

**Comparison - Reportable Rail Equipment Accidents/Incidents on Yard/Industry Tracks
Involving RCL Operations and Conventional Operations (May 1 through November 30, 2003)**

Reporting Threshold: For calendar year 2003, a rail equipment accident/incident must be reported to the Federal Railroad Administration if the combined amount of equipment and track damage exceeds \$6,700.

Distribution of Accidents by Railroads:	RCL	Conv	Total	% RCL	Yard Switching Miles			Ratio of Accidents per 1 Million Yard Switching Miles		
					RCL	Conv	Total	RCL	Conv	Total
Union Pacific Railroad (UP)	97	192 =	289	33.6	3,251,051	5,651,059 =	8,902,110	29.84	33.98	32.46
Burlington Northern Santa-Fe (BNSF)	39	149 =	188	20.7	2,080,873	5,585,742 =	7,666,615	18.74	26.68	24.52
CSX Transportation Inc. (CSX)	27	147 =	174	15.5	2,070,967	5,272,965 =	7,343,932	13.04	27.88	23.69
Norfolk Southern Railroad (NS)	5	91 =	96	5.2	431,750	7,104,466 =	7,536,216	11.58	12.81	12.74
Alton and Southern Railway (ALS)	4	3 =	7	57.1	217,564	333,903 =	551,467	18.39	8.98	12.56
Belt Railway Company of Chicago (BRC)	3	7 =	10	30.0	77,537	171,688 =	249,225	38.69	40.77	40.12
Kansas City Southern (KCS)	3	29 =	32	9.4	212,022	526,238 =	738,260	14.14	55.11	43.35
Conrail Shared Assets (CRSH)	1	20 =	21	0.0	24,528	1,046,154 =	1,070,682	40.77	19.12	19.61
Montana Rail Link (MRL)	1	2 =	3	33.3	155,293	113,250 =	268,543	6.44	17.66	11.17
San Luis & Rio Grande Railroad (SLRG)	1	0 =	1	100.0	697	3,500 =	4,197	1,434.72	0.00	238.27
Birmingham Southern (BS)*	0	1 =	1	0.0	0	9,835 =	9,835	0.00	101.68	101.68
California Northern (CFNR)	0	1 =	1	0.0	3,623	2,963 =	6,586	0.00	337.50	151.84
Cleveland Works Railway (CWRO)*	0	7 =	7	0.0	0	4,622 =	4,622	0.00	1,514.50	1,514.50
Consolidated Grain & Barge (CGBX)	0	0 =	0	0.0	9,002	0 =	9,002	0.00	0.00	0.00
Florida East Coast (FEC)	0	3 =	3	0.0	5,900	241,718 =	247,618	0.00	12.41	12.11
Illinois Central (IC)	0	24 =	24	0.0	4,770	1,478,104 =	1,482,874	0.00	16.24	16.18
Indiana Railroad (INRD)	0	2 =	2	0.0	5,945	17,825 =	23,770	0.00	112.20	84.14
Jefferson Warrior Railroad (JEFW)	0	0 =	0	0.0	4,942	266 =	5,208	0.00	0.00	0.00
McKeesport Connecting Railroad (MKC)*	0	0 =	0	0.0	0	5,416 =	5,416	0.00	0.00	0.00
Pennsylvania Southwestern RR (PSWR)	0	0 =	0	0.0	36,216	3,354 =	39,570	0.00	0.00	0.00
Puget Sound & Pacific (PSAP)	0	1 =	1	0.0	1,462	1,648 =	3,110	0.00	606.80	321.54
Wheeling & Lake Erie (WE)	0	6 =	6	0.0	1,212	109,235 =	110,447	0.00	54.93	54.32
Wisconsin Central (WC)	0	2 =	2	0.0	25,632	611,632 =	637,264	0.00	3.26	3.14
Total =	181	687 =	868	20.9	8,620,986	28,295,583 =	36,916,569	21.00	24.28	23.51

* Designates railroads that operate remote control locomotives, but only in that portion of their operations designated as a "plant railroad."

<u>Distribution of Accidents by State:</u>	<u>RCL</u>	<u>Conv</u>	<u>Total</u>
Texas	28	75 =	103
Arkansas	19	10 =	29
Illinois	18	79 =	97
California	14	41 =	55
Missouri	13	14 =	27
Kansas	10	15 =	25
Nebraska	10	17 =	27
Alabama	8	14 =	22
Washington	8	16 =	24
Maryland	7	11 =	18
Colorado	5	15 =	20
Minnesota	5	14 =	19
North Dakota	5	1 =	6
Oregon	5	10 =	15
Ohio	4	52 =	56
North Carolina	3	15 =	18
Florida	2	15 =	17
Kentucky	2	11 =	13
Louisiana	2	23 =	25
Wyoming	2	10 =	12
Georgia	2	25 =	27
Michigan	2	3 =	5
Tennessee	2	22 =	24
Utah	2	11 =	13
Indiana	1	29 =	30
Montana	1	4 =	5
South Carolina	1	2 =	3
Other States (RCL Railroads Only)	<u>0</u>	<u>133 =</u>	<u>133</u>
Total =	181	687 =	868

