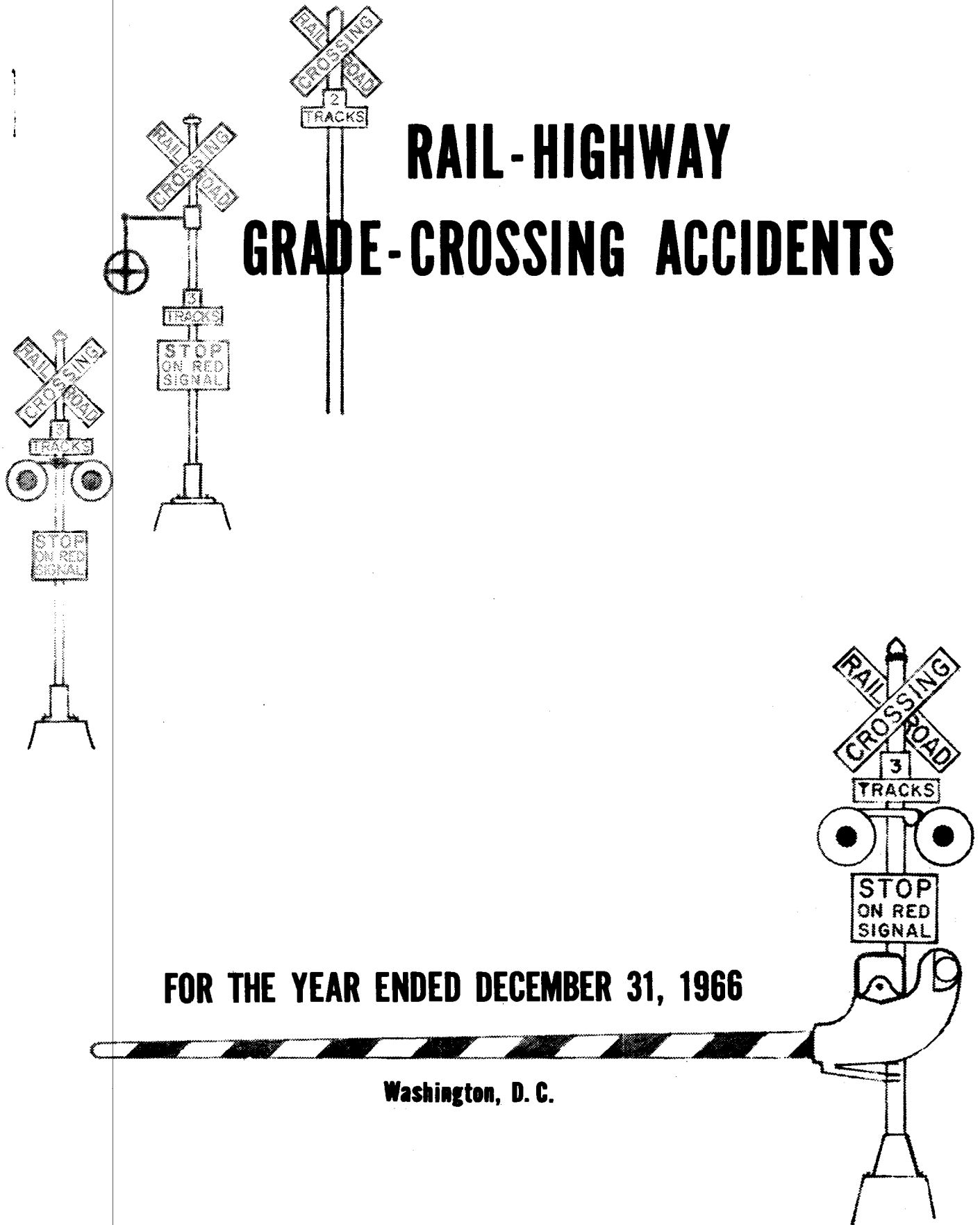


RAIL-HIGHWAY GRADE-CROSSING ACCIDENTS



FOR THE YEAR ENDED DECEMBER 31, 1966

Washington, D. C.

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DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

PREFACE

This is the thirty-second annual statistical report on rail-highway grade crossing accidents based upon reports of rail carriers filed pursuant to the Accident Reports Act of 1910 (as amended).

The primary purpose of this report is to direct attention to the hazards inherent at public grade crossings, and to provide a basis for formulation of regulations which would promote the safety of both rail and highway traffic at crossings.

Statistics recently compiled by the Bureau of Public Roads, Federal Highway Administration, show an increase of more than four million highway motor vehicle registrations compared with 1965. There was also an increase in the number of grade crossing accidents and in casualties, both killed and injured.

In 1966, 343 more crossings were "specially protected" as defined under "Classification of Crossings." There is no statistical evidence to indicate that the rising trend in crossing accidents was the result of any specific factor or combination of factors.

In reference to the tables shown in this report, it should be noted that only Tables A, B, C and Table 1 pertain to rail-highway grade crossing accidents of all kinds. All the other tables pertain to collisions involving motor vehicles, such as automobiles, busses, motortrucks and motorcycles.

A. Scheffer Lang
Administrator

SUMMARY

Rail-Highway Grade Crossing Accidents of All Kinds

In 1966, there were 4,097 crossing accidents involving pedestrians, automobiles, motortrucks, busses, motorcycles, and other vehicles or machines. This represents an increase of 277, or 7.25 percent, over the total number of all crossing accidents reported in 1965. In comparison with 1965 the number of deaths and injuries increased by 16.04 percent and 6.37 percent, respectively.

The following three tables show data for the ten-year period, 1957 - 1966.

Table A.-Total number of accidents and casualties at rail-highway grade crossings

Year	No. of accidents	Killed	Injured
Average 1957-66	3,434	1,390	3,546
1957	3,569	1,371	3,767
1958	3,099	1,271	3,161
1959	3,075	1,203	3,247
1960	3,195	1,364	3,424
1961	3,204	1,291	3,514
1962	3,149	1,241	3,192
1963	3,373	1,302	3,524
1964	3,755	1,543	3,783
1965	3,820	1,534	3,801
1966	4,097	1,780	4,043

Table B.-Ratios of the number of crossing accidents and casualties to the average of the 1957-1966 period.

Year	No. of accidents	Killed	Injured
Average number, 1957-1966	3,434	1,390	3,546
	Percent	Percent	Percent
1957-1966	100.00	100.00	100.00
1957	103.93	98.63	106.23
1958	90.24	91.44	89.14
1959	89.55	86.55	91.57
1960	93.04	98.13	96.56
1961	93.30	92.88	99.10
1962	91.70	89.29	90.02
1963	98.22	93.67	99.38
1964	109.35	111.01	106.68
1965	111.24	110.36	107.19
1966	119.31	128.06	114.02

Table C.-Ratio of number of casualties to number of crossing accidents

Year	Killed	Injured
1957	0.384	1.055
1958	0.410	1.020
1959	0.391	1.056
1960	0.427	1.072
1961	0.403	1.097
1962	0.394	1.014
1963	0.386	1.045
1964	0.411	1.007
1965	0.402	0.995
1966	0.434	0.987

Table C shows that with respect to deaths, the severity of crossing accidents in 1966 was slightly higher than in any preceding year during the past decade. However, in the matter of injuries, the severity was the lowest in the past decade.

