

MAJOR CAUSE= Equipment

Selections: Railroad - ALL  
 State - ALL, County - ALL  
 ALL ACCIDENT TYPES / All TRACK TYPES / ALL CAUSES  
 Time Frame: Jan 2008 To Oct 2008

| Specific causes:  | Total |     | Type of Accident |     |      | Reportable Damage |     | Casualty |      |
|---|-------|-----|------------------|-----|------|-------------------|-----|----------|------|
|   | Cnt   | %   | Coll             | Der | Othr | Amount            | %   | Kld      | Nonf |
| <b>E00C- Air hose uncoupled or burst</b>                  | 3     | 0.1 | -                | 3   | -    | 272,478           | 0.1 | 0        | 0    |
| <b>E02C- Broken brake pipe or connections</b>             | 1     | 0.0 | -                | 1   | -    | 11,275            | 0.0 | 0        | 0    |
| <b>E03C- Obstructed brake pipe</b>                        | 1     | 0.0 | -                | 1   | -    | 59,255            | 0.0 | 0        | 0    |
| <b>E04C- Oth brk component<br/>dmg,worn,broke,etc.</b>    | 3     | 0.1 | 1                | 2   | -    | 41,110            | 0.0 | 0        | 0    |
| <b>E05C- Brk valve malf. (undesired emergency)</b>        | 3     | 0.1 | -                | 1   | 2    | 62,223            | 0.0 | 0        | 0    |
| <b>E06C- Brake valve malf. (stuck brake, etc.)</b>        | 2     | 0.1 | -                | 2   | -    | 66,632            | 0.0 | 0        | 0    |
| <b>E07C- Rigging down or dragging</b>                     | 5     | 0.2 | -                | 5   | -    | 242,334           | 0.1 | 0        | 0    |
| <b>E08C- Hand brk broken or defective</b>                 | 4     | 0.2 | -                | 2   | 2    | 91,217            | 0.0 | 0        | 0    |
| <b>E09C- Other brake defects, cars</b>                    | 3     | 0.1 | -                | 2   | 1    | 1,055,110         | 0.4 | 0        | 0    |
| <b>E09L- Other brake defects, (LOCO)</b>                  | 1     | 0.0 | 1                | -   | -    | 63,161            | 0.0 | 0        | 0    |
| <b>E0HC- Hnd brk link and/or connect defect</b>           | 2     | 0.1 | -                | 1   | 1    | 44,668            | 0.0 | 0        | 0    |
| <b>E21C- Center sill broken or bent</b>                   | 5     | 0.2 | -                | 2   | 3    | 250,003           | 0.1 | 0        | 0    |
| <b>E22C- Draft sill broken or bent</b>                    | 2     | 0.1 | -                | -   | 2    | 30,379            | 0.0 | 0        | 0    |
| <b>E24C- Ctr plate disengaged from truck</b>              | 3     | 0.1 | -                | 3   | -    | 269,079           | 0.1 | 0        | 0    |
| <b>E26C- Center plate attachment defective</b>            | 1     | 0.0 | -                | 1   | -    | 165,000           | 0.1 | 0        | 0    |
| <b>E27C- Side sill broken</b>                             | 4     | 0.2 | -                | 4   | -    | 116,605           | 0.0 | 0        | 0    |
| <b>E29C- Other body defects, (CAR)</b>                    | 3     | 0.1 | -                | 1   | 2    | 107,706           | 0.0 | 0        | 0    |
| <b>E29L- Other body defects, (LOCO)</b>                   | 1     | 0.0 | -                | 1   | -    | 117,949           | 0.0 | 0        | 2    |
