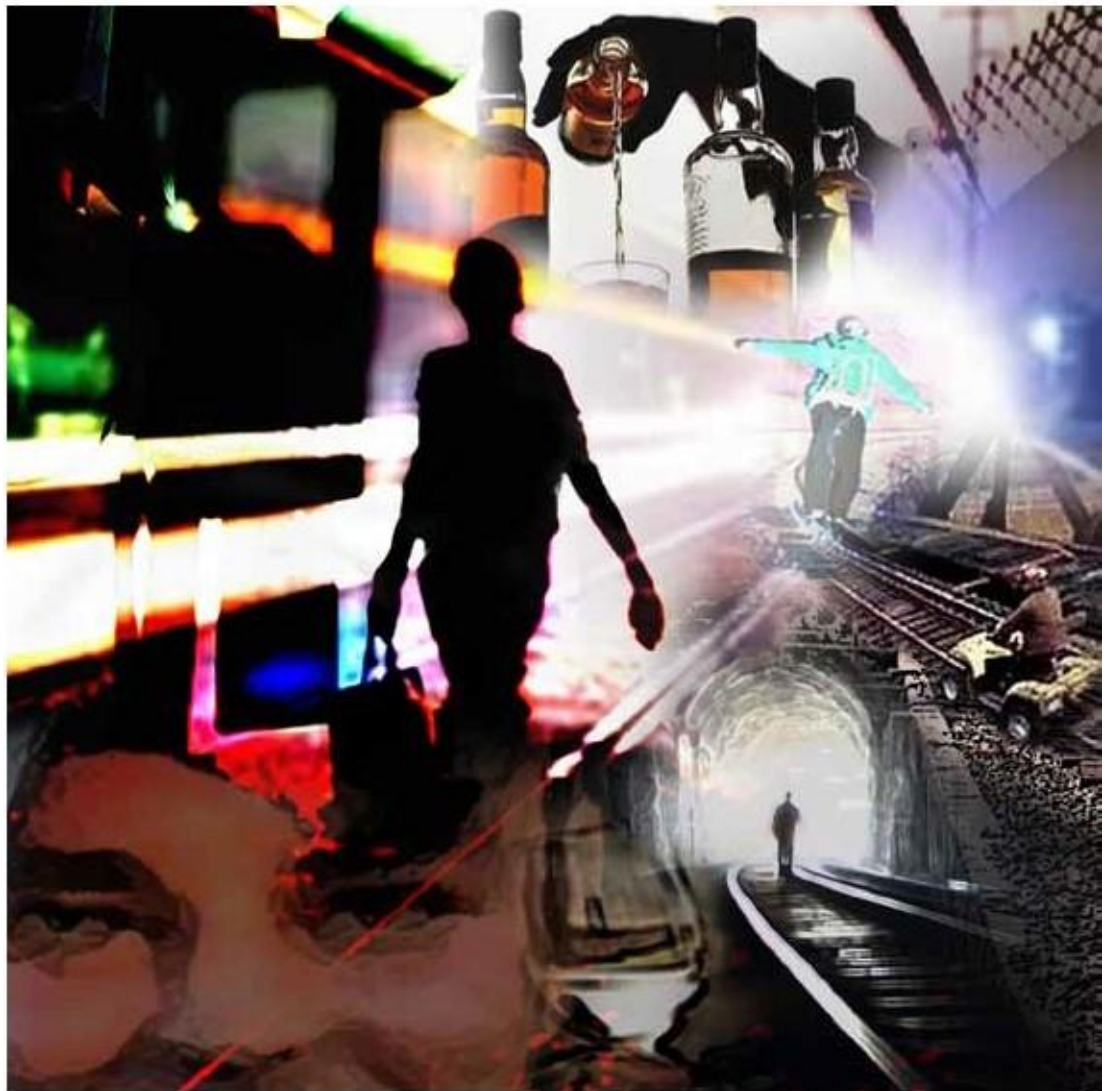




U.S. Department
of Transportation
Federal Railroad
Administration

Rail Trespasser Fatalities

Demographic and Behavioral Profiles



June 2013

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NOTE: This report was prepared by North American Management (NAM) at the direction of the Federal Railroad Administration (FRA) for the purpose of more accurately identifying the types of persons who trespass on railroad rights-of-way, and ultimately reducing the number of trespassing casualties, which contribute significantly to the total annual railroad-related deaths and injuries in the United States. This report is an extension of a March 2008 report produced by Cadle Creek Consulting titled, "Rail Trespasser Fatalities, Developing Demographic Profiles" (2008 Report). The entire 2008 Report can be found at <http://www.fra.dot.gov/eLib/Details/L02669>. The current report was generated as part of FRA's continuing efforts to reduce trespassing on railroad rights-of-way and associated fatalities and injuries.

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Executive Summary

In an effort to more accurately identify the types of persons who trespass on railroad rights-of-way, and ultimately reduce the number of trespassing events, the U.S. Department of Transportation's (U.S. DOT) Federal Railroad Administration (FRA) contracted with North American Management Company (NAM) to conduct a demographic and market analysis of decedents in railroad-trespasser incidents. Following is a detailed report of this project.

The major objective of this study is to provide policymakers and other groups with information that will enable them to more directly target individuals who are most at risk of being struck by trains while trespassing on rail rights-of-way. This is accomplished by generating demographic profiles of decedents and generalizing them to the national population. The differences between the decedents and the U.S. population suggest ways in which those who are most at risk of being involved in railroad-trespasser incidents may be effectively targeted by outreach efforts.

This study is a followup to prior research that used data from 2002 through 2004 and was presented to FRA in 2008 by Cadle Creek Consulting titled, "Rail Trespasser Fatalities, Developing Demographic Profiles" (2008 Report). Results from the current study are largely consistent with results from the 2008 Report. However, as detailed below, there are some key differences between the reports in addition to new trends identified.

NAM relied upon data submitted by the railroads to FRA pursuant to its accident reporting requirements under 49 CFR Part 225. Under 49 CFR Part 225, railroads are required to report to FRA each fatality arising from the operation of a railroad on a Form FRA F6180.55a, "Railroad Injury and Illness Summary."¹ FRA provided and NAM reviewed approximately 2,749 forms involving railroad trespasser fatalities occurring between 2005 and 2010.² NAM conducted additional outreach to coroners and chief medical examiners (CME) to obtain additional demographic information.

NAM sent the requests for further information, along with introductory letters and return envelopes, to respective coroners/CMEs for 2,662 of the reported fatalities. In a small percentage of the fatalities, NAM was unable to identify the appropriate coroner/CME. At least

¹ Form FRA F6180.55a is available at: <http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Forms.aspx>. Form FRA F6180.55a captures certain information with regard to trespasser casualties arising from the operation of a railroad including, but not limited to, location, age, time of day, and, following the 2011 final rule, latitude and longitude.

² For FRA accident/incident reporting purposes under 49 CFR Part 225, in the FRA Guide for Preparing Accident/Incident Reports, FRA defines trespasser as a person who is on the part of railroad property used in railroad operations and whose presence is prohibited, forbidden, or unlawful. Employees who are trespassing on railroad property are to be reported as trespassers. A person at a highway-rail grade crossing should not be classified as a trespasser unless (1) the crossing is protected by gates or other similar barriers, which were closed when the person went on the crossing; or (2) the person attempted to pass over, under, or between cars or locomotives of a consist occupying the crossing. A person or vehicle that enters the crossing without a physical barrier (e.g., gates in a lowered position) is not classified as a trespasser, even when the highway-rail grade crossing lights are activated or other warning systems are functioning. The person would be classified as a nontrespasser. FRA outlines pertinent reporting exceptions in 49 CFR Section 225.15, Accidents/incidents not to be reported.

partially completed forms were subsequently returned to NAM for 1,429 (54 percent) of the fatalities. Of these returned forms, 1,300 contained only basic information about the decedent (i.e., age, gender, ethnicity/race, etc.) so that NAM was only able to include them in simple demographic and behavioral analyses. Nine hundred fifty-eight forms contained enough information to be included in the more robust market analysis.

According to the information provided by the coroners/CMEs, railroad-trespassers who are involved in fatal incidents on railroad rights-of-way are most typically identified as White males who are possibly intoxicated, with a mean age of 38, and with low socioeconomic status.

Results from some of the demographic analyses were very closely aligned to results from the 2008 Report. For example, the mean age of decedents in both studies was approximately 38 years, with individuals ranging in age between 20 and 49 years accounting for two-thirds of the fatalities. Also similar across studies was the finding that the vast majority (81 percent in the current study and 78 percent in the 2008 Report) of decedents were White (which is well above the national average of a 72 percent overall White population). In both studies, the next largest race represented was African American/Black at 15 percent (versus the 13-percent national average).

An overwhelming theme from the market analysis in the current study is that individuals involved in fatal railroad trespassing incidents are likely to be renters in second-tier cities.³ Decedents typically have lower income and educational levels (marital status was not a factor). If the decedent had children in the household (regardless of marital status), the decedent was likely to be younger, typically in his or her twenties or thirties. There are some decedents who are from more rural or isolated areas. These individuals are likely to be somewhat less socially engaged and may enjoy being removed from urban areas.

However, slight differences in results between the two reports were also found. Males were killed in 82 percent of incidents between the years 2005 and 2010, down slightly from 87 percent between 2002 and 2004. Similarly, the percent of incidents involving drugs and/or alcohol was down slightly from the previous study, with coroners/CMEs indicating just over half (rather than about two-thirds in 2008) the incidents involved drugs and/or alcohol.⁴

The current study sought additional information in one area with regard to the cause of death for these railroad-trespasser fatalities. Specifically, coroners/CMEs were requested to indicate whether these trespasser fatalities were ruled a suicide.⁵ Of the railroad-trespasser fatalities that

³ Second-tier cities are typically smaller than and geographically removed from (i.e., not suburbs of) large metropolitan areas. They are typically defined as being affordable places to live and work with a stable labor force and moderate population growth. Examples of second-tier cities include Indianapolis, IN; Charleston, SC; Nashville, TN; St. Louis, MO; San Jose, CA; Salt Lake City, UT; and, Louisville, KY.

⁴ For a tabular summary of all these demographics, see Appendix A. For a breakout of demographics by FRA region, see Appendix B.

⁵ It is important to note that for the years covered by the current study, suicides and attempted suicides were not reportable casualties under 49 CFR Part 225. Therefore, the descriptions, discussions, and statistics regarding suicides in the current study represent only a portion of all potential railroad suicides and should be interpreted cautiously.

occurred between the years 2005 and 2010, approximately 28 percent were identified by coroners/CMEs to be suicides, 60 percent indicated that the event was not a suicide, and 12 percent indicated that the event leading to the cause of death was undetermined.⁶ While these fatalities involve individuals who can also be classified as railroad-trespassers, pursuant to 49 CFR § 225.41, FRA maintains suicide data in a separate database. Moreover, prior to July 1, 2011, railroads were not required to report suicide data. However, suicides are sometimes captured in the railroad-trespasser category due to contributing factors such as the length of time involved in certain casualty investigations and to the sensitive nature of these records. Consequently, the discussion in this report regarding rail-related suicides must be considered within this context.

⁶ Coroners/CMEs were asked to indicate whether the fatality reported was the result of suicide. In 8 percent of responses coroners/CMEs explicitly stated they could not determine whether the fatality was the result of suicide. The response to this question was left blank in an additional 4 percent of returned forms. Together, these represent the 12 percent reported above.

1. Introduction

1.1 Background

An average of 458 people are killed in railroad-trespasser incidents each year. Between 2005 and 2010, there were approximately 2,749 trespasser fatalities.⁷ Because trespassers make up the leading group of railroad-related fatalities, understanding the circumstances surrounding these events and preventing such fatalities is of great importance.⁸ The Federal Railroad Administration (FRA) currently requires railroads to submit certain information on its Form FRA F6180.55, “Railroad Injury and Illness Summary”, with regard to rail-related fatalities pursuant to 49 CFR Part 225. During the course of this study NAM, collected additional demographic information directly from the coroners/CMEs in order to gain a better understanding of the deceased.

FRA is charged with ensuring and improving rail safety and commissioned a study in 2008 to identify detailed demographic information regarding the decedents in these incidents. FRA and other groups used the data developed from the 2008 Report to create new outreach initiatives. The 2008 Report was based upon data from fatalities that occurred between the years of 2002 and 2004. The present study is a followup to that 2008 Report and incorporates a larger data set of fatalities that occurred between 2005 through 2010.

As with the previous study, the reader should note that results discussed in the following pages need to be interpreted within the context of certain caveats. First, the results of the current study might or might not generalize beyond the population of those who died in railroad-trespasser incidents to those who trespassed but did not die. So, caution should be used when making such generalizations. Second, because not every coroner/CME jurisdiction in which a fatality occurred is represented in the analyses, results might or might not be generalizable to all jurisdictions. There is no evidence to suggest that unrepresented jurisdictions are systematically different from represented jurisdictions, but nonetheless, caution should be taken when making generalizations outside the jurisdictions represented in the current study.

1.2 Concept

The present study constitutes an effort to learn more about decedents in railroad-trespasser incidents. As Figures 1 and 2 below demonstrate, railroad-trespasser fatalities in the years 2005 through 2010 occurred throughout the U.S., indicating that FRA’s outreach efforts cannot be based on simple geography, but must target a more specific demographic profile. For a tabular form of these figures, see Appendix C.

⁷ For FRA accident/incident reporting purposes under 49 CFR Part 225, in the FRA Guide for Preparing Accident/Incident Reports, FRA defines TRESPASSER (CLASS E) as persons who are on the part of railroad property used in railroad operation and whose presence is prohibited, forbidden, or unlawful. Employees who are trespassing on railroad property are to be reported as “Trespassers” (Class E).

⁸ NOTE: A person on a highway-rail grade crossing should not be classified as a Trespasser (Class E) unless: (1) the crossing is protected by gates or other similar barriers, which were closed when the person went on the crossing, or (2) the person attempted to pass over, under, or between cars or locomotives of a consist occupying the crossing. A person or vehicle that enters the crossing without a physical barrier (e.g., gates in a lowered position) is not classified as a trespasser, even when the highway-rail grade crossing lights are activated or other warning systems are functioning. The person would be classified as a nontrespasser.

More than geographical location of railroad fatalities alone, knowledge of demographic variables such as age, gender, socioeconomic and family situations, as well as other more psychographic variables associated with railroad fatalities will enable FRA to develop targeted educational programs. This messaging can then be more efficiently distributed to the appropriate audiences. An identified profile, or market analysis, of those who are most at risk for railroad-trespasser incidents will indicate whom to target for these initiatives. Such a market analysis requires a home address for each fatality to which marketing database vendors can append appropriate demographic and psychographic data. It is for this purpose that this study was initiated.



Figure 1: Railroad Trespasser Fatalities by State for the years 2005 through 2010



Figure 2: Railroad Trespasser Fatalities per 100,000 Population for the years 2005 through 2010

FRA's Form FRA F6180.55a captures certain, limited demographic information regarding the decedent. As such this study worked to gather additional key demographic information through correspondence with coroners/CMEs and outside research. These sources included county coroner and state CME death reports for decedents' street addresses, the U.S. Census for demographic data associated with home addresses, and commercial databases for consumer psychographic data associated with home addresses.

1.3 Objectives

The major objective of this study is to provide policymakers and other groups with information that will enable them to more directly target individuals who are most at risk of being struck by trains while trespassing on rail rights-of-way. This is accomplished by generating demographic profiles of decedents and generalizing them to the national population. Where the decedent profile differs dramatically from that of the U.S. population at large, an opportunity for targeting the appropriate audience is identified. In other words, differences between the decedents and the U.S. population suggest ways in which those who are most at risk of being involved in railroad-trespasser incidents may be effectively targeted by outreach efforts.

This study is an update to the 2008 Report that incorporated data from 2002 through 2004. The present study incorporates data from railroad-trespasser fatalities occurring from 2005 through 2010. Both this study and the 2008 Report included a survey mailed to coroners/CMEs across the country as a means of acquiring the home addresses of incident decedents, which are necessary to acquire the additional demographic and psychographic variables for developing the profile of at-risk individuals.

2. Methodology

2.1 Survey Development

The survey sent to the coroners/CMEs associated with each fatality was modeled on the survey included in the 2008 Report. It included a letter from NAM explaining the purpose of the survey (to acquire home addresses and other demographic information associated with each railroad trespasser fatality) as well as an explanatory letter from the FRA (see Appendices D and E for copies of these letters⁹). In each letter, NAM explained to the coroners/CMEs that it would retain all personal identifying information and that data collected during the study would only be provided to the FRA and the public in the summary form.

The survey itself (Report of Railroad Trespasser Death) included a top and bottom portion (see Appendix F). The top of the form included information on each fatality obtained from the FRA database, including the location of the incident, the date of the incident, the age of the decedent, and any circumstances associated with the fatality. The bottom of the form requested coroners/CMEs to offer any additional information they had on the decedent, including gender, ethnicity, home address, whether drugs and/or alcohol were a factor, etc.

2.2 Compilation of Coroner/CME List

NAM collected and compiled the responses from the coroners/CMEs. NAM shared its findings with FRA in only the aggregate form and it did not provide FRA with the actual responses from the coroners/CMEs. FRA structured the study in this manner to alleviate any concerns of the coroners/CMEs about access to and use of their individual responses, contained personal identifying information, so as to increase the coroners/CMEs participation. No national list of these offices exists, so contact information was collected through an online search. Coroner/CME contact information was found for 2,662 (97 percent) of the original 2,749 fatality reports provided by FRA. In a few instances, no new or updated coroner/CME contact information could be identified, so the same names and addresses used in the 2008 Report were used. In the end, 564 jurisdictions¹⁰ were identified as having at least one fatality between the years 2005 and 2010.

2.3 Mailings and Followups

Prior to NAM sending the surveys to the 564 jurisdictions, FRA sent a letter to each jurisdiction explaining that it should expect a packet from NAM containing surveys addressing one or more railroad-trespasser fatality reports. Two days after FRA sent its letter, NAM sent the packets. Each packet contained a second introductory letter, this one on NAM letterhead, describing in detail what information needed to be collected and why. Also in each packet was a partially completed fatality report for every railroad-trespasser fatality in the respective jurisdiction between the years 2005 and 2010. These forms were partially completed using information contained in FRA's accident/incident database and that was reported by the railroads to FRA.

⁹ Copies of followup letters sent later in the project are not included as appendices in this report because, with the exception of some very minor edits (such as the date), the letters were identical to the originals.

¹⁰ Jurisdiction sizes, the geographical regions for which a coroner/CME is responsible, vary from State to State. Depending on the State, a coroner/CME jurisdiction may consist of a single county, only a part of a single county, multiple counties, or even the entire State.

Finally, each packet also contained a stamped, return envelope in which the coroner/CME was to return the completed forms.

After 6 weeks, NAM began to contact those jurisdictions that had not responded to the survey request. Contact was made in two ways. First, an email was sent to every jurisdiction for which an email address could be found in the initial Internet search. This represented over 200 jurisdictions. Then, a NAM representative made phone calls to non-responding jurisdictions. Due to the sheer number of jurisdictions that had not responded, calls could not be made to every jurisdiction. Instead, calls were prioritized on the basis of the number of fatalities in each non-responding jurisdiction, with those having the most fatalities being called first.

Twelve weeks after this initial followup, FRA sent a second introduction/request letter to those jurisdictions that had at least 5 fatalities and had still not responded.¹¹ Two days later, NAM sent a second packet containing the same materials included in the initial mailing. In total, 698 fatality reports were sent to 53 jurisdictions in this second followup effort.

As will be discussed in more detail below, throughout this process, representatives from a number of coroner/CME offices contacted NAM with questions or concerns regarding the forms. Some questions were easily answered and coroners/CMEs subsequently returned the forms. However, in other situations, it was determined that forms would not be returned to NAM. Reasons for these situations are described in Sections 2.4.1 and 2.4.2 below.

2.4 Responses

At least partially completed forms were returned for 1,429 (54 percent) of the 2,662 fatality surveys originally mailed.¹² This is a very strong return rate and is substantially higher than the rate typically expected from internal, mail-based surveys, which is between 30 and 40 percent. The 1,429 surveys represented fatalities from 280 (50 percent) of the jurisdictions to which forms were originally mailed.¹³ Twenty-three packets (representing 84 fatalities) were returned to sender due to incorrect addresses. Of these, 13 were re-sent when updated addresses were identified.

NAM also invited coroners/CMEs to complete additional surveys for railroad-trespasser fatalities not addressed in the package it received. NAM received 19 additional railroad-trespasser fatality reports (just over 1 percent).

2.4.1 “No Record” Responses

For 129 (9 percent) of the 1,429 responses, coroners/CMEs reported that no record of the fatality could be found. Although these forms did not contain any demographic information, they were

¹¹ It should be noted that a formatting error with regard to the fatality date occurred on this second mailing. This necessitated that all packets for this second mailing were re-sent an additional time with an explanation of the error and the corrected fatality date included.

¹² For a detailed breakout of response rates by FRA region and State, see Appendix G.

¹³ It should be noted that the return rate for the 2008 Report (69 percent) was substantially higher than that achieved in this study. However, given that many coroners/CMEs reported dramatic reductions in budgets and staffing for their offices since the previous survey was conducted, as well as the fact that a typical response rate for a study such as this is much smaller (30–40 percent), the response rate obtained in this study was considered very strong.

included in the total response rate because the coroners/CMEs did respond to the survey. However, these responses are not included in the subsequent analyses in this report. Not all coroners/CMEs reported their reasons for being unable to identify these records. Based on the few comments received from coroners/CMEs in these instances, which were consistent with those received for the 2008 Report, NAM identified a few potential causes:

- The railroad may have misreported the location of the incident.
- The decedent may have been transported to another jurisdiction before the official pronouncement of death.
- The coroner/CME file may have been misplaced.
- The coroners/CMEs may not have been notified of the incident.
- The coroner receiving the survey was not the coroner at the time of the incident. (Many coroners are in elected positions and archived records are not necessarily centralized.)

2.4.2 Non-Responses

Approximately half of the jurisdictions (284 out of 564) did not return forms to NAM. It is not known why the majority of these jurisdictions did not participate. However, based on a number of phone and email conversations during followup, the following were common reasons reported for not responding.

- Insufficient staffing (this was an especially common response given the current economic situation in many States and counties).
- Could not find records by date and time alone—needed decedent’s name (which NAM could not provide as it is not information that the railroads are required to submit to FRA).
- Some coroners/CMEs stated that providing this information is against State law.
- The requesting entity is required to pay a fee to obtain the requested information (it was determined that NAM could provide a large enough sample without going through the extra expense of paying for records in these instances).
- Records for older fatalities were not transferred when a new coroner/CME took over.

3. Analyses

3.1 The Data

As reported above, 1,429 (54 percent) of the original 2,662 forms were returned. However, only 1,300 of these forms were partially or wholly completed, so this number will be used as the denominator for calculating response rates in the subsequent analyses. Table 1 shows the percent of usable data obtained for each of the demographic and circumstantial data elements requested from coroners/CMEs.

Note that street address, one of the most important data elements to the current research, was fully completed in only 951 (73 percent) instances.¹⁴ NAM did not collect information from coroners/CMEs as to why they did not have complete addresses for all decedents. One could speculate that certain jurisdictions simply do not collect the information, are not willing to share the information, or could not identify the identity/official residence of the decedents. Further investigation into this issue would be necessary to determine the reason for this relatively low response rate.

Table 1: Response Rates by Survey Item

Category	# Complete	% Complete
Age¹⁵	1,241	95%
Gender	1,297	99.8%
Ethnicity	1,132	87%
Race	1,188	91%
Street Address	951	73%
City, State, Zip	1,052	81%
Alcohol Involved	1,141	88%
Drugs Involved	1,083	83%
Suicide	1,252	96%
Incident Description	1,091	84%
Total Responses	1,300	

¹⁴ FRA November 9, 2010, final rule titled, Miscellaneous Amendments to the Federal Railroad Administration's Accident/Incident Reporting Requirements adopted amendments requiring railroads to provide longitude and latitude for all trespasser casualties on the Form FRA F6180.55a. 75 FR 68862.

¹⁵ Age data are captured on Form FRA F6180.55a and FRA provided this information NAM. In a very small number of cases, coroners/CMEs reported different ages than those provided by the railroads to FRA. However, these few changes did not meaningfully impact the results of any analyses so they were not included in the study.