Grade Crossing Accidents Involving Motor Vehicles

Of the 4,097 crossing accidents of all kinds in 1966, 3,862 involved collisions between railroad movements and motor vehicles, and resulted in 1,657 deaths and 3,927 injuries. In 2,595 collisions, 67.19 percent, trains struck motor vehicles, resulting in 1,301, or 78.52 percent, of the deaths and in 2,445, or 62.26 percent of the injuries. In the other 1,267 collisions, 32.81 percent, motor vehicles struck the sides of train movements, resulting in 356, or 21.48 percent, of the deaths and 1,482, or 37.74 percent, of the injuries.

The number of crossing accidents in 1966 involving collisions with motor vehicles was the highest for the four-year period, 1963-1966. In comparison with last year, there was an increase of 223 in the number of deaths and 264 in the number of injuries.

Table D. Number of crossing accidents involving motor vehicles, per million vehicles registered

Year	Number of accidents	Number of motor vehicles registered	Number of accidents per million vehicles registered
		(Thousands)	
1957	3,302	67,603	48.8
1958	2,855	68,821	41.5
1959	2,842	71,778	39.6
1960	2,980	74,660	39.9
1961	2,931	76,442	38.3
1962	2,944	79,682	36.9
1963	3,195	83,478	38.3
1964	3,539	87,281	40.5
1965	3,602	91,738	39.3
1966	3,862	94,177	41.0

Types of Crossing Protection Provided

Of the 3,862 collisions, 1,556, or 40.29 percent, occurred at crossings which were specially protected by one of the following: lowered gates, trainman, watchman, audible and visual signals, audible signals, or visible signals. The other 2,306 or 59.71 percent, occurred at crossings protected by signals or signs that did not indicate the approach of trains.

The latest available statistics show a total of 215,961 rail-highway crossings at grade. Of these crossings, 44,333 or 20.53 percent, were specially protected; 171,628, or 79.47 percent, were not specially protected.

Times and Weather Conditions Involved in Motor Vehicle Collisions

Of the 3,862 crossing collisions, 2,354, or 60.95 percent, occurred in daylight, and 1,508, or 39.05 percent, took place at night. There were 2,711 collisions, or 70.20 percent, in clear weather, and 1,151, or 29.80 percent, under cloudy or inclement weather conditions.

Types of Motor Vehicles Involved in Crossing Accidents

Of the 3,862 collisions between trains and motor vehicles, automobiles were involved in 2,964, or 76.75 percent; busses in 23, or 0.60 percent; motortrucks in 837, or 21.67 percent; and motorcycles in 38, or 0.98 percent.

DEFINITION OF TERMS

Classification of Accidents. A public rail-highway grade-crossing accident is one which results in (a) a reportable casualty to a person or (b) in a collision or derailment of a train, locomotive, or car, or other train accident and in which there is more than \$750 damage to equipment, track, or roadbed.

Classification of Casualties. Reportable casualties are:

(a) Death of a person: A death resulting from an accident within 24 hours immediately following the accident is reportable as a fatality; if death occurs after the expiration of the 24-hour period, the casualty is reported as an injury and also as a subsequent fatality.

(b) Injury to a railroad employee if the injury is sufficient to incapacitate the injured person from performing his or her duties for a period of more than 24 hours in the aggregate during the 10 days immediately following the accident. (Prior to January 1, 1961, the injury was not reportable unless the employee was incapacitated for a period of more than three days in the aggregate during the 10 days immediately following the accident).

(c) Injury to a person other than a railroad employee if the injury is sufficient to incapacitate the injured person from following his or her customary vocation or mode of life for a period of more than 24 hours in the aggregate during the 10 days immediately following the accident.

Classification of Crossings. A highway crossing comprises all the tracks within, or immediately adjacent to, the railroad right-of-way, owned or leased, at an intersection with the highway. Crossings with streets, avenues, and rural highways, are included. Only public crossings are covered. Highway crossings with industrial tracks only, not owned or leased by a railroad, are excluded.

The type of signaling device for restricting use of a crossing by trains, highway vehicles, or pedestrians determines whether the crossing is "specially protected" or "not specially protected." "Specially protected" crossings are those protected by: Gates operated 24 hours per day or less; trainmen; watchmen on duty 24 hours per day or less; or devices that indicate the approach of trains. Crossings "not specially protected" are those that merely indicate the proximity of a crossing by fixed signs, and those without stationary signs or other cautionary fixtures.

Classification of Persons. Persons using crossings as a continuation of a street or road are divided into two classes, "trespassers" and "non-trespassers." A person is not reported as a trespasser on a highway-grade crossing unless the crossing is protected by gates, or other similar barriers, which were closed when the person went on the crossing, or unless the person attempted to pass over or under trains or cars at the crossing.

There are instances in which persons on trains may be killed or injured. Such persons may be classified as passengers, employees on duty, non-trespassers, and trespassers.

Table 1. Rail-Highway Accidents of All Kinds and Casualties, 1966-1965 *

Cause of accident	Accidents				Killed				Injured			
	1966		1965		1966		1965		1966		1965	
	No.	Percent of total	No.	Percent of total	No.	Percent of total	No.	Percent of total	No.	Percent of total	No.	Percent of total
Trains striking or being struck by:												
Pedestrians	144	3.51	126	3.30	100	5.62	80	5.22	47	1.16	49	1.29
Passenger autos	2,964	72.35	2,824	73.93	1,292	72.58	1,160	75.62	3,130	77.42	3,001	78.95
Motor busses	23	.56	10	.26	31	1.74	-	-	98	2.42	15	.39
Motor trucks	837	20.43	736	19.27	311	17.47	255	16.62	680	16.82	618	16.26
Motorcycles	38	.93	32	.83	23	1.29	19	1.24	19	.47	29	.76
Other vehicles or machines	45	1.10	44	1.15	23	1.29	18	1.17	26	.64	25	.66
Pedestrians passing over or under ..	4	.10	6	.16	-	-	2	.13	4	.10	4	.11
Miscellaneous	42	1.03	42	1.10	-	-	-	-	39	.96	60	1.58
Total	4,097	100.00	3,820	100.00	1,780	100.00	1,534	100.00	4,043	100.00	3,801	100.00

* Nontrain accidents excluded.

