



FOR THE YEAR ENDED DECEMBER 31, 1972

RAIL-HIGHWAY GRADE-CROSSING ACCIDENTS

**DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION
OFFICE OF SAFETY**

INDEX

	Page
Preface -----	1
Summary -----	2
Definition of Terms	
Classification of Accidents -----	5
Classification of Casualties -----	5
Classification of Crossings -----	6
Classification of Persons -----	6

Tables

<u>Table</u> <u>Number</u>		<u>Page</u>
1	Rail-highway Accidents and Casualties, 1972-1971 ----- Rail-highway grade-crossing accidents involving motor vehicles classified according to:	7
2	Nature of collision, 1972-1969 -----	8
3	Part of train struck, 1972-1970 -----	9
4	Nature of collision and part of 24-hour period, 1972-1969 -----	10
5	Hours in which accidents occurred, 1972-1969 -----	11
6	Day of Week, 1972-1969 -----	12
7	Month, 1972-1969 -----	13
8	Type of Motor Vehicle, 1972-1969 -----	14
9	Kind of Train, 1972-1969 -----	14
10	Type of Crossing Protection at Time of Accident, 1972 -----	15
11	Operation of Crossing Protection, 1972 -----	16
12	Illumination of Crossing, 1972-1969 -----	16
13	Speed and Kind of Train, 1972 -----	17
14	Weather Conditions, 1972 -----	17
15	Number of Cars in Train, and Kind of Train, 1972 -----	18
16	Speed of Motor Vehicles, 1972 -----	19
17	Accidents by States, 1972-1971 -----	20
18	States and Type of Motor Vehicle, 1972 -----	21
19	States and Months, 1972 -----	22
20	Kind of Protection, by Individual railways, 1972 -----	23

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

PREFACE

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

The purpose of this report is to direct attention to the hazards inherent at public grade crossings, and to provide basic statistical information in support of the overall Department of Transportation program to promote the safety of both rail and highway traffic at crossings.

The 1972 figures show a slight 0.38 decrease, as compared with 1971, in the number of grade crossing accidents and a 3.1 percent decline in the number of casualties. Data in this report is not such as to identify the vast combination of factors leading to such decrease; however, the tabular information provides valuable material for use in identifying specific trends and conditions surrounding crossing accidents.

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

J. W. Ingram
Administrator

SUMMARY

Rail-Highway Grade Crossing Accidents of All Kinds

In 1972, there were 3,379 crossing accidents involving pedestrians, automobiles, motortrucks, buses, motorcycles, and other vehicles or machines. The above accidents resulted in 1,260 deaths and 3,285 injuries.

The following three tables show data for the ten-year period, 1963-1972.

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

Year	No. of accidents	Killed	Injured
Average 1963-1972	3,690	1,488	3,636
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
1967	3,932	1,632	3,812
1968	3,816	1,546	3,774
1969	3,774	1,490	3,669
1970	3,559	1,440	3,336
1971	3,392	1,356	3,332
1972	3,379	1,260	3,285

Table B. Ratios of the number of crossing accidents and casualties to the average of the 1963-1972 period.

Year	No. of accidents	Killed	Injured
Average number, 1963-1972	3,690	1,488	3,636
	Percent	Percent	Percent
1963-1972	100.00	100.00	100.00
1963	91.41	87.50	96.92
1964	101.76	103.70	104.04
1965	103.52	103.09	104.54
1966	111.03	119.62	111.19
1967	106.56	109.68	104.84
1968	103.41	103.90	103.80
1969	102.28	100.13	100.91
1970	96.45	96.77	91.75
1971	91.92	91.13	91.64
1972	91.57	84.68	90.35

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

Year	Killed	Injured
1963	0.386	1.014
1964	0.411	1.007
1965	0.402	0.995
1966	0.434	0.987
1967	0.415	0.969
1968	0.405	0.989
1969	0.395	0.972
1970	0.405	0.937
1971	0.400	0.982
1972	0.373	0.972

Table C shows that the respect to total casualties the severity of crossing accidents in 1972 was slightly lower than in the preceding year.

Grade Crossing Accidents Involving Motor Vehicles

Of the 3,379 crossing accidents of all kinds in 1972, 3,222 involved collisions between railroad movements and motor vehicles, and resulted in 1,190 deaths and 3,201 injuries. In 2,263 collisions, or 70.24 percent, trains struck motor vehicles, resulting in 937, or 78.74 percent, of the deaths and in 2,160, or 67.48 percent of the injuries. In the other 959 collisions, or 29.76 percent, motor vehicles struck the sides of train movements, resulting in 253 or 21.26 percent, of the deaths and in 1,041 or 32.52 percent, of the injuries.

The number of crossing accidents in 1972 involving collisions with motor vehicles show a decrease from 1971. In comparison with last year, there was a decrease of 77 in the number of deaths, and a decrease of 51 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)	
1963	3,195	83,478	38.3
1964	3,539	87,281	40.5
1965	3,602	91,738	39.3
1966	3,862	95,929	40.3
1967	3,733	98,942	37.7
1968	3,603	103,150	34.9
1969	3,572	106,957	33.4
1970	3,377	111,291	30.3
1971	3,224	116,254	27.7
1972	3,222	122,233	26.4

Types of Crossing Protection Provided

Of the 3,222 collisions, 1,265, or 39.26 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 1,957, or 60.74 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 210,640 rail-highway crossings at grade. Of these crossings, 47,440 or 22.52 percent, were specially protected; 163,200, or 77.48 percent, were not specially protected.

Times and Weather Conditions Involved in Motor Vehicle Collisions

Of the 3,222, crossing collisions, 2,027 or 62.91 percent, occurred in daylight, and 1,195 or 37.09 percent, took place at night. There were 2,089 collisions, or 64.84 percent, in clear weather, and 1,133 or 35.16 percent, under cloudy or inclement weather conditions.

