March 1987

Summary of Accidents Investigated by the Federal Railroad Administration Calendar Year 1984



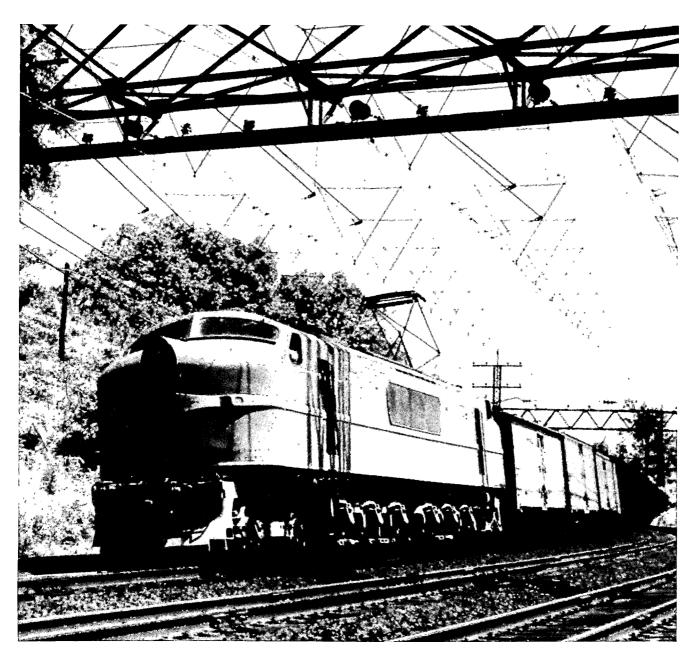


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INTRODUCTION

The 1984 Summary of Accidents Investigated by the Federal Railroad Administration (FRA) includes 214 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 factors(s).

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

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

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

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

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ACCIDENT SUMMARY

1. Accidents Investigated

During Calendar Year 1984, the Federal Railroad Administration investigated and determined the probable cause of 214 railroad accidents.

| 2. | Type of Accident | <u>No.</u> | Percent |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| | (a) Derailment (b) Head-End Collision (c) Rear-End Collision (d) Side Collision (e) Raking (f) Broken Train Collision (g) Rail-Highway Crossing (h) RR Grade Crossing (i) Obstruction (j) Other (k) Fire or Violent Rupture (l) Locomotive | 88 9 9 1 3 0 86 2 4 9 1 2 | $\begin{array}{c} 41.1 \\ 4.2 \\ 4.2 \\ 0.5 \\ 1.4 \\ 0 \\ 40.2 \\ 0.9 \\ 1.9 \\ 4.2 \\ 0.5 \\ 0.9 \\ \end{array}$ |
| | Total | 214 | 100.0 |
| 3. | Accident Cause | | |
| | (a) Track Roadbed and Structure (b) Mechanical and Electrical | 38 | 17.8 |
| | Failure (c) Train Operation-Human Factor (d) Miscellaneous | 9 | 15.8 22.0 4.2 |
| • | (e) Rail-Highway Crossing | _86 | 40.2 |
| | Total | 214 | 100.0 |
| 4. | Casualties | <u>No.</u> | |
| | (a) Killed (b) Injured | 193 936 | |
| | Total | 1,129 | · · · · |

ACCIDENT SUMMARY BY TRACK CLASS,

| TRACK | | TOTAL Damage | EQUIPMENT DAMAGE | TRACK Damage | COLLI SIONS |
|---------------------------------|---------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|----------------------|
| X 1 2 3 4 5 6 | 1 15 28 40 112 14 4 | \$0 \$2,397,866 \$7,901,572 \$15,713,026 \$40,044,185 \$2,974,303 \$1,503,050 | \$0 \$2,294,616 \$6,315,666 \$14,813,020 \$35,638,802 \$2,590,749 \$1,486,200 | \$0 \$1,585,906 \$900,006 \$4,405,383 \$383,554 \$16,850 | 3 7 12 |
| TOTAL | 214 | \$70,534,002 | \$63,139,053 | \$7,394,949 | 24 |

DAMAGES, TYPE AND CAUSE

| DERAIL MENTS | OTHER ACCIDENTS | TRACK CAUSED | EQUIPMENT FAILURE | HUMAN Factors | OTHER CAUSES | |
|-----------------|--------------------|-----------------|----------------------|------------------|-----------------|--|
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| 12 24 | 9. 14 | · 7 | 2 7 | 16 11 | 6 15 | |
| 40 6 1 | 60 8 3 | 20 2 1 | 18 4 2 | 14 | 60 8 1 | |
| . 88 | 102 | 38 | 34 | 47 · | 95 | |

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INVOLVEMENT OF TRAIN ACCIDENTS BY RAILROAD, TYPE, AND CAUSE

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| | | .COLLI | SIONS. ECTS | | | DERAIL DEFE | MENTS. CTS | | • • • • • • • | OTH | HER ECTS | | TOTAL |
| | HUMAN | ļ | | | HUMAN | | | | HUMAN FACTORS | | | | ACCID |
| | | | | | | | | | | | | | |
| AMTRAK (NATIONAL RAILROAD PASSENGER CORPORAT | 5 | ·` | , -, | | 3 | 1 | 5 | | | 3 | | 25 | 42 |
| ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPAN Boston and maine corporation | 2 | · | | | · 1 | | | | | | | 10 | 13 1 |
| BURLINGTON NORTHERN RAILROAD COMPANY | 3 | 1 | | | | 6 | 4 | | | | | 18 | 32 |
| BALTIMORE AND OHIO RAILROAD COMPANY Baltimore & Ohio Chicago terminal railroad c | 1 | | | | 2 | 1 | | | | | | 1 | 6 1 |
| CHICAGO AND NORTH WESTERN TRANSPORTATION COM | | | | , | | | 1 | | 1 | | | 1 | 3 |
| CHESAPEAKE AND OHIO RAILWAY COMPANY Consolidated Rail Corporation | | | | | | 1 | 1 | | | 2 | | 23 | 4 12 |
| CHICAGO SOUTH SHORE AND SOUTH BEND RAILROAD | | | | ` | | | 1 | | | | | | 1 |
| CENTRAL VERMONT Delaware and Hudson Railroad Company | | | | | | 1 | 1 2 | | | | | | 1 |
| DENVER AND RIO GRANDE WESTERN RAILROAD COMPA | | | | | | | | | | | | 1 | ĭ |
| DAVENPORT, ROCK ISLAND & NORTH WESTERN RAILW Elgin, Joliet and Eastern Railway Company | 1 | | | | | | | | · | | | | 1 |
| FLORIDA EAST COAST RAILWAY COMPANY | | | | | | 1 | | | | | | ź | 3 |
| GEORGIA SOUTHERN & FLORIDA COMPANY Grand Trunk Western Railroad Company | | | | | | | 1 | <u> </u> | | | | | 1 |
| ILLINOIS CENTRAL GULF RAILROAD COMPANY | 1 | | | | i | | 3 | 1 | | | | 23 | 9 |
| INDIANA HARBOR BELT RAILROAD COMPANY Kansag City Southern Railway Company | 1 | | | | | | | | | | | | 1 |
| LONG ISLAND RAIL ROAD | · | | · | | 2 | | | | | | | 1 | 3 |
| CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILR MISSOURI-KANSAS-TEXAS RAILROAD COMPANY | 2 | <u> </u> | | | | 3 | <u> </u> | | | | | 2 | 7 |
| METRO NORTH COMMUTER RAILROAD COMPANY | 3 | | · ` | | <u>-</u> , | 1·* | · 1 | | | / | · | | 6 |
| MISSOURI PACIFIC RAILROAD COMPANY | 4 | | | | 1 | | 1 | | , | 1 | | 8 | 15 |
| N. J. DEPT. OF TRANSPORTATION NEW JERSEY TRANSIT RAIL OPERATIONS | | · | ., | | . - | | ~ | | | [~] | · | 2.0 | 1 |
| NATCHEZ TRACE RATIROAD | | <u> </u> | , | <u>,-</u> | | | | <u>-</u> | | | · | <u>, 1</u> | 1 |
| NORFOLK AND WESTERN RAILWAY COMPANY Oklahoma kansas & Texas Railroad Company | | | , <u> </u> | | <u>1</u> * | | , | ן. | ; | | ~ | · · 5 1 | 8 1 |
| RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD | <u></u> -, | ، بېركې د | <u> </u> | :- | , | | · | | | | · <u> </u> | 2 i | <u>i</u> |
| SEABOARD SYSTEM RAILROAD, INCORPORATED Southeastern Pennsylvania transportation aut | | · · | | | 2 | | · 11 | | | 1" | | 12 | 33 |
| SOUTHERN RAILWAY COMPANY | | | | | *- | <u>,2</u> | | | | | <u></u> | 53 | 5 |
| SOUTHERN PACIFIC TRANSPORTATION COMPANY | | | | · · | 2 | | 5 | 1 | · · · · · · · · · · · · · · · · · · · | | · ` | 9 | 21 |
| UNION PACIFIC RAILROAD COMPANY | | ÷ | | ` | 2 | 1 | 1 | | | | | i | 5 |
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| REPORT NUMBER | RAILROAD CODE | ACCIDENT LOCAT | ION | DATE |
|------------------|------------------|----------------|------|----------|
| 1 | SBD | ROANOKE RAPIDS | NC | 01/07/84 |
| 2 | BN. | RANCHESTER | WY | 01/09/84 |
| 3 | SEPA | PHILADELPHIA | PA | 01/12/84 |
| 4 | SEPA | DOYLESTOWN | PA | 01/13/84 |
| 5 | SEPA | PHILADELPHÍA | PA | 01/17/84 |
| 6 | SOU | ROSS | NC | 01/18/84 |
| 7. | CR | WILMINGTON | DE | 01/22/84 |
| 8 . | SBD | ARLINGTON | TN | 01/22/84 |
| . 9 | ICG | ISELIN | TN | 01/23/84 |
| . 10 | ATK/ | PLANT CITY | FL | 01/24/84 |
| | SBD | | | |
| 11 | LI | CALVERTON | NY | 01/25/84 |
| 12 | SBD | BOLIVAR | GA | 01/25/84 |
| 13 | UP | SHELLEY | ID | 01/27/84 |
| 14 | BN | WADENA | MN | 01/28/84 |
| 15 | SBD | HARBIN | MS | 01/30/84 |
| 16 | OKT | APACHE | OK | 02/01/84 |
| 17 | UP | WEST HERMOSA | WY | 02/01/84 |
| 18 | MILW | STURTEVANT | WI | 02/01/84 |
| 19 | SBD | GRAND RIDGE | FL | 02/02/84 |
| 20 | BN | CLARENCE | MO | 02/03/84 |
| 21 | SBD | CLAY | KΥ | 02/05/84 |
| 22 | SP | SCHRIEVER | ĹA | 02/07/84 |
| 23 | ATSF . | CAMPO | CO | 02/11/84 |
| 24 | BM/ | VERNON | VT | 02/13/84 |
| | ATK | · . | | |
| 25 | MP | NEVADA | MO | 02/13/84 |
| 26 | SP | DELTA | CA | 02/13/84 |
| 27 | CR | DERRY | PA | 02/16/84 |
| 28 | SBD | VALDOSTA | GA | 02/19/84 |
| 29 | SP | OBI | тх | 02/20/84 |
| 30 | .00 | FOSTORIA | OH | 02/21/84 |
| 31 | ÉJE | PLAINFIELD | IL | 02/23/84 |
| 32 | MILW | MORAVIA | IA | 02/24/84 |
| 33 | SP | DUNSMUIR | CA · | 02/24/84 |
| 34 | SBD | MOLINO | FL | 02/24/84 |
| 35 | ΑΤΚ | MASCOT | NE | 02/26/84 |
| 36 | BN | POTTS CAMP | MS | 02/26/84 |
| 37 | CR | SALTSBURG | PA | 02/26/84 |
| 38 | SOU | BROAD RIVER | SC | 02/28/84 |
| 39 | NW | BRICETON | он 🦩 | 03/03/84 |
| 40 | DH | WILLSBORO | NY | 03/05/84 |
| - 41 | SBD/ | KITTRELL | NC . | 03/05/84 |
| | ΑΤΚ | | | . x |
| 42 | SBD | BOLEN | GA | 03/08/84 |
| 43 | MPZ | GOODWIN | тх | 03/09/84 |
| | ATK | | | • |
| 44 | SBD | BOLEN | GA | 03/12/84 |
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| REPORT | RAILROAD | | . · | 5475 |
|-------------------|------------|---------------------------|----------|----------------------|
| NUMBER | CODE | ACCIDENT LOCATIO | N | _ DATE |
| 45 | BN | COLCHESTER | IL | 03/14/84 |
| 46 | BN/ | BAINVILLE | MT | 03/15/84 |
| | ATK | | | |
| 47 | MNCW | GREYSTONE | ŇY | 03/16/84 |
| 48 49 | MILW BN | PLYMOUTH GILFORD | WI MT | 03/16/84 03/17/84 |
| 49 50 | BN MP/ | TOWER | | 03/19/84 |
| . 50 | ATK | | | 03/1//04 |
| []] ~ 51 | · SP | EL CENTRO | CA | 03/22/84 |
| 52 | SP | MAPLETON | OR | 03/23/84 |
| 53 | SBD | MADISONVILLE | TN | 03/24/84 |
| 54 | MP | OSAWATOMIE | KS | 03/24/84 |
| 55 | MNCW | PUTNAM JUNCTION | ŇY | 03/26/84 |
| . 56 | FEC | OAK HILL | FL | 03/27/84 |
| 57 | BO | ODIN | , IL | 03/27/84 |
| 58 | SBD | QUITMAN | GA | 03/28/84 |
| 59 | GSF | HOWELL | GA TN | 03/28/84 |
| 60 61 | SBD SSW | BROWNSVILLE Malakoff | | 03/30/84 03/30/84 |
| 62 | CR/ | DELPHOS | ОН | 04/03/84 |
| | ATK | DEET HOS | 011 | 04/00/04 |
| 63 | KCS | WATTS | ОК | 04/05/84 |
| 64 | ATSF | GOLDWAITE | тх | 04/06/84 |
| 65 | SP | FENNER | AZ | 04/08/84 |
| 66 | SP SP | GUDE | TX | 04/08/84 |
| 67 | SBD | MARSHVILLE | NC | 04/10/84 |
| 68 | ATK | BOSTON | MA | 04/11/84 |
| 69 | NW. | NORTHFORK | WV | 04/11/84 |
| • 70 | CO/ SBD | . CARRSVILLE | VA. | 04/12/84 |
| 71 | BN | WIGGINS | CO | 04/13/84 |
| .72 | MP | SAN MARCOS | IN | 04/16/84 |
| 73 | GTW | HIGH STREET | IN | 04/20/84 |
| 74 | GTW | HASKELLS | IN | 04/20/84 |
| - 75 | SOU | FOSTER | AL | 04/21/84 |
| 76 | BN | PEDRO | WY | 04/22/84 |
| 77 | ATK/ | SELMA | NC | 04/22/84 |
| · · · · · · | SBD | | | |
| 78 | SBD | HARDY | AL | 04/22/84 |
| 79 80 | SOU CO | OOLTEWAH Clifton Forge | TN VA | 04/23/84 04/26/84 |
| 81 | ICG | OLYMPIA FIELDS | IL | 04/26/84 |
| 82 | NTR | MICHIGAN CITY | MS | 05/02/84 |
| 83 | ATK/ | EL MONTE | CA | 05/04/84 |
| | SP | · •••••••• | • | |
| 84 | SBD | WELCOME | FL . | 05/05/84 |
| 85 | BN | SULLIVAN | . MO | 05/07/84 |
| 86 | · BO | NEWARK . | он | 05/08/84 |
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| REPORT NUMBER | RAILROAD CODE | ACCIDENT LOCATIO | N | DATE |
|------------------|------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------|----------------------|
| 87 | SSW | BUCKLIN | KS | 05/10/84 |
| 88 | MP/ | AVONDALE | CO | 05/17/84 |
| , | ATSF | | . • | |
| 89 | CR | HURON | OH | 05/18/84 |
| 90 | DH | SANITARIA SPRINGS | NY | 05/18/84 |
| 91 | CSS | NEW CARLISLE | IN. | 05/18/84 |
| 92 | BN. | WADENA | MN | 05/19/84 |
| 93 | SP | BROUSSARD | LA | 05/20/84 |
| 94 | ICG | VINE GROVE | KΥ | 05/21/84 |
| 95. | BN | ENGLISH | WA | 05/22/84 |
| 96 | BN | BROOKFIELD | ĨĽ | 05/26/84 |
| 97 | ICG | CARBONDALE, | IĻ. | 05/27/84 |
| 98 | SP | DUNPHY | NV | 05/28/84 |
| 99 | SBD | ALLENTOWN | GA | 05/29/84 |
| 100 | BO/ | LÀVENÍA | PA | 05/29/84 |
| 101 | ATK | RÎOVISTA | тх | 05/30/84 |
| 101 | ATSF | WEST SACRAMENTO | CA | 06/02/84 |
| 102 | RFPZ | MASSAPONAX | VA | 06/03/84 |
| 103 | ATK | MASSAFUNAA | VA | 08/03/04 |
| 104 | CR | ALBURTIS | PA. | 06/07/84 |
| 105 | BN | FREMONT | NE | 06/08/84 |
| 106 | ATK | PHILADELPHIA | PA | 06/08/84 |
| 107 | NW | STEPHENSON | wv | 06/08/84 |
| 108 | NW. | NAPLES | IL. | 06/10/84 |
| 109 | BN | WHITBURY | MS | 06/12/84 |
| 110 | SP | EL MONTE | CA | 06/13/84 |
| 111 | BN | MOTLEY | MN | 06/14/84 |
| 112 | SBD/ | CAMPBELLSBURG | ΚY | 06/14/84 |
| | BÓ | an la la transmission de la companya | • | |
| 113 | NŴ | BLUESTONE | WV | 06/17/84 |
| 114 | CNW, | SHIPLEY | IA | 06/20/84 |
| 115 | MP | KINDER | LA | 06/21/84 |
| 11,6 | SP/ | CAMDEN | AR | 06/23/84 |
| · . | MP | | <u>, </u> | |
| 117 | BN | BRADSHAW | NE | 06/23/84 |
| 118 | SEPA | PHILADELPHIA | PA | 06/28/84 |
| 11.9 | SBD/ | ELGIN | SC | 07/04/84 |
| 1.55 | ATK | | 1 | 07 (07 (0) |
| 120 | CV/, | ESSEX JCT | VТ | 07/07/84 |
| 454 | ATK | | PA. | 07 (00 (04 |
| 121 122 | DH ATSF | OLD LINE JCT Sais | NM | 07/08/84 07/09/84 |
| 123 | SP | | CÁ | 07/10/84 |
| 123 | MP | TOWER | TX | 07/10/84 |
| 125 | SBD/ | MCBEE | SC | 07/11/84 |
| | ATK | , , , , , , , , , , , , , , , , , , , | 00 | V// 11/ VT |
| 126, | BNZ | JODER | NE | 07/12/84 |
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| REPORT NUMBER | RAILROAD CODE | ACCIDENT LOCAT | ION | DATE |
|------------------|------------------|-----------------------|----------|------------------|
| 127 | B0 | IUKA | IL | 07/13/ |
| 128 129 | MILW ATK/ | BEEHUNTER New York | IN NY | 07/13/ 07/14/ |
| 127 | NJT | NEW FORK | 14 1 | 077147 |
| 130 | SBD | ATLANTA | GA | 07/14/ |
| 131 | BN | HOOPER | WA | 07/16/ |
| 132 | BN | | MO | 07/16/ |
| 133 134 | GT₩ BN∵ | CASSOPOLIS Ayers | MI IL | 07/16/ 07/17/ |
| 135 | ATSF | FREDONIA | ĸs | 07/20/ |
| 136 | ΑΤΚ | GATE | NY | 07/23/ |
| 137 | SBD | MT HOLLY | SC | 07/26/ |
| 138 | ATK SEPA | NORTH WALES | PA | 07/31/ |
| 139 | ICG | GLENDORA | MS | 08/05/ |
| 140 | BN/ ATK | COLUMBIA | MT | 08/06/ |
| 141 | CNW | LINEVILLE | IA | 08/14/ |
| 142 | SBD | TUCKER | GA | 08/14/ |
| 143 | BN | CLEAR LAKE | MN | 08/15/ |
| 144 | | | NV | 08/19/ |
| 145 146 | FEC BN/ | HYPOLUXO Macomb | FL IL | 08/21/ 08/21/ |
| | ATK | | | |
| 147 | SBD | ABERDEEN | NC | 08/22/ |
| 148 | ATSF/ ATK | CROWLEY | тх | 08/22/ |
| 149 | LI | BABYLON | NY | 08/24/ |
| 150 | MKT | TAYLOR | ТХ | 08/25/ |
| 151 | ATK/ SEPA | TRENTON | NJ | 09/06/ |
| 152 | ATSF | SEALY | тх | 09/06/ |
| 153 | CR | CONWAY | PA | 09/10/ |
| 154 | MILW/ ATK | WINONA | М́N | 09/13/ |
| 155 | ATSF/ ATK | SANDO | CA | 09/16/ |
| 156 | MP/ SSW | WASHINGTON | MO | 09/20/ |
| 157 | BN | CICERO | · IL | 09/21/ |
| 158 | FEC | RIO | FL | 09/27/ |
| 159 | MP | ELMO | TX | 09/30/ |
| 160 161 | SP BN | ANAHEIM IRONDALE | CA CO | 09/30/ 10/03/ |
| 162 | IHB/ | SUPERIOR | IL | 10/03/ |
| - | BOCT | | | |
| 163 | ATK∕ CR | PRINCETON JCT | NJ | 10/04/ |
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| NUMBER | CODE | ACCIDENT LOCAT | FION | DATE |
|--------|---------------------|----------------|-------|---------|
| 164 | SP/ ATK | ORTEGA | CA | 10/04/8 |
| 165 | MILW/ DRI | BETTENDORF | IA | 10/05/ |
| 166 | SBD | OWENSBORD | КΥ | 10/06/3 |
| 167 | MILW | WABASHA | MN | 10/10/8 |
| 168 | NW | GRABILL | IN | 10/12/8 |
| 169 | ΑΤΚ | MT. JOY | PÁ | 10/14/ |
| 170 | ICG | EDWARDS | MS | 10/15/ |
| 171 | CR/ ATK/ MNCW | STAMFORD | СТ | 10/17/8 |
| 172 | BN | QUINCY | WA | 10/19/ |
| 173 | MKTZ | ALVARADO | тх | 10/21/3 |
| | MP/ ATSF | | | 10/21/ |
| 174 | CNW | ROSEMONT | MN | 10/22/3 |
| 175 | BN | RICHLAND | MO | 10/24/8 |
| 176 | ICG | YATES | MO | 10/25/8 |
| 177 | ATK/ MNCW | CROTON-HARMON | NY | 10/26/ |
| 178 | BN | HOLBROOK | NE | 10/30/ |
| 179 | NW | TAYLORVILLE | IL | 10/31/0 |
| 180 | ICG/ ATK | LINCOLN | IL | 11/01/3 |
| 181 | SBD | SANFORD | FL Ì | 11/02/3 |
| 182 | GTW | EMMETT | MI | 11/03/ |
| 183 | SP/ ATK | BASSETT | CA | 11/05/8 |
| 184 | SBD | DUPONT | NC | 11/06/8 |
| 185 | BO | TERRA ALTA | WV | 11/08/ |
| 186 | BN | ATWOOD | KS | 11/08/ |
| 187 | SBD | LUMBERTON | NC | 11/10/ |
| 188 | ATSF | NOLANVILLE | TX | 11/11/ |
| 189 | ICG/ | NEOGA | IL | 11/15/ |
| 5.5 | ATK | | | |
| 190 | NJTR/ CR/ | FAIR | NJ | 11/16/1 |
| · . | ATK | . e | • • | |
| 191 | MP | HOLDEN | мо | 11/17/8 |
| 192 | MNCW | STRATFORD | СТ | 11/18/ |
| 193 | ATK/ | SOUTH NORWALK | СТ | 11/18/8 |
| | MNCW | · · · | | |
| 194 | ATSF/ DRGW | FOUNTAIN | CO | 11/18/8 |
| 195 | SSW | WHITE CITY | KS | 11/18/8 |
| 196 | ATK/ | NARBERTH | · PA | 11/21/8 |
| | SEPA | • | , | |
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| REPORT NUMBER | RAILROAD CODE | ACCIDENT LOCAT | ION | DATE |
|------------------|------------------|----------------|-----|----------|
| 197 | BN | DECATUR | тх | 11/21/84 |
| 198 | SP/ | BROUSSARD | LA | 11/21/84 |
| | ATK | | | |
| 199 | CR | MARTINSVILLE | IN | 11/22/84 |
| 200 | UP | FEELY | МТ | 11/24/84 |
| 201 | ATSF | JOSHUA | ТХ | 12/07/84 |
| 202 | SP | WAXAHACHIE | ТΧ | 12/08/84 |
| 203 | C0 | STEVENSVILLE | MI | 12/09/84 |
| 204 | CR/ | ALBANY | NY | 12/13/84 |
| 5 | ATK | 1 . Z | | · •. |
| 205 | UP/ | HILGARD | OR | 12/15/84 |
| | ATK · | | | |
| 206 | SOU · | WARREN | GA | 12/15/84 |
| 207 | MP | SPRING JCT. | ТХ | 12/17/84 |
| 208 | SBD | BURGESS | VA | 12/17/84 |
| 209 | SEPA | CHESTNUT HILL | PA | 12/19/84 |
| 210 | SP | CASMALIA | CA | 12/19/84 |
| 211 | NW | COLBY | OH | 12/22/84 |
| 212 | ATK/ | NEW YORK | NY | 12/26/84 |
| | LI | | | |
| 213 | BN/ | CULBERTSON | ΜT | 12/26/84 |
| | ATK | | | |
| 214 | MP | COTTER | AR | 12/30/84 |
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| RR CODE | DATE | TIME | C1 | (TY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|-------------------------------------------------|------------------|---------------|----------------------|----------------------------------------------------------|-------------------------|-------------------------|--------------------------------|---------------|------------------------|
| SBD | 01/07/84 | 5:25 | PM RC | DANOKE RA | PIDS | NC | DERAILMENT | 0 | 2 | \$57,435 |
| 1 | TYPE OF T Class of Method of Equipment | TRACK: OPERAT | ION: | | AUXILIARY 2 CARRIER RULES 7 CAR(S) | | MOVEMENTS INVOLVED: | SWITCHER | ¥2021 | 12 MPH |
| | PROBABLE | CAUSE: | VERTI | ICAL SPLI | T HEAD ON THE S | 90-LB RAIL. | | | | |
| BN | .01/09/84 | 11:05 | AM RA | NCHESTER | | WY | HEAD-END COLLISION | 0 | 1 | \$253,000 |
| 2 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERAT | ION: | | MAIN 4 TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(| | MOVEMENTS INVOLVED: | FREIGHT TRAIN Light Loco(S) | X6812 5827 | 37 MPH 67 |
| | PROBABLE | CAUSE | THE C Hold | REW FAIL LOCOMOTI | ED TO POSITION VES ON DESCENDI | THE MU-2A (NG GRADE. | SELECTOR VALVES IN THEI | R PROPER POSITI | ONS AND SET H | ANDBRAKES TO |
| SEPA | 01/12/84 | 4:35 | РМ РН | ILADELPH | IA | РА | OTHER | 0 | 3 | \$7 [°] ,800° |
| 3 | TYPE OF T Class of Method of Equipment | TRACK: OPERAT | | | MAIN [:] 2 OTHER 1 Locomotive(| (S) | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 932 | 5 MPH |
| | | CAUCE | TUE E | NOTNEED | | - | ED OF THE TRAIN AND WEN | T INTO THE BUMD | INO DOCT | • • |

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PAGE 1

KILLED INJURED RR CODE DATE TIME CITY STATE ACCIDENT TYPE RR DAMAGE OTHER 2 \$17,000 SEPA 01/13/84 9:17 AM DOYLESTOWN PA 0 . TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: TIME TABLE MOVEMENTS INVOLVED: PASSENGER TRAIN 450 5 MPH 4 AUTOMATIC BLOCK EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) PROBABLE CAUSE: THE ENGINEER FAILED TO CONTROL THE SPEED OF THE TRAIN AND WENT INTO THE BUMPING POST. 01/17/84 8:22 AM PHILADELPHIA PA OTHER 3 \$300 SEPA 0 TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: MAIN INTERLOCKING MOVEMENTS INVOLVED: PASSENGER TRAIN 447 2 MPH 5 NONE EQUIPMENT DERAILED: PROBABLE CAUSE: THE ENGINEER FAILED TO CONTROL THE SPEED OF THE TRAIN AND WENT INTO THE BUMPING POST. 01/18/84 11:05 PM ROSS NC RAIL-HWY CROSSING 1 \$100 SOU 1 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN 13716 45 MPH 6 TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE SHORT OF THE CROSSING.