<u>Distribution by Month:</u>	<u>RCL</u>	<u>Conv</u>	<u>Total</u>
May	18	114 =	132
June	15	107 =	122
July	26	98 =	124
August	31	102 =	133
September	39	100 =	139
October	21	70 =	91
November	<u>31</u>	<u>96 =</u>	<u>127</u>
Total =	181	687 =	868

<u>Distribution by Major Cause Classification:</u>	<u>RCL</u>	<u>Conv</u>	<u>Total</u>	<u>% RCL</u>
Train Operations - Human Factors	110	355 =	465	23.7
Miscellaneous Causes	26	91 =	117	22.2
Track, Roadbed and Structures	23	200 =	223	10.3
Signal and Communications	15	14 =	29	51.7
Mechanical and Electrical Failures	<u>7</u>	<u>27 =</u>	<u>34</u>	<u>20.6</u>
Total =	181	687 =	868	20.9

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:

Union Pacific:

San Antonio, Texas	12	(2)	Wide gage (due to defective or missing crossties)
		(2)	Shoving move, absence of man on leading end of movement
		(1)	Coupler mismatch, high/low
		(1)	Coupling speed excessive
		(1)	Passed couplers
		(1)	Cars left foul
		(1)	Object or equipment fouling track
		(1)	Defective or missing crossties/Coupler mismatch, high/low
		(1)	Switch previously run through
		(1)	Switch improperly lined
		N. Little Rock, Arkansas	11
(1)	Shoving move, absence of man on leading end of movement		
(1)	Failure to comply with restricted speed		
(1)	Switch improperly lined		
(1)	Instructions to train/yard crew improper		
(1)	Yard skate slide and failed to stop car		
(1)	Classification yard automatic control system retarder failure		
(1)	Failure to release handbrakes on car(s)		
(1)	Automatic hump retarder failed to slow car-foreign matter on wheels		
(1)	Switch (hand operated) stand mechanism broken, loose or worn		
Kansas City, Missouri	9		
		(1)	Buffing or slack action excessive-train handling
		(1)	Failure to comply with restricted speed
		(1)	Cars left foul
Pine Bluff, Arkansas	8	(2)	Other signal failures
		(1)	Improperly Loaded Car
		(1)	Cars left foul
		(1)	Broken rail, horizontal split head
		(1)	Switch not latched or locked
		(1)	Flangeway clogged
		(1)	Shoving move, absence of man on leading end of movement

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:

North Platte, Nebraska	8	(2)	Classification yard automatic control system retarder failure
		(2)	Interaction lateral/vertical forces
		(1)	Power switch failure
		(1)	Radio communication, failure to comply
		(1)	Other train operation/human factor
		(1)	Buffing or slack action excessive-train handling
Kansas City, Kansas	7	(2)	Other general switching rules
		(1)	Passed couplers
		(1)	Knuckle broken or defective
		(1)	Failure to couple
		(1)	Other rail/joint bar defects
		(1)	Remote control transmitter defective
Roseville, California	6	(1)	Shoving move, absence of man on leading end of movement
		(1)	Switch previously run through
		(1)	Radio communication, improper
		(1)	Other general switching rules
		(1)	Instructions to train/yard crew improper
		(1)	Failure to apply sufficient handbrake(s) on car(s)
Fort Worth, Texas	3	(1)	Vandalism of on-track equipment (e.g., brakes released)
		(1)	Lateral drawbar force on curve excessive-train makeup
		(1)	Use of brakes, other
Hermiston, Oregon	3	(1)	Classification yard automatic control system retarder failure
		(1)	Shoving move, absence of man on leading end of movement
		(1)	Humping or cutting off in motion equipment susceptible to damage
Houston, Texas	3	(1)	Classification yard automatic control system switch failure
		(1)	Other train operations/human factor cause
		(1)	Broken rail - transverse/compound fissure
Laporte, Texas	3	(3)	Classification yard automatic control system retarder failure
Dallas, Texas	2	(1)	Failure to comply with restricted speed
		(1)	Switch point worn or broken

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:

Denver, Colorado	2	(1)	Passed couplers
		(1)	Switch improperly lined
Northlake, Illinois	2	(1)	Switch improperly lined
		(1)	Failure to comply with restricted speed
Rochelle, Illinois	2	(2)	Switch improperly lined
Seattle, Washington	2	(1)	Moving cars with loading ramp not in position
		(1)	Failure to properly secure hand brake on car(s)
Tacoma, Washington	2	(1)	Switch damaged or out of adjustment
		(1)	Shoving move, man on leading end of movement, failure to control
Eugene, Oregon	1	(1)	Other brake components damaged, worn, broken or defective
Laredo, Texas	1	(1)	Deviation from uniform top of rail profile
Melrose Park, Illinois	1	(1)	Shoving move, absence of man on leading end of movement
St. Louis, Missouri	1	(1)	Other track geometry defects
Salt Lake City, Utah	1	(1)	Passed couplers
Stockton, California	1	(1)	Shoving move, absence of man on leading end of movement
W. Sacramento, California	1	(1)	Wide gage (due to defective or missing crossties)
Pioneer, Utah	1	(1)	Shoving move, man on end of movement, failure to control
Tracy, California	1	(1)	Wide gage (due to defective or missing crossties)
Portland, Oregon	1	(1)	Broken rail-base
Green River, Wyoming	1	(1)	Load shifted
Cheyenne, Wyoming	<u>1</u>	(1)	Switch improperly lined
Total =	97		