Types of Motor Vehicles Involved in Crossing Accidents

Of the 3,222 collisions between trains and motor vehicles, automobiles were involved in 2,367, or 73.46 percent; buses in 10, or 0.31 percent; motortrucks in 804, or 24.95 percent, and motorcycles in 41, or 1.27 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 persons 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.

(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. Crossing 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, nontrespassers, or trespassers.

Table 1. Rail-Highway Accidents of All Kinds and Casualties, 1972-1971*

Cause of accident	Accidents				Killed				Injured			
	1972		1971		1972		1971		1972		1971	
	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 -----	79	2.34	91	2.68	52	4.13	69	5.09	28	0.85	23	0.69
Passenger autos -----	2,367	70.05	2,439	71.90	941	74.67	975	71.90	2,429	73.94	2,567	77.04
Motor buses -----	10	.30	9	.27	3	.24	6	.44	70	2.13	54	1.62
Motortrucks -----	804	23.79	733	21.61	226	17.94	259	19.10	678	20.65	608	18.25
Motorcycles -----	41	1.21	43	1.27	20	1.59	27	1.99	24	.73	24	.72
Other vehicles or machines -----	39	1.15	40	1.18	15	1.19	13	.96	24	.73	24	.72
Pedestrians passing over or under -----	11	.33	9	.27	3	.24	3	.22	8	.24	6	.18
Miscellaneous -----	28	.83	28	.82	-	-	4	.30	24	.73	26	.78
Total -----	3,379	100.00	3,392	100.00	1,260	100.00	1,356	100.00	3,285	100.00	3,332	100.00

* Nontrain accidents excluded.

Table 2. Nature of Rail-Highway Accidents Involving Motor Vehicles, 1972-1969

Motor vehicle:	Number of accidents				Killed				Injured			
	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969
Struck by train -----	2,263	2,269	2,269	2,389	937	980	1,052	1,035	2,160	2,245	2,091	2,267
Ran into side of train ---	959	955	1,108	1,183	253	287	310	346	1,041	1,008	1,146	1,311
Total -----	3,222	3,224	3,377	3,572	1,190	1,267	1,362	1,381	3,201	3,253	3,237	3,578

Percent of total

Motor vehicle:	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969
Struck by train -----	70.24	70.38	67.19	66.88	78.74	77.35	77.24	74.95	67.48	69.01	64.60	63.36
Ran into side of train ---	29.76	29.62	32.81	33.12	21.26	22.65	22.76	25.05	32.52	30.99	35.40	36.64
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 1972		Killed in 1972		Injured in 1972	
	Daylight	Dark	Daylight	Dark	Daylight	Dark
Struck by train:						
Passenger automobiles----	1,086	569	516	235	1,028	574
Motor buses -----	8	1	3	-	68	1
Motortrucks -----	472	119	139	39	375	110
Motorcycles -----	7	1	3	2	4	-
Total -----	1,573	690	660	276	1,475	685
Ran into side of train:						
Passenger automobiles ---	309	403	86	104	352	475
Motor buses -----	-	1	-	-	-	1
Motortrucks -----	127	86	27	21	100	93
Motorcycles -----	18	15	6	9	13	7
Total -----	454	505	119	134	465	576

Table 3. Accidents Involving Motor Vehicles, Classified as "Ran into Side of Train," 1972-1970

Part of train struck	Number of accidents			Percent of total			Number in 1972	
	1972	1971	1970	1972	1971	1970	Daylight	Dark
Head end of train								
Motive power pulling or running light -----	606	610	719	63.19	63.88	64.89	380	226
Lead car shoved -----	36	45	52	3.75	4.71	4.69	12	24
Other part at or near head end of train ^{1/} -----	4	1	-	.42	.10	-	1	3
Sub-total -----	646	656	771	67.36	68.69	69.58	393	253
Last Unit of train -----	24	21	39	2.50	2.20	3.52	6	18
Other parts of train consisting of more than 3 units:								
First quarter of train -----	136	107	123	14.18	11.21	11.10	38	98
Second quarter of train -----	57	51	69	5.95	5.34	6.23	6	51
Third quarter of train -----	38	49	39	3.96	5.13	3.52	5	33
Fourth quarter of train ^{2/} -----	51	66	63	5.32	6.91	5.69	5	46
Sub-total -----	282	273	294	29.41	28.59	26.54	54	228
Part of train not reported -----	7	5	4	.73	.52	.36	1	6
Grand Total -----	959	955	1,108	100.00	100.00	100.00	454	505

^{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, 1972-1969

Part of 24-hour period	Total number of accidents				Percent of total				Struck by train in 1972		Ran into side of train in 1972	
	1972	1971	1970	1969	1972	1971	1970	1969	Persons		Persons	
									Killed	Injured	Killed	Injured
Daylight -----	2,027	2,020	2,096	2,208	62.91	62.66	62.07	61.81	661	1,475	119	465
Dark -----	1,195	1,204	1,281	1,364	37.09	37.34	37.93	38.19	276	685	134	576
Total -----	3,222	3,224	3,377	3,572	100.00	100.00	100.00	100.00	937	2,160	253	1,041

Table 5. Rail-Highway Accidents Involving Motor Vehicles, According to Hour, 1972-1969

