

TR-021465
TR-040151

Selections: Railroad - All Railroads/Railroad Groups
State - All States County - All Counties
All Regions
Human Factor / All Types of Accidents / All Track Types
January through December, 2003

ACCIDENTS IN DESCENDING FREQUENCY BY CAUSE

	Total		Total Year Counts			YTD Counts Jan - Dec		% Change Over Time		
	Accs	Pct of Total	2000	2001	2002	2002	2003	2000 to 2002	2001 to 2002	To Dec 2002 2003
-----GRAND TOTAL-----	4,416	100.0	1,147	1,035	1,050	1,050	1,184	-8.5	1.4	12.8
H702 Switch improperly lined	708	16.0	163	156	168	168	221	3.1	7.7	31.5
H306 Shoving movement, absence of man	462	10.5	121	111	89	89	141	-26.4	-19.8	58.4
H503 Buff/slack action excess, trn handling	220	5.0	55	54	37	37	74	-32.7	-31.5	100.0
H302 Cars left foul	205	4.6	59	47	49	49	50	-16.9	4.3	2.0
H020 Fail to apply suff. hand brakes -rr emp	185	4.2	60	34	51	51	40	-15.0	50.0	-21.6
H307 Shoving movement, failure to control	164	3.7	38	33	42	42	51	10.5	27.3	21.4
H018 Fail to secure car hnd brk -rr emp	158	3.6	35	48	36	36	39	2.9	-25.0	8.3
H704 Switch previously run through	153	3.5	35	37	36	36	45	2.9	-2.7	25.0
H312 Passed couplers	135	3.1	35	36	28	28	36	-20.0	-22.2	28.6
H303 Derail, failure to apply or remove	124	2.8	31	28	40	40	25	29.0	42.9	-37.5
H605 Failure to comply with restricted speed	109	2.5	39	24	35	35	11	-10.3	45.8	-68.6
H601 Coupling speed excessive	104	2.4	26	29	28	28	21	7.7	-3.4	-25.0
H999 Other train operation/human factors	102	2.3	29	16	20	20	37	-31.0	25.0	85.0
H399 Other general switching rules	86	1.9	15	24	25	25	22	66.7	4.2	-12.0
H021 Fail to apply car hnd brks -rr emp	72	1.6	30	9	20	20	13	-33.3	122.2	-35.0
H703 Switch not latched or locked	71	1.6	20	25	11	11	15	-45.0	-56.0	36.4
H310 Failure to couple	64	1.4	20	15	16	16	13	-20.0	6.7	-18.8
H305 Instruction to trn/yd crew improper	60	1.4	18	13	11	11	18	-38.9	-15.4	63.6
H525 Independent brake, improper use	52	1.2	11	12	14	14	15	27.3	16.7	7.1
H301 Car(s) shoved out & left out of clear	48	1.1	15	9	12	12	12	-20.0	33.3	.
H504 Buff/slack action excess, trn make-up	47	1.1	12	9	16	16	10	33.3	77.8	-37.5
H401 Failure to stop train in clear	43	1.0	11	15	10	10	7	-9.1	-33.3	-30.0
H210 Radio communication, failure to comply	40	0.9	11	9	13	13	7	18.2	44.4	-46.2
H505 Lat DB force on curve xcess trn hndng	40	0.9	10	9	11	11	10	10.0	22.2	-9.1
H522 Throttle (power), improper use	40	0.9	10	9	12	12	9	20.0	33.3	-25.0
H313 Retarder, improper manual operation	37	0.8	11	7	13	13	6	18.2	85.7	-53.8
H017 Failure to secure engine- rr empl	36	0.8	8	12	9	9	7	12.5	-25.0	-22.2
H402 Motor car/on-trk rules, fail to comply	35	0.8	7	16	4	4	8	-42.9	-75.0	100.0
H507 Lat drawbar force-										