Burlington Northern Santa Fe:

Galesburg, Illinois	4	(1)	Switch point worn or broken
		(1)	Other frog, switch or track appliance defect
		(1)	Broken rail, detail fracture from shelling or head check
		(1)	Other signal failures
Barstow, California	3	(1)	Failure to allow air brakes to fully release before proceeding
		(1)	Use of switches, other
		(1)	Coupler retainer pin/cross key missing

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:

Kansas City, Kansas	3	(1)	Object on or fouling track (motor vehicle not at a crossing)
		(1)	Buffing or slack action excessive-train handling
		(1)	Shoving move, absence of man on leading end of movement
Denver, Colorado	2	(1)	Shoving move, absence of man on leading end of movement
		(1)	Failure to comply with restricted speed
Everett, Washington	2	(1)	Other general switching rules
		(1)	Worn rail
Grand Forks, North Dakota	2	(1)	Switch damaged or out of adjustment
		(1)	Failure to comply with restricted speed
Lincoln, Nebraska	2	(1)	Classification yard automatic control system retarder failure
		(1)	Yard skate slide and failed to stop car
Minneapolis, Minnesota	2	(1)	Coupling speed excessive
		(1)	Shoving move, man on end of movement, failure to control
St. Louis, Missouri	2	(1)	Shoving move, absence of man on leading end of movement
		(1)	Track damage caused by non-railroad interference with track
San Bernardino, California	2	(1)	Failure to properly secure hand brake on car(s)
		(1)	Object such as lading chains or straps fouling wheels
Temple, Texas	2	(1)	Failure to properly secure hand brakes on car
		(1)	Turnout frog (spring) worn or broken
Amarillo, Texas	1	(1)	Shoving move, absence of man on leading end of movement
Birmingham, Alabama	1	(1)	Buffing or slack action excessive-train handling
Dilworth, Minnesota	1	(1)	Wide gage (due to defective or missing ties)/due to loose gage rods
E. Grand Forks, N. Dakota	1	(1)	Shoving move, absence of man on leading end of movement
Fridley, Minnesota	1	(1)	Switch improperly lined
Logistics Park, Illinois	1	(1)	Failure to properly secure engine(s)
Mandan, North Dakota	1	(1)	Failure to comply with restricted speed
Memphis, Tennessee	1	(1)	Yard skate slid and failed to stop cars
Minot, North Dakota	1	(1)	Shoving move, absence of man on leading end of movement
Northtown, Minnesota	1	(1)	Instructions to train/yard crew improper

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:

Pasco, Washington	1	(1)	Manual intervention of class yard auto control system modes by optr
Spokane, Washington	1	(1)	Interference with railroad operations by non-railroad employee
Springfield, Missouri	<u>1</u>	(1)	Shoving move, man on end of movement, failure to control
Total =	39		

CSX:

Cumberland, Maryland	6	(2)	Speed, other
		(1)	Buffing or slack action excessive-train handling
		(1)	Retarder, improper manual operation
		(1)	Side bearings missing
		(1)	Other communication equipment failure/Knuckle broken or defective
Tarrant, Alabama	3	(1)	Failure to comply with restricted speed
		(1)	Failure to stop train in clear
		(1)	Object or equipment on or fouling track
Cincinnati, Ohio	3	(1)	Broken rail, transverse/compound fissure
		(1)	Switch previously run through
		(1)	Shoving move, absence of man on leading end of movement
Louisville, Kentucky	2	(1)	Buffing or slack action excessive-train handling
		(1)	Other signal failures
Atlanta, Georgia	1	(1)	Shoving move, absence of man on leading end of movement
Baltimore, Maryland	1	(1)	Shoving move, man on end of movement, failure to control
Jacksonville, Florida	1	(1)	Failure to apply sufficient hand brakes on cars
Evansville, Indiana	1	(1)	Shoving move, absence of man on leading end of movement
Hamlet, N. Carolina	1	(1)	Shoving move, man on end of movement, failure to control
Mobile, Alabama	1	(1)	Failure to comply with restricted speed
Montgomery, Alabama	1	(1)	Switch previously run through
Nashville, Tennessee	1	(1)	Failure to properly secure engine(s)
Riverside, Illinois	1	(1)	Brake rigging down or dragging
Rocky Mount, N. Carolina	1	(1)	Switch improperly lined/Shoving move, absence of man at lead end of movement
Savannah, Georgia	1	(1)	Shoving move, man on end of movement, failure to control
Wilmington, North Carolina	1	(1)	Independent (engine) brake, improper use (except actuation)
Walbridge, Ohio	<u>1</u>	(1)	Passed couplers
Total =	27		