Hour	Total				Struck by train				Ran into side of train			
	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969
Midnight to 12:59 A.M. --	113	113	110	116	51	53	57	50	62	60	53	66
1 to 1:59 A.M. -----	103	105	97	113	37	48	32	45	66	57	65	68
2 to 2:59 " " -----	75	90	101	106	31	35	30	34	44	55	71	72
3 to 3:59 " " -----	50	60	65	63	21	30	32	23	29	30	33	40
4 to 4:59 " " -----	53	39	35	46	24	13	13	17	29	26	22	29
5 to 5:59 " " -----	56	44	46	75	38	24	30	34	18	20	16	41
6 to 6:59 " " -----	103	106	110	118	71	70	84	86	32	36	26	32
7 to 7:59 " " -----	148	161	174	179	116	120	127	144	32	41	47	35
8 to 8:59 " " -----	147	148	172	182	125	117	119	143	22	31	53	39
9 to 9:59 " " -----	171	131	161	162	134	108	120	117	37	23	41	45
10 to 10:59 " " -----	159	168	160	162	111	133	131	124	48	35	29	38
11 to 11:59 " " -----	169	173	175	193	138	144	141	151	31	29	34	42
Noon to 12:59 P.M. -----	140	183	155	169	111	145	116	127	29	38	39	42
1 to 1:59 " " -----	184	173	180	186	138	135	131	133	46	38	49	53
2 to 2:59 " " -----	178	152	179	204	142	118	136	159	36	34	43	45
3 to 3:59 " " -----	193	185	210	213	150	139	168	160	43	46	42	53
4 to 4:59 " " -----	207	200	179	216	157	160	143	176	50	40	36	40
5 to 5:59 " " -----	178	188	197	203	142	148	153	153	36	40	44	50
6 to 6:59 " " -----	175	165	185	157	127	122	123	107	48	43	62	50
7 to 7:59 " " -----	150	177	154	160	104	116	99	105	46	61	55	55
8 to 8:59 " " -----	129	109	118	137	84	77	67	79	45	32	51	58
9 to 9:59 " " -----	105	115	138	153	71	78	74	90	34	37	64	63
10 to 10:59 " " -----	132	119	151	131	80	64	83	76	52	55	68	55
11 to 11:59 " " -----	104	120	125	128	60	72	60	56	44	48	65	72
Total -----	3,222	3,224	3,377	3,572	2,263	2,269	2,269	2,389	959	955	1,108	1,183

Table 6. Rail-Highway Accidents Involving Motor Vehicles, According to Day, 1972-1969

Day	Total				Struck by train				Ran into side of train			
	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969
Sunday -----	318	329	330	365	220	230	204	230	98	99	126	135
Monday -----	408	461	472	504	286	334	341	346	122	127	131	153
Tuesday -----	489	459	487	483	344	334	338	333	145	125	149	150
Wednesday -----	431	447	481	524	302	306	328	350	129	141	153	174
Thursday -----	433	486	477	518	315	335	329	336	118	151	148	182
Friday -----	583	535	582	573	410	390	389	374	173	145	193	199
Saturday -----	560	507	548	605	386	340	340	420	174	167	208	185
Total -----	3,222	3,224	3,377	3,572	2,263	2,269	2,269	2,389	959	955	1,108	1,183

Table 7. Rail-Highway Accidents Involving Motor Vehicles, by Month, 1972-1969

Month	Total				Struck by train				Ran into side of train			
	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969
January -----	305	341	382	367	222	251	262	255	83	90	120	112
February -----	313	290	263	318	203	223	181	224	110	67	82	94
March -----	246	295	273	328	183	226	183	207	63	69	90	121
April -----	242	263	241	242	167	199	169	156	75	64	72	86
May -----	219	223	222	248	157	134	145	170	62	89	77	78
June -----	258	222	232	236	190	149	162	157	68	73	71	79
July -----	204	214	223	211	140	142	146	140	64	72	77	71
August -----	219	201	221	264	155	138	133	164	64	63	88	100
September -----	264	242	275	253	171	155	181	159	93	87	94	94
October -----	305	292	319	341	226	198	218	235	79	94	101	106
November -----	313	310	332	364	213	223	222	245	100	87	110	115
December -----	334	331	393	400	236	231	267	273	98	100	126	127
Total -----	3,222	3,224	3,377	3,572	2,263	2,269	2,269	2,389	959	955	1,108	1,183

Table 8. Types of Motor Vehicles Involved in Crossing Accidents, 1972 - 1969

Motor vehicle	Number of accidents				Number of motor vehicles registered (thousands) ^{2/}	Year 1972	Number of accidents occurring	
						Number of accidents per million vehicles registered		
	1972	1971	1970	1969			Daylight	Dark
Automobile -----	2,367	2,439	2,587	2,762	96,766	24.46	1,395	972
Bus -----	10	9	8	12	417	23.98	8	2
Motortruck -----	804	733	734	764	21,221	37.89	599	205
Motorcycle -----	41	43	48	34	3,829	10.71	25	16
Total -----	3,222	3,224	3,377	3,572	122,233	26.36	2,027	1,195

Table 9. Rail-Highway Accidents Involving Motor Vehicles, by Kind of Train, 1972 - 1969

Kind of train	Train Miles Class I railroads (thousands)		Number of accidents:	Number per million Train Miles				Number of accidents occurring in 1972	
	1972	1971		1972	1971	1970	1969	Daylight	Dark
	Freight -----	451,456	429,521	2,682	5.94	6.03	6.05	6.08	1,738
Passenger -----	60,993	52,590	153	2.51	4.34	3.73	4.01	118	35
Work ^{E/} /-----	5,119	5,425	61	11.92	8.47	9.40	9.99	49	12
Yard (switching) & other ^{1/} /---	234,228	229,519	326	1.39	1.56	1.51	1.72	122	204
Total -----	751,796	717,055	3,222	4.29	4.50	4.29	4.42	2,027	1,195

^{1/} Excluding switching and terminal companies.

^{E/} Estimated.

^{2/} 1972 figures, estimated.