PAGE 2

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|----------|-------------------------------------------------------------|-----------------------------------------------|-----------------------|--------------------|-----------------------------------------------------------------------|-----------------------------------------|--------------------|---------------------------------|---------------|----------|----------|-------|---------------------|
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| CODE | DATE | TIME | CI1 | r y | | | STATE | ACCIDENT TYPE | K | ILLED | INJURE | D | RR DAMAGE |
| CR | 01/22/84 | 1:55 | AM WIL | MINGTO | N | × | DE | DERAILMENT | м | 0 | 0 | • | \$12,000 |
| 7 | TYPE OF T CLASS OF Method of Equipment | TRACK: OPERAT | ION: | · · | YARD 1 Yard Rul 2 Car(| | · · · | MOVEMENTS INVOL | VED: YARD/SWI | TCHING | Ŷ | 'PE61 | 5 MPH |
| | PROBABLE | CAUSE: | THE FA SWITCH | ILURE (ING AD) | OF THE CR DITIONAL | EW TO AS Cars ont | CERTAIN O TRACK | THAT TANK CAR UTLX (No. 10. | 83805 HAD CLE | ARED THE | E NO. 10 | YARD | SWITCH BEFO |
| | | | - | | | | | | | | | | |
| ;BD | 01/22/84 | 5:20 | AM ARL | INGTON | | | TN | DERAILMENT | | 0 | 0 | | \$190,000 |
| 8 | 01/22/84 TYPE OF T CLASS OF METHOD OF EQUIPMENT | RACK: TRACK: OPERAT | ION: | | MAIN 4 Time Tab Train Or Manual B 30 Car(| LE DERS LOCK | TN | DERAILMENT MOVEMENTS INVOLV | | | | | \$190,000 47 MPH |
| SBD 8 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | RACK: TRACK: OPERAT DERAIL | ION: ED: | | MAIN 4 TIME TAB TRAIN OR MANUAL B 30 CAR(| LE DERS LOCK S) | • | • · · · | VED: FREIGHT | TRAIN | F | | |
| | TYPE OF T CLASS OF METHOD OF EQUIPMENT | RACK: TRACK: OPERAT DERAIL CAUSE: | ION: ED: A BROK | KEN FIE | MAIN 4 TIME TAB TRAIN OR MANUAL B 30 CAR(LD WELD I | LE DERS LOCK S) N THE 11 | 5-LB RAI | MOVEMENTS INVOL | VED: FREIGHT | TRAIN | F | | |

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| CODE | DATE | TIME | CITY | an taon ang sa | STATE | | · • | KILLED | INJURED | RR DAMAGE | |
|-------------|-------------------------------------------------|--------------------------------------------|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|------------------------------------------|---------------------|--------------------------------|------------|-----------------|---|
| ATK/ SBD | 01/24/84 | 1:39' PM | PLANT CITY | | - | RAIL-HWY CROSSIN | | | | | |
| 10 | TYPE OF T CLASS OF Method of Equipment | RACK: TRACK: OPERATION: DERAILED: | tina (tari | MAIN 4 TRAFFIC CONTROL 1 LOCOMOTIVE(S |) | MOVEMENTS INVOLVE | D: PASSEN | GER TRAIN | 87 | 60 MPH | |
| | | CAUSE: THE | E TRACTOR-T | RAILER OPERATOR | STOPPED THE | VEHICLE ON THE CR | OSSING IN | | | | |
| LI | 01/25/84 | | | | | | | 0 | 1 | \$70,200 | |
| / 11 | TYPE OF T Class of Method of | RACK: TRACK: OPERATION | : | MAIN 3 Manual Block Time Table | | MOVEMENTS INVOLVE | D: PASSEN Work T | GER ['] TRAIN RAIN | 213 151 | 40 MPH | |
| .: | | DERAILED: | | TRAIN ORDERS 2 LOCOMOTIVE(S 1 CAR(S) | | х ^х . | | - | | | |
| | CONTRIBUT | ING FACTOR | 1 2 2 | OF THE CREW OF | | Y WITH YELLOW ASPE 151 TO LINE A SIDI | | | | FTER IT CLEARED |) |
| SBD | 01/25/84 | 6:57 AM | BOLIVAR | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - | GA | DERAILMENT | · · · · | 0 | 0 ; | \$233,640 | |
| 12 | TYPE OF T Class of Method of Equipment | RACK: TRACK: OPERATION: DERAILED: | 1 | MAIN 4 TRAFFIC CONTROL 14 CAR(S) | | MOVEMENTS INVOLVE | D: FREIGH | T TRAIN | E7072 | 50 MPH | |
| . * | · · | CAUSE: A C | • | | | CAR TGAX 121079 BE | | | | | |

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RR CODE DATE TIME CITY STATE ACCIDENT TYPE KILLED INJURED RR DAMAGE UP 01/27/84 6:40 PM SHELLEY ID RAIL-HWY CROSSING 4 7 \$600 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: AUTOMATIC BLOCK 13 MOVEMENTS INVOLVED: FREIGHT TRAIN EX121 50 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR DROVE IN FRONT OF THE MOVING TRAIN. 01/28/84 11:20 PM WADENA BN MN RAIL-HWY CROSSING 3 \$2,300 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 14 METHOD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN 82 60 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: NONE PROBABLE CAUSE: FAILURE OF THE VEHICLE OPERATOR TO STOP WHEN THE GATE WAS IN THE LOWERED POSITION. CONTRIBUTING FACTOR: A PROBABLE CONTRIBUTING FACTOR WAS THE IMPAIRMENT OF THE VEHICLE OPERATOR BY ALCOHOL. 01/30/84 6:00 PM HARBIN MS SBD RAIL-HWY CROSSING 2 0 \$2,500 TYPE OF TRACK: MAIN . CLASS OF TRACK: ٦. 15 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN FNANO 37 MPH EQUIPMENT DERAILED: NONE PROBABLE CAUSE: FAILURE OF VEHICLE OPERATOR TO STOP THE VEHICLE AT THE CROSSING.

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| DATE | TIME | | ITY | | STATE | ACCIDENT | TYPE | KII | LED I | NJURED | RR DAMAGE |
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| 02/01/84 | 11:55 | AM A | PACHE | | , OK | RAIL-HWY | CROSSING | 0 | | 1 | \$120,650 |
| CLASS OF Method of | TRACK: OPERAT | | | TRAIN ORDERS | | MOVEMENTS | INVOLVED: | FREIGHT TF | RAIN | 3120 | 10 MPH |
| PROBABLE | CAUSE: | | KS. | | | | | | | | |
| 02/01/84 | 12:35 | AM W | | | | | | | - | | \$676,440 |
| METHOD OF | OPERAT | ION: | | 4 TRAFFIC CONTR | OL | MOVEMENTS | INVOLVED: | FREIGHT TR | RAIN | 3359 | 40 MPH |
| PROBABLE (| CAUSE: | A BR | OKEN R1 J | WHEEL ON TTWX | 980814, A L(| DADED FLATCAR. | | | | | |
| 02/01/84 | 9:55 | PM S | TURTEVAN | г | wI | DERAILMEN | T | 0 | | 1 | \$187,750 |
| CLASS OF Method of | TRACK: OPERAT | ION: ED: | | MAIN 4 Traffic contr 23 car(s) | ŌL | MOVEMENTS | INVOLVED: | FREIGHT TR | AIN | E2029 | 46 MPH |
| | TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE 0 02/01/84 TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE 0 02/01/84 TYPE OF TI CLASS OF METHOD OF | TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERAT EQUIPMENT DERAIL PROBABLE CAUSE: 02/01/84 12:35 TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERAT EQUIPMENT DERAIL PROBABLE CAUSE: 02/01/84 9:55 TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: | TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: FAIL TRAC 02/01/84 12:35 AM W TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: A BR 02/01/84 9:55 PM S TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: | CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: FAILURE OF TH TRACKS. 02/01/84 12:35 AM WEST HERMO 02/01/84 12:35 AM WEST HERMO TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: A BROKEN R1 F 02/01/84 9:55 PM STURTEVAN TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: CLASS OF TRACK: CLASS OF TRACK: CLASS OF TRACK: | TYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:TIME TABLEEQUIPMENT DERAILED:1LOCOMOTIV4CAR(S)PROBABLE CAUSE:FAILURE OF THE TRUCK DRIVETYPE OF TRACK:MAINCLASS OF TRACK:4METHOD OF OPERATION:TRAFFIC CONTREQUIPMENT DERAILED:20CAR(S)PROBABLE CAUSE:A BROKEN R1 WHEEL ON TTWXO2/01/849:55 PM STURTEVANTTYPE OF TRACK:MAINCLASS OF TRACK:A MAINC2/01/849:55 PM STURTEVANTTYPE OF TRACK:MAINCLASS OF TRACK:MAINCLASS OF TRACK:MAIN | TYPE OF TRACK:MAINCLASS OF TRACK:1METHOD OF OPERATION:TIME TABLEEQUIPMENT DERAILED:1LOCOMOTIVE(S)4CAR(S)PROBABLE CAUSE:FAILURE OF THE TRUCK DRIVER TO COMPLY TRACKS.02/01/8412:35 AM WEST HERMOSAMYTYPE OF TRACK:MAIN CLASS OF TRACK:EQUIPMENT DERAILED:20CAR(S)PROBABLE CAUSE:A BROKEN R1 WHEEL ON TTWX 980814, A LO02/01/849:55 PM STURTEVANTVITYPE OF TRACK:MAIN CLASS OF TRACK:CLASS OF TRACK:MAIN CLASS OF TRACK:CLASS OF TRACK:MAIN TRAFFIC CONTROLCLASS OF TRACK:MAIN CLASS OF TRACK:CLASS OF TRACK:MAIN TRAFFIC CONTROL | TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 4 PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO COMPLY WITH OKLAHOMA TRACKS. TRACKS. 02/01/84 12:35 AM WEST HERMOSA WY DERAILMEN TYPE OF TRACK: MAIN CLASS OF TRACK: 4 MAIN CLASS OF TRACK: 4 MOVEMENTS PROBABLE CAUSE: A BROKEN R1 WHEEL ON TTWX 980814, A LOADED FLATCAR. 02/01/84 9:55 PM STURTEVANT NI DERAILMEN TYPE OF TRACK: MAIN CLASS OF TRACK: 4 MAIN CLASS OF TRACK: 4 MAIN MUTHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS 02/01/84 9:55 PM STURTEVANT NI DERAILMEN TYPE OF TRACK: 4 MAIN MAIN CLASS OF TRACK: 4 MAIN MOVEMENTS | TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: 1 PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO COMPLY WITH OKLAHOMA STATE LAW 02/01/84 12:35 AM WEST HERMOSA WY DERAILMENT TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN Q2/01/84 9:55 PM STURTEVANT WI DERAILMENT TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENT DERAILED: 20 CAR(S) | TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 4 CAR(S) PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO COMPLY WITH OKLAHOMA STATE LAW AND STOP TRACKS. 02/01/84 12:35 AM WEST HERMOSA WIN CLASS OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TF 02/01/84 9:55 PM STURTEVANT VI DERAILMENT 02/01/84 9:55 PM STURTEVANT VI DERAILMENT 0 TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: MAIN MAIN CLASS OF TRACK: MAIN MAIN MAIN CLASS OF TRACK: < | TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 4 CAR(S) PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO COMPLY WITH OKLAHOMA STATE LAW AND STOP HIS VEHI 02/01/84 12:35 AM WEST HERMOSA WAIN CLASS OF TRACK: MAIN QUIPMENT DERAILED: 1 LOCOMOTIVE(S) 4 CAR(S) | TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 4 CAR(S) PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO COMPLY WITH OKLAHOMA STATE LAW AND STOP HIS VEHICLE BEFORM 02/01/84 12:35 AM WEST HERMOSA WY DERAILMENT 0 02/01/84 12:35 AM WEST HERMOSA WY DERAILMENT 0 TYPE OF TRACK: MAIN 4 CAR(S) PROBABLE CAUSE: PROBABLE CAUSE: FREIGHT TRAIN 02/01/84 12:35 AM WEST HERMOSA WY DERAILMENT 0 02/01/84 12:35 AM WEST HERMOSA WY DERAILMENT 0 TYPE OF TRACK: MAIN 4 MOVEMENTS INVOLVED: FREIGHT TRAIN 3359 PROBABLE CAUSE: A BROKEN R1 WHEEL ON TTWX 980814, A LOADED FLATCAR. 02/01/84 9:55 PM STURTEVANT WI 0 1 TYPE OF TRACK: MAIN 4 MAIN CLASS OF TRACK: MAIN 4 MIN 4 |

02/02/84 6:55 AM GRAND RIDGE FL DERAILMENT n 0 \$150,000 TYPE OF TRACK: CLASS OF TRACK: MAIN 6 METHOD OF OPERATION: MANUAL BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN FNSJA 42 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: 25 CAR(S) PROBABLE CAUSE: A BROKEN 115-LB RAIL. THE RAIL WAS DAMAGED AT THE WELDING PLANT BY AN ELECTRODE BURN IN THE BASE AREA 7 INCHES FROM THE WELD. · · · MO 02/03/84 1:45 AM CLARENCE DERAILMENT 0 0 \$213,500 TYPE OF TRACK: MAIN CLASS OF TRACK: . . . 4 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN E7863 48 MPH EQUIPMENT DERAILED: 12 CAR(S) PROBABLE CAUSE: A BROKEN L3 WHEEL ON ACFX 48008, A COVERED HOPPER. 02/05/84 8:50 AM CLAY KΥ DERAILMENT 0 0 \$277,500 TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN E8924 46 MPH EQUIPMENT DERAILED:

ACCIDENT TYPE

KILLED

INJURED

STATE

PROBABLE CAUSE: BROKEN TRUCK BOLSTER ON THE TRAILING END OF THE 56TH CAR, SCL 635204.

38 CAR(S)

RR CODE DATE TIME

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RR DAMAGE

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | ~~~~~~ | KILLED | INJUR | ED | RR DAMAGE |
|------------|-----------|-------------------------------------------|------------|--------------------------------------------------------------------------------------------|------------|---------------|-----------|-----------|----------|-------|-------|-------------|
| SP | 02/07/84 | 6:50 AM | SCHRIEVER | | LA | DERAILMEN | T | | 0 | 2 | | \$1,746,900 |
| 22 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 5 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 4 LOCOMOTIVE(S) 40 CAR(S) | | MOVEMENTS | INVOLVED: | FREIGHT . | TRAIN | 1 | E9275 | 45 MPH |
| | PROBABLE | CAUSE: HE | AD AND WEB | SEPARATION OF TH | E 136-LB F | RAIL. | | | | | | · · · · · |
| ATSF | 02/11/84 | 10:40 AM | CAMPO | | C0 | RAIL-HWY | CROSSING | | 1 | 0 | | \$82,014 |
| 23 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 4 TIME TABLE TRAIN ORDERS OTHER 7 CAR(S) | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | I | E6391 | 45 MPH |
| | | | | TE VEHICLE OPERATO | DR TO STOP | • THE VEHICLE | AT THE C | ROSSING. | | | | |
| ВМ∕ АТК | 02/13/84 | 2:15 AM | VERNON | | VT | DERAILMEN | т | ·· | 0 | 2 | | \$377,000 |
| 24 | CLASS OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 3 TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(S) | | MOVEMENTS | INVOLVED: | PASSENG | ER TRAIN | - | 732 | 45 MPH |

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| CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
| IP | 02/13/84 | 6:38 PM | NEVADA | | MO | RAIL-HWY CROSSING | 3 | 3 | \$0 |
| 5 | TYPE OF T Class of Method of | RACK: TRACK: OPERATION | 1: | MAIN 4 Time table Train orders | | MOVEMENTS INVOLVED: FREI | GHT TRAIN | B5570 | 40 MPH |
| | EQUIPMENT | DERAILED: | 1 | NONE | | | | | |
| | PROBABLE | CAUSE: FA | ILURE OF | THE VEHICLE OPERAT | TOR TO STOP | THE VEHICLE AT THE CROSSI | NG. | | |
| 5P | 02/13/84 | 8:40 PM | DELTA | , | CA | DERAILMENT | 0 | 0 | \$839,000 |
| 26 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 2 TRAFFIC CONTROL 18 CAR(S) | | MOVEMENTS INVOLVED: FREI | GHT TRAIN | E9242 | 25 MPH |
| | PROBABLE | CAUSE: A Of | BROKEN L3 THE RIM. | WHEEL ON GONDOLA | CAR SP 3293 | 10. A THERMAL CRACK DEVEL | OPED AT THE | E LOWER EDGE | OF THE BACK FAC |
| R | 02/16/84 | .4:15 AM | DERRY | | РА | DERAILMENT | 0 | 0 | \$122,000 |
| 7 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 4 Traffic control 14 car(S) | | MOVEMENTS INVOLVED: FREI | GHT TRAIN | E8064 | 24 MPH |
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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------|-------------------------------------------------|-------------------------------------|--------------|------------------------------------------------------|-----------|----------------------------|---------------|---------------|------------|
| SBD | 02/19/84 | 4:25 | AM VALDOSTA | | GA | DERAILMENT | 0 | 0 | \$149,070 |
| 28 | | TRACK: OPERAT | ION: | MAIN 4 Time Table Train orders 11 Car(S) | | MOVEMENTS INVOLVED: FRE | EIGHT TRAIN | FMOWX | . 37 MPH |
| | PROBABLE | CAUSE | BECAUSE OF 1 | | | SILL FAILED ON THE A-END C | DF CAR NO. LN | 97014. | |
| SP | 02/20/84 | 12:30 | AM OBI | | | | 2 | 1 | \$0 |
| 29 | TYPE OF T CLASS OF Method of Equipment | RACK: TRACK: OPERAT DERAIL | ION: ED: | MAIN 5 Traffic control 30 car(S) | | MOVEMENTS INVOLVED: FRE | EIGHT TRAIN | WCAVY | 45 MPH |
| | PROBABLE | CAUSE: | A BURNED-OFF | R3 JOURNAL ON CA | R NO. NIR | X 14117. | | • . | |
| C0 | 02/21/84 | 3:33 | AM FOSTORIA | | · OH | DERAILMENT | . 0 | O | \$366,750 |
| 30 | TYPE OF T Class of Method of Equipment | TRACK: OPERAT | ION: ED: | MAIN 4 Traffic control 23 car(s) | | MOVEMENTS INVOLVED: FRE | IGHT TRAIN | X3795 | 30 MPH |
| | PROBABLE | CAUSE: | | JOURNAL RESULTING | FROM THE | LOSS OF LUBRICATION AND C | VERHEATING O | F THE PLAIN B | EARING AND |

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| CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED | RR DAMAGE |
|----------|------------------------------------|-------------------------------------------|------------|------------------------------------------|-------------|------------|-------------------|----------|--------------|-----------|
| EJE | 02/23/84 | 10:15 PM | PLAINFIEL | D | IL | RAIL-HWY | CROSSING | 2 | 1 | \$417 |
| 31 | TYPE OF T CLASS OF METHOD OF | | : | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: FREIGH | TTRAIN | 10 | 43 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | |
| | PROBABLE | CAUSE: FA | ILURE OF T | HE VEHICLE OPERAT | OR TO STOP | THE VEHICL | E AT THE CROSSING | • | | |
| MILW | 02/24/84 | 1:45 PM | MORAVIA | | IA | DERAILME | NT | 0 | 0 | \$47,300 |
| 32 | TYPE OF T Class of Method of | TRACK: | : | MAIN 3 TIME TABLE TRAIN ORDERS | | MOVEMENTS | INVOLVED: FREIGH | T TRAIN | X3499 | 25 MPH |
| | EQUIPMENT | DERAILED: | | 5 CAR(S) | | | | | | |
| | PROBABLE | CAUSE: TH | E L4 ROLLE | R BEARING OVERHEA | TED, AND TH | E AXLE JOU | RNAL BURNED OFF O | N BOXCAR | UPFE 455720. | |
| | 02/24/84 | 9:27 PM | DUNSMUIR | | CA | . DERAILME | NT | 0 | 0 | \$136,500 |
| SP | | | | | | | | | | |
| SP 33 | CLASS OF Method of | RACK: TRACK: OPERATION DERAILED: | : | MAIN 2 TRAFFIC CONTROL 7 CAR(S) | | MOVEMENTS | INVOLVED: FREIGH | T TRAIN | X9024 | 18 MPH |

| | st e st e s | . × . | , | ··· · · · | | | | • • | r | | | | | | PAG |
|---------|---------------------------------------|---------------|------------|--------------------|-----------------|--------------------|----------------------|----------------------|---------------------|-------------|------------|----------|--------|---------|-----------|
| RR CODE | DATE | TIME | | CITY | | | | STATE | ACCIDEN | Т ТҮРЕ | | KILLED | INJ | URED | RR DAMAGE |
| SBD | 02/24/84 | 12:20 | РМ | MOLINO | | · | | FL | DERAILM | ENT | | 0 | 0 | * | \$207,700 |
| 34 | TYPE OF TI Class of Method of | TRACK: | I'ON: | ` | TII | IUAL B | LE | | MOVEMENT | S INVOLVED | • FREIGHT | TRAIN | | FNMJA | .22 MPH |
| | EQUIPMENT | DERAIL | ED: | ÷ . | | IN OR | | | | | | | | | |
| | PROBABLE (| CAUSE: | IRR | EGULAR | ALIGN | IENT A | ND CROS | S-LEVEL | OF THE TRACK. | | | | | · | , |
| АТК | 02/26/84 | 4:10 | ĂM | MASCOT | · | | | NE | OTHER | | | 1 | 0 | | \$0 |
| 35 | TYPE OF TH Class of T Method of | TRACK: | ION: | | MA: 4 TR/ | | CONTROL | | MOVEMENT | S INVOLVED | PASSENG | ER TRAII | N | 6 | 60 MPH |
| | EQUIPMENT | DERAIL | ED: | | NO | NE | | | | | | | | | |
| | PROBABLE (| CAUSE: | A P CIR | ASSENGE CUMSTAN | R EITH | IER FEI IULD NI | LL OR JI DT BE DI | UMPED FR ETERMINE | OM THE MOVING D. | TRAIN. THE | ERE WERE I | NO WITNI | ESSES, | AND THE | EXACT |
| BN | 02/26/84 | 1:45 | PM | POTTS C | AMP | | | MS | RAIL-HW | Y CROSSING | | 2 | 4 | | \$100 |
| 36 | TYPE OF TH Class of T Method of | FRACK: | ION: | | MAI 4 TR/ | | CONTROL | | MOVEMENT | S INVOLVED: | FREIGHT | TRAIN | | X2280 | 55 MPH |
| | EQUIPMENT | DERAIL | ED: | | NC | NE | | | | • | | | | | |
| | | | | | | | | | THE VEHICLE A | | | | | | |