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:Norfolk Southern:

Birmingham, Alabama	2	(1)	Yard skate slide and failed to stop car
		(1)	Switch improperly lined
Childs, S. Carolina	1	(1)	Failure to comply with restricted speed
Oakwood, Michigan	1	(1)	Switch improperly lined
Jasper, Florida	<u>1</u>	(1)	Other misc. causes (Ineffective braking contamination brake shoes)
Total =	5		

Alton and Southern:

E. St. Louis, Illinois	4	(1)	Shoving move, man on end of movement, failure to control
		(1)	Yard skate slid and failed to stop cars
		(1)	Radio communication, failure to give/receive
		(1)	Failure to comply with restricted speed
Total =	<u>4</u>		

Belt Railway of Chicago:

Bedford Park, Illinois	2	(1)	Switch improperly lined
		(1)	Extreme Environmental Conditions-Extreme Wind Velocity
Chicago, Illinois	<u>1</u>	(1)	Switch improperly lined
Total =	3		

Kansas City Southern:

Shreveport, Louisiana	2	(1)	Shoving move, absence of man on leading end of movement
		(1)	Failure to comply with restricted speed
Wylie, Texas	<u>1</u>	(1)	Cars left foul
Total =	3		

Conrail Shared Assets:

Detroit, Michigan	<u>1</u>	(1)	Passed couplers
Total =	1		

Montana Rail Link:

Missoula, Montana	<u>1</u>	(1)	Shoving move, absence of man on leading end of movement
Total =	1		

Railroad/Location Distribution of Reportable Rail Equipment Accidents involving Remote Control Locomotives:San Luis & Rio Grande:

Monte Vista, Colorado	<u>1</u>	(1)	Object or equipment fouling track (motor vehicle not at crossing)
Total =	1		

Grand Total = 181

Listing of Remote Control Accidents in Chronological Order: May 1 - November 30, 2003:

5/01/03	NS	Oakwood	MI	Human - H702	Switch improperly lined
5/04/03	MRL	Missoula	MT	Human - H306	Shoving move, absence of man on leading end of movement
5/04/03	UP	N. Little Rock	AR	Misc - M407	Automatic hump retarder failed to slow car -foreign matter on wheels
5/05/03	CSX	Tarrant	AL	Human - H401	Failure to stop train in clear
5/05/03	UP	Ft. Worth	TX	Misc - M502	Vandalism of on-track equipment (e.g., brakes released)
5/06/03	BNSF	Grand Forks	ND	Track - T311	Switch damaged or out of adjustment
5/06/03	UP	Kansas City	KS	Human - H399	Other general switching rules (movement entered RCL zone)
5/10/03	UP	Dallas	TX	Track - T314	Switch point worn or broken
5/11/03	UP	N. Little Rock	AR	Human - H702	Switch improperly lined
5/11/03	UP	North Platte	NE	Human - H210	Radio communication, failure to comply
5/11/03	BNSF	Spokane	WA	Misc - M501	Interference with railroad operations by non-railroad employee
5/15/03	NS	Jasper	FL	Misc - M599	Other misc. causes-Ineffective braking contamination brake shoes
5/17/03	BNSF	Lincoln	NE	Misc - M408	Yard skate slid and failed to stop car
5/19/03	UP	Hermiston	OR	Signal - S007	Classification yard automatic control system retarder failure
5/23/03	UP	Hermiston	OR	Human - H306	Shoving move, absence of man on leading end of movement
5/26/03	CSX	Cincinnati	OH	Track - T220	Broken rail - Transverse/compound fissure
5/28/03	BNSF	Springfield	MO	Human - H307	Shoving move, man on end of movement, failure to control
5/28/03	UP	North Platte	NE	Signal - S007	Classification yard automatic control system retarder failure
6/02/03	UP	North Platte	NE	Misc - M405	Interaction of lateral/vertical forces
6/07/03	UP	Kansas City	MO	Misc - M408	Yard skate slid and failed to stop cars
6/14/03	CSX	Rocky Mount	NC	Human - H702/H306	Switch improperly lined/Shoving move, absence of man on lead end
6/14/03	BNSF	Galesburg	IL	Track - T314	Switch point worn or broken
6/14/03	UP	Roseville	CA	Human - H211	Radio communication, improper
6/20/03	BNSF	Everett	WA	Human - H399	Other general switching rules
6/20/03	BNSF	Minneapolis	MN	Human - H601	Coupling speed excessive
6/20/03	UP	Seattle	WA	Human - H018	Failure to properly secure hand brake on car(s)
6/23/03	ALS	E St. Louis	IL	Human - H307	Shoving move, man on end of movement, failure to control
6/24/03	NS	Childs	SC	Human - H607	Failure to comply with restricted speed
6/25/03	UP	Kansas City	KS	Human - H312	Passed couplers
6/25/03	UP	Tracy	CA	Track - T111	Wide gage (due to defective or missing crossties)