| <b>E30C- Knuckle broken or defective</b>                  | 4     | 0.2 | 1                | 2   | 1    | 285,825           | 0.1 | 0        | 1    |
| <b>E32C- Coupler drawhead broken or defective</b>         | 3     | 0.1 | -                | 2   | 1    | 1,044,089         | 0.4 | 0        | 0    |
| <b>E33C- Coupler retainer pin/cross key missing</b>       | 8     | 0.4 | -                | 6   | 2    | 3,538,889         | 1.4 | 0        | 4    |
| <b>E34C- Draft gear/mechanism broke/defective</b>         | 3     | 0.1 | -                | 2   | 1    | 250,795           | 0.1 | 0        | 0    |
| <b>E35C- Coupler carrier broken or defective</b>          | 1     | 0.0 | -                | 1   | -    | 18,491            | 0.0 | 0        | 0    |
| <b>E39C- Oth coupler/draft system defects-car</b>         | 9     | 0.4 | -                | 6   | 3    | 789,430           | 0.3 | 0        | 4    |
| <b>E40C- Side bearing clearance insufficient</b>          | 15    | 0.7 | -                | 15  | -    | 877,594           | 0.3 | 0        | 0    |
| <b>E41C- Side bearing clearance excessive</b>             | 3     | 0.1 | -                | 3   | -    | 491,617           | 0.2 | 0        | 0    |
| <b>E45C- Side frame broken</b>                            | 2     | 0.1 | -                | 2   | -    | 91,400            | 0.0 | 0        | 0    |
| <b>E46C- Truck bolster stiff</b>                          | 15    | 0.7 | -                | 15  | -    | 1,282,260         | 0.5 | 0        | 0    |
| <b>E46L- Truck bolster stiff (LOCO)</b>                   | 1     | 0.0 | -                | 1   | -    | 31,900            | 0.0 | 0        | 0    |
| <b>E47C- Defective snubbing</b>                           | 5     | 0.2 | -                | 5   | -    | 4,152,972         | 1.6 | 0        | 0    |
| <b>E48C- Broken, missing, or defective springs</b>        | 1     | 0.0 | -                | 1   | -    | 23,291            | 0.0 | 0        | 0    |
| <b>E49C- Other truck component defects, (CAR)</b>         | 5     | 0.2 | -                | 5   | -    | 1,006,501         | 0.4 | 0        | 0    |
| <b>E49L- Other truck component defects, (LOCO)</b>        | 1     | 0.0 | -                | 1   | -    | 17,994            | 0.0 | 0        | 0    |
| <b>E4AC- Gib Clearance (lateral motion<br/>excessive)</b> | 2     | 0.1 | -                | 2   | -    | 203,621           | 0.1 | 0        | 0    |
| <b>E4BC- Truck bolster stiff (failure to slew)</b>        | 3     | 0.1 | -                | 3   | -    | 80,151            | 0.0 | 0        | 0    |
| <b>E4TC- Truck hunting</b>                                | 1     | 0.0 | -                | 1   | -    | 620,200           | 0.2 | 0        | 0    |
| <b>E51C- Broken/bent axle between wheel seats</b>         | 7     | 0.3 | -                | 7   | -    | 2,064,822         | 0.8 | 0        | 0    |
| <b>E51L- Broke/bent axle btwn wheel seats-loco</b>        | 3     | 0.1 | -                | 2   | 1    | 69,435            | 0.0 | 0        | 0    |
| <b>E52C- Journal (plain) failure from overheat</b>        | 2     | 0.1 | -                | 2   | -    | 46,908            | 0.0 | 0        | 0    |

