | DERAILMENT    | 0      | 0       | \$453,600 |

|    |                      |                              |  |  |                                   |  |       |        |
|----|----------------------|------------------------------|--|--|-----------------------------------|--|-------|--------|
| 30 | TYPE OF TRACK:       | MAIN                         |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 3                            |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL              |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X2300 | 30 MPH |
|    | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S)<br>41 CAR(S) |  |  |                                   |  |       |        |

PROBABLE CAUSE: IMPROPER TRACK ELEVATION AND WIDE GAUGE IN A 8-DEGREE, 30-MINUTE CURVE.

CONTRIBUTING FACTOR: THE HIGH RAIL WAS CURVE WORN .69 INCHES OFF THE HEAD. SEVERAL CROSSTIES IN THE ACCIDENT AREA WERE DECOMPOSED UNDER THE TIE PLATES, AND THE TIE PLATES HAD BROKEN.

|     |          |          |        |    |                |   |   |           |
|-----|----------|----------|--------|----|----------------|---|---|-----------|
| CCO | 04/01/81 | 12:20 AM | BOSTIC | NC | SIDE COLLISION | 0 | 0 | \$244,017 |
|-----|----------|----------|--------|----|----------------|---|---|-----------|

|    |                      |                             |  |  |  |  |                |             |
|----|----------------------|-----------------------------|--|--|--|--|----------------|-------------|
| 31 | TYPE OF TRACK:       | MAIN                        |  |  |  |  |                |             |
|    | CLASS OF TRACK:      | 3                           |  |  |  |  |                |             |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL             |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>FREIGHT TRAIN |  | X3618<br>X3619 | 20 MPH<br>4 |
|    | EQUIPMENT DERAILED:  | 4 LOCOMOTIVE(S)<br>9 CAR(S) |  |  |  |  |                |             |

PROBABLE CAUSE: FAILURE OF CREW (EXTRA 3619) TO OPERATE THE TRAIN IN ACCORDANCE WITH SIGNAL INDICATION.

|    |          |          |       |    |                   |   |   |           |
|----|----------|----------|-------|----|-------------------|---|---|-----------|
| SP | 04/03/81 | 11:45 PM | BERGS | TX | RAIL-HWY CROSSING | 5 | 0 | \$377,600 |
|----|----------|----------|-------|----|-------------------|---|---|-----------|

|    |                      |  |  |  |                                   |  |       |        |
|----|----------------------|--|--|--|-----------------------------------|--|-------|--------|
| 32 | TYPE OF TRACK:       | MAIN                                     |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 2  |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | YARD RULES<br>TIME TABLE<br>TRAIN ORDERS |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X5543 | 18 MPH |
|    | EQUIPMENT DERAILED:  | 16 CAR(S)                                |  |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF THE OPERATOR OF THE MOTOR VEHICLE TO STOP AT THE RAIL-HIGHWAY CROSSING OCCUPIED BY THE TRAIN.

| RR CODE   | DATE                 | TIME     | CITY               | STATE | ACCIDENT TYPE       | KILLED          | INJURED | RR DAMAGE |
|---|----------------------|----------|--------------------|-------|---------------------|-----------------|---------|-----------|
| SP<br>MP  | 04/14/81             | 11:30 PM | EL PASO            | TX    | REAR-END COLLISION  | 0               | 3       | \$176,300 |
| 33  |                      |          |                    |       |                     |                 |         |           |
|   | TYPE OF TRACK:       |          | MAIN               |       |                     |                 |         |           |
|   | CLASS OF TRACK:      |          | 1                  |       |                     |                 |         |           |
|   | METHOD OF OPERATION: |          | AUTOMATIC BLOCK    |       | MOVEMENTS INVOLVED: | LIGHT LOCO(S)   | X7817   | 8 MPH     |
|   |                      |          | YARD RULES         |       |                     | FREIGHT TRAIN   | X3021   | 0         |
|   |                      |          | TIME TABLE         |       |                     |                 |         |           |
|   |                      |          | TRAIN ORDERS       |       |                     |                 |         |           |
|   | EQUIPMENT DERAILED:  |          | 4 CAR(S)           |       |                     |                 |         |           |
|   |                      |          | 1 CABOOSE(S)       |       |                     |                 |         |           |
| PROBABLE CAUSE: FAILURE OF ENGINEER (EXTRA 7817) TO OPERATE THE LOCOMOTIVE CONSIST AT A SPEED THAT WOULD PERMIT STOPPING SHORT OF STANDING TRAIN (EXTRA 3021).  |                      |          |                    |       |                     |                 |         |           |
| SP  | 04/16/81             | 10:30 AM | MOSCOW             | TX    | REAR-END COLLISION  | 0               | 4       | \$152,000 |
| 34  |                      |          |                    |       |                     |                 |         |           |
|   | TYPE OF TRACK:       |          | MAIN               |       |                     |                 |         |           |
|   | CLASS OF TRACK:      |          | 3                  |       |                     |                 |         |           |
|   | METHOD OF OPERATION: |          | TIME TABLE         |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN   | X3434   | 0 MPH     |
|   |                      |          | TRAIN ORDERS       |       |                     | WORK TRAIN      | X7771   | 25        |
|   | EQUIPMENT DERAILED:  |          | 1 LOCOMOTIVE(S)    |       |                     |                 |         |           |
|   |                      |          | 1 CAR(S)           |       |                     |                 |         |           |
|   |                      |          | 1 CABOOSE(S)       |       |                     |                 |         |           |
| PROBABLE CAUSE: FAILURE OF TRAIN CREW (EXTRA 3434 WEST) TO PROVIDE FLAG PROTECTION AGAINST THE FOLLOWING TRAIN, AND FAILURE OF THE FOLLOWING TRAIN (WORK EXTRA 7771) TO MAINTAIN A LOOKOUT FOR THE PRECEDING TRAIN. |                      |          |                    |       |                     |                 |         |           |
| LI  | 04/16/81             | 3:53 PM  | COLD SPRING HARBOR | NY    | DERAILMENT          | 0               | 0       | \$67,337  |
| 35  |                      |          |                    |       |                     |                 |         |           |
|   | TYPE OF TRACK:       |          | MAIN               |       |                     |                 |         |           |
|   | CLASS OF TRACK:      |          | 4                  |       |                     |                 |         |           |
|   | METHOD OF OPERATION: |          | INTERLOCKING       |       | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 1658    | 45 MPH    |
|   |                      |          | CAB SIGNAL         |       |                     |                 |         |           |
|   |                      |          | TRAFFIC CONTROL    |       |                     |                 |         |           |
|   |                      |          | AUTO TRAIN CONTROL |       |                     |                 |         |           |
|   | EQUIPMENT DERAILED:  |          | 4 LOCOMOTIVE(S)    |       |                     |                 |         |           |
| PROBABLE CAUSE: PERSON(S) UNKNOWN PLACED A JOINT BAR IN THE TURNOUT NEAR THE HEEL OF THE SWITCH, AND THE JOINT BAR ACTED AS A RAMP TO RAISE THE WHEELS OF THE TRAIN OFF THE RAIL.                                   |                      |          |                    |       |                     |                 |         |           |

| RR CODE | DATE     | TIME    | CITY   | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|--------|-------|---------------|--------|---------|-----------|
| ATSF    | 04/26/81 | 4:15 AM | SUMMIT | CA    | DERAILMENT    | 0      | 1       | \$780,000 |

36  
 TYPE OF TRACK: MAIN  
 CLASS OF TRACK: 2  
 METHOD OF OPERATION: TRAFFIC CONTROL  
 EQUIPMENT DERAILED: 48 CAR(S)  
 MOVEMENTS INVOLVED: FREIGHT TRAIN  
 X3397 58 MPH

PROBABLE CAUSE: FAILURE OF CREW (EXTRA 3397 WEST) TO OPERATE TRAIN IN ACCORDANCE WITH THE 15 MPH SPEED RESTRICTION.  
 CONTRIBUTING FACTOR: DENSE FOG.

|     |          |         |        |    |            |   |   |           |
|-----|----------|---------|--------|----|------------|---|---|-----------|
| ICG | 05/03/81 | 4:05 AM | DOWELL | IL | DERAILMENT | 0 | 0 | \$760,000 |
|-----|----------|---------|--------|----|------------|---|---|-----------|

37  
 TYPE OF TRACK: MAIN  
 CLASS OF TRACK: 4  
 METHOD OF OPERATION: AUTOMATIC BLOCK  
 TIME TABLE  
 TRAIN ORDERS  
 EQUIPMENT DERAILED: 47 CAR(S)  
 MOVEMENTS INVOLVED: FREIGHT TRAIN  
 MC-2 50 MPH

PROBABLE CAUSE: PLAIN BEARING JOURNAL FAILURE AT L1 LOCATION ON TANK CAR (ACFX 90873).

|    |          |         |           |    |                |   |   |          |
|----|----------|---------|-----------|----|----------------|---|---|----------|
| CR | 05/20/81 | 2:05 PM | ALLENTOWN | PA | SIDE COLLISION | 0 | 1 | \$22,000 |
|----|----------|---------|-----------|----|----------------|---|---|----------|