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| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | ! | KILLED | INJU | RED | RR DAMAGE |
|---------|----------------------------------------------------|----------|------------|--------------------------------------------|------------|-------------|-------------|-------------------------------|-----------|-------|-------------------------|---------------|
| CR | 02/26/84 | 3:34 PM | SALTSBURG | | PA | REAR-END | COLLISION | | 0 | 3 | | \$414,777 |
| 37 | TYPE OF TH Class of T Method of | TRACK: | | MAIN 3 CAB SIGNAL TIME TABLE | | MOVEMENTS | INVOLVED: | FREIGHT FREIGHT FREIGHT | TRAIN | | X6311 X3317 X6255 | 0 MPH 27 |
| | EQUIPMENT | DERAILEI | : | 1 LOCOMOTIVE(S 5 CAR(S) 1 CABOOSE(S) | ;) | | | FREIGHT | IRAIN | | X0233 | 40´ |
| | | | | HE CREW ON EXTRA Nductor was opera | | RAIN. | THE TRAIN : | | | | | |
| SOU | 02/28/84 | 9:08 AM | BROAD RIV | ER | SC | | | | 0 | | | \$153,000 |
| 38 | TYPE OF TH CLASS OF T Method of Equipment | OPERATIC | N :) : | MAIN 4 Traffic control 11 car(s) | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | 270 | 25 MPH |
| | PROBABLE (| | | AT THE L-4 LOCAT N THE TREAD. | ION ON CAR | SOU 1161. T | HE FAILUR | E OF THE | WHEEL WAS | ; THE | RESULT | OF A SHATTERE |
| NM | 03/03/84 | 9:05 PM | BRICETON | | 0 <u>H</u> | RAIL-HWY | CROSSING | | 2 | 0 | | \$0 |
| 39 | TYPE OF TH Class of T Method of | IKAUK | | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X1727 | 50 MPH |
| | EQUIPMENT | DERAILED | 1: | NONE | ۱ | | | | | | | |
| | PROBABLE | CAUSE: T | HE VEHICLE | OPERATOR FAILED T | O STOP THE | VEHICLE AT | THE CROSS | ING. | | | | |

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| DATE | TIME | CITY | | STATE | ACCIDENT TYPE | ا ۴ | KILLED | INJU | IRED | RR DAMAGE |
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| 03/05/84 | 1:15 A | M WILLSBORO | | NY | DERAILMENT | | 0 | 0 | | \$329,000 |
| CLASS OF T METHOD OF | RACK: OPERATI | | MAIN 3 TRAFFIC CONTROL 17 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | | RPPY | 25 MPH |
| PROBABLE C | AUSE: | A WORN HOLLO | W WHEEL AT R4 LOC | CATION OF C | CAR UTLX 73940. | | • | 5. | | |
| 03/05/84 | 6:44 P | M KITTRELL | | NC | LOCOMOTIVE | | 0 ` | 50 | | \$2,279,500 |
| METHOD OF | OPERATI | ON: | MAIN 4 TRAFFIC CONTROL 1 LOCOMOTIVE(S 18 CAR(S) | 5) | MOVEMENTS INVOLVED: | PASSENGE | ER TRAIN | | 81 | 79 MPH |
| PROBABLE C | AUSE: | A BROKEN AXL | E ON LOCOMOTIVE N | 10. 378. | | | | | | |
| 03/08/84 | 8:00 P | M BOLEN | 4 | GA | DERAILMENT | | 0 | 0 | | \$8,700 |
| CLASS OF T Method of | RACK: Operati | • | | | MOVEMENTS INVOLVED: | | | | 307 510 | 0 MPH 45 |
| | 03/05/84 TYPE OF TR CLASS OF T METHOD OF EQUIPMENT PROBABLE C 03/05/84 TYPE OF TR CLASS OF T METHOD OF EQUIPMENT PROBABLE C 03/08/84 TYPE OF TR CLASS OF T METHOD OF | 03/05/84 1:15 A TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATI EQUIPMENT DERAILE PROBABLE CAUSE: 03/05/84 6:44 PA TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATI EQUIPMENT DERAILE PROBABLE CAUSE: 03/08/84 8:00 PA TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATI | 03/05/84 1:15 AM WILLSBORO TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: A WORN HOLLO 03/05/84 6:44 PM KITTRELL TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: A BROKEN AXL 03/08/84 8:00 PM BOLEN TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: | 03/05/84 1:15 AM WILLSBORO TYPE OF TRACK: MAIN CLASS OF TRACK: J METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 17 CAR(S) PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOC 03/05/84 6:44 PM KITTRELL TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 18 CAR(S) PROBABLE CAUSE: A BROKEN AXLE ON LOCOMOTIVE N 03/08/84 8:00 PM BOLEN TYPE OF TRACK: S MAIN CLASS OF TRACK: S MAIN 03/08/84 8:00 PM BOLEN TYPE OF TRACK: S MAIN CLASS OF TRACK: S MAIN CLASS OF TRACK: S MAIN CLASS OF TRACK: S MAIN CLASS OF TRACK: S MAIN TYPE OF TRACK: S MAIN CLASS OF TRACK S MAIN CLASS OF TRACK S MAIN CLASS OF TRACK S M | 03/05/84 1:15 AM WILLSBORO NY TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 17 CAR(S) PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOCATION OF C 03/05/84 6:44 PM KITTRELL NC 03/05/84 6:44 PM KITTRELL NC TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 18 CAR(S) 18 CAR(S) PROBABLE CAUSE: A BROKEN AXLE ON LOCOMOTIVE NO. 378. 03/08/84 8:00 PM BOLEN GA TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: MAIN | 03/05/841:15 AM WILLSBORDNYDERAILMENTTYPE OF TRACK:MAIN SCLASS OF TRACK:SMOVEMENTS INVOLVED:EQUIPMENT DERAILED:17 CAR(S)MOVEMENTS INVOLVED:PROBABLE CAUSE:A WORN HOLLOW WHEEL AT R4 LOCATION OF CAR UTLX 73940.03/05/846:44 PM KITTRELLNCLOCOMOTIVETYPE OF TRACK:MAIN CLASS OF TRACK:CLOCOMOTIVETYPE OF TRACK:MAIN CLASS OF TRACK:MOVEMENTS INVOLVED:EQUIPMENT DERAILED:1 LOCOMOTIVE(S)18 CAR(S)PROBABLE CAUSE:A BROKEN AXLE ON LOCOMOTIVE NO. 378.MOVEMENTS INVOLVED:03/08/848:00 PM BOLENGADERAILMENTTYPE OF TRACK:MAIN CLASS OF TRACK:SMAIN MOVEMENTS INVOLVED:18 CAR(S)FROBABLE CAUSE:A BROKEN AXLE ON LOCOMOTIVE NO. 378.03/08/848:00 PM BOLENGADERAILMENTTYPE OF TRACK:MAIN SSMOVEMENTS INVOLVED:TYPE OF TRACK:MAIN SMOVEMENTS INVOLVED: | 03/05/84 1:15 AM WILLSBORO NY DERAILMENT TYPE OF TRACK: MAIN CLASS OF TRACK: 3 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT EQUIPMENT DERAILED: 17 CAR(S) PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOCATION OF CAR UTLX 73940. 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE TYPE OF TRACK: MAIN CLASS OF TRACK: 4 NC LOSOTOTIVE TRAFFIC CONTROL MOVEMENTS INVOLVED: PASSENGI TYPE OF TRACK: 4 1 CLASS OF TRACK: 4 1 CUASS OF TRACK: 4 1 CLASS OF TRACK: 4 1 PROBABLE CAUSE: A BROKEN AXLE ON LOCOMOTIVE(S) 1 TYPE OF TRACK: A BROKEN AXLE ON LOCOMOTIVE NO. 378. 378. 03/08/84 8:00 PM BOLEN GA DERAILMENT TYPE OF TRACK: MAIN 5 CLASS OF TRACK: 5 5 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT | 03/05/84 1:15 AM WILLSBORO NY DERAILMENT 0 TYPE OF TRACK: MAIN SUBSCRIPTION: TRAFFIC CONTROL TYPE OF TRACK: MAIN SUBSCRIPTION: TRAFFIC CONTROL TYPE OF TRACK: MOVEMENTS INVOLVED: FREIGHT TRAIN 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 TYPE OF TRACK: 4 4 AIN CLASS OF TRACK: 4 CLASS OF TRACK: 4 MOVEMENTS INVOLVED: PASSENGER TRAIN EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) MOVEMENTS INVOLVED: PASSENGER TRAIN 03/08/84 8:00 PM BOLEN GA DERAILMENT 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 5 MAIN 0 03/08/84 8:00 PM BOLEN GA DERAILMENT 0 TYPE OF TRACK: 5 MAIN CLASS OF TRACK: 5 MAIN FREIGHT TRAIN | 03/05/84 1:15 AM WILLSBORO NY DERAILMENT 0 0 TYPE OF TRACK: MAIN CLASS OF TRACK: SAFFIC CONTROL TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOCATION OF CAR UTLX 73940. 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 MOVEMENTS INVOLVED: PASSENGER TRAIN Q3/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 50 TYPE OF TRACK: 4 4 MOVEMENTS INVOLVED: PASSENGER TRAIN EQUIPMENT DERAILED: 1 LOCOMOTIVE(S) 18 CAR(S) MOVEMENTS INVOLVED: PASSENGER TRAIN 03/05/84 8:00 PM BOLEN GA DERAILMENT 0 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 5 5 5 03/05/84 8:00 PM BOLEN GA DERAILMENT 0 0 TYPE OF TRACK: 5 5 5 5 5 03/05/84 8:00 PM BOLEN GA DERAILMENT 0 0 TYPE OF TRACK: 5 5 5 5 5 METHOD OF OPERATION: 5 5 5 5 METHOD OF OPERATION: 5 5 5 <td>03/05/84 1:15 AM WILLSBORD NY DERAILMENT 0 0 TYPE OF TRACK: MAIN Signature Signature NOVEMENTS INVOLVED: FREIGHT TRAIN RPPY PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOCATION OF CAR UTLX 73940. MOVEMENTS INVOLVED: FREIGHT TRAIN RPPY 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 1 LOCOMOTIVE(S) MOVEMENTS INVOLVED: PASSENGER TRAIN 81 EQUIPMENT DERAILED: 1 LOCOMOTIVE NO. 378. 307 0 03/08/84 8:00 PM BOLEN GA DERAILMENT 0 0 TYPE OF TRACK: MAIN 510 CLASS OF TRACK: 5 5 510</td> | 03/05/84 1:15 AM WILLSBORD NY DERAILMENT 0 0 TYPE OF TRACK: MAIN Signature Signature NOVEMENTS INVOLVED: FREIGHT TRAIN RPPY PROBABLE CAUSE: A WORN HOLLOW WHEEL AT R4 LOCATION OF CAR UTLX 73940. MOVEMENTS INVOLVED: FREIGHT TRAIN RPPY 03/05/84 6:44 PM KITTRELL NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 4 NC LOCOMOTIVE 0 50 TYPE OF TRACK: MAIN 1 LOCOMOTIVE(S) MOVEMENTS INVOLVED: PASSENGER TRAIN 81 EQUIPMENT DERAILED: 1 LOCOMOTIVE NO. 378. 307 0 03/08/84 8:00 PM BOLEN GA DERAILMENT 0 0 TYPE OF TRACK: MAIN 510 CLASS OF TRACK: 5 5 510 |

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| MP/ ATK 03/09/84 9:57 AM GOODMIN TX RAIL-HNY CROSSING 2 0 \$450 43 TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: MAIN TRAFFIC CONTROL MOVEMENTS INVOLVED: PASSENGER TRAIN 22 70 MPH 43 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: PASSENGER TRAIN 22 70 MPH 43 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: PASSENGER TRAIN 22 70 MPH 44 METHOD OF TRACK: CLASS OF TRACK: CLASS OF TRACK: SED MAIN S LOCOMOTIVE(S) 25 CAR(S) MOVEMENTS INVOLVED: FREIGHT TRAIN FLONX 40 MPH 44 METHOD OF OPERATIED: TS AFFIC CONTROL S LOCOMOTIVE(S) 25 CAR(S) MOVEMENTS INVOLVED: FREIGHT TRAIN FLONX 40 MPH 44 METHOD OF OPERATIED: S LOCOMOTIVE(S) 25 CAR(S) MOVEMENTS INVOLVED: FREIGHT TRAIN FLONX 40 MPH 44 METHOD OF OPERATIED: S LOCOMOTIVE(S) 25 CAR(S) MOVEMENTS INVOLVED: FREIGHT TRAIN FLONX 40 MPH 44 METHOD OF OPERATIED: S LOCOMOTIVE(S) 25 CAR(S) MOVEMENTS INVOLVED: FREIGHT TRAIN FLONX 40 MPH 45 METHOD OF OPERATION: TARAFFIC CONTROL INFROPERENCY POSITION: | RR CODE | DATE | TIME | CITY | | STATE | | KILLED | INJURED | RR DAMAGE |
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| 43 CLASS OF TRACK: REQUIPMENT DERAILED: EQUIPMENT DERAILED: NONE 4 MOVEMENTS INVOLVED: PASSENGER TRAIN 22 70 MPH 43 METHOD OF OPERAILED: MONE NONE 1 \$608,000 44 METHOD OF TRACK: CLASS OF TRACK: CLA | | 03/09/84 | 9:57 / | AM GOODI | WIN | ι. · | | 2 | 0 | \$450 |
| PROBABLE CAUSE: FAILURE OF THE VEHICLE OPERATOR TO STOP THE VEHICLE AT THE CROSSING. SBD 03/12/84 9:21 PM BOLEN GA DERAILMENT 0 0 \$608,000 YPE OF TRACK: MAIN 5 DICOMPTIVE CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN FLOWX 40 MPH 44 PROBABLE CAUSE: AN OPEN SWITCH POINT COUTOLE(S) DOCOMPTIVE(S) DOCOMPTIVE(S) 25 CAR(S) PROBABLE CAUSE: AN OPEN SWITCH POINT COULTER) CAUSED CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH. CONTRIBUTING FACTOR: LACK OF MEANS TO LOCK INTO PLACE THE CIRCUIT CONTROLLER CAM SHAFT TRUNNION, IMPROPER CONTACT ADJUSTMENT, AND THE LACK OF INDEPENDENT POINT DETECTION. BN 03/14/84 8:45 AM COLCHESTER IL DERAILMENT 0 1 \$8,200 45 TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN CAR(S) 1 CONTROL SCONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X8280 59 MPH | 43 | CLASS OF | TRACK | | 4 | CONTROL | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 22 | 70 MPH |
| SBD 03/12/84 9:21 PM BOLEN GA DERAILMENT 0 0 \$608,000 TYPE OF TRACK: MAIN 64 CLASS OF TRACK:: MAIN 64 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN FLOWX 40 MPH 64 PROBABLE CAUSE: AN OPEN SWITCH POINT (DUE TO A PREMATURE CLOSING OF THE NORMAL INDICATION CONTACTS IN THE SWITCH MACHINE 64 CIRCUIT CONTROLLER) CAUSED CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH. 64 CONTRIBUTING FACTOR: LACK OF MEANS TO LOCK INTO PLACE THE CIRCUIT CONTROLLER CAM SHAFT TRUNNION, IMPROPER CONTACT 65 D3/14/84 8:45 AM COLCHESTER IL DERAILMENT 0 1 \$8,200 7 TYPE OF TRACK: MAIN 44 DERAILMENT 0 1 \$8,200 84 645 MA COLCHESTER IL DERAILMENT 0 1 \$8,200 7 TYPE OF TRACK: MAIN 4 ACR(S) 3 CAR(S) 1 \$8,200 45 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TR | | EQUIPMENT | DERAIL | ËD: | NONE | | | | | |
| SBD03/12/849:21 PMBOLENGADERAILMENT00\$608,00044TYPE OF TRACK: CLASS OF TRACK: EQUIPMENT DERAILED:MAIN TRAFFIC CONTROL 25 CAR(S)MOVEMENTS INVOLVED: FREIGHT TRAINFLOWX40 MPH44PROBABLE CAUSE: CARCENAN OPEN SWITCH POINT (DUE TO A PREMATURE CLOSING OF THE NORMAL INDICATION CONTACTS IN THE SWITCH MACHINE CARCED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH.FLOWX40 MPH5CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH.CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPER CONTACT5D3/14/848:45 AMCOLCHESTERILDERAILMENT01\$8,2006TYPE OF TRACK: CLASS OF TRACK: HETHOD OF OPERATION:MAIN 4 3 CAR(S) 1 CABOOSE(S)MOVEMENTS INVOLVED: FREIGHT TRAINX828059 MPH | | PROBABLE | CAUSE: | • | | | | ROSSING. | | |
| 44CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED:5 TRAFFIC CONTROL S LOCOMOTIVE(S) 25 CAR(S)MOVEMENTS INVOLVED: FREIGHT TRAINFLOWX40 MPH44MEDIPMENT DERAILED:TRAFFIC CONTROL S LOCOMOTIVE(S) 25 CAR(S)MOVEMENTS INVOLVED: FREIGHT TRAINFLOWX40 MPH44MEDIPMENT DERAILED:S LOCOMOTIVE(S) 25 CAR(S)25 CAR(S)MOVEMENTS INVOLVED: FREIGHT TRAINFLOWX40 MPH45MEDIPMENT DERAILED:A OPEN SWITCH POINT (DUE TO A PREMATURE CLOSING OF THE NORMAL INDICATION CONTACTS IN THE SWITCH MACHINE CIRCUIT CONTROLLER) CAUSED CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH.46CONTRIBUTING FACTOR:LACK OF MEANS TO LOCK INTO PLACE THE CIRCUIT CONTROLLER CAM SHAFT TRUNNION, IMPROPER CONTACT ADJUSTMENT, AND THE LACK OF INDEPENDENT POINT DETECTION.47BN03/14/848:45 AM COLCHESTERIL48DERAILMENT01\$8,20044TYPE OF TRACK: EQUIPMENT DERAILED:MAIN 3 CAR(S) 1 CABOOSE(S)MOVEMENTS INVOLVED: FREIGHT TRAINX828059 MPH | SBD | 03/12/84 | 9:21 | | | | - | 0 | 0 | \$608,000 |
| CIRCUIT CONTROLLER) CAUSED CONTROLLED SIGNAL NO. 14L TO FALSELY DISPLAY A "PROCEED" INDICATION OVER AN IMPROPERLY POSITIONED SWITCH. CONTRIBUTING FACTOR: LACK OF MEANS TO LOCK INTO PLACE THE CIRCUIT CONTROLLER CAM SHAFT TRUNNION, IMPROPER CONTACT ADJUSTMENT, AND THE LACK OF INDEPENDENT POINT DETECTION. BN 03/14/84 8:45 AM COLCHESTER IL DERAILMENT 0 1 \$8,200 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 45 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 3 CAR(S) 1 CABOOSE(S) | 44 | CLASS OF Method of | TRACK: OPERATI | ION: | 5 TRAFFIC 5 LOCO | CONTROL Motive(S) S) | MOVEMENTS INVOLVED: | FREIGHT TRAIN | FLOWX | 40 MPH |
| ADJUSTMENT, AND THE LACK OF INDEPENDENT POINT DETECTION. BN 03/14/84 8:45 AM COLCHESTER IL DERAILMENT 0 1 \$8,200 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 45 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X8280 59 MPH EQUIPMENT DERAILED: 3 CAR(S) 1 CABOOSE(S) | | | | | | | | | | |
| BN 03/14/84 8:45 AM COLCHESTER IL DERAILMENT 0 1 \$8,200 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 45 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X8280 59 MPH EQUIPMENT DERAILED: 3 CAR(S) 1 CABOOSE(S) | | PROBABLE | CAUSE: | CIRCUIT | CONTROLLER) C | AUSED CONTROLLED | URE CLOSING OF THE NORM SIGNAL NO. 14L TO FALS | IAL INDICATION CON ELY DISPLAY A "PR | TACTS IN THE ROCEED" INDIC | SWITCH MACHIN Ation over an |
| CLASS OF TRACK: 4 45 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X8280 59 MPH EQUIPMENT DERAILED: 3 CAR(S) 1 CABOOSE(S) | | CONTRIBUT | ING FAC | CIRCUIT IMPROPER | CONTROLLER) C RLY POSITIONED ACK OF MEANS T | CÁUSED CONTROLLED) Switch. To lock into plac | SIGNAL NO. 14L TO FALS | ELY DISPLAY A "PR | ROCEED" INDIC | ATION OVER AN |
| PROBABLE CAUSE: A BROKEN R2 WHEEL ON THE 39TH CAR (CO 28389). | BN | CONTRIBUT | ING FACT | CIRCUIT IMPROPER TOR: L/ AI | CONTROLLER) C RLY POSITIONED ACK OF MEANS T DJUSTMENT, AND | AUSED CONTROLLED) SWITCH. TO LOCK INTO PLAC) THE LACK OF IND | SIGNAL NO. 14L TO FALS E THE CIRCUIT CONTROLLE EPENDENT POINT DETECTIO | ELY DISPLAY A "PF R CAM SHAFT TRUNN NN. | ROCEED" INDIC | ATION OVER AN R CONTACT |
| | | CONTRIBUT 03/14/84 Type of Ti Class of Method of | ING FACT 8:45 / RACK: TRACK: OPERATI | CIRCUIT IMPROPER TOR: L/ AI AM COLCH ION: | CONTROLLER) C RLY POSITIONED ACK OF MEANS T DJUSTMENT, AND HESTER MAIN 4 TRAFFIC 3 CAR(| CONTROL CONTROL CONTROL CONTROL S) | SIGNAL NO. 14L TO FALS E THE CIRCUIT CONTROLLE EPENDENT POINT DETECTIO DERAILMENT | ELY DISPLAY A "PF R CAM SHAFT TRUNN N. 0 | ROCEED" INDICA | ATION OVER AN R CONTACT \$8,200 |

| | DATE | TIME | CITY | | STATE | ACCIDENT | TYPE | KILLED | INJURED | RR DAMAGE |
|------------|-------------------------------------------------|--------------------------------------------|-------------|-----------------------------------------------------------------------------|-------------|-------------|------------|----------------------------------------|-------------|---------------|
| BN∕ ATK | 03/15/84 | 10:50 AM | BAINVILLE | | MT | RAIL-HWY | CROSSING | 1 | 63 | \$1,385,000 |
| 46 | TYPE OF T CLASS OF Method of Equipment | TRACK: | : | MAIN 4 TRAFFIC CONTROL 2 LOCOMOTIVE(9 CAR(S) | S) | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | 7 | 79 MPH |
| | PROBABLE (| CAUSE: THE | E VEHICLE | OPERATOR FAILED | STOP THE VE | HICLE AT TH | E CROSSING | | | |
| MNCW | 03/16/84 | 9:40 AM | GREYSTONE | | NY | REAR-END | COLLISION | 0 | 4 | \$65,000 |
| 47 | METHOD OF | RACK: TRACK: OPERATION: DERAILED: | | MAIN 4 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(| | MOVEMENTS | INVOLVED: | WORK TRAIN Light Loco(S) | 2017 804 | 0 MPH 10 |
| | PROBABLE (| CAUSE: FAI Ind | LURE OF THE | HE ENGINEER OF TH | RAIN NO. 80 | | | N IN ACCORDANCE W He engineer by Ba | | ICTING SIGNAI |
| | | | | | | | | | | |
| MILW | 03/16/84 | 3:50 PM | PLYMOUTH | | WI | RAIL-HWY | CROSSING | 2 | 0 | \$1,426 |
| 48 | CLAJJ UL I | RACK: FRACK: OPERATION: | | MAIN 3 TIME TABLE TRAIN ORDERS | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | 245 | 25 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | |
| | PROBABLE C | AUSE: FAI | LURE OF TI | IE VEHICLE OPERAT | FOR TO STOP | THE VEHICLE | AT THE CR | ROSSING. | | |

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PAGE 16

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|--------------|-------------------------------------------------|--------------------|-------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------------------------------------------------------------------------|--------------|---------------|-------------|
| CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
| BN | 03/17/84 | 9:35 AM | GILFORD | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 19 | MT | DERAILMENT | 0 | 0 | \$467,200 |
| 49 | TYPE OF T Class of Method of Equipment | TRACK: OPERATIO | 1: | MAIN 4 Traffic control 24 car(S) | | MOVEMENTS INVOLVED: FRE | IGHT TRAIN | X7028 | 60 MPH |
| | PROBABLE | · · | | | | I CAR (TTCX 977124). | · · · · · | · · · · · · · | |
| МР∕ АТК | 03/19/84 | 2:48 PM | TOWER | | тх | DERAILMENT | 0 | 0 | \$41,800 |
| 50 | TYPE OF T CLASS OF Method of Equipment | OPERATIO | 1: | MAIN 2 TRAFFIC CONTROL 1 LOCOMOTIVE(6 CAR(S) | S). | MOVEMENTS INVOLVED: PAS | SENGER TRAIN | 21 | 34 MPH |
| 700 - X - | • • • | | · · · | | | MPH ABOVE THE MAXIMUM AU S Supporting the track st | | ED. | |
| SP | 03/22/84 | 6:50 PM | EL CENTRO | | CA | RAIL-HWY CROSSING | 2 | 1 | \$500 |
| 51 | TYPE OF T Class of Method of | TIMINON - | 1: | MAIN 3 TIME TABLE CARRIER RULES | : • | MOVEMENTS INVOLVED: FRE | IGHT TRAIN | X2503 | 25 MPH |
| • | EQUIPMENT Probable | CAUSE: F | AILURE OF T | NONE He vehicle opera Ain was approach: | | THE VEHICLE BEFORE PASSI | NG A CLEARLY | VISIBLE ELEC | TRIC SIGNAL |

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INJURED RR CODE DATE STATE ACCIDENT TYPE KILLED RR DAMAGE TIME CITY 03/23/84 8:05 AM MAPLETON DERAILMENT · 0 \$32,500 SP OR 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 2 X3773 25 MPH 52 METHOD OF OPERATION; TIME TABLE MOVEMENTS INVOLVED: FREIGHT TRAIN TRAIN ORDERS EQUIPMENT DERAILED: 5 CAR(S) PROBABLE CAUSE: A RIGID TRUCK ON CAR SP 290506. THE CARRIER'S CAR REPAIR FORCES FAILED TO REPLACE THE COLUMN WEAR PLATE WHEN THE WHEELS ON THIS **CONTRIBUTING FACTOR**: TRUCK WERE CHANGED APPROXIMATELY 10 DAYS PRIOR TO THE ACCIDENT. TN 03/24/84 4:25 AM MADISONVILLE RAIL-HWY CROSSING 2 \$478 SBD 0 . TYPE OF TRACK: MAIN CLASS OF TRACK: 2 TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN METHOD OF OPERATION: X7054 25 MPH 53 EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE OPERATOR OF A VEHICLE STALLED ON THE CROSSING AND A POLICE OFFICER WHO STOPPED ON THE TRACK TO OFFER ASSISTANCE FAILED TO MOVE THEIR VEHICLES OFF THE TRACK AREA. KS MP 03/24/84 4:59 AM OSAWATOMIE REAR-END COLLISION 0 2 \$275.400 TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X5123 0 MPH 54 FREIGHT TRAIN X3112 38 EQUIPMENT DERAILED: 3 LOCOMOTIVE(S) 6 CAR(S) 1 CABOOSE(S) PROBABLE CAUSE: FAILURE OF THE CREW ON DRGW EXTRA 3112 TO OPERATE THE TRAIN IN ACCORDANCE WITH SIGNAL INDICATIONS AND CARRIER INSTRUCTIONS. CONTRIBUTING FACTOR: THE ENGINEER FELL ASLEEP AND THE FRONT BRAKEMAN FAILED TO TAKE THE NECESSARY ACTION TO STOP THE TRAIN.