Table 2. Nature of Rail-Highway Accidents Involving Motor Vehicles, 1966-1963

	Number of accidents				Killed				Injured			
	1966	1965	1964	1963	1966	1965	1964	1963	1966	1965	1964	1963
Motor vehicle:												
Struck by train	2,595	2,387	2,283	2,114	1,301	1,075	1,047	912	2,445	2,244	2,252	2,169
Ran into side of train ...	1,267	1,215	1,256	1,081	356	359	385	305	1,482	1,419	1,424	1,266
Total	3,862	3,602	3,539	3,195	1,657	1,434	1,432	1,217	3,927	3,663	3,676	3,435

Percent of total

Motor vehicle:												
Struck by train	67.19	66.27	64.51	66.17	78.52	74.97	73.11	74.94	62.26	61.26	61.26	63.14
Ran into side of train ...	32.81	33.73	35.49	33.83	21.48	25.03	26.89	25.06	37.74	38.74	38.74	36.86
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

Nature of collision	Accidents in 1966		Killed in 1966		Injured in 1966	
	Daylight	Dark	Daylight	Dark	Daylight	Dark
Struck by train:						
Passenger automobiles ...	1,265	672	722	287	1,203	719
Motor busses	20	-	30	-	36	-
Motor trucks	521	111	205	52	379	107
Motorcycles	3	3	2	3	1	-
Total	1,809	786	959	342	1,619	826
Ran into side of train:						
Passenger automobiles ...	403	624	130	153	458	750
Motor busses	1	2	-	1	41	21
Motor trucks	123	82	29	25	122	72
Motorcycles	18	14	8	10	13	5
Total	545	722	167	189	634	848

Table 3. Accidents Involving Motor Vehicles, Classified as "Ran into Side of Train," 1966-1964

Part of train struck	Number of accidents			Percent of Total			Number in 1966	
	1966	1965	1964	1966	1965	1964	Daylight	Dark
Head end of train								
Motive power pulling or running light	794	725	794	62.67	59.67	63.22	438	356
Lead car shoved	61	66	70	4.81	5.43	5.57	18	43
Other part at or near head end of train <u>1/</u>	2	10	7	.16	.82	.56	1	1
Sub-total	857	801	871	67.64	65.92	69.35	457	400
Last Unit of train	41	46	35	3.24	3.79	2.79	7	34
Other parts of train consisting of more than 3 units:								
First quarter of train	163	148	139	12.87	12.18	11.07	54	109
Second quarter of train	89	92	73	7.02	7.57	5.81	16	73
Third quarter of train	36	50	56	2.84	4.12	4.46	5	31
Fourth quarter of train <u>2/</u>	78	71	75	6.16	5.84	5.97	6	72
Sub-total	366	361	343	28.89	29.71	27.31	81	285
Part of train not reported	3	7	7	.24	1.58	.55	-	3
Grand Total	1,267	1,215	1,256	100.00	100.00	100.00	545	722

1/ Includes accidents involving trains of less than four cars where the motive power unit was not involved.

2/ Excludes accidents involving last unit of train.

Table 4. Nature of Rail-Highway Collision Involving Motor Vehicles and Part of 24-hour Period, 1966-1963

Part of 24-hour period	Total number of accidents				Percent of total				Struck by train in 1966		Ran into side of train in 1966	
	1966	1965	1964	1963	1966	1965	1964	1963	Persons		Persons	
									Killed	Injured	Killed	Injured
Daylight	2,354	2,138	2,108	1,914	67.19	59.35	59.56	59.91	959	1,619	167	634
Dark	1,508	1,464	1,431	1,281	32.81	40.65	40.44	40.09	342	826	189	848
Total	3,862	3,602	3,539	3,195	100.00	100.00	100.00	100.00	1,301	2,445	356	1,482

Table 5. Rail-highway Accidents Involving Motor Vehicles, According to Hour, 1966-1963

Hour	Total				Struck by train				Ran into side of train			
	1966	1965	1964	1963	1966	1965	1964	1963	1966	1965	1964	1963
Midnight to 12:59 A.M.	132	124	126	106	56	58	56	50	76	66	70	56
1 to 1:59 A.M. ...	130	106	104	90	51	37	36	23	79	69	68	67
2 to 2:59 " " ...	91	90	97	91	35	31	39	22	56	59	58	69
3 to 3:59 " " ...	69	69	45	59	28	28	16	25	41	41	29	34
4 to 4:59 " " ...	61	46	63	47	29	21	32	18	32	25	31	29
5 to 5:59 " " ...	94	70	72	65	62	38	44	43	32	32	28	22
6 to 6:59 " " ...	142	130	150	131	98	99	111	91	44	31	39	40
7 to 7:59 " " ...	195	188	160	141	150	141	113	103	45	47	47	38
8 to 8:59 " " ...	190	161	165	135	147	127	119	110	43	34	46	25
9 to 9:59 " " ...	201	170	173	152	162	129	131	122	39	41	42	30
10 to 10:59 " " ...	206	151	176	167	157	118	129	131	49	33	47	36
11 to 11:59 " " ...	192	192	164	184	142	150	117	136	50	42	47	48
Noon to 12:59 P.M. ...	196	156	156	152	156	120	117	119	40	36	39	33
1 to 1:59 " " ...	189	190	182	158	148	139	127	121	41	51	55	37
2 to 2:59 " " ...	204	199	173	168	164	156	131	128	40	43	42	40
3 to 3:59 " " ...	198	203	187	158	150	157	138	119	48	46	49	39
4 to 4:59 " " ...	193	198	198	205	151	153	146	155	42	45	52	50
5 to 5:59 " " ...	187	178	202	165	134	133	146	122	53	45	56	43
6 to 6:59 " " ...	181	196	194	163	111	129	127	116	70	67	67	47
7 to 7:59 " " ...	182	179	172	167	108	113	105	107	74	66	67	60
8 to 8:59 " " ...	160	146	142	130	92	76	84	75	68	70	58	55
9 to 9:59 " " ...	165	176	158	131	105	105	75	65	60	71	83	66
10 to 10:59 " " ...	152	141	139	107	77	69	75	58	75	72	64	49
11 to 11:59 " " ...	152	143	141	123	82	60	69	55	70	83	72	68
Total	3,862	3,602	3,539	3,195	2,595	2,387	2,283	2,114	1,267	1,215	1,256	1,081

Table 6. Rail-highway Accidents Involving Motor Vehicles, According to Day, 1966-1963