38  
 TYPE OF TRACK: MAIN  
 CLASS OF TRACK: 1  
 METHOD OF OPERATION: INTERLOCKING  
 EQUIPMENT DERAILED: 5 CAR(S)  
 MOVEMENTS INVOLVED: FREIGHT TRAIN  
 FREIGHT TRAIN  
 ZB11W 4 MPH  
 XSP-1 8

PROBABLE CAUSE: FAILURE OF CREW (ZB11W) TO INSURE A SUFFICIENT NUMBER OF HAND BRAKES WERE APPLIED TO THE TRAIN.

| RR CODE | DATE     | TIME    | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE   |
|---------|----------|---------|------|-------|---------------|--------|---------|-------------|
| SP      | 05/22/81 | 4:00 AM | SURF | CA    | DERAILMENT    | 0      | 16      | \$1,545,522 |

|    |                      |                 |  |                     |               |       |        |  |
|----|----------------------|-----------------|--|---------------------|---------------|-------|--------|--|
| 39 | TYPE OF TRACK:       | MAIN            |  |                     |               |       |        |  |
|    | CLASS OF TRACK:      | 4               |  |                     |               |       |        |  |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK |  | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X9164 | 60 MPH |  |
|    |                      | YARD RULES      |  |                     | FREIGHT TRAIN | X8874 | 0      |  |
|    |                      | TIME TABLE      |  |                     | FREIGHT TRAIN | X1507 | 0      |  |
|    |                      | TRAIN ORDERS    |  |                     |               |       |        |  |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |  |                     |               |       |        |  |
|    |                      | 63 CAR(S)       |  |                     |               |       |        |  |
|    |                      | 1 CABOOSE(S)    |  |                     |               |       |        |  |

PROBABLE CAUSE: TRUCK HUNTING BY THE EMPTY BOX CAR (SP 675381). THE EMPTY BOX CAR CLIMBED THE RAIL 50 FEET EAST OF SURF STATION AND DERAILED.

CONTRIBUTING FACTOR: THE CARRIER'S COMPUTER SIMULATOR TEST REVEALED THAT EXTRA 9164 WEST WAS BEING OPERATED AT 60 MPH WHEN THE MAXIMUM AUTHORIZED SPEED WAS 45 MPH.

|           |          |         |      |    |            |   |    |          |
|-----------|----------|---------|------|----|------------|---|----|----------|
| MP<br>ATK | 05/22/81 | 8:00 AM | HOPE | AR | DERAILMENT | 0 | 41 | \$63,600 |
|-----------|----------|---------|------|----|------------|---|----|----------|

|    |                      |                 |  |                     |                 |    |        |  |
|----|----------------------|-----------------|--|---------------------|-----------------|----|--------|--|
| 40 | TYPE OF TRACK:       | MAIN            |  |                     |                 |    |        |  |
|    | CLASS OF TRACK:      | 4               |  |                     |                 |    |        |  |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK |  | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 21 | 74 MPH |  |
|    |                      | TRAFFIC CONTROL |  |                     |                 |    |        |  |
|    | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S) |  |                     |                 |    |        |  |
|    |                      | 6 CAR(S)        |  |                     |                 |    |        |  |

PROBABLE CAUSE: SWITCH POINT RAIL BROKE OUTSIDE THE JOINT BARS, ALLOWING THE WHEELS OF THE TRAIN TO FALL BETWEEN THE RAILS.



| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|            |          |          |           |    |            |   |    |           |
|------------|----------|----------|-----------|----|------------|---|----|-----------|
| SCL<br>ATK | 05/26/81 | 12:30 PM | LOCHLOOSA | FL | DERAILMENT | 0 | 18 | \$239,180 |
|------------|----------|----------|-----------|----|------------|---|----|-----------|

|    |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|
| 41 |  |  |  |  |  |  |  |  |
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|    |  |  |  |  |  |  |  |  |

PROBABLE CAUSE: BLOCK SIGNAL DISPLAYED FALSE PROCEED INDICATION DUE TO THE NORMAL SWITCH REPEATER RELAY BEING PLACED IN THE INVERTED POSITION AND INADVERTENTLY LEFT IN THAT POSITION.

|     |          |         |         |    |            |   |   |           |
|-----|----------|---------|---------|----|------------|---|---|-----------|
| SCL | 05/31/81 | 5:29 AM | BRADLEY | FL | DERAILMENT | 0 | 2 | \$157,700 |
|-----|----------|---------|---------|----|------------|---|---|-----------|

|    |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|
| 42 |  |  |  |  |  |  |  |  |
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|    |  |  |  |  |  |  |  |  |

PROBABLE CAUSE: THE BRIDGE FAILED WHEN LONGITUDINAL FORCES IN THE RAIL UNDER THE TRAIN CAUSED MOVEMENT OF BENT NO. 21 ON THE WOODEN TRESTLE.

|     |          |         |        |    |                    |   |   |           |
|-----|----------|---------|--------|----|--------------------|---|---|-----------|
| SCL | 06/03/81 | 5:40 AM | BOSTIC | NC | HEAD-END COLLISION | 0 | 5 | \$247,605 |
|-----|----------|---------|--------|----|--------------------|---|---|-----------|

|    |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|
| 43 |  |  |  |  |  |  |  |  |
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|    |  |  |  |  |  |  |  |  |
|    |  |  |  |  |  |  |  |  |

PROBABLE CAUSE: FAILURE OF THE CREW MEMBERS OF EXTRA 3625 WEST TO CONTROL THE SPEED OF THE TRAIN IN COMPLIANCE WITH THE CARRIER'S YARD LIMIT RULE REQUIRING IT TO BE PREPARED TO STOP THE TRAIN WITHIN ONE-HALF THE RANGE OF VISION.

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|     |          |         |        |    |                    |   |   |           |
|-----|----------|---------|--------|----|--------------------|---|---|-----------|
| GTW | 06/04/81 | 5:40 AM | DURAND | MI | REAR-END COLLISION | 0 | 3 | \$268,591 |
|-----|----------|---------|--------|----|--------------------|---|---|-----------|

|    |                      |                              |  |  |  |  |       |             |
|----|----------------------|------------------------------|--|--|--|--|-------|-------------|
| 44 | TYPE OF TRACK:       | MAIN                         |  |  |  |  |       |             |
|    | CLASS OF TRACK:      | 4                            |  |  |  |  |       |             |
|    | METHOD OF OPERATION: | TIME TABLE<br>TRAIN ORDERS   |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>CUT OF CARS |  | X4933 | 45 MPH<br>0 |
|    | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S)<br>10 CAR(S) |  |  |  |  |       |             |

PROBABLE CAUSE: EIGHT CARS ROLLED OUT OF THE YARD AND ONTO THE MAIN TRACK WHERE THEY WERE STRUCK BY EXTRA 4933 EAST.

CONTRIBUTING FACTOR: FAILURE OF THE YARD CREW TO PROPERLY PROTECT THE LEADING END OF THE CUT OF CARS WHILE MAKING A SHOVING MOVEMENT, AND FAILURE OF THE YARD CREW TO APPLY SUFFICIENT NUMBER OF HAND BRAKES ON THE CUT OF CARS.

|     |          |          |       |    |            |   |   |           |
|-----|----------|----------|-------|----|------------|---|---|-----------|
| ICG | 06/15/81 | 12:05 AM | YAZOO | MS | DERAILMENT | 0 | 5 | \$531,590 |
|-----|----------|----------|-------|----|------------|---|---|-----------|

|    |                      |                              |  |  |                                   |  |      |        |
|----|----------------------|------------------------------|--|--|-----------------------------------|--|------|--------|
| 45 | TYPE OF TRACK:       | MAIN                         |  |  |                                   |  |      |        |
|    | CLASS OF TRACK:      | 3                            |  |  |                                   |  |      |        |
|    | METHOD OF OPERATION: | YARD RULES                   |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 3/78 | 15 MPH |
|    | EQUIPMENT DERAILED:  | 4 LOCOMOTIVE(S)<br>32 CAR(S) |  |  |                                   |  |      |        |

PROBABLE CAUSE: MISALIGNMENT OF A SWITCH BY PERSON(S) UNKNOWN.

|           |          |          |          |    |            |   |   |           |
|-----------|----------|----------|----------|----|------------|---|---|-----------|
| ATK<br>CR | 06/26/81 | 11:49 AM | LANDOVER | MD | DERAILMENT | 0 | 0 | \$347,500 |
|-----------|----------|----------|----------|----|------------|---|---|-----------|

|    |                      |   |  |  |                                   |  |       |        |
|----|----------------------|---|--|--|-----------------------------------|--|-------|--------|
| 46 | TYPE OF TRACK:       | MAIN  |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 2   |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | INTERLOCKING<br>AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | BEPY5 | 30 MPH |
|    | EQUIPMENT DERAILED:  | 17 CAR(S)   |  |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF THE TRACK STRUCTURE TO HOLD PROPER ALIGNMENT UNDER TRAIN MOVEMENT.