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------|-------------------------------------------------|--------|-----------------------|------------------------------------------------------------|-----------|------------------------|------------------------------------|---------------|----------------|
| MNCW | 03/26/84 | 4:53 | AM PUTNAM | JUNCTION | NY | REAR-END COLLISIO | N . Ó | 2 | \$7,075 |
| 55 | TYPE OF T Class of Method of | TRACK: | ION: | YARD 2 Yard Rules Time Table | | MOVEMENTS INVOLVED | PASSENGER TRAIN PASSENGER TRAIN | 2091 904 | 0 MPH 10 |
| | EQUIPMENT | DERAIL | .ED: | NONE | | | | | |
| | PROBABLE | CAUSE: | DURING A | REVERSE MOVE, THE (| CONDUCTOR | OF TRAIN NO. 904 FAILE | D TO STOP THE TRAI | IN SHORT OF T | RAIN NO. 2091. |
| FEC | 03/27/84 | 2:43 | PM OAK HI | | FL | DERAILMENT | 0 | 0 | \$596,796 |
| 56 | TYPE OF T Class of Method of Equipment | TRACK: | | MAIN 5 Traffic controi 22 car(s) | L | MOVEMENTS INVOLVED | : FREIGHT TRAIN | X3504 | 50 MPH |
| | PROBABLE | CAUSE: | A BROKEN Serial Nu | WHEEL AT THE R2 P0: MBER STAMPING. | SITION ON | BOXCAR MP 793003, A CO | NSEQUENCE OF A TR | ANSVERSE FISS | URE AT THE WHE |
| BO | 03/27/84 | 6:55 | PM ODIN | | IL | RAIL-HWY CROSSING | 2 | 0 | \$0 |
| 57 | TYPE OF T Class of Method of | TRACK: | | MAIN 4 Automatic Bloci Time Table Train Orders | ĸ | MOVEMENTS INVOLVED | • FREIGHT TRAIN | X4084 | 40 MPH |
| | EQUIPMENT | DERAIL | .ED: | NONE | | | | | |
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| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|---------|----------------------------------------------------|---------------|-------------|-------------------------------------------------------------------------------------------|-----------------------------|----------------------------------------------|--------------------------------------|--------------------|----------------|
| SBD | 03/28/84 | 4#35 AM | 1 QUITMAN | | GA | DERAILMENT | 0 | 0 | \$595,800 |
| 58 | TYPE OF TH Class of T Method of Equipment | | | MAIN 4 TIME TABLE TRAIN ORDERS 33 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | FMOWX | 45 MPH |
| | PROBABLE C | CAUSE: T | | AT A CULVERT WAS | | BECAUSE 9.77 INCHES O | | | DING 48 HOURS. |
| GSF | 03/28/84 | 6:15 AM | | | | DERAILMENT | | 0 | \$2,242,975 |
| 59 | TYPE OF TR CLASS OF T Method of Equipment | | IN : | MAIN 4 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 1 LOCOMOTIVE(S 34 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT TRAIN, | 231 | 43 MPH |
| | PROBABLE C | CAUSE: A I | N EXCESSIVE | RAINFALL OF 7.69 | INCHES IN : Re not suff: | 24 HOURS, CAUSED THE ICIENT TO HANDLE THE | TRACK TO WASH OU Excess water flo | T; THE DRAIN W. | AGE PIPES |
| SBD | 03/30/84 | 6:45 AM | I BROWNSVIL | LE | TN | DERAILMENT | 0 | 0 | \$419,050 |
| 60 | | OPERATIO | | MAIN 4 MANUAL BLOCK TIME TABLE TRAIN ORDERS 20 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | ATAME | 48 MPH |
| | PROBABLE C | CAUSE: C | ENTER BROKE | | 115-LB RE- | AIL. HEAD-FREE-JOINT BARS | | | |

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RR CODE DATE TIME CITY STATE ACCIDENT TYPE KILLED INJURED RR DAMAGE **ΤΧ** SSW 03/30/84 11:25 AM MALAKOFF RAIL-HWY CROSSING 1 1 \$1,645,000 MAIN TYPE OF TRACK CLASS OF TRACK: 4 61 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN MBSMF 55 MPH EQUIPMENT DERAILED: 4 LOCOMOTIVE(S) 24 CAR(S) PROBABLE CAUSE: FAILURE OF THE TRUCK DRIVER TO STOP THE VEHICLE AT THE CROSSING. CR/ 04/03/84 9:37 PM DELPHOS OH RAIL-HWY CROSSING 2 0 \$300 . . . ATK TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: 62 AUTOMATIC BLOCK MOVEMENTS INVOLVED: PASSENGER TRAIN 40 61 MPH EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE SHORT OF THE CROSSING. CONTRIBUTING FACTOR: A PROBABLE CONTRIBUTING FACTOR WAS THE IMPAIRMENT OF THE VEHICLE OPERATOR BY COCAINE AND BARBITURATES. KCS 04/05/84 12:50 PM WATTS OK DERAILMENT 0 \$376,000 Ω TYPE OF TRACK: MAIN CLASS OF TRACK: 2 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN 63 X626 31 MPH EQUIPMENT DERAILED: 13 CAR(S) PROBABLE CAUSE: EXCESSIVE SPEED, DRAFT, AND BUFF FORCES, AND TRACK IRREGULARITIES CREATED LATERAL AND VERTICAL FORCES ON AN EMPTY TANK CAR CAUSING THE WHEEL TO CLIMB THE RAIL. MAXIMUM AUTHORIZED SPEED WAS 25 MPH.

STATE ACCIDENT TYPE KILLED INJURED RR DAMAGE RR CODE DATE TIME CITY ТХ HEAD-END COLLISION 1 2 04/06/84 5:55 AM GOLDWAITE \$400,000 ATSF TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN 506F4 O MPH 64 FREIGHT TRAIN 715D4 TIME TABLE 30 CARRIER RULES EQUIPMENT DERAILED: 8 LOCOMOTIVE(S) . 4 CAR(S) PROBABLE CAUSE: FAILURE OF THE CREW OF TRAIN NO. 715D4 TO OPERATE THE TRAIN IN ACCORDANCE WITH THE SIGNAL INDICATION AND TRACK WARRANT. SP 04/08/84 2:30 AM FENNER AZ DERAILMENT 0 0 \$380,000 MAIN TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X9118 38 MPH 65 15 CAR(S) PROBABLE CAUSE: BROKEN 136-LB RAIL. · TX \$250 SP 04/08/84 1:40 PM GUDE RAIL-HWY CROSSING 2 0 TYPE OF TRACK: CLASS OF TRACK: MAIN 5 METHOD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN 02MBS 48 MPH 66 TIME TABLE TRAIN ORDERS NONE EQUIPMENT DERAILED: PROBABLE CAUSE: FAILURE OF THE VEHICLE OPERATOR TO STOP THE VEHICLE SHORT OF THE CROSSING.

| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|----------|-------------------------------------------------|----------------------------|--------------|------------------------------------------|------------|------------------------|--------------------|--------------|-----------|
| SBD | 04/10/84 | 9:33 A | AM MARSHVILL | E , | NC | DERAILMENT | Ŭ . | 1 | \$935,400 |
| 67 | TYPE OF T Class of Method of Equipment | TRACK: OPERATI | CON : | | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | FERHL | 35 MPH |
| | PROBABLE | CAUSE: | A FAILED AXL | E DUE TO AN OVER | HEATED ROL | LER BEARING. | · · | | |
| | CONTRIBUT | ING FACT | FOR: FAILUR | E OF TRAIN CREW | TO FIND TH | E OVERHEATED BEARING D | ESPITE TWO SEPARA | TE WARNINGS. | |
| ATK | 04/11/84 | 8:41 / | AM BOSTON | | MA | DERAILMENT | 0 | 0 | \$350 |
| 68 | TYPE OF T Class of Method of | RACK: TRACK: OPERATI | ION: | MAIN 1 Interlocking Time Table | ۰. ۱ | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 95 | 5 MPH |
| | EQUIPMENT | DERAILI | ED: | TRAIN ORDERS 1 CAR(S) | | | | | <u>;</u> |
| | PROBABLE | CAUSE: | A MOVEMENT O | F THE SLIP SWITC | H UNDER TH | E LAST COACH OF PASSEN | IGER TRAIN NO. 95. | | |
| NW | 04/11/84 | 2:50 I | PM NORTHFORK | · · · · · · · · · · · · · · · · · · · | WV | DERAILMENT | 0 | 0 | \$70,500 |
| <i>.</i> | CLASS OF | TDACK | ION: ED: | MAIN 2 TRAFFIC CONTROL 7 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | 3ND77 | 23 MPH |
| 69 | | | | | | | | | |

| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJURED | RR DAMAGE |
|------------|-------------------------------------|-----------|------------|------------------------------------|-------------|--------------|------------|---------|--------|---------|-------------|
| CO∕ SBD | 04/12/84 | 3:25 PM | CARRSVILL | E | VA | RAIL-HWY | CROSSING | | 1 | 26 | \$300 |
| 70 | TYPE OF T Class of Method of | TRACK: | : | MAIN 4 Manual Block | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X891 | 52 MPH |
| | EQUIPMENT | DERAILED: | | NONE | , | | | | | | |
| | PROBABLE (| CAUSE: FA | ILURE OF T | HE SCHOOL BUS | OPERATOR TO | STOP THE BUS | AT THE CRO | OSSING. | | | |
| BN | 04/13/84 | 3:58 AM | WIGGINS | | C0 | HEAD-END | COLLISION | | 5 | 2 | \$3,891,428 |
| 71 | TYPE OF TH Class of Method of | TRACK: | : | MAIN 4 Traffic contre | DL | MOVEMENTS | INVOLVED: | | | X7820 | 15 MPH |
| | EQUIPMENT | DERAILED: | | 8 LOCOMOTIV 40 CAR(S) | E(\$) | | - | FREIGHT | IRAIN | X6714 | 50 |
| | PROBABLE (Contribut | | | HE CREW OF EXTI Able contribut: | | | | | | | |
| MP | 04/16/84 | 8:15 PM | SAN MARCO | s | IN | RAIL-HWY | CROSSING | | 3 | 0 | \$200 |
| 72 | TYPE OF TH Class of Method of | TRACK: | : | MAIN 4 Traffic contro | DL | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | SAH16 | 30 MPH |

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

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| R CODE | DATE | DATE TIME CITY ST | | STATE | ACCIDENT TY | PE | KILLED | | RR DAMAGE | |
|---------|-----------------------|-------------------------------------------|------------|-------------------------------------------------------------|-------------|---------------|-----------------|------------|-----------|-------------|
| GTW | 04/20/84 | 7:05 AM | HIGH STRE | ET | IN | DERAILMENT | | Ó | 2 | \$170,000 |
| 73 | CLASS OF Method of | RACK: TRACK: OPERATION DERAILED: | : | MAIN 4 AUTOMATIC BLOCK TIME TABLE 10 CAR(S) | | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | 371 | 50 MPH |
| | PROBABLE | CAUSE: EX | CESSIVE BU | FFING ACTION. | | | , | | | |
| | CONTRIBUT | | | PTY CARS WERE PLA | | - | E 122-CAR TRAIN | l . | | |
| GTW | 04/20/84 | | HASKELLS | | | | | 1 | 7 | \$252,300 |
| 74 | CLASS OF | RACK: TRACK: OPERATION | : | MAIN 4 Automatic Block TIME TABLE | | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | X58 | 22 40 MPH |
| | EQUIPMENT | DERAILED: | | TRAIN ORDERS | | , | | | | |
| | PROBABLE | CAUSE: FA | ILURE OF T | HE TRUCK OPERATOR | TO STOP TH | IE VEHICLE AT | THE CROSSING. | | | |
| sou | 04/21/84 | 5:55 PM | FOSTER | | AL | DERAILMENT | | 0 | 0 | \$1,549,000 |
| 75 | METHOD OF | INDON - | : | MAIN 4 TRAFFIC CONTROL 3 LOCOMOTIVE(S 22 CAR(S) |) | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | X24 | 4 40 MPH |
| | PROBABLE | CAUSE: A | ROLLER-BEA | RING JOURNAL FAIL | URE AT THE | L2 LOCATION O | N SOU 7960,A HO | PPER CAR | | |

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| RR CODE | DATE | TIME | | CITY | | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJURED | RR DAMAGE |
|-------------|-------------------------------------------------|-------------------------------------|-------------|-------------------------|---------------------------------------------|------------------------------|----------------|-------------|--------------------|----------------|-------------------------|-------------|
| BN | 04/22/84 | 4:58 | AM | PEDRO | | ŴŶ | REAR-END | COLLISION | | 2 | 2 | \$1,252,250 |
| 76 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | LION | : | MAIN 4 Traffic Control | | MOVEMENTS | INVOLVED: | FREIGHT FREIGHT | TRAIN TRAIN | X5533 X8112 X7843 | 0 MPH |
| | EQUIPMENT | DERAIL | LED: | | 5 LOCOMOTIVE(S 16 CAR(S) 1 CABOOSE(S) |) | | | FREIGHT | TRAIN | X7843 | 35 |
| | PROBABLE | CAUSE: | FA | ILURE OF T DICATIONS | HE CREW OF EXTRA Governing the mov | 7843 EAST TO Ement of the | CONTROL TRAIN. | THE SPEED (| OF THE T | RAIN AND | TO COMPLY WI | TH SIGNAL |
| ATK/ SBD | 04/22/84 | 12:44 | AM | SELMA | | NC | RAIL-HWY | CROSSING | | 3 | 0 | \$100 |
| 77 | TYPE OF T Class of Method of | RACK: TRACK: OPERA1 | LION | : | MAIN 5 Traffic control | | MOVEMENTS | INVOLVED: | PASSENG | ER TRAIN | 87 | 79 MPH |
| | EQUIPMENT | DERAIL | ED: | | NONE | | | | | | | |
| | | | | | HE VEHICLE OPERAT ABLE CONTRIBUTING | | | | | LE OPERAT | OR BY ALCOHO | L. |
| SBD | 04/22/84 | 3:40 | РМ | HARDY | | AL | DERAILME | ١T | | 0 | 0 | \$178,971 |
| 78 | TYPE OF T Class of Method of Equipment | RACK: TRACK: OPERAT DERAIL | TION ED: | : | MAIN 3 TRAFFIC CONTROL 8 CAR(S) | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | FLONO | 28 MPH |
| | | | | | | | | | | | | |

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| RR CODE | DATE | TIME | | CITY | | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED | RR DAMAGE |
|-----------|-------------------------------------------------|------------------|-------------|-----------------------|--------------------------------|-------------------------------|------------------------|------------------------------------|------------------------------|-----------------------------|-----------------------------|-------------|
| SOU | 04/23/84 | 7:30 | AM | OOLTEWAH | | | TN | RAIL-HWY | CROSSING | 2 | • 1 | \$0 |
| 79 | TYPE OF T Class of Method of | TRACK: | ION: | | MAIN 4 TRAFFIC | C CONTROL | | MOVEMENTS | INVOLVED: FRE | IGHT TRAIN | X3114 | 40 MPH |
| | EQUIPMENT | DERAIL | ED: | | NONE | | | | | | | |
| | PROBABLE | CAUSE: | THE | VEHICLE | OPERATOR | R FAILED ' | го ѕтор т | HE VEHICLE AT | THE CROSSING. | | | |
| | CONTRIBUT | ING FAC | TOR | INADE | QUATE ANI | D IMPROPE | RLY ADJUS | TED CROSSING S | IGNALS. | | | |
| C0 | 04/26/84 | 2:18 | PM | CLIFTON I | FORGE | | VA | DERAILMEN | т. | 0 | 0 | \$74,300 |
| 80 | TYPE OF T Class of Method of Equipment | TRACK: | ION: ED: | · | MAIN 3 TRAFFIC 12 CAF | C CONTROL R(S) | | MOVEMENTS | INVOLVED: FRE | IGHT TRAIN | X8250 | 38 MPH |
| | PROBABLE | CAUSE: | AN Fro | EXPANSIO M 41-DEGR | N OF THE Ress to a | CONTINUO 39-DEGREE | US WELDED S FAHRENH |) RAIL CREATING HEIT DURING THE | IRREGULAR TR 24-Hour Peri | ACK ALIGNMEN OD PRIOR TO | T. THE TEMPERATHE ACCIDENT. | ATURE VARIE |
| ICG | 04/26/84 | 5:15 | PM | OLYMPIA I | FIELDS | | IL | DERAILMEN | IT | 0 | 0 | \$286,300 |
| 81 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERAT | | | 14 CAF | C CONTROL R(S) BOOSE(S) | | MOVEMENTS | INVOLVED: FRE | IGHT TRAIN | X8043 | 40 MPH |
| | PONARIE | CAUSE: | тнр | TRACK BU | JCKLED UN | DER THE | FRAIN BEC | AUSE OF INSUFF | ICIENT RAIL A | NCHORS TO RE | STRAIN THE LON | NGITUDINAL |

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| CODE | DATE | TIME | | CITY | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED | RR DAMAGE |
|------------|------------------------------------|--------|------|-----------|------------------------------|-------------|-------------|------------|-----------------|---------|-----------|
| NTR | 05/02/84 | 7:45 | PM | MICHIGAN | CITY | MS | RAIL-HWY | CROSSING | 2 | 0 | \$0 |
| 82 | TYPE OF T Class of Method of | TRACK | | 1 | MAIN X TIME TABLE | | MOVEMENTS | INVOLVED: | YARD/SWITCHING | 2 | 10 MPH |
| | EQUIPMENT | DERAI | .ED: | | NONE | | 7 | | | | |
| | PROBABLE | CAUSE: | THE | E VEHICLE | OPERATOR FAILED | TO STOP THE | VEHICLE AT | THE CROSSI | [NG. | | |
| ATK/ SP | 05/04/84 | 6:48 | AM | EL MONTE | | CA | RAIL-HWY | CROSSING | 4 | 0 | \$1,617 |
| 83 | TYPE OF T Class of Method of | TRACK | | | MAIN 2 Traffic Control | | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | 1 | 50 MPH |
| | EQUIPMENT | DERAI | LED: | | NONE | | | | | | |
| | PROBABLE | CAUSE: | FAI | LURE OF T | HE VEHICLE OPERA | TOR TO STOP | THE VEHICLI | AT THE C | ROSSING. | · | |
| SBD | 05/05/84 | 12:50 | AM | WELCOME | . | FL | DERAILMEN | IT | 0 | 0 | \$298,475 |
| | | | | | | | | | | | |

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| RR CODE | DATE | TIME | | CITY | | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJU | RED | RR | DAMAGE |
|-----------------|------------------------------------|--------|------------|-------------------------|------------------------------------------------------------|------------|------------|------------|----------|--------|------|-------|----|---------|
| BN | 05/07/84 | 9:14 | PM | SULLIVAN | | мо | RAIL-HWY | CROSSING | | 3 | 0 | | | \$626 |
| 85 | TYPE OF T CLASS OF Method of | TRACK: | TION: | | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X3057 | : | 45 MPH |
| | EQUIPMENT | DERAIL | .ED: | | NONE | | | | | | | | | |
| | PROBABLE (| CAUSE: | FAI | LURE OF T | HE VEHICLE OPERAT | OR TO STOP | THE VEHICL | E AT THE C | ROSSING. | | | | | |
| B0 | 05/08/84 | 11:30 | РМ | NEWARK | | OH | RAKING C | OLLISION | | 0 | 0 | | | \$5,200 |
| 86 | TYPE OF T Class of Method of | TRACK | TION | 1 | YARD 1 Yard Rules | - | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X6256 | | 8 MPH |
| | EQUIPMENT | DERAIL | .ED: | | NONE | | | | | | | | | |
| | PROBABLE | CAUSE: | THE A 2 | E CREW OF 25-Car Cut | EXTRA 6256 WEST I | | ı | DVING MOVE | · | | | | | |
| SSW | 05/10/84 | 6:10 | PM | BUCKLIN | | KS | DERAILME | | | 0 | 0 | | | 23,000 |
| [.] 87 | TYPE OF T CLASS OF Method of | TRACK: | TION | : | MAIN 4 Automatic Block Time Table | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X7830 | 1 | 60 MPH |
| | EQUIPMENT | DERAIL | ED: | | TRAIN ORDERS 50 CAR(S) | | | | | | | | | |
| | PROBABLE | CAUSE: | MII | WINTER AND | SPLACED THE TRACK D had not been ai was not placed f | JUSTED FOR | THE HIGHER | | | | | | | |

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| CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | t | CILLED | INJURED | RR DAMAGE |
|-------------|----------------------------------------------------|-----------------------------|----------------------------|-------------------------------------------|-------------------------|----------------------------|-------------------------|-----------------|-----------|-------------|----------------|
| MP∕ ATSF | 05/17/84 | 9:15 AM | AVONDALE | | C0 | RAIL-HWY | CROSSING | | 2 | 1 | \$150,000 |
| 88 | TYPE OF TH Class of Method of | RACK: TRACK: OPERATIO | N : | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X2997 | 54 MPH |
| | EQUIPMENT | DERAILED | : | NONE | | | | | | | |
| | PROBABLE (| CAUSE: F | AILURE OF T | HE VEHICLE OPERAT | OR TO STOP | AT THE RAIL | ROAD CROS | SING. | | | |
| | CONTRIBUT | ING FACTO | | -FM RADIO IN THE HE WARNING WHISTL | | | | | | | |
| :R | 05/18/84 | 4:00 AM | HURON | | 0H | SIDE COLI | ISION | | 0 | 0 | \$364,000 |
| 9 | TYPE OF TH Class of T Method of | RACK: TRACK: OPERATIO | N : | MAIN 4 Traffic Control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X1990 | 2 MPH 25 |
| | EQUIPMENT | DERAILED | : | 1 LOCOMOTIVE(S 10 CAR(S) | ;) | | | PREIGHT | IKAIN | 2261 | 25 |
| | PROBABLE (| CAUSE: T | HE ENGINEER ND PROCEEDE | OF EXTRA 3261 EA D PAST THE "STOP" | ST MISTOOK Signal Di | A LIMITED ' SPLAYED FOR | CLEAR" SIG TRACK NO. | GNAL DISF 1. | PLAYED ON | N TRACK NO. | 2 FOR TRACK NO |
|)H | 05/18/84 | 7:30 AM | SANITARIA | SPRINGS | NY | DERAILMEN | IT | | 0 | 0 | \$169,084 |
| 0 | TYPE OF TH Class of T Method of Equipment | RACK: OPERATIO | N : : | MAIN 2 TRAFFIC CONTROL 13 CAR(S) | - | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | RPPY | 28 MPH |
| | | | TRACK CURE | ACE DEVIATION (2 | 4 /2 THOUSE | | THITC | | | | |