Listing of Remote Control Accidents in Chronological Order: (continued):

6/27/03	UP	Pine Bluff	AR	Misc - M204	Improperly loaded car
6/28/03	CSX	Cincinnati	OH	Human - H704	Switch previously run through
6/30/03	BNSF	Galesburg	IL	Track - T399	Other frog, switch or track appliance defect
7/01/03	UP	Kansas City	MO	Human - H503	Buffing or slack action excessive, train handling
7/03/03	UP	Kansas City	MO	Misc - M408	Yard skate slid and failed to stop car
7/05/03	BNSF	Temple	TX	Human - H018	Failure to properly secure hand brakes on car(s)
7/06/03	UP	Dallas	TX	Human - H607	Failure to comply with restricted speed
7/07/03	BNSF	St. Louis	MO	Human - H306	Shoving move, absence of man on leading end of movement
7/08/03	BNSF	Galesburg	IL	Track - T207	Broken rail - Detail fracture from shelling or head check
7/08/03	UP	San Antonio	TX	Mech - E31C	Coupler mismatch, high/low
7/08/03	UP	Kansas City	MO	Misc - M408	Yard skate slid and failed to stop car
7/10/03	UP	Roseville	CA	Human - H306	Shoving move, absence of man on leading end of movement
7/11/03	UP	San Antonio	TX	Human - H306	Shoving move, absence of man on leading end of movement
7/14/03	UP	Pine Bluff	AR	Human - H302	Cars left foul
7/16/03	UP	Rochelle	IL	Human - H702	Switch improperly lined
7/17/03	BRC	Bedford Park	IL	Human - H702	Switch improperly lined
7/17/03	CSX	Mobile	AL	Human - H607	Failure to comply with restricted speed
7/17/03	UP	Kansas City	KS	Human - H399	Other general switching rules
7/17/03	UP	Tacoma	WA	Track - T311	Switch damaged or out of adjustment
7/20/03	BNSF	Barstow	CA	Human - H514	Failure to allow air brakes to fully release before proceeding
7/22/03	UP	San Antonio	TX	Human - H302	Cars left foul
7/23/03	BNSF	Denver	CO	Human - H306	Shoving move, absence of man on leading end of movement
7/23/03	CSX	Tarrant	AL	Human - H607	Failure to comply with restricted speed
7/25/03	UP	San Antonio	TX	Track - T205, E31L	Defective or missing crossties/Coupler mismatch, high/low
7/26/03	UP	N Little Rock	AR	Human - H306	Shoving move, absence of man on leading end of movement
7/28/03	BNSF	Kansas City	KS	Human - H306	Shoving move, absence of man on leading end of movement
7/28/03	CSX	Jacksonville	FL	Human - H020	Failure to apply sufficient hand brakes on cars
7/31/03	BNSF	St. Louis	MO	Misc - M506	Track damage caused by non-railroad interference with track
7/31/03	CSX	Cumberland	MD	Human - H503	Buffing or slack action excessive, train handling
8/02/03	BNSF	Minneapolis	MN	Human - H307	Shoving move, man on end of movement, failure to control

Listing of Remote Control Accidents in Chronological Order: (continued):

8/05/03	UP	N Little Rock	AR	Human - H607	Failure to comply with restricted speed
8/05/03	UP	Rochelle	IL	Human - H702	Switch improperly lined
8/05/03	UP	San Antonio	TX	Track - T110	Wide gage (due to defective or missing crossties)
8/09/03	BNSF	Temple	TX	Track - T318	Turnout frog (spring), worn or broken
8/09/03	NS	Birmingham	AL	Misc - M408	Yard skate slid and failed to stop car
8/10/03	CSX	Tarrant	AL	Misc - M402	Object or equipment on or fouling track
8/12/03	UP	Pine Bluff	AR	Track - T212	Broken rail, horizontal split head
8/13/03	UP	Cheyenne	WY	Human - H702	Switch improperly lined
8/13/03	UP	St. Louis	MO	Track - T199	Other track geometry defects
8/14/03	CSX	Walbridge	OH	Human - H312	Passed couplers
8/14/03	UP	San Antonio	TX	Misc - M402	Object or equipment on or fouling track
8/15/03	ALS	E St. Louis	IL	Misc - M408	Yard skate slid and failed to stop cars
8/16/03	BNSF	Minot	ND	Human - H306	Shoving move, absence of man on leading end of movement
8/17/03	UP	Houston	TX	Signal - S006	Classification yard automatic control system switch failure
8/18/03	BNSF	Mandan	ND	Human - H607	Failure to comply with restricted speed
8/18/03	UP	Pine Bluff	AR	Human - H703	Switch not latched or locked
8/18/03	UP	North Platte	NE	Signal - S011	Power switch failure
8/20/03	UP	Roseville	CA	Human - H399	Other general switching rules
8/21/03	BNSF	Galesburg	IL	Signal - S099	Other signal failures
8/21/03	UP	Pine Bluff	AR	Signal - S099	Other signal failures
8/21/03	UP	San Antonio	TX	Human - H601	Coupling speed excessive
8/22/03	BNSF	Lincoln	NE	Signal - S007	Classification yard automatic control system retarder failure
8/22/03	UP/BN	Tacoma	WA	Human - H307	Shoving move, man on leading end of movement, failure to control
8/22/03	UP	Kansas City	MO	Human - H607	Failure to comply with restricted speed
8/25/03	UP	Roseville	CA	Human - H704	Switch previously run through
8/27/03	UP	Seattle	WA	Human - H311	Moving cars with loading ramp not in position
8/30/03	BNSF	Northtown	MN	Human - H305	Instructions to train/yard crew improper
8/30/03	KCS	Shreveport	LA	Human - H607	Failure to comply with restricted speed
8/30/03	UP	Kansas City	KS	Mech - E330C	Knuckle broken or defective
8/30/03	UP	Stockton	CA	Human - H306	Shoving move, absence of man on leading end of movement