Table 10. Rail-Highway Accidents Involving Motor Vehicles, by Type of Crossing Protection, 1972

Type of crossing protection at time of accident	Killed	Injured	Number of accidents	Number of crossings ^{1/71} on Dec. 31, 1971	Accidents per 100 crossings	Number occurring		Struck by train		Ran into side of train	
						Daylight	Dark	Daylight	Dark	Daylight	Dark
Lowered gates -----	70	116	140	10,956	1.28	52	88	40	65	12	23
Trainman -----	3	53	43	-	-	7	36	4	13	3	23
Watchman -----	-	8	5	408	1.23	2	3	2	2	-	1
Audible & Visible signal -----	234	608	634	30,395	2.09	396	238	286	136	110	102
Audible signal -----	8	24	22	1,242	1.77	10	12	7	6	3	6
Visible signal -----	124	394	421	4,439	9.48	260	161	208	92	52	69
Total special -----	439	1,203	1,265	47,440	2.67	727	538	547	314	180	224
Signal or sign not of a type indicating approach of train -----	751	1,998	1,957	163,200	1.20	1,300	657	1,026	376	274	281
Grand total -----	1,190	3,201	3,222	210,640	1.53	2,027	1,195	1,573	690	454	505

²
1/ On class I line-haul railroads and switching and terminal companies. Data for 1972 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, 1972-1969

Operation of crossing protection	Number of accidents				Year 1972					
					Number occurring		Struck by train		Ran into side of train	
	1972	1971	1970	1969	Daylight	Dark	No. occurring		No. occurring	
							Daylight	Dark	Daylight	Dark
Automatic:										
Both sides of crossing ---	1,188	1,278	1,327	1,380	700	488	525	292	175	196
Side of approach -----	16	27	18	27	11	5	9	3	2	2
Opposite side -----	5	11	17	7	3	2	3	1	-	1
Manual:										
Both sides of crossing ---	16	6	22	8	3	13	2	6	1	7
Side of approach -----	32	31	48	67	6	26	5	10	1	16
Opposite side -----	3	-	1	4	1	2	-	1	1	1
Other: 1/										
Both sides of crossing ---	1,664	1,597	1,701	1,776	1,099	565	857	315	242	250
Side of approach -----	151	149	139	163	100	51	80	38	20	13
Opposite side -----	132	116	89	111	93	39	81	21	12	18
Not reported -----	15	9	15	29	11	4	11	3	-	1
Total -----	3,222	3,224	3,377	3,572	2,027	1,195	1,573	690	454	505

1/ Not of a type indicating approach of train.

Table 12. Crossing Accidents After Dark Involving Motor Vehicles, According to Illumination of Crossing, 1972-1969

Crossing illumination	Accidents after dark												Year 1972	
	Number of Accidents				Struck by train				Ran into side of train				Persons	
	1972	1971	1970	1969	1972	1971	1970	1969	1972	1971	1970	1969	Killed	Injured
Lighted -----	534	572	574	648	317	355	316	347	217	217	258	301	152	597
Not lighted -----	661	632	707	716	373	343	351	361	288	289	356	355	258	664
Total -----	1,195	1,204	1,281	1,364	690	698	667	708	505	506	614	656	410	1,261

Table 13. Rail-Highway Accidents Involving Motor Vehicles, According to Speed and Kind of Train Involved, 1972

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
0 - 9 1/2 -----	510	93	99	61	257	297	11.07	5	3.27	208	53.75
10 - 19 -----	514	198	144	75	97	412	15.36	7	4.57	95	24.55
20 - 29 -----	646	345	143	97	61	581	21.66	16	10.46	49	12.66
30 - 39 -----	632	345	122	116	49	596	22.22	20	13.07	16	4.13
40 - 49 -----	517	333	98	64	22	481	17.94	21	13.73	15	3.88
50 - 59 -----	257	171	49	21	16	240	8.95	14	9.15	3	.77
60 - 69 -----	104	68	23	11	2	70	2.61	33	21.57	1	.26
70 - 79 -----	38	18	12	7	1	5	.19	33	21.57	-	-
80 - 89 -----	3	2	-	1	-	-	-	3	1.96	-	-
90 and over -----	1	-	-	1	-	-	-	1	.65	-	-
Total -----	3,222	1,573	690	454	505	2,682	100.00	153	100.00	387	100.00

1/ Includes standing trains.

Table 14. Rail-Highway Accidents Involving Motor Vehicles, According to Weather Conditions, 1972

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-----	2,089	64.84	1,048	426	304	311
Cloudy -----	684	21.23	346	158	81	99
Rain -----	294	9.12	122	76	42	54
Snow, sleet or hail --	78	2.42	36	14	15	13
Fog -----	77	2.39	21	16	12	28
Dust -----	-	-	-	-	-	-
Not Reported -----	-	-	-	-	-	-
Total -----	3,222	100.00	1,573	690	454	505

Table 15. Rail-Highway Accidents Involving Motor Vehicles, According to Number of Cars in Train and Kind of Train, 1972