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED | RR DAMAGE |
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| css | 05/18/84 | 7:45 PM | NEW CARLIS | SLE | IN | DERAILMEN | IT | 0 | 6 | \$622,000 |
| 91 | | | | MAIN 4 AUTOMATIC BLOCK TIME TABLE 2 LOCOMOTIVE(S) | | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | 20 | 60 MPH |
| | PROBABLE | CAUSE: TH | E RIGID CR | ANK CONNECTING THE | SWITCHSTAN | ND SHAFT TO | THE CONN | ECTING ROD BROKE | UNDER THE | TRAIN MOVEMENT. |
| BN | 05/19/84 | 9:30 AM | WADENA | | MN | RAIL-HWY | CROSSING | 2 | 0 | \$500 |
| 92 | TYPE OF T Class of Method of | | : | MAIN 4 Automatic Block Time Table Train Orders | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X647 | 7 60 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | |
| | | | | DPERATOR STOPPED T ABLE CONTRIBUTING | | | | | | |
| | | | | | | DATI 100 | | 2 | | |
| SP | 05/20/84 | 10:18 AM | BROUSSARD | | LA | RAIL-HWY | CROSSING | 2 | 0 | \$0 |
| SP 93 | TYPE OF T Class of | RACK: | | MAIN 5 Automatic Block Time Table Train Orders | | | | | - | \$0 7 45 MPH |
| | TYPE OF T Class of Method of | RACK: TRACK: | : | MAIN 5 Automatic Block Time Table | | | | | - | |

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| CODE | DATE | TIME | | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
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| CG | 05/21/84 | 5:20 | AM . | VINE GROV | E | кү | DERAILMENT | 0 | 0 | \$95,958 |
| 4 | TYPE OF T Class of Method of | OPERA1 | ION: | | MAIN 2 Automatic Bloc Time Table Train orders | K | MOVEMENTS INVOLVED: | FREIGHT TRAIN | 64 | 22 MPH |
| | EQUIPMENT Probable (| | AN | IRREGULAR | 11 CAR(S) TRACK SURFACE ARMONIC ROCKING | AND THE HIG Range, on J | H CENTER OF GRAVITY OF A 5-DEGREE CURVE. | CAR MP 710501 | , WHICH WAS M | OVING AT A SPEE |
| 1 | 05/22/84 | 9:57 | AM | ENGLISH | | ~ WA | RAIL-HWY CROSSING | 2 | 0 | \$116 |
| 5 | TYPE OF T Class of Method of | FRACK: | | | MAIN 3 Traffic Contro | L | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X221 | 9 51 MPH |
| | EQUIPMENT PROBABLE (| | | LURE OF T | NONE | ATOR TO STOP | P THE VEHICLE AT THE CR | ROSSING. | | |
| - I | 05/26/84 | 2:31 | АМ | BROOKFIEL | D | ` IL | RAIL-HWY CROSSING | 2 | 0 | \$194 |
| i | TYPE OF TI Class of Method of | FRACK : | 'ION: | | MAIN 4 Traffic contro | L | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X578 | 7 45 MPH |
| | EQUIPMENT | | ED: | | NONE | | | | | |

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PAGE 33 RR CODE TIME STATE ACCIDENT TYPE KILLED DATE CITY INJURED **RR DAMAGE** •• * • IL ICG 05/27/84 12:43 AM CARBONDALE DERAILMENT 0 0 \$144,907 TYPE OF TRACK: MAIN CLASS OF TRACK: 97 METHOD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN X3011 0 MPH TIME TABLE FREIGHT TRAIN X3029 30 TRAIN ORDERS **EQUIPMENT DERAILED:** 2 LOCOMOTIVE(S) 6 CAR(S) 1 CABOOSE(S) PROBABLE CAUSE: FAILURE OF THE ENGINEER ON EXTRA 3029 TO OPERATE THE TRAIN IN ACCORDANCE WITH SIGNAL INDICATIONS. DURING THE PREVIOUS 24-HOUR PERIOD, THE HEAD-END CREW (VOLUNTARILY) HAD ONLY 3 TO 4 HOURS SLEEP AND WERE NOT SUFFICIENTLY ALERT TO RESPOND IMMEDIATELY TO OPERATING CONDITIONS. CONTRIBUTING FACTOR: 05/28/84 11:55 AM DUNPHY NV DERAILMENT SP 0 Ω \$820,000 TYPE OF TRACK: MAIN CLASS OF TRACK: METHOD OF OPERATION: AUTOMATIC BLOCK 98 MOVEMENTS INVOLVED: FREIGHT TRAIN X9271 45 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) 30 CAR(S) PROBABLE CAUSE: THE TRACK STRUCTURE GAVE WAY UNDER THE TRAIN BECAUSE THE EMBANKMENT ERODED BEHIND THE WEST ABUTMENT OF THE HUMBOLDT RIVER BRIDGE 05/29/84 2:45 AM ALLENTOWN GA DERAILMENT SBD 0 0 \$785,400 **TYPE OF TRACK:** MAIN CLASS OF TRACK: " METHOD OF OPERATION: MANUAL BLOCK 99 MOVEMENTS INVOLVED: FREIGHT TRAIN FMCSA 49 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: 29 CAR(S) PROBABLE CAUSE: A 36-INCH DRAINAGE PIPE UNDER THE TRACK COULD NOT HANDLE THE EXCESSIVE FLOW OF WATER FROM HEAVY RAINS IN THE AREA.

| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT | TYPE | К | ILLED | INJUR | ED RR DAMAGE |
|------------|------------------------------------|-----------|-------------|-------------------------------------------------------------------------------------------|------------|-------------|------------|-----------|----------|------------|--------------|
| BO/ ATK | 05/29/84 | 6:30 AM | LAVENIA | | PA | DERAILMEN | т | I | D | 23 | \$748,000 |
| 100 | | TRÁCK: | [: | MAIN 3 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(S) 6 CAR(S) | | MOVEMENTS : | INVOLVED: | PASSENGE | R TRAIN | , | 440 40 MPH |
| | PROBABLE | CAUSE: Tł | IE FILL UND | ER THE TRACK SLID | AWAY DUE T | O SATURATIO | N OF THE S | UBGRADE | FROM HEA | VY RAII | NFALL. |
| ATSF | 05/30/84 | 12:45 AM | RIO VISTA | | тх | RAIL-HWY (| CROSSING | : | 2 | 0 | \$0 |
| 101 | | | : | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT ' | TRAIN | . <u>1</u> | 57129 50 MPH |
| | EQUIPMENT | DERAILED | | NONE | | | | | | | |
| | PROBABLE | CAUSE: FA | ILURE OF T | HE VEHICLE OPERATO | R TO STOP | THE VEHICLE | SHORT OF | THE GRAD | E CROSSI | NG. | |
| SP | 06/02/84 | 4:20 AM | WEST SACR | AMENTO | CA × | DERAILMEN | т | 1 | 0 | 0 | \$61,245 |
| 102 | TYPE OF T Class of Method of | TRACK: | | MAIN 3 Interlocking Automatic Block Auto Train Stop | | MOVEMENTS : | INVOLVED: | FREIGHT | FRAIN | > | (9335 0 MPH |
| | | DERAILED: | | TRAIN ORDERS 5 CAR(S) | | | | | | | |

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| CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJUR | ED F | |
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| RFP/ ATK | 06/03/84 | 1:40 PM | MASSAPONA | × _ | VA | RAIL-HWY | CROSSING | 2 | 0 | | \$7,230 |
| 03 | TYPE OF TH Class of T Method of | | : | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | | 89 | 70 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | | |
| | PROBABLE (| CAUSE: TH | E VEHICLE | OPERATOR DROVE AR | OUND THE I | OWERED CROS | SING GATE. | | | | |
| | CONTRIBUT | ING FACTOR | • A PROB | ABLE CONTRIBUTING | FACTOR W | AS THE IMPAIN | RMENT OF T | HE VEHICLE OPERAT | OR BY | ALCOHOL. | |
| CR | 06/07/84 | 7:02 PM | | · , , | | | COLLISION | 0 | 3 | | \$84,065 |
| 04 _. | TYPE OF TI Class of Method of | RACK: TRACK: OPERATION | : | MAIÑ 4 Automatic Block Time Table Train orders | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN FREIGHT TRAIN | | X6378 X7565 | 0 MPH 30 |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | | ۰. |
| | PROBABLE | CAUSE: TH | E CREW OF | EXTRA 7565 EAST F | AILED TO O | CONTROL THE | TRAIN'S SP | EED IN ACCORDANCE | E WITH | THE SIGNA | L INDICATI |
| BN | 06/08/84 | 2:05 PM | | · | | | CROSSING | 4 | 1 | | \$0 |
| 05 | CLASS OF | RACK: TRACK: OPERATION | : | MAIN 4 TIME TABLE TRAIN ORDERS OTHER | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | | X5795 | 38 MPH |
| | EQUIPMENT | DERAILED: | | NONE | • | • | | | • | | |
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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
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| ATK | 06/08/84 | 2:29 PM | I PHILADELP | HIA | PA | DERAILMENT | 0 | 33 | \$187,800 |
| 106 | TYPE OF T CLASS OF Method of Equipment | TRACK: OPERATIO | in : | MAIN 6 Traffic Control 6 Car(S) | | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 169 | 75 MPH |
| | PROBABLE | | | CKLED UNDER TRAIN URE, AND A CHANGE | | | T RAIL ANCHORS, R | | URBANCE OF THE |
| | 06/08/84 | 2:50 PM | I STEPHENSO | N | | | 0 | | \$400 |
| 107 | TYPE OF T Class of Method of | TRACK: | | MAIN 2 Traffic control | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | P01M | 10 MPH |
| | EQUIPMENT Probable | | | NONE OF THE SCHOOL BU | S DROVE THE | BUS ONTO THE CROSSI | NG WITHOUT STOPPI | NG | |
| | 06/10/84 | 4:23 PM | NAPLES | | IL | DERAILMENT | 0 | 1 [°] | \$610,900 |
| 108 | TYPE OF T Class of Method of Equipment | TRACK: OPERATIO | N : | MAIN 4 TRAFFIC CONTROL 3 LOCOMOTIVE(S 29 CAR(S) | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X1606 | 40 MPH |
| | PROBABLE | CAUSE: U | NDETERMINED | | | | | | |
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| RR CODE | DATE | TIME | CI | τY | | STATE | ACCIDENT | TYPF / | | INJURED | RR DAMAGE |
| BN | D6/12/84 | | | | | MS | | CROSSING | 2 | 0 | \$1,500 |
| 109 | TYPE OF T CLASS OF Method of | TRACK: | :ON : | | MAIN 4 Time Table Train orders | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X1375 | 47 MPH |
| | EQUIPMENT | DERAILE | ۲Ď: | | NONE | | | | | | |
| | PROBABLE | CAUSE: | THE V | EHICLE | OPERATOR FAILED | TO STOP | THE VEHICLE AT | THE GRADE | CROSSING. | | |
| | CONTRIBUT | ING FACT | OR: | A PROB | ABLE CONTRIBUTIN | IG FACTOR | WAS THE IMPAIR | RMENT OF TH | E VEHICLE OPERA | TOR BY ALCOHO | DL. |
| | 06/13/84 | 3:30 A | M EL | MONTE | --- | CA | DERAILMEN | | 0 | 2 | \$1,046,093 |
| 110 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERATI | ON: | | MAIN 3 TRAFFIC CONTROL 6 LOCOMOTIVE(10 CAR(S) | S) | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X7643 | 30 MPH |
| | PROBABLE | CAUSE: | A RAI OPEN | L ANCHO 1/4 INC | R WAS PLACED ON H. | TOP OF TI | HE SWITCH POINT | T BY PERSO | ICS) UNKNOWN, AI | LOWING THE PO | DINT TO REMAIN |
| BN | 06/14/84 | 1:00 A | M MO | TLEY | | MN | HEAD-END | COLLISION | · 3 | 3 | \$3,510,247 |
| 111 | TYPE OF T CLASS OF Method of Equipment | TRACK: OPERATI | | | MAIN 4 TIME TABLE TRAIN ORDERS 6 LOCOMOTIVE(35 CAR(S) | 5) | MOVEMENTS | | FREIGHT TRAIN FREIGHT TRAIN | X6760 X7907 | 45 MPH 35 |
| | | | | | 02 0 | | | | | | |

STATE ACCIDENT TYPE RR CODE DATE TIME CITY KILLED INJURED RR DAMAGE _____ DERAILMENT 0 0 \$1,808,758 KY 06/14/84 4:17 AM CAMPBELLSBURG SBD/ BO TYPE OF TRACK: CLASS OF TRACK: MAIN 2 TRAFFIC CONTROL METHOD OF OPERATION: EQUIPMENT DERAILED: MOVEMENTS INVOLVED: FREIGHT TRAIN GCQLO 112 61 MPH 62 CAR(S) PROBABLE CAUSE: THE CREW EXCEEDED THE 25-MPH SPEED LIMIT ESTABLISHED BY TIMETABLE SPECIAL INSTRUCTIONS. THE ENGINEER AND FRONT BRAKEMAN STATED THAT THEY WERE SLEEPING. 06/17/84 11:35 AM BLUESTONE WV 0 0 NW DERAILMENT \$188,600 \... TYPE OF TRACK: MAIN CLASS OF TRACK 3 METHOD OF OPERATION:TRAFFIC CONTROLEQUIPMENT DERAILED:20 CAR(S) 113 MOVEMENTS INVOLVED: FREIGHT TRAIN 11WPS 19 MPH PROBABLE CAUSE: A BROKEN R-4 WHEEL ON A HOPPER CAR (SOU 75279). IA OTHER 0 5 \$59,000 CNW 06/20/84 8:30 AM SHIPLEY MAIN TYPE OF TRACK: CLASS OF TRACK: 1 AUTOMATIC BLOCK MOVEMENTS INVOLVED: LIGHT LOCO(S) 114 METHOD OF OPERATION: CNW17 10 MPH TIME TABLE SINGLE CAR 40 TRAIN ORDERS 1 LOCOMOTIVE(S) EQUIPMENT DERAILED: PROBABLE CAUSE: THE HAND BRAKE ON CNW 791007 WAS NOT PROPERLY SECURED BECAUSE IT HAD DEFECTIVE PARTS; THE CAR MOVED DOWN A 0.60-PERCENT-DESCENDING GRADE AND STRUCK THE MAINTENANCE-OF-WAY EQUIPMENT.

| PA | GE | 39 |
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| OF T S OF OD OF | 11:56 PM RACK: TRACK: OPERATION | | MAIN 4 | LA | RAIL-HWY | CROSSING | 2 | | 6 | \$1, | 500 |
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| S OF OD OF | TRACK: OPERATION | : | 4 | | | | | | | | |
| PMENT | DEDATIES | | TRAFFIC CONTROL | | MOVEMENTS | INVOLVED: | FREIGHT T | RAIN | | 181 0 | мрн |
| | DERAILED: | | NONE | | | | | | | | |
| ABLE | CAUSE: TH | E VEHICLE | OPERATOR FAILED | TO STOP THE | VEHICLE AT | THE CROSSI | NG AND ST | RUCK THE | E STANDI | ING TRAIN. | |
| RIBUT | | | | | | | | | | COHOL. | |
| 3/84 | | | | AR | | | | | 2 | \$700, | ,750 |
| OF T | RACK: | | MAIN | | | | | | | | |
| | | : | 2 INTERLOCKING | | MOVEMENTS | | | | | | MPH |
| PMENT | DERAILED: | | NONE | | | | | | | | C |
| ABLE | CAUSE: TH | E CREW OF | MP TRAIN EXTRA 7 | 50 NORTH FA | ILED TO COMP | LY WITH TH | E SIGNAL | INDICAT | CON. | | |
| RIBUT | ING FACTOR | | | LEAD LOCOMO | TIVE FOR AN | EXTENDED P | 'ERIOD; TH | E FRONT | BRAKEMA | AN WAS RIDING |) IN T |
| 3/84 | 6:20 AM | BRADSHAW | | NE | DERAILMEN | (Т | C | | 0 | \$666, | ,000 |
| S OF | TRACK: | | MAIN 3 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS | ζ | MOVEMENTS | INVOLVED: | FREIGHT T | RAIN | X! | 5351 30 | мрн |
| | 3/84 OF T S OF PMENT ABLE RIBUT 3/84 OF T S OF OD OF | 3/84 1:20 AM OF TRACK: S OF TRACK: DD OF OPERATION PMENT DERAILED: ABLE CAUSE: TH RIBUTING FACTOR 3/84 6:20 AM OF TRACK: S OF TRACK: OD OF OPERATION | 3/84 1:20 AM CAMDEN OF TRACK: S OF TRACK: DD OF OPERATION: PMENT DERAILED: ABLE CAUSE: THE CREW OF RIBUTING FACTOR: THE EN SECOND 3/84 6:20 AM BRADSHAW OF TRACK: | 3/84 1:20 AM CAMDEN OF TRACK: MAIN S OF TRACK: 2 DD OF OPERATION: INTERLOCKING PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 7 RIBUTING FACTOR: THE ENGINEER LEFT THE SECOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW OF TRACK: MAIN S OF TRACK: 3 OD OF OPERATION: AUTOMATIC BLOCK TAIN ORDERS TAIN ORDERS | 3/84 1:20 AM CAMDEN AR OF TRACK: MAIN S OF TRACK: 2 DD OF OPERATION: INTERLOCKING PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FA RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMO 3/84 6:20 AM BRADSHAW NE OF TRACK: 3 S OF TRACK: 3 OD OF OPERATION: AIN TIME TABLE TABLE TRAIN ORDERS TABLE | 3/84 1:20 AM CAMDEN AR RR GRADE OF TRACK: MAIN S OF TRACK: 2 DD OF OPERATION: INTERLOCKING MOVEMENTS PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMP RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN SECOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW NE OF TRACK: MAIN S OF TRACK: 3 OD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS TIME TABLE TRAIN ORDERS | 3/84 1:20 AM CAMDEN AR RR GRADE CROSSING OF TRACK: MAIN S OF TRACK: 2 DD OF OPERATION: INTERLOCKING MOVEMENTS INVOLVED: PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMPLY WITH TH RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN EXTENDED P SECOND LOCOMOTIVE. SECOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW NE OF TRACK: MAIN S OF TRACK: 3 OD OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: TIME TABLE | 3/84 1:20 AM CAMDEN AR RR GRADE CROSSING 0 OF TRACK: 2 2 0 0 F TRACK: 2 DD OF OPERATION: INTERLOCKING MOVEMENTS INVOLVED: FREIGHT T PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMPLY WITH THE SIGNAL RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN EXTENDED PERIOD; TH SCOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW OF TRACK: MAIN S OF TRACK: MAIN OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT T TIME TABLE MOVEMENTS INVOLVED: | 3/84 1:20 AM CAMDEN AR RR GRADE CROSSING 0 OF TRACK: MAIN S OF TRACK: MAIN 2 MOVEMENTS INVOLVED: FREIGHT TRAIN FREIGHT TRAIN PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMPLY WITH THE SIGNAL INDICATI RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN EXTENDED PERIOD; THE FRONT SECOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW NE DERAILMENT 0 OF TRACK: MAIN S OF TRACK: MAIN AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS MOVEMENTS INVOLVED: FREIGHT TRAIN MOVEMENTS INVOLVED: FREIGHT TRAIN | 3/84 1:20 AM CAMDEN AR RR GRADE CROSSING 0 2 OF TRACK: MAIN 2 S OF TRACK: 2 DD OF OPERATION: INTERLOCKING MOVEMENTS INVOLVED: FREIGHT TRAIN X3 PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMPLY WITH THE SIGNAL INDICATION. RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN EXTENDED PERIOD; THE FRONT BRAKEMA SCOND LOCOMOTIVE. 3/84 6:20 AM BRADSHAW OF TRACK: MAIN SO OF TRACK: MAIN SO OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN X: TIME TABLE TIME TABLE MOVEMENTS INVOLVED: AUTOMATIC BLOCK MOVEMENTS INVOLVED: TIME TABLE TIME TABLE TIME TABLE TIME TABLE | 3/84 1:20 AM CAMDEN AR RR GRADE CROSSING 0 2 \$700, OF TRACK: MAIN 2 DO OF OPERATION: MAIN 2 \$700, OF TRACK: 2 DO OF OPERATION: INTERLOCKING MOVEMENTS INVOLVED: FREIGHT TRAIN X3356 10 PMENT DERAILED: NONE ABLE CAUSE: THE CREW OF MP TRAIN EXTRA 750 NORTH FAILED TO COMPLY WITH THE SIGNAL INDICATION. RIBUTING FACTOR: THE ENGINEER LEFT THE LEAD LOCOMOTIVE FOR AN EXTENDED PERIOD; THE FRONT BRAKEMAN WAS RIDING 3/84 6:20 AM BRADSHAW NE DERAILMENT 0 \$666, OF TRACK: MAIN SO OF OPERATION: AUTOMATIC BLOCK MOVEMENTS INVOLVED: FREIGHT TRAIN X5351 30 |

| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|-------------|------------------------------------|-------------------------------------------|-----------|----------------------------------------------------------------------|-------------|----------------------|--------------------|---------|-------------|
| SEPA | 06/28/84 | 7:51 AM | PHILADELP | HÌA | PA | OTHER | [′] 1 | 0 | \$0 |
| 118 | TYPE OF T Class of Method of | RACK: TRACK: OPERATION | : | MAIN 2 Automatic Block | | MOVEMENTS INVOLVE |): PASSENGER TRAIN | 817 | 20 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | · . | | |
| | PROBABLE | CAUSE: A | PASSENGER | ATTEMPTED TO BOA | RD A MOVING | G TRAIN. | | | |
| | CONTRIBUT | ING FACTOR | | | | D THE COMMUTER TO AT | , | | |
| SBD/ ATK | 07/04/84 | 11:07 PM | | | | | | 0 | \$100 |
| 119 | CLASS OF | RACK: TRACK: OPERATION | | MAIN 4 Traffic control | | Movements involve |): PASSENGER TRAIN | 81 | 79 MPH |
| | EQUIPMĖNT | DERAILED: | | NONE | | | | | |
| | PROBABLE | | | OPERATOR FAILED | | E VEHICLE AT THE CRO | SSING. | | |
| ĊV/ ATK | 07/07/84 | 6:45 AM | | | | DERAILMENT | 5 _ | 181 | \$2,870,000 |
| 120 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | : | MAIN 3 TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(9 CAR(S) | | MOVEMENTS INVOLVE) | D: PASSENGER TRAIN | 27 | 59 MPH |
| | | | | CAUSED THE FILL | | | , | , | |

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
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| DH | 07/08/84 | 08:25 PM | OLD LINE | JCT | PA | DERAILMENT | 0 | 0 | \$258,753 |
| 121 | CLASS OF Method of | TRACK: TRACK: F OPERATION T DERAILED: |)N : | MAIN 3 TIME TABLE TRAIN ORDERS 43 CAR(S) | | MOVEMENTS INVOLVED: FRE | EIGHT TRAIN | BM205 | 6 40 MPH |
| | PROBABLE | LC | OADED COVER | RED HOPPER CAR. | •• | SPIRAL OF THE CURVE AND EX | · • • | BEARING CLE | ARANCE ON A |
| ATSF | 07/09/84 | | | | | DERAILMENT | | 2 | \$135,000 |
| 122 | TYPE OF T Class of Method of Equipmen1 | RACK: TRACK: OPERATIO DERAILED | ſN = ≱ : | MAIN 4 Traffic control 14 car(s) | | MOVEMENTS INVOLVED: FRE | EIGHT TRAIN | 57907 | 10 MPH |
| | PROBABLE | CAUSE: I | .MPROPER TR/ | AIN HANDLING RESU | LTED IN LA | TERAL MOVEMENT OF THE OUTS | SIDE RAIL ON | A 2-DEGREE, | 10-MINUTE CURVE. |
| | CONTRIBUT | TING FACTOR | PARTIC | CULARLY EMPTY EXTE | ENDED-LENG | TIONS ON THE LOCATION OF E Th Cars. Requirement impos on short notice on the 1.1 | SED BY THE DI | SPATCHER TO F | FURTHER REDUCE |
| SP | 07/10/84 | 2:50 PM | LICK | | CA | DERAILMENT | 0 | 0 | \$56,600 |
| 123 | TYPE OF T Class of Method of | TRACK: TRACK: F OPERATION |)N : (| AUTO TRAIN STOP | | MOVEMENTS INVOLVED: FRE | EIGHT TRAIN | X8233 | 40 MPH |
| | EQUIPMENT | T DERAILED: | .: | TRAIN ORDERS 14 CAR(S) | | | | | |
| | | | | | | | | | |

| RR CODE | DATE | TIME | | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|-------------|-------------------------------------------------|------------------|------|-----------|-------------------------------------------|------------|-------------------------------|------------------------------|----------------|----------------|
| MP | 07/10/84 | 3:00 | PM | TOWER | | тх | OTHER | 0 | 21 | \$0 |
| 124 | TYPE OF T Class of Method of | TRACK: | | | INDUSTRY 1 Yard Rules | ·. | MOVEMENTS INVOLVE | ED: SINGLE CAR SINGLE CAR | 85287 50293 | мрн 3 |
| | EQUIPMENT | DERAI | LED: | | NONE | | | | - | |
| | PROBABLE | CAUSE | | | TENT RELEASE OF TI Grade and strike (| | AKE ON CAR GATX 5029 5287. | 3, ALLOWED THE CAR | TO ROLL DOWN | THE 2.3-PERCEN |
| SBD/ ATK | 07/11/84 | 7:10 | AM | MCBEE | | SC . | RAIL-HWY CROSSIN | IG 2 | 1 | \$401,700 |
| 125 | TYPE OF T Class of Method of | TRACK: | | ł 1 | MAIN 4 Traffic control | | MOVEMENTS INVOLVE | D: PASSENGER TRAIN | 82 | 60 MPH |
| | EQUIPMENT | DERAI | ED: | | NONE | | | | | |
| | PROBABLE | CAUSE: | CAF | RS STORED | ON ADJACENT TRAC | KS BLOCKED | THE SIGHT DISTANCE | OF THE VEHICLE OPE | RATOR AND THE | LOCOMOTIVE CR |
| BN | 07/12/84 | 3:00 | PM | JODER | | NE | DERAILMENT | 0 | 0 | \$337,610 |
| 126 | TYPE OF T Class of Method of Equipment | TRACK: OPERAT | | | MAIN 4 Traffic control 32 car(s) | | MOVEMENTS INVOLVE | D: FREIGHT TRAIN | X7206 | 50 MPH |
| | PROBABLE | CAUSE: | BUC | KLED TRA | СК. | | | | | |