4. Response Analyses

Although not every returned form was completed in its entirety, at least some demographic or other contextual information was provided on all of the 1,300 usable forms returned by coroners/CMEs. These data were analyzed independently, compared with results from the 2008 Report, and also compared to national norms. Because raw data from the 2008 Report were not provided, longitudinal comparisons were only possible in some instances. However, as seen below, in the vast majority of cases, responses to the current survey were very similar to responses in the 2008 Report. Unless noted otherwise, data for all national norm comparisons were collected from 2010 U.S. Census data.

4.1 Age

FRA provided age information for 1,241 (95 percent) decedents. The reported decedents' mean age at time of death was 37.9 years. This is very close to the mean age of 37.5 years reported in the 2008 Report. The median age (not reported in 2008) was 38 years, suggesting the age distribution of decedents is close to normal. As seen in Figure 3 below, the distribution of ages for railroad fatalities is skewed much younger than the national distribution of living individuals. In fact, two out of every three railroad trespassing fatalities occur between the ages of 20 and 49.

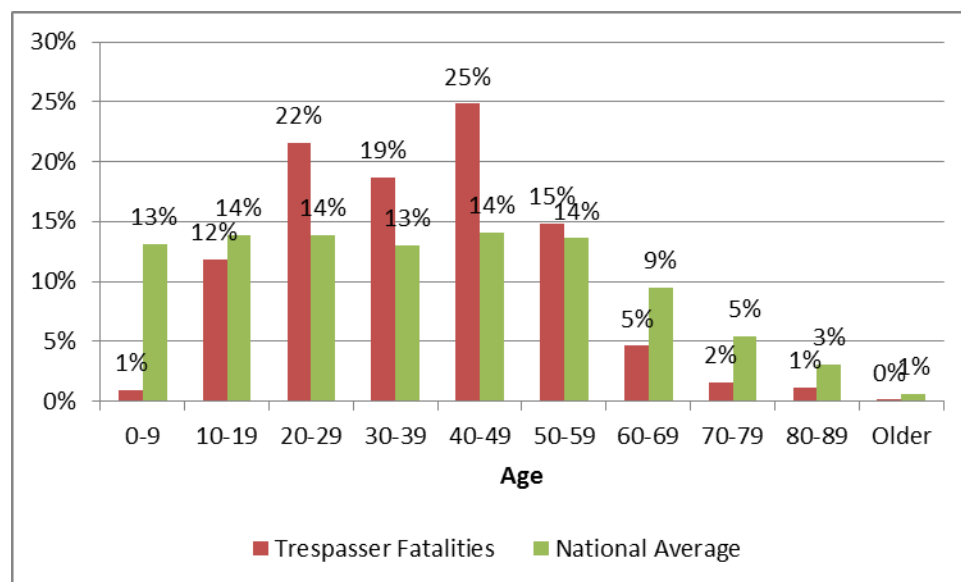


Figure 3: Age Distribution of Railroad Fatalities

4.2 Gender

Gender was provided for 1,297 (99.8 percent) of the returned reports. Males represented 82 percent of the railroad-trespasser fatalities for the years included in the current study. As seen in Figure 4, this is down 5 percent from the 2008 Report. Despite this modest decrease, the story remains that the vast majority of decedents in railroad-trespasser incidents continue to be male. This fatality ratio greatly exceeds the national gender ratio in which the number of males and females is nearly equal.

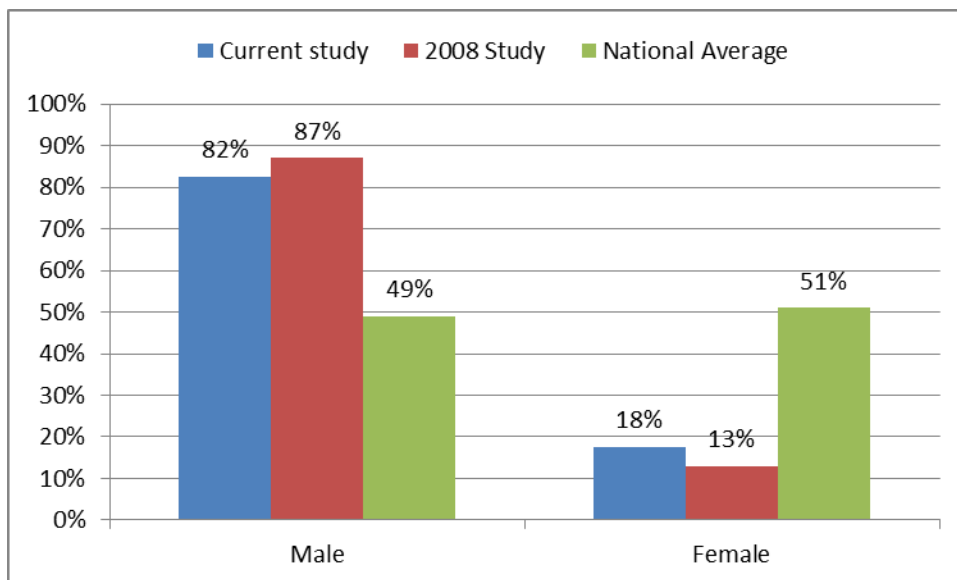


Figure 4: Decedent Gender

4.3 Gender by Age

Based on the 1,238 responses for which both gender and age were provided, the average age of female decedents was 38.2 years, versus 37.9 years for males. As seen in Figure 5, these numbers are nearly identical to the numbers collected in 2008.



Figure 5: Decedent Gender by Age

When comparing age distributions of male and female fatalities as percentages, some important differences arise (see Figure 6). In the current study, younger (under 19 years old) and older (over 50 years old) women are proportionally more likely to be involved in fatal railroad trespassing incidents than men in those same age groups. However, men between the ages of 20–49 are more likely to be involved in such incidents than women in those same age groups.

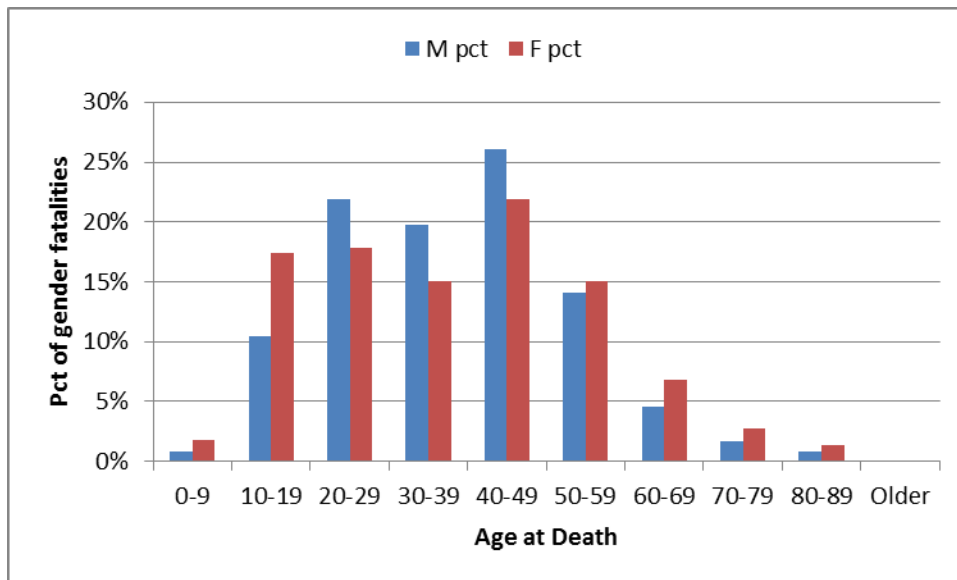


Figure 6: Decedent Age Distribution by Gender

The pattern represented in Figure 6 above is very similar to that found in the 2008 Report, with one major exception. In 2008, there was a large spike in the percent of females between the ages of 35 and 39. Clearly, there was no such spike in the current study. Given that the sample size (especially of women) in the current study is substantially larger than the 2008 Report, it is possible that the spike in the previous study was due to a smaller sample.

Table 2: Incidents of All Kinds as a Leading Cause of Death by Age and Gender

Age	Male			Female		
	Rank	Count	Percent of Deaths	Rank	Count	Percent of Deaths
All Ages	#3	78,378	6.40%	#6	43,524	3.50%
Age 25–34	#1	11,223	37.90%	#1	3,365	26.60%
Age 35–44	#1	11,322	23.70%	#2	4,743	16.50%
Age 45–54	#3	13,882	12.10%	#3	6,472	9.10%

Another important point to consider when comparing the ratio of male and female railroad-trespasser fatalities is the overall likelihood for men or women of certain ages to die from accidental incidents of all kinds. In general, as Table 2 above shows, men are more likely to die from accidental causes of all types than are women.¹⁶ Nationally, men aged between 25 and 54 (the ages most at risk in the current study) are 2½ times more likely than women to die from accidental causes of all types. In the current sample of railroad-trespasser fatalities, men are more than 4½ times more likely than women to be killed. This suggests that men are much more likely to be involved in fatal railroad-trespasser incidents than would be expected based on

¹⁶ Data taken from the Center for Disease Control's National Vital Statistics Report dated June 6, 2012. Data are current as of the end of 2008.

national accidental death statistics. As discussed below, the high proportion of suicide-related railroad fatalities likely explains at least some of this increased likelihood.

4.4 Ethnicity

As the classification of “Hispanic” is self-identified, identifying decedents as Hispanic is somewhat tenuous. On the fatality report form, coroners/CMEs were asked to identify whether or not the individual was Hispanic. As there was no way to verify this designation, this data must be considered with caution.

As stated previously, 87 percent of the returned forms included a response to the ethnicity. Figure 7 shows 16 percent of the decedents in the current study were classified as Hispanic and 84 percent as non-Hispanic or Latino. The number of non-Hispanic decedents is up very slightly from the 2008 Report but is now directly in line with the national average, suggesting that persons who are killed in railroad-trespasser incidents are no more likely to be Hispanic/Latino than would be expected based on population norms.

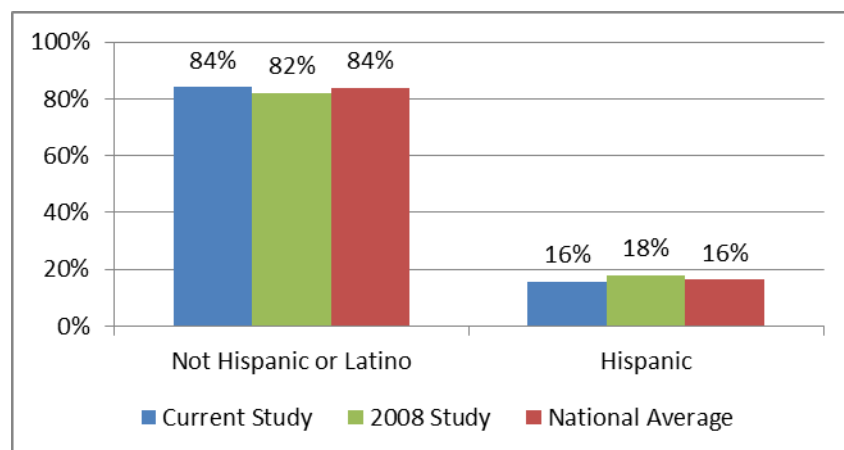


Figure 7: Decedent Ethnicity

4.5 Race

Of the completed fatality report forms, 91 percent included a response on the race classification question. As was the case in 2008, the population in the current study is decidedly more White and African American than is the national population.¹⁷ As seen in Figure 8, 81 percent of decedents in the current study are White, up 3 percent from the 2008 Report and 9 percent above the national average. Similarly, African American decedents are up 3 percent from the 2008 Report and are 6 percent above the national average. In the current study, the American Indian population more closely represents the national average than it did in the 2008 Report.

¹⁷ Appendix H contains the chi square analysis, showing that this difference is, in fact, statistically significant.

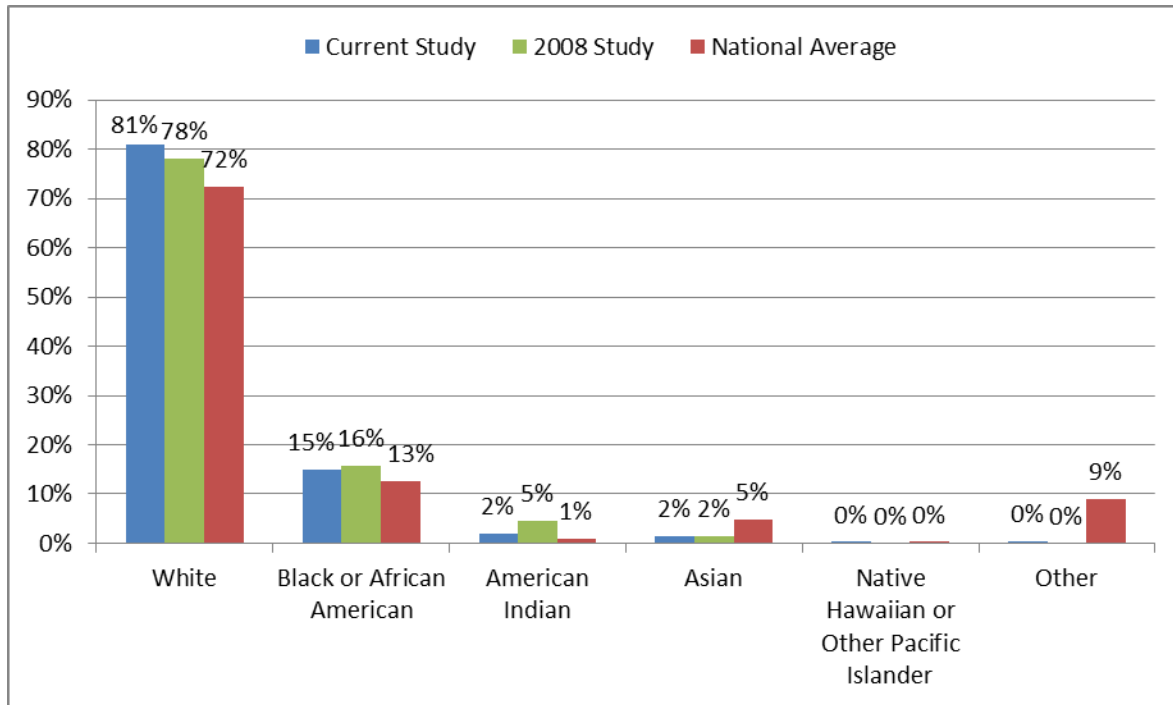


Figure 8: Decedent Race

4.6 Gender by Race and Ethnicity

Of the 1,300 returned forms in the current study, 1,131 (87 percent) contained both gender and ethnicity information and 1,188 (91 percent) contained both gender and race information. As was the case in the 2008 Report, conclusions made from a race-by-gender analysis are tenuous, especially for Native Americans and Asians because of small sample sizes. However, it does appear that Hispanic men are proportionally more likely to be involved in fatal railroad-trespasser incidents than are Hispanic women. The gender difference is more muted among White men and women in the present study than it was in the 2008 Report. Table 3 below shows the total number of fatalities for both men and women across race and ethnicity, as well as the ratio of men to women for both the current study and the 2008 Report.

Table 3: Decedent Gender by Race and Ethnicity

	Native American	Black	White	Asian	Hispanic*
Female	5	27	177	2	14
Male	18	150	786	16	166
Total	23	177	963	18	180
2012 Ratio M/F	3.6	5.6	4.4	8.0	11.9
2008 Ratio	4.3	7.6	6.5	3.0	9.1

*Hispanic ethnicity is not mutually exclusive of other racial divisions in table.

4.7 Alcohol and/or Drugs

Of the 1,300 returned forms, 88 percent identified whether alcohol was involved in the fatalities and 83 percent identified whether drugs were involved.¹⁸ Coroners/CMEs had the option of selecting “yes,” “no,” or “unknown” in response to these questions. For purposes of this analysis, in the instances where no response was received, the “unknown” response option was assumed.

Using this conservative methodology, it can be stated confidently that at least 52.4 percent of all incidents involved either alcohol and/or drugs. This number is down slightly from the 2008 Report that reported 56.7 percent. Using a more liberal approach, in which nonresponses are not recoded to “unknown,” but rather omitted from analysis entirely, the percentage of incidents in the current study that involved either alcohol and/or drugs increases to 59.4 percent, also down from the 2008 Report at 66 percent.

The following table (Table 4) represents a more granular look at the involvement of drugs and/or alcohol using both the conservative approach (recoding missing data to “unknown”) and the more liberal approach (omitting missing data from analysis) described above.

Table 4: Drugs and/or Alcohol and Involvement in Incident

	Conservative Approach		More Liberal Approach	
	Yes	No	Yes	No
Drugs and/or Alcohol	52.4%	34.2%	59.4%	40.5%
Alcohol only	44.0%	43.7%	50.1%	49.8%
Drugs only	19.1%	64.0%	22.9%	76.8%
Both	10.7%	71.9%	12.9%	86.8%

4.8 Type of Incident

Coroners/CMEs were provided the opportunity to describe the circumstances surrounding the fatality. Specifically, they were asked to describe what the decedent was doing or trying to do at the time of the incident. Eighty-four percent of the forms contained at least some type of description. Each of these responses was categorized into one of 12 categories.

For the sake of consistency, the same categories were used in the current study as were used in the 2008 Report¹⁹. Table 5 below represents the frequency of occurrence in each category for both the 2008 and 2012 studies. A complete list of responses and their assigned categories is included in Appendix I.

¹⁸ It should be made clear that this only indicates whether drugs or alcohol were involved at some level in the incident and not whether the drugs or alcohol were the cause or a significant factor in the incident.

¹⁹ It is especially important to note in collecting data that was used as the basis for the 2008 Report, FRA did not directly ask whether a fatality was the result of a suicide (as was done for this study) rather the contractor calculated the approximate number of trespasser fatalities that were fact suicides based upon information returned by the coroner/CME. However, it is important to compare and analyze the data between the two reports to the extent possible to gain a better understanding of trespasser casualties.

Categorization of this sort is subject to a fair amount of error because it involves a large degree of subjectivity. So, making major causal conclusions based solely on differences identified in Table 5 is discouraged.

Table 5: Incident Description Frequencies

Category	Explanation	2012 count	2008 count	2012 pct	2008 pct
Across	Walking or running across track(s)	93	62	8.5%	6.6%
ATV	ATV, dirt bike, snowmobile, etc.	16	18	1.5%	1.9%
Bridge	Involved a bridge or trestle	21	13	1.9%	1.4%
Foul Play	Foul play suspected	3	4	0.3%	0.4%
Other	Insufficient information to categorize	174	128	15.9%	13.7%
Outside	Appeared to be walking or standing outside track gauge	41	20	3.8%	2.1%
Riding	Riding or getting on or off train	31	46	2.8%	4.9%
Sleeping	Sleeping, lying, reclining, lounging, sitting on track or in gauge	234	186	21.5%	19.9%
Suicide	Coroner/CME used the word “suicide” or “intentional” in describing incident	88	167	8.1%*	17.9%
Probable	Probable suicide, but not so indicated by Coroner/CME ²⁰	100	49	9.2%*	5.2%
Vehicle	Involved a truck or automobile	40	24	3.7%	2.6%
Walking	Walking, standing on track	250	218	22.8%	23.3%
Total		1091	935		

*Although the current study also included a question directly addressing whether the incident was determined to be a suicide, to maintain consistency across reports, this subjective categorization method was also used. A more robust discussion on suicides can be found in section 4.9 of this report.

At least two categories in Table 5 above seemed to have a set of very distinct subcategories. The Sleeping category title, for example, is a bit misleading because in fact only 16 percent of the 234 incidents actually involved a decedent who was asleep or passed out on the tracks. The remaining majority of these incidents consisted of persons who were either laying or lying on the tracks (51 percent) or were sitting on the tracks (32 percent).

²⁰ As indicated above, in 2008, coroners/CMEs were not directly asked whether a trespasser fatality was ruled a suicide. Rather, Cadle Creek Consulting categorized certain fatalities as suicides based upon information contained in the coroners/CMEs responses (or on the Form FRA F6180.55a). During the current study, coroners/CMEs were directly asked whether a fatality was ruled a suicide, and those numbers are listed in the suicide category. However, to maintain statistical consistency across reports, “probable suicides” are also identified and listed in a separate category. This category represents fatalities for which the coroner/CME did not state that the fatality was the result of suicide but verbiage contained in the coroners/CMEs response (or on the Form FRA F6180.55a) led NAM personnel to believe the act was likely intentional. This report separates suicides from probable suicide because, for FRA’s reporting purposes, a fatality is only considered a suicide if a coroner or other public authority rules the death a suicide. See 49 CFR § 225.5.

Similarly, the walking category consisted primarily of persons actually walking along the tracks, with 74 percent of the 250 descriptions indicating this. However, the remaining 26 percent of incidents in the walking category actually included persons standing, playing, bending over, or being stuck on the tracks.

Finally, although the numbers are small, it should be noted that coroners/CMEs indicated decedents were listening to music in 1.8 percent of incidents, and the following persons or situations were included in just under 1 percent of incidents: deaf persons, bicycles, fishing, and walking dogs.

4.9 Suicides

For the years covered by the current study, suicides were not reportable casualties under 49 CFR Part 225. As such, the suicides identified during this study represent only those trespasser casualties that were reported to FRA as a trespasser-fatality and in which the response from the coroners/CMES in fact ruled them suicides. Descriptions and statistics regarding suicides in the current study therefore potentially represent only a portion of all railroad suicides and should be interpreted cautiously. That being said, the following information is still valuable because it provides context to at least a portion of railroad suicides and can be used to help reduce the incidence of railroad suicides in the future.

One question specifically addressing suicides was included in the current study that was not included in the 2008 Report. When asked whether the incident was determined to be a suicide, 96 percent responded with either “yes,” “no,” or “undetermined.” For the current analysis, the 4 percent that had no response were recoded to be “undetermined.”

The data suggest that just over 1 in 4 (27.7 percent) railroad-trespasser fatalities are the result of suicide, with an additional 12 percent being undetermined.²¹

²¹ For FRA’s reporting purposes, a death is only considered a suicide if a coroner or other public authority rules the death a suicide. See 49 CFR § 225.5.

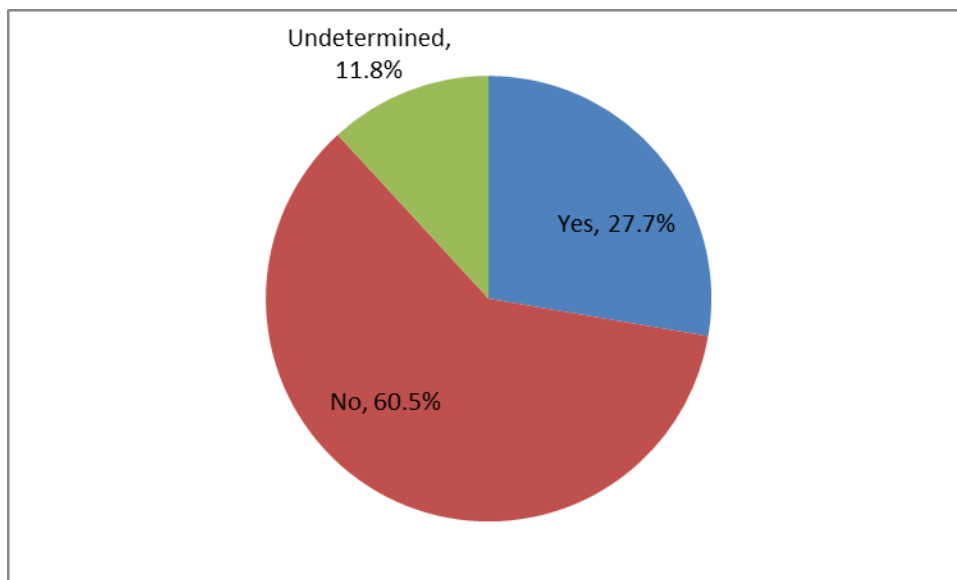


Figure 9: Suicide as Cause of Incident

4.10 Suicides by Age and Gender

As can be seen in Figure 10 below, suicides for males follow a similar age distribution as do all railroad-trespasser fatalities for males (see Figure 6 on page 12 of this report), with one exception. Men, ages 20–29, are relatively more likely to commit suicide than are the other age demographics. Females, on the other hand, follow an entirely different distribution when isolating suicides than they do for all rail trespasser fatalities in general. The likelihood for suicide by train increases as women age, and plateaus at ages 40–59 before falling off dramatically. These results, especially for the females, should be interpreted cautiously, however, due to a fairly small sample size.