Number 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/ -----	167	77	-	90	5.18	2.87	-	23.25	91	76
1 - 9 -----	708	434	104	170	21.97	16.18	67.98	43.93	480	228
10 - 19 -----	381	289	39	53	11.82	10.78	25.49	13.69	240	141
20 - 29 -----	260	221	8	31	8.07	8.24	5.23	8.01	171	89
30 - 39 -----	200	183	-	17	6.21	6.82	-	4.39	120	80
40 - 49 -----	195	186	1	8	6.05	6.94	.65	2.07	115	80
50 - 59 -----	215	209	-	6	6.67	7.79	-	1.55	134	81
60 - 69 -----	212	207	-	5	6.58	7.72	-	1.29	130	82
70 - 79 -----	192	190	-	2	5.96	7.08	-	.52	125	67
80 - 89 -----	184	182	-	2	5.71	6.79	-	.52	113	71
90 - 99 -----	145	145	-	-	4.50	5.41	-	-	93	52
100 - 109 -----	144	143	-	1	4.47	5.33	-	.26	90	54
110 - 119 -----	78	78	-	-	2.42	2.91	-	-	50	28
120 - 129 -----	49	49	-	-	1.52	1.83	-	-	27	22
130 - 139 -----	37	37	-	-	1.15	1.38	-	-	24	13
140 - 149 -----	24	24	-	-	.75	.89	-	-	9	15
150 and over -----	24	24	-	-	.75	.89	-	-	14	10
Not reported or unknown -----	7	4	1	2	.22	.15	.65	.52	1	6
Total -----	3,222	2,682	153	387	100.00	100.00	100.00	100.00	2,027	1,195

1/ Locomotives only.

Table 16. Rail-Highway Accidents Involving Motor Vehicles, According to Speed of Motor Vehicles, 1972

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 -----	369	11.45	104	348	270	70	273	95	33	69	1	-	2	3	1	4
1 - 9 -----	353	10.96	106	344	221	71	211	86	31	87	27	2	26	19	2	20
10 - 19 -----	551	17.10	202	517	315	134	367	130	56	132	55	7	61	51	5	57
20 - 29 -----	595	18.47	214	645	289	135	313	156	58	165	78	18	79	72	3	88
30 - 39 -----	385	11.95	157	390	168	84	152	73	38	72	69	20	69	75	15	97
40 - 49 -----	243	7.54	94	260	70	39	59	35	20	40	66	17	63	72	18	98
50 - 59 -----	167	5.18	84	150	51	28	46	24	12	18	45	13	47	47	31	39
60 and over -----	107	3.32	74	101	29	29	18	7	4	4	31	17	37	40	24	42
High speed ^{1/} -----	28	.87	18	29	5	5	7	6	4	3	8	3	11	9	6	8
Not reported -----	424	13.16	137	417	155	66	129	78	20	95	74	22	70	117	29	123
Total -----	3,222	100.00	1,190	3,201	1,573	661	1,475	690	276	685	454	119	465	505	134	576

^{1/} Miles per hour not known.

Table 17, Rail-highway Accidents Involving Motor Vehicles, by States, 1972-1971

State	Total number of accidents		Total persons				Struck by train 1972						Ran into side of train 1972					
			Killed		Injured		Daylight			Dark			Daylight			Dark		
	1972	1971	1972	1971	1972	1971	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	104	84	33	22	99	104	58	21	54	18	6	17	13	4	8	15	2	20
2 Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3 Arizona	13	14	3	1	11	14	3	2	1	8	-	8	-	-	2	1	2	
4 Arkansas	81	68	39	29	78	65	46	25	39	16	4	16	12	4	16	7	6	
5 California	154	204	58	87	126	190	63	29	38	36	19	25	26	4	27	29	6	
6 Colorado	26	29	15	7	22	25	16	12	8	3	1	3	3	-	4	4	7	
7 Connecticut	8	5	5	1	8	3	6	3	7	2	2	1	-	-	-	-	-	
8 Delaware	5	2	1	-	5	2	1	-	-	-	-	-	1	3	1	-	1	
9 Florida	151	138	65	69	136	118	76	29	69	26	19	22	27	9	27	22	8	
10 Georgia	134	121	45	50	143	133	68	21	76	35	18	34	17	2	21	14	4	
11 Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12 Idaho	26	22	18	18	30	19	13	10	15	8	6	8	2	-	2	3	5	
13 Illinois	232	242	85	89	231	275	110	46	104	47	9	52	40	18	35	35	12	
14 Indiana	188	211	72	96	179	207	101	42	105	50	19	41	18	5	17	19	6	
15 Iowa	84	73	48	26	77	74	41	27	35	9	3	7	11	3	10	23	15	
16 Kansas	76	87	36	40	67	93	38	20	23	18	12	22	9	2	12	11	2	
17 Kentucky	37	50	12	22	31	48	25	7	22	7	2	6	2	2	1	3	1	
18 Louisiana	80	75	30	32	73	78	40	14	39	21	11	16	7	2	8	12	3	
19 Maine	2	11	-	4	6	7	2	-	6	-	-	-	-	-	-	-	-	
20 Maryland	19	20	6	6	15	15	5	1	2	5	2	5	3	2	2	6	1	
21 Massachusetts	8	13	5	5	12	11	5	2	9	2	-	2	-	-	-	1	3	
22 Michigan	132	152	38	41	160	169	47	19	56	29	6	38	23	6	30	33	7	
23 Minnesota	106	76	34	35	104	74	50	23	42	17	5	18	23	3	25	16	3	
24 Mississippi	68	76	19	26	69	97	32	10	31	17	7	14	9	2	9	10	-	
25 Missouri	100	100	41	44	92	112	61	26	55	21	8	23	12	5	10	6	2	
26 Montana	8	20	2	11	9	16	3	1	3	1	-	1	1	-	1	3	1	
27 Nebraska	63	60	34	33	44	57	25	20	15	6	10	14	6	12	9	2	7	
28 Nevada	4	4	1	-	4	5	2	1	-	-	-	1	-	1	1	-	3	
29 New Hampshire	1	2	-	-	2	2	-	-	-	1	-	2	-	-	-	-	-	
30 New Jersey	26	31	7	14	23	27	10	5	8	3	-	3	8	-	7	5	2	
31 New Mexico	9	8	9	8	3	7	6	2	2	2	2	1	1	1	-	-	-	
32 New York	49	62	14	21	93	62	20	7	63	14	4	15	6	1	3	9	2	
33 North Carolina	92	83	36	37	104	84	51	17	54	11	10	11	17	7	26	8	2	
34 North Dakota	25	26	15	11	19	22	14	9	10	3	3	1	3	-	2	5	3	
35 Ohio	215	197	71	80	228	192	108	42	85	57	23	73	12	1	16	38	5	
36 Oklahoma	89	79	34	29	82	82	41	21	31	18	6	17	16	3	20	14	4	
37 Oregon	52	52	7	17	53	51	23	3	23	3	14	1	8	1	9	7	2	
38 Pennsylvania	88	67	17	14	78	68	50	11	38	15	2	15	9	2	8	14	2	
39 Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
40 South Carolina	73	73	30	31	75	81	32	16	37	14	7	8	14	2	13	13	5	
41 South Dakota	14	12	6	7	17	10	7	4	7	4	2	6	-	-	-	3	-	
42 Tennessee	76	81	27	40	83	74	44	19	43	22	6	31	6	1	5	4	1	
43 Texas	302	273	101	90	311	266	133	51	126	65	29	71	45	11	44	59	10	
44 Utah	12	17	6	7	11	14	5	2	5	3	4	1	1	-	2	3	-	
45 Vermont	4	3	2	1	4	2	3	2	3	-	-	-	1	-	1	-	-	
46 Virginia	39	37	15	9	40	45	21	8	20	8	5	9	5	-	5	5	2	
47 Washington	43	65	12	28	47	56	19	5	22	10	5	9	6	1	6	8	1	
48 West Virginia	18	21	3	4	19	24	10	3	10	3	-	4	1	-	1	4	-	
49 Wisconsin	81	74	31	25	75	65	35	17	31	7	2	5	19	8	16	20	4	
50 Wyoming	5	4	2	-	3	6	4	2	2	-	-	-	-	-	-	1	1	
51 District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52 State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53 Total	3,222	3,224	1,190	1,267	3,201	3,253	1,573	661	1,475	690	276	685	454	119	465	505	134	576