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| | DATE | TIME | | CITY | | STATE | ACCIDENT TYPE | | KILLED | INJURED | RR DAMAGE |
|-------------|-------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------|--------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------|-----------------------------------------------------|--------------------------------------------|----------------------------------------|------------------------------------|------------------------------------------|
| BO | 07/13/84 | 1:30 | AM | IUKA | . · | ĨL | DERAILMENT | | 0: | 0 | \$253,000 |
| 27 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | OPERAT | FION | : | MAIN 4 Automatic Block Time Table Train Orders 27 Car(S) | | MOVEMENTS INVO | DLVED: FREI | GHT TRAIN | X4321 | 55 MPH |
| | PROBABLE | CAUSE | тн | E COUPLER | OF BOXCAR LN 4022 | 60 FELL O | FF BECAUSE A COUF | LER CROSS | KEY WAS MIS | SING. | |
| MILW | 07/13/84 | 2:20 | PM · | BEEHUNTER | | IN . | RAIL-HWY CROS | SSING | . 2 | 0 | \$225 |
| 28 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | TIÒN | : | MAIN 3 TIME TABLE TRAIN ORDERS NONE | * | MOVEMENTS INVO | DLVED: FREI | GHT TRAIN | X1 33 | 43 MPH |
| | FOUTPMENT | | ED: | · · | NONE | | · · · | | | | : |
| | | | | E VEHICLE | OPERATOR FAILED T | O STOP TH | E VEHICLE AT THE | RAIL-HIGH | | AND STRUCK | THE LOCOMOTIVE |
| ATK/ NJT | PROBABLE 07/14/84 | CAUSE: 10:08 | TH AM | E VEHICLE New York | OPERATOR FAILED T | O STOP TH | E VEHICLE AT THE | RAIL-HIGH | AY CROSSING | AND STRUCK | THE LOCOMOTIVE |
| | PROBABLE 07/14/84 Type of T Class of Method of | CAUSE: 10:08 RACK: TRACK: OPERAT | TH AM TION | E VEHICLE New York : | OPERATOR FAILED T YARD 1 AUTOMATIC BLOCK TIME TABLE TEATN OPEPES | O STOP TH | E VEHICLE AT THE | RAIL-HIGH | NAY CROSSING | AND STRUCK 1 | THE LOCOMOTIVE |
| NJT | PROBABLE 07/14/84 Type of T Class of Method of Equipment | CAUSE: 10:08 RACK: TRACK: OPERAT DERAII | TH AM TION LED: A | E VEHICLE New York | OPERATOR FAILED T YARD 1 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 4 LOCOMOTIVE(S TOR NULLIFIED THE | O STOP TH | E VEHICLE AT THE HEAD-END COLL Moveménts invo | RAIL-HIGHU ISION DLVED: PASS PASS | O O Senger Train Senger Train | AND STRUCK 1 15 7804 3250 | THE LOCOMOTIVE \$28,000 8 MPH 0 |

| | | | | | | , · · | | · 2 | · . | | | . • . | |
|---------|-------------------------------------------------|-------------------------------------|---------------|------------|----------------------------------------------------------|---------------|--------------|---------------------|-----------|-----------|---------------|-----------|---|
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| | · . | | | · · | | ÷ | ۔ ج ، ، ، | | · · · · | | • • • | PAGE | 4 |
| RR CODE | DATE | TIME | (| CITY | | S | TATE | ACCIDENT TYPE | | KILLED | INJURED | | |
| SBD | 07/14/84 | 1:43 | PM / | ATLANTA | | G/ | SA . | DERAILMENT | · | 0 | 0 | \$82,000 | |
| 130 | TYPE OF T Class of Method of Equipment | TRACK: F OPERAT | TION: | . • | YARD 1 CARRIER RULES 7 CAR(S) | , , | • • | MOVEMENTS INVOLVED: | • FREIGHT | TRAIN | Y-405 | 8 MPH | |
| ~ | PROBABLE | CAUSE: | WIDI | E GAGE (5 | 8 INCHES) IN A | SWIT(| CH; TRAIN | HANDLING ON A 3.5-P | PERCENT-D | ECENDING | GRADE. | . · | |
| BN | 07/16/84 | 2:40 | PM I | IOOPER | · · · | · W/ | IA | DERAILMENT | | 0 | 0 | \$754,062 | |
| 131 | TYPE OF T Class of Method of | TRACK: • OPERAT | TION: | | MAIN 4 Automatic blo Time table Train orders | оск | | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | X8174 | 42 MPH | |
| | EQUIPMENT | T DERAIL | LED: | OULDER WAS | 42 CAR(S) | | ROCK CUT, | FELL, AND DISPLACED |) THE TRA | CK STRUCT | FURE UNDER TH | E TRAIN. | |
| BN | 07/16/84 | 6:55 | PM L | | | | | · | | 0 | 0 | \$180,800 | |
| 132 | TYPE OF T CLASS OF Method of Equipment | RACK: TRACK: OPERAT DERAII | [ION: LED: | , | MAIN 4 Traffic contr 20 car(s) | OL | | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | × X6911 | 48 MPH | |
| · · | PROBABLE | CAUSE: | A BR | OKEN WHE | EL AT THE L1 L | OCATIC | ON ON ATSF | F 622368 (BOXCAR). | | | | | |

| R CODE | DATE | TIME | | CITY | | STATE | ACCIDENT | TYPE | KILLED | INJURED | RR DAMAGE |
|--------|------------------------------------|---------------------------|-----------|-----------|------------------------------------------------------------|----------------|----------------|-----------|------------------------------|----------|--------------------|
| GTW | 07/16/84 | 12:58 | РМ | CASSOPOLI | IS S | MI | OBSTRUCT | ION | 0 | 2 | \$250,000 |
| 133 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | ION | | MAIN 4 Automatic Block Time Table Train Orders | | MOVEMENTS | INVOLVED: | CUT OF CARS Freight train | X5805 | 0 MPH 8 |
| | EQUIPMENT | DERAIL | .ED: | | NONE | | | | | | , |
| | PROBABLE | CAUSE: | THI By | MAINTENAN | HER AUTHORIZED TH ICE-OF-WAY EQUIPH | IENT. | | | AST TO OPERATE (| | |
| BN | 07/17/84 | 11:00 | AM | | | | | | 3 | | \$1,500 |
| 134 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | ION | : | MAIN 4 Manual Block Time Table Train Orders | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X3028 | 45 MPH र |
| | EQUIPMENT | DERAIL | .ED: | | NONE | | | | | | |
| | PROBABLE | CAUSE: | THI | E VEHICLE | OPERATOR FAILED | TO STOP | THE VEHICLE AT | THE GRADE | CROSSING. | | |
| ATSF | 07/20/84 | 2:30 | PM | FREDONIA | | `KS | RAIL-HWY | CROSSING | 3 | 0 | \$0 |
| 135 | TYPE OF T Class of Method of | TRACK: | | | MAIN 4 TIME TABLE TRAIN ORDERS | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X6372 | 45 MPH |
| : | EQUIPMENT | DERAIL | .ED: | | NONE | | | | | | |
| | | CAUSE | TU | | OPERATOR FAILED | TO STOD | THE VENTCLE AT | THE PATE | HTOUMAN CROSSTNO | <u>.</u> | |

| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | KII | LED | INJURED | RR DAMAGE |
|-------------|-------------------------------------------------|--------------------|--------------|-----------------------------------------------------------------------------------------------------------|---------|--------------|-----------|------------------------|-------------------|------------|---------------------|
| АТК | 07/23/84 | 10:46 AM | 1 GATE | · | NY | HEAD-END | COLLISION | 1 | 1 | 119 | \$3,199,000 |
| 136 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERATIO | | MAIN 3 MANUAL BLOCK AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(S) 8 CAR(S) | | MOVEMENTS | INVOLVED: | PASSENGER PASSENGER | TRAIN TRAIN \$ | 151 168 | |
| | PROBABLE | CAUSE: L | JNDETERMINED | | | | | | | | |
| SBD/ Atk | 07/26/84 | 10:29 PM | 1 MT HOLLY | | SC , | RAIL-HWY | CROSSING | 1 | | 0 | \$100 |
| 137 | TYPE OF T Class of Method of | TRACK: | | MAIN 5 Traffic control | | MOVEMENTS | INVOLVED: | PASSENGER | TRAIN | 88 | 79 MPH |
| | EQUIPMENT | DERAILEI |): | NONE | | | | | | | |
| | PROBABLE | CAUSE: A | VÉHICLE OP | ERATOR STALLED THE | VEHICLE | ON THE RAIL- | HIGHWAY C | ROSSING. | | | |
| SEPA | 07/31/84 | 5:52 PM | 1 NORTH WAL | ES | PA | RAIL-HWY | CROSSING | 1 | | 0 | \$0 |
| 1 38 | TYPE OF T Class of Method of | TRACK: |)N: . | MAIN 3 Automatic Block | | MOVEMENTS | INVOLVED: | PASSENGER | TRAIN | 478 | 35 МРН |
| | EQUIPMENT | DERAILED |): | NONE | | | | | | | |
| | PROBABLE (| | | DER FAILED TO WAIT THE LOWERED GATE A | | | | E CROSSING | TO COMP | LETE THE | EIR CYCLE. THE RIDE |

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|------------|-------------------------------------------------|-------------------|-------------|-----------------------------------------------------------------------|-----------|----------------------------|--------------|---------------|------------|
| ICG | 08/05/84 | 10:50 F | M GLENDORA | ·. · | MS | DERAILMENT | 1 | 2 | \$890,000 |
| 3 9 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERATI | CON: | MAIN 4 TIME TABLE TRAIN ORDERS 3 LOCOMOTIVE(12 CAR(S) | | MOVEMENTS INVOLVED: FRE | IGHT TRAIN | 78 | 40 MPH |
| | PROBABLE | CAUSE: | LIGHTNING S | TRUCK, AND A TREE | FELL ACRO | SS THE TRACK; TRAIN NO. 78 | STRUCK THE | TREE. | |
| BN∕ ATK | 08/06/84 | 9:47 F | PM COLUMBIA | | MT | RAIL-HWY CROSSING | 2 | 0 | \$0 |
| 40 | CLASS OF | IRACK | [ON : | 4 | | MOVEMENTS INVOLVED: PAS | SENGER TRAIN | 7 | 50 MPH |
| | EQUIPMENT | DERAILE | ED: | NONE | | | | | |
| | PROBABLE | CAUSE: | THE VEHICLE | OPERATOR DROVE A | ROUND THE | LOWERED GATE ARMS AT THE C | ROSSING AND | WAS STRUCK BY | THE TRAIN. |
| CNW | 08/14/84 | 2:25 A | M LINEVILL | E | IA | DERAILMENT | 0 | 0 | \$286,606 |
| | TYPE OF T | RACK : | | MAIN | | | | | |
| 141 | CLASS OF METHOD OF EQUIPMENT | OPERATI | EON: | 3 TRAFFIC CONTROL 13 CAR(S) | | MOVEMENTS INVOLVED: FRE | IGHT TRAIN | X6880 | 30 MPH |
| | | | | | | | | | |

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | | KILLED | INJU | RED | RR DAMAGE |
|--------|------------------------------------|-----------------------------------|-------------|------------------------------------------------------|-------|---------------------|---------|--------|------|-------|-----------|
| SBD | 08/14/84 | 8:25 PM | TUCKER | | GA | DERAILMENT | | 0 | 0 | | \$101,650 |
| | TYPE OF T | RACK: | | MAIN | | MOVEMENTS INVOLVED: | | | | | |
| 142 | METHOD OF | OPERATION | : | TRAFFIC CONTROL | | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | , | FATGW | 3 MPH |
| | EQUIPMENT | DERAILED: | | 9 CAR(S) | | | TREIOIT | INALA | | | 10 |
| | PROBABLE | CAUSE: IRI | REGULAR CRO | DSS-LEVEL OF TRACI | | | | | | | |
| BN | 08/15/84 | 3:10 PM | CLEAR LAKI | | | DERAILMENT | | 0 | | | \$830,200 |
| | TYPE OF T | RACK: | | MAIN | | | | | | | |
| 143 | METHOD OF | OPERATION | : | AUTOMATIC BLOCK TIME TABLE | | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | | X7084 | 40 MPH |
| | EQUIPMENT | DERAILED: | | TRAIN ORDERS 32 CAR(S) | | | | | | | |
| | PROBABLE | | | UNDER THE MOVING | | | · | | | | |
| UP | 08/19/84 | 4:30 PM | | | | DERAILMENT | | 0 | 0 | | \$833,000 |
| | TYPE OF T | RACK: | | MAIN | | | | · · | | | |
| 144 | CLASS OF Method of Equipment | TRACK: OPERATION: DERAILED: | : | 4 TRAFFIC CONTROL 1 LOCOMOTIVE(S) 25 CAR(S) |) | MOVEMENTS INVOLVED: | FREIGHT | TRAIN | | X3209 | 30 MPH |
| | | | | VER THE TRACK. | | | | | | | |

| RR CODE | DATE | TIME | CITY | 5. ¹ . 1 | ñ. | STATE | ACCIDENT | түре | KILLED | INJURED | RR DAMAGE |
|---------|-----------------------|---------------------|-----------|---------------------|----------|------------|---------------|------------|-------------------|----------------|-----------|
| | | | | | | | | | | | |
| FEC | | 2:00 AM | | · . | | FL | RAIL-HWY | CROSSING | 2 | [.] 1 | \$2,159 |
| 1 | · · · | | | | | | <i>G</i> | | <u>,</u> | | |
| | CLASS OF | RACK: TRACK: | | MAIN 3 | | | | | | | |
| 145 | | OPERATION | : | TRAFFIC | CONTROL | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X408 | 35 MPH |
| ł | EQUIPMENT | DERAILED: | * | NONE | | | | | ** | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR | DROVE T | HROUGH THE | LOWERED AUT | DMATIC GAT | ES AND STRUCK THE | E MOVING LOCO | MOTIVE. |
| | | | | | | | | | | | |
| BNZ | 08/21/84 | 9:07 PM | МАСОМВ | | | IL | RATI-HWY | CROSSING | 1 | 0 | \$1,000 |
| ATK | | | | | ** | | | 0.00001.00 | • | U | +1,000 |
| | TYPE OF T | RACK | | MAIN S | | | | | | | |
| 146 | CLASS OF METHOD OF | TRACK: OPERATION | : | 4 TRAFFIC | CONTROL | | MOVEMENTS | INVOLVED | PASSENGER TRAIN | 347 | 79 MPH |
| - | EQUIPMENT | DERAILED: | | | | | | | | | |
| | | | | | EATLED ' | | STOPPED AT TH | | ~ | | |
| | TRODADLL | CHUJL II | | OFERATOR | FAILED | TO KEMAIN | STOFFED AT T | TE CRUSSIN | | | |
| | | | | | | | | | | | |
| SBD | 00/22/84 | 2:47 PM | ABERDEEN | | | NC | KAIL-HWY | CROSSING | 2 | 0 | \$200 |
| | ΊΥΡΕ ΩΕ Τ | RACK: | | MAIN | | | | | | | |
| 4 4 7 | CLASS OF | TRACK: | | 4 | | | NOUSHENTO | | | | |
| 147 | METHOD OF | OPERATION | : | TRAFFIC | CONTROL | | MUVEMENIS | INVULVED: | FREIGHT TRAIN | 289 | 50 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR | FAILED | TO STOP TH | E VEHICLE AT | THE CROSS | ING. | | |
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| ATK TYPE OF TRACK: MAIN 148 TRACK: 4 148 EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. A21 55 MPI LI 08/24/84 12:29 PM BABYLON NY DERAILMENT 0 8 \$647,600 149 TYPE OF TRACK: MAIN TYPE OF TRACK: MAIN 3 112 15 MPI 112 15 MPI 149 TYPE OF TRACK: MAIN TYPE OF TRACK: TINTERLOCKING TRAIN ORDERS MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPI 149 METHOD OF OPERATION: INTERLOCKING TRAIN ORDERS MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPI TRAIN ORDERS EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) PROBABLE CAUSE: SWITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIZ MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | RR CODE | DATE | TIME | ĊITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|-----------|------------|---------------------------------|-------------|-----------------------|-----------------|---------------|----------------|
| 148 CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: NONE 4 TRAFFIC CONTROL NONE MOVEMENTS INVOLVED: PASSENGER TRAIN A21 55 MPI EQUIPMENT DERAILED: NONE NONE NONE NONE A21 55 MPI PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. NONE A21 55 MPI LI 08/24/84 12:29 PM BABYLON NY DERAILMENT 0 8 \$647,600 149 TYPE OF TRACK: CLASS OF TRACK: SOF TRACK: EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) MOVEMENTS INVOLVED: TRAIN ORDERS 2 LOCOMOTIVE(S) MOVEMENTS INVOLVED: PROBABLE CAUSE: SHITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIZED MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | | 08/22/84 | 5:43 PM | CROWLEY | | ТХ | RAIL-HWY CROSSING | 1 | 0 | \$0 |
| PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. LI 08/24/84 12:29 PM BABYLON NY DERAILMENT 0 8 \$647,601 149 TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: INTERLOCKING METHOD OF OPERATION: INTERLOCKING FRAIN ORDERS EQUIPMENT DERAILED: 2 MAIN 3 MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPI MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPI MOVEMENT DERAILED: 2 10 0 2 \$195,000 MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | 148 | CLASS OF | TRACK: | 1: | 4 | • | MOVEMENTS INVOLVED | PASSENGER TRAI | N A21 | 55 MPH |
| LI 08/24/84 12:29 PM BABYLON NY DERAILMENT 0 8 \$647,600 TYPE OF TRACK: MAIN 149 METHOD OF OPERATION: INTERLOCKING MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPH TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) PROBABLE CAUSE: SWITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIZED MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | | EQUIPMENT | DERAILED: | | NONE | | | | | |
| 149TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION:MAIN 3 INTERLOCKING INTERLOCKING TIME TABLE TAGIN ORDERS 2 LOCOMOTIVE(S)MOVEMENTS INVOLVED: PASSENGER TRAIN11215 MPH149EQUIPMENT DERAILED:INTERLOCKING TRAIN ORDERS 2 LOCOMOTIVE(S)MOVEMENTS INVOLVED: PASSENGER TRAIN11215 MPHPROBABLE CAUSE:SWITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIZMKT08/25/8412:30 PM TAYLORTXDERAILMENT02\$195,000 | | PROBABLE | CAUSE: TH | IE VEHICLE | OPERATOR FAILED | TO STOP TH | E VEHICLE AT THE CROS | SING. | | |
| 149 METHOD OF OPERATION: 3 INTERLOCKING TIME TABLE TRAIN ORDERS 2 LOCOMOTIVE(S) MOVEMENTS INVOLVED: PASSENGER TRAIN 112 15 MPI 102 PROBABLE CAUSE: SWITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIZ MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | LI | 08/24/84 | 12:29 PM | BABYLON | | NY | DERAILMENT | 0 | 8 | \$647,600 |
| EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) PROBABLE CAUSE: SWITCH NO. 23 WAS OPERATED UNDER THE MOVING TRAIN AFTER 23 TRACK REPEATING RELAY WAS FALSELY ENERGIA MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | 149 | CLASS OF | TRACK: | 1: | 3 INTERLOCKING TIME TABLE | | MOVEMENTS INVOLVED | PASSENGER TRAI | N 112 | 15 MPH |
| MKT 08/25/84 12:30 PM TAYLOR TX DERAILMENT 0 2 \$195,000 | | EQUIPMENT | DERAILED: | | | S) | | | | |
| | | PROBABLE | CAUSE: Sh | ITCH NO. | 23 WAS OPERATED U | INDER THE M | OVING TRAIN AFTER 23 | TRACK REPEATING | RELAY WAS FAL | SELY ENERGIZED |
| TYPE OF TRACK. MAIN | мкт | 08/25/84 | 12:30 PM | TAYLOR | | тх | DERAILMENT | 0 | 2 | \$195,000 |
| CLASS OF TRACK: 3 | 150 | | TRACK: | 1: | | | MOVEMENTS INVOLVED | FREIGHT TRAIN | X366 | 52 MPH |

| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------------|------------------------------------|----------------------------|-------------|----------------------------------------------------------------|------------|---------------------------------------------------|---------------------------------------|-------------------------------|--------------------------------|
| ATK∕ SEPA | 09/06/84 | 6:40 / | AM TRENTON | | NJ | OTHER | 1 | 0 | \$0 |
| 151 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT: | ION: | YARD 1 CAB SIGNAL AUTOMATIC BLOCK TIME TABLE | | MOVEMENTS INVOLVED: | PASSENGER TRAIN | 503 | 5 MPH |
| | EQUIPMENT | DERAIL | ED: | NONE | | | | | |
| | PROBABLE | CAUSE: | A PASSENGER | ATTEMPTING TO BOA | ARD THE MO | VING TRAIN FELL BETWEEN | N THE TRAIN AND T | HE PLATFORM. | |
| ATSF | 09/06/84 | 8:30 1 | PM SEALY | | | RAIL-HWY CROSSING | · · · · | 1 | \$250 |
| 52 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | ION: | MAIN 4 Traffic control | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X1-33 | 45 MPH |
| | EQUIPMENT | DERAIL | ED: | NONE | | | | | |
| | PROBABLE | CAUSE: | AN AUTOMOBI | LE STALLED ON THE | CROSSING. | | | | |
| CR | 09/10/84 | 7:05 / | AM CONWAY | | PA | RAKING COLLISION | 0 | 13 | \$10,000 |
| 153 | TYPE OF T Class of Method of | TRACK: | | YARD 2 Yard Rules | | MOVEMENTS INVOLVED: | FREIGHT TRAIN | Y6949 | 5 MPH |
| | EQUIPMENT | DERAIL | ED: | NONE | | ` | | | |
| | PROBABLE | CAUSE: | CAR NO. GAT | 543047 STOPPED WHE X 45150 (LOADED WI The Styrene Monome | TH STYREN | HUMPED WITH THE HANDBR/ E MONOMER) WAS HUMPED, | AKE APPLIED. IT F STRIKING CAR NO. | OULED TRACK I CR 543047 AI | NO. 2. AND TAN ND CAUSING A |
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| R CODE | DATE | TIME | CI | TY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------------|---------------------------------------|--------|--------|-------------------------------------------------------|----------------|-------------------------|----------------|----------------|------------|
| MIL₩∕ ATK | 09/13/84 | 9:10 | AM WI | NONA | MN | RAKING COLLISION | . 0 | 0 | \$53,292 |
| 154 | TYPE OF TR Class of T Method of | RACK | | MAIN 4 Automatic B Time Table Train Order | LOCK S | MOVEMENTS INVOLVED: | PASSENGER TRA | IN 8 | 60 MPH |
| | EQUIPMENT | DERAIL | ED: | NONE | | | | | |
| | PROBABLE C | AUSE | | ACHINE OPERATOR FAI K by the moving tra | | E BALLAST REGULATOR CLE | EAR OF THE OTH | ER MAIN TRACK, | AND IT WAS |
| ATSF/ ATK | 09/16/84 | 8:32 | PM SAI | NDO | , CA | RAIL-HWY CROSSING | 1 | 3 | \$803 |
| 155 | TYPE OF TR Class of T Method of | RACK | | 5 | | MOVEMENTS INVOLVED: | PASSENGER TRA | IN 709 | .76 MPH |
| | EQUIPMENT | DERAIL | ED: | NONE | | | · | | |
| | CONTRIBUTI | NG FAC | TOR: | A PROBABLE CONTRIB | UTING FACTOR W | | E VEHICLE OPE | | |
| SSW | · | | | • | | | | | |
| | TYPE OF TR CLASS OF T | RACK : | | MAIN 4 TRAFFIC CON | TROL | MOVEMENTS INVOLVED: | FREIGHT TRAIN | X9207 | о мрн |
| 56 | METHOD OF | | | | - | | FREIGHT TRAIN | X8864 | 5 |

| RR CODE | DATE | TIME | | СІТҮ | | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJ | URED | RR | DAMAGE |
|---------|-------------------------------------------------|----------------------------|---------------|-------------|--------------------------------------|-------------|--------------|------------|--------------------|---------|----------|-------------|--------------------|----------|
| BN | 09/21/84 | 11:34 | PM | CICERO | | IL | DERAILME | NT | | 0 | 11 | : | \$1,5 [°] | 12,500 |
| 157 | TYPE OF T Class of Method of | TRACK: | | , | MAIN 3 TRAFFIC CONTROL | | MOVEMENTS | INVOLVED: | PASSENG FREIGHT | | | 266 1502 | , | 50 MPH |
| | - | | | UNSECURED | NONE BOXCAR PLUG DOC | DR STRUCK A | BRIDGE ABUT | MENT, FELĹ | OFF THE | FREIGHT | ĊAR, | AND ONTO | AN | AÐJACENT |
| | | | TR/ | ACK IN THE | PATH OF A PASSE | ENGER TRAIN | | | | | | | | |
| FEC | 09/27/84 | 6:55 | AM | RIO | | FL | RAIL-HWY | CROSSING | | 2 | 1 | | , | \$5,154 |
| 158 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | TRACK: OPERAT DERATI | FION: LED: | : | MAIN 5 Traffic Control None | | | | | | | X412 | | 38 MPH |
| | PROBABLE | CAUSE: | THE | E SCHOOL BU | IS OPERATOR FAIL | | THE VEHICLE | | | | СК. ' | | | |
| MP | 09/30/84 | 2:30 | AM | ELMO | | тх | RAIL-HWY | CROSSING | | 2 | 0 | | | \$300 |
| 159 | TYPE OF T Class of Method of | TRACK: | | | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X3519 | ļ | 55 MPH |
| ۰ ۲ | EQUIPMENT Probable (| | | | NONE PERATOR FAILED | TO STOP THE | E VEHICLE AT | THE CROSS | ING. | | | | | , , , |