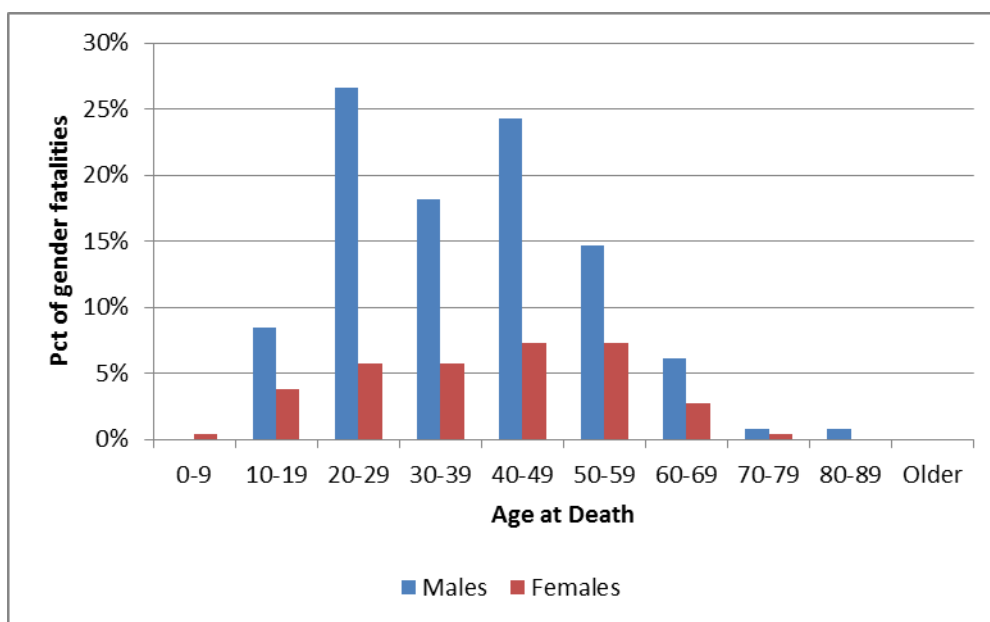


Figure 10: Age Distribution of Suicides by Gender

4.11 Drugs and Alcohol as a Factor among Suicides

As was also indicated in the 2008 Report, alcohol is much more likely to be a factor in non-suicide fatalities than it is in suicides. The current study shows alcohol is involved in only 28 percent of confirmed suicides, compared to 50 percent of non-suicide fatalities. The incidence of drugs, however, is consistent across suicides and non-suicides, with 19 percent of both involving drugs.

Overall, a non-suicide fatality is 18-percent more likely to involve drugs and/or alcohol, with drugs and/or alcohol being involved in just fewer than 40 percent of suicides, compared to just over 58 percent in non-suicide fatalities.

5. Market Analysis

5.1 Method of Analysis

A primary goal of the present research was to develop a profile of the individuals most likely to become involved in a railroad-trespasser incident. This profile will enable FRA and others to begin targeted outreach efforts aimed at individuals most at risk for these incidents. Such a profile will be maximally effective if it extends beyond simple demographic profiling and includes psychographic characteristics as well. However, given the limited knowledge about each of the fatalities available to the FRA, it was necessary for NAM to acquire additional data for each fatality from a third-party source. NAM partnered with Acxiom Corporation (Acxiom) to provide the consumer and psychographic data presented in the following section. A list of all of the railroad fatalities from the completed fatality reports was sent to Acxiom for the purposes of appending to the demographic data gathered from coroners'/CMEs' additional publicly available consumer and psychographic variables that enabled NAM to better identify the life stages, socioeconomic circumstances, consumer behaviors, and attitudes of decedents. It is hoped that the information provided in the following section will enable FRA and others to more precisely identify segments of the population on whom to focus risk mitigation efforts.

When appending consumer behavior and psychographic data at the individual level, some basis for the identity of the individual is necessary. Given that the names of the decedents in this study were unknown, NAM and Acxiom approximated identity on the basis of physical mailing address. This can introduce some uncertainty to the conclusions drawn about the railroad fatalities studied in this report, as it is impossible to identify the exact home address in the majority of cases. However, because conclusions will be drawn in the aggregate, and not at the individual level, this uncertainty is mitigated. Due to incomplete information, matches between the list of decedents and Acxiom's database were made for 958 of the 1,429 returned forms. Of those, 655 matched at the Zip+4 level (which includes about 4 households) and 303 matched at the general zip code level (approximately 3,000 households). Because names of decedents were not solicited in the current study, no matches could be made at the household level. However, because of the transient nature of many of the decedents and the age of many of the files, it is not likely that a large percentage of incidents would have matched at the correct household level anyway.

5.2 Market Analysis Results

Acxiom has identified 70 distinct market segments they call Personix Clusters. These roll up into 21 Life Stage Groups.¹ These clusters and life stage groups are descriptive of the attitudes, consumer behaviors, and family and life stages of distinct groupings of individuals in the United States. Marketers employ this information as key aspects of their targeting efforts as it enables them to design and define campaigns that will be maximally relevant to their target audiences. Decedents in the current study mapped into 64 of the 70 clusters and into each of the life stage groups. Table 6 below indicates the percent of decedents in the current study who map into each cluster, the national norms for each cluster, and an index value.²

¹ For a much more detailed description of Acxiom's market segments, the reader is encouraged to download the Personix Cluster Perspectives book by following this link: <http://www.acxiom.com/site-assets/binder-personix/>.

² For a similar index of how the current sample indexes to the broader Life Stage Groups, see Appendix J.

Table 6: Index of all Personix Clusters

Cluster Names	% of Decedents	National Norms	Sample Index
KIDS & RENT	11.75%	2.23%	527%
RESILIENT RENTERS	3.24%	0.79%	410%
RESOLUTE RENTERS	5.83%	1.53%	381%
STILL TRUCKIN	2.19%	0.68%	322%
EARLY PARENTS	4.46%	1.39%	321%
DOWNTOWN DWELLERS	5.35%	1.71%	313%
HUMBLE HOMES	3.81%	1.70%	224%
THE GREAT OUTDOORS	2.35%	1.06%	222%
TRUCKIN' & STYLIN'	1.46%	0.80%	182%
MOBILE MIXERS	3.08%	1.73%	178%
HOME COOKING	1.94%	1.22%	159%
MID AMERICANA	1.38%	0.92%	150%
DYNAMIC DUOS	1.30%	1.12%	116%
RURAL RETIREMENT	2.19%	2.05%	107%
ROLLING STONES	1.05%	0.99%	106%
FUN & GAMES	1.70%	1.72%	99%
CARTOONS & CARPOOLS	1.30%	1.38%	94%
SOCCER & SUVS	1.13%	1.36%	83%
URBAN TENANTS	1.86%	2.29%	81%
FARMLAND FAMILIES	0.81%	1.06%	76%
MODEST WAGES	0.32%	0.45%	72%
CHILDREN FIRST	0.89%	1.28%	70%
PENNYWISE PROPRIETORS	0.32%	0.47%	69%
SHOOTING STARS	0.57%	0.87%	65%
SITTING PRETTY	1.30%	2.03%	64%
COLLEGIATE CROWD	1.13%	1.83%	62%
KIDS & CLOUT	0.49%	0.82%	59%
FIRST DIGS	0.65%	1.15%	56%
URBAN SCRAMBLE	0.73%	1.33%	55%
PENNYWISE MORTGAGEES	0.24%	0.49%	50%
SAVVY SINGLES	1.46%	2.97%	49%
THRIFTY ELDERS	0.57%	1.23%	46%
RURAL PARENTS	0.49%	1.11%	44%
METRO PARENTS	0.97%	2.29%	42%
RURAL EVERLASTING	0.73%	1.75%	42%
RURAL ROVERS	0.49%	1.20%	41%
MIDTOWN MINIVANNERS	0.73%	1.82%	40%
COMMUNITY SINGLES	0.32%	0.82%	40%
YOUNG WORKBOOTS	0.24%	0.66%	37%
FAMILY MATTERS	0.41%	1.10%	37%
FULL STEAMING	0.57%	1.69%	34%
MARRIED SOPHISTICATES	0.16%	0.57%	28%
METRO MIX	0.16%	0.57%	28%
CAREER BUILDING	0.49%	1.73%	28%
WORK & CAUSES	0.24%	0.89%	27%
CORPORATE CLOUT	0.49%	1.78%	27%
DEVOTED DUOS	0.41%	1.52%	27%
SKYBOXES & SUBURBANS	0.24%	1.04%	23%
ESTABLISHED ELITE	0.57%	2.74%	21%
SPOUSES & HOUSES	0.08%	0.44%	18%
CLUBS & CAUSES	0.32%	1.88%	17%
SUBURBAN SENIORS	0.32%	1.95%	17%
OUTWARD BOUND	0.16%	0.99%	16%
CITY MIXERS	0.08%	0.65%	12%
SOLID SINGLE PARENTS	0.41%	3.37%	12%
APPLE PIE FAMILIES	0.41%	3.48%	12%
RAISIN' GRANDKIDS	0.32%	2.79%	12%
PLATINUM OLDIES	0.24%	2.23%	11%
COUNTRY WAYS	0.16%	1.53%	11%
COUNTRY COMFORT	0.16%	1.58%	10%
HARD CHARGERS	0.08%	0.96%	8%
TIMELESS ELDERS	0.08%	1.21%	7%
LAVISH LIFESTYLES	0.16%	2.50%	6%
ACRED COUPLES	0.08%	1.38%	6%
SOLO AND STABLE	0.00%	0.55%	0%
FIRST MORTGAGE	0.00%	0.69%	0%
COUNTRY SINGLE	0.00%	0.70%	0%
SUMMIT ESTATES	0.00%	1.15%	0%
TOTS & TOYS	0.00%	1.64%	0%
CAREER CENTERED SINGLES	0.00%	2.17%	0%

This index value indicates whether railroad fatalities are over (higher values) or underrepresented (lower values) within particular clusters relative to the national population and will be key in determining the profile of the typical railroad fatality. An index value of 100 percent means the percentage of individuals in the sample (in this case, decedents in railroad-trespasser incidents) is the same percentage as the national average. A number significantly higher than 100 percent indicates an overrepresentation of that segment in our sample. More importantly to the current study, it indicates a market segment in which risk mitigation efforts should be emphasized.

Table 7: Description of Clusters Indexed at 200% or Higher

Kids and Rent:	These lower-income households are a combination of singles and married couples, all of whom have children. They are mostly renters, living in both single-family and multi-family apartment buildings.	Income: Low Net worth: <\$5k Urbanicity: City & Surrounds Marital Status: Single/Married Age: 30–45
Resilient Renters:	Resilient Renters represents singles with high school and vocational/technical educations. At a mean age of 39, they are renters in the second-tier cities and, if employed, earn lower wages in service and clerical positions.	Income: Lowest Net worth: <\$5k Urbanicity: City & Surrounds Marital Status: Single/Married Age: 36–45
Resolute Renters:	This mix of late 30-/early 40-year-olds is single and has no children. They tend to be relatively mobile renters and are on the lower rungs of income and net worth.	Income: Low Middle Net worth: <\$5k Urbanicity: City & Surrounds Marital Status: Single Age: 36–45
Still Truckin’:	These lower-income households comprises singles in their mid-50s. They are homeowners living in rural parts of the country.	Income: Low Middle Net worth: \$10k-\$999k Urbanicity: Rural Marital Status: Single Age: 46–65
Early Parents:	At a mean age of 25, Early Parents represents one of the youngest of the clusters. It contains single and married parents in their mid-20s whose spending habits and leisure time are heavily influenced by their young children and living within their means.	Income: Low Net worth: <\$50k Urbanicity: City & Surrounds Marital Status: Single/Married Age: 18–29
Downtown Dwellers:	Downtown Dwellers is a group of lower-income, single, downtown-metro renters. This upper-middle-aged, high school and vocationally/technically educated group makes ends meet with low-wage clerical and service jobs.	Income: Low Net worth: <\$10k Urbanicity: Downtown Metro Marital Status: Single Age: 46–65
Humble Homes:	Humble Homes comprises small-town couples in their mid- to upper-50s. They are long-time homeowners working in a mix of white-collar and blue-collar jobs.	Income: Low Net worth: <\$500k Urbanicity: Suburbs & Towns Marital Status: Married Age: 46–65
The Great Outdoors:	The Great Outdoors households are young empty-nest couples living in very rural areas. They enjoy rural and solitary pursuits.	Income: Low Middle Net worth: <\$10k-\$999k Urbanicity: Rural Marital Status: Married Age: 46–65

The clusters that index at least two times higher than national norms (i.e., those with index values of at least 200 percent) are detailed in Table 7. Descriptions in the table are taken directly from Acxiom’s Personix Cluster Perspective publication (referenced in footnote 23). A

complete list of cluster descriptions can be found in Appendices K and L. In addition, a more detailed list of how decedents mapped into specific clusters can be found in Appendix M.

Some key conclusions may be drawn from a review of the clusters on which decedents in railroad-trespasser incidents index higher than the norm. An overwhelming theme from this analysis is that these individuals are likely to be renters. The rental units may be single- or multi-unit dwellings and are typically located in second-tier cities. Decedents typically have lower income and educational levels and marital status is not a factor. If they have children in their household (regardless of marital status), they are likely to be younger, typically in their twenties or thirties. There are some decedents who are from more rural or isolated areas. These individuals are likely to be somewhat less socially engaged and may enjoy being removed from urban areas.

5.3 Market Analysis Conclusions

The results of the marketing analysis suggest two potential marketing targets for FRA's efforts to reduce the number of railroad fatalities. The first would be younger, lower income, urban renters in second-tier cities with railroads. The second would be lower income, rural homeowners who are likely to be empty-nesters or couples with no children. In either case, it is recommended that FRA focus on educational programs related to the potential dangers of the railroad lines that are in the local vicinities of the areas in which these individuals live. Given the number of incidents associated with the fatalities studied in this report that are related to things such as walking along or crossing over railroad lines, it is likely that the vast majority of these incidents occurred near the decedents' homes.

6. Findings

On the basis of the findings of the present study, we can draw several general conclusions about the characteristics of decedents in railroad-trespasser incidents.

1. Decedents in railroad-trespasser incidents are much younger than national norms, with two-thirds of decedents being between the ages of 20 and 49 and an average age at death of approximately 38.
2. Decedents in railroad-trespasser incidents are highly likely to be male (82 percent of the time), though this trend has seen a modest decline of 5 percent from the previous study. When examining the age by gender interaction, it may be seen that a relatively higher proportion of fatalities at younger (under age 19) and older (over age 50) ages are female, and a relatively higher proportion of fatalities in ages 20–49 are male.
3. Race does play a role in railroad-trespasser incidents. Whites and African Americans are overrepresented among fatalities relative to national norms. Hispanics/Latinos, American Indians, Asians, and Pacific Islanders are all represented at levels expected based on national norms. Though males remain predominant among fatalities, the male to female ratios for Whites and African Americans has decreased somewhat from the 2008 Report.
4. Drugs and/or alcohol are associated with approximately half of all railroad fatalities.
5. The types of incidents associated with railroad fatalities in the current study remained largely consistent with the 2008 Report. These included walking along or across railroad lines, sleeping or sitting on the tracks, and suicide.
6. The present study directly asked coroners/CMEs whether the fatalities were the result of suicide. Results indicate that just over one quarter (27.7 percent) of all deaths were considered suicides. Fatalities for males ages 20–29 were disproportionately more likely to be suicides as compared to the distribution of all male fatalities. For females, the proportion of suicides steadily increases through ages 50–59, with older female fatalities being much less likely to be suicides.
7. Drugs and alcohol are disproportionately less common among suicides than other railroad fatalities.
8. Based on the market analysis, it may be seen that railroad-trespasser fatalities are likely to be renters. Their rental units are typically located in second-tier cities. Decedents are also more likely to come from lower income and educational levels and may be married or unmarried. Those decedents who have children are likely to be younger, typically in their twenties. A subset of decedents is from more rural or isolated areas. These individuals are likely less socially engaged and may enjoy being removed from urban areas.

Appendix A: Decedent Demographic and Behavioral Profile

	Current Study	2008 Study	National Norms ³
Age			
Mean Age at Death	37.9	37.5	78.2
Gender			
Male %	82%	87%	49%
Female %	18%	13%	51%
Gender by Age			
Male Mean Age at Death	37.8	37.4	75.9
Female Mean Age at Death	38.3	38.3	80.7
Ethnicity			
Hispanic	16%	18%	16%
Not Hispanic	84%	82%	84%
Race			
White	81%	78%	72%
Black/African American	15%	16%	13%
American Indian	2%	5%	1%
Asian	2%	2%	5%
Native Hawaiian	0%	0%	0%
Other	0%	0%	9%
Gender by Race (M/F Ratio)			
White	4.4	6.5	NR
Black/African American	5.6	7.6	NR
Hispanic	11.9	9.1	NR
Alcohol/Drugs⁴			
Drugs and/or Alcohol	52%	57%	NR
Alcohol	44%	NR	NR
Drugs	19%	NR	NR
Both	11%	NR	NR
Suicide⁵			
Yes	28%	NR	NR
No	61%	NR	NR
Unconfirmed	12%	NR	NR

³ Life expectancy data are from World Bank 2010; represents life expectancy at birth.

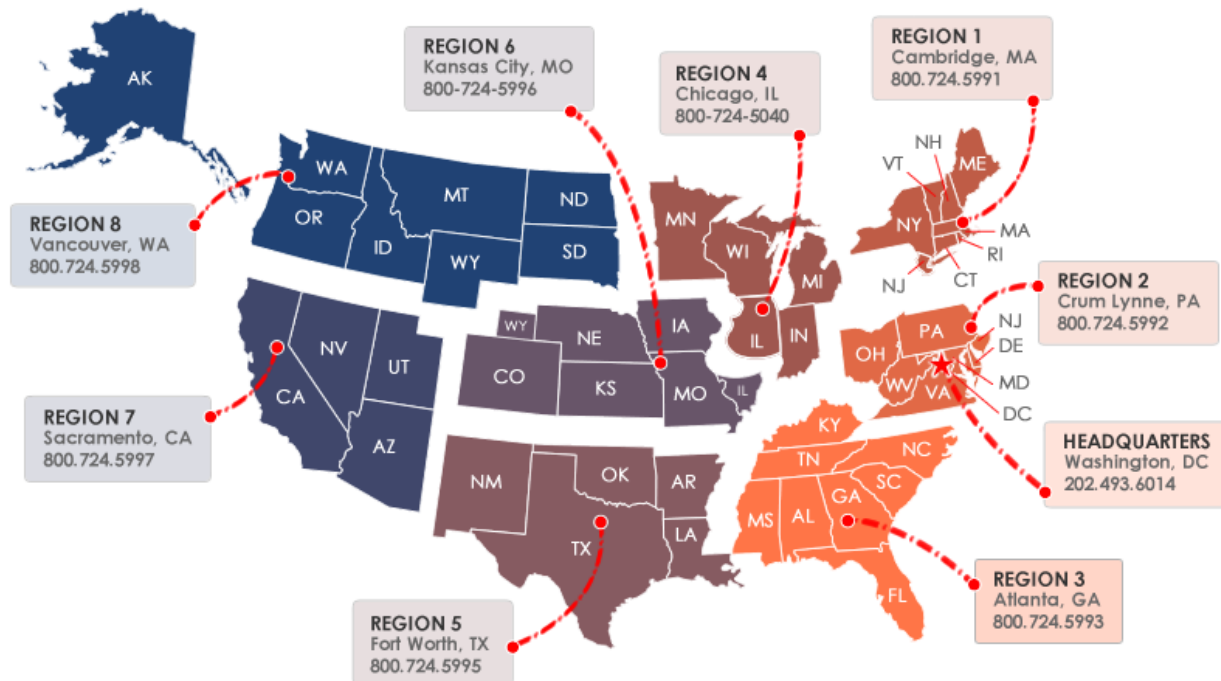
⁴ Percentages in this category represent confirmed incidents involving drugs and/or alcohol. Therefore, these are conservative numbers. For a discussion of why the numbers might justifiably be higher, see section 4.7 on pg. 15.

⁵ Suicide data in 2008 Report are estimates based on text descriptions of incidents. Therefore, they are not included in this table because they do not compare.

Appendix B: Demographics by FRA Regions

	FRA Region*								
	I	II	III	IV	V	VI	VII	VIII	Total
Forms Sent	298	390	583	345	274	130	503	139	2662
% Returned	43%	58%	68%	54%	12%	45%	71%	32%	54%
Gender									
M Count	22	167	319	123	26	45	265	34	1001
M Pct	19%	83%	85%	80%	84%	83%	81%	81%	77%
F Count	91	35	56	30	5	9	62	8	296
F Pct	81%	17%	15%	20%	16%	17%	19%	19%	23%
Age									
Mean Age	39.4	36.2	39.1	37.7	36.0	38.0	39.0	34.6	37.9
Ethnicity									
# Hispanic	17	8	30	5	4	6	105	5	180
% Hispanic	21%	5%	10%	4%	15%	12%	33%	14%	16%
# Not Hisp.	64	164	281	130	23	46	212	31	951
% Not Hisp.	79%	95%	90%	96%	85%	88%	67%	86%	84%
Race									
# American Indian	1	0	2	2	0	4	13	1	23
# Asian	3	0	2	2	0	1	10	0	18
# Black	6	22	91	9	8	2	37	2	177
# Pac. Islander	0	0	0	0	0	0	2	0	2
# White	91	174	264	132	21	43	203	35	963
# Other	0	0	3	0	0	1	1	0	5
% American Indian	1%	0%	1%	1%	0%	8%	5%	3%	2%
% Asian	3%	0%	1%	1%	0%	2%	4%	0%	2%
% Black	6%	11%	25%	6%	28%	4%	14%	5%	15%
% Pac. Islander	0%	0%	0%	0%	0%	0%	1%	0%	0%
% White	90%	89%	73%	91%	72%	84%	76%	92%	81%
% Other	0%	0%	1%	0%	0%	2%	0%	0%	0%
Street Address									
Useful Addresses	79	190	193	139	25	52	240	33	951
Alcohol/Drugs									
# Alcohol	37	109	180	62	14	30	123	17	572
% Alcohol	51%	62%	53%	47%	50%	61%	40%	53%	70%
# Drugs	22	36	62	31	8	13	68	8	248
% Drugs	31%	23%	20%	24%	31%	28%	22%	24%	30%
Suicides									
# Suicide	112	194	354	150	29	50	324	39	1252
% Suicide	32%	28%	21%	41%	14%	32%	32%	26%	28%
*FRA Regions are defined on the next page									

Regional Offices



Map was taken from FRA Web site on December 13, 2012. Note that three States: Wyoming, Illinois, and New Jersey are each split into two regions in the map above. However, due to data limitations, states could not be split into multiple regions for the current analysis. Therefore, all of Wyoming was included in Region 8, all of Illinois was included in Region 4, and all of New Jersey was included in Region 1.