Day	Total				Struck by train				Ran into side of train			
	1966	1965	1964	1963	1966	1965	1964	1963	1966	1965	1964	1963
Sunday	379	356	367	367	257	236	233	247	122	120	134	120
Monday	517	503	467	460	354	338	313	332	163	165	154	128
Tuesday	549	506	463	443	392	342	298	279	157	164	165	164
Wednesday	583	512	543	464	375	339	368	323	208	173	175	141
Thursday	557	520	525	456	373	356	329	293	184	164	196	163
Friday	579	609	605	506	377	391	381	336	202	218	224	170
Saturday	698	596	569	499	467	385	361	304	231	211	208	195
Total	3,862	3,602	3,539	3,195	2,595	2,387	2,283	2,114	1,267	1,215	1,256	1,081

Table 7. Rail-Highway Accidents Involving Motor Vehicles, by Month, 1966-1963

Month	Total				Struck by train				Ran into side of train			
	1966	1965	1964	1963	1966	1965	1964	1963	1966	1965	1964	1963
January	431	364	359	348	316	262	249	225	115	102	110	123
February	351	363	364	303	239	251	243	211	112	112	121	92
March	310	328	294	240	211	237	199	153	99	91	95	87
April	270	253	244	207	182	163	152	134	88	90	92	73
May	264	232	208	209	186	152	143	127	78	80	65	82
June	240	234	217	185	155	156	120	115	85	78	97	70
July	236	225	215	175	150	141	130	110	86	84	85	65
August	261	255	228	215	173	143	152	151	88	112	76	64
September	277	261	255	224	173	163	151	149	104	98	104	75
October	328	322	371	261	206	202	238	177	122	120	133	84
November	403	368	364	335	265	254	219	215	138	114	145	120
December	491	397	420	493	339	263	287	347	152	134	133	146
Total	3,862	3,602	3,539	3,195	2,595	2,387	2,283	2,114	1,267	1,215	1,256	1,081

Table 8. Types of Motor Vehicles Involved in Crossing Accidents, 1966-1963

Motor vehicle	Number of accidents				Year 1966			
					Number of motor vehicles registered (thousands)	Number of accidents per million vehicles registered	Number of accidents occurring	
	1966	1965	1964	1963			Daylight	Dark
Automobile	2,964	2,824	2,809	2,530	78,331	37.84	1,668	1,296
Bus	23	10	6	5	323	71.21	21	2
Motortruck	837	736	693	634	15,522	53.92	644	193
Motorcycle	38	32	31	26	1,753	21.68	21	17
Total	3,862	3,602	3,539	3,195	95,929	40.26	2,354	1,508

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Table 9. Rail-Highway Accidents Involving Motor Vehicles, by Kind of Train, 1966-1963

Kind of train	Train Miles Class I railroads (thousands)		Number of accidents	Number per million Train Miles				Number of accidents occurring in 1966	
	1966	1965		1966	1966	1965	1964	1963	Daylight
Freight	437,490	420,962	2,635	6.02	5.82	5.63	5.19	1,656	979
Passenger	164,264	172,344	637	3.88	3.64	3.56	3.38	462	175
Work	<u>2/</u> 5,900	6,087	53	8.98	8.54	6.45	5.37	42	11
Yard (switching) & other <u>1/</u>	223,819	221,324	537	2.40	2.13	2.33	2.10	194	343
Total	831,473	820,717	3,862	4.64	4.39	4.30	3.95	2,354	1,508

1/ Excluding switching and terminal companies.2/ Estimated.

Table 10. Rail-highway Accidents Involving Motor Vehicles, by Type of Crossing Protection, 1966

Type of crossing protection at time of accident	Number of accidents	Number of crossings ^{1/} on Dec. 31, 1965	Accidents per 100 crossings	Number occurring		Struck by train		Ran into side of train	
				Daylight	Dark	Daylight	Dark	Daylight	Dark
Lowered gates	96	7,276	1.32	30	66	25	47	5	19
Trainman	73	-	-	17	56	9	14	8	42
Watchman	14	1,125	1.24	5	9	5	6	-	3
Audible & Visible signal	899	20,864	4.31	563	336	435	191	128	145
Audible signal	36	1,463	2.46	25	11	21	9	4	2
Visible signal	438	13,605	3.22	251	187	194	104	57	83
Total special	1,556	44,333	3.51	891	665	689	371	202	294
Signal or sign not of a type indicating approach of train	2,306	171,628	1.34	1,463	843	1,120	415	343	428
Grand total	3,862	215,961	1.79	2,354	1,508	1,809	786	545	722

^{1/} On class I line-haul railroads and switching and terminal companies. Data for 1966 not available.

Note: Where more than one type of protection was afforded at the time of accident, the accident was classified according to the type first shown above.

Table 11. Rail-Highway Accidents Involving Motor Vehicles, According to Operation of Crossing Protection, 1966-1963

Operation of crossing protection	Number of accidents				Year 1966						
					Number occurring		Struck by train		Ran into side of train		
	1966	1965	1964	1963	Daylight	Dark	No. occurring		No. occurring		
							Daylight	Dark	Daylight	Dark	
Automatic:											
Both sides of crossing ...	1,395	1,345	1,292	1,150	827	568	639	332	188	236	
Side of approach	53	63	76	57	33	20	25	11	8	9	
Opposite side	14	29	26	28	8	6	8	3	-	3	
Manual:											
Both sides of crossing ...	15	10	11	11	5	10	3	8	2	2	
Side of approach	67	96	104	82	17	50	12	12	5	38	
Opposite side	12	7	9	8	3	9	1	2	2	7	
Other: 1/											
Both sides of crossing ...	1,877	1,682	1,595	1,449	1,167	710	881	340	286	370	
Side of approach	252	216	209	206	174	78	134	43	40	35	
Opposite side	130	125	179	160	90	40	77	24	13	16	
Not reported	47	29	38	44	30	17	29	11	1	6	
Total	3,862	3,602	3,539	3,195	2,354	1,508	1,809	786	545	722	

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1/ Not of a type indicating approach of train.