|  |     |      |   |     |    |            |      |   |    |
|--|-----|------|---|-----|----|------------|------|---|----|
| <b>E53C- Journal (roller bearing) overheating</b>    | 23  | 1.1  | - | 23  | -  | 4,379,548  | 1.7  | 0 | 0  |
| <b>E54C- Journal fractured, new cold break</b>       | 2   | 0.1  | - | 2   | -  | 80,570     | 0.0  | 0 | 0  |
| <b>E59L- Oth axle/journal bearing defect-loco</b>    | 1   | 0.0  | - | 1   | -  | 82,532     | 0.0  | 0 | 0  |
| <b>E61C- Broken rim</b>                              | 16  | 0.7  | - | 14  | 2  | 6,062,172  | 2.4  | 0 | 0  |
| <b>E62C- Broken plate</b>                            | 3   | 0.1  | - | 3   | -  | 1,443,804  | 0.6  | 0 | 0  |
| <b>E64C- Worn Flange</b>                             | 7   | 0.3  | - | 7   | -  | 902,661    | 0.4  | 0 | 0  |
| <b>E64L- Worn flange (LOCO)</b>                      | 2   | 0.1  | - | 2   | -  | 570,212    | 0.2  | 0 | 0  |
| <b>E65C- Worn tread</b>                              | 2   | 0.1  | - | 2   | -  | 112,209    | 0.0  | 0 | 0  |
| <b>E65L- Worn tread (LOCO)</b>                       | 1   | 0.0  | - | 1   | -  | 441,585    | 0.2  | 0 | 0  |
| <b>E66C- Damaged flange or tread (flat)</b>          | 2   | 0.1  | - | 2   | -  | 912,935    | 0.4  | 0 | 0  |
| <b>E66L- Damaged flange or tread (flat) (LOCO)</b>   | 1   | 0.0  | - | -   | 1  | 33,800     | 0.0  | 0 | 0  |
| <b>E67C- Damaged flange or tread (build up)</b>      | 13  | 0.6  | - | 13  | -  | 1,079,055  | 0.4  | 0 | 0  |
| <b>E68C- Loose wheel</b>                             | 3   | 0.1  | - | 3   | -  | 150,286    | 0.1  | 0 | 0  |
| <b>E69C- Other wheel defects (CAR)</b>               | 3   | 0.1  | - | 3   | -  | 132,225    | 0.1  | 0 | 0  |
| <b>E71L- Traction motor failure (LOCO)</b>           | 2   | 0.1  | - | 1   | 1  | 1,138,654  | 0.4  | 0 | 0  |
| <b>E74L- Electrically caused fire (LOCO)</b>         | 3   | 0.1  | - | -   | 3  | 302,818    | 0.1  | 0 | 1  |
| <b>E76L- Remote control equip inoperative (LOCO)</b> | 1   | 0.0  | - | 1   | -  | 342,145    | 0.1  | 0 | 0  |
| <b>E77L- Broke/def swng hanger/sprng plank-loco</b>  | 3   | 0.1  | 1 | -   | 2  | 123,500    | 0.0  | 0 | 0  |
| <b>E78L- Pantograph defect (LOCO)</b>                | 24  | 1.1  | - | -   | 24 | 464,682    | 0.2  | 0 | 0  |
| <b>E85C- Bottom outlet car door open</b>             | 2   | 0.1  | - | 2   | -  | 710,678    | 0.3  | 0 | 0  |
| <b>E86C- Bottom outlet door attachment defect</b>    | 1   | 0.0  | - | 1   | -  | 19,504     | 0.0  | 0 | 0  |
| <b>E89C- Other car door defects</b>                  | 1   | 0.0  | - | 1   | -  | 8,500      | 0.0  | 0 | 0  |
| <b>E99C- Other mechanical/electrical failures</b>    | 5   | 0.2  | - | 3   | 2  | 94,195     | 0.0  | 0 | 0  |
| <b>E99L- Other mechanical/electrical fail(LOCO)</b>  | 2   | 0.1  | - | 1   | 1  | 58,204     | 0.0  | 0 | 1  |
| <b>-- Total</b>                                      | 264 | 12.3 | 4 | 202 | 58 | 39,700,843 | 15.6 | 0 | 13 |

MAJOR CAUSE= Highway-rail

Selections: Railroad - ALL  
State - ALL, County - ALL  
ALL ACCIDENT TYPES / All TRACK TYPES / ALL CAUSES  
Time Frame: Jan 2008 To Oct 2008

| Specific causes:                                       | Total |     | Type of Accident | Reportable Damage |     | Casualty |      |