Table 18. Rail-highway Accidents by States and Type of Motor Vehicles Involved, 1972

		Total			Automobile			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	104	33	99	76	24	78	-	-	-	26	7	21	2	2	-
2	Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Arizona	13	3	11	10	2	9	-	-	-	3	1	2	-	-	-
4	Arkansas	81	39	78	58	33	58	-	-	-	23	6	20	-	-	-
5	California	154	58	126	101	43	97	1	-	1	50	14	27	2	1	1
6	Colorado	26	15	22	19	14	17	-	-	-	7	1	5	-	-	-
7	Connecticut	8	5	8	7	5	6	-	-	-	1	-	2	-	-	-
8	Delaware	5	1	5	3	-	4	-	-	-	1	-	1	1	1	-
9	Florida	151	65	136	114	52	107	-	-	-	36	13	27	1	-	2
10	Georgia	134	45	143	104	37	114	-	-	-	29	7	29	1	1	-
11	Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Idaho	26	18	30	20	16	22	-	-	-	6	2	8	-	-	-
13	Illinois	232	85	231	186	76	189	1	-	1	44	8	41	1	1	-
14	Indiana	188	72	179	141	59	139	2	-	7	43	12	32	2	1	1
15	Iowa	84	48	77	65	44	63	-	-	-	17	3	13	2	1	1
16	Kansas	76	36	67	53	27	49	-	-	-	22	9	17	1	-	1
17	Kentucky	37	12	31	24	8	21	1	-	1	12	4	9	-	-	-
18	Louisiana	80	30	73	61	27	53	1	-	4	17	3	15	1	-	1
19	Maine	2	-	6	2	-	6	-	-	-	-	-	-	-	-	-
20	Maryland	19	6	15	11	5	9	-	-	-	8	1	6	-	-	-
21	Massachusetts	8	5	12	8	5	12	-	-	-	-	-	-	-	-	-
22	Michigan	132	38	160	90	27	109	-	-	-	38	11	47	4	-	4
23	Minnesota	106	34	104	71	23	71	-	-	-	34	11	32	1	-	1
24	Mississippi	68	19	69	54	17	57	-	-	-	14	2	12	-	-	-
25	Missouri	100	41	92	69	31	63	1	-	3	30	10	26	-	-	-
26	Montana	8	2	9	3	-	3	-	-	-	4	1	6	1	1	-
27	Nebraska	63	34	44	40	22	31	-	-	-	22	11	13	1	1	-
28	Nevada	4	1	4	-	-	-	-	-	-	3	1	3	1	-	1
29	New Hampshire	1	-	2	1	-	2	-	-	-	-	-	-	-	-	-
30	New Jersey	26	7	23	21	5	20	-	-	-	4	1	2	1	1	1
31	New Mexico	9	9	3	5	4	2	-	-	-	4	5	1	-	-	-
32	New York	49	14	93	33	8	38	1	3	46	14	2	9	1	1	-
33	North Carolina	92	36	104	70	25	82	-	-	-	22	11	22	-	-	-
34	North Dakota	25	15	19	18	13	15	-	-	-	7	2	4	-	-	-
35	Ohio	215	71	228	166	64	178	-	-	-	47	7	48	2	-	2
36	Oklahoma	89	34	82	60	23	63	-	-	-	29	11	19	-	-	-
37	Oregon	52	7	53	40	6	46	-	-	-	10	-	6	2	1	1
38	Pennsylvania	88	17	78	63	13	65	-	-	-	25	4	13	-	-	-
39	Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
40	South Carolina	73	30	75	52	23	54	-	-	-	20	7	20	1	-	1
41	South Dakota	14	6	17	13	6	17	-	-	-	1	-	-	-	-	-
42	Tennessee	76	27	83	56	20	61	-	-	-	20	7	22	-	-	-
43	Texas	302	101	311	231	76	253	-	-	-	65	22	55	6	3	3
44	Utah	12	6	11	9	3	8	-	-	-	3	3	3	-	-	-
45	Vermont	4	2	4	4	2	4	-	-	-	-	-	-	-	-	-
46	Virginia	39	15	40	31	11	37	-	-	-	6	1	3	2	3	-
47	Washington	43	12	47	29	11	28	1	-	6	12	1	12	1	-	1
48	West Virginia	18	3	19	10	2	10	-	-	-	7	1	8	1	-	1
49	Wisconsin	81	31	75	62	28	57	1	-	1	16	2	16	2	1	1
50	Wyoming	5	2	3	3	1	2	-	-	-	2	1	1	-	-	-
51	District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53	Total	3,222	1,190	3,201	2,367	941	2,429	10	3	70	804	226	678	41	20	24