CONTRIBUTING FACTOR: THE SURFACING WORK PERFORMED EARLIER IN THE DAY APPARENTLY CONTRIBUTED TO THE FAILURE BY DISTURBING THE BOND BETWEEN TRACK, ROADBED, AND BALLAST.



| RR CODE | DATE     | TIME    | CITY   | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|--------|-------|---------------|--------|---------|-----------|
| MILW    | 07/09/81 | 4:45 PM | MEDARY | WI    | DERAILMENT    | 0      | 0       | \$147,000 |

|    |   |  |                     |               |       |        |  |
|----|---|--|---------------------|---------------|-------|--------|--|
| 50 | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION: | MAIN<br>4<br>AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS | Movements Involved: | FREIGHT TRAIN | EX208 | 58 MPH |  |
|    | EQUIPMENT DERAILED:                                       | 9 CAR(S)   |                     |               |       |        |  |

PROBABLE CAUSE: MISALIGNMENT AND OBSTRUCTION OF TRACK. A PIECE OF TOP CHORD REINFORCING ANGLE IRON FROM A GONDOLA CAR STRUCK AND DAMAGED THE EASTBOUND TRACK. THE GONDOLA CAR WAS IN A WESTBOUND TRAIN WHICH OPERATED PAST THE DERAILMENT SITE ABOUT ONE HOUR EARLIER.

|    |          |         |           |    |            |   |   |          |
|----|----------|---------|-----------|----|------------|---|---|----------|
| CR | 07/10/81 | 3:59 PM | LEWISBURG | OH | DERAILMENT | 0 | 2 | \$20,300 |
|----|----------|---------|-----------|----|------------|---|---|----------|

|    |   |   |                     |               |       |        |  |
|----|---|---|---------------------|---------------|-------|--------|--|
| 51 | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION: | MAIN<br>3<br>MANUAL BLOCK<br>TIME TABLE<br>TRAIN ORDERS | Movements Involved: | FREIGHT TRAIN | X6249 | 27 MPH |  |
|    | EQUIPMENT DERAILED:                                       | 16 CAR(S)<br>1 CABOOSE(S)                               |                     |               |       |        |  |

PROBABLE CAUSE: THE 112-POUND CONTINUOUS WELDED RAIL BUCKLED UNDER TRAIN MOVEMENT. TEMPERATURE ON THE DAY OF THE ACCIDENT WAS 92 DEGREES FAHRENHEIT.

| RR CODE  | DATE                 | TIME     | CITY                                       | STATE | ACCIDENT TYPE                                    | KILLED | INJURED | RR DAMAGE   |
|--|----------------------|----------|--|-------|--|--------|---------|-------------|
| CR   | 07/11/81             | 3:00 PM  | WEST DANBY                                 | NY    | DERAILMENT                                       | 0      | 1       | \$32,500    |
| 52   | TYPE OF TRACK:       |          | MAIN                                       |       |  |        |         |             |
|  | CLASS OF TRACK:      |          | 1  |       |  |        |         |             |
|  | METHOD OF OPERATION: |          | MANUAL BLOCK<br>TIME TABLE<br>TRAIN ORDERS |       | MOVEMENTS INVOLVED: FREIGHT TRAIN                |        | X7839   | 10 MPH      |
|  | EQUIPMENT DERAILED:  |          | 9 CAR(S)                                   |       |  |        |         |             |
| PROBABLE CAUSE: EXCESSIVE SLACK ACTION.  |                      |          |  |       |  |        |         |             |
| CO   | 07/17/81             | 3:40 PM  | WAUGH                                      | VA    | DERAILMENT                                       | 0      | 0       | \$676,950   |
| 53   | TYPE OF TRACK:       |          | MAIN                                       |       |  |        |         |             |
|  | CLASS OF TRACK:      |          | 3  |       |  |        |         |             |
|  | METHOD OF OPERATION: |          | TRAFFIC CONTROL                            |       | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>CUT OF CARS |        | X4376   | 38 MPH<br>0 |
|  | EQUIPMENT DERAILED:  |          | 2 LOCOMOTIVE(S)<br>63 CAR(S)               |       |  |        |         |             |
| PROBABLE CAUSE: UNDETERMINED.  |                      |          |  |       |  |        |         |             |
| MP   | 07/20/81             | 10:43 AM | GLENWOOD                                   | AR    | RAIL-HWY CROSSING                                | 2      | 1       | \$635       |
| 54   | TYPE OF TRACK:       |          | MAIN                                       |       |  |        |         |             |
|  | CLASS OF TRACK:      |          | 3  |       |  |        |         |             |
|  | METHOD OF OPERATION: |          | TIME TABLE<br>TRAIN ORDERS                 |       | MOVEMENTS INVOLVED: FREIGHT TRAIN                |        | 730     | 10 MPH      |
|  | EQUIPMENT DERAILED:  |          | NONE                                       |       |  |        |         |             |
| PROBABLE CAUSE: FAILURE OF MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING, EVEN THOUGH CROSSING SIGNALS INDICATED THE IMMEDIATE APPROACH OF A TRAIN. |                      |          |  |       |  |        |         |             |

| RR CODE  | DATE     | TIME     | CITY   | STATE  | ACCIDENT TYPE   | KILLED | INJURED                 | RR DAMAGE         |
|--|----------|----------|--|--|---|--------|-------------------------|-------------------|
| MILW   | 07/22/81 | 8:26 AM  | ROUND LAKE   | IL   | RAIL-HWY CROSSING   | 1      | 3                       | \$81,500          |
| 55   |          |          | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | MAIN<br>3<br>AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS<br>1 CAR(S)       | MOVEMENTS INVOLVED: PASSENGER TRAIN                                 |        | 2124                    | 55 MPH            |
| PROBABLE CAUSE: FAILURE OF TRUCK DRIVER TO STOP SHORT OF THE CROSSING AS REQUIRED BY ILLINOIS MOTOR VEHICLE CODE.  |          |          |  |  |   |        |                         |                   |
| CO   | 07/26/81 | 8:55 AM  | MR CABIN   | OH   | REAR-END COLLISION  | 0      | 3                       | \$295,000         |
| 56   |          |          | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | MAIN<br>4<br>TRAFFIC CONTROL<br>3 LOCOMOTIVE(S)<br>31 CAR(S)<br>1 CABOOSE(S) | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>FREIGHT TRAIN<br>FREIGHT TRAIN |        | X8249<br>X5927<br>X4085 | 0 MPH<br>26<br>30 |
| PROBABLE CAUSE: FAILURE OF THE CREW OF EXTRA 5927 WEST TO OPERATE THE TRAIN IN ACCORDANCE WITH SIGNAL INDICATIONS. SOME OF THE DERAILED CARS STRUCK EXTRA 4085 EAST ON THE ADJACENT TRACK. |          |          |  |  |   |        |                         |                   |
| CR   | 08/02/81 | 08:00 AM | KENMORE  | NY   | REAR-END COLLISION  | 0      | 1                       | \$37,800          |
| 57   |          |          | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | YARD<br>1<br>YARD RULES<br>1 LOCOMOTIVE(S)<br>8 CAR(S)                       | MOVEMENTS INVOLVED: YARD/SWITCHING<br>YARD/SWITCHING                |        | X8875<br>X5960          | 0 MPH<br>7        |
| PROBABLE CAUSE: HARD COUPLING.   |          |          |  |  |   |        |                         |                   |

| RR CODE  | DATE                 | TIME    | CITY                         | STATE | ACCIDENT TYPE                     | KILLED | INJURED | RR DAMAGE   |
|--|----------------------|---------|------------------------------|-------|-----------------------------------|--------|---------|-------------|
| CO   | 08/07/81             | 5:05 AM | BRIDGMAN                     | MI    | DERAILMENT                        | 0      | 15      | \$66,300    |
| 58   | TYPE OF TRACK:       |         | SIDING                       |       |                                   |        |         |             |
|  | CLASS OF TRACK:      |         | 4                            |       |                                   |        |         |             |
|  | METHOD OF OPERATION: |         | TRAFFIC CONTROL              |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X7597   | 43 MPH      |
|  | EQUIPMENT DERAILED:  |         | 14 CAR(S)                    |       |                                   |        |         |             |
| PROBABLE CAUSE: DEFECTIVE SWITCH. THE NO. 1 SWITCH ROD BECAME DISENGAGED DUE TO FAILURE OF THE WORK CREW TO INSTALL THE PROPER LENGTH BOLT, COTTER PINS AND SPRING WASHER WHEN THE SWITCH WAS REPLACED.                      |                      |         |                              |       |                                   |        |         |             |
| BN   | 08/09/81             | 8:20 AM | HAWLEY                       | MN    | DERAILMENT                        | 0      | 1       | \$559,900   |
| 59   | TYPE OF TRACK:       |         | MAIN                         |       |                                   |        |         |             |
|  | CLASS OF TRACK:      |         | 4                            |       |                                   |        |         |             |
|  | METHOD OF OPERATION: |         | AUTOMATIC BLOCK              |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X8058   | 50 MPH      |
|  |                      |         | TIME TABLE                   |       | FREIGHT TRAIN                     |        | X1890   | 27          |
|  |                      |         | TRAIN ORDERS                 |       |                                   |        |         |             |
|  | EQUIPMENT DERAILED:  |         | 5 LOCOMOTIVE(S)<br>12 CAR(S) |       |                                   |        |         |             |
| PROBABLE CAUSE: EXCESSIVE SLACK ACTION RESULTING FROM EMERGENCY APPLICATION OF THE BRAKES ON EXTRA 8058 WEST. SOME OF THE DERAILED CARS FROM EXTRA 8058 WEST WERE STRUCK BY EXTRA 1890 EAST OPERATING ON THE ADJACENT TRACK. |                      |         |                              |       |                                   |        |         |             |
| BM   | 08/11/81             | 4:15 PM | PRIDES                       | MA    | HEAD-END COLLISION                | 4      | 34      | \$1,026,979 |
| 60   | TYPE OF TRACK:       |         | MAIN                         |       |                                   |        |         |             |
|  | CLASS OF TRACK:      |         | 3                            |       |                                   |        |         |             |
|  | METHOD OF OPERATION: |         | AUTOMATIC BLOCK              |       | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X1731   | 12 MPH      |
|  |                      |         | TIME TABLE                   |       | PASSENGER TRAIN                   |        | 570     | 19          |
|  |                      |         | TRAIN ORDERS                 |       |                                   |        |         |             |
|  | EQUIPMENT DERAILED:  |         | 1 CAR(S)                     |       |                                   |        |         |             |
| PROBABLE CAUSE: THE GRANTING OF OVERLAPPING AUTHORITY TO OPPOSING TRAINS.  |                      |         |                              |       |                                   |        |         |             |