|--|-------|-----|------------------|-------------------|-----|----------|------|
|  | Cnt   | %   | HRC              | Amount            | %   | Kld      | Nonf |
| <b>M301- Hwy user impairment-drug/alcohol use</b>      | 1     | 0.0 | 1                | 10,000            | 0.0 | 0        | 1    |
| <b>M302- Highway user inattentiveness</b>              | 59    | 2.7 | 59               | 5,616,338         | 2.2 | 15       | 96   |
| <b>M303- Hwy user misjudgement</b>                     | 10    | 0.5 | 10               | 642,246           | 0.3 | 1        | 8    |
| <b>M304- Highway user cited for violation</b>          | 32    | 1.5 | 32               | 3,793,184         | 1.5 | 1        | 20   |
| <b>M306- Highway user unable to stop, weather</b>      | 3     | 0.1 | 3                | 339,701           | 0.1 | 1        | 2    |
| <b>M308- Highway user deliberately disregarded cro</b> | 24    | 1.1 | 24               | 1,279,369         | 0.5 | 6        | 16   |
| <b>M399- Other causes (highway-rail collisions)</b>    | 16    | 0.7 | 16               | 420,659           | 0.2 | 1        | 2    |
| <b>-- Total</b>  | 145   | 6.8 | 145              | 12,101,497        | 4.8 | 25       | 145  |

MAJOR CAUSE= Human

Selections: Railroad - ALL  
 State - ALL, County - ALL  
 ALL ACCIDENT TYPES / All TRACK TYPES / ALL CAUSES  
 Time Frame: Jan 2008 To Oct 2008

| Specific causes:                                       | Total |     | Type of Accident |     |      | Reportable Damage |     | Casualty |      |
|--|-------|-----|------------------|-----|------|-------------------|-----|----------|------|
|  | Cnt   | %   | Coll             | Der | Othr | Amount            | %   | Kld      | Nonf |
| <b>H008- Bottling the Air</b>                          | 1     | 0.0 | -                | 1   | -    | 611,396           | 0.2 | 0        | 0    |
| <b>H017- Failure to secure engine- rr empl</b>         | 1     | 0.0 | -                | -   | 1    | 17,433            | 0.0 | 0        | 0    |
| <b>H018- Fail to secure car hnd brk -rr emp</b>        | 26    | 1.2 | 6                | 7   | 13   | 1,043,620         | 0.4 | 0        | 2    |
| <b>H019- Fail to release hand brk - rr emp</b>         | 6     | 0.3 | -                | 6   | -    | 439,507           | 0.2 | 0        | 0    |
| <b>H020- Fail to apply suff. hand brakes -rr emp</b>   | 13    | 0.6 | 6                | 2   | 5    | 467,364           | 0.2 | 0        | 0    |
| <b>H021- Fail to apply car hnd brks -rr emp</b>        | 13    | 0.6 | 3                | 2   | 8    | 756,955           | 0.3 | 0        | 0    |
| <b>H025- Fail to ctrl car spd use hnd brk-r emp</b>    | 1     | 0.0 | -                | 1   | -    | 60,547            | 0.0 | 0        | 0    |
| <b>H099- Use of brakes, other</b>                      | 3     | 0.1 | -                | 1   | 2    | 117,198           | 0.0 | 0        | 20   |
| <b>H104- Employee asleep</b>                           | 3     | 0.1 | -                | 1   | 2    | 48,447            | 0.0 | 0        | 0    |
| <b>H210- Radio communication, failure to comply</b>    | 7     | 0.3 | 1                | 2   | 4    | 207,604           | 0.1 | 0        | 0    |