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PAGE 53

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| DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJURED | RR DAMAGE |
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| 09/30/84 | 1:25 PM | ANAHEIM | | CA | RAIL-HWY | CROSSING | | 0 | 7 | \$2,225 |
| CLASS OF Method of | TRACK: OPERATION | | | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X261 | 6 8 MPH |
| - | | | | STOP. THE VE | HICLE AT THE | CROSSING. | | | | |
| 10/03/84 | 8:32 PM | IRONDALE | | CO | RAIL-HWY | CROSSING | | 4 | 1 | \$1,000 |
| CLASS OF | TRACK: | | MAIN 4 Traffic contr | OL | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X548 | 3 40 MPH |
| EQUIPMENT | DERAILED: | | NONE | | | | | | | |
| PROBABLE (| CAUSE: TH | E VEHICLE | OPERATOR FAILE | D TO STOP TH | E VEHICLE AT | THE CROSS | ING. | | | |
| 10/04/84 | 5:15 AM | SUPERIOR | | IL | REAR-END | COLLISION | | 0 | 2 | \$103,272 |
| CLASS OF | RACK: | | MAIN 2 Traffic contr | OL | MOVEMENTS | INVOLVED: | | | 209 | 0 MPH |
| EQUIPMENT | DERAILED: | | 2 LOCOMOTIV 2 CAR(S) 1 CABODSE(S | - | | | FREIGHI | IKAIN | 86 | 1.0 |
| | 09/30/84 TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE 10/03/84 TYPE OF TI CLASS OF BETHOD OF EQUIPMENT PROBABLE 10/04/84 TYPE OF TI CLASS OF METHOD OF | 09/30/84 1:25 PM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED: PROBABLE CAUSE: THE 10/03/84 8:32 PM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION EQUIPMENT DERAILED: PROBABLE CAUSE: THE 10/04/84 5:15 AM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION | 09/30/84 1:25 PM ANAHEIM TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: THE BUS OPER 10/03/84 8:32 PM IRONDALE TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: PROBABLE CAUSE: THE VEHICLE 10/04/84 5:15 AM SUPERIOR TYPE OF TRACK: CLASS OF TRACK: CLASS OF TRACK: | 09/30/84 1:25 PM ANAHEIM TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO 10/03/84 8:32 PM IRONDALE TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTR EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILE 10/04/84 5:15 AM SUPERIOR TYPE OF TRACK: MAIN CLASS OF TRACK: 2 METHOD OF OPERATION: TRAFFIC CONTR EQUIPMENT DERAILED: 2 LOCOMOTIV 2 CAR(S) | 09/30/84 1:25 PM ANAHEIM CA TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VE 10/03/84 8:32 PM IRONDALE CO TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP TH 10/04/84 5:15 AM SUPERIOR IL TYPE OF TRACK: 2 MAIN CLASS OF TRACK: 2 MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: 2 METHOD OF OPERATION: TRAFFIC CONTROL EQUIPMENT DERAILED: 2 LOCOMOTIVE(S) 2 LOCOMOTIVE(S) 2 CAR(S) | 09/30/841:25 PMANAHEIMCARAIL-HWYTYPE OF TRACK:MAIN CLASS OF TRACK:1MOVEMENTSCUIPMENT DERATION:TIME TABLEMOVEMENTSEQUIPMENT DERAILED:NONEPROBABLE CAUSE:THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE10/03/848:32 PMIRONDALECORAIL-HWYTYPE OF TRACK:MAIN 4CLASS OF TRACK:MAIN 4EQUIPMENT DERAILED:NONEPROBABLE CAUSE:THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT10/04/845:15 AMSUPERIORILREAR-ENDTYPE OF TRACK:2MAIN CLASS OF TRACK:2LOCOMOTIVE(S) 22LOCOMOTIVE(S) | 09/30/84 1:25 PM ANAHEIM CA RAIL-HWY CROSSING TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE MOVEMENTS INVOLVED: EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 10/03/84 8:32 PM IRONDALE CO RAIL-HWY CROSSING TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: MAIN CO RAIL-HWY CROSSING TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING INVOLVED: PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING 10/04/84 5:15 AM SUPERIOR IL REAR-END COLLISION TYPE OF TRACK: MAIN 2 CAR(S) MOVEMENTS INVOLVED: | 09/30/84 1:25 PM ANAHEIM CA RAIL-HWY CROSSING TYPE OF TRACK: MAIN CLASS OF TRACK: 1 METHOD OF OPERATION: TIME TABLE MOVEMENTS INVOLVED: FREIGHT EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 10/03/84 8:32 PM IRONDALE CO RAIL-HWY CROSSING TYPE OF TRACK: MAIN CLASS OF TRACK: MAIN CLASS OF TRACK: MAIN PROBABLE CAUSE: TRAFFIC CONTROL METHOD OF OPERATION: TRAFFIC CONTROL PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 10/04/84 5:15 AM SUPERIOR 10/04/84 5:15 AM SUPERIOR TYPE OF TRACK: MAIN CLASS OF TRACK: Z METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT 10/04/84 5:15 AM SUPERIOR TYPE OF TRACK: MAIN CLASS OF TRACK: Z METHOD OF OPERATION: TRAFFIC | 09/30/84 1:25 PM ANAHEIM CA RAIL-HWY CROSSING 0 TYPE OF TRACK: MAIN 1 MAIN 1 0 CLASS OF TRACK: 1 MOVEMENTS INVOLVED: FREIGHT TRAIN EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 1 10/03/84 8:32 PM IRONDALE CO RAIL-HWY CROSSING 4 TYPE OF TRACK: MAIN 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td>09/30/84 1:25 PM ANAHEIM CA RAIL-HWY CROSSING 0 7 TYPE OF TRACK: MAIN 1 METHOD OF OPERATION: TIME TABLE MOVEMENTS INVOLVED: FREIGHT TRAIN X261 EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 1 10/03/84 8:32 PM IRONDALE CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN KAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X548 EQUIPMENT DERAILED: NONE NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 10/04/84 5:15 AM SUPERIOR IL REAR-END COLLISION 0 2 TYPE OF TRACK: MAIN Z IL REAR-END COLLISION 0 2 TYPE OF TRACK: MAIN Z Z YEAGANE 209 PROBABLE CAUSE: THE VEHICLE CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN 209 EQUIPMENT DERAILED:</td> | 09/30/84 1:25 PM ANAHEIM CA RAIL-HWY CROSSING 0 7 TYPE OF TRACK: MAIN 1 METHOD OF OPERATION: TIME TABLE MOVEMENTS INVOLVED: FREIGHT TRAIN X261 EQUIPMENT DERAILED: NONE PROBABLE CAUSE: THE BUS OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 1 10/03/84 8:32 PM IRONDALE CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN CO RAIL-HWY CROSSING 4 1 TYPE OF TRACK: MAIN KAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X548 EQUIPMENT DERAILED: NONE NONE PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. 10/04/84 5:15 AM SUPERIOR IL REAR-END COLLISION 0 2 TYPE OF TRACK: MAIN Z IL REAR-END COLLISION 0 2 TYPE OF TRACK: MAIN Z Z YEAGANE 209 PROBABLE CAUSE: THE VEHICLE CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN 209 EQUIPMENT DERAILED: |

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| R CODE | DATE | TIME | CI | TY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|----------------|--------------------------------------------------|-----------------------------------------------|----------------------------------------------|---------|----------------------------------------------------------------------------------------------|----------|---------------------------------------------------------------------|-----------------------------------------------------|-------------|-------------------|
| ATK/ CR | 10/04/84 | 6:32 | PM PR | INCETON | ЈСТ | NJ | OBSTRUCTION | 0 | 4 | \$28,700 |
| 163 | TYPE OF TI Class of Method of | TRACK : 🔴 | | | MAIN 6 CAB SIGNAL AUTOMATIC BLOCK TIME TABLE AUTO TRAIN CONTR TRAIN ORDERS | | MOVEMENTS INVOLVED: | PASSENGER TRAIN PASSENGER TRAIN FREIGHT TRAIN | | 68 |
| | | | | | | | • | | | |
| | EQUIPMENT | | | | NONE | | | | | |
| SP/ АТК | - | CAUSE: | THE T MOVIN DOOR. | G ON AN | E-DOOR BRACKET BR | | CAR CR 218376, AND TH LANDED ON ANOTHER ADJ RAIL-HWY CROSSING | ACENT TRACK, AND | | |
| Атк 164 | PROBABLE (| CAUSE: 12:01 RACK: TRACK: | THE T MOVIN DOOR. | G ON AN | E-DOOR BRACKET BR | THE DOOR | LANDED ON ANOTHER ADJ | ACENT TRACK, AND | TRAIN NO. 2 | 23 STRUCK THE |
| ÂŤK | PROBABLE (10/04/84 TYPE OF TI CLASS OF | CAUSE: 12:01 RACK: TRACK: OPERAT: | THE T MOVIN DOOR. PM OR [ON: | G ON AN | ADJACENT TRACK SRACKET BR ADJACENT TRACK . MAIN 4 AUTOMATIC BLOCK TIME TABLE | THE DOOR | LANDED ON ANOTHER ADJ | ACENT TRACK, AND | TRAIN NO. 2 | 23 STRUCK THE |

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| R CODE | DATE | TIME | CITY | · | STATE | ACCIDENT TYPE | | KILLED | INJURED | RR DAMAGE |
|--------|-------------------------------------------------|-------------------------------------|---------------------|-----------------------------------------------------------------------|--------------------------|------------------------------------------------|----------------------|----------------|---------------|---------------|
| DRI | | | PM BETTENDO | | IA | | | | - | \$120,788 |
| 165 | TYPE OF T CLASS OF METHOD OF EQUIPMENT | RACK: TRACK: OPERAT DERAIL | FION: _ED: | MAIN 2 TIME TABLE TRAIN ORDERS 1 LOCOMOTIVE(10 CAR(S) | S) | MOVEMENTS INVOLVED | : FREIGHT FREIGHT | TRAIN TRAIN | X188 X2066 | 17 MPH 0 |
| | | | THE CREW OF | EXTRA 188 SOUTH | WAS NOT PR Ove onto s | EPARED TO STOP WITHIN IDING, AS INSTRUCTED. | ONE-HALF | THE RANG | GE OF VISION, | |
| SBD | 10/06/84 | 4:00 | AM OWENSBOR | :0 | | RAIL-HWY CROSSING | | | | \$218 |
| 166 | TYPE OF T Class of Method of | RACK: TRACK: OPERAT | TION: | SIDING 2 Carrier Rules | | MOVEMENTS INVOLVED | FREIGHT | TRAIN | Y301 | 5 MPH |
| | - | | .ED: The vehicle | | ТО STOP AT | THE CROSSING AND STR | UCK THE L | OCOMOTIVE | Ξ. | |
| MILW | 10/10/84 | 6:20 | AM WABASHA | | MN | DERAILMENT | | 0 | 0 | \$700,000 |
| 167 | TYPE OF T Class of Method of | I KACK · | 'ION: | TIME TABLE | | MOVEMENTS INVOLVED | : FREIGHT | TRAIN | X282 | 35 MPH |
| | EQUIPMENT | DERAIL | .ED: | TRAIN ORDERS 26 CAR(S) | | | | | | |
| | PROBABLE | CAUSE: | | AILURE ON CAR WIS A overheated jour | | HE R1 LOCATION. THE C | REW DID N | OT TAKE A | PPROPRIATE A | CTION WHEN IT |

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| | | | , | | - | | - / | - | | | | PAGE | 57 |
| | | | | • | | | | | | | | | 57 |
| RR CODE | DATE | TIME | CITY | | | STATE | ACCIDENT | TYPE | - | KILLED | INJURED | RR DAMAGE | |
| NW | 10/12/84 | 8:22 PM | GRABILL | | , · | IN | RAIL-HWY | CROSSING | | 2 | 0 | \$1,500 | |
| | TYPE OF TH | RACK: TRACK: | | MAIN 4 | • | | ÷ | | | د | κ. | | |
| 168 | METHOD OF | OPERATION | : | | CONTROL | | MOVEMENTS | INVOLVED | FREIGHT | TRAIN | X1752 | 54 MPH | |
| | EQUIPMENT | DERAILED: | • | NONE | | | | | | | | | |
| | PROBABLÉ (| CAUSE: TH | E VEHICLE | OPERATOR | FAILED T | O STOP TH | E VEHICLE AT | THE CROSS | SING. | | | · | |
| ATK | 10/14/84 | 4:52 PM | MT. JOY | | | PA | RAIL-HWY | CROSSING | - / | 1 | 0 | \$12,000 | |
| | TYPE OF T | RACK | | MAIN | - | | · · · · | | | | ۰. ۱ | | |
| 169 | CLASS OF METHOD OF | OPERATION | • | CAB SIG AUTOMAT TIME TA | IC BLOCK BLE | : ` | MOVEMENTS | INVOLVED | PASSENG | ER TRAIN | 614 | 79 MPH | |
| | , | · _ | - , | TRAIN O | RDERS | 4 • 1 | • • | | | • | · · · | | |
| | | DERAILED: | | NONE | | | | | | · · · | | | |
| | , | CAUSE: TH | | · · · · | | , | E VEHICLE AT AS THE IMPAII | | | LE OPERAT | FOR BY ALCOHO | •• | • |
| ICG | 10/15/84 | 1:55 PM | EDWARDS | | * | MS | RAIL-HWY | CROSSING | ,t , , | 2 | · 1 | \$250 | |
| | TYPE OF T | RACK | | MAIN | | | · · · · | | | | | | |
| 170 | CLASS OF METHOD OF | OPERATION | • | 4 TIME TA TRAIN O | BLE RDERS | | MOVEMENTS | INVOLVED | FREIGHT | TRAIN | X8192 | 35 MPH | |
| A | • • | DERAILED: Cause: Th | | | • | O STOP TH | E VEHICLE AT | THE CROSS | SING. | • . | .с. н | - , | 7 |
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| RR CODE | DATE | TIME | CITY | · · · · | · · · · · · · · · · · · · · · · · · · | STATE | | ACCIDENT | TYPF | | KILLED | INJUF | RED | PAGE RR DAMAGE | 58 |
| | | | | | | | ة <u>ندر عد حد مد </u> | ······································ | · · · · · · · · · · · · · · · · · · · | | | | | | · |
| CR/ ATK/ MNCW | 10/17/84 | , - | 1 STAMFORD | , | ' | CT | | REAR-END | COLLISION | | 0 | 7 | , | \$216,276 | |
| 171 | TYPE OF TH Class of T Method of | TRACK : | DN : | AUTOMA TIME T | BLOCK TIC BLOCH Able Orders | c | · · | MOVEMENTS | INVOLVED: | FREIGHT FREIGHT | TRAIN TRAIN | ** -, -, v | XWNCH XMW2 | 0 MPH 40 | |
| × _ | EQUIPMENT | DERAILEI |): | NONE | ORDERS | | I | n en <u>s</u> ation i | | • • | e. | · . | · | | ۰. |
| | PROBABLE C | CAUSE: T I | THE CREW OF | AMTRAK | TRAIN EXT | FRA MW-2 | 2 FAST | FAILED TO | OPERATE T | HE TRAIN | IŅ ACC | ORDANCE | WITH T | HE SIGNAL | |
| BN | 10/19/84 | 2:56 PM | 1 QUINCY | | т. | WA | | RAIL-HWY | CROSSING | | 2 | 0 | | \$2,000 | · |
| 172 | TYPE OF TR Class of T Method of | FRACK: | | MAIN 4 TRAFFI | C CONTROI | L | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | • | X2542 | 49 MPH | |
| | EQUIPMENT | DERAILED |): | NONE | | | | • • • | | | | | | | • |
| . · | PROBABLE C | CAUSE: T | THE VEHICLE | OPERATO | R FAILED | TO STOP | THÉ | VEHICLE AT | THE CROSS | ING. | | | | | |
| MP/ | 10/21/84 | 6:15 AM | 1 ALVARADO | · · | | тх | | RR GRADE | CROSSING | | 1 | 1 · | | \$1,930,391 | |
| ATSF 173 | TYPE OF TR Class of T Method of | FRACK : |)N : | MAIN 1 Interl | OCKING | | | MOVEMENTS | INVOLVED: | FREIGHT FREIGHT | TRAIN | | X6058 X2926 | 10 MPH 56 | |
| | EQUIPMENT | DERAILED |); | | COMOTIVE(R(S) | (\$) | , | | | | | | | 50 | |
| | PROBABLE C | CAUSE: T A | HE CREW OF 10-mph Sp | ATSF EX EED REST | TRA 2926 Riction . | EAST FA | ILED | TO OPERATE | THE TRAIN | IN ACCO | RDANCE | WITH THE | E SIGNA | L INDICATION | AND |
| | - | | n dag laan han han hiji dag dag dag dag laan han dag n Maa sa | | | | | | • • • • • • • • • • • • • • | | | | · | | |
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| CNW | 10/22/84 | 4:40 | РМ | ROSEMONT | · · · | MN | RAIL-HWY | CROSSING | • . • | 2 | 0 | | \$200 |
| | TYPE OF T | RACK: | | • • | MAIN | | | | | | | | |
| 174 | METHOD OF | OPERA | TION | : | AUTOMATIC BLOCH TIME TABLE | c | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X6824 | 38 MPH |
| | EQUIPMENT | DERAI | LED: | | NONE | . ' | | х. ⁸¹ | | | | | |
| | PROBABLE (| CAUSE: | тні | E VEHICLE | OPERATOR FAILED | TO STOP T | HE VEHICLE AT | THE CROSS | ING. | | | | |
| BN | 10/24/84 | 2:50 | РМ | RICHLAND | ۰. ب | MO | RAIL-HWY | CROSSING | | 2 | 1 | | \$0 |
| 175 | TYPE OF T Class of Method of | TRACK: | | | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | XĠ692 | 40 MPH |
| * | EQUIPMENT | DERAI | LED: | | NONE | | | | | | | | |
| | PROBABLE | CAUSE: | ТĤ | E VEHICLE | OPERATOR STOPPE | D THE VEHI | ICLE ON THE CR | DSSING. | , | • | | | |
| ICG | | 5:03 | | | · · · · · · | M0 | HEAD-END | COLLISION | · · · · · · · · · · · · · · · · · · · | 0 | 5 | | \$551,600 |
| | TYPE OF T | RACK: | | | MAIN | | - . • . | | 1 3. (<u>1</u> 1) | · . | | | |
| 176 | CLASS OF METHOD OF | | | : | 2 TIME TABLE | | MOVEMENTS | INVOLVED: | | | | | 35 MPH |
| | EQUIPMENT | DERAI | LED: | | TRAIN ORDERS 6 LOCOMOTIVE 11 CAR(S) | (\$) | x | ι. | FREIGHT | IRAIN | | 3RD92 | 2 |

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| CODE | DATE | TIME | CITY | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------------|------------------------------------|-------------------------------------------|------------------------------------------------------------------------|----------------|--------------------------------------------------|-----------------|---------------|--------------------|
| ATK/ MNCW | 10/26/84 | 3:37 PM | CROTON-HARMON | NY | DERAILMENT | . 0 | 0 | \$56,400 |
| 177 | TYPE OF T CLASS OF METHOD OF | RACK: TRACK: OPERATION DERAILED | N: INTERLOCKIN Cab Signal Traffic Con | TROL | MOVEMENTS INVOLVED: P | PASSENGER TRAIN | 71 | 30 MPH |
| | PROBABLE | | 2 CAR(S) He F-end Pilot-Support T the Weld. | BRACKET OF THE | LOCOMOTIVE SEPARATED AT | T THE WELD BECA | USE OF A 95-F | PERCENT OLD B |
| BN | 10/30/84 | 11:25 AM | HOLBROOK | NE | DERAILMENT | 0 | 1 | \$1,899,390 |
| 178 | METHOD OF | RACK: TRACK: OPERATION DERAILED: | MAIN 4 TRAFFIC CON 1000000 36 CAR(S) | TROL IVE(S) | MOVEMENTS INVOLVED: F | FREIGHT TRAIN | X8018 | 60 MPH |
| | PROBABLE | CAUSE: A | BROKEN 112-LB RAIL, DU | E TO A TRANSVE | RSE FISSURE DEFECT. | | | |
| NW | 10/31/84 | 5:05 AM | TAYLORVILLE | IL | RAIL-HWY CROSSING | тан О | 2 | \$657 , 400 |
| | TYPE OF T | RACK | MAIN | | | | | |
| 179 | TYPE OF T Class of Method of | TRACK: OPERATION | AUTOMATIC B TIME TABLE | | MOVEMENTS INVOLVED: F | REIGHT TRAIN | X1619 | 21 MPH |
| 79 | METHOD OF | TRACK: OPERATION DERAILED: | N: AUTOMATIC B Time table Train order: | 5 | MOVEMENTS INVOLVED: F | REIGHT TRAIN | X1619 | 21 MPH |
| 79 | METHOD OF EQUIPMENT | OPERATION | N: AUTOMATIC B TIME TABLE TRAIN ORDER: 2 LOCOMOT 14 CAR(S) | S (VE(S) | MOVEMENTS INVOLVED: F Rails on the north side | · | | 21 MPH |