| RR CODE | DATE     | TIME     | CITY       | STATE | ACCIDENT TYPE      | KILLED | INJURED | RR DAMAGE |
|---------|----------|----------|------------|-------|--------------------|--------|---------|-----------|
| CS      | 08/18/81 | 08:05 PM | DES MOINES | NM    | REAR-END COLLISION | 0      | 2       | \$191,000 |

|    |                      |  |                 |  |                                 |  |       |    |
|----|----------------------|--|-----------------|--|---------------------------------|--|-------|----|
| 61 |                      |  |                 |  |                                 |  |       |    |
|    | TYPE OF TRACK:       |  | INDUSTRY        |  |                                 |  |       |    |
|    | CLASS OF TRACK:      |  | 1               |  |                                 |  |       |    |
|    | METHOD OF OPERATION: |  | TIME TABLE      |  | MOVEMENTS INVOLVED: CUT OF CARS |  | 0 MPH |    |
|    |                      |  | TRAIN ORDERS    |  | FREIGHT TRAIN                   |  | X5109 | 32 |
|    |                      |  |                 |  | WORK TRAIN                      |  | X8071 | 0  |
|    | EQUIPMENT DERAILED:  |  | 5 LOCOMOTIVE(S) |  |                                 |  |       |    |
|    |                      |  | 6 CAR(S)        |  |                                 |  |       |    |

PROBABLE CAUSE: FAILURE OF CREW (EXTRA 8071) TO RESTORE THE INDUSTRIAL TRACK SWITCH TO ITS NORMAL POSITION FOR THE MAIN TRACK AND TO PROPERLY SECURE IT IN THAT POSITION.

|    |          |         |            |    |            |   |   |           |
|----|----------|---------|------------|----|------------|---|---|-----------|
| MP | 08/30/81 | 4:10 AM | ALLENHURST | TX | DERAILMENT | 0 | 0 | \$692,200 |
|----|----------|---------|------------|----|------------|---|---|-----------|

|    |                      |  |                 |  |                                   |  |       |        |
|----|----------------------|--|-----------------|--|-----------------------------------|--|-------|--------|
| 62 |                      |  |                 |  |                                   |  |       |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                                   |  |       |        |
|    | CLASS OF TRACK:      |  | 4               |  |                                   |  |       |        |
|    | METHOD OF OPERATION: |  | AUTOMATIC BLOCK |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X3246 | 45 MPH |
|    |                      |  | TIME TABLE      |  |                                   |  |       |        |
|    |                      |  | TRAIN ORDERS    |  |                                   |  |       |        |
|    | EQUIPMENT DERAILED:  |  | 2 LOCOMOTIVE(S) |  |                                   |  |       |        |
|    |                      |  | 38 CAR(S)       |  |                                   |  |       |        |

PROBABLE CAUSE: BROKEN RAIL IDENTIFIED AS A HEAD AND WEB SEPARATION AT A FOUR- BOLT JOINT.

|     |          |         |        |    |            |   |   |           |
|-----|----------|---------|--------|----|------------|---|---|-----------|
| SSW | 08/31/81 | 3:45 PM | CAMDEN | AR | DERAILMENT | 0 | 1 | \$125,100 |
|-----|----------|---------|--------|----|------------|---|---|-----------|

|    |                      |  |                 |  |                                   |  |       |        |
|----|----------------------|--|-----------------|--|-----------------------------------|--|-------|--------|
| 63 |                      |  |                 |  |                                   |  |       |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                                   |  |       |        |
|    | CLASS OF TRACK:      |  | 4               |  |                                   |  |       |        |
|    | METHOD OF OPERATION: |  | TRAFFIC CONTROL |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X4087 | 35 MPH |
|    | EQUIPMENT DERAILED:  |  | 2 LOCOMOTIVE(S) |  |                                   |  |       |        |
|    |                      |  | 8 CAR(S)        |  |                                   |  |       |        |
|    |                      |  | 1 CABOOSE(S)    |  |                                   |  |       |        |

PROBABLE CAUSE: WEST RAIL ON THE BRIDGE WAS BOWED 4 TO 6 INCHES TO THE WEST DUE TO MISSING TIE PLATES FROM FIVE CONSECUTIVE TIES.



| RR CODE | DATE     | TIME    | CITY        | STATE | ACCIDENT TYPE      | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|-------------|-------|--------------------|--------|---------|-----------|
| CR      | 09/01/81 | 5:25 AM | MORRISVILLE | PA    | REAR-END COLLISION | 0      | 3       | \$223,700 |

|    |                      |   |  |  |   |  |                         |                  |
|----|----------------------|---|--|--|---|--|-------------------------|------------------|
| 64 | TYPE OF TRACK:       | MAIN  |  |  |   |  |                         |                  |
|    | CLASS OF TRACK:      | 1   |  |  |   |  |                         |                  |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL<br>YARD RULES               |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>FREIGHT TRAIN<br>FREIGHT TRAIN |  | X3386<br>X3360<br>X7189 | 0 MPH<br>12<br>0 |
|    | EQUIPMENT DERAILED:  | 3 LOCOMOTIVE(S)<br>7 CAR(S)<br>1 CABOOSE(S) |  |  |   |  |                         |                  |

PROBABLE CAUSE: FAILURE OF CREW EXTRA 3360 TO OPERATE THE TRAIN IN ACCORDANCE WITH SPECIAL INSTRUCTIONS. SOME OF THE DERAILED CARS FROM EXTRA 3360 AND 3386 STRUCK AND DERAILED TWO CARS FROM EXTRA 7189 ON THE ADJACENT TRACK.

|           |          |         |             |    |            |   |   |           |
|-----------|----------|---------|-------------|----|------------|---|---|-----------|
| BM<br>ATK | 09/05/81 | 2:30 AM | NORTHAMPTON | MA | DERAILMENT | 0 | 2 | \$188,000 |
|-----------|----------|---------|-------------|----|------------|---|---|-----------|

|    |                      |   |  |  |                                     |  |     |        |
|----|----------------------|---|--|--|-------------------------------------|--|-----|--------|
| 65 | TYPE OF TRACK:       | MAIN  |  |  |                                     |  |     |        |
|    | CLASS OF TRACK:      | 3   |  |  |                                     |  |     |        |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS |  |  | MOVEMENTS INVOLVED: PASSENGER TRAIN |  | 732 | 51 MPH |
|    | EQUIPMENT DERAILED:  | 9 CAR(S)                                      |  |  |                                     |  |     |        |

PROBABLE CAUSE: SWITCH OUT OF ADJUSTMENT DUE TO WORN THREADS ON THE ADJUSTABLE ROD.

|    |          |         |            |    |            |   |   |           |
|----|----------|---------|------------|----|------------|---|---|-----------|
| SP | 09/08/81 | 9:50 PM | GRASS LAKE | CA | DERAILMENT | 0 | 0 | \$159,775 |
|----|----------|---------|------------|----|------------|---|---|-----------|

|    |                      |                 |  |  |                                   |  |       |       |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-------|-------|
| 66 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |       |       |
|    | CLASS OF TRACK:      | 3               |  |  |                                   |  |       |       |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X9357 | 3 MPH |
|    | EQUIPMENT DERAILED:  | 31 CAR(S)       |  |  |                                   |  |       |       |

PROBABLE CAUSE: EXCESSIVE BUFF FORCES CREATED DURING A COUPLING OPERATION DERAILED THE 37TH CAR IN THE TRAIN.