Table 19. Rail-highway Accidents Involving Motor Vehicles, by States and Months, 1972

	State	January	February	March	April	May	June	July	August	September	October	November	December	Year
1	Alabama	4	14	4	9	5	14	10	6	7	7	11	13	104
2	Alaska	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Arizona	-	1	2	-	1	1	1	1	-	-	4	1	13
4	Arkansas	11	5	5	2	4	6	6	2	5	11	16	8	81
5	California	18	12	9	14	13	7	8	7	13	18	14	21	156
6	Colorado	3	4	4	4	-	1	1	-	2	2	3	2	26
7	Connecticut	2	1	-	1	-	1	-	-	1	1	1	1	8
8	Delaware	-	1	-	-	-	-	1	-	-	2	-	-	5
9	Florida	8	16	16	17	11	13	12	8	12	9	10	19	151
10	Georgia	11	12	6	9	10	10	8	13	8	11	19	17	134
11	Hawaii	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Idaho	-	1	2	1	2	1	-	1	3	3	4	8	26
13	Illinois	15	20	13	17	17	16	24	17	28	26	14	25	232
14	Indiana	27	15	13	16	10	17	12	14	17	16	12	19	188
15	Iowa	9	11	4	1	4	7	9	7	7	9	10	6	84
16	Kansas	5	4	3	7	6	3	2	12	5	10	9	10	76
17	Kentucky	7	4	2	3	2	4	4	3	1	5	1	1	37
18	Louisiana	5	6	8	6	6	2	5	7	9	9	7	10	80
19	Maine	1	-	-	-	-	-	-	-	-	1	-	-	2
20	Maryland	3	1	-	1	1	1	1	2	4	1	2	2	19
21	Massachusetts	-	3	-	-	-	1	-	-	1	1	1	1	8
22	Michigan	13	17	12	10	5	13	7	12	8	11	8	16	132
23	Minnesota	11	18	9	5	6	8	5	8	8	8	11	9	106
24	Mississippi	4	6	6	9	6	5	3	1	9	6	8	5	68
25	Missouri	11	9	8	8	9	8	-	8	6	11	9	13	100
26	Montana	1	1	2	1	-	1	-	-	-	-	1	1	8
27	Nebraska	3	6	4	4	5	2	3	5	10	5	9	7	63
28	Nevada	1	-	1	-	-	-	-	-	-	-	1	-	4
29	New Hampshire	-	-	-	-	-	-	-	-	-	-	1	-	1
30	New Jersey	2	4	4	2	3	1	4	1	2	1	1	1	26
31	New Mexico	1	2	-	1	2	-	-	-	1	1	-	-	9
32	New York	3	5	5	1	2	4	3	2	5	9	6	4	49
33	North Carolina	5	7	10	3	10	8	9	4	12	12	10	7	92
34	North Dakota	4	1	2	1	-	1	3	1	2	2	4	4	25
35	Ohio	20	19	17	24	17	22	11	15	22	17	18	13	215
36	Oklahoma	6	3	11	7	3	8	5	7	4	14	9	12	89
37	Oregon	5	5	1	7	4	5	2	6	6	3	5	3	52
38	Pennsylvania	15	12	6	3	4	10	8	4	6	12	6	2	88
39	Rhode Island	-	-	-	-	-	-	-	-	-	-	-	-	-
40	South Carolina	10	7	5	5	4	7	3	3	4	5	12	8	73
41	South Dakota	5	1	2	1	1	2	-	1	1	-	-	-	14
42	Tennessee	5	11	6	7	5	5	-	3	7	7	10	12	76
43	Texas	23	32	23	20	23	32	22	22	19	25	35	26	306
44	Utah	3	-	2	-	-	-	-	-	-	-	-	7	12
45	Vermont	2	-	1	-	-	-	-	1	-	-	-	-	4
46	Virginia	3	5	3	2	7	3	7	2	-	2	1	4	39
47	Washington	4	-	4	4	3	3	2	2	5	5	5	6	43
48	West Virginia	1	1	3	2	3	1	-	1	3	1	1	1	18
49	Wisconsin	14	10	7	6	5	4	3	6	9	6	3	8	81
50	Wyoming	1	-	2	-	-	-	-	1	-	-	1	-	5
51	District of Columbia	-	-	-	-	-	-	-	-	-	-	-	-	-
52	State Unknown	-	-	-	-	-	-	-	-	-	-	-	-	-
53	Total	305	313	246	242	219	258	204	219	264	305	313	334	3,222

Table 20. Rail-Highway Accidents Involving Trains and Motor Vehicles,
Classified as to Kind of Crossing Protection, Class I Railroads, 1972