Table 12. Crossing Accidents After Dark Involving Motor Vehicles, According to Illumination of Crossing, 1966-1963

Crossing illumination	Accidents after dark												Year 1966	
	Number of accidents				Struck by train				Ran into side of train				Persons	
	1966	1965	1964	1963	1966	1965	1964	1963	1966	1965	1964	1963	Killed	Injured
Lighted	656	614	630	529	364	342	341	285	292	272	289	244	179	773
Not lighted	852	850	801	752	422	413	397	361	430	437	404	391	352	901
Total	1,508	1,464	1,431	1,281	786	755	738	646	722	709	693	635	531	1,674

Table 13. Rail-Highway Accidents Involving Motor Vehicles, According to Speed and Kind of Train Involved, 1966

Speed of train (miles per hour)	Number of acci- dents	Struck by train		Ran into side of train		Kind of train					
		Number occurring		Number occurring		Freight		Passenger		Yard (switching) and other	
		Daylight	Dark	Daylight	Dark	Number	Percent of total	Number	Percent of total	Number	Percent of total
1 - 9	759	133	172	69	385	374	14.19	16	2.51	369	62.54
10 - 19	603	230	150	98	125	420	15.94	48	7.54	135	22.88
20 - 29	678	361	125	110	82	572	21.71	49	7.69	57	9.66
30 - 39	578	305	116	91	66	482	18.29	76	11.93	20	3.39
40 - 49	535	324	87	90	34	446	16.93	82	12.87	7	1.19
50 - 59	327	209	61	44	13	248	9.41	77	12.09	2	.34
60 - 69	190	125	35	23	7	92	3.49	98	15.38	-	-
70 - 79	152	103	29	15	5	1	.04	151	23.70	-	-
80 - 89	27	12	7	3	5	-	-	27	4.24	-	-
90 and over	13	7	4	2	-	-	-	13	2.04	-	-
Total	3,862	1,809	786	545	722	2,635	100.00	637	100.00	590	100.00

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Table 14. Rail-Highway Accidents Involving Motor Vehicles, According to Weather Conditions, 1966

Weather	Number of accidents		Struck by train		Ran into side of train	
	Number	Percent of total	Number occurring		Number occurring	
			Daylight	Dark	Daylight	Dark
Clear	2,711	70.20	1,311	533	397	470
Cloudy	716	18.54	336	148	89	143
Rain	245	6.34	85	67	35	58
Snow, sleet or hail ...	115	2.98	55	25	13	22
Fog	74	1.92	22	12	11	29
Dust	1	.03	-	1	-	-
Total	3,862	100.00	1,809	786	545	722

Table 15. Rail-highway Accidents Involving Motor Vehicles, According to Number of Cars in Train and Kind of Train, 1966

Numbers of cars in train	Number of accidents				Percent of total				Number of accidents occurring	
	Total	Freight	Passenger	Yard (switching) and other	Total	Freight	Passenger	Yard (switching) and other	Daylight	Dark
None ^{1/}	239	93	4	142	6.19	3.53	.63	24.07	112	127
1 - 9	1,106	499	348	259	28.64	18.94	54.63	43.90	726	380
10 - 19	715	349	259	107	18.51	13.24	40.66	18.14	439	276
20 - 29	288	225	21	42	7.46	8.54	3.30	7.12	160	128
30 - 39	186	173	-	13	4.82	6.57	-	2.20	117	69
40 - 49	158	146	1	11	4.09	5.54	.16	1.86	89	69
50 - 59	161	157	-	4	4.17	5.96	-	.68	101	60
60 - 69	167	163	1	3	4.32	6.19	.16	.51	108	59
70 - 79	176	174	2	-	4.56	6.60	.31	-	116	60
80 - 89	131	128	-	3	3.39	4.86	-	.51	79	52
90 - 99	138	136	1	1	3.57	5.16	.16	.17	80	58
100 - 109	106	105	-	1	2.74	3.98	-	.17	76	30
110 - 119	82	80	-	2	2.12	3.04	-	.34	40	42
120 - 129	76	75	-	1	1.97	2.85	-	.17	37	39
130 - 139	35	35	-	-	.91	1.33	-	-	23	12
140 - 149	38	38	-	-	.98	1.44	-	-	21	17
150 and over	59	59	-	-	1.53	2.24	-	-	30	29
Not reported or unknown	1	-	-	1	.03	-	-	.17	-	1
Total	3,862	2,635	637	590	100.00	100.00	100.00	100.00	2,354	1,508

^{1/} Locomotives only.

Table 16. Rail-highway Accidents Involving Motor Vehicles, According to Speed of Motor Vehicles, 1966

Speed of motor vehicle (miles per hour)	Total				Struck by train						Ran into side of train					
	Number of accidents	Percent of total	Killed	Injured	Daylight			Dark			Daylight			Dark		
					Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured	Accidents	Killed	Injured
Standing	451	11.68	186	393	327	143	297	123	43	95	-	-	-	1	-	1
1 - 9	311	8.05	127	293	210	98	183	66	26	69	14	1	15	21	2	26
10 - 19	616	15.95	257	626	351	174	311	141	66	162	61	11	65	63	6	88
20 - 29	791	20.48	271	876	361	156	346	174	75	188	112	21	165	144	19	177
30 - 39	534	13.83	231	558	211	149	189	100	31	127	100	28	101	123	23	141
40 - 49	305	7.90	122	364	81	51	79	44	19	53	68	26	83	112	26	149
50 - 59	197	5.10	105	200	47	37	41	26	22	26	55	18	61	69	28	72
60 and over	128	3.31	93	126	22	18	17	9	7	9	51	37	56	46	31	44
High speed ^{1/}	34	.88	29	31	6	5	2	8	7	7	9	5	9	11	12	13
Not reported	495	12.82	236	460	193	128	154	95	46	90	75	20	79	132	42	137
Total	3,862	100.00	1,657	3,927	1,809	959	1,619	786	342	826	545	167	634	722	189	848

^{1/} Miles per hour not known.