CONTRIBUTING FACTOR: THE CREW DID NOT DETECT THE DERAILMENT OF THE 37TH CAR, SO WHEN THE TRAIN MOVED EASTWARD 30 OTHER CARS ALSO DERAILED.

| RR CODE | DATE     | TIME     | CITY      | STATE | ACCIDENT TYPE      | KILLED | INJURED | RR DAMAGE |
|---------|----------|----------|-----------|-------|--------------------|--------|---------|-----------|
| CR      | 09/09/81 | 11:20 PM | ASHTABULA | OH    | REAR-END COLLISION | 0      | 3       | \$400,000 |

|    |                      |                 |  |  |                                   |  |       |       |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-------|-------|
| 67 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |       |       |
|    | CLASS OF TRACK:      | 2               |  |  |                                   |  |       |       |
|    | METHOD OF OPERATION: | INTERLOCKING    |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X8025 | 0 MPH |
|    |                      | AUTOMATIC BLOCK |  |  | FREIGHT TRAIN                     |  | X7808 | 20    |
|    |                      | TIME TABLE      |  |  |                                   |  |       |       |
|    |                      | TRAIN ORDERS    |  |  |                                   |  |       |       |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |  |  |                                   |  |       |       |

PROBABLE CAUSE: FAILURE TO OPERATE EXTRA 7808 NORTH IN ACCORDANCE WITH CARRIER'S OPERATING RULES.

|      |          |         |        |    |                   |   |   |             |
|------|----------|---------|--------|----|-------------------|---|---|-------------|
| ATSF | 09/10/81 | 7:45 AM | EDMOND | OK | RAIL-HWY CROSSING | 0 | 4 | \$1,217,500 |
|------|----------|---------|--------|----|-------------------|---|---|-------------|

|    |                      |                 |  |  |                                   |  |       |        |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-------|--------|
| 68 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 5               |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | TIME TABLE      |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 583H4 | 50 MPH |
|    |                      | TRAIN ORDERS    |  |  |                                   |  |       |        |
|    | EQUIPMENT DERAILED:  | 3 LOCOMOTIVE(S) |  |  |                                   |  |       |        |
|    |                      | 14 CAR(S)       |  |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING AND TO REMAIN STANDING UNTIL THE TRAIN HAD PASSED.

|          |          |          |        |    |                    |   |   |           |
|----------|----------|----------|--------|----|--------------------|---|---|-----------|
| WP<br>SP | 09/12/81 | 11:12 PM | ALAZON | NV | REAR-END COLLISION | 2 | 0 | \$766,250 |
|----------|----------|----------|--------|----|--------------------|---|---|-----------|

|    |                      |                 |  |  |                                   |  |       |        |
|----|----------------------|-----------------|--|--|-----------------------------------|--|-------|--------|
| 69 | TYPE OF TRACK:       | MAIN            |  |  |                                   |  |       |        |
|    | CLASS OF TRACK:      | 4               |  |  |                                   |  |       |        |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X3551 | 40 MPH |
|    |                      | TIME TABLE      |  |  |                                   |  |       |        |
|    |                      | TRAIN ORDERS    |  |  |                                   |  |       |        |
|    | EQUIPMENT DERAILED:  | 2 LOCOMOTIVE(S) |  |  |                                   |  |       |        |
|    |                      | 3 CAR(S)        |  |  |                                   |  |       |        |

PROBABLE CAUSE: FAILURE OF TRAIN CREW (EXTRA 3551 WEST) TO OPERATE THE LOCOMOTIVE CONSIST IN ACCORDANCE WITH CARRIER OPERATING RULES.

CONTRIBUTING FACTOR: FAILURE OF TRAIN CREW TO PLACE TORPEDOES ON THE RAIL IN ADVANCE OF THE STANDING PORTION OF THE TRAIN TO SERVE AS A WARNING WHEN RETURNING TO THE TRAIN.

| RR CODE | DATE     | TIME    | CITY   | STATE | ACCIDENT TYPE      | KILLED | INJURED | RR DAMAGE |
|---------|----------|---------|--------|-------|--------------------|--------|---------|-----------|
| ATSF    | 09/13/81 | 3:29 AM | TOLAND | TX    | HEAD-END COLLISION | 0      | 5       | \$817,150 |

|    |                      |   |  |  |  |  |                |             |
|----|----------------------|---|--|--|--|--|----------------|-------------|
| 70 | TYPE OF TRACK:       | MAIN  |  |  |  |  |                |             |
|    | CLASS OF TRACK:      | 4   |  |  |  |  |                |             |
|    | METHOD OF OPERATION: | AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>FREIGHT TRAIN |  | X5087<br>X5302 | 35 MPH<br>4 |
|    | EQUIPMENT DERAILED:  | 5 LOCOMOTIVE(S)<br>13 CAR(S)                  |  |  |  |  |                |             |

PROBABLE CAUSE: FAILURE OF THE CREW OF ATSF EXTRA 5087 WEST TO COMPLY WITH A WAIT ORDER AND THE "STOP AND PROCEED" INDICATION OF SIGNAL 4421.

|     |          |         |              |    |                   |   |   |             |
|-----|----------|---------|--------------|----|-------------------|---|---|-------------|
| SOU | 09/14/81 | 3:00 PM | SUGAR VALLEY | GA | RAIL-HWY CROSSING | 2 | 3 | \$2,108,500 |
|-----|----------|---------|--------------|----|-------------------|---|---|-------------|

|    |                      |                              |  |  |                                   |  |     |        |
|----|----------------------|------------------------------|--|--|-----------------------------------|--|-----|--------|
| 71 | TYPE OF TRACK:       | MAIN                         |  |  |                                   |  |     |        |
|    | CLASS OF TRACK:      | 4                            |  |  |                                   |  |     |        |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL              |  |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 160 | 38 MPH |
|    | EQUIPMENT DERAILED:  | 4 LOCOMOTIVE(S)<br>16 CAR(S) |  |  |                                   |  |     |        |

PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING AS REQUIRED BY GEORGIA STATE LAW.

|            |          |         |         |    |                   |   |   |          |
|------------|----------|---------|---------|----|-------------------|---|---|----------|
| ICG<br>ATK | 09/14/81 | 5:00 PM | FRENIER | LA | RAIL-HWY CROSSING | 0 | 5 | \$98,000 |
|------------|----------|---------|---------|----|-------------------|---|---|----------|

|    |                      |                 |  |  |                                     |  |    |        |
|----|----------------------|-----------------|--|--|-------------------------------------|--|----|--------|
| 72 | TYPE OF TRACK:       | MAIN            |  |  |                                     |  |    |        |
|    | CLASS OF TRACK:      | 4               |  |  |                                     |  |    |        |
|    | METHOD OF OPERATION: | TRAFFIC CONTROL |  |  | MOVEMENTS INVOLVED: PASSENGER TRAIN |  | 58 | 45 MPH |
|    | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |  |  |                                     |  |    |        |

PROBABLE CAUSE: FAILURE OF PRIVATE CONTRACTOR TO PROVIDE FLAG PROTECTION FOR A LOADED SEMITRAILER STALLED ON A PRIVATE GRADE CROSSING, AND FAILURE OF THE CARRIER TO REQUIRE THE DRILLING CONTRACTOR TO ABIDE BY THE AGREEMENT MADE REGARDING USE OF PRIVATE GRADE CROSSING.

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|     |          |         |            |    |                   |   |   |          |
|-----|----------|---------|------------|----|-------------------|---|---|----------|
| SOU | 09/15/81 | 9:00 AM | HUNTSVILLE | AL | RAIL-HWY CROSSING | 7 | 4 | \$17,890 |
|-----|----------|---------|------------|----|-------------------|---|---|----------|

|    |  |  |                      |                 |                                   |  |    |        |
|----|--|--|----------------------|-----------------|-----------------------------------|--|----|--------|
| 73 |  |  |                      |                 |                                   |  |    |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                   |  |    |        |
|    |  |  | CLASS OF TRACK:      | 3               |                                   |  |    |        |
|    |  |  | METHOD OF OPERATION: | AUTOMATIC BLOCK | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 81 | 28 MPH |
|    |  |  |                      | TIME TABLE      |                                   |  |    |        |
|    |  |  |                      | TRAIN ORDERS    |                                   |  |    |        |
|    |  |  | EQUIPMENT DERAILED:  | 1 LOCOMOTIVE(S) |                                   |  |    |        |

PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING AND REMAIN STANDING UNTIL THE APPROACHING TRAIN HAD PASSED.

|    |          |         |                |    |                   |   |   |           |
|----|----------|---------|----------------|----|-------------------|---|---|-----------|
| MP | 09/24/81 | 4:45 PM | DONALDSONVILLE | LA | RAIL-HWY CROSSING | 0 | 2 | \$200,000 |
|----|----------|---------|----------------|----|-------------------|---|---|-----------|

|    |  |  |                      |                 |                                   |  |      |        |
|----|--|--|----------------------|-----------------|-----------------------------------|--|------|--------|
| 74 |  |  |                      |                 |                                   |  |      |        |
|    |  |  | TYPE OF TRACK:       | MAIN            |                                   |  |      |        |
|    |  |  | CLASS OF TRACK:      | 3               |                                   |  |      |        |
|    |  |  | METHOD OF OPERATION: | TRAFFIC CONTROL | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X222 | 35 MPH |
|    |  |  | EQUIPMENT DERAILED:  | NONE            |                                   |  |      |        |

PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING AS REQUIRED BY FEDERAL AND STATE LAW.

|     |          |         |                |    |                   |   |   |         |
|-----|----------|---------|----------------|----|-------------------|---|---|---------|
| CNW | 09/25/81 | 8:50 PM | JEFFERSON JCT. | WI | RAIL-HWY CROSSING | 5 | 0 | \$5,000 |
|-----|----------|---------|----------------|----|-------------------|---|---|---------|

|    |  |  |                      |              |                                   |  |     |        |
|----|--|--|----------------------|--------------|-----------------------------------|--|-----|--------|
| 75 |  |  |                      |              |                                   |  |     |        |
|    |  |  | TYPE OF TRACK:       | MAIN         |                                   |  |     |        |
|    |  |  | CLASS OF TRACK:      | 3            |                                   |  |     |        |
|    |  |  | METHOD OF OPERATION: | TIME TABLE   | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 568 | 10 MPH |
|    |  |  |                      | TRAIN ORDERS |                                   |  |     |        |
|    |  |  | EQUIPMENT DERAILED:  | NONE         |                                   |  |     |        |

PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING.