Listing of Remote Control Accidents in Chronological Order: (continued):

9/01/03	BNSF	Kansas City	KS	Misc - M402	Object on or fouling track (motor vehicle not at a crossing)
9/01/03	CSX	Cumberland	MD	Human - H313	Retarder, improper manual operation
9/01/03	UP	LaPorte	TX	Signal - S007	Classification yard automatic control system retarder failure
9/01/03	UP	Melrose Park	IL	Human - H306	Shoving move, absence of man on leading end of movement
9/02/03	UP	Pine Bluff	AR	Track - T402	Flangeway clogged
9/02/03	UP	Pine Bluff	AR	Signal - S099	Other signal failures
9/02/03	UP	San Antonio	TX	Track - T110	Wide gage (due to defective or missing crossties)
9/04/03	CSX	Cumberland	MD	Human - H699	Speed, other
9/06/03	BNSF	Birmingham	AL	Human - H503	Buffing or slack action excessive-train handling
9/07/03	BNSF	Barstow	CA	Human - H799	Use of switches, other
9/08/03	BNSF	SanBernardino, CA		Human - H018	Failure to properly secure hand brakes on car(s)
9/09/03	CSX	Nashville	TN	Human - H017	Failure to properly secure engine(s)
9/09/03	UP	N. Little Rock	AR	Human - H305	Instructions to train/yard crew improper
9/09/03	UP	San Antonio	TX	Human - H312	Passed couplers
9/11/03	ALS	E St. Louis	IL	Human - H212	Radio communication, failure to give/receive
9/11/03	CSX	Cumberland	MD	Human - H699	Speed, other
9/12/03	KCS	Shreveport	LA	Human - H306	Shoving move, absence of man on leading end of movement
9/13/03	UP	Ft. Worth	TX	Human - H506	Lateral drawbar force on curve excessive - train make-up
9/15/03	UP	Pioneer	UT	Human - H307	Shoving move, man on end of movement, failure to control
9/15/03	UP	San Antonio	TX	Human - H306	Shoving movement, absence of man on leading end of movement
9/16/03	UP	Hermiston	OR	Human - H317	Humping/cutting off in motion equipment susceptible to damage
9/17/03	BNSF	Kansas City	KS	Human - H503	Buffing or slack action excessive-train handling
9/17/03	UP	Houston	TX	Human - H999	Other train operations/human factor cause
9/18/03	CSX	Hamlet	NC	Human - H307	Shoving move, man on end of movement, failure to control
9/18/03	UP	Kansas City	MO	Misc - M408	Yard skate slid and failed to stop cars
9/18/03	UP	Green River	WY	Misc - M201	Load shifted
9/19/03	UP	N. Little Rock, AR		Signal - S007	Classification yard automatic control system retarder failure
9/20/03	BNSF	Logistics Park, IL		Human - H017	Failure to properly secure engine(s)
9/20/03	UP	Kansas City	KS	Human - H310	Failure to couple
9/21/03	UP	Ft. Worth	TX	Human - H099	Use of brakes, other

Listing of Remote Control Accidents in Chronological Order: (continued):