| <b>H211- Radio communication, improper</b>             | 1     | 0.0 | 1                | -   | -    | 124,497           | 0.0 | 0        | 0    |
| <b>H212- Radio comm., failure to give/receive</b>      | 1     | 0.0 | -                | -   | 1    | 12,302            | 0.0 | 0        | 0    |
| <b>H219- Fixed signal (other than automatic block</b>  | 1     | 0.0 | -                | 1   | -    | 18,185            | 0.0 | 0        | 0    |
| <b>H220- Fixed signal (other than automatic block</b>  | 1     | 0.0 | 1                | -   | -    | 10,659,065        | 4.2 | 26       | 58   |
| <b>H221- Automatic block or interlocking signal di</b> | 8     | 0.4 | 5                | 2   | 1    | 5,977,013         | 2.4 | 0        | 10   |
| <b>H222- Automatic block or interlocking signal di</b> | 2     | 0.1 | 1                | -   | 1    | 488,934           | 0.2 | 0        | 3    |
| <b>H299- Other signal causes</b>                       | 1     | 0.0 | 1                | -   | -    | 18,650            | 0.0 | 0        | 0    |
| <b>H301- Car(s) shoved out &amp; left out of clear</b> | 2     | 0.1 | -                | -   | 2    | 22,273            | 0.0 | 0        | 0    |
| <b>H302- Cars left foul</b>                            | 32    | 1.5 | 7                | 1   | 24   | 1,130,421         | 0.4 | 2        | 1    |
| <b>H303- Derail, failure to apply or remove</b>        | 20    | 0.9 | -                | 20  | -    | 645,883           | 0.3 | 0        | 0    |
| <b>H305- Instruction to trn/yd crew improper</b>       | 10    | 0.5 | 1                | 4   | 5    | 294,717           | 0.1 | 0        | 1    |
| <b>H306- Shoving movement, absence of man</b>          | 70    | 3.3 | 22               | 28  | 20   | 3,550,597         | 1.4 | 0        | 2    |
| <b>H307- Shoving movement, failure to control</b>      | 48    | 2.2 | 16               | 22  | 10   | 2,313,885         | 0.9 | 0        | 2    |
| <b>H308- Skate, failure to remove or place</b>         | 2     | 0.1 | -                | 2   | -    | 24,894            | 0.0 | 0        | 0    |
| <b>H309- Failure to stretch cars before shoving</b>    | 7     | 0.3 | 2                | 3   | 2    | 292,506           | 0.1 | 0        | 0    |
| <b>H310- Failure to couple</b>                         | 9     | 0.4 | 1                | 2   | 6    | 161,953           | 0.1 | 0        | 0    |
| <b>H311- Moving cars-load ramp,etc, not in pos</b>     | 3     | 0.1 | -                | -   | 3    | 84,000            | 0.0 | 0        | 0    |
| <b>H312- Passed couplers</b>                           | 18    | 0.8 | -                | 12  | 6    | 380,977           | 0.2 | 0        | 0    |
| <b>H313- Retarder, improper manual operation</b>       | 2     | 0.1 | 1                | -   | 1    | 53,215            | 0.0 | 0        | 0    |
| <b>H315- Portable derail, improperly applied</b>       | 1     | 0.0 | -                | 1   | -    | 62,000            | 0.0 | 0        | 0    |
| <b>H316- Manual intervention of classification yar</b> | 6     | 0.3 | 1                | -   | 5    | 113,847           | 0.0 | 0        | 0    |