log file

short/long car combo	35	0.8	9	12	4	4	10	-55.6	-66.7	150.0
H599 Other train handling/makeup	35	0.8	11	7	12	12	5	9.1	71.4	-58.3
H499 Other main track authority causes	34	0.8	8	8	11	11	7	37.5	37.5	-36.4
H524 Excessive horsepower	30	0.7	7	9	6	6	8	-14.3	-33.3	33.3
H602 Switch movement, excessive speed	30	0.7	7	6	11	11	6	57.1	83.3	-45.5
H508 Improper train make-up	29	0.7	11	2	10	10	6	-9.1	400.0	-40.0
H699 Speed, other	28	0.6	10	8	5	5	5	-50.0	-37.5	.
H215 Block signal, failure to comply	25	0.6	5	8	9	9	3	80.0	12.5	-66.7
H506 Lat DB force on curve excess, make-up	25	0.6	9	4	4	4	8	-55.6	.	100.0
H019 Fail to release hand brk - rr emp	23	0.5	5	5	5	5	8	.	.	60.0
H211 Radio communication, improper	22	0.5	10	5	3	3	4	-70.0	-40.0	33.3
H212 Radio comm., failure to give/receive	20	0.5	5	4	6	6	5	20.0	50.0	-16.7
H309 Failure to stretch cars before shoving	20	0.5	6	3	5	5	6	-16.7	66.7	20.0
H993 Human factors - track	20	0.5	2	9	5	5	4	150.0	-44.4	-20.0
H995 Human factors -motive power & equipment	20	0.5	9	6	3	3	2	-66.7	-50.0	-33.3
H099 Use of brakes, other	19	0.4	4	5	5	5	5	25.0	.	.
H216 Interlocking signal, failure to comply	19	0.4	8	6	2	2	3	-75.0	-66.7	50.0
H799 Use of switches, other	19	0.4	6	5	6	6	2	.	20.0	-66.7
H022 Fail to secure equip - not rr emp	18	0.4	6	5	5	5	2	-16.7	.	-60.0
H607 Failure to comply with restricted speed	18	0.4	.	.	.	.	18	.	.	.
H025 Fail to ctrl car spd use hnd brk-r emp	16	0.4	.	5	7	7	4	.	40.0	-42.9
H403 Movement without authority - rr emp	16	0.4	7	2	3	3	4	-57.1	50.0	33.3
H603 Train inside yard limits, excess speed	16	0.4	4	5	2	2	5	-50.0	-60.0	150.0
H104 Employee asleep	15	0.3	1	6	5	5	3	400.0	-16.7	-40.0
H204 Fixed signal, failure to comply	14	0.3	4	7	3	3	.	-25.0	-57.1	.
H308 Skate, failure to remove or place	14	0.3	6	3	3	3	2	-50.0	.	-33.3
H509 Improper train inspection	14	0.3	5	3	4	4	2	-20.0	33.3	-50.0
H701 Spring Swtch not clear before reverse	14	0.3	4	2	5	5	3	25.0	150.0	-40.0
H404 Fail to comply with trn order, etc.	12	0.3	5	4	2	2	1	-60.0	-50.0	-50.0
H514 Fail to allow air brks to release	12	0.3	4	3	2	2	3	-50.0	-33.3	50.0
H008 Bottling the Air	11	0.2	3	4	2	2	2	-33.3	-50.0	.
H513 Automatic brake, other improper use	10	0.2	3	3	4	4	.	33.3	33.3	.
H519 Dynamic brake, too rapid adjustment	10	0.2	1	2	6	6	1	500.0	200.0	-83.3
H221 Automatic block or interlocking signal d	9	0.2	.	.	.	.	9	.	.	.
H311 Moving cars-load ramp,etc, not in pos	9	0.2	2	2	2	2	3	.	.	50.0
H606 Train outside yd limits (nonblk),exc spd	9	0.2	.	2	5	5	2	.	150.0	-60.0
H511 Automatic brake, excessive	8	0.2	3	.	3	3	2	.	.	-33.3
H994 Human factors - signal	8	0.2	1	1	3	3	3	200.0	200.0	.

H501 Improper train make-up at init term	7	0.2	3	.	1	1	3	-66.7	.	200.0
H523 Throttle (power), too rapid adjustment	7	0.2	2	1	1	1	3	-50.0	.	200.0
H518 Dynamic brake, excessive	6	0.1	1	2	2	2	1	100.0	.	-50.0
H604 Train outside yd limits, excess speed	6	0.1	2	1	2	2	1	.	100.0	-50.0
H997 Motor car or other on-track equipment ru	6	0.1	.	.	.	.	6	.	.	.
H207 Hand signal, failure to comply	5	0.1	1	3	1	1	.	.	-66.7	.
H314 Retarder yard skate improperly applied	5	0.1	3	1	1	1	.	-66.7	.	.
H318 Kicking or dropping cars, inadequate pre	5	0.1	.	.	.	.	5	.	.	.
H299 Other signal causes	4	0.1	1	.	.	.	3	.	.	.
H405 Trn orders, trk warrants, radio error	4	0.1	1	.	.	.	3	.	.	.
H521 Dynamic brake, other improper use	4	0.1	.	1	1	1	2	.	.	100.0
H201 Absence of fixed signal (Blue Signal)	3	0.1	.	.	1	1	2	.	.	100.0
H217 Fail to obs hand sig at wayside insp	3	0.1	.	1	2	2	.	.	100.0	.
H218 Failure to comply with failed equipment	3	0.1	.	.	.	.	3	.	.	.
H317 Humping or cutting off in motion equipme	3	0.1	.	.	.	.	3	.	.	.
H516 Fail to cut-in brake valves-loco	3	0.1	1	.	.	.	2	.	.	.
H520 Dynamic brake, excessive axles	3	0.1	.	1	.	.	2	.	.	.
H526 Failure to actuate off independent brk	3	0.1	.	2	.	.	1	.	.	.
H101 Impairment because of drugs or alcohol	2	0.0	.	.	.	.	2	.	.	.
H205 Flagging, improper or failure to flag	2	0.0	1	.	.	.	1	.	.	.
H206 Flagging signal, failure to comply	2	0.0	.	.	1	1	1	.	.	.
H209 Hand signal, failure to give/receive	2	0.0	.	1	1	1	.	.	.	.
H220 Fixed signal (other than automatic block	2	0.0	.	.	.	.	2	.	.	.
H304 Hazmat regs, failure to comply	2	0.0	1	.	.	.	1	.	.	.
H315 Portable derail, improperly applied	2	0.0	.	1	.	.	1	.	.	.
H406 Trn orders, trk warrants, written err	2	0.0	1	.	.	.	1	.	.	.
H502 Improper placement of cars in train	2	0.0	.	.	1	1	1	.	.	.
H510 Automatic brake, insufficient	2	0.0	.	1	.	.	1	.	.	.
H705 Moveable point trk frog improper lined	2	0.0	1	.	1	1	.	.	.	.
H991 Tampering - safety/protective device	2	0.0	.	1	.	.	1	.	.	.
H102 Incapacitation due to injury/illness	1	0.0	1	.	.	.	.	.	.	.
H208 Hand signal improper	1	0.0	1	.	.	.	.	.	.	.
H316 Manual intervention of classification ya	1	0.0	.	.	.	.	1	.	.	.
H821 Automatic cab signal, fail to comply	1	0.0	.	1	.	.	.	.	.	.

H992 Op. of loco by uncert/unqual person	1	0.0	.	.	.	.	1	.	.	.
H996 Oversized loads or Excess Height/Width c	1	0.0	.	.	.	.	1	.	.	.