9/25/03	NS	Birmingham	AL	Human - H702	Switch improperly lined
9/26/03	UP	N. Little Rock	AR	Misc - M408	Yard skate slid and failed to stop cars
9/26/03	UP	Laredo	TX	Track - T103	Deviation from uniform top of rail profile
9/27/03	CSX	Evansville	IN	Human - H306	Shoving move, absence of man on leading end of movement
9/27/03	UP	North Platte	NE	Misc - M405	Interaction of lateral/vertical forces
9/28/03	UP	North Platte	NE	Signal - S007	Classification yard automatic control system retarder failure
9/29/03	SLRG	Monte Vista	CO	Misc - M402	Object or equipment fouling track (motor vehicle not at crossing)
9/29/03	UP	Kansas City	KS	Track - T299	Other rail and joint bar defects
9/30/03	UP	Kansas City	MO	Human - H302	Cars left foul
10/01/03	KCS	Wylie	TX	Human - H302	Cars left foul
10/01/03	UP	North Platte	NE	Human - H503	Buffing or slack action excessive-train handling
10/02/03	CSX	Savannah	GA	Human - H307	Shoving move, man on end of movement, failure to control
10/02/03	CSX	Cumberland	MD	Mech - E43C	Side bearings missing
10/06/03	CSX	Baltimore	MD	Human - H307	Shoving move, man on end of movement, failure to control
10/07/03	CSX	Wilmington	NC	Human - H525	Independent (engine) brake, improper use (except actuation)
10/09/03	UP	LaPorte	TX	Signal - S007	Classification yard automatic control system retarder failure
10/09/03	UP	Roseville	CA	Human - H305	Instructions to train/yard crew improper
10/12/03	CSX	Louisville	KY	Signal - S099	Other signal failures
10/13/03	UP	Kansas City	MO	Misc - M408	Yard skate slid and failed to stop cars
10/14/03	BNSF	Amarillo	TX	Human - H306	Shoving move, absence of man on leading end of movement
10/18/03	UP	N. Little Rock	AR	Human - H019	Failure to release handbrakes on car(s)
10/19/03	BNSF	Grand Forks	ND	Human - H607	Failure to comply with restricted speed
10/20/03	UP	Portland	OR	Track - T202	Broken rail - base
10/23/03	CSX	Cincinnati	OH	Human - H306	Shoving move, absence of man on leading end of movement
10/24/03	BNSF	Pasco	WA	Human - H316	Manual intervention of class yard auto control sys modes by optr
10/25/03	CSX	Louisville	KY	Human - H503	Buffing or slack action excessive-train handling
10/26/03	ALS	E. St. Louis	IL	Human - H607	Failure to comply with restricted speed
10/27/03	BNSF	Barstow	CA	Mech - E33C	Coupler retainer pin/cross key missing
10/28/03	UP	San Antonio	TX	Human - H704	Switch previously run through
10/31/03	BNSF	Fridley	MN	Human - H702	Switch improperly lined

Listing of Remote Control Accidents in Chronological Order: (continued):

11/01/03	CSX	Cumberland	MD	Mech	- S013/E30C	Other comm. equip. failure/Knuckle broken or defective
11/02/03	BNSF	Memphis	TN	Misc	- M408	Yard skate slid and failed to stop cars
11/03/03	CSX	Riverdale	IL	Mech	- E07C	Brake rigging down or dragging
11/03/03	UP	Northlake	IL	Human	- H702	Switch improperly lined
11/05/03	UP	Denver	CO	Human	- H312	Passed couplers
11/07/03	CRSH	Detroit	MI	Human	- H312	Passed couplers
11/07/03	UP	Denver	CO	Human	- H702	Switch improperly lined
11/07/03	UP	N. Little Rock,	AR	Human	- H399	Other general switching rules
11/07/03	UP	North Platte	NE	Human	- H999	Other train operation/human factors
11/09/03	BRC	Chicago	IL	Human	- H702	Switch improperly lined
11/09/03	CSX	Montgomery	AL	Human	- H704	Switch previously run through
11/10/03	UP	Pine Bluff	AR	Human	- H306	Shoving move, absence of man on leading end of movement
11/11/03	BNSF	Dilworth	MN	Track	- T110/T112	Wide gage (due to defective or missing ties)/(due to loose gage rods)
11/11/03	UP	Roseville	CA	Human	- H020	Failure to apply sufficient number of handbrake(s) on car(s)
11/11/03	UP	Salt Lake City	UT	Human	- H312	Passed couplers
11/12/03	UP	Eugene	OR	Mech	- E04C	Other brake components damaged, worn, broken or disconnected
11/13/03	BNSF	Everett	WA	Track	- T222	Worn rail
11/14/03	CSX	Atlanta	GA	Human	- H306	Shoving move, absence of man on leading end of movement
11/17/03	UP	LaPorte	TX	Signal	- S007	Classification yard automatic control system retarder failure
11/17/03	UP	Kansas City	MO	Misc	- M408	Yard skate slid and failed to stop cars
11/17/03	UP	San Antonio	TX	Human	- H702	Switch improperly lined
11/18/03	UP	Sacramento	CA	Track	- T110	Wide gage (due to defective or missing crossties)
11/19/03	UP	Northlake	IL	Human	- H607	Failure to comply with restricted speed
11/22/03	BNSF	Denver	CO	Human	- H607	Failure to comply with restricted speed
11/22/03	UP	N. Little Rock,	AR	Track	- T309	Switch (hand operated) stand mechanism broken, loose or worn
11/23/03	BNSF	SanBernardino,	CA	Misc	- M410	Object such as lading chains or straps fouling wheels
11/23/03	BRC	Bedford Park	IL	Misc	- M105	Extreme Environmental Condition-Extreme Wind Velocity
11/23/03	UP	Kansas City	KS	Signal	- S101	Remote control transmitter defective
11/26/03	UP	N. Little Rock,	AR	Human	- H399	Other general switching rules