| <b>H318- Kicking or dropping cars, inadequate prec</b> | 23    | 1.1 | 3                | 6   | 14   | 694,035           | 0.3 | 0        | 0    |
| <b>H399- Other general switching rules</b>             | 8     | 0.4 | 1                | 2   | 5    | 244,739           | 0.1 | 0        | 0    |
| <b>H401- Failure to stop train in clear</b>            | 2     | 0.1 | 2                | -   | -    | 274,417           | 0.1 | 0        | 6    |
| <b>H402- Motor car/on-trk rules, fail to comply</b>    | 7     | 0.3 | 1                | 1   | 5    | 964,700           | 0.4 | 0        | 0    |
| <b>H403- Movement without authority - rr emp</b>       | 3     | 0.1 | -                | 2   | 1    | 376,772           | 0.1 | 0        | 0    |
| <b>H404- Fail to comply with trn order, etc.</b>       | 1     | 0.0 | 1                | -   | -    | 22,000            | 0.0 | 0        | 6    |
| <b>H406- Trn orders, trk warrants, written err</b>     | 1     | 0.0 | -                | 1   | -    | 19,571            | 0.0 | 0        | 0    |
| <b>H499- Other main track authority causes</b>         | 2     | 0.1 | -                | 2   | -    | 476,600           | 0.2 | 0        | 0    |
| <b>H501- Improper train make-up at init term</b>       | 1     | 0.0 | -                | 1   | -    | 10,794            | 0.0 | 0        | 0    |

|  |     |      |     |     |     |            |      |    |     |
|--|-----|------|-----|-----|-----|------------|------|----|-----|
| <b>H503- Buff/slack action excess, trn handling</b>      | 21  | 1.0  | 2   | 18  | 1   | 1,769,425  | 0.7  | 0  | 0   |
| <b>H504- Buff/slack action excess, trn make-up</b>       | 5   | 0.2  | -   | 5   | -   | 1,051,628  | 0.4  | 0  | 1   |
| <b>H505- Lat DB force on curve xcess trn hndlng</b>      | 5   | 0.2  | -   | 5   | -   | 338,333    | 0.1  | 0  | 0   |
| <b>H506- Lat DB force on curve excess, make-up</b>       | 9   | 0.4  | -   | 9   | -   | 421,320    | 0.2  | 0  | 0   |
| <b>H507- Lat drawbar force-short/long car combo</b>      | 3   | 0.1  | -   | 3   | -   | 138,730    | 0.1  | 0  | 0   |
| <b>H508- Improper train make-up</b>                      | 1   | 0.0  | -   | 1   | -   | 44,655     | 0.0  | 0  | 0   |
| <b>H511- Automatic brake, excessive</b>                  | 2   | 0.1  | -   | 2   | -   | 117,025    | 0.0  | 0  | 0   |
| <b>H512- Auto brake, fail to use split reduction</b>     | 1   | 0.0  | -   | 1   | -   | 56,946     | 0.0  | 0  | 0   |
| <b>H513- Automatic brake, other improper use</b>         | 2   | 0.1  | -   | 2   | -   | 129,498    | 0.1  | 0  | 0   |
| <b>H514- Fail to allow air brks to release</b>           | 1   | 0.0  | -   | 1   | -   | 26,750     | 0.0  | 0  | 0   |
| <b>H516- Fail to cut-in brake valves-loco</b>            | 1   | 0.0  | -   | -   | 1   | 96,000     | 0.0  | 0  | 0   |
| <b>H520- Dynamic brake, excessive axles</b>              | 1   | 0.0  | -   | 1   | -   | 56,802     | 0.0  | 0  | 0   |
| <b>H521- Dynamic brake, other improper use</b>           | 2   | 0.1  | -   | 2   | -   | 64,802     | 0.0  | 0  | 0   |
| <b>H522- Throttle (power), improper use</b>              | 1   | 0.0  | -   | -   | 1   | 11,265     | 0.0  | 0  | 0   |
| <b>H524- Excessive horsepower</b>                        | 5   | 0.2  | -   | 5   | -   | 362,105    | 0.1  | 0  | 0   |