Appendix C: Trespasser Fatalities by State (2005–2010)

State	2010 Population	Fatalities	Fatalities per 100,000 capita
Alabama	4,779,736	39	0.82
Alaska	710,231	3	0.42
Arizona	6,392,017	75	1.17
Arkansas	2,915,918	25	0.86
California	37,253,956	406	1.08
Colorado	5,029,196	23	0.46
Connecticut	3,574,097	46	1.29
Delaware	897,934	9	1
District of Columbia	601,723	4	0.66
Florida	18,801,310	189	1.01
Georgia	9,687,653	81	0.84
Hawaii	1,360,301	0	0
Idaho	1,567,582	6	0.38
Illinois	12,830,632	169	1.32
Indiana	6,483,802	66	1.02
Iowa	3,046,355	13	0.43
Kansas	2,853,118	29	1.02
Kentucky	4,339,367	41	0.94
Louisiana	4,533,372	62	1.37
Maine	1,328,361	5	0.38
Maryland	5,773,552	58	1
Massachusetts	6,547,629	60	0.92
Michigan	9,883,640	47	0.48
Minnesota	5,303,925	31	0.58
Mississippi	2,967,297	32	1.08
Missouri	5,988,927	52	0.87
Montana	989,415	18	1.82
Nebraska	1,826,341	13	0.71
Nevada	2,700,551	16	0.59
New Hampshire	1,316,470	1	0.08
New Jersey	8,791,894	89	1.01
New Mexico	2,059,179	49	2.38
New York	19,378,102	90	0.46
North Carolina	9,535,483	110	1.15
North Dakota	672,591	3	0.45
Ohio	11,536,504	118	1.02
Oklahoma	3,751,351	29	0.77
Oregon	3,831,074	30	0.78
Pennsylvania	12,702,379	138	1.09
Rhode Island	1,052,567	7	0.67
South Carolina	4,625,364	55	1.19
South Dakota	814,180	2	0.25
Tennessee	6,346,105	36	0.57
Texas	25,145,561	109	0.43
Utah	2,763,885	6	0.22
Vermont	625,741	0	0
Virginia	8,001,024	33	0.41
Washington	6,724,540	70	1.04
West Virginia	1,852,994	30	1.62
Wisconsin	5,686,986	32	0.56
Wyoming	563,626	7	1.24

Appendix D: Letter of Endorsement from FRA



U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

APR 24 2012

Dear Chief Medical Examiners and Coroners:

Trespassing on railroad rights-of-way is the most significant cause of death attributable to railroad operations in the United States. Nationally, more than 500 such deaths, which are preventable, occur each year. Safety—the prevention of death, injury, and property damage in railroad operations—is of paramount importance to the Federal Railroad Administration (FRA).

The railroad working environment inherently is a hazardous one. Railroad employees receive extensive training, know the current or pending operations, and strictly adhere to established safety practices in order to work safely in this environment. Trespassers (individuals on railroad rights-of-way and other property without permission) do not have the benefit of such training and knowledge. As long as they continue to intrude on railroad property, they risk injury and loss of life.

The FRA, in cooperation with Operation Lifesaver, Inc. and State, local, and rail transportation officials, is committed to developing public information programs to reduce these fatalities by preventing trespassing on railroad properties. In 2008, FRA released a report titled, “Rail Trespasser Fatalities: Developing Demographic Profiles,” which can be viewed at http://www.fra.dot.gov/downloads/safety/tdreport_final.pdf. This report used 2002–2004 data supplied by chief medical examiners and coroners, which gave FRA and other interested parties the ability to target messages to appropriate audiences.

The FRA has contracted with the North American Management Group to gather additional data (2005–2010) in order to update the previous study. The requested information is not extensive, yet allows us to develop generic demographic profiles about trespassers on railroad property. After gathering and processing the data, members of the North American Management Group will release to FRA only generalized, statistical, summary reports. With the compiled national data, FRA and our partners will be able to design public outreach programs focused on the individuals, groups, and neighborhoods that are most at risk.

Your cooperation and assistance in addressing this public safety issue are most earnestly sought and deeply appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph C. Szabo".

Joseph C. Szabo
Administrator

Appendix E: Letter of Transmittal from NAM



Date 5/1/2012

<Name>
Chief Medical Examiner/Coroner
State/County of <County>
<Address>
<City, State Zip>

Dear <Name>:

A few days ago, you received a letter from the Federal Railroad Administration encouraging you to participate in a study regarding fatalities on railroad rights of way. In that letter you were told to expect a packet of information from North American Management. This is that packet.

The Federal Railroad Administration (FRA) is charged with reducing the number of railway trespasser fatalities. One approach to reducing fatalities is to target demographic groups who may be more at risk for such fatalities. FRA has accomplished this by researching patterns among fatalities that suggest which demographic groups may be at risk. North American Management has been contracted to complete this research and we are writing to request your assistance in updating this information.

Since 2005, Federal Railroad Administration (FRA) records indicate there have been trespasser fatalities in your jurisdiction. FRA has access to some of the information regarding these incidents, but this is limited to State and county of incident and the age of the decedent. FRA is unable to collect gender or other significant demographic descriptors of the individual(s) involved. This makes it difficult to develop and direct an effective public information program to prevent future casualties. Your records contain information that would assist in targeting such a program.

This letter is a request for assistance. We have included in this packet of materials a *Report of Railroad Trespasser Death* for each rail fatality FRA has record of between 2005 and 2010 in your jurisdiction. The documents have been completed partially with data known to FRA. **The bottoms of the forms have spaces** for information needed from you. When you have completed the forms, please mail them back to North American Management in the stamped envelope included in this packet.

The additional data you provide for this specific investigation will generally only be released to the FRA or made public via generalized, statistical, summary reports. If any specific information is provided to the FRA, it will be anonymous, aggregated with the answers provided by other respondents and any personal identifying information will be removed.

Your assistance is critical. It will have a significant impact in FRA's efforts to save lives. If you have any questions, or would like further explanation, please contact Jessica Scott at 808-561-1156.

Thank you for your assistance in this lifesaving endeavor.

Sincerely,



Bob Burns, Project Director

Appendix F: Blank Fatality Report

REPORT OF RAILROAD TRESPASSER DEATH

OMB Control # 2130-0563

State: _____ County: _____ Fatality Date: _____ Fatality Time: _____
Railroad: _____ Location: _____
Age at death: _____
Circumstance: _____

If any of the above information is incorrect, please cross out and enter correct information.

Public reporting burden for this information collection is estimated to average 5 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is 2130-0563. All responses to this collection of information are voluntary. Send comments regarding this burden estimate or any other aspect of this collection, including suggestions for reducing this burden to: Robert Brogan, Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave., SE, Washington DC 20590 or transmitted electronically to the Federal Railroad Administration at Robert.Brogan@dot.gov.

INFORMATION BELOW TO BE PROVIDED BY CME OR CORONER

Please respond to the questions below regarding the trespasser death referenced in the information above. Once completed, please return this form in the enclosed, self-addressed envelope. **DO NOT SEND THIS FORM TO FRA.** Thank you for your assistance.

North American Management is the only party authorized to view this data in its raw format. North American Management will provide summary reports to FRA. FRA will not have access to the raw data you submit. The additional data you provide for this specific investigation will generally only be released to the FRA or made public via generalized, statistical, summary reports. If any specific information is provided to the FRA, it will be anonymous and any personal identifying information will be removed.

Gender:

☐ Male ☐ Female

Ethnicity (please select one of the following):

☐ Hispanic ☐ Not Hispanic or Latino

Race (please select one of the following):

☐ American Indian ☐ Alaska Native
☐ Asian ☐ Black or African American
☐ White ☐ Native Hawaiian or Other Pacific Islander

Decedent's Home Address:

Street Address _____

City _____ State _____ Zip _____

Was alcohol a factor?

☐ Yes

☐ No

Were drugs a factor?

☐ Yes

☐ No

Was the incident a suicide?

☐ Yes

☐ No

Incident description. Please offer any information on what the deceased was doing or trying to do at the time of the incident in the space provided below (e.g., getting on or off train, sleeping, walking, etc.).

Appendix G: Response Rates by FRA Region and State

Records Sent % Received Back			Records Sent % Received Back			
Region 1	298	43%		Region 5	274	12%
CT	46	100%		AR	25	20%
MA	60	0%		LA	62	24%
ME	5	0%		NM	49	0%
NH	1	100%		OK	29	0%
NJ*	89	15%		TX	109	12%
NY	90	67%		Region 6	130	45%
RI	7	100%		CO	23	43%
Region 2	390	58%		IA	13	77%
DC	4	100%		KS	29	34%
DE	9	100%		MO	52	40%
MD	58	0%		NE	13	54%
OH	118	82%		Region 7	503	71%
PA	138	62%		AZ	75	35%
VA	33	0%		CA	406	78%
WV	30	100%		NV	16	56%
Region 3	583	68%		UT	6	100%
AL	39	46%		Region 8	139	32%
FL	189	83%		AK	3	0%
GA	81	51%		ID	6	33%
KY	41	56%		MT	18	33%
MS	32	28%		ND	3	0%
NC	110	100%		OR	30	0%
SC	55	73%		SD	2	50%
TN	36	3%		WA	70	40%
Region 4	345	54%		WY*	7	100%
IL *	169	53%				
IN	66	50%				
MI	47	49%				
MN	31	58%				
WI	32	69%				

*States straddle two regions but are only included in one of the regions for the current analysis

Appendix H: Chi-Square Test of Independence

Comparison of Racial Diversity Among Trespasser Decedents to Racial Diversity in the U.S. Population

	Total	White	Black	Am Indian	Asian	All Other*
Population	308,745,538	223,553,265	38,929,319	2,932,248	14,674,252	28,656,454
Pop pct	100%	72%	13%	1%	5%	9%
Observed	1188	963	177	23	18	7
Expected	1188	860.2	149.8	11.3	56.5	110.3
(O-E)^2/E	152.31	12.29	4.94	12.17	26.20	96.71
*Includes Native Hawaiian in with "Other" and "More than 2 races"						

The total chi-square value of 152.31 is substantially higher than the critical value of 18.5 ($p < .001$, 4 degrees of freedom). Therefore we can conclude that the racial distribution of the current sample is significantly different from the U.S. population with 99.9-percent certainty.

Appendix I: Coroner/CME Incident Descriptions and NAM Subjective Categories

Coroner/CME Incident Description	Event	Event 2	N
Walking across tracks	Across		27
Crossed tracks while intoxicated	Across		4
Homeless man walking across tracks - Blood ethanol=0.098	Across	Homeless	1
Common shortcut for college students. Unknown where decedent was coming from or where she was going	Across		1
Crossed tracks to urinate in bushes. Was struck by train on way back to play tennis.	Across		1
Crossing tracks with babysitter	Across		1
Deceased and other youths attempted to cross track when impacted	Across		1
Deceased was a student. He and friends were drinking, smoking pot and using "magic mushrooms" when he wandered into the path of a ladder of a rail car as the train was passing him. He was found by the next train.	Across		1
Decedent fell or walked into morning train and head collided with a rail car while attempting to cross tracks at crossing.	Across		1
Ethanol level .16 - Drugs - Positive for marijuana and tricyclic antidepressants			
Decedent had a history of alcoholism, substance abuse, and transvestism. Conductor saw him struggling with the bike, like a foot pedal was caught on the rail. He did not move quickly and was struck.	Across		1
Decedent had reportedly walked across the railroad tracks and was struck by plow extending from side of train.	Across		1
Decedent tried to "beat the train" by crossing the tracks in front of it	Across		1
Decedent waiting for train at station when her dog ran across the tracks, decedent ran after the dog and was struck by train approaching the station. All witnessed by bystanders and engineer.	Across		1
Decedent was at a party. Drove car. Left car and crossed tracks. - Peripheral blood ethanol=0.238	Across		1
Decedent was at trespasser crossing with train in-bound - Tried to cross crossing, struck by train. - High blood alcohol and numerous drugs	Across		1
Decedent was intoxicated and had to cross the tracks to get home. His wife was yelling at him telling him the train was coming, but didn't listen.	Across		1
Decedent was walking his bicycle eastbound across railroad tracks. Decedent was waiting for a northbound train to pass and stepped in front of a southbound train. Struck and thrown.	Across		1
Decedent was walking or running across tracks and fell, hitting his head.	Across		1
Decedent witnessed leaving bar and crossing tracks, where he was struck. Alcohol level .223	Across		1
Going to his farm equipment on other side of tracks misjudged distance/time	Across		1
He left a bar to walk home. In the past he talked about jumping between cars of the train to get to the other side of the track.	Across		1
He was found next to the west rail of the track. It is not clear how he was struck by the train.			
In custody, handcuffed prisoner ran from officer and struck by train - Marijuana	Across		1
Intoxicated and hit while attempting to cross track - may have been confused by a nearby train	Across		1
It appeared that victim was attempting to cross tracks to go to work and fell on tracks in front of train	Across		1
Looked one way when crossing tracks, saw train, fled in the direction of another train	Across		1
Operation a pedacycle traversing railroad swing arms and collided with train	Across		1
Had known orthopedic problems. Would walk across tracks daily. Crossed tracks in a non-crossing area.	Across		1
Reportedly left a fenced in yard and was crossing tracks with others to throw rocks into a pond.	Across		1
Reportedly tried to beat train while crossing tracks	Across		1
Seen crossing track from right to left prior to impact. Drugs: methorphan, caffeine	Across		1
She was attempting to free a stroller, with her baby in it, from the tracks.	Across		1
Struck by train while crossing tracks. History of mental health issues but no indications that classify death as suicide. Manner could not be determined.	Across		1
Subject and a friend were trying to beat the train. The friend made it across and subject was struck.	Across		1
Subject crossing tracks and did not appear to notice oncoming train	Across		1
Subject crossing tracks. Waited for one train to pass and did not notice train in opposite direction. Subject struck on E/B line	Across		1
Subject reportedly drinking, crossed railroad tracks and stopped in front of an incoming train	Across		1
Subject was in an altercation with police and tried to cross tracks while eluding officers.	Across		1
Subject was witnessed to have ran across the tracks, as train approached he jumped in front of it.	Across		1
Surveillance tapes show that it is likely this decedent was attempting to cross train tracks	Across		1
The decedent was walking home on the railroad tracks and apparently fell. When the train approached and blew the whistle the decedent attempted to get off railroad tracks, but could not get out of the way in time and was struck by train.	Across		1
The decedent's bike was possibly clipped by a train as he rode across the railroad tracks.	Across		1
Trail hiker - Intoxicated ask to leave local bar not familiar with area last seen walking toward river had to cross tracks to get to river - Alcohol - .24	Across		1
Trespasser crossing tracks not at intersection	Across		1
Trespasser struck by train. Area used as walkway - fence damaged so people could walk thru	Across		1
Trespasser using "shortcut" across RR tracks	Across		1
Tried to beat train by running across tracks	Across		1
Trying to cross tracks, not at a crossing	Across		1
Victim was on the tracks and tried to run off when the train came by - was struck by equipment on the train	Across		1
Walked across tracks to cigarettes and walked back across track and was hit.	Across		1
Walked around bushes, talking on cell phone, stepped into path of oncoming train. Did not slow down or look at train.	Across		1
Walking across tracks when he fell and was hit by a train	Across		1
Walking across tracks with a push lawn mower and gas can.	Across		1
Walking and attempted to beat the train across the tracks	Across		1
Walking on tracks - Train blew horn - Man ran across track and was struck by another train	Across		1
Walking, crossing the path of the train. The decedent was deaf and did not hear warnings. He crossed at an angle at an unmarked by flashers, signs or audible warnings with his back partially to the moving train.	Across		1
Was sitting on his bicycle waiting to cross tracks. He was watching another train when he started to cross not realizing there	Across		1

Coroner/CME Incident Description	Event	Event 2	N
was another coming in opposite direction.			
Was spray painting a wall and tried to cross the tracks and was struck by train	Across		1
Was walking and traversed around activated railroad crossing gate and collided with train	Across		1
Was walking his dog near the tracks. When the train sounded horn, the dog ran across the tracks and he attempted to follow and was struck.	Across		1
When a north bound freight train went by, he went around the cross guards and was struck by a south bound.	Across		1
Riding a dirt bike	ATV		2
Bicycle riding	ATV		1
Decedent flipped snowmobile while riding along the tracks.	ATV		1
Decedent riding on 4X4 ATV going to work did not see or hear train coming from back	ATV		1
Decedent was riding a 4 wheeler on track, hit from behind	ATV		1
Driving an ATV	ATV		1
Motorcyclist struck by train	ATV		1
Operating snowmobile while intoxicated and struck concrete block - Drugs were prescription - not a factor	ATV		1
Riding bicycle. Attempted to avoid train.	ATV		1
Riding lawn mower on RR tracks	ATV		1
Riding M/C & struck railroad tie or rock	ATV		1
Road quad onto tracks was attempting to ride off tracks but was stuck. Tried to outrun the train.	ATV		1
The decedent was riding a bike on the tracks when he was struck by moving train. The decedent had a Blood Alcohol Content of 0.04%.	ATV		1
Unhelmeted operator of a small (mini) motorcycle, traveling westbound, riding between the rails. When he saw train approaching, he put his left foot on the left rail and was attempting to clear the motorcycle from the tracks.	ATV		1
Was riding an ATV along railroad track rolled down a hillside being pinned under the ATV died from compressional asphyxia.	ATV		1
Walking on railroad tracks over bridge	Bridge		2
Decedent was fishing on the Railroad bridge and was hit by a train.	Bridge	Hunting/Fishing	1
Fishing from trestle	Bridge	Hunting/Fishing	1
Fishing off of the bridge train trestle with his father. Did not hear train approaching. Decedent left the bridge when he saw the train, but returned to get items he left behind. Ran toward the end of the bridge, but was struck from behind and fell into the water below. He never resurfaced.	Bridge	Hunting/Fishing	1
Fishing on top of railroad bridge, struck by train - Ethanol=0.154 G/dL, Butalbital, Metoprolol, Marijuana	Bridge	Hunting/Fishing	1
Reportedly victim thought to be fishing from the railroad tracks into the creek below when struck by train.	Bridge	Hunting/Fishing	1
Walking on the Railroad. Decedent was observed walking across the bridge, carrying a fishing pole and a bucket. As she approached the north side of the bridge she was struck by the train and knocked onto the bank of the creek below.	Bridge	Hunting/Fishing	1
Female college student was walking home from the local bar scene. She apparently rested underneath a train trestle. She was found by police later, dead beside the tracks near the trestle. Massive blunt force injuries c/w trespasser-train collision.	Bridge	Sleeping	1
Decedent and friend were walking across railroad bridge. Decedent had lost footing and fell into the river below. He was grossly intoxicated.	Bridge		1
Decedent came out from under the road overpass bridge and onto the tracks in front of the train.	Bridge		1
Decedent had a verbal argument with his wife earlier this day. A passing motorist saw the man sitting on bridge with his legs dangling over. Then he pushed off the bridge.	Bridge		1
Decedent was attempting to cross the rail bridge. Seemed to have trouble walking, but picked up her pace when she was the train.	Bridge		1
Decedent was on the tracks with others spray painting a signal bridge. Decedent was witnessed to run from track #1 to track #2 where another Eastbound train was approaching. The decedent ran back to track #1. The engineer applied the brakes but struck the decedent.	Bridge		1
Reportedly using the RR tracks and trestle to walk to a jobsite, instead of wading in creek to cross to other side of creek	Bridge		1
Sleeping underneath the train bridge	Bridge		1
Squatting on tracks on railroad bridge	Bridge		1
Subject was driver of a boom truck that lost control and went off a bridge overhead and then struck a train	Bridge		1
Subject was walking on the tracks on a railroad bridge when a westbound train came around the curve at 70 mph. The subject turned and tried to run westbound back across the bridge.	Bridge		1
Subject was walking with teenage friend on train trestle as train approached and attempted to get out of path of oncoming train by climbing onto fence when she fell.	Bridge		1
Decedent and friends were descending stairs in a tower of the bridge. The decedent decided to jump between two portions of the platform on the stairs. Fell and was later found in the tower on top of debris and soil	Bridge		1
The decedent had a history of auditory hallucinations. He climbed over a safety fence of a bridge above the railroad, fell onto the tracks and struck his head on a rock. He died as a result of the head injury. The trauma to his leg was caused by the train post mortem.	Bridge		1
The decedent reportedly was struck by a northbound freight train after she crossed a railroad trestle	Bridge		1
The decedent was sitting on the railing of the bridge when he jumped down and began running down the middle of the tracks.	Bridge		1
The train sounded its horn, the decedent never looked back.			
Walking on a train bridge	Bridge		1
Walking on railroad bridge	Bridge		1
Homicide - Unidentified Person	Foul Play		1
Reportedly the subject was laying on the tracks covered with a white blanket. It is unknown how or why she was laying on the railroad tracks. Coroner's jury at Coroner's Inquest found the death to be a homicide. Police investigation remains open.	Foul Play		1
Shooting	Foul Play		1

Coroner/CME Incident Description	Event	Event 2	N
Struck by train	Other		48
Unknown	Other		24
Diagnosis: Multiple injuries	Other		9
Decedent found on tracks, unwitnessed event.	Other		7
Diagnosis: Blunt impact to head and neck	Other		3
Diagnosis: Multiple blunt force trauma	Other		2
It is unknown what this subject was doing on the tracks	Other		2
Trespasser vs. train	Other		2
Struck by train while intoxicated and listening to music through earphones	Other	Headphones	1
Decedent was homeless, lived by the tracks in the woods	Other	Homeless	1
Drown while hunting	Other	Hunting/Fishing	1
0.22 BAC	Other		1
A train must have struck decedent because the westbound train saw dislocated body parts before they hit them themselves	Other		1
Alcohol - .18	Other		1
Alcohol - .187 Drug - Meth & Morphine	Other		1
Alcohol - .27	Other		1
Alcohol: 312 mh/dl etoh. Drugs: cannabinoids	Other		1
Blood alcohol level .19	Other		1
Body found on track by a train. The train that likely struck him did not have a camera	Other		1
Circumstances unknown	Other		1
Death ruled an "accident". Multiple drug intoxication was indicated as a "...significant condition contributed to..." decedent's death. Unknown why/how subject was at the location. Decedent did reside in the area	Other		1
Deceased and actions at time of incident are unknown	Other		1
Decedent - was reported to have been intoxicated on the phone on tracks	Other		1
Decedent came home from work and left without leaving any info	Other		1
Decedent found on his side near the eastbound track 4 of the main line.	Other		1
Decedent found wedged between the third rail of the track and the north tunnel wall	Other		1
Decedent was believed to be living a transient lifestyle at the time.	Other		1
Decedent was climbing poles, cutting and stealing wire. No signs of train or electrocution were found.	Other		1
Decedent was found beside the tracks with burnt hands from where he had touched some cable lines. It's unclear what he was doing when the incident occurred.	Other		1
Decedent was found lying adjacent to a train track already deceased	Other		1
Decedent was found near the tracks with obvious damage to arms and legs	Other		1
Decedent was laying in the track of train. Evidence suggests he was hit by another train the previous day.	Other		1
Diagnosis: Bilateral lower leg and proximal thigh - Train	Other		1
Diagnosis: Blunt force injury - Decapitation	Other		1
Diagnosis: Blunt transection of body at upper - Trespasser-Train collision	Other		1
Diagnosis: Craniocerebral trauma	Other		1
Diagnosis: Decapitation - Trespasser-Train collision	Other		1
Diagnosis: Multiple crushing blunt force injuries - Train-Trespasser collision	Other		1
Diagnosis: Septic shock with multi system organ - Complications of multiple blunt force - Trespasser-train collision	Other		1
Drug intoxicated trespasser struck by train.	Other		1
Drug use	Other		1
Engineer reports hitting subject on multiple track train bed	Other		1
Etoh level .08	Other		1
Etoh level .32	Other		1
ETOH=0.211 G/dL, Diazepam, Chlordiazepoxide, Oxazepam	Other		1
Exposed to a cold environment	Other		1
Fall - Found on above date by train tracks	Other		1
Fell or jumped onto tracks	Other		1
Found dead in multiple pieces after being run over by train. Apparently in area where tracks are controlled remotely.	Other		1
Found lying on the side of railroad tracks	Other		1
Found near train tracks - Don't know if she fell or was assaulted - History of prostitution	Other		1
Found next to train tracks with injuries consistent with being struck by a train.	Other		1
Heavily drinking at bar and left for unknown location	Other		1
Hit by train under undetermined circumstances	Other		1
Impact possibly not witnessed. Engineer on E/B tracks noted body on tracks and called police	Other		1
Ingestion	Other		1
Intoxicated man struck by train - Blood ethanol=0.502 G/dL	Other		1
Librium and valium were present, but not an elevated concentration	Other		1
Likely struck by an earlier train that believed they struck an "air container". Unknown how the decedent was struck or why he was on the tracks	Other		1
Marijuana	Other		1
Natural - Diagnosis: Atherosclerotic heart disease	Other		1
Natural - Diagnosis: Complications of chronic alcoholism	Other		1
Natural - Diagnosis: Coronary artery disease	Other		1
On cell phone	Other		1
On tracks	Other		1
Prolonged Cold Exposure	Other		1
Shirt over his head moving	Other		1