CONTRIBUTING FACTOR: THE 0.108% ALCOHOL BY WEIGHT IN THE MOTOR VEHICLE OPERATOR'S BLOOD SAMPLE MAY HAVE CONTRIBUTED TO THE ACCIDENT.

| RR CODE  | DATE                 | TIME     | CITY            | STATE | ACCIDENT TYPE       | KILLED        | INJURED | RR DAMAGE |
|--|----------------------|----------|-----------------|-------|---------------------|---------------|---------|-----------|
| DMIR   | 09/28/81             | 2:50 AM  | WILPEN          | MN    | DERAILMENT          | 0             | 0       | \$176,252 |
| 76   | TYPE OF TRACK:       |          | MAIN            |       |                     |               |         |           |
|  | CLASS OF TRACK:      |          | 1               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |          | YARD RULES      |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN | EX165   | 32 MPH    |
|  |                      |          | TIME TABLE      |       |                     |               |         |           |
|  |                      |          | TRAIN ORDERS    |       |                     |               |         |           |
|  | EQUIPMENT DERAILED:  |          | 61 CAR(S)       |       |                     |               |         |           |
| PROBABLE CAUSE: FAILURE OF CREW (EXTRA 165 SOUTH) TO OPERATE THE TRAIN IN ACCORDANCE WITH 10 MPH SPEED RESTRICTION.  |                      |          |                 |       |                     |               |         |           |
| CONTRIBUTING FACTOR: FAILURE OF MAINTENANCE-OF-WAY CREW TO DISPLAY RESTRICTED SPEED SIGNALS TWO MILES IN ADVANCE OF THE RESTRICTED TRACK.  |                      |          |                 |       |                     |               |         |           |
| KCS  | 09/28/81             | 3:20 PM  | BLOOMBURG       | TX    | HEAD-END COLLISION  | 0             | 2       | \$80,000  |
| 77   | TYPE OF TRACK:       |          | MAIN            |       |                     |               |         |           |
|  | CLASS OF TRACK:      |          | 3               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |          | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: | WORK TRAIN    | X4162   | 1 MPH     |
|  |                      |          |                 |       |                     | WORK TRAIN    | X4110   | 19        |
|  | EQUIPMENT DERAILED:  |          | NONE            |       |                     |               |         |           |
| PROBABLE CAUSE: FAILURE OF THE CREW(S) OF BOTH WORK EXTRAS TO OPERATE TRAINS IN ACCORDANCE WITH RESTRICTING SIGNAL INDICATIONS WITHIN THE SAME BLOCK.  |                      |          |                 |       |                     |               |         |           |
| CONTRIBUTING FACTOR: THE TRAIN DISPATCHER VERBALLY AUTHORIZED THE MOVEMENT OF TWO OPPOSING TRAINS IN THE SAME BLOCK.   |                      |          |                 |       |                     |               |         |           |
| BN   | 10/05/81             | 11:40 PM | MARYSVILLE      | WA    | DERAILMENT          | 0             | 0       | \$391,000 |
| 78   | TYPE OF TRACK:       |          | MAIN            |       |                     |               |         |           |
|  | CLASS OF TRACK:      |          | 4               |       |                     |               |         |           |
|  | METHOD OF OPERATION: |          | TRAFFIC CONTROL |       | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X2217   | 48 MPH    |
|  | EQUIPMENT DERAILED:  |          | 24 CAR(S)       |       |                     |               |         |           |
| PROBABLE CAUSE: PLAIN BEARING JOURNAL FAILURE ON TANK CAR (ACFX 19001).  |                      |          |                 |       |                     |               |         |           |
| CONTRIBUTING FACTOR: IMPROPER CAR INSPECTION BY CARRIER AT THE ORIGINATING POINT. THE TANK CAR HAD BEEN USED ONLY FOR IN-PLANT SHIPMENTS FOR THE PRIOR 9 MONTHS AND WAS NEITHER INSPECTED NOR SERVICED DURING THAT TIME. |                      |          |                 |       |                     |               |         |           |

| RR CODE   | DATE  | TIME    | CITY   | STATE | ACCIDENT TYPE  | KILLED        | INJURED      | RR DAMAGE |
|-----------|---|---------|--|-------|--|---------------|--------------|-----------|
| ATK<br>CR | 10/10/81  | 7:50 AM | NEWARK   | NJ    | OBSTRUCTION  | 0             | 3            | \$15,000  |
| 79        | TYPE OF TRACK:  |         | MAIN   |       |  |               |              |           |
|           | CLASS OF TRACK:   |         | 3  |       |  |               |              |           |
|           | METHOD OF OPERATION:  |         | CAB SIGNAL<br>TRAFFIC CONTROL                                    |       | MOVEMENTS INVOLVED: PASSENGER TRAIN                  | 3708          | 15 MPH       |           |
|           | EQUIPMENT DERAILED:   |         | NONE   |       |  |               |              |           |
|           | PROBABLE CAUSE: RAIL BECAME DISENGAGED FROM THE TONGS OF A BURRO CRANE DURING PULLING OPERATION AND FOULED THE PATH OF THE EASTBOUND PASSENGER TRAIN. |         |  |       |  |               |              |           |
| MP        | 10/10/81  | 8:57 AM | RANTOUL  | KS    | HEAD-END COLLISION                                   | 0             | 1            | \$2,251   |
| 80        | TYPE OF TRACK:  |         | MAIN   |       |  |               |              |           |
|           | CLASS OF TRACK:   |         | 4  |       |  |               |              |           |
|           | METHOD OF OPERATION:  |         | AUTOMATIC BLOCK<br>TIME TABLE<br>TRAIN ORDERS                    |       | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>WORK TRAIN      | X3223<br>8273 | 40 MPH<br>25 |           |
|           | EQUIPMENT DERAILED:   |         | NONE   |       |  |               |              |           |
|           | PROBABLE CAUSE: FAILURE OF THE TRAIN DISPATCHER TO ISSUE CURRENT LINE-UP TO HY-RAIL VEHICLE (8273).   |         |  |       |  |               |              |           |
| CNW       | 10/24/81  | 7:53 AM | LAKE BLUFF   | IL    | DERAILMENT   | 0             | 1            | \$367,177 |
| 81        | TYPE OF TRACK:  |         | MAIN   |       |  |               |              |           |
|           | CLASS OF TRACK:   |         | 3  |       |  |               |              |           |
|           | METHOD OF OPERATION:  |         | AUTOMATIC BLOCK<br>AUTO TRAIN STOP<br>TIME TABLE<br>TRAIN ORDERS |       | MOVEMENTS INVOLVED: FREIGHT TRAIN<br>PASSENGER TRAIN | X6853<br>804  | 28 MPH<br>55 |           |
|           | EQUIPMENT DERAILED:   |         | 33 CAR(S)  |       |  |               |              |           |
|           | PROBABLE CAUSE: EXCESS SIDE BEARING CLEARANCE ON TRI-LEVEL AUTO RACK CAR (TTRX 902308).   |         |  |       |  |               |              |           |

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| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

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|     |          |         |        |    |                |   |   |           |
|-----|----------|---------|--------|----|----------------|---|---|-----------|
| SOU | 10/27/81 | 2:42 AM | BARBER | NC | SIDE COLLISION | 0 | 5 | \$857,900 |
|-----|----------|---------|--------|----|----------------|---|---|-----------|

|                      |  |                 |  |                     |  |               |  |     |        |
|----------------------|--|-----------------|--|---------------------|--|---------------|--|-----|--------|
| 82                   |  |                 |  |                     |  |               |  |     |        |
| TYPE OF TRACK:       |  | MAIN            |  |                     |  |               |  |     |        |
| CLASS OF TRACK:      |  | 1               |  |                     |  |               |  |     |        |
| METHOD OF OPERATION: |  | INTERLOCKING    |  | MOVEMENTS INVOLVED: |  | FREIGHT TRAIN |  | 531 | 10 MPH |
|                      |  | AUTOMATIC BLOCK |  |                     |  | FREIGHT TRAIN |  | 162 | 35     |
|                      |  | YARD RULES      |  |                     |  |               |  |     |        |
|                      |  | TIME TABLE      |  |                     |  |               |  |     |        |
|                      |  | TRAIN ORDERS    |  |                     |  |               |  |     |        |
| EQUIPMENT DERAILED:  |  | 3 LOCOMOTIVE(S) |  |                     |  |               |  |     |        |
|                      |  | 21 CAR(S)       |  |                     |  |               |  |     |        |

PROBABLE CAUSE: FAILURE OF THE CREW OF TRAIN (NO. 162) TO CONTROL THE MOVEMENT OF THE TRAIN IN ACCORDANCE WITH POSTED SPEED RESTRICTIONS AND SIGNAL INDICATIONS.