Table 17. Rail-highway Accidents Involving Motor Vehicles, by States, 1966-1965

State	Total Number of accidents		Total persons				Struck by train 1966						Ran into side of train 1966					
			Killed		Injured		Daylight			Dark			Daylight			Dark		
	1966	1965	1966	1965	1966	1965	Number of accidents	Persons		Number of accidents	Persons		Number of accidents	Persons		Number of accidents	Persons	
								Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured
1. Alabama	106	86	36	27	95	87	57	22	49	18	3	16	14	6	14	17	5	16
2. Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Arizona	20	24	5	17	17	22	10	2	9	3	3	1	4	4	5	18	5	25
4. Arkansas	65	64	22	29	69	58	32	12	32	10	3	7	3	7	29	58	17	67
5. California	276	300	128	113	254	297	118	63	90	67	31	68	33	17	29	7	-	10
6. Colorado	31	43	17	26	24	34	18	16	6	3	1	3	3	-	5	-	-	-
7. Connecticut	3	1	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-
8. Delaware	6	7	1	4	5	8	3	-	3	-	-	-	1	1	1	2	1	1
9. Florida	120	154	61	57	134	153	62	44	75	12	-	17	19	8	16	27	9	26
10. Georgia	139	110	62	37	148	133	64	34	62	27	15	26	25	8	30	23	5	30
11. Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12. Idaho	24	23	12	12	24	26	12	7	10	6	4	8	2	1	4	4	-	5
13. Illinois	280	235	124	125	263	203	129	75	106	65	26	52	31	9	37	55	14	68
14. Indiana	207	98	97	97	183	216	101	59	83	48	21	47	26	12	22	32	6	31
15. Iowa	136	111	77	51	125	115	51	35	34	27	11	24	27	14	32	31	17	35
16. Kansas	115	83	57	36	96	74	54	39	39	27	11	24	18	4	16	16	3	17
17. Kentucky	42	58	17	12	45	77	25	15	19	6	-	9	3	-	3	8	2	14
18. Louisiana	91	76	26	34	132	74	45	19	53	17	2	25	12	1	21	17	4	33
19. Maine	10	13	3	2	14	21	6	3	11	2	-	6	2	2	3	-	1	2
20. Maryland	16	24	12	9	13	21	8	11	5	2	-	2	3	-	4	-	-	-
21. Massachusetts	9	10	18	1	26	12	4	1	6	3	16	19	32	10	35	51	6	49
22. Michigan	191	204	72	67	176	225	75	41	60	33	15	32	18	5	17	29	6	32
23. Minnesota	121	112	43	39	137	105	48	17	56	26	15	32	8	-	12	13	1	16
24. Mississippi	86	53	33	31	87	51	45	22	37	20	10	22	3	3	16	11	10	16
25. Missouri	83	93	63	35	71	101	49	38	30	11	12	9	12	11	9	-	-	-
26. Montana	23	16	5	3	34	16	13	5	9	5	-	9	-	-	5	-	1	16
27. Nebraska	63	59	39	36	49	59	32	24	22	9	11	13	13	3	9	9	1	13
28. Nevada	4	4	1	1	3	4	1	1	-	2	-	-	-	-	1	-	-	-
29. New Hampshire	5	4	3	2	5	6	3	3	2	-	-	-	9	-	9	7	-	8
30. New Jersey	53	53	19	5	49	69	24	13	21	13	6	11	-	-	3	-	-	-
31. New Mexico	11	8	5	4	8	6	6	1	5	1	-	1	1	4	13	12	5	13
32. New York	80	77	40	31	80	78	40	22	40	17	9	14	11	4	17	10	3	11
33. North Carolina	118	98	43	37	122	93	73	29	72	18	5	22	17	2	10	5	3	6
34. North Dakota	28	28	10	10	36	30	14	5	15	3	-	5	6	7	27	57	16	63
35. Ohio	236	236	112	92	215	232	85	50	70	68	39	55	26	7	27	5	16	63
36. Oklahoma	89	72	34	29	99	68	47	24	52	14	4	17	18	4	22	10	2	8
37. Oregon	51	47	13	21	52	39	23	7	21	12	1	11	10	2	12	6	3	8
38. Pennsylvania	103	93	33	29	103	100	47	18	47	24	7	22	11	2	8	21	6	26
39. Rhode Island	-	1	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40. South Carolina	81	62	31	17	93	73	33	14	37	17	8	13	13	4	19	18	5	24
41. South Dakota	23	25	13	9	26	22	7	3	9	2	-	4	7	7	6	7	7	7
42. Tennessee	69	40	33	21	70	34	37	18	36	15	8	17	10	5	9	71	15	86
43. Texas	362	312	139	92	390	366	168	85	157	74	25	94	49	14	53	2	1	1
44. Utah	24	20	14	9	25	18	11	6	8	8	7	1	3	1	1	1	1	1
45. Vermont	8	3	6	2	3	1	6	5	1	-	-	-	1	-	1	-	-	-
46. Virginia	46	40	14	15	92	40	31	12	38	6	1	5	7	1	47	2	-	2
47. Washington	57	58	10	31	71	51	33	9	34	9	1	16	4	-	6	11	-	15
48. West Virginia	18	25	8	4	15	27	10	7	7	6	1	5	1	1	1	1	2	2
49. Wisconsin	125	115	42	49	134	114	41	20	34	29	10	41	28	6	31	27	6	28
50. Wyoming	8	5	2	-	8	4	6	2	6	-	-	-	1	-	1	-	-	1
51. District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52. State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53. Total	3,862	3,602	1,657	1,434	3,927	3,663	1,809	959	1,619	786	342	826	545	167	634	722	189	848

Table 18. Rail-highway Accidents by States and Type of Motor Vehicle Involved, 1966

State	Total			Automobiles			Buses			Motortrucks			Motorcycles		
	Number of accidents	Persons		Number of accidents	Persons		Number of accidents	Persons		Number of accidents	Persons		Number of accidents	Persons	
		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured		Killed	Injured
1. Alabama	106	36	95	85	32	75	1	-	1	19	3	19	1	1	-
2. Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Arizona	20	5	17	11	3	11	-	-	-	9	2	6	-	-	-
4. Arkansas	65	22	69	44	15	52	-	-	-	21	7	17	-	-	-
5. California	276	128	254	210	98	209	2	1	1	60	25	43	4	4	1
6. Colorado	31	17	24	22	12	21	-	-	-	9	5	3	-	-	-
7. Connecticut	3	1	2	3	1	2	-	-	-	-	-	-	-	-	-
8. Delaware	6	1	5	4	1	3	-	-	-	2	-	2	-	-	-
9. Florida	120	61	134	95	36	97	1	19	15	23	6	21	1	-	1
10. Georgia	139	62	148	114	56	128	-	-	-	23	4	20	2	2	-
11. Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12. Idaho	24	12	24	15	9	17	1	2	-	8	1	7	-	-	-
13. Illinois	280	124	263	227	94	226	3	1	5	47	27	30	3	1	2
14. Indiana	207	98	183	153	81	134	1	-	6	50	16	41	3	1	2
15. Iowa	136	77	125	115	69	104	-	-	-	19	6	21	2	2	-
16. Kansas	115	57	96	90	43	81	-	-	-	25	14	15	-	-	-
17. Kentucky	42	17	45	32	13	40	1	-	-	9	4	5	-	-	-
18. Louisiana	91	26	132	67	19	99	1	1	10	23	6	23	-	-	-
19. Maine	10	3	19	7	3	13	-	-	-	3	-	6	-	-	-
20. Maryland	16	12	13	15	12	12	-	-	-	1	-	1	-	-	-
21. Massachusetts	9	18	26	8	6	10	-	-	-	1	12	16	-	-	-
22. Michigan	191	72	176	159	60	150	-	-	-	29	11	24	3	1	2
23. Minnesota	121	43	137	103	41	118	-	-	-	17	2	18	1	-	1
24. Mississippi	86	33	87	61	26	65	-	-	-	23	7	20	2	-	2
25. Missouri	83	63	71	60	52	53	2	4	1	21	7	17	-	-	-
26. Montana	23	5	34	14	4	16	1	-	11	8	1	7	-	-	-
27. Nebraska	63	39	49	43	32	36	-	-	-	19	7	12	1	-	1
28. Nevada	4	1	3	4	1	3	-	-	-	-	-	-	-	-	-
29. New Hampshire	5	3	5	3	2	3	-	-	-	2	1	2	-	-	-
30. New Jersey	53	19	49	40	16	43	-	-	-	13	3	6	-	-	-
31. New Mexico	11	5	8	6	4	4	-	-	-	5	1	4	-	-	-
32. New York	80	40	80	62	35	61	-	-	-	18	5	19	-	-	-
33. North Carolina	118	43	122	89	33	99	2	-	3	26	9	20	1	1	-
34. North Dakota	28	10	36	17	7	29	-	-	-	11	3	7	-	-	-
35. Ohio	236	112	215	188	96	181	1	1	1	45	14	32	2	1	1
36. Oklahoma	89	34	99	63	21	81	1	-	1	23	12	15	2	1	2
37. Oregon	51	13	52	38	12	43	1	-	1	12	1	8	-	-	-
38. Pennsylvania	103	33	103	81	28	88	1	-	1	20	4	14	1	1	-
39. Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40. South Carolina	81	31	93	60	18	79	-	-	-	19	11	13	2	2	1
41. South Dakota	23	13	26	15	9	15	-	-	-	7	4	10	1	-	1
42. Tennessee	69	33	70	55	27	59	-	-	-	13	5	11	1	-	-
43. Texas	362	139	390	264	105	310	1	-	-	96	33	80	1	1	-
44. Utah	24	14	25	12	2	15	-	-	-	12	12	10	-	-	-
45. Vermont	8	6	3	5	4	3	-	-	-	3	2	-	-	-	-
46. Virginia	46	14	92	37	11	43	1	-	41	7	3	7	1	-	1
47. Washington	57	10	71	47	8	61	-	-	-	10	2	10	-	-	-
48. West Virginia	18	8	15	15	4	14	-	-	-	3	4	1	-	-	-
49. Wisconsin	125	42	134	102	31	120	1	2	-	19	7	13	3	2	1
50. Wyoming	8	2	8	4	-	4	-	-	-	4	2	4	-	-	-
51. District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52. State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53. Total	3,862	1,657	3,927	2,964	1,292	3,130	23	31	98	837	311	680	38	23	19