| <b>H525- Independent brake, improper use</b>             | 4   | 0.2  | -   | 4   | -   | 206,627    | 0.1  | 0  | 0   |
| <b>H526- Failure to actuate off independent brk</b>      | 1   | 0.0  | -   | 1   | -   | 26,196     | 0.0  | 0  | 0   |
| <b>H599- Other train handling/makeup</b>                 | 6   | 0.3  | 1   | 3   | 2   | 225,383    | 0.1  | 0  | 0   |
| <b>H601- Coupling speed excessive</b>                    | 15  | 0.7  | -   | 5   | 10  | 803,989    | 0.3  | 0  | 0   |
| <b>H602- Switch movement, excessive speed</b>            | 8   | 0.4  | 2   | 4   | 2   | 210,570    | 0.1  | 0  | 2   |
| <b>H603- Train inside yard limits, excess speed</b>      | 2   | 0.1  | -   | 2   | -   | 72,675     | 0.0  | 0  | 1   |
| <b>H605- Failure to comply with restricted speed</b>     | 9   | 0.4  | 3   | 3   | 3   | 736,203    | 0.3  | 0  | 0   |
| <b>H606- Train outside yd limits(nonblk),exc spd</b>     | 1   | 0.0  | -   | 1   | -   | 15,384     | 0.0  | 0  | 0   |
| <b>H607- Failure to comply with restricted speed o</b>   | 45  | 2.1  | 21  | 16  | 8   | 2,176,989  | 0.9  | 0  | 41  |
| <b>H699- Speed, other</b>                                | 3   | 0.1  | 1   | 2   | -   | 258,345    | 0.1  | 0  | 0   |
| <b>H701- Spring Swtch not clear before reverse</b>       | 1   | 0.0  | -   | 1   | -   | 37,381     | 0.0  | 0  | 0   |
| <b>H702- Switch improperly lined</b>                     | 105 | 4.9  | 11  | 77  | 17  | 5,306,235  | 2.1  | 0  | 4   |
| <b>H703- Switch not latched or locked</b>                | 16  | 0.7  | -   | 16  | -   | 1,021,422  | 0.4  | 0  | 0   |
| <b>H704- Switch previously run through</b>               | 21  | 1.0  | -   | 21  | -   | 817,029    | 0.3  | 0  | 0   |
| <b>H705- Moveable point trk frog improper lined</b>      | 1   | 0.0  | -   | 1   | -   | 12,203     | 0.0  | 0  | 0   |
| <b>H706- Switch improperly lined, radio controlled</b>   | 4   | 0.2  | 2   | 1   | 1   | 109,454    | 0.0  | 0  | 0   |
| <b>H799- Use of switches, other</b>                      | 7   | 0.3  | -   | 6   | 1   | 188,004    | 0.1  | 0  | 0   |
| <b>H821- Automatic cab signal, fail to comply</b>        | 1   | 0.0  | 1   | -   | -   | 12,249     | 0.0  | 0  | 2   |
| <b>H899- Other causes relating to cab signals</b>        | 1   | 0.0  | -   | -   | 1   | 35,000     | 0.0  | 0  | 0   |
| <b>H993- Human factors - track</b>                       | 6   | 0.3  | 2   | 2   | 2   | 492,837    | 0.2  | 0  | 4   |
| <b>H995- Human factors -motive power &amp; equipment</b> | 5   | 0.2  | -   | 4   | 1   | 1,830,571  | 0.7  | 0  | 4   |
| <b>H996- Oversized loads or Excess Height/Width ca</b>   | 4   | 0.2  | 2   | -   | 2   | 336,116    | 0.1  | 0  | 0   |
| <b>H997- Motor car or other on-track equipment rul</b>   | 4   | 0.2  | 2   | 1   | 1   | 151,500    | 0.1  | 0  | 0   |
| <b>H999- Other train operation/human factors</b>         | 7   | 0.3  | 2   | 1   | 4   | 321,173    | 0.1  | 0  | 0   |
| <b>H99E- Computer system configuration/management</b>    | 5   | 0.2  | 1   | 1   | 3   | 333,492    | 0.1  | 0  | 0   |
| <b>-- Total</b>  | 709 | 33.0 | 137 | 364 | 208 | 53,705,824 | 21.2 | 28 | 170 |