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|     |          |         |            |    |            |   |   |           |
|-----|----------|---------|------------|----|------------|---|---|-----------|
| MEC | 10/28/81 | 9:45 AM | MILES POND | VT | DERAILMENT | 0 | 4 | \$217,500 |
|-----|----------|---------|------------|----|------------|---|---|-----------|

|                      |  |                 |  |                     |  |                 |  |      |        |
|----------------------|--|-----------------|--|---------------------|--|-----------------|--|------|--------|
| 83                   |  |                 |  |                     |  |                 |  |      |        |
| TYPE OF TRACK:       |  | MAIN            |  |                     |  |                 |  |      |        |
| CLASS OF TRACK:      |  | 2               |  |                     |  |                 |  |      |        |
| METHOD OF OPERATION: |  | TIME TABLE      |  | MOVEMENTS INVOLVED: |  | PASSENGER TRAIN |  | X258 | 17 MPH |
|                      |  | TRAIN ORDERS    |  |                     |  |                 |  |      |        |
| EQUIPMENT DERAILED:  |  | 2 LOCOMOTIVE(S) |  |                     |  |                 |  |      |        |
|                      |  | 1 CAR(S)        |  |                     |  |                 |  |      |        |

PROBABLE CAUSE: WASHED OUT TRACK DUE TO TORRENTIAL RAINS IN THE ACCIDENT AREA DURING THE 5-DAY PERIOD PRECEDING THE ACCIDENT.

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| RR CODE | DATE     | TIME    | CITY    | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE   |
|---------|----------|---------|---------|-------|---------------|--------|---------|-------------|
| B0      | 10/31/81 | 6:20 AM | KELLOGG | NY    | DERAILMENT    | 0      | 19      | \$1,075,754 |

|    |                      |  |                 |  |                                   |  |       |        |
|----|----------------------|--|-----------------|--|-----------------------------------|--|-------|--------|
| 84 |                      |  |                 |  |                                   |  |       |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                                   |  |       |        |
|    | CLASS OF TRACK:      |  | 3               |  |                                   |  |       |        |
|    | METHOD OF OPERATION: |  | TIME TABLE      |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | BR-96 | 30 MPH |
|    |                      |  | TRAIN ORDERS    |  |                                   |  |       |        |
|    | EQUIPMENT DERAILED:  |  | 3 LOCOMOTIVE(S) |  |                                   |  |       |        |
|    |                      |  | 19 CAR(S)       |  |                                   |  |       |        |

PROBABLE CAUSE: DEFECTIVE RAIL, A VERTICAL SPLIT HEAD.

CONTRIBUTING FACTOR: FAILURE OF THE TRACK PATROLMAN TO DETECT AN OBVIOUS DEFECT THROUGH ROUTINE INSPECTIONS OF THE RAIL SECTION.

|    |          |         |       |    |            |   |   |           |
|----|----------|---------|-------|----|------------|---|---|-----------|
| BN | 11/01/81 | 5:30 AM | HERON | MT | DERAILMENT | 0 | 0 | \$792,000 |
|----|----------|---------|-------|----|------------|---|---|-----------|

|    |                      |  |                 |  |                                   |  |     |        |
|----|----------------------|--|-----------------|--|-----------------------------------|--|-----|--------|
| 85 |                      |  |                 |  |                                   |  |     |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                                   |  |     |        |
|    | CLASS OF TRACK:      |  | 4               |  |                                   |  |     |        |
|    | METHOD OF OPERATION: |  | TRAFFIC CONTROL |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | 175 | 45 MPH |
|    | EQUIPMENT DERAILED:  |  | 46 CAR(S)       |  |                                   |  |     |        |

PROBABLE CAUSE: BROKEN WHEEL RIM ON HOPPER CAR (NP73114). THE ORIGIN OF THE FAILURE WAS A PROGRESSIVE FATIGUE CRACK IN THE BACK OF THE RIM FACE THAT STARTED AT THE ROOT OF A DEEP STAMPING IN THE METAL. THE DEEP STAMPING ACTED AS A STRESS RISER.

|      |          |          |             |    |            |   |   |             |
|------|----------|----------|-------------|----|------------|---|---|-------------|
| ATSF | 11/03/81 | 11:18 PM | JOSEPH CITY | AZ | DERAILMENT | 0 | 1 | \$1,022,000 |
|------|----------|----------|-------------|----|------------|---|---|-------------|

|    |                      |  |                 |  |                                   |  |       |        |
|----|----------------------|--|-----------------|--|-----------------------------------|--|-------|--------|
| 86 |                      |  |                 |  |                                   |  |       |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                                   |  |       |        |
|    | CLASS OF TRACK:      |  | 4               |  |                                   |  |       |        |
|    | METHOD OF OPERATION: |  | AUTOMATIC BLOCK |  | MOVEMENTS INVOLVED: FREIGHT TRAIN |  | X5017 | 65 MPH |
|    |                      |  | AUTO TRAIN STOP |  | FREIGHT TRAIN                     |  | X5037 | 0      |
|    |                      |  | TIME TABLE      |  |                                   |  |       |        |
|    |                      |  | TRAIN ORDERS    |  |                                   |  |       |        |
|    | EQUIPMENT DERAILED:  |  | 5 LOCOMOTIVE(S) |  |                                   |  |       |        |
|    |                      |  | 7 CAR(S)        |  |                                   |  |       |        |
|    |                      |  | 1 CABOOSE(S)    |  |                                   |  |       |        |

PROBABLE CAUSE: THE CREW OF EXTRA 5017 EAST FAILED TO OPERATE THE TRAIN IN ACCORDANCE WITH SIGNAL INDICATIONS.



| RR CODE   | DATE     | TIME    | CITY   | STATE  | ACCIDENT TYPE                     | KILLED | INJURED | RR DAMAGE   |
|---|----------|---------|--|--|-----------------------------------|--------|---------|-------------|
| CNTP  | 11/05/81 | 7:10 PM | RATHBURN   | TN   | DERAILMENT                        | 0      | 4       | \$1,939,750 |
| 87  |          |         | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | MAIN<br>4<br>TRAFFIC CONTROL<br>4 LOCOMOTIVE(S)<br>25 CAR(S)           | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | 160     | 37 MPH      |
| PROBABLE CAUSE: TWO KNOWN PERSONS PLACED A FROG PLATE IN THE HEEL OF A FROG.  |          |         |  |  |                                   |        |         |             |
| CGA   | 11/22/81 | 7:40 PM | WAYNESBORO   | GA   | DERAILMENT                        | 0      | 0       | \$1,167,200 |
| 88  |          |         | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | MAIN<br>4<br>TIME TABLE<br>TRAIN ORDERS<br>44 CAR(S)                   | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | 138     | 46 MPH      |
| PROBABLE CAUSE: CENTER BROKEN 115-POUND JOINT BARS WHICH WERE OF IMPROPER DESIGN FOR THE RAIL.                        |          |         |  |  |                                   |        |         |             |
| CV  | 11/24/81 | 6:15 PM | MILLERS FALLS  | MA   | DERAILMENT                        | 0      | 2       | \$228,491   |
| 89  |          |         | TYPE OF TRACK:<br>CLASS OF TRACK:<br>METHOD OF OPERATION:<br>EQUIPMENT DERAILED: | MAIN<br>3<br>TIME TABLE<br>TRAIN ORDERS<br>3 LOCOMOTIVE(S)<br>6 CAR(S) | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X4928   | 40 MPH      |
| PROBABLE CAUSE: VANDALISM: THE SWITCH LOCK WAS REMOVED AND THE SWITCH WAS COCKED PARTIALLY OPEN BY PERSON(S) UNKNOWN. |          |         |  |  |                                   |        |         |             |

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|    |          |         |        |    |            |   |   |           |
|----|----------|---------|--------|----|------------|---|---|-----------|
| CR | 11/28/81 | 7:56 AM | TYRONE | PA | DERAILMENT | 0 | 0 | \$779,650 |
|----|----------|---------|--------|----|------------|---|---|-----------|

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|----|--|--|--|--|--|--|--|--|
| 90 |  |  |  |  |  |  |  |  |
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PROBABLE CAUSE: BROKEN TRUCK BOLSTER ON HOPPER CAR (CR 472528).

|    |          |         |       |    |                |   |   |           |
|----|----------|---------|-------|----|----------------|---|---|-----------|
| NW | 11/28/81 | 8:30 AM | CREWE | VA | SIDE COLLISION | 0 | 0 | \$466,800 |
|----|----------|---------|-------|----|----------------|---|---|-----------|

|    |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|
| 91 |  |  |  |  |  |  |  |  |
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PROBABLE CAUSE: FAILURE OF A LOCAL SWITCH CREW TO RESTORE THE MAIN TRACK SWITCH TO ITS NORMAL OPERATING POSITION.

CONTRIBUTING FACTOR: SIGNAL 1296 DISPLAYED A FALSE PROCEED INDICATION.

|    |          |         |         |    |            |   |   |           |
|----|----------|---------|---------|----|------------|---|---|-----------|
| LN | 12/01/81 | 3:50 PM | NOKOMIS | AL | DERAILMENT | 0 | 0 | \$146,000 |
|----|----------|---------|---------|----|------------|---|---|-----------|

|    |  |  |  |  |  |  |  |  |
|----|--|--|--|--|--|--|--|--|
| 92 |  |  |  |  |  |  |  |  |
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PROBABLE CAUSE: LATERAL PRESSURE GENERATED BY BUFF FORCES FROM THE REAR OF TRAIN WERE SUFFICIENT TO CAUSE THE R2 WHEEL OF LN196877 TO CLIMB THE RIGHT-HAND SWITCH RAIL.