Coroner/CME Incident Description	Event	Event 2	N
Southbound train conductor saw decedent lying dead between northbound rails; appeared to have been struck and killed the night prior. Unknown if intentional, ruled as accident.	Other		1
Southbound train observed subject deceased on northbound tracks, struck prior. Unknown what circumstances were when he was struck.	Other		1
Subject crushed by railcar wheels	Other		1
Subject was found lying next to tracks with injuries consistent with being struck by a train. The death was ruled an accident.	Other		1
Subject was found on tracks, history of depression	Other		1
The decedent was apparently struck by a northbound freight train around 0200 in the morning. The body was reported this morning around 0840. The distance between the point of impact and final resting site between the tracks was 82 feet.	Other		1
The victim was found under dining car of the train. Comments were made he was depressed	Other		1
This subject did have problems pertaining mental	Other		1
Trespasser struck in back by train - Marijuana found	Other		1
Unknown - spotted by a second train engineer (following an earlier train)	Other		1
Unknown - thought to be debris on tracks	Other		1
Unknown circumstances. Drugs: Antihistamines	Other		1
Unknown what deceased was doing at the time he was struck, his body was found by a different train than the one that struck him.	Other		1
Unknown what decedent was doing prior to impact. Drugs: Diphenhydramine, Citalopram, Trazodone; Quetiapine, Celexa, Flexeril	Other		1
Unwitnessed - Ethanol=0.220 g/dL	Other		1
Unwitnessed - Oxycodone, alprazolam, propoxyphene	Other		1
Unwitnessed incident. Body found by crew of passing freight train. Alcohol level 1.32	Other		1
Victim found caught in a coupling device between two rail cars	Other		1
Victim lying on track, unknown if victim was alive or dead before being hit by train. Manner of death is undetermined.	Other		1
Victim seen at comp care/mental hospital	Other		1
Walking near tracks	Outside		7
Lying down next to the tracks - Struck by train.	Outside		4
A log flew off a passing train and struck the decedent , who was lying on a nearby wall.	Outside		1
Collecting wire near track when struck. Alcohol: 28 mg/100 gr. Drugs: cocaine, methadone	Outside		1
Crossed tracks to the river. Tried to cross back over the tracks. [Others] heard the train whistle, but were mildly aware that the train was coming. The deceased might have climbed to the rail bed to get on level surface to stand. Was clipped in the head by the train.	Outside		1
Decedent seen walking on the outside ties of the railroad tracks before he was struck from behind	Outside		1
Decedent was found dead lying by the side of railroad tracks	Outside		1
Decedent was partying with friends. Train engineer found the body lying next to the tracks.	Outside		1
Decedent was seen by train crew staggering on the rocks next to the train tracks and appeared to slip into the path of the train.	Outside		1
Decedent was sitting on sofa cushion next to west side of the tracks. The decedent appeared to get up and was pulled under the train	Outside		1
Detective stated decedent was lying a couple inches from the track, didn't move as train approached	Outside		1
Drinking beer with friends. Unable to get clear before being struck by a front step extending from the front of the train engine.	Outside		1
Engineer who was operating a westbound train when he noticed the decedent lying on "the right of way" off the track bed.	Outside		1
Train was placed in emergency mode and struck the decedent with the undercarriage.			
Intoxicated trespasser staggering toward tracks carrying open beer - Chest blood=0.248	Outside		1
Leaned in front of train	Outside		1
Leaning in to see end of train and hit by train coming other direction	Outside		1
Man was standing near the railroad ties, facing away from the oncoming train	Outside		1
Performing an environmental study adjacent to tracks	Outside		1
Picking up cans next to tracks	Outside		1
Sitting on tie next to track, Hit by something projecting from the side of the train	Outside		1
Standing on track near stopped train when passing train on adjacent track struck him	Outside		1
Struck on buttocks while bent over while standing too close to train tracks	Outside		1
Subject is reported to have been sitting on one side of the railroad tracks	Outside		1
Subject was lying on the side of the track, cause of death determined to be medication overdose	Outside		1
The decedent was last seen alive at approximately 0100 hours. He was found without signs of life at approximately 0930 hours. The decedent was apparently walking beside the railroad tracks and was struck by a train.	Outside		1
The decedent was standing between two sets of tracks, holding his dog when he was struck from behind by a train that was traveling in the opposite direction.	Outside		1
The decedent was standing next to the tracks when she bent forward and was struck from behind by a train going in the opposite direction.	Outside		1
Walking along side of tracks, ignoring horn, walked onto tracks facing train	Outside		1
Walking along side of tracks, step from train struck decedent	Outside		1
Walking in area on private land. Canine activity in area may have moved body after death onto railroad property. No indication train was involved.	Outside		1
Was standing by the tracks smoking a cigarette when struck	Outside		1
Witnessed using stick to strike freight cars going by.	Outside		1
Decedent stepped in front of oncoming train.	Probable		7
Decedent placed head and neck on tracks	Probable		2
Jumped in front of train.	Probable		2
Ran into path of train	Probable		2

Coroner/CME Incident Description	Event	Event 2	N
Stepped in front of a moving train with her friend	Probable		2
Sitting on side of bridge. Saw train laid down on tracks	Probable	Bridge	1
Alzheimer's patient	Probable		1
Conductor and engineer reported to have seen the subject lying in the fetal position in the middle of the track	Probable		1
Deceased turned and looked at the oncoming train, turned away and proceeded to walk in the middle of the tracks	Probable		1
Decedent got onto the railroad tracks and laid in front of the train	Probable		1
Decedent jumped in front of the train	Probable		1
Decedent laid head on railroad tracks	Probable		1
Decedent observed to be lying in a fetal position on railroad tracks - per engineer - emergency brakes applied - train unable to stop.	Probable		1
Decedent standing in the middle of the track with his hands in the air	Probable		1
Decedent stood on tracks and waited for the oncoming train to strike her.	Probable		1
Decedent was lying on track, engineer witnessed the subject brace for impact without trying to get out of the way	Probable		1
Decedent was observed walking out of nearby tall weeds and lying down on the tracks with his head on one rail and legs on the other as a moving train approached. Decedent's home/property borders the RR tracks.	Probable		1
Decedent was on all fours with head resting on the tracks. He was found with drug paraphernalia	Probable		1
Decedent was seen sitting and when train approached. He sat up and walked in front of train	Probable		1
Decedent was seen to lie down on the railroad track by the train engineer who then ran over him, cutting him in half.	Probable		1
Decedent was standing in the middle of the tracks. Train conductor blew horn numerous times, and the person just looked away. Conductor pulled emergency brake but still hit the individual. Individual made no apparent attempts to move out of the way of the oncoming train.	Probable		1
Dove from RR platform	Probable		1
Got drunk at bar, walked to track and lay head on track - Blood=0.220	Probable		1
Had fight. Started walking tracks.	Probable		1
Individual was in a fetal position on the track, they sounded the horn but person didn't move and the train was unable to stop.	Probable		1
Jumped from overpass onto tracks	Probable		1
Jumped from platform just before arrival of train	Probable		1
Jumped in front of train (high speed impact) Toxicology unable to be taken	Probable		1
Jumped out of a line of trees onto the tracks	Probable		1
Jumping under the train	Probable		1
Laid down on the tracks	Probable		1
Laid on RR tracks in front of train	Probable		1
Lay across the tracks with arms crossed over his chest.	Probable		1
Lay on tracks and look at approaching train	Probable		1
Laying facedown across tracks with sweater or blanket covering head	Probable		1
Lying alongside tracks with head next to rail. Both alcohol and multiple CNS depressants in system including tramadol - an analgesic - found at twice the maximum therapeutic range threshold	Probable		1
Per deputy coroner's report, decedent walked to train track, lay down on track.	Probable		1
Ran in front of train	Probable		1
Ran in front of train. Hx depression. Drugs - Olanzapine	Probable		1
Ran toward moving train	Probable		1
Reported to have been laying in the fetal position on the tracks	Probable		1
RR tracks - Subject ran out in front of view	Probable		1
Saw train, ran to middle of track facing train; dove head first on the plow	Probable		1
Seated, walked toward train as it approached	Probable		1
Seen lying on tracks by conductor. Recently released from drug/alcohol/mental health facility (treated for suicidal ideation)	Probable		1
She was standing between the rails facing the train - runs down to her side	Probable		1
Sitting on tracks. Looked at the train then turn her back folded her arms across her chest and laid across the tracks.	Probable		1
Sprinted into path of train	Probable		1
Standing in middle of tracks, facing train. Ignored whistles.	Probable		1
Standing in middle of tracks, whistle sounded; deceased put hands over face	Probable		1
Standing on tracks and waving	Probable		1
Standing on tracks, got down on hands and knees when train got close	Probable		1
Stepped onto the tracks and sat down as train was coming	Probable		1
Stood beside tracks until train approached, then leapt in front of the train.	Probable		1
Stood in middle of tracks in front of oncoming train	Probable		1
Stood on tracks approx. 10 secs before train hit him	Probable		1
Stood on tracks, ignored horn	Probable		1
Struck by train. Cannot exclude suicidal intent (sitting on tracks).	Probable		1
Subject is reported to have been standing in front of the train with his arms raised	Probable		1
Subject walked onto train tracks into path of oncoming train.	Probable		1
Subject was sitting on the tracks facing the train	Probable		1
Subject was witnessed sitting by tracks, waiting for train to come. As train approached, subject got up and ran in front of train	Probable		1
The decedent laid across the track	Probable		1
The decedent was known to seek out trains and train yards in periods of emotional instability. On the date of death, the decedent was drinking and using cannabis, and according to friends, experiencing emotional distress. Intention or lack of intention was never conclusively determined: some text messages sent by the decedent suggest an intention of suicide. However the death was ruled an accident. Witnesses stated that the victim was lying next to the train tracks, not in the direct path of a train. As a train approached, the decedent sat up to view it, and was struck in the head by a protruding surface, likely the car stairs. The cause of death was massive cranial trauma and de-cephalization. Toxicology tests revealed the presence of	Probable		1

Coroner/CME Incident Description	Event	Event 2	N
cannabis, and a BAC of .23.			
The decedent was observed to leap from platform onto the train tracks. Was then observed walking back and forth and within minutes lying beneath the third rail.	Probable		1
The decedent was seated on the tracks with a female friend. They made no attempts to exit the tracks	Probable		1
The decedent was sitting on the tracks when he was struck by a moving train. The decedent made no attempts to get off the tracks.	Probable		1
The decedent was sitting on the westbound tracks. When the train sounded its horn, the decedent laid across the tracks. The decedent had a history of mental illness.	Probable		1
The decedent was standing in the middle of the tracks with his head down as the approaching train was sounding its horn.	Probable		1
The decedent looked up, but made no effort to exit the tracks			
The decedent was standing in the middle of the tracks, watching the approaching train. The decedent made no attempt to exit the tracks before being struck by the train.	Probable		1
The subject was found on the tracks with injuries consistent with being struck by a train. The train was located in the yards a short time after the subject was listed as a missing person. He had left unusual notes at his girlfriends.	Probable		1
Train crew saw him lying across tracks looking at train as it approached	Probable		1
Train engineer observed the decedent standing alone in the center of the track. Engineer sounded the train whistle but the decedent continued to stand alone with his back facing the train and did not move. The train engineer attempted to stop the train but was not successful.	Probable		1
Trespasser struck by train. Suggestive but not indicative of intentionality.	Probable		1
Walk off platform and laid on tracks	Probable		1
Walk out from behind bushes and laid her head on rail.	Probable		1
Walked in front of train	Probable		1
Walked onto tracks and squatted on the tracks with his back to the oncoming train. Hx of schizophrenia.	Probable		1
Walked out of bushes into path of engine. Possibly clipped by plow on engine.	Probable		1
Walking from car onto track	Probable		1
Walking on track and laid down in front of train	Probable		1
Walking on tracks - Train whistle was blown and the decedent waved a sword above his head but made no effort to get off the tracks	Probable		1
Walking on tracks - Turned to look at train then turned away and waited for impact	Probable		1
Walking on tracks. Turned to look at horn and lights. As train approached, knelt and placed hands on rails.	Probable		1
Walking toward train on track	Probable		1
Went to tracks and laid down	Probable		1
When saw train approaching walked into path of train and hunched down.	Probable		1
When train approached, dec. ran onto tracks	Probable		1
Witnessed - Exit vehicle and walk directly in front of train	Probable		1
Witnessed sitting on tracks - leaned into trains as it struck him.	Probable		1
Witnessed to step in front of oncoming train. Alcohol: 23 mg/dl urine. Drugs: Paxil	Probable		1
Fell off of train	Riding		2
Attempted to jump on to ("board") a moving train	Riding		1
Called friend; [said] he will jump off train when it slows down. Found dead - oxycodone, diazepam	Riding		1
Climbed on moving train and fell off	Riding		1
Dec apparently jumped from train to catch up with friends who had also jumped	Riding		1
Deceased was jumping train cars when he grabbed a "hot" wire and fell 15-20 feet off the car into gravel.	Riding		1
Decedent had been with friends. He was "kicked out" because he did not have an admission ticket. He was intoxicated. He was reported by friends as a missing person. He was discovered dead on the railroad tracks. He may have gotten onto an eastbound coal train and fallen off or jumped off at some point.	Riding		1
Decedent was attempting to board train.	Riding		1
Detectives believe the subject was riding the train illegally and fell off	Riding		1
Fell off moving train. Drowned in a ditch beside the tracks.	Riding		1
Fell while attempting to board moving train.	Riding		1
Getting off train	Riding		1
It appeared that he was trying to hop a train	Riding		1
Jumped between moving train cars. He was decapitated and his left lower leg amputated.	Riding		1
Jumped off platform at station to pick up bag that fell next to tracks. Was struck by passing train.	Riding		1
Jumped off train was struck by another train	Riding		1
Per reports decedent was on train and pulled off when leg got caught. Body suffered R/L amputation and other blunt force injuries death determined to be blunt force trauma manner as accident.	Riding		1
Possibly getting off the train (near a relative's home)	Riding		1
Possibly riding or trying to get off train	Riding		1
Possibly trying to hop a west bound train. Decedent had been drinking with friends and was very intoxicated.	Riding		1
Riding on flatcar, fell in between cars, onto tracks	Riding		1
Riding on top of railcar, struck head on overpass	Riding		1
Stepped off or fell onto tracks in between two stopped train cars. Was struck by and ran over by train as it exited the station.	Riding		1
Struck by train after falling off platform	Riding		1
Subject tried to "jump" a train	Riding		1
Subject was riding on cargo train, attempted to jump off, and fell under wheels	Riding		1
The decedent jumped, fell, or was pushed from a moving train. Cause of death was multiple traumatic injuries. No next of kin, SSN, home address, etc. were ever discovered.	Riding		1
The decedent was standing on the platform, facing an approaching train. As the train reached the decedent's location, the decedent bent forward and was struck by the train.	Riding		1

Coroner/CME Incident Description	Event	Event 2	N
The decedent was witnessed by bystanders stumbling around the train platform and then fall onto the train tracks. Bystanders attempted to help but a train was pulling into the station. The train tried to stop but was unable to.	Riding		1
Victim fell between two moving container cars being run over by multiple train cars	Riding		1
Sitting on train tracks	Sleeping	Sitting	37
Sleeping on tracks	Sleeping	Sleeping	18
Laying/Lying on RR tracks	Sleeping	Laying or Lying	12
Sleeping on the tracks - High alcohol	Sleeping	Sleeping	5
Laid on the tracks for "fun" while intoxicated	Sleeping	Laying or Lying	2
Walking tracks; suspect he passed out and was lying on track	Sleeping	Laying or Lying	2
Sleeping or passed out on tracks	Sleeping	Sleeping	2
Sitting on cross tie facing away from tracks, listening to music on head phone set. Did not hear train whistle.	Sleeping	Headphones	1
Sitting on tracks listening to music on headphones	Sleeping	Headphones	1
Deceased was homeless and was laying on railroad tracks when he was struck by moving train. He had his right arm and foot severed. [Taken to hospital] where he died from his injuries.	Sleeping	Homeless	1
Lying on tracks - When train sounded whistle the man stood and raised his arms in front of his face - He was struck by the train - He was known to fish in the area near the scene	Sleeping	Hunting/Fishing	1
21 yr old woman lying on RR tracks. Blood drawn and sent to state crime lab. Results never sent to coroner's office.	Sleeping	Laying or Lying	1
Body spotted lying on tracks by engineer - uncertain as to which train may have hit him	Sleeping	Laying or Lying	1
Conductor stated that the decedent was lying on the tracks in a fetal position, he was noted to have moved prior to train strike	Sleeping	Laying or Lying	1
Deceased observed lying on the south slope of train tracks, head resting on south rail - operator of train blew horn, deceased unresponsive - decedent struck by cow pusher on train.	Sleeping	Laying or Lying	1
Deceased was laying on track when struck	Sleeping	Laying or Lying	1
Deceased was lying in the middle of train tracks when struck	Sleeping	Laying or Lying	1
Deceased was lying on railroad track and struck by train.	Sleeping	Laying or Lying	1
Deceased was lying on tracks when struck.	Sleeping	Laying or Lying	1
Decedent apparently laid down on tracks. Drinking heavily and fighting with family and significant other. Known to be depressed.	Sleeping	Laying or Lying	1
Decedent laid down across railroad tracks - uncertain intentionality	Sleeping	Laying or Lying	1
Decedent laid on tracks in path of oncoming train	Sleeping	Laying or Lying	1
Decedent lay on tracks under uncertain circumstances	Sleeping	Laying or Lying	1
Decedent laying on tracks at time of accident. Walked along tracks before incident.	Sleeping	Laying or Lying	1
Decedent lying across tracks	Sleeping	Laying or Lying	1
Decedent was known to drink alcohol. For unknown reasons he went to the railroad tracks and sat on the east side rail with his head down, on or between, his knew. He was struck by a northbound train.	Sleeping	Laying or Lying	1
Decedent was laying on tracks	Sleeping	Laying or Lying	1
Decedent was lying across the tracks, the horns and whistles didn't alert him in time and he was struck while moving onto his side	Sleeping	Laying or Lying	1
Decedent was lying between railroad tracks. Hit by train - conductor and engineer did not see decedent as the train ran over him.	Sleeping	Laying or Lying	1
Decedent was lying between tracks and showed no movement until right before he was struck. Decedent had strong odor of an alcoholic beverage emitting from his person and was known to be an alcoholic.	Sleeping	Laying or Lying	1
Decedent was lying down on the track	Sleeping	Laying or Lying	1
Decedent was lying in the middle of the eastbound tracks with both legs draped over the south rail.	Sleeping	Laying or Lying	1
Decedent was lying on east side of the tracks with his upper back area against the rail. Despite train sounding horn decedent never moved.	Sleeping	Laying or Lying	1
Decedent was lying on the train tracks	Sleeping	Laying or Lying	1
Decedent was lying on track, unknown reason	Sleeping	Laying or Lying	1
Decedent was lying on tracks	Sleeping	Laying or Lying	1
Decedent was lying prone on the east side of the tracks, legs were on the track, train blew the horn, deceased sat up - train hit him.	Sleeping	Laying or Lying	1
Decedent was lying prone with her shoulders against the railroad tracks.	Sleeping	Laying or Lying	1
Decedent was reportedly lying parallel to the tracks and was struck from the left side.	Sleeping	Laying or Lying	1
Decedent was seen lying across Railroad tracks in front of oncoming train.	Sleeping	Laying or Lying	1
Decedent was seen lying on tracks, attempted to get up when air horn was sounded	Sleeping	Laying or Lying	1
Decedent was struck by a train while lying on the railroad tracks	Sleeping	Laying or Lying	1
Engineer stated the subject was lying down on the tracks, subject showed no movement when train approached	Sleeping	Laying or Lying	1
Engineer stated the subject was lying in the tracks, and tried to move once he saw the train, but did not clear it entirely in time	Sleeping	Laying or Lying	1
Engineer states the decedent was lying on tracks and made no effort to move	Sleeping	Laying or Lying	1
Intoxicated lying on the RR tracks	Sleeping	Laying or Lying	1
Intoxicated, lying alongside tracks at impact at 4:00am - Blood ethanol = 0.199 g/dL	Sleeping	Laying or Lying	1
Laid on tracks in path of oncoming train	Sleeping	Laying or Lying	1
Lay on tracks	Sleeping	Laying or Lying	1
Laying across RR tracks	Sleeping	Laying or Lying	1
Laying across the train tracks	Sleeping	Laying or Lying	1
Laying down on tracks	Sleeping	Laying or Lying	1
Laying on track; also reported as missing person prior to death	Sleeping	Laying or Lying	1
Laying on tracks	Sleeping	Laying or Lying	1
Laying on tracks holding leg, couldn't get off track.	Sleeping	Laying or Lying	1
Laying on tracks.	Sleeping	Laying or Lying	1

Coroner/CME Incident Description	Event	Event 2	N
Laying on tracks; heard the horn and started running away from train	Sleeping	Laying or Lying	1
Laying with legs on tracks	Sleeping	Laying or Lying	1
Lying across RR track. Alcohol - .13 Drug - Meth	Sleeping	Laying or Lying	1
Lying across the railroad. Uncertain intentionality.	Sleeping	Laying or Lying	1
Lying across tracks. Alcohol - Meth	Sleeping	Laying or Lying	1
Lying adjacent to rail of train tracks and was struck by train	Sleeping	Laying or Lying	1
Lying along railroad tracks	Sleeping	Laying or Lying	1
Lying beside tracks - related to death on 7/4/06	Sleeping	Laying or Lying	1
Lying between railroad tracks. Did not respond to horn.	Sleeping	Laying or Lying	1
Lying between rails of tracks after being intoxicated at local bar.	Sleeping	Laying or Lying	1
Lying between rails.	Sleeping	Laying or Lying	1
Lying between the rails	Sleeping	Laying or Lying	1
Lying between two sets of railroad tracks. Struck by train.	Sleeping	Laying or Lying	1
Lying down when struck by train. Alcohol - .199 Drug - Meth	Sleeping	Laying or Lying	1
Lying inside railroad tracks, alcohol intoxication	Sleeping	Laying or Lying	1
Lying next to tracks - head on track. Awoke, and attempted to move when struck.	Sleeping	Laying or Lying	1
Lying next to train tracks with head resting on tracks. Did not respond to train's whistle.	Sleeping	Laying or Lying	1
Lying on railroad tracks.	Sleeping	Laying or Lying	1
Lying on the tracks	Sleeping	Laying or Lying	1
Lying on tracks	Sleeping	Laying or Lying	1
Lying on tracks - Did not respond to train whistle - Raised his head just before the train struck him	Sleeping	Laying or Lying	1
Lying on tracks between rails	Sleeping	Laying or Lying	1
Lying on tracks, had numerous arrests for intoxication. Alcohol - .410; Drugs - 11-nor-delta-9-the	Sleeping	Laying or Lying	1
Lying on tracks, no attempt to move. According to friends, decedent sat on tracks all the time.	Sleeping	Laying or Lying	1
Lying on tracks. Lifted head at sound of the horn but too late.	Sleeping	Laying or Lying	1
Lying on tracks. Observed being startled and trying to get up.	Sleeping	Laying or Lying	1
Lying prone on the tracks	Sleeping	Laying or Lying	1
Lying supine parallel to railroad tracks - made no attempt to move.	Sleeping	Laying or Lying	1
Motorman saw a male lying face down across the tracks. He tried to stop the train but could not do so in time and he struck the unidentified male.	Sleeping	Laying or Lying	1
Not clear if decedent passed out and fell down while crossing tracks or fell down while crossing track & remained lying down due to injury or alcohol use	Sleeping	Laying or Lying	1
Per reports the decedent was seen lying between the tracks. Unknown reasons why? Alcohol found in system. Operator of train stated he may have had blood on his head so he may have fallen prior to being hit by train. Cause of death blunt force trauma manner is accident.	Sleeping	Laying or Lying	1
Person was lying on tracks	Sleeping	Laying or Lying	1
Probably recumbent on the train tracks, under uncertain intentionality.	Sleeping	Laying or Lying	1
Reported as missing person, laying on tracks, facing train	Sleeping	Laying or Lying	1
Resting his head on tracks. Never attempted to move.	Sleeping	Laying or Lying	1
Seems to have been passed out laying between railroad tracks - Ethanol=0.322 G/dL	Sleeping	Laying or Lying	1
Seen laying on railroad tracks, by the engineer and conductor. Attempted emergency stop but was unable to avoid hitting him.	Sleeping	Laying or Lying	1
Subject seen lying on tracks, unresponsive to whistles	Sleeping	Laying or Lying	1
Subject was drunkenly lying on train tracks. Engineer blew whistle and the man tried to get up but was hit before he could move.	Sleeping	Laying or Lying	1
Subject was found dead after struck by train while lying on tracks	Sleeping	Laying or Lying	1
Subject was laying in the middle of the tracks, didn't move when train was approaching	Sleeping	Laying or Lying	1
Subject was lying on tracks when struck	Sleeping	Laying or Lying	1
Subject was lying prone on train tracks when struck by train.	Sleeping	Laying or Lying	1
Subject was noted to be laying on railroad tracks by train conductor	Sleeping	Laying or Lying	1
Subject was slumped on train tracks when struck by train.	Sleeping	Laying or Lying	1
Subject was walking along the train tracks, seen to be lying down when the train hit him	Sleeping	Laying or Lying	1
Subject was walking home from a bar when he laid down between the tracks and was run over by a train	Sleeping	Laying or Lying	1
The decedent was laying on the tracks, train began sounding its horn. The decedent got up and began to stagger as he attempted to exit the tracks. The decedent tripped and fell onto the tracks.	Sleeping	Laying or Lying	1
The decedent was reportedly hit by a train when he was lying on the tracks	Sleeping	Laying or Lying	1
Train engineer stated the decedent was lying on the railroad tracks	Sleeping	Laying or Lying	1
Train was approaching area when engineer noticed person lying on tracks. Train was able to stop with no impact. Body was already deceased.	Sleeping	Laying or Lying	1
Victim lying face down on tracks.	Sleeping	Laying or Lying	1
Victim purchased alcohol earlier in day & was passed out laying on tracks	Sleeping	Laying or Lying	1
Victim was lying on tracks	Sleeping	Laying or Lying	1
Victim was spotted by engineer laying on track apparently passed out. The train was unable to stop - hitting the victim	Sleeping	Laying or Lying	1
Was laying across tracks	Sleeping	Laying or Lying	1
Was seen lying on tracks, did not move when whistle was blown - Alcohol - .139	Sleeping	Laying or Lying	1
While intoxicated the decedent often put himself in dangerous situations. He was seen laying on the tracks and attempted to get up when the train horn sounded.	Sleeping	Laying or Lying	1
Witnessed by conductor lying across tracks. Alcohol - .25	Sleeping	Laying or Lying	1
Witnessed laying on track. Horn sounded with no response. Alcohol - .21	Sleeping	Laying or Lying	1
Witnessed laying on tracks - ignored pleas by bystanders. Alcohol - .25	Sleeping	Laying or Lying	1