Table 19. Rail-highway Accidents Involving Motor Vehicles, by States and Months, 1966

	State	January	February	March	April	May	June	July	August	September	October	November	December	Year
1.	Alabama	10	7	8	9	10	5	11	4	10	4	11	17	106
2.	Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-
3.	Arizona	-	1	4	1	1	1	-	3	-	3	4	2	20
4.	Arkansas	11	2	9	6	5	3	6	3	2	4	5	9	65
5.	California	36	23	23	20	17	24	25	22	19	17	22	28	276
6.	Colorado	2	3	3	4	2	3	-	1	-	5	3	5	31
7.	Connecticut	-	1	-	-	-	1	-	-	-	-	1	-	3
8.	Delaware	-	-	-	2	-	1	-	-	-	-	-	3	6
9.	Florida	13	18	9	11	6	8	5	9	5	10	10	16	120
10.	Georgia	17	16	12	8	7	16	7	13	6	7	13	17	139
11.	Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-
12.	Idaho	1	3	2	1	3	-	1	3	1	2	3	4	24
13.	Illinois	28	30	18	18	17	14	26	15	29	27	28	30	280
14.	Indiana	29	14	18	15	14	8	9	17	15	23	18	27	207
15.	Iowa	14	7	10	9	8	10	8	9	14	13	11	23	136
16.	Kansas	11	8	4	6	9	9	4	9	12	15	11	17	115
17.	Kentucky	5	2	1	1	3	6	-	4	5	3	4	8	42
18.	Louisiana	8	6	8	4	5	6	6	9	4	8	8	19	91
19.	Maine	2	-	1	-	1	-	1	1	-	-	1	3	10
20.	Maryland	1	1	-	2	1	1	1	2	1	2	2	2	16
21.	Massachusetts	1	1	1	1	-	-	-	1	1	-	2	1	9
22.	Michigan	22	13	15	15	15	22	7	10	15	18	19	20	191
23.	Minnesota	18	14	6	7	4	3	12	5	7	11	15	19	121
24.	Mississippi	6	4	5	6	7	5	2	6	6	12	13	14	86
25.	Missouri	9	13	6	7	5	2	3	4	7	4	15	8	83
26.	Montana	4	2	1	-	1	2	3	-	2	3	4	1	23
27.	Nebraska	11	5	2	2	9	4	3	8	2	5	6	6	63
28.	Nevada	-	1	-	1	-	-	-	-	1	-	1	-	4
29.	New Hampshire	-	2	-	1	-	-	-	-	-	1	-	1	5
30.	New Jersey	6	5	1	4	2	6	2	5	7	4	5	6	53
31.	New Mexico	4	-	1	2	-	1	-	1	-	2	-	-	11
32.	New York	9	10	5	4	7	3	2	6	3	12	9	10	80
33.	North Carolina	18	10	10	6	6	5	10	7	11	6	15	14	118
34.	North Dakota	3	3	1	5	3	1	1	4	3	1	1	2	28
35.	Ohio	17	24	15	16	19	7	15	14	22	24	35	28	236
36.	Oklahoma	3	6	16	8	6	7	4	4	5	11	8	11	89
37.	Oregon	7	5	5	5	2	4	2	3	1	2	8	7	51
38.	Pennsylvania	10	6	8	9	7	5	1	4	13	7	14	19	103
39.	Rhode Island	-	-	-	-	-	-	-	7	-	-	-	-	-
40.	South Carolina	4	12	10	8	3	5	8	7	2	6	5	11	81
41.	South Dakota	1	1	5	1	2	2	2	2	6	1	-	-	23
42.	Tennessee	10	4	6	7	7	-	3	5	3	5	7	12	69
43.	Texas	46	40	37	20	19	27	33	21	20	25	40	34	362
44.	Utah	2	3	4	1	1	-	2	1	2	2	3	3	24
45.	Vermont	1	1	-	-	2	1	-	-	-	-	1	2	8
46.	Virginia	2	12	4	3	8	-	1	2	3	2	1	8	46
47.	Washington	5	2	1	7	9	2	3	8	5	3	6	6	57
48.	West Virginia	3	1	1	4	1	2	-	1	1	1	-	3	18
49.	Wisconsin	20	8	14	3	10	8	7	8	4	17	12	14	125
50.	Wyoming	1	1	-	-	-	-	-	-	2	-	3	1	8
51.	District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-
52.	State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-
53.	Total	431	351	310	270	264	240	236	261	277	328	403	491	3,862

Table 20. Rail-highway Accidents Involving Trains and Motor Vehicles,
Classified as to Kind of Crossing Protection, Class I Railroads, 1966