CONTRIBUTING FACTOR: THE RIGHT-HAND SWITCH POINT TO NOKOMIS SIDING WAS UNUSUALLY WORN FOR A DISTANCE OF 41 INCHES FROM ITS POINT.

| RR CODE | DATE     | TIME    | CITY  | STATE                        | ACCIDENT TYPE                     | KILLED | INJURED | RR DAMAGE   |
|---------|----------|---------|---|------------------------------|-----------------------------------|--------|---------|-------------|
| BN      | 12/07/81 | 4:05 AM | HARLEM  | MT                           | DERAILMENT                        | 0      | 0       | \$414,000   |
|         |          |         | TYPE OF TRACK:  | MAIN                         |                                   |        |         |             |
|         |          |         | CLASS OF TRACK:   | 4                            |                                   |        |         |             |
| 93      |          |         | METHOD OF OPERATION:  | TRAFFIC CONTROL              | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | 01-82   | 60 MPH      |
|         |          |         | EQUIPMENT DERAILED:   | 22 CAR(S)                    |                                   |        |         |             |
|         |          |         | PROBABLE CAUSE: BROKEN WHEEL RIM ON BOX CAR (UP493162). THE ORIGIN OF THE FAILURE WAS A PROGRESSIVE FATIGUE CRACK THAT STARTED IN THE BACK RIM FACE THROUGH A DEEP STAMPED SYMBOL. THE WHEEL RIM HAD REACHED A TEMPERATURE OF ABOUT 1,400 DEGREES FAHRENHEIT AND COOLED SUDDENLY. |                              |                                   |        |         |             |
| BN      | 12/07/81 | 7:08 AM | RAMSEY  | ID                           | DERAILMENT                        | 0      | 0       | \$1,670,700 |
|         |          |         | TYPE OF TRACK:  | MAIN                         |                                   |        |         |             |
|         |          |         | CLASS OF TRACK:   | 4                            |                                   |        |         |             |
| 94      |          |         | METHOD OF OPERATION:  | TRAFFIC CONTROL              | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | X8095   | 58 MPH      |
|         |          |         | EQUIPMENT DERAILED:   | 1 LOCOMOTIVE(S)<br>54 CAR(S) |                                   |        |         |             |
|         |          |         | PROBABLE CAUSE: WIDE GAUGE TRACK.   |                              |                                   |        |         |             |
| ATSF    | 12/11/81 | 7:40 AM | CLIFTON   | TX                           | RAIL-HWY CROSSING                 | 5      | 0       | \$168       |
|         |          |         | TYPE OF TRACK:  | MAIN                         |                                   |        |         |             |
|         |          |         | CLASS OF TRACK:   | 4                            |                                   |        |         |             |
| 95      |          |         | METHOD OF OPERATION:  | TRAFFIC CONTROL              | MOVEMENTS INVOLVED: FREIGHT TRAIN |        | 4615K   | 45 MPH      |
|         |          |         | EQUIPMENT DERAILED:   | NONE                         |                                   |        |         |             |
|         |          |         | PROBABLE CAUSE: FAILURE OF THE MOTOR VEHICLE OPERATOR TO STOP SHORT OF THE CROSSING EVEN THOUGH CROSSING SIGNALS INDICATED THE IMMEDIATE APPROACH OF A TRAIN.   |                              |                                   |        |         |             |

| RR CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|------|------|------|-------|---------------|--------|---------|-----------|
|---------|------|------|------|-------|---------------|--------|---------|-----------|

|     |          |          |       |    |            |   |   |           |
|-----|----------|----------|-------|----|------------|---|---|-----------|
| KCS | 12/12/81 | 12:50 PM | SPIRO | OK | DERAILMENT | 0 | 0 | \$792,292 |
|-----|----------|----------|-------|----|------------|---|---|-----------|

|    |                      |  |                 |  |                     |               |    |        |
|----|----------------------|--|-----------------|--|---------------------|---------------|----|--------|
| 96 |                      |  |                 |  |                     |               |    |        |
|    | TYPE OF TRACK:       |  | MAIN            |  |                     |               |    |        |
|    | CLASS OF TRACK:      |  | 3               |  |                     |               |    |        |
|    | METHOD OF OPERATION: |  | TRAFFIC CONTROL |  | MOVEMENTS INVOLVED: | FREIGHT TRAIN | 82 | 30 MPH |
|    | EQUIPMENT DERAILED:  |  | 29 CAR(S)       |  |                     |               |    |        |

PROBABLE CAUSE: ENGINE BURN FRACTURE ON A SECTION OF 127-POUND RAIL.

|    |          |         |           |    |                    |   |   |         |
|----|----------|---------|-----------|----|--------------------|---|---|---------|
| CO | 12/15/81 | 6:10 AM | MACCORKLE | WV | HEAD-END COLLISION | 0 | 2 | \$9,350 |
|----|----------|---------|-----------|----|--------------------|---|---|---------|

|    |                      |  |                            |  |                     |                                |                |            |
|----|----------------------|--|----------------------------|--|---------------------|--------------------------------|----------------|------------|
| 97 |                      |  |                            |  |                     |                                |                |            |
|    | TYPE OF TRACK:       |  | MAIN                       |  |                     |                                |                |            |
|    | CLASS OF TRACK:      |  | 3                          |  |                     |                                |                |            |
|    | METHOD OF OPERATION: |  | TIME TABLE<br>TRAIN ORDERS |  | MOVEMENTS INVOLVED: | FREIGHT TRAIN<br>FREIGHT TRAIN | X4323<br>X8200 | 2 MPH<br>0 |
|    | EQUIPMENT DERAILED:  |  | 6 CAR(S)                   |  |                     |                                |                |            |

PROBABLE CAUSE: FAILURE OF THE CREW OF EXTRA 4323 EAST TO STOP IN THE CLEAR AT THE MEETING POINT.

|    |          |         |          |    |            |   |   |           |
|----|----------|---------|----------|----|------------|---|---|-----------|
| LN | 12/21/81 | 8:05 AM | ROBINSON | KY | DERAILMENT | 0 | 0 | \$423,800 |
|----|----------|---------|----------|----|------------|---|---|-----------|

|    |                      |  |                              |  |                     |               |       |        |
|----|----------------------|--|------------------------------|--|---------------------|---------------|-------|--------|
| 98 |                      |  |                              |  |                     |               |       |        |
|    | TYPE OF TRACK:       |  | MAIN                         |  |                     |               |       |        |
|    | CLASS OF TRACK:      |  | 3                            |  |                     |               |       |        |
|    | METHOD OF OPERATION: |  | TRAFFIC CONTROL              |  | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X1545 | 40 MPH |
|    | EQUIPMENT DERAILED:  |  | 2 LOCOMOTIVE(S)<br>40 CAR(S) |  |                     |               |       |        |

PROBABLE CAUSE: INTERACTION OF LATERAL/VERTICAL FORCES.

| RR CODE | DATE  | TIME    | CITY             | STATE | ACCIDENT TYPE       | KILLED | INJURED     | RR DAMAGE |
|---------|---|---------|------------------|-------|---------------------|--------|-------------|-----------|
| KCS     | 12/22/81  | 7:00 PM | JOPLIN           | MO    | REAR-END COLLISION  | 0      | 4           | \$36,450  |
| 99      | TYPE OF TRACK:  |         | MAIN             |       |                     |        |             |           |
|         | CLASS OF TRACK:   |         | 3                |       |                     |        |             |           |
|         | METHOD OF OPERATION:  |         | TRAFFIC CONTROL  |       | MOVEMENTS INVOLVED: |        | 5814 15 MPH |           |
|         |   |         | YARD RULES       |       | FREIGHT TRAIN       |        | 4364 0      |           |
|         | EQUIPMENT DERAILED:   |         | NONE             |       |                     |        |             |           |
|         | PROBABLE CAUSE: FAILURE OF THE CREW OF EXTRA 5814 NORTH TO COMPLY WITH THE PRVISIONS OF THE CARRIER YARD LIMIT RULE.                  |         |                  |       |                     |        |             |           |
| LN      | 12/28/81  | 9:30 AM | NEW JOHNSONVILLE | TN    | REAR-END COLLISION  | 1      | 2           | \$975,264 |
| 100     | TYPE OF TRACK:  |         | MAIN             |       |                     |        |             |           |
|         | CLASS OF TRACK:   |         | 4                |       |                     |        |             |           |
|         | METHOD OF OPERATION:  |         | TRAFFIC CONTROL  |       | MOVEMENTS INVOLVED: |        | X8072 0 MPH |           |
|         |   |         |                  |       | FREIGHT TRAIN       |        | X5123 30    |           |
|         | EQUIPMENT DERAILED:   |         | 5 LOCOMOTIVE(S)  |       |                     |        |             |           |
|         |   |         | 7 CAR(S)         |       |                     |        |             |           |
|         |   |         | 1 CABOOSE(S)     |       |                     |        |             |           |
|         | PROBABLE CAUSE: FAILURE OF THE CREW OF EXTRA 5123 NORTH TO OPERATE THE TRAIN IN ACCORDANCE WITH RESTRICTED PROCEED SIGNAL INDICATION. |         |                  |       |                     |        |             |           |

U.S. Department  
of Transportation

**Federal Railroad  
Administration**

400 Seventh St., S.W.  
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