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| | | | | | | | | | | | | FAGE | |
| RR CODE | DATE | TIME | CITY | | | STATE | ACCIDENT | TYPE | | KILLED | INJURED | RR DAMAGE | |
| ICG/ ATK | 11/01/84 | 5:45 PM | LINCOLN | | | IL | RAIL-HWY | CROSSING | | 3 | 0 | \$0 | |
| | TYPE OF T CLASS OF | RACK: TRACK: | | MAIN 4 | | | | | | | | | |
| 180 | METHOD OF | OPERATION | : | | ONTROL | | MOVEMENTS | INVOLVED: | PASSENG | ER TRAIN | 304 | 78 MPH | |
| | - | DERAILED: | | NONE | | , | | | | | | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR F | AILED 1 | O STOP THE | VEHICLE AT | THE CROSS | ING. | | | | |
| SBD | 11/02/84 | 4:53 PM | SANFORD | | | FL | RAIL-HWY | CROSSING | | 3 | 1 | \$73 | |
| 181 | TYPE OF T Class of Method of | RACK: | : | INDUSTRY 3 CARRIER F | RULES | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | X373 | 29 MPH | |
| | EQUIPMENT | DERAILED: | | NONE | | | -4 | | | | | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR F | AILED 1 | O STOP THE | VEHICLE AT | THE CROSS | ING. | · | | | |
| GTW | 11/03/84 | 9:00 PM | ЕММЕТТ | · | - | MI | RAIL-HWY | CROSSING | | 3 | 0 | \$3,200 | |
| 182 | CLASS OF | RACK: TRACK: OPERATION | | MAIN 4 TRAFFIC (| ONTROL | | MOVEMENTS | TNVOLVED: | FRFTGHT | TRATN | X5828 | 55 MPH | |
| | | DERAILED: | | NONE | | | | | | | | | |
| 2 Q | | | | | AILED 1 | O STOP THE | VEHICLE AT | THE CROSS | ING. | | - | | |
| | | | | | _ _ | | | | | | · • • · • • • • • • • • • • • • • • • • | | • |
| | | | | | | , men. | •* | | | ~ * | · | • • , | |
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|---------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------|------------------------------|---------|------------|-----------|---------------------|----|
| | ÷ , | • * | • | | · · · | · · · · | · . | 2: | | | PAGE | 62 |
| RR CODE | DATE | TIME | CITY | n sent n sin | STATE | ACCIDENT | ТҮРЕ | | KILLED | INJURED | RR DAMAGE | |
| SP/ ATK | 11/05/84 | 6:28 AM | BASSETT | | ĊA | RAIL-HWY | CROSSING | | 2 | 0 | \$700 | |
| 183 | TYPE OF T CLASS OF Method of | TRACK: | N : | MAIN 4 TRAFFIC CO | DNTROL | MOVEMENTS | INVOLVED: | PASSENG | ER TRAIN | 1 | 65 MPH | |
| : | EQUIPMENT PROBABLE (| | | NONE Operator fa | LILED TO STOP THE | VEHICLE AT | THE CROSS | SING. | | | ſ | |
| | | | | | | | * | | | | | |
| SBD | 11/06/84 | 5:45 PM | DUPONT | | - NC | RAIL-HWY | CROSSING | | 2 | 0 | \$1,000 | |
| | | RACK: | | |)CK | • | , | . · | • | | \$1,000 36 MPH | |
| | TYPE OF TI CLASS OF METHOD OF EQUIPMENT | RACK: TRACK: OPERATIO DERAILED | N : : | MAIN 3 Manual Blo Time Table None |)CK | MOVEMENTS | INVOLVED: | FREIGHT | • | | | |
| | TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE (| RACK: TRACK: OPERATIO DERAILED CAUSE: T | N : : | MAIN 3 Manual Blo Time Table None Operator Fa | ск | MOVEMENTS | INVOLVED: The cross | FREIGHT | • | | | |
| 184 B0 | TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE (11/08/84 TYPE OF TH CLASS OF METHOD OF | RACK: IRACK: OPERATIO DERAILED CAUSE: T 5:05 AM RACK: IRACK: OPERATIO | N: : HE VEHICLE TERRA AL | MAIN 3 MANUAL BLO TIME TABLE NONE OPERATOR FA OPERATOR FA TA MAIN 3 AUTOMATIC TIME TABLE TRAIN ORDE | NILED TO STOP THE WV BLOCK | MOVEMENTS Vehicle At Derailmen | INVOLVED: The cross NT | FREIGHT | TRAIN 0 | X544 0 | 36 MPH \$891,500 | |
| 184 B0 | TYPE OF TI CLASS OF METHOD OF EQUIPMENT PROBABLE (11/08/84 TYPE OF TH CLASS OF METHOD OF | RACK: IRACK: OPERATIO DERAILED CAUSE: T 5:05 AM RACK: IRACK: OPERATIO DERAILED | N: : HE VEHICLE TERRA AL N: | MAIN 3 MANUAL BLO TIME TABLE NONE OPERATOR FA TA MAIN | NCK NILED TO STOP THE WV BLOCK RS NIVE(S) | MOVEMENTS Vehicle At Derailmen | INVOLVED: The cross NT | FREIGHT | TRAIN 0 | X544 0 | 36 MPH \$891,500 | |

| RR CODE | DATE . | TIME | CITY | | STATE | ACCIDENT TY | PE | KILLED | INJURED | RR DAMAGE | |
|-----------|-----------------------|---------------------|------------------|------------------------------------------|------------------------------------------|------------------------------------------------|-----------------|----------|-------------------------------------------|--------------|---------|
| BN | 11/08/84 | 11:40 PM | ATWOOD | | KS | RAIL-HWY CR | OSSING | 3 | 0 | \$2,000 | |
| | TYPE OF T | | κ. | YARD | | | ÷ | | ۰ ۲ | | `` |
| 186 | | TRACK: OPERATION | : | TIME TABLE TRAIN ORDERS | • | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | X2151 | 3 MPH | |
| | EQUIPMENT | DERAILED: | • | NONE | | | | | | • . | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR FAILED | TO STOP THE | VEHICLE AT TH | E OCCUPIED CROS | SSING. | | | |
| | CONTRIBUT | ING FACTOR | A PROB | ABLE CONTRIBUTIN | G FACTOR WAS | THE IMPAIRME | NT OF THE VEHIC | LE (OPER | ATOR BY ALCOHOI | • • • | |
| SBD | 11/10/84 | 7:55 AM | LUMBERTON | | NC | DERAILMENT | | 0 | 0 | \$238,500 | - |
| · ·. | TYPE OF T | RACK: | . * | MAIN | | , . | | | | | |
| 187 | CLASS OF METHOD OF | TRACK: OPERATION | : | 4 Manual Block | j. | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | 477 | 47 MPH | - |
| | EQUIPMENT | DERAILED: | | TIME TABLE 13 CAR(S) | | | | | · . | <i>.</i> . | |
| · | PROBABLE | CAUSE: BRI | DKEN 100-L | B RAIL AT A JOIN | | | | | · · · | | |
| ATSF | 11/11/84 | 2:50 AM | NOLANVILL | E · · · | ŤX | RAIL-HWY CR | | 4 | 0 | \$500 | |
| | · · · · | ····· | | s | - 1 | e ¹ e . | | | 1. A. | | × |
| | TYPE OF T CLASS OF | | | MAIN 4 | Ĺ | | | | | | |
| 188 | METHOD OF | OPERATION | • | AUTOMATIC BLOCK TRAIN ORDERS OTHER | | MOVEMENTS IN | VOLVED: FREIGHT | TRAIN | 02506 | 45 MPH | |
| | EQUIPMENT | DERAILED: | · · · · · | NONE | an a | بر میں اور | | · · | | | |
| • | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR FAILED | TO STOP THE | VEHICLE AT TH | E CROSSING. | | | 1 | |
| · · · · · | CONTRIBUT | ING FACTOR | A PROB Alcoho | ABLE CONTRIBUTING | G FACTOR WAS | THE IMPAIRME | NT OF THE VEHIC | LE OPER | ATOR AND OTHER | OCCUPANTS BY | |

: 11 PAGE 64 · • . RR CODE DATE TIME CITY STATE ACCIDENT TYPE KILLED INJURED RR DAMAGE ____. ____ _____ _____ _____ ___________ ______ ICG/ 11/15/84 10:00 AM NEOGA IL RAIL-HWY CROSSING 0 \$500 1 ĀTK

MOVEMENTS INVOLVED: PASSENGER TRAIN

.

391

75 MPH

TYPE OF TRACK: MAIN CLASS OF TRACK: 5 189 METHOD OF OPERATION: CAB SIGNAL AUTOMATIC BLOCK AUTO TRAIN STOP TIME TABLE TRAIN ORDERS

EQUIPMENT DERAILED: NONE

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PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING.

| NJTR∕ CR∕ ATK | 11/16/84 12:07 AM FAIR | NJ | OBSTRUCTION | 0 | 8 | \$1,246,300 |
|---------------------|-----------------------------------------------------------|----------------------------------------------------------|---------------------|----------------------------------|---------------|--------------|
| 190 | TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: | MAIN 6 Cab Signal Automatic Block Time Table | MOVEMENTS INVOLVED: | PASSENGER TRAIN FREIGHT TRAIN | 3864 X3271 | 100 MPH 0 |
| | EQUIPMENT DERAILED: | TRAIN ORDERS 1 LOCOMOTIVE(S) | | | | |

PROBABLE CAUSE: NJTR TRAIN NO. 3864 EAST STRUCK A COUPLER THAT HAD FALLEN OFF BOXCAR CR 231666, A CAR MOVING ON AN ADJACENT TRACK IN TRAIN EXTRA CR 3271 WEST.

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| R CODE | DATE | TIME | CITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|--------------|------------------------------------|----------------------------|------------------------------|------------------------------------------------------------|-------------|------------------|---------------------|---------------|---------------|
| MP | 11/17/84 | 9:50 P | M HOLDEN | • . | MO | RAIL-HWY CROSS | ING 3 | 0 | \$200 |
| 91 | TYPE OF T Class of Method of | TRACK: | ON : | MAIN 3 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS | | • | VED: FREIGHT TRAIN | X4821 | I 50 MPH |
| | EQUIPMENT | DERAILE | D: | NONE | | • | | | |
| | PROBABLE | CAUSE: | THE VEHICLE | OPERATOR FAILED T | O STOP THE | VEHICLE AT THE C | ROSSING. | | |
| | CONTRIBUT | ING FACT | OR: A PROB | ABLE CONTRIBUTING | FACTOR WAS | S THE IMPAIRMENT | OF THE VEHICLE OPER | ATOR BY ALCO | HOL. |
| мисм | 11/18/84 | 12:43 A | M STRATFORD | | ст | OBSTRUCTION | 0 | 2 | \$20,000 |
| 92 | TYPE OF T Class of Method of | OPERATI | ON : | MAIN 4 Automatic Block Time Table Train Orders | • • • | MOVEMENTS INVOL | VED: PASSENGER TRAI | N 1674 | 4 55 MPH |
| | EQUIPMENT | DERAILE | D: | NONE | | | | | |
| | PROBABLE | CAUSE: | THE TRAIN ST | RUCK A WODDEN PLA | TFORM PLACE | D ON THE TRACK B | Y VANDALS. | | |
| ATK/ MNCW | 11/18/84 | 4:01 P | M SOUTH NOR | | ст | DERAILMENT | 0 | 0 | \$79,000 |
| 93 | TYPE OF T Class of Method of | RACK: TRACK: OPERATI | ON : | MAIN 3 Interlocking Automatic Block Time Table | | MOVEMENTS INVOL | VED: PASSENGER TRAI | N 296 | 24 MPH |
| | EQUIPMENT | DERAILE | D: | TRAIN ORDERS 1 LOCOMOTIVE(S 4 CAR(S) |) | | | • | |
| | PROBABLE | CAUSE: | THE LOCOMOTI DISCONNECTED | VE PILOT STRUCK A | N IMPROPERL | Y ALIGNED MITER | RAIL. THE MECHANICA | L RAIL DETECT | FORS HAD BEEN |

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PAGE RR CODE DATE TIME CITY STATE ACCIDENT TYPE KILLED INJURED RR DAMAGE

66

· . \$50 ATSF/ 11/18/84 6:15 PM FOUNTAIN CO RAIL-HWY CROSSING 2 2 DRGW TYPE OF TRACK: Class of track: MAIN 4 AUTOMATIC BLOCK METHOD OF OPERATION: 194 MOVEMENTS INVOLVED: FREIGHT TRAIN X6340 53 MPH TIME TABLE TRAIN ORDERS NONE EQUIPMENT DERAILED: PROBABLE CAUSE: THE VEHICLE OPERATOR FAILED TO STOP THE VEHICLE AT THE CROSSING. __________ 1.12 11/18/84 8:53 PM WHITE CITY KS DERAILMENT \$1,096,300 SSW 0 0 TYPE OF TRACK: MAIN CLASS OF TRACK: 4 METHOD OF OPERATION: TRAFFIC CONTROL MOVEMENTS INVOLVED: FREIGHT TRAIN X8278 58 MPH 195 EQUIPMENT DERAILED: 48 CAR(S) PROBABLE CAUSE: A BROKEN CENTER ON 112-LB RAIL-JOINT BARS. 11/21/84 8:14 AM NARBERTH PA HEAD-END COLLISION 168 \$150,000 ATK/ 0 SEPA TYPE OF TRACK: MAIN CLASS OF TRACK: 4 MOVEMENTS INVOLVED: PASSENGER TRAIN 008 15 MPH PASSENGER TRAIN 310 10 METHOD OF OPERATION: CAB SIGNAL 196 AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS EQUIPMENT DERAILED: NONE PROBABLE CAUSE: AFTER TRAIN NO. 008 PASSED THE EAST LIMITS OF THE STATION PLATFORM, THE CREW FAILED TO PROVIDE FLAG PROTECTION FOR THE REVERSE MOVE WITHIN BLOCK LIMITS.

| R CODE | DATE | TIME | C | CITY | | STATE | ACCIDENT | TYPE | | KILLED | INJU | RED | RR DAM | AGE |
|-----------|-----------------------|--------|--------------|-----------|---------------------------------|------------|----------------|------------|----------|-----------|------|----------|---------|-----|
| | | | | | | | | | | | | | | |
| BN | 11/21/84 | 2:19 | PM 1 | DECATOR | , | тх | RAIL-HWY | CRUSSING | | 3 | 0 | | | \$0 |
| | TYPE OF T | | | | MAIN | | | | | | | | | |
| 97 | CLASS OF Method of | | ION: | | AUTOMATIC BLOCK | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X8125 | 45 I | MPH |
| | EQUIPMENT | DERAIL | ED: | | NONE | | | | | | | | | |
| | PROBABLE | CAUSE: | THE | VEHICLE | DPERATOR FAILED T | О STOP TH | IE VEHICLE AT | THE CROSS | ING. | | | | | |
| SP ATK | 11/21/84 | 5:36 | PM I | BROUSSARD | | LA | RAIL-HWY | CROSSING | | | 0 | | | \$0 |
| | TYPE OF T | RACK: | | | MAIN | | | | | | | | | |
| 98 | CLASS OF METHOD OF | TRACK: | TON: | | 5 AUTOMATIC BLOCK | | MOVEMENTS | INVOLVED: | PASSENG | FR TRAIN | | 1 | 40 | ИРН |
| | | | | | TIME TABLE TRAIN ORDERS | | | | | | | • | | |
| | EQUIPMENT | DERAIL | ED: | | NONE | | | | | | | | | |
| | PROBABLE | CAUSE: | THE | VEHICLE | OPERATOR FAILED 1 | ТО STOP TH | IE VEHICLE AT | THE CROSS | ING. | | | | | |
| CR | 11/22/84 | . 1:30 | AM N | MARTINSVI | LLE | IN | LOCOMOTIN | /E | | 0 | 0 | | \$949,0 | 400 |
| | TYPE OF T | | | | MAIN | | | | | | | | | |
| 99 | CLASS OF Method of | | ION: | | 2 MANUAL BLOCK TIME TABLE | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | | X7686 | 20 | ЧРН |
| | EQUIPMENT | DERAIL | ED: | | TRAIN ORDERS 13 CAR(S) | | | | | | | | | |
| | PROBABLE | CAUSE: | A WI BRII | | JORDAN SPREADER S | TRUCK THE | E POSTS OF A 1 | THROUGH-TR | USS BRID | GE AND CA | USED | THE COLI | APSE OF | THE |

| R CODE | DATE | TIME | ÇITY | | STATE | ACCIDENT TYPE | KILLED | INJURED | RR DAMAGE |
|-----------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------|------------------------------------|----------------------------------------------------------|-------------|---------------------------------------------------------|------------|---------------|----------------|
| UP | 11/24/84 | 10:55 P | M FEELY | · · · · | MT | DERAILMENT | 1 | 1 | \$1,320,239 |
| 200 | TYPE OF T Class of Method of Equipment | TRACK: OPERATI | ON : | MAIN 2 CARRIER RULES 4 LOCOMOTIVE(44 CAR(S) | 5) | MOVEMENTS INVOLVED: FREIG | HT TRAIN | X2877 | 66 MPH |
| | PROBABLE | | THE SPEED OF THE TH | | REE CURVE | WAS 25 MPH; THE CREW OF EXTR | A 2877 WES | T FAILED TO C | CONTROL THE SI |
| | CONTRIBUT | ING FACT | OR: AF | PROBABLE CONTRIBUTIN | IG FACTOR W | AS THE IMPAIRMENT OF THE ENG | INEER BY A | LCOHOL . | |
| ATSF | 12/07/84 | 12:35 P | M JOSHU | \ | тх | RAIL-HWY CROSSING | 2 | 0 | \$2,765 |
| | · · | | | | | | | | |
| 201 | TYPE OF T Class of Method of | TRACK: 🐰 | , | MAIN 4 Traffic Control | | MOVEMENTS INVOLVED: FREIG | HT TRAIN | 1-335 | 50 MPH |
| 201 | CLASS OF | TRACK: OPERATI | ON : | 4 | | MOVEMENTS INVOLVED: FREIG | HT TRAIN | 1-335 | 50 MPH |
| 201 | CLASS OF METHOD OF EQUIPMENT | TRACK: OPERATI DERAILE | ON: D: | 4 TRAFFIC CONTROL None | | MOVEMENTS INVOLVED: FREIG E VEHICLE AT THE CROSSING. | HT TRAIN | 1-335 | 50 MPH |
| 201 SP | CLASS OF METHOD OF EQUIPMENT PROBABLE | TRACK: OPERATI DERAILE CAUSE: | ON: D: The Vehic | 4 TRAFFIC CONTROL None | | E VEHICLE AT THE CROSSING. | · . | 1-335 | 50 MPH \$0 |
| | CLASS OF METHOD OF EQUIPMENT PROBABLE 12/08/84 TYPE OF T CLASS OF | TRACK: OPERATI DERAILE CAUSE: 8:20 P RACK: TRACK: | ON: D: THE VEHIC M WAXAHA | 4 TRAFFIC CONTROL NONE CLE OPERATOR FAILED | TO STOP TH | E VEHICLE AT THE CROSSING. | 2 | 1 | |

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| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED | RR DAMAGE |
|------------|------------------------------------|-----------|-------------------|------------------------------------------------------------|------------|------------|-----------|-------------------------------|--------------|------------|
| CO | 12/09/84 | 11:40 PM | STEVENSVI | LLE | MI | RAIL-HWY | CROSSING | 2 | 0 | \$0 |
| 203 | TYPE OF T Class of Method of | | : | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | FREIGHT TRAIN | X4421 | 48 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR FAILED T | O STOP THE | VEHICLE AT | THE CROSS | ING. | | |
| | CONTRIBUT | | | | | | | HE VEHICLE OPERAT | | L. |
| CR∕ ATK | 12/13/84 | 11:10 AM | | | | | | 0 | | \$40,250 |
| 204 | TYPE OF T CLASS OF METHOD OF | | : | MAIN 6 Cab Signal Traffic Control | | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | 63 | 68 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | |
| | PROBABLE | | | DER OPERATOR FAIL E LODGED BETWEEN | | | | VED SURFACE AND TH DSSING. | HE FRONT WHE | ELS OF THE |
| UP/ ATK | 12/15/84 | 11:10 AM | HILGARD | | 0R | DERAILME | | 0 | 2 | \$11,000 |
| 205 | CLASS OF METHOD OF | | : | MAIN 3 TRAFFIC CONTROL 1 LOCOMOTIVE(S 4 CAR(S) | | MOVEMENTS | INVOLVED: | PASSENGER TRAIN | 25 | 38 MPH |
| | PROBABLE | | E CREW OF RVE. | | | | | PH SPEED RESTRICT | | |

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|---------------------------------------|----------------------------------------------------------------------------------|------------------------------------------|-------------|--------------|-------------------|------------------|-------------------|-----------------|-----------|
| | | 4 | · * | | | - ' ' ' <u>-</u> | | PAGE | 70 |
| RR CODE | DATE TIME CITY | · · · · · · | STATE | ACCIDENT | ТҮРЕ | KILLED | INJURED R | RR DAMAGE | · · · · · |
| SDU | 12/15/84 9:50 PM WARR | REN | GA | RAIL-HWY | CROSSING | 2 | 0- a. | \$0 | ···· |
| 206 | TYPE OF TRACK: CLASS OF TRACK: Method of operation: | MAIN 4 Traffic control | , . | MOVEMENTS | INVOLVED: FREIGHT | T TRAIN | X6504 | 40 MPH | -, |
| | EQUIPMENT DERAILED: | NONE | · · | 1. A. 19 | · · · | | - 1. | 4 | |
| | PROBABLE CAUSE: THE VEH | ICLE OPERATOR FAILED T | ro stop the | VEHICLE AT | THE CROSSING. | | · · · | | |
| MP | 12/17/84 1:15 AM SPRI | NG JCT. | тх | RAIL-HWY | CROSSING | 2 | 0 | \$500 | |
| 207 | TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: FREIGHT | TRAIN | СНΖ | 55 MPH | |
| ١ | EQUIPMENT DERAILED: | NONE | | • | | | ÷ . | | |
| м к К 1 | PROBABLE CAUSE: THE VEH | ICLE OPERATOR FAILED T | TO STOP THE | VEHICLE AT. | THE CROSSING. | | · · · · | | |
| · · · · · · · · · · · · · · · · · · · | CONTRIBUTING FACTOR: A | PROBABLE CONTRIBUTING | FACTOR WAS | S THE IMPAIR | MENT OF THE VEHIC | LE OPERATO | JR BY ALCOHOL | · · · · · · · · | |
| SBD | 12/17/84 9:15 AM BURG | ESS | VA | DERAILMEN | нт | 0 | . 2 . | \$7,000 | |
| 208 | TYPE OF TRACK: CLASS OF TRACK: METHOD OF OPERATION: EQUIPMENT DERAILED: | MAIN 5 TRAFFIC CONTROL 1 CAR(S) | | MOVEMENTS | INVOLVED: FREIGHT | TRAIN | 289 | 54 MPH | · · |
| i., · | PROBABLE CAUSE: THE COU | PLER DRAWBAR OF CAR LN | 114554 FE | LL OFF WHEN | THE COUPLER DRAFT | KEY CAME | OFF. | | • |

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| RR CODE. | DATE | TIME | | CITY | | STATE | ACCIDENT | ТҮРЕ | К | ILLED | INJURE | D R | R DAMAGE |
|-------------|-------------------------------------|--------|------------|-----------|--------------------------------------------------------------------------|--------------|-----------|------------|----------|-----------|---------|----------|-----------|
| SEPA | 12/19/84 | 10:23 | AM | CHESTNUT | HÌLL | PÅ | OTHER | | - | 0 | 0 | | \$37,500 |
| 209 | TYPE OF TH Class of Method of | TRACK | | | MAIN 1 CAB SIGNAL AUTOMATIC BLOCK TIME TABLE TRAIN ORDERS | | MOVEMENTS | INVOLVED: | PASSENGE | R TRAIN | | 817 | 7 MPH |
| | EQUIPMENT | DERAIL | ED: | | NONE | r | | - | | | | | |
| | PROBABLE (| CAUSE: | THE TRA | | R FAILED TO CONTRO | L THE TRAIN | SPEED, AN | D THE TRAI | N STRUCK | THE BUMPI | ING POS | T AT THE | END OF TH |
| SP ରୁଦ୍ୟ | 12/19/84 | 1:00 | РМ | CASMALIA | · | CA | DERAILME | NT | | 0 | 0 | | \$49,707 |
| 210 | TYPE OF TH Class of Method of | TRACK: | | | MAIN 4 Automatic Block Time Table | | MOVEMENTS | INVOLVED: | FREIGHT | TRAIN | x | 5323 | 30 MPH |
| ŧ., | EQUIPMENT | DERAIL | ED: | | TRAIN ORDERS 2 LOCOMOTIVE(S 13 CAR(S) |) | | | | | | | |
| | PROBABLE | CAUSE: | WID | E GAGE DU | E TO DETERIORATED | TIES. | | | | | | | |
| NW | 12/22/84 | 6:38 | PM | COLBY | | он | RAIL-HWY | CROSSING | | 4 | 0 | | \$2,700 |
| 211 | TYPE OF TI CLASS OF METHOD OF | TRACK: | ION: | | MAIN 4 Automatic Block | | MOVEMENTS | INVOLVED: | FREIGHT | FRAIN | X | 1700 | 60 MPH |
| - 4 | EQUIPMENT | DERAIL | ED: | | NONE | | | | | | | | |
| | | CAUSE | тис | | OPERATOR FAILED T | 0 STOD THE 1 | | THE ODOCC | | | | | |

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| RR CODE | DATE | TIME | CITY | | STATE | ACCIDENT | TYPE | KIL | LED INJ | URED | RR DAMAGE |
|------------|------------------------------------|------------------------------|------------|--------------------------------------------|----------|----------------|------------|-------------|-----------|----------|-------------|
| ATK/ | 12/26/84 | 5:33 PM | NEW YORK | | NY | FIRE OR | VIOLENT RU | PTURE O | 3 | | \$15,000 |
| 212 | TYPE OF T Class of Method of | RACK: TRACK: OPERATION | : | MAIN 3 Cab Signal Traffic Control | | MOVEMENTS | INVOLVED: | PASSENGER | TRAIN | 870 | 10 MPH |
| | EQUIPMENT | DERAILED: | | NONE | | | | | | | |
| | PROBABLE | CAUSE: UN | DETERMINED | • | | | | | · | | |
| ВN∕ Атк | 12/26/84 | 12:10'PM | CULBERTSO | N | мт | RAIL-HWY | CROSSING | 0 | 1 | | \$12,800 |
| 213 | CLASS OF | | | MAIN 4 Traffic control | | MOVEMENTS | INVOLVED: | PASSENGER | TRAIN | 7 | 75 MPH |
| | EQUIPMENT | DERAILED: | , | NONE | | | | | | | |
| | PROBABLE | CAUSE: TH | E VEHICLE | OPERATOR FAILED 7 | O REMAIN | I CLEAR OF THE | TRACK AFT | ER STOPPING | AT THE CR | COSSING. | |
| MP | 12/30/84 | 3:15 AM | COTTER | | ÁR | DERAILME | NT | 0 | 1 | | \$1,154,000 |
| 214 | CLASS OF | RACK: TRACK: OPERATION | | MAIN 4 TIME TABLE TRAIN ORDERS | | MOVEMENTS | INVOLVED: | FREIGHT TR | AIN | CNI-2 | 36 MPH |
| | CONTONENT | DERAILED: | | 5 LOCOMOTIVE(S | ;) | | | | | | |

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U.S. Department of Transportation

Federal Railroad Administration

400 Seventh St., S.W. Washington, D.C. 20590

RETURN POSTAGE GUARANTEED

Official Business Penalty for Private Use \$300

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