Coroner/CME Incident Description	Event	Event 2	N
Witnessed laying on tracks waiting for train. Emotional issues.	Sleeping	Laying or Lying	1
24 year old white male walked away after he was involved in a fight. At 5:00AM, he was observed seated between the rails of a train track, slumped forward, with his back to the on-coming train. According to the train engineer, the person on the tracks never moved or reacted in any way to the approaching train.	Sleeping	Sitting	1
Decedent and a friend were sitting on a concrete cross-tie supporting the tracks	Sleeping	Sitting	1
Decedent had been drinking, sitting on tracks. When the engineer blew his horn, the subject stood up, only to sit back down again	Sleeping	Sitting	1
Decedent was either standing, straddling, or sitting on the tracks	Sleeping	Sitting	1
Decedent was seen sitting on the railroad tracks consuming alcohol, looked up but did not move as train approached	Sleeping	Sitting	1
Decedent was seen sitting on tracks, conductor blew horn but was unable to stop in time	Sleeping	Sitting	1
Decedent was sitting and straddling the east rail, facing the oncoming train, but his head was down. The victim never moved and seemed unaware of oncoming train.	Sleeping	Sitting	1
Decedent was sitting on tracks - when the horn from train sounded. The man stood up, walked over rail and stood along east side of track. The right front side of lead train struck him.	Sleeping	Sitting	1
Drinking and sitting on tracks, tried to move from in front of train and fell onto tracks.	Sleeping	Sitting	1
Engineer witnessed decedent sitting on tracks. Sounded horn. Decedent stood up and was struck.	Sleeping	Sitting	1
He was sitting on the track. As the train approached, he stood up slowly and stepped back over track, to stand at side. As train passed he fell forward, falling under the wheels of the train.	Sleeping	Sitting	1
He was sitting on tracks, feet facing south into the tracks. He was resting his head on his hand in propped up fashion.	Sleeping	Sitting	1
Individual was sitting on tracks - whistle blew X3 - subject did not move	Sleeping	Sitting	1
On board camera showed decedent sitting on track with no effort to move - chronic alcoholic	Sleeping	Sitting	1
Passed out while sitting on rail	Sleeping	Sitting	1
Sitting on railroad tracks with legs inside tracks. About 200 ft from impact the decedent looked up at the train for a moment, then turned his head away and remained sitting on the tracks.	Sleeping	Sitting	1
Sitting on RR ties drinking beer	Sleeping	Sitting	1
Sitting on the tracks - Did not react to oncoming train. Positive for cocaine	Sleeping	Sitting	1
Sitting on the tracks, moving his arms. The action was described as "scooting" along the track. Decedent often rode the trains as transportation.	Sleeping	Sitting	1
Sitting on track facing train, got up at last minute but not fast enough - Blood ethanol=0.548 G/dL	Sleeping	Sitting	1
Sitting on track, made no attempt to avoid train or acknowledge train approaching	Sleeping	Sitting	1
Sitting on tracks - Man made no effort to move	Sleeping	Sitting	1
Sitting on tracks - no attempt to move.	Sleeping	Sitting	1
Sitting on tracks - not responsive to train whistle	Sleeping	Sitting	1
Sitting on tracks - Would walk the tracks which came behind his residence.	Sleeping	Sitting	1
Sitting on tracks drinking alcohol	Sleeping	Sitting	1
Sitting on tracks waiting for a fireworks show	Sleeping	Sitting	1
Sitting on tracks, stood right before train hit him	Sleeping	Sitting	1
Sitting on tracks. Witnessed accident. Alcohol - .14	Sleeping	Sitting	1
Sitting/reclining on the railroad tracks drinking beer. An eastbound train struck deceased, dragging his torso underneath the train for 145 ft. Deceased with traumatic leg amputations and brain matter not along the 145 ft. of train tracks.	Sleeping	Sitting	1
Struck by train while seated on tracks	Sleeping	Sitting	1
Subject sat in middle of tracks. He was watching train approach. Had one knee bent up pulled toward chest. Just before train hit him he looked away from train toward side of tracks.	Sleeping	Sitting	1
Subject was observed to be sitting on the train tracks. When the engineer blew his horn, he looked up but did not move.	Sleeping	Sitting	1
Subject was reportedly stated to have been sitting on the tracks. Decedent looked up prior to impact.	Sleeping	Sitting	1
Subject was sitting upright on railroad tracks, as train approached decedent elicited no response.	Sleeping	Sitting	1
Texting a friend on phone, while sitting on track between rails	Sleeping	Sitting	1
Train rounded bend, dec. sitting on tracks, horn blew; dec. looked at train but did not move	Sleeping	Sitting	1
1st train thought it may be debris. Unknown - Found by 2nd train on tracks. May have fallen asleep while walking tracks since intoxicated.	Sleeping	Sleeping	1
Decedent lying on railroad tracks and appeared to be sleeping - empty beer cans in area - train unable to stop.	Sleeping	Sleeping	1
Had marijuana in her system (THC: 30ng/mL[+/-14%]) - She was sleeping in sleeping bag on train track. When she heard train she raised her head up.	Sleeping	Sleeping	1
It appeared that the deceased was passed out on the railroad tracks. He had a history of alcoholism.	Sleeping	Sleeping	1
Passed out on railroad track with back of head resting on track. - Blood ethanol=0.115 G/dL - Amphetamine=0.053 mg/L	Sleeping	Sleeping	1
Passed out on train tracks - 0.239 G/dL	Sleeping	Sleeping	1
Sleeping and laying with head on tracks - unknown	Sleeping	Sleeping	1
Sleeping between tracks	Sleeping	Sleeping	1
Sleeping near tracks	Sleeping	Sleeping	1
Stumbling around, then fell and passed out on tracks.	Sleeping	Sleeping	1
Subject was lying on the tracks and appeared to be asleep. The train conductor applied the brakes and sounded the horn but the subject did not move.	Sleeping	Sleeping	1
The decedent was sleeping with his head on the railroad tracks and was possibly intoxicated and struck by a train	Sleeping	Sleeping	1
Victim was walking down tracking after leaving work - Due to alcohol content passed out inside track	Sleeping	Sleeping	1
Walking or sleeping?	Sleeping	Sleeping	1
Decedent intentionally stood in front of moving train.	Suicide		5
Witnessed laying neck on rail in front of approaching train	Suicide		5
Deceased intentionally stepped into the path of a moving train	Suicide		2
Climbed onto trestle to jump into river.	Suicide	Bridge	1
Hung himself from railroad bridge.	Suicide	Bridge	1

Coroner/CME Incident Description	Event	Event 2	N
Jumped from railroad bridge	Suicide	Bridge	1
Homeless man intentionally placed himself in front of train.	Suicide	Homeless	1
A friend told police wherever he drinks he goes to the railroad tracks or walks the railroad tracks to go to his friend's house at an apartment complex. Police state train conductor said body was lying face down across tracks, horn blown several times, emergency brakes applied; as they got closer victim turned his body towards train while still lying over the tracks and raised his left arm. There should be a video by the train's video system; our office could not get it to play; needed certain software to view.	Suicide		1
Body found next to the railroad tracks. Just broken up; he had threatened "to jump" He had prior suicidal ideations.	Suicide		1
Decedent waiting on track for train, hands over face, legs to the inside of the tracks - engineer blew horn, deceased stood up - train hit him.	Suicide		1
Decedent walked northbound into oncoming train. Suicide role located in her coat pocket.	Suicide		1
Decedent was depressed due to family problems and had been speaking of suicide to friends. He was observed laying on the train tracks with his arms crossed on his chest.	Suicide		1
Decedent was observed walking onto the tracks by witnesses and did not respond to train's horns and whistles. Death ruled a suicide.	Suicide		1
Decedent was on the railroad track with a stolen car when police were called. Officers arrived and he eventually charged them with an upraised knife. He was shot several times and pronounced dead.	Suicide		1
Decedent was standing on the side of the track and as the train approached, he crawled onto the track and lay across the track.	Suicide		1
Decedent was witnessed by onlookers walking briskly towards the edge of the platform and jumped	Suicide		1
Depressed - left notes at home - walk onto tracks - turned away from train - covered her face with hands - let train strike her from behind	Suicide		1
Drinking; walking tracks; warned train approaching; she was sitting when struck; Prior threat of suicide (ped versus train)	Suicide		1
Driver of vehicle that stopped on tracks as a suicidal gesture	Suicide		1
Had history MS and depression; got out of wheelchair and went to railroad tracks	Suicide		1
He was observed to walk onto tracks, disrobe, and proceeded to walk in path of train (suicide)	Suicide		1
History of mental problems - Observed to step in front of train	Suicide		1
Hit by train while walking along tracks. Suicide base on previous statements.	Suicide		1
Intentionally placed self on railroad tracks	Suicide		1
Intentionally walked into path of high speed train.	Suicide		1
Jumped out of car at railroad crossing walked down the middle of the tracks (walking south) and the head butted a northbound train. Video shows him lower his head and begin to run toward the train.	Suicide		1
Knelt down to tracks in front of oncoming train, suicide	Suicide		1
Lay across track in suicide gesture - Blood ETOH=0.181 - Alprazolam 0.052 mg/L (therapeutic level)	Suicide		1
Lay down across track in suicide attempt	Suicide		1
Letter of intent found - suicide	Suicide		1
Lying down on track (suicide)	Suicide		1
Lying on tracks - had previously shot self	Suicide		1
Lying on tracks with a friend discussing how depressed they were - Friend chickened out before the train go there	Suicide		1
Male with history of violent organic brain syndrome, bipolar disorder, no previous suicide attempts. Observed standing in the middle of the main track, facing an on-coming eastbound train. Engineer blew the whistle several times, but decedent did not move.	Suicide		1
No witness to suicide	Suicide		1
Placed himself on tracks in front of approaching train	Suicide		1
Placed neck on train track while train was stationary and was decapitated once train started moving.	Suicide		1
Purposefully walked into moving train.	Suicide		1
Ran toward tracks when train came; threw himself on tracks	Suicide		1
Recent break up with girlfriend and DUI - Walked in front of train left suicide note	Suicide		1
Recent lay off from work and arrest for disorderly conduct	Suicide		1
Seated on rail, facing center, with his head between his knees.	Suicide		1
Seen at last second by train conductor, lying on the tracks with hand behind his head. Train could not be stopped. Deceased was struck. Married, but separated. Wife filed for divorce. Heavy alcohol use. Quit job. Past suicide ideations.	Suicide		1
Seen to lay down on track in front of train.	Suicide		1
Self-induced ligature hanging from railroad sign	Suicide		1
She had a significant mental health history with Bipolar disorder, and previous attempts and verbalizations of suicide.	Suicide		1
Considering previous mental health history, knowing victim lived very near place of death, the severity of the head trauma, it is the MEs opinion that she intentionally ended her life by lying with her head on the railroad track and allowing the train to run over her. The death is determined as suicide.			
Sitting on tracks in clear daylight. No response to horn of locomotive. Suicide could not be excluded.	Suicide		1
Standing by tracks - laid down on tracks as train approached - Had attempted suicide prior to incident	Suicide		1
Stood in front of train waiting for it to strike her. Made no attempt to move from tracks.	Suicide		1
Struck by SB train. Several previous suicide attempts. History of drug/alcohol abuse.	Suicide		1
Subject placed himself in front of train intentionally.	Suicide		1
Subject told family he would kill self by train. Standing on tracks, when engineer blew horn, subject raised arms over head and waited for train to strike him	Suicide		1
Subject was observed lying across the tracks and did not try to move	Suicide		1
Subject was seen standing by tracks. As train approached, subject laid down on tracks as a suicidal gesture	Suicide		1
Suicide: Deceased suffered from bi-polar; prescription bi-polar drugs were found in her system.	Suicide		1
The decedent had a long history of suicide attempts. The decedent was standing between the tracks when he was struck by a moving train.	Suicide		1
The decedent reportedly ran and laid down in front of an oncoming train	Suicide		1

Coroner/CME Incident Description	Event	Event 2	N
The decedent sat down in front of an approaching train. There was a suicide note found at the scene.	Suicide		1
The decedent walked down tracks, sat down in between tracks, folded his arms and tucked his head as impact took place	Suicide		1
The decedent was seated on the tracks with a male friend. They made no attempts to exit the tracks.	Suicide		1
The decedent was sitting on the tracks, between the rails. He lowered his head and made no attempts to move off the tracks.	Suicide		1
A suicide note was later found in his vehicle, which was parked in the area.			
The decedent was walking with her head down, along the side of the tracks. She looked up at the train and placed her thumb into the air as the train sounded its horn. The decedent had a history of suicide attempts.	Suicide		1
Threw himself in front of train	Suicide		1
Trying to drive car into train, failed. Got out of car and jumped under train	Suicide		1
Trying to get killed, lying on tracks	Suicide		1
Upset about having to live in this area, and he wanted to move back where he had lived with his son.	Suicide		1
Victim just laid on track waiting on the train to hit him. Had express intent a couple of weeks earlier of doing this.	Suicide		1
Walked in front of an oncoming train	Suicide		1
Walked onto the tracks. Stopped and turned facing the train. No attempt to move.	Suicide		1
Walked onto tracks, knelt down and placed head on tracks	Suicide		1
Walked out in front of high speed train. Suicide not left. Toxicology unable to be performed.	Suicide		1
Walking along tracks - no indication of suicide - high levels (especially in urine) of multiple CNS depressants found in system	Suicide		1
Walking on tracks - Waited for the train and then lay his head on the track	Suicide		1
Walking on tracks and kneeled in front of train.	Suicide		1
Walking on tracks. Deceased never attempted to move.	Suicide		1
Was seen talking on the phone then laid down on RR tracks	Suicide		1
Witnessed by the engineer to spread his arms while on the tracks while standing. Other witnesses noted he was on his knees, Should have been listed as a suicide.	Suicide		1
Witnessed to intentionally walk onto the track of an oncoming train	Suicide		1
Driving - vehicle became stuck on tracks	Vehicle		3
Motor vehicle struck by train	Vehicle		2
Subject was occupant of vehicle that became stuck on tracks. Occupants exited vehicle and were standing next to it when vehicle was struck by train. Vehicle then struck subject.	Vehicle		2
As a line of cars stopped for the train to pass, the decedent went around the line of cars and struck the side of the train. The vehicle then caught on fire and "completely burned"	Vehicle		1
Belted front seat passenger in a car that purposely went around safety barriers as a train approached - Train struck passenger side door	Vehicle		1
Car lost control, spun, and rolled onto the RR tracks	Vehicle		1
Car rolled down embankment and landed on tracks. Appeared to be slumped over wheel prior to impact. .108 alcohol level	Vehicle		1
Crashed car onto train track then hit by oncoming train.	Vehicle		1
Crossing tracks in vehicle	Vehicle		1
Decedent's car drove off road, landed on tracks, struck by 2 trains	Vehicle		1
Driver of a motorcycle that crashed on the tracks at unknown time then was struck by the train	Vehicle		1
Driver of a sedan that left roadway, went down an embankment onto railroad tracks and was struck by train	Vehicle		1
Driver of motor vehicle struck by train	Vehicle		1
Driving across tracks	Vehicle		1
Driving his truck when he was struck on the passenger side by a train traveling east. He was unrestrained.	Vehicle		1
Driving SUV across tracks just prior to crossing arms coming down	Vehicle		1
Driving truck - did not yield to train	Vehicle		1
Drove around RR crossing gates and hit flatbed rail car on train.	Vehicle		1
Drove onto train track 170' past intersection	Vehicle		1
Fell onto railroad tracks while fleeing scene of auto collision	Vehicle		1
Got out of vehicle and crossed the activated railroad crossing gates	Vehicle		1
In motorized scooter, waved, but was struck	Vehicle		1
Motor vehicle accident, then struck by a train and vehicle	Vehicle		1
Operator of auto struck on track, evacuated children passengers, children observed her struck by train	Vehicle		1
Passed out in vehicle on RR tracks	Vehicle		1
Rollover MVA - rolled into tracks	Vehicle		1
Struck by train while driving vehicle across ungated tracks	Vehicle		1
Subject suffered from a fatal cardiac event while driving a motor vehicle, car continued on to run into the back of a train and ignite. Cause of death is ruled as natural	Vehicle		1
Subject was the driver of a vehicle that drove onto tracks and was struck by a passing train.	Vehicle		1
Subject was the passenger of a vehicle being driven by her boyfriend. The driver drove down an embankment to elude police.	Vehicle		1
A short time later the vehicle was observed being driven next to some RR tracks. The vehicle flipped over and the subject was ejected from the car.			
This is a traffic accident. I wouldn't call it trespassing.	Vehicle		1
Unrestrained passenger in car that collided with truck.	Vehicle		1
Vehicle had left roadway and was driving on tracks. Vehicle was heading south and hit a train head on traveling north at approximately 60 miles per hour. At crossing was second train on separate track waiting for the other train to pass.	Vehicle		1
Vehicle stalled while crossing tracks	Vehicle		1
Was standing outside his disabled vehicle when a train struck him and the vehicle	Vehicle		1
Witness advised the decent was driving and seemed distracted when train approached he locked his wheels in attempt to stop but was too late	Vehicle		1
Walking on or along RR tracks	Walking	Walking	61

Coroner/CME Incident Description	Event	Event 2	N
Standing on RR tracks	Walking	Standing	8
Playing "Chicken"--either with friends or alone	Walking	Playing	6
Struck by train while walking dog.	Walking	Walking	5
Accident/walking with friends	Walking	Walking	3
Walking home	Walking	Walking	2
Hanging out at the tracks placing pennies on track for trains to smash. Tried to move out of the way of the train.	Walking	Playing	2
47 year old white male was walking east between the two railroad tracks, wearing headphones. A freight train, also headed east, rounded a slight curve and struck the decedent. The decedent appeared to respond to the train's horn and step over the north track, but was struck before he could exit the track area.	Walking	Headphones	1
Decedent was walking along the train tracks when hit from behind. Subject was wearing headphones and listening to a portable CD player.	Walking	Headphones	1
Decedent was walking on the tracks with a friend, listening to music. Struck from behind by the train.	Walking	Headphones	1
Standing on tracks - prob with music playing - earphones and ipod found. Back was to train.	Walking	Headphones	1
Subject was reportedly noticed to be walking along the railroad tracks. He apparently had on a set of headphones listening to music.	Walking	Headphones	1
The decedent was walking with an umbrella on the northbound tracks, when he moved off the northbound tracks to avoid an oncoming train. He stepped directly into the path of a southbound train. He was wearing headphones and a walkman.	Walking	Headphones	1
Walking along tracks wearing headphones	Walking	Headphones	1
Walking along tracks with iPod/headphones on	Walking	Headphones	1
Walking on railroad track with earphones on. Struck by train.	Walking	Headphones	1
Walking on tracks - presence of a mp3 player and headphones with the body (listening to music?)	Walking	Headphones	1
Walking on tracks - Struck by train. ME found a set of earphones around the man's neck with a cassette player at his side.	Walking	Headphones	1
Also noted was a crack pipe in his pocket along with multiple syringes and two prescription medications, tolazamide and ranitidine, that were not prescribed to him.			
Walking on tracks wearing earphones and iPod, heavy metal music. Found to have cocaine in his system. Hit from behind.	Walking	Headphones	1
Walking on tracks with headphones on	Walking	Headphones	1
Was walking on the tracks with headphones on when struck	Walking	Headphones	1
Involved in conflict at homeless encampment by tracks. Walked onto tracks. Drugs - Meth	Walking	Homeless	1
Deceased was walking southbound near the West Lane of RR tracks. He was going to check to see how another party was doing fishing. He saw the Northbound train approaching and hear a whistle. It is believed that he thought the whistle was probably come that train and didn't realize there was a Southbound train heading East and that was the train blowing the whistle...	Walking	Hunting/Fishing	1
Hunting duck. Tried to get his dog off the tracks and was struck by train.	Walking	Hunting/Fishing	1
Individual who walking along tracks after fishing near railroad tracks	Walking	Hunting/Fishing	1
Kneeling on tracks	Walking	Kneeling	1
Squatting on track - no effort to move.	Walking	Squatting	1
A train was passing on one track, was throwing rocks while standing on tracks, 2nd train comes around curve. He did not hear and was hit by engine going near full speed.	Walking	Standing	1
Deceased standing in front of approaching train with a beer, train operator stated it appeared deceased was going to step off the tracks, but then the train hit her.	Walking	Standing	1
Decedent was, for unknown reasons, standing too close to tracks	Walking	Standing	1
Standing between railroad tracks	Walking	Standing	1
Standing on tracks facing train	Walking	Standing	1
Standing on tracks while train approached	Walking	Standing	1
Standing on tracks with methamphetamine in system hit by train	Walking	Standing	1
Standing too close to train	Walking	Standing	1
Stood on hi speed tracks, struck by train (105+ mph) - Toxicology not able to be performed	Walking	Standing	1
Stood on track facing train (remote area)	Walking	Standing	1
Was standing between track one and two. As train approached he stepped toward track #2 and was struck.	Walking	Standing	1
According to train conductor, decedent was walking on the tracks talking on a cell phone	Walking	Walking	1
Apparently walking in the area, unknown	Walking	Walking	1
Both conductor and nearby motorist sounded horns in an attempt to alert the decedent, who was walking on the tracks.	Walking	Walking	1
Subject was clipped by main after ignoring all warnings from witness ruled accident.			
Conductor stated the decedent was walking on tracks, and tried to move when he saw the train coming but was stumbling too much	Walking	Walking	1
Deceased was walking on tracks and tried to move at last minute.	Walking	Walking	1
Deceased witnessed running from tracks where he had been walking - attempted to scale a fence running parallel to tracks	Walking	Walking	1
Decedent and friends were walking down tracks, friends moved when train approached. Subject did not move.	Walking	Walking	1
Decedent never indicated she was suicidal, but walked straight into oncoming train	Walking	Walking	1
Decedent walked onto tracks in path of oncoming train	Walking	Walking	1
Decedent was dear - walking home from school	Walking	Walking	1
Decedent was found already deceased, appeared he had been walking along the tracks and was struck on top of the head by a passing train	Walking	Walking	1
Decedent was seen walking along the tracks, victim stopped moving and was struck by part of the locomotive	Walking	Walking	1
Decedent was seen walking along tracks, when engineer turned his attention to the subject he was lying down on the tracks	Walking	Walking	1
Decedent was walking along the train tracks with friends after consuming alcohol, didn't hear friend screaming, taken to hospital for resuscitation = unsuccessful	Walking	Walking	1
Decedent was walking along tracks with a friend when struck by train.	Walking	Walking	1
Decedent was walking down tracks in opposite direction of train. Subject had recently been referred for partial hearing loss.	Walking	Walking	1
Ear buds were found on the body			