Railroad	Number	Lowered gates	Trainman	Watchman	Audible & visible signal	Audible Signal	Visible Signal	Signal or sign not of a type indicating approach of train
Eastern district								
Akron, Canton & Youngstown	1	-	1	-	-	-	-	-
Ann Arbor	8	-	-	-	2	2	1	3
Baltimore & Ohio	102	1	1	2	11	2	25	60
Bangor & Aroostook	4	-	-	-	1	-	1	2
Bessemer & Lake Erie	1	-	-	-	1	-	-	-
Boston & Maine	8	-	1	-	5	-	1	1
Canadian Pacific Lines in Maine	1	-	-	-	-	-	-	1
Central R. R. Co. of New Jersey	18	2	2	-	1	-	-	13
Central Vermont	6	-	-	-	2	-	-	4
Chesapeake & Ohio	114	4	3	-	26	1	29	51
Chicago & Eastern Illinois	11	-	-	-	3	-	1	7
Chicago & Illinois Midland	2	-	-	-	-	-	-	2
Delaware & Hudson	6	-	-	-	-	-	1	5
Detroit & Toledo Shore Line	1	-	-	-	1	-	-	-
Detroit, Toledo & Ironton	5	-	-	-	2	-	1	2
Elgin, Joliet & Eastern	7	1	-	-	1	-	-	5
Erie-Lackawanna	57	1	2	-	15	3	22	14
Grand Trunk Western	38	6	-	-	6	1	1	24
Illinois Terminal	3	-	-	-	2	-	-	1
Lehigh Valley	8	-	-	-	4	-	1	3
Long Island	21	-	-	2	2	1	9	7
Maine Central	7	-	-	-	2	-	1	4
Monon	11	1	-	-	1	-	-	9

Table 20. Rail-highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1966 - Continued

Railroad	Number	Lowered gates	Trainman	Watchman	Audible & visible signal	Audible Signal	Visible Signal	Signal or sign not of a type indicating approach of train
Eastern district - Continued								
New York Central	194	10	3	1	22	3	40	115
New York, New Haven & Hartford	6	-	-	-	4	-	-	2
Norfolk & Western	166	4	2	-	13	2	43	102
Pennsylvania	154	7	5	1	14	3	21	103
Pennsylvania-Reading Seashore Lines	12	-	-	2	3	-	2	5
Pittsburgh & Lake Erie	-	-	-	-	1	-	-	-
Reading	24	1	1	-	-	-	13	8
Richmond, Fredericksburg & Potomac	-	-	-	-	-	-	-	-
Western Maryland	9	-	-	-	-	-	4	5
Total	1,005	38	21	8	145	18	217	558
Southern district								
Alabama Great Southern	6	1	-	-	2	-	-	3
Atlantic Coast Line	110	2	1	-	10	-	15	82
Central of Georgia	36	-	2	-	8	-	3	23
Cincinnati, New Orleans & Tex. Pac.	5	-	-	-	3	-	-	2
Clinchfield	6	1	-	-	2	-	-	3
Florida East Coast	11	-	-	-	5	-	-	6
Georgia	7	-	-	-	2	-	-	5
Georgia Southern & Florida	15	-	-	-	1	-	-	14
Gulf, Mobile & Ohio	35	-	1	-	11	-	3	20
Illinois Central	163	6	6	-	33	1	12	105
Louisville & Nashville	97	2	4	-	14	3	5	69

Table 20. Rail-highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1966 - Continued

Railroad	Number	Lowered gates	Trainman	Watchman	Audible & visible signal	Audible Signal	Visible Signal	Signal or sign not of a type indicating approach of train
Southern district - continued								
New Orleans & Northeastern	14	-	-	-	2	-	-	12
Norfolk Southern	3	-	-	-	1	-	-	2
Piedmont & Northern	6	-	-	-	-	-	-	6
Seaboard Air Line	116	-	3	-	25	-	3	85
Southern	198	2	7	-	34	-	-	155
Total	828	14	24	-	153	4	41	592
Western district								
Atchison, Topeka & Santa Fe	209	5	1	1	106	6	22	68
Chicago & North Western	156	10	4	-	54	2	2	84
Chicago, Burlington & Quincy	77	1	-	1	14	-	1	60
Chicago Great Western	15	1	-	-	2	-	3	9
Chicago, Milwaukee, St. Paul & Pacific	123	2	3	-	18	1	10	89
Chicago, Rock Island & Pacific	121	3	-	-	34	1	9	74
Colorado & Southern	4	-	-	-	2	-	-	2
Denver & Rio Grande Western	16	-	-	-	7	-	-	9
Duluth, Missabe & Iron Range	3	-	-	-	-	-	-	3
Duluth, Winnipeg & Pacific	1	-	-	-	-	-	-	1

Table 20. Rail-highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1966 - Continued

Railroad	Number	Lowered gates	Trainman	Watchman	Audible & visible signal	Audible Signal	Visible Signal	Signal or sign not of a type indicating approach of train
Western district - continued								
Fort Worth & Denver	27	-	-	-	5	-	3	19
Great Northern	51	-	1	-	7	2	6	35
Kansas City Southern	23	-	-	-	8	-	-	15
Lake Superior & Ishpeming	3	-	-	-	-	-	-	3
Louisiana & Arkansas	15	-	-	-	7	-	1	7
Missouri-Kansas-Texas	63	1	-	1	14	1	4	42
Missouri Pacific	132	2	2	-	33	1	11	83
Northern Pacific	94	2	4	-	33	-	-	55
Northwestern Pacific	6	-	-	-	3	-	-	3
St. Louis-San Francisco	115	1	3	-	27	-	7	77
St. Louis Southwestern	30	-	-	-	6	-	4	20
Soo Line	52	-	-	-	1	-	26	25
Southern Pacific	331	8	-	3	131	-	46	143
Spokane, Portland & Seattle	9	-	-	-	-	-	1	8
Texas & Pacific	38	-	1	-	17	-	1	19
Toledo, Peoria & Western	6	-	-	-	3	-	-	3
Union Pacific	115	3	2	-	21	-	9	80
Western Pacific	31	-	-	-	16	-	2	13
Total	1,866	39	21	6	569	14	168	1,049

Table 20. Rail-highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1966 - Concluded

RECAPITULATION

Railroad	Number	Lowered gates	Trainman	Watchman	Audible & visible signal	Audible Signal	Visible Signal	Signal or sign not of a type indicating approach of train
All districts								
Eastern district	1,005	38	21	8	145	18	217	558
Southern district	828	14	24	-	153	4	41	592
Western district	1,866	39	21	6	569	14	168	1,049
Class I railroads (excluding Switching and Terminal Co.'s)	3,699	91	66	14	867	36	426	2,199
Class I Switching and Terminal Co.'s	25	4	1	-	6	-	3	11
Railroads other than Class I	138	1	6	-	26	-	9	96
Total, all classes	3,862	96	73	14	899	36	438	2,306