Listing of Remote Control Accidents in Chronological Order:(continued):

11/30/03 BNSF Grand Forks ND Human - H306/H702 Shoving move, abs. of man on lead end of move/Switch imp. lined
 11/30/03 UP Houston TX Track - T220 Broken rail - Transverse/compound fissure

Total RCL = 181

Note: The reportable rail equipment accidents/incidents shown above are those that occurred when remote controlled locomotives were in use, and did not necessarily occur because of the use of a remote controlled locomotive.

Remote Control Accidents That Included Hazardous Material Shipment(s):

Thirty eight of the 181, RCL accidents listed above included hazardous materials shipments. The thirty eight RCL accidents included 315 cars carrying hazardous material. Seventy two of the 315 cars were damaged or derailed. One of the 315 cars experienced a hazardous material release. With respect to similar conventional railroad operations, there were 887 accidents that included hazardous material shipments. The 887 accidents included 1,647 cars carrying hazardous material. Two hundred seven of the 1,647 cars were damaged or derailed. Four of the 207 cars experienced a hazardous material release.

	Remote Control Operations	Conventional Railroad Operations
Number of Accidents	38	887
Cars transporting hazardous materials	315	1,647
Cars damaged or derailed	72	207
Cars releasing hazardous materials	1	4

Listing of Remote Control Accidents That Included Hazardous Material Shipment(s):

<u>Date</u>	<u>RR</u>	<u>City</u>	<u>State</u>	<u>Cause</u>	<u>Cars Carrying</u>	<u>Cars Damaged or Derailed</u>	<u>Cars Releasing</u>
5/15/03	NS	Jasper	FL	Misc - M599	8	8	0
6/25/03	UP	Kansas City	KS	Human - H312	9	2	0
6/30/03	BNSF	Galesburg	IL	Track - T399	5	0	0
7/01/03	UP	Kansas City	MO	Human - H503	1	1	0
7/05/03	BNSF	Temple	TX	Human - H018	1	1	0
7/08/03	BNSF	Galesburg	IL	Track - T207	1	1	0
7/17/03	UP	Kansas City	KS	Human - H399	4	0	0
7/23/03	BNSF	Denver	CO	Human - H306	3	3	0
7/28/03	CSX	Jacksonville	FL	Human - H020	1	0	0
8/09/03	BNSF	Temple	TX	Track - T318	2	2	1
8/10/03	CSX	Tarrant	AL	Misc - M402	1	0	0
8/12/03	UP	Pine Bluff	AR	Track - T212	5	0	0
8/17/03	UP	Houston	TX	Signal - S006	5	3	0
8/30/03	KCS	Shreveport	LA	Human - H607	16	0	0
9/01/03	UP	LaPorte	TX	Signal - S007	36	25	0
9/02/03	UP	Pine Bluff	AR	Signal - S099	1	1	0
9/07/03	BNSF	Barstow	CA	Human - H799	9	0	0
9/11/03	ALS	E St. Louis	IL	Human - H212	1	1	0
9/17/03	BNSF	Kansas City	KS	Human - H503	1	1	0
9/17/03	UP	Houston	TX	Human - H999	7	0	0
9/18/03	CSX	Hamlet	NC	Human - H307	16	1	0
9/28/03	UP	North Platte	NE	Signal - S007	13	0	0
10/01/03	UP	North Platte	NE	Human - H503	2	0	0
10/02/03	CSX	Cumberland	MD	Mech - E43C	21	0	0
10/07/03	CSX	Wilmington	NC	Human - H525	8	0	0
10/09/03	UP	LaPorte	TX	Signal - S007	46	4	0
10/14/03	BNSF	Amarillo	TX	Human - H306	25	1	0
11/01/03	CSX	Cumberland	MD	Mech - S013/E30C	12	2	0
11/02/03	BNSF	Memphis	TN	Misc - M408	1	0	0
11/07/03	UP	North Platte	NE	Human - H999	16	1	0
11/11/03	BNSF	Dilworth	MN	Track - T110/T112	4	3	0

11/13/03	BNSF	Everett	WA	Track - T222	2	2	0
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Listing of Remote Control Accidents That Included Hazardous Material Shipment(s) continued:

11/14/03	CSX	Atlanta	GA	Human - H306	1	0	0
11/17/03	UP	LaPorte	TX	Signal - S007	2	0	0
11/17/03	UP	Kansas City	MO	Misc - M408	8	5	0
11/22/03	BNSF	Denver	CO	Human - H607	14	0	0
11/26/03	UP	N. Little Rock	AR	Human - H399	5	1	0
11/30/03	UP	Houston	TX	Track - T220	3	0	0