Coroner/CME Incident Description	Event	Event 2	N
Decedent was walking home	Walking	Walking	1
Decedent was walking home along the railroad tracks	Walking	Walking	1
Decedent was walking on side of the tracks; as train approached he stepped up on track between the rails; looked at the train; turned his back to the train and was hit.	Walking	Walking	1
Decedent was walking on the train tracks	Walking	Walking	1
Decedent was walking on tracks and was alerted by the train horn moved off the tracks and as the train approached he stepped back onto the train.	Walking	Walking	1
Decedent was walking slowly on the tracks. Conductor sounded horn, but decedent seemed preoccupied with an object on the ground. Ruled accidental.	Walking	Walking	1
Did not hear train approaching while walking. Alcohol - .14 Drugs - morphine	Walking	Walking	1
Highly intoxicated - walking home from bar - Alcohol-.31	Walking	Walking	1
No witnesses to this incident, reportedly walking the tracks	Walking	Walking	1
Observed by other train walking on tracks - Looked up prior to impact	Walking	Walking	1
Struck by train while walking along railroad right-of-way	Walking	Walking	1
Struck by train while walking along RR tracks. Decedent moved after horns but not out of reach of train.	Walking	Walking	1
Subject called his wife just prior to incident. He told his wife he was intoxicated, lost, and walking next to tracks. Subject had an old head injury and would have periods of confusion.	Walking	Walking	1
Subject was reportedly walking down the tracks when she failed to get out of the way of an oncoming train	Walking	Walking	1
Subject was spotted walking on track, back facing train, unresponsive to horn	Walking	Walking	1
Subject was struck by train while walking on tracks	Walking	Walking	1
Subject was walking on tracks with jacket over head. Engineer believes subject did not see/hear train due to jacket.	Walking	Walking	1
Subject was walking on train tracks wearing audio device when struck by train.	Walking	Walking	1
The decedent was observed walking on train track	Walking	Walking	1
The decedent was on the tracks and walked directly into the train with his jacket hood down	Walking	Walking	1
The decedent was walking along the side of the tracks picking up cans when he was struck by a moving train.	Walking	Walking	1
The decedent was walking between two sets of tracks, when she stepped onto the Eastern tracks.	Walking	Walking	1
The decedent was walking down the middle of the train tracks and saw the train and heard the horns but declined to move out of the way and was struck by a train.	Walking	Walking	1
The decedent was walking in the middle of the tracks as the train sounded its horn behind him. The decedent made no attempts to exit the tracks.	Walking	Walking	1
The decedent was walking on the tracks with a hooded jacket on. They blew the horn and the decedent did not look back and was struck	Walking	Walking	1
The decedent was walking on the tracks, turned around and saw train approaching and heard sirens. He ignored the train and kept walking until he was struck	Walking	Walking	1
This was considered an accident. Walking along tracks.	Walking	Walking	1
Train engineer saw the decedent walking in the same direction as the train, subject did not acknowledge the horn.	Walking	Walking	1
Trespasser walking on RR tracks - Taking a short cut to get home.	Walking	Walking	1
Undetermined manner of death - Walked down tracks in front of train	Walking	Walking	1
Victim had been paint and was walking toward the train	Walking	Walking	1
Victim was walking on train track - friends state he was walking home	Walking	Walking	1
Walked from track #2 to track #1. Was walking on tracks and struck from behind by left handrail of lead engine. He never looked at the train even when the whistle was blown.	Walking	Walking	1
Walked into approaching train - Cocaine	Walking	Walking	1
Walked into the path of the train	Walking	Walking	1
Walked onto railroad track - psychiatric history	Walking	Walking	1
Walked over to RR tracks	Walking	Walking	1
Walking - Intoxicated	Walking	Walking	1
Walking along railroad tracks, train signaled, he ignored and was hit by train.	Walking	Walking	1
Walking along the train tracks. Did not respond to train horn. Positive for cannabinoids	Walking	Walking	1
Walking alongside tracks. Train came up behind him and struck glancing blow.	Walking	Walking	1
Walking bike along tracks	Walking	Walking	1
Walking down center of tracks without any attempt to move as train approached	Walking	Walking	1
Walking down middle of track. Appeared he attempted to move. Never identified	Walking	Walking	1
Walking down the tracks with small child	Walking	Walking	1
Walking down the tracks, appeared to prepare for impact	Walking	Walking	1
Walking down the tracks, the train was approaching, saw a shadow - which was decedent bending over.	Walking	Walking	1
Walking down tracks with a friend and did not hear train approaching. Train whistle heard blowing loudly multiple times by witnesses. Deceased pushed friend out of the way and was struck.	Walking	Walking	1
Walking down tracks with friend - Friend noticed decedent wasn't next to him - Turned to see him "picking up something" or "tying his shoe" - Called to him to move - Decedent stood and smile as train struck him	Walking	Walking	1
Walking home after night out	Walking	Walking	1
Walking home on RR tracks intoxicated - Alcohol-.251	Walking	Walking	1
Walking in center of track. Ignored horn and light. Looked over shoulder before incident.	Walking	Walking	1
Walking north on railroad at approximately 11:45am. It was a very cold day and decedent had on a jacket with a hood it was up on his head and did not hear the train coming from behind him.	Walking	Walking	1
Walking off track slowly when struck by train	Walking	Walking	1
Walking on railroad tracks with bag of beer cans over his shoulder. His back was to the train.	Walking	Walking	1
Walking on side of tracks not at intersection	Walking	Walking	1
Walking on the tracks - Went to get gas for the lawnmower - Struck from behind	Walking	Walking	1
Walking on track facing away from train. Deaf.	Walking	Walking	1

Coroner/CME Incident Description	Event	Event 2	N
Walking on track, saw train, made no effort to move.	Walking	Walking	1
Walking on tracks - intoxicated - whistle blew - did not move - stood with back to train	Walking	Walking	1
Walking on tracks after leaving bar.	Walking	Walking	1
Walking on tracks and filming for school project.	Walking	Walking	1
Walking on tracks indicated walking off of them when he saw the train coming.	Walking	Walking	1
Walking on tracks listening to an iPod	Walking	Headphones	1
Walking on tracks on cell phone. Train had very recently switched tracks	Walking	Walking	1
Walking on tracks to get to store.	Walking	Walking	1
Walking on tracks with companion	Walking	Walking	1
Walking on tracks, laid down, then stood up as train struck him.	Walking	Walking	1
Walking on tracks. Took no evasive action when horn was sounded.	Walking	Walking	1
Walking with friend	Walking	Walking	1
Walking with his back to the train, waving his arms.	Walking	Walking	1
Walking with male between the rails. Male walked off East - victim to west side and struck	Walking	Walking	1
Was walking with several people on the track when he was struck	Walking	Walking	1
Apparently trying to crawl under train when train moved	Walking		1
Chasing dog on tracks	Walking		1
Crouched in front of train.	Walking		1
Decedent seen running on tracks away from train, but did not make attempts to get out of its path. Tox screen positive for methamphetamine. Manner of death ruled as undetermined.	Walking		1
Decedent was attempting pull female companion off the train tracks - when train was close - decedent fell or threw himself down over the top of her - train struck both victims. Female victim transported to local hospital - camping next to tracks - strong smell of alcohol on decedent.	Walking		1
Decedent was hit by northbound train and discovered deceased approximately 30 mins later by a southbound train. Ruled accidental. No further info.	Walking		1
Decedent was seen "staggering" up the middle of the railroad tracks by conductor, hit by oncoming train	Walking		1
Decedent was seen by train engineer in a fetal position	Walking		1
Decedent was trying to pull another individual off the tracks when struck	Walking		1
Drinking beer with his friend on the RR tracks when he tripped and fell on the RR ties	Walking		1
Found down by tracks by bystander. Engineer did not know a trespasser was struck. Victim transported to hospital where death was pronounced	Walking		1
Hearing impaired trespasser struck by train	Walking		1
Hit by southbound train immediately after northbound tri-rail passed. - Marijuana	Walking		1
Hit by train while running on tracks, to the best of my knowledge.	Walking		1
Knelt down in front of the train - Attempted to move just as the train struck him from behind	Walking		1
Known for picking up scrap metal on the tracks. Conductor reported he was backing up the train when he saw the deceased with his back turned to the train, bending over. Did not respond to the train's horn, was struck and knocked off the tracks.	Walking		1
Looking for squashed coins on railroad tracks. Drinking all day.	Walking		1
Male was trying to pull female off tracks. Both were hit and killed.	Walking		1
Possibly stuck on track with hearing and gait problems.	Walking		1
Reportedly left friend's home to get food	Walking		1
Run in front of train	Walking		1
Running down the tracks naked.	Walking		1
Running out of way of train	Walking		1
Sight-seeing, taking pictures and jumped as train was coming.	Walking		1
Subject was autistic and had a love for trains, decedent wandered from home and was struck by train	Walking		1
The decedent was squatting in the middle of the tracks, making a rock pile. The decedent made no attempts to move off the tracks as the train sounded its horn.	Walking		1
Trying to pull female off tracks. Both were hit and killed.	Walking		1
Trying to put an object on the train track	Walking		1
Victim fell in snow on RR tracks in front of oncoming train	Walking		1
Was in stroller that was stuck in tracks. Mother could not get it free.	Walking		1
While watching a passing train he was on the other tracks and did not hear the oncoming Amtrak.	Walking		1
Witnessed by train engineer that the deceased kneeled down on the tracks with his back to the train. He had not mental or physical disabilities to allow him not to hear the oncoming train. Video of the accident on camera of train.	Walking		1
Witnessed to cross track, then stop on track in path of train. Drugs: cocaethylene, Benzoylecgonine, Diphenhydramine, Acetaminophen, Pseudoephedrine, Dextromethorphy	Walking		1
Young child wandered onto tracks, had been visiting a nearby home of a relative	Walking		1

Appendix J: Life Stage Group Index

Group Names	Decedent Percent	National Norms	Sample Index
FAMILY FOCUSED	13.05%	3.61%	361%
FLYING SOLO	8.91%	3.95%	226%
MODEST MEANS	10.05%	5.59%	180%
MATURE RUSTICS	6.73%	3.79%	177%
MIXED SINGLES	4.21%	2.61%	161%
BEGINNINGS	7.54%	6.02%	125%
TRANSITION TIME	3.57%	3.01%	118%
OUR TURN	5.11%	6.20%	82%
CASH & CAREERS	3.40%	5.92%	57%
TRUE BLUES	1.54%	2.88%	53%
MIXED MIDDLE	1.94%	4.60%	42%
TAKING HOLD	1.62%	4.02%	40%
GOLDEN YEARS	2.11%	5.95%	35%
JUMBO FAMILIES	1.78%	5.40%	33%
LEISURE BUFFS	2.19%	6.81%	32%
MIDDLING SINGLES	0.41%	1.65%	25%
MATURE WEALTH	1.05%	4.52%	23%
ACTIVE ELDERS	0.97%	6.62%	15%
FLUSH FAMILIES	0.81%	6.85%	12%
FORTUNES & FAMILIES	0.41%	4.69%	9%
AGING UPSCALE	0.24%	5.08%	5%

Appendix K: Personix Lifestage Groups and Cluster Descriptions

<p>1Y BEGINNINGS Cluster 39 Early Parents Cluster 45 First Digs Cluster 57 Collegiate Crowd Cluster 58 Young Workboots</p> <p>Cluster 67 Rolling Stones</p> <p>2Y TAKING HOLD Cluster 18 Married Sophisticates Cluster 21 Children First Cluster 24 Career Building Cluster 30 Spouses & Houses</p> <p>3Y TRANSITION TIME Cluster 34 Outward Bound Cluster 41 Trucks and Trailers Cluster 46 Home Cooking</p> <p>4X FLYING SOLO Cluster 42 First Mortgage Cluster 52 Resolute Renters Cluster 59 Mobile Mixers</p> <p>5X FAMILY FOCUSED Cluster 37 Cartoons and Carpools Cluster 62 Kids and Rent</p> <p>6X MIXED SINGLES Cluster 61 Urban Scramble Cluster 69 Pennywise Mortgagees Cluster 70 Resilient Renters</p> <p>7X CASH & CAREERS Cluster 06 Shooting Stars Cluster 10 Hard Chargers Cluster 20 Dynamic Duos Cluster 26 Savvy Singles</p>	<p>8X JUMBO FAMILIES Cluster 11 Kids and Clout Cluster 12 Tots and Toys Cluster 19 Country Comfort Cluster 27 Soccer and SUVs</p> <p>9B MIDDLING SINGLES Cluster 29 City Mixers Cluster 35 Solo and Stable Cluster 56 Modest Wages</p> <p>10B MIXED MIDDLELERS Cluster 47 Rural Parents</p> <p>Cluster 53 Metro Parents</p> <p>Cluster 60 Rural Rovers</p> <p>11B FORTUNES & FAMILIES Cluster 01 Summit Estates Cluster 04 Skyboxes and Suburbans Cluster 07 Lavish Lifestyles</p> <p>12B FLUSH FAMILIES Cluster 13 Solid Single Parents Cluster 17 Apple Pie Families</p> <p>13B TRUE BLUES Cluster 38 Midtown Minivanners Cluster 48 Farmland Families</p> <p>14B OUR TURN Cluster 16 Country Single Cluster 22 Fun and Games Cluster 31 Mid Americana Cluster 32 Metro Mix Cluster 33 Urban Tenants</p>	<p>15M MATURE WEALTH Cluster 02 Established Elite Cluster 03 Corporate Clout</p> <p>16M AGING UPSCALE Cluster 14 Career Centered Singles Cluster 15 Country Ways Cluster 23 Acred Couples</p> <p>17M MODEST MEANS Cluster 43 Work and Causes Cluster 44 Community Singles Cluster 55 Humble Homes Cluster 63 Downtown Dwellers Cluster 68 Pennywise Proprietors</p> <p>18M MATURE RUSTICS Cluster 40 The Great Outdoors</p> <p>Cluster 50 Rural Retirement Cluster 54 Still Truckin'</p> <p>19M GOLDEN YEARS Cluster 05 Sitting Pretty Cluster 08 Full Steaming Cluster 09 Platinum Oldies</p> <p>20S ACTIVE ELDERS Cluster 25 Clubs and Causes Cluster 28 Suburban Seniors Cluster 36 Raisin' GrandKids</p> <p>21S LEISURE BUFFS Cluster 49 Devoted Duos Cluster 51 Family Matters Cluster 64 Rural Everlasting Cluster 65 Thrifty Elders Cluster 66 Timeless Elders</p>
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PERSONICX LIFESTAGE CLUSTER PERSPECTIVES

1 SUMMIT ESTATES Summit Estates is the wealthiest of all clusters. In every sense, these families are enjoying the good life—luxury travel, entertainment and consumption of every kind are within easy reach.

2 ESTABLISHED ELITE Established Elite represents America's elite couples and singles. With no school-age children at home and the second highest income in the country, these households have enormous disposable incomes and pursue correlating luxuries and activities.

3 CORPORATE CLOUT Corporate Clout contains well-educated and well-compensated singles and couples in their 40s and 50s. These corporate executives and professionals are serious travelers, whether for work or pleasure, and intelligent investors.

4 SKYBOXES and SUBURBANS Ranked 4th for both income and net worth, Skyboxes & Suburbans is also one of the best-educated of all the clusters. These families shop at upscale stores, spend time feathering their nest and adhere to regular fitness programs.

5 SITTING PRETTY Sitting Pretty represents financially secure couples nearing retirement. They are empty nester homeowners, living in outer suburbs and towns, enjoying a luxurious lifestyle.

6 SHOOTING STARS Shooting Stars is made up of childless couples in their 30s and early 40s. These home owning households often include professionals with graduate degrees.

7 LAVISH LIFESTYLES Lavish Lifestyles contains established couples with teenage kids, minivans and mortgages. Luckily, with a rank of fifth in the country, they have the high incomes to support them.

8 FULL STEAMING Full Steaming is a mix of affluent, well-educated couples and singles that have a net worth tending to fall between \$500,000 and \$1,000,000. An entrepreneurial bunch, this cluster ranks first for self-employment.

9 PLATINUM OLDIES These well-heeled retirees and soon-to-be retirees living in the outer edges of the city are enjoying the fruits of their lifetime labor. They are active pillars of their communities and dedicated grandparents, while interested in maintaining their health and fitness.

10 HARD CHARGERS Hard Chargers is dominated by well-educated and professionally successful singles. They are almost all homeowners in a mix of houses and condominiums.

11 KIDS & CLOUT Kids & Clout is comprised of affluent couples with school-age children. Their activities tend to be geared toward work, home or kids.

12 TOTS & TOYS Tots & Toys is dominated by affluent and well-educated working couples with preschool-age children. They are homeowners, mainly in single-family houses.

13 SOLID SINGLE PARENTS Solid Single Parents contains affluent single parents. These predominantly white-collar, professional metrocentrics enjoy comfortable incomes and are a mix of homeowners and renters.

14 CAREER CENTERED SINGLES These affluent, single professionals are well educated, dedicated to their careers and long-term homeowners in their communities.

15 COUNTRY WAYS These country empty nesters are an interesting mix of technicians, entrepreneurs and blue-collar workers. With average educational attainment levels, they enjoy upper incomes and middle-to-upper net worth.

16 COUNTRY SINGLE Country Single is a group of successful singles who are firmly entrenched in their rural communities. Upper-middle incomes and no children enable this group to save and spend on their personal interests.

17 APPLE PIE FAMILIES Apple Pie Families households are upper-middle class couples with school-age children. They are homeowners, often minivan drivers and avid radio listeners.

18 MARRIED SOPHISTICATES Married Sophisticates is made up of recently married young couples who enjoy healthy upper-middle range incomes. They are almost all homeowners with above average net worth, living in upscale suburban neighborhoods.

19 COUNTRY COMFORT Country Comfort is a combination of rural white-collar and blue-collar families, some self-employed, with mixed-age children. The group ranks 16th for household income and has a relatively high percentage of working women.

20 DYNAMIC DUOS These upper-middle income, no-kids couples are well educated and well compensated. They are homeowners in mostly upscale neighborhoods.

21 CHILDREN FIRST Young families dominate Children First. At a mean age of 25, all are currently raising children. Evenly split between married couples and singles, these renters are more than four times likely to be students. They earn upper-middle incomes and live in suburban areas.

22 FUN & GAMES Fun & Games is a mix of couples in their late 40s and early 50s, living in outer suburbs and towns. Married and childless, these upper-middle income homeowners work in a mix of white-collar and blue-collar fields.

23 ACRED COUPLES Acred Couples households are comfortable and well-established couples in their late 50s and early 60s. These upper-middle income empty nesters enjoy a wide range of social activities in the outer suburban areas.

24 CAREER BUILDING Career Building is made up of young, childless singles. They are a mix of mobile renters and first-time homeowners, living in condos and single-family houses.

25 CLUBS & CAUSES Clubs & Causes is dominated by upper-middle income, retired singles and couples in their late 60s and early 70s. These long-time homeowners live comfortably in outer suburbs and towns.

26 SAVVY SINGLES Savvy Singles households are reasonably well educated and enjoy upper-middle incomes. Despite solid incomes, their residence in metropolitan areas often requires renting in multiple-family dwellings.

27 SOCCER & SUVs Soccer & SUVs households are large, upper-middle income families. Located in the cities and surrounding areas, they typically have accrued a net worth of \$500,000 or less.

28 SUBURBAN SENIORS These mostly retired octogenarians are community activists and devoted grandparents. With upper-middle incomes and net worth, they are very comfortable in their advancing age.

29 CITY MIXERS City Mixers households are single urbanites. At a mean age of 41, there are no children in the home, and they work in a broad spectrum of white-collar jobs.

30 SPOUSES & HOUSES Spouses & Houses is dominated by middle-income, childless couples in their mid-20s. This group of mainly high school grads owns their homes and tends to live in suburbs and towns around the country.

31 MID AMERICANA Mid Americana households are married suburbanites. They are middle of the road in terms of education and income, although long tenure and high equity versus home values result in above average net worth.

32 METRO MIX Metro Mix households live in the nation's mega markets. In their mid-40 to mid 60s, and with middle incomes, this group of diverse urbanites ranks second in residing in expensive multi-family dwellings.

33 URBAN TENANTS Urban Tenants households are predominantly singles in their early 50s. These middle-income, white-collar professionals take advantage of urban life, enjoying the income and time that they have to the fullest.

34 OUTWARD BOUND Outward Bound is middle-income, rural households, most without children, but a few some with toddlers, preschool and grade school children. Home ownership dominates this cluster, along with their tendency to drive compact or full-size pickup trucks.

35 SOLO & STABLE These singles are all homeowners who work in mainly white-collar professional, administrative and managerial jobs. Their education and income place them about average in the middle class.

36 RAISIN' GRANDKIDS These older singles and couples are notable for their active grandparent status— every household shows the presence of children.

37 CARTOONS & CARPOOLS Married couples with children of all ages make up this solidly middle-income cluster. These homeowners are blue-and white-collar workers, supporting their families while establishing roots in their communities.

38 MIDTOWN MINIVANNERS Midtown Minivanners is one of the top ten blue-collar bastions in the country. With children of all ages, Midtown Minivanners is the oldest, full-family household in America.

39 EARLY PARENTS At a mean age of 25, Early Parents represents one of the youngest of the clusters. It contains single and married parents in their mid-20s whose spending habits and leisure time are heavily influenced by their young children and living within their means.

40 THE GREAT OUTDOORS The Great Outdoors households are young empty-nest couples living in very rural areas. They enjoy rural and solitary pursuits.

41 TRUCKIN' & STYLIN' Truckin' & Stylin' households are in their mid- to late-30s and live in rural towns. Though, on average, they earn middle incomes, they rank below average for income when compared to the nation and drop to close to the bottom of the list (58th) for net worth.

42 FIRST MORTGAGE First Mortgage is uniformly single and childless. They are all homeowners and in their early 30s. They work in a wide variety of occupations, but their income indicates that they are probably on the lower rungs of the career ladder.

43 WORK & CAUSES Work & Causes is dominated by those with lower-middle incomes, in their late forties, early fifties, and living in cities and surrounds. They are all homeowners, with roughly 13% owning & living in multi-unit dwellings.

44 COMMUNITY SINGLES Community Singles households are community-minded, lower-to-middle income singles. They are in their late fifties to early sixties, some retired, but many still working, mainly in lower-level clerical white-collar and blue-collar jobs; all are homeowners.

45 FIRST DIGS First Digs is made up of young, single and married couples who have lower-middle incomes and minimal-to-no net worth. These renters are more likely to be found in the second cities and surrounding areas.

46 HOME COOKING Home Cooking is comprised of married couples that, in their 30s and early 40s, have no children present in the home. They are mostly lower-middle income homeowners living in the surrounding areas of major second and edge cities across the U.S.

47 RURAL PARENTS These single parents live in some of the most rural parts of the country. They rank high for working women and most have started to accrue some net worth, predominantly through the homes they own.

48 FARMLAND FAMILIES Farmland Families is made up of large blue-collar families living in the most rural areas of the country. The group ranks high for household size and working women, and is firmly in the lower-middle category for income and net worth.

49 DEVOTED DUOS Devoted Duos is comprised of married couples with long-standing tenure in their communities and their

homes. They live in the surrounding city suburbs and enjoy quiet activities.