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 -----	9	1	-	-	4	-	-	4
Baltimore & Ohio -----	77	2	3	-	8	2	22	40
Bangor & Aroostook -----	-	-	-	-	-	-	-	-
Bessemer & Lake Erie -----	3	-	-	-	-	-	-	-
Boston & Maine -----	4	1	-	-	3	-	-	3
Canadian Pacific Lines in Maine -----	-	-	-	-	-	-	-	-
Central R.R. Co. of New Jersey -----	7	-	-	-	3	-	1	3
Central Vermont -----	6	-	-	-	2	-	-	4
Chesapeake & Ohio -----	86	1	-	-	16	2	11	56
Chicago & Eastern Illinois -----	7	-	-	-	3	-	-	4
Delaware & Hudson -----	2	-	-	-	1	-	-	1
Detroit & Toledo Shore Line -----	-	-	-	-	-	-	-	-
Detroit, Toledo & Ironton -----	8	-	-	-	-	-	1	7
Elgin, Joliet & Eastern -----	11	2	-	-	1	-	2	6
Erie Lackawanna -----	46	1	1	-	6	3	15	20
Grand Trunk Western -----	35	4	1	1	14	-	1	14
Illinois Terminal -----	2	-	-	-	-	-	-	2
Lehigh Valley -----	8	-	-	-	3	-	-	5
Long Island -----	2	-	-	-	1	-	1	-
Maine Central -----	1	-	-	-	-	-	-	1
Missouri-Illinois -----	4	-	-	-	-	-	2	2

Table 20. Rail-Highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1972 - 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								
Monongahela -----	1	-	-	-	-	-	-	-
Norfolk & Western -----	216	7	5	-	-	-	-	1
Penn Central -----	261	18	8	-	17	2	39	146
Pennsylvania-Reading Seashore Lines ---	3	-	-	-	32	5	68	130
Pittsburgh & Lake Erie -----	4	-	-	-	-	-	-	3
Reading -----	19	1	-	-	-	-	1	3
Richmond, Fredericksburg & Potomac ---	-	-	-	-	1	-	11	6
Western Maryland -----	9	-	-	-	-	-	-	-
					1	-	2	6
Total -----	832	38	18	1	117	14	177	467
Southern district								
Alabama Great Southern -----	18	-	-	-	-	-	-	-
Central of Georgia -----	25	1	-	-	-	-	7	11
Cincinnati, New Orleans & Tex. Pac. ---	9	-	-	-	-	-	8	16
Clinchfield -----	1	-	-	-	2	-	-	7
Florida East Coast -----	13	4	-	-	-	-	-	1
Georgia -----	6	-	-	-	6	-	-	3
Georgia Southern & Florida -----	13	-	-	-	-	-	-	6
Gulf Mobile & Ohio 1/ -----	22	-	-	-	-	-	3	10
Illinois Central Gulf -----	153	8	2	-	5	-	1	16
Louisville & Nashville -----	103	4	2	1	32	-	8	103
			2	1	25	1	8	62

1/ Eight months figures, merged with Illinois Central Gulf 9-1-72

Table 20. Rail-Highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1972 - 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								
Norfolk Southern -----	6	-	-	-	1	-	-	5
Seaboard Coast Line -----	301	7	2	-	55	-	17	220
Southern -----	149	-	-	-	14	-	29	106
Total -----	819	24	6	1	140	1	81	566
Western district								
Atchison, Topeka & Santa Fe -----	126	11	4	-	39	-	12	60
Burlington Northern -----	208	8	4	1	34	-	25	136
Chicago & North Western -----	95	3	-	-	22	-	14	56
Chicago, Milwaukee, St. Paul & Pacific-----	81	6	-	-	20	-	5	50
Chicago, Rock Island & Pacific -----	107	3	-	-	29	-	-	75
Colorado & Southern -----	7	-	-	-	5	-	-	2
Denver & Rio Grande Western -----	7	-	-	-	4	-	-	3
Duluth, Missabe & Iron Range -----	3	1	-	-	-	-	-	2
Duluth, Winnipeg & Pacific -----	-	-	-	-	-	-	-	-

Table 20. Rail-Highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class 1 Railroads, 1972 - 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 -----	6	-	-	-	-	-	-	6
Green Bay & Western -----	1	-	-	-	-	-	-	1
Kansas City Southern -----	12	-	-	-	3	-	-	9
Lake Superior & Ishpeming -----	-	-	-	-	-	-	-	-
Missouri-Kansas-Texas -----	39	-	-	-	15	1	3	20
Missouri Pacific -----	150	3	2	-	38	1	12	94
Northwestern Pacific -----	2	-	-	-	1	-	-	1
St. Louis-San Francisco -----	110	8	1	-	16	2	4	79
St. Louis Southwestern -----	36	1	-	-	3	-	8	24
Soo Line -----	54	1	-	-	12	-	11	30
Southern Pacific -----	250	20	3	-	74	3	33	120
Texas & Pacific -----	31	1	-	-	6	-	6	18
Toledo, Peoria & Western -----	2	-	-	-	1	-	-	1
Union Pacific -----	89	1	2	-	13	2	16	57
Western Pacific -----	15	2	-	-	10	-	-	3
Total -----	1,431	69	16	1	345	4	149	847

Table 20. Rail-Highway Accidents Involving Motor Vehicles, Classified as to Kind of Crossing Protection, Class I Railroads, 1972 - 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 -----	832	38	18	1	117	14	177	467
Southern district -----	819	24	6	1	140	1	81	566
Western district -----	1,431	69	16	1	345	4	149	847
Class I railroads (excluding Switching and Terminal Co.'s) -----	3,082	131	40	3	602	19	407	1,880
Class I Switching and Terminal Companies -----	18	6	1	-	3	-	4	4
Railroads other than Class I -----	122	3	2	2	29	3	10	73
Total, all classes -----	3,222	140	43	5	634	22	421	1,957