50 RURAL RETIREMENT Rural Retirement is among the oldest of all the clusters. At a mean age of 76, these elderly rural couples enjoy comfortable, socially active lives in the country.

51 FAMILY MATTERS Family Matters is made up of active elderly couples who, despite a mean age of 70, are only 45% retired. They earn lower-middle incomes and own their suburban homes.

52 RESOLUTE RENTERS This mix of late 30/early 40 year-olds is single and has no children. They tend to be relatively mobile renters and are on the lower rungs of income and net worth.

53 METRO PARENTS Metro Parents is a group handling single parenthood and the stresses of urban life on a small budget. They are primarily high-school or vocationally educated homeowners who are well entrenched in their communities.

54 STILL TRUCKIN' These lower-income households are comprised of singles in their mid-50s. They are homeowners living in rural parts of the country.

55 HUMBLE HOMES Humble Homes is comprised of small-town couples in their mid- to upper-50s. They are long-time homeowners working in a mix of white-collar and blue-collar jobs.

56 MODEST WAGES Modest Wages represents low-income singles living without children in a mix of smaller, industrial cities. Educational attainment is lower for this group, though they are all homeowners.

57 COLLEGIATE CROWD With a mean age of 21, this group represents the youngest of all the clusters. The cluster has a high concentration of students, a correlating low net worth and high mobility, but interestingly they fall right in the middle for income.

58 YOUNG WORKBOOTS At a mean age of 25, this group is the third youngest cluster in the nation. They are unmarried, work in a mix of white-collar and blue-collar jobs, and are found primarily in small towns and more rural areas.

59 MOBILE MIXERS These highly mobile, diverse groups of people are single renters in their early 30s. They rank among the lowest for income and net worth with average education levels and tend to live primarily in cities and surrounding areas.

60 RURAL ROVERS Rural Rovers as a group is primarily single and highly mobile. They live in the most rural areas of the country, are renters, and enjoy outdoor and serene activities.

61 URBAN SCRAMBLE Urban Scramble is a combination of young professionals and students living in the nation's most densely populated and expensive cities. While many are starting in white-collar professional careers, others of this highly mobile group are still finishing their degrees.

62 KIDS & RENT These lower-income, households are a combination of singles and married couples, all of whom have children. They are mostly renters, living in both single-family and multi-family apartment buildings.

63 DOWNTOWN DWELLERS Downtown Dwellers is a group of lower-income, single, downtown-metro renters. This upper-middle-aged, high-school and vocational/technical educated group makes ends meet with low-wage clerical and service jobs.

64 RURAL EVERLASTING Rural Everlasting is made up of lower-income elderly singles living in rural areas of the country. They tend to be renters, with little net worth accrued; nearly half are retired.

65 THRIFTY ELDERS Thrifty Elders households are elderly, lower-income singles. They live in small towns and suburbs where there is a mix of owners and renters.

66 TIMELESS ELDERS Timeless Elders households are still very active. At a mean age of 84, they remain active in their communities, enjoy playing bingo and needlework, and stay up-to-date on a regular diet of TV news.

67 ROLLING STONES Rolling Stones ranks second for student population, found in many college towns. Like other groups in this life stage, they are almost entirely unmarried, childless and highly mobile.

68 PENNYWISE PROPRIETORS Despite having the second lowest income of all the clusters, Pennywise Proprietors manages to rank 27th for net worth. These single homeowners, in their mid- to upper-50s, live primarily in some of the more densely populated areas across the country.

69 PENNYWISE MORTGAGEES Pennywise Mortgagees contains homeowners of single and multi-units, with the lowest incomes, but yet some net worth. At a mean age of 36, they are single and over five times more likely to be students.

70 RESILIENT RENTERS Resilient Renters represents singles with high-school and vocational/technical educations. At a mean age of 39, they are renters in the second-tier cities and, if employed, earn lower wages in service and clerical positions.

PRIVACY ASSURED
ACXIOM CORPORATION
1 INFORMATION WAY
P.O. BOX 8180
LITTLE ROCK, AR 72203-8180
1.888.3ACXIOM
www.acxiom.com

Personicx®

Appendix L: Detailed Description of Personix Clusters

Personix®

<u>Group Name</u>	<u>Cluster Name</u>	<u>Age</u>	<u>Marital Status</u>	<u>Home Ownership</u>	<u>Kids</u>	<u>Income</u>	<u>Rank</u>	<u>Urbanicity</u>	<u>Rank</u>	<u>Net worth</u>	<u>Rank</u>
Beginnings	- Early Parents	18-29	Single/Married	Renter/Owner	Kids; Age Mix	Low	60	City & Surrounds	30	<\$50K	59
Beginnings	- First Digs	24-29	Single/Married	Renter	No Kids	Low Middle	54	City & Surrounds	29	<\$5K	67
Beginnings	- Collegiate Crowd	18-23	Single	Renter	No Kids	Middle	36	City & Surrounds	36	<\$10K	64
Beginnings	- Young Workboots	18-29	Single	Renter/Owner	No Kids	Low Middle	48	Rural City & Surrounds	62	<\$10K	61
Beginnings	- Rolling Stones	24-29	Single	Renter	No Kids	Lowest	67	City & Surrounds	18	<\$5K	65
Taking Hold	- Married Sophisticates	30-35	Married	Owner	No Kids	Upper Middle	19	Suburbs & Towns	49	\$25K-\$499K	18
Taking Hold	- Children First	18-29	Married/Single	Owner/Renter	Kids; Age Mix	Upper Middle	27	Suburbs & Towns	52	<\$500K	49
Taking Hold	- Career Building	24-29	Single	Renter/Owner	No Kids	Upper Middle	23	City & Surrounds	38	<\$100K	56
Taking Hold	- Spouses & Houses	24-29	Married	Owner	No Kids	Middle	31	Suburbs & Towns	42	\$25K-\$499K	35
Transition Time	- Outward Bound	30-45	Married	Owner	No Kids	Middle	33	Rural	67	<\$250K	44
Transition Time	- Truckin' & Stylin'	30-45	Single/Married	Owner/Renter	No Kids	Middle	39	Rural City & Surrounds	60	<\$100K	58
Transition Time	- Home Cooking	30-45	Married	Owner	No Kids	Low Middle	53	City & Surrounds	31	<\$500K	41
Flying Solo	- First Mortgage	24-35	Single	Owner	No Kids	Low Middle	41	City & Surrounds	16	<\$500K	46
Flying Solo	- Resolute Renters	36-45	Single	Renter	No Kids	Low Middle	47	City & Surrounds	17	<\$5K	68
Flying Solo	- Mobile Mixers	30-35	Single	Renter	No Kids	Low	58	City & Surrounds	15	<\$5K	70
Family Focused	- Cartoons & Carpools	30-45	Married	Owner	Kids; Age Mix	Middle	43	City & Surrounds	20	<\$500K	47
Family Focused	- Kids & Rent	30-45	Single/Married	Renter	Kids; Age Mix	Low	62	City & Surrounds	10	<\$5K	62

Mixed Singles	- Urban Scramble	24-35	Single	Renter	No Kids	Low Middle	51	Downtown Metro	3	<\$10K	63
Mixed Singles	- Pennywise Mortgagees	30-45	Single	Owner	No Kids	Lowest	70	City & Surrounds	9	<\$250K	54
Mixed Singles	- Resilient Renters	36-45	Single/Married	Renter	No Kids	Lowest	68	City & Surrounds	14	<\$5K	69
Cash & Careers	- Shooting Stars	30-45	Married	Owner	No Kids	Wealthy	6	Suburbs & Towns	43	\$100K-\$499K	9
Cash & Careers	- Hard Chargers	30-45	Single	Owner	No Kids	Affluent	8	Suburbs & Towns	41	\$50K-\$499K	11
Cash & Careers	- Dynamic Duos	36-45	Married	Owner	No Kids	Upper Middle	20	Suburbs & Towns	48	\$25K-\$499K	19
Cash & Careers	- Savvy Singles	30-45	Single	Renter/Owner	No Kids	Upper Middle	26	City & Surrounds	23	<\$500K	50
Jumbo Families	- Kids & Clout	36-45	Married	Owner	School-age Kids	Affluent	9	Suburbs & Towns	44	\$50K-\$499K	12
Jumbo Families	- Tots & Toys	30-45	Married	Owner	Toddlers/Preschool	Affluent	10	City & Surrounds	28	\$5K-\$499K	29
Jumbo Families	- Country Comfort	36-55	Married	Owner	Kids; Age Mix	Upper Middle	16	Rural	59	\$25K-\$499K	33
Jumbo Families	- Soccer & SUVs	30-45	Married	Owner	School-age Kids	Upper Middle	29	Suburbs & Towns	39	\$5K-\$499K	37
Middling Singles	- City Mixers	36-45	Single	Owner/Renter	No Kids	Upper Middle	28	Downtown Metro	1	<\$999K	17
Middling Singles	- Solo and Stable	36-45	Single	Owner	No Kids	Middle	37	City & Surrounds	19	<\$500K	40
Middling Singles	- Modest Wages	30-45	Single	Owner	No Kids	Low	61	City & Surrounds	22	<\$500K	43
Mixed Middlers	- Rural Parents	36-55	Single	Owner/Renter	School-age Kids	Middle	38	Rural	64	<\$250K	52
Mixed Middlers	- Metro Parents	36-55	Single	Owner	School-age Kids	Low Middle	52	Downtown Metro	6	<\$500K	48
Mixed Middlers	- Rural Rovers	30-55	Single	Renter	No Kids	Low Middle	40	Rural	61	<\$25K	66
Fortunes & Families	- Summit Estates	36-55	Married	Owner	School-age Kids	Wealthy	1	City & Surrounds	35	\$2MM+	1
Fortunes & Families	- Skyboxes & Suburbans	36-65	Married	Owner	School-age Kids	Wealthy	4	Suburbs & Towns	51	\$1MM-\$2MM	4
Fortunes & Families	- Lavish Lifestyles	36-55	Married	Owner	School-age Kids	Wealthy	5	Suburbs & Towns	57	\$100K-\$499K	10
Flush Families	- Solid Single Parents	36-55	Single	Owner/Renter	Kids; Age Mix	Affluent	14	City & Surrounds	21	\$25K-\$499K	22

Flush Families	- Apple Pie Families	46-65	Married	Owner	School-age Kids	Upper Middle	15	City & Surrounds	32	\$25K-\$999K	15
True Blues	- Midtown Minivanners	46-65	Married	Owner	School-age Kids	Low Middle	49	City & Surrounds	13	<\$500K	38
True Blues	- Farmland Families	36-55	Married	Owner	School-age Kids	Low Middle	50	Rural	66	<\$250K	53
Our Turn	- Country Single	36-65	Single	Owner	No Kids	Upper Middle	18	Rural Suburbs & Towns	65	\$25K-\$499K	21
Our Turn	- Fun & Games	46-55	Married	Owner	No Kids	Upper Middle	17	Suburbs & Towns	53	\$25K-\$499K	23
Our Turn	- Mid Americana	46-65	Married	Owner	No Kids	Middle	34	Suburbs & Towns	46	\$25K-\$999K	13
Our Turn	- Metro Mix	46-65	Married/Single	Owner	No Kids	Middle	32	Downtown Metro	2	\$100K-\$999K	8
Our Turn	- Urban Tenants	46-65	Single/Married	Renter	No Kids	Middle	30	Downtown Metro	4	<\$100K	57
Mature Wealth	- Established Elite	46-65	Married/Single	Owner	No Kids	Wealthy	2	City & Surrounds	12	\$2MM+	2
Mature Wealth	- Corporate Clout	46-65	Married	Owner	No Kids	Wealthy	3	City & Surrounds	33	\$1MM-\$2MM	3
Aging Upscale	- Career Centered Singles	46-65	Single	Owner	No Kids	Affluent	12	City & Surrounds	37	\$25K-\$499K	20
Aging Upscale	- Country Ways	46-65	Married	Owner	No Kids	Affluent	11	Rural Suburbs & Towns	70	\$25K-\$999K	16
Aging Upscale	- Acred Couples	56-65	Married	Owner	No Kids	Upper Middle	21	Suburbs & Towns	55	\$25K-\$499K	32
Modest Means	- Work & Causes	46-55	Single	Owner	No Kids	Low Middle	44	City & Surrounds	26	\$10K-\$499K	45
Modest Means	- Community Singles	56-65	Single	Owner	No Kids	Low Middle	46	City & Surrounds	25	\$10K-\$999K	26
Modest Means	- Humble Homes	46-65	Married	Owner	No Kids	Low	59	Suburbs & Towns	50	<\$500K	36
Modest Means	- Downtown Dwellers	46-65	Single	Renter	No Kids	Low	64	Downtown Metro	5	<\$10K	60
Modest Means	- Pennywise Proprietors	46-65	Single	Owner	No Kids	Lowest	69	Downtown Metro	7	<\$999K	27
Mature Rustics	- The Great Outdoors	46-65	Married	Owner	No Kids	Low Middle	45	Rural	68	\$10K-\$999K	31
Mature Rustics	- Rural Retirement	66+	Married	Owner	No Kids	Low Middle	42	Rural	69	\$10K-\$999K	28
Mature Rustics	- Still Truckin'	46-65	Single	Owner	No Kids	Low Middle	57	Rural	63	\$10K-\$999K	34
Golden Years	- Sitting Pretty	46-55	Married	Owner	No Kids	Wealthy	7	Suburbs & Towns	56	\$100K-\$999K	7

Golden Years	- Full Steaming	56-65	Married/Single	Owner	No Kids	Affluent	13	Suburbs & Towns	47	\$500K-\$999K	6
Golden Years	- Platinum Oldies	66+	Married/Single	Owner	No Kids	Upper Middle	24	City & Surrounds	11	\$500K-\$999K	5
Active Elders	- Clubs & Causes	66-75	Married/Single	Owner	No Kids	Upper Middle	22	Suburbs & Towns	54	\$25K-\$499K	25
Active Elders	- Suburban Seniors	76+	Married/Single	Owner	No Kids	Upper Middle	25	City & Surrounds	34	\$25K-\$499K	24
Active Elders	- Raisin' GrandKids	66+	Married/Single	Owner	Kids; Age Mix	Middle	35	City & Surrounds	24	\$10K-\$999K	14
Leisure Buffs	- Devoted Duos	76+	Married	Owner	No Kids	Low Middle	55	City & Surrounds	27	\$10K-\$499K	30
Leisure Buffs	- Family Matters	66-75	Married/Single	Owner	No Kids	Low Middle	56	Suburbs & Towns	40	<\$500K	39
Leisure Buffs	- Rural Everlasting	66+	Single	Renter/Owner	No Kids	Low	63	Rural	58	<\$100K	55
Leisure Buffs	- Thrifty Elders	66-75	Single	Owner/Renter	No Kids	Lowest	66	Suburbs & Towns	45	<\$250K	51
Leisure Buffs	- Timeless Elders	76+	Single/Married	Owner	No Kids	Lowest	65	Downtown Metro	8	<\$500K	42

Appendix M: Detail of How Decedents Mapped into Personiex Clusters

Group Names	Cluster Names	ZIP+4		ZIP		Total	
		Match Cnt	Percent	Match Cnt	Percent	Match Cnt	Percent
BEGINNINGS -	EARLY PARENTS	54	4.38%	1	0.08%	55	4.46%
BEGINNINGS -	FIRST DIGS	6	0.49%	2	0.16%	8	0.65%
BEGINNINGS -	COLLEGIATE CROWD	12	0.97%	2	0.16%	14	1.13%
BEGINNINGS -	YOUNG WORKBOOTS	3	0.24%	0	0.00%	3	0.24%
BEGINNINGS -	ROLLING STONES	11	0.89%	2	0.16%	13	1.05%
BEGINNINGS -		86	6.97%	7	0.57%	93	7.54%
TAKING HOLD -	MARRIED SOPHISTICATES	0	0.00%	2	0.16%	2	0.16%
TAKING HOLD -	CHILDREN FIRST	10	0.81%	1	0.08%	11	0.89%
TAKING HOLD -	CAREERS BUILDING	5	0.41%	1	0.08%	6	0.49%
TAKING HOLD -	SPOUSES & HOUSES	1	0.08%	0	0.00%	1	0.08%
TAKING HOLD -		16	1.30%	4	0.32%	20	1.62%
TRANSITION TIME -	OUTWARD BOUND	1	0.08%	1	0.08%	2	0.16%
TRANSITION TIME -	TRUCKIN' & STYLIN'	12	0.97%	6	0.49%	18	1.46%
TRANSITION TIME -	HOME COOKING	17	1.38%	7	0.57%	24	1.94%
TRANSITION TIME -		30	2.43%	14	1.13%	44	3.57%
FLYING SOLO -	FIRST MORTGAGE	0	0.00%	0	0.00%	0	0.00%
FLYING SOLO -	RESOLUTE RENTERS	45	3.65%	27	2.19%	72	5.83%
FLYING SOLO -	MOBILE MIXERS	29	2.35%	9	0.73%	38	3.08%
FLYING SOLO -		74	6.00%	36	2.92%	110	8.91%
FAMILY FOCUSED -	CARTOONS & CARPOOLS	9	0.73%	7	0.57%	16	1.30%
FAMILY FOCUSED -	KIDS & RENT	97	7.86%	48	3.89%	145	11.75%
FAMILY FOCUSED -		106	8.59%	55	4.46%	161	13.05%
MIXED SINGLES -	URBAN SCRAMBLE	6	0.49%	3	0.24%	9	0.73%
MIXED SINGLES -	PENNYWISE MORTGAGEES	1	0.08%	2	0.16%	3	0.24%
MIXED SINGLES -	RESILIENT RENTERS	38	3.08%	2	0.16%	40	3.24%
MIXED SINGLES -		45	3.65%	7	0.57%	52	4.21%
CASH & CAREERS -	SHOOTING STARS	6	0.49%	1	0.08%	7	0.57%
CASH & CAREERS -	HARD CHARGERS	1	0.08%	0	0.00%	1	0.08%
CASH & CAREERS -	DYNAMIC DUOS	7	0.57%	9	0.73%	16	1.30%
CASH & CAREERS -	SAVVY SINGLES	13	1.05%	5	0.41%	18	1.46%

CASH & CAREERS -		27	2.19%	15	1.22%	42	3.40%
JUMBO FAMILIES - KIDS & CLOUT		3	0.24%	3	0.24%	6	0.49%
JUMBO FAMILIES - TOTS & TOYS		0	0.00%	0	0.00%	0	0.00%
JUMBO FAMILIES - COUNTRY COMFORT		1	0.08%	1	0.08%	2	0.16%
JUMBO FAMILIES - SOCCER & SUVs		8	0.65%	6	0.49%	14	1.13%
JUMBO FAMILIES -		12	0.97%	10	0.81%	22	1.78%
MIDDLING SINGLES - CITY MIXERS		0	0.00%	1	0.08%	1	0.08%
MIDDLING SINGLES - SOLO AND STABLE		0	0.00%	0	0.00%	0	0.00%
MIDDLING SINGLES - MODEST WAGES		1	0.08%	3	0.24%	4	0.32%
MIDDLING SINGLES -		1	0.08%	4	0.32%	5	0.41%
MIXED MIDDLELERS - RURAL PARENTS		4	0.32%	2	0.16%	6	0.49%
MIXED MIDDLELERS - METRO PARENTS		3	0.24%	9	0.73%	12	0.97%
MIXED MIDDLELERS - RURAL ROVERS		5	0.41%	1	0.08%	6	0.49%
MIXED MIDDLELERS -		12	0.97%	12	0.97%	24	1.94%
FORTUNES & FAMILIES - SUMMIT ESTATES		0	0.00%	0	0.00%	0	0.00%
FORTUNES & FAMILIES - SKYBOXES & SUBURBANS		3	0.24%	0	0.00%	3	0.24%
FORTUNES & FAMILIES - LAVISH LIFESTYLES		1	0.08%	1	0.08%	2	0.16%
FORTUNES & FAMILIES -		4	0.32%	1	0.08%	5	0.41%
FLUSH FAMILIES - SOLID SINGLE PARENTS		3	0.24%	2	0.16%	5	0.41%
FLUSH FAMILIES - APPLE PIE FAMILIES		4	0.32%	1	0.08%	5	0.41%
FLUSH FAMILIES -		7	0.57%	3	0.24%	10	0.81%
TRUE BLUES - MIDTOWN MINIVANNERS		7	0.57%	2	0.16%	9	0.73%
TRUE BLUES - FARMLAND FAMILIES		5	0.41%	5	0.41%	10	0.81%
TRUE BLUES -		12	0.97%	7	0.57%	19	1.54%
OUR TURN - COUNTRY SINGLE		0	0.00%	0	0.00%	0	0.00%
OUR TURN - FUN & GAMES		9	0.73%	12	0.97%	21	1.70%
OUR TURN - MID AMERICANA		11	0.89%	6	0.49%	17	1.38%
OUR TURN - METRO MIX		0	0.00%	2	0.16%	2	0.16%
OUR TURN - URBAN TENANTS		12	0.97%	11	0.89%	23	1.86%
OUR TURN -		32	2.59%	31	2.51%	63	5.11%
MATURE WEALTH - ESTABLISHED ELITE		7	0.57%	0	0.00%	7	0.57%
MATURE WEALTH - CORPORATE CLOUT		6	0.49%	0	0.00%	6	0.49%
MATURE WEALTH -		13	1.05%	0	0.00%	13	1.05%
CAREER CENTERED							
AGING UPSCALE - SINGLES		0	0.00%	0	0.00%	0	0.00%
AGING UPSCALE - COUNTRY WAYS		2	0.16%	0	0.00%	2	0.16%

AGING UPSCALE - ACRED COUPLES	0	0.00%	1	0.08%	1	0.08%
AGING UPSCALE -	2	0.16%	1	0.08%	3	0.24%
MODEST MEANS - WORK & CAUSES	2	0.16%	1	0.08%	3	0.24%
MODEST MEANS - COMMUNITY SINGLES	3	0.24%	1	0.08%	4	0.32%
MODEST MEANS - HUMBLE HOMES	32	2.59%	15	1.22%	47	3.81%
MODEST MEANS - DOWNTOWN DWELLERS	56	4.54%	10	0.81%	66	5.35%
MODEST MEANS - PENNYWISE PROPRIETORS	0	0.00%	4	0.32%	4	0.32%
MODEST MEANS -	93	7.54%	31	2.51%	124	10.05%
MATURE RUSTICS - THE GREAT OUTDOORS	8	0.65%	21	1.70%	29	2.35%
MATURE RUSTICS - RURAL RETIREMENT	11	0.89%	16	1.30%	27	2.19%
MATURE RUSTICS - STILL TRUCKIN'	15	1.22%	12	0.97%	27	2.19%
MATURE RUSTICS -	34	2.76%	49	3.97%	83	6.73%
GOLDEN YEARS - SITTING PRETTY	5	0.41%	11	0.89%	16	1.30%
GOLDEN YEARS - FULL STEAMING	7	0.57%	0	0.00%	7	0.57%
GOLDEN YEARS - PLATINUM OLDIES	3	0.24%	0	0.00%	3	0.24%
GOLDEN YEARS -	15	1.22%	11	0.89%	26	2.11%
ACTIVE ELDERS - CLUBS & CAUSES	4	0.32%	0	0.00%	4	0.32%
ACTIVE ELDERS - SUBURBAN SENIORS	3	0.24%	1	0.08%	4	0.32%
ACTIVE ELDERS - RAISIN' GRANKIDS	4	0.32%	0	0.00%	4	0.32%
ACTIVE ELDERS -	11	0.89%	1	0.08%	12	0.97%
LEISURE BUFFS - DEVOTED DUOS	2	0.16%	3	0.24%	5	0.41%
LEISURE BUFFS - FAMILY MATTERS	4	0.32%	1	0.08%	5	0.41%
LEISURE BUFFS - RURAL EVERLASTING	9	0.73%	0	0.00%	9	0.73%
LEISURE BUFFS - THRIFTY ELDERS	7	0.57%	0	0.00%	7	0.57%
LEISURE BUFFS - TIMELESS ELDERS	1	0.08%	0	0.00%	1	0.08%
LEISURE BUFFS -	23	1.86%	4	0.32%	27	2.19%
	655	53.08%	303	24.55%	958	77.63%