

October 2015 System Safety Summary

		Month		YTD	
		2014	2015	2014	2015
PI's	Inc	1.40	1.21	1.60	1.40
	Rep	0.94	0.78	1.04	0.91
	LDC	0.60	0.38	0.59	0.50
Rail Equip.	Inc rate	7.88	5.81	7.95	7.36
	Cost (millions)	\$4.5	\$4.1	\$61.8	\$57.6
	HF Inc	56	32	499	427
Public	Grade Crossing inc rate	2.65	1.84	2.26	2.20
	# Crossing Inc	41	26	333	305
	# Trespasser Inc	12	25	155	158

Personal Safety

For the month of Oct, the incident rate (1.12) for Transportation employees was 36% better than Oct 2014 (1.75). Reportable rate in Oct is 15% better than last year (1.05 vs. 1.24). YTD Inc Rate is 25% better (1.43 vs. 1.91). YTD Reportable rate is 24% better (1.05 vs. 1.39). Total incidents through YTD 2015 are 28% better than YTD 2014 (225 vs.312). 56 (25%) involved slip/trip/falling, 29 of these occurred on a level surface. 51 out of the 225 (23%) are a body motion incident, 33 of these are due to overexertion. 28 of the 225 (12%) involved collision type incident, with 15 of these being a highway-rail collision/impact. 22 of the 225 (10%) involved unexpected motion/slack action.

Engineering had an incident rate of 1.01 in Oct 2015 which was 40% better than in Oct 2014 at 1.67. The reportable rate for Oct 2015 was 50% less than Oct 2014 (0.50 Vs 1.0). YTD Inc Rate is 20% better (1.25 vs. 1.56). YTD Reportable rate is 20% better (0.89 vs. 1.11). Total incidents through YTD 2015 are 16% better than YTD 2014 (148 vs. 176). 40 out of 148 (27%) are body motion incidents 39 of the 40 are overexertion. 22 out of 148 (15%) are a result of a collision type incident. 26 out of 148 (18%) are a result of being struck, pushed, shoved by object. 25 out of 148 (17%) are slip/trip/falling incident.

The incident rate for Mechanical employees for Oct 2015 was 83% worse when compared to Oct 2014 (1.81 vs. 0.99). The reportable rate for Oct 2015 was 5% worse (0.91 vs. 0.87). YTD Inc Rate is 15% worse (2.0 vs. 1.74). YTD Reportable rate is 36% worse (0.98 vs. 0.72). Total incidents through YTD 2015 are 17% worse than YTD 2014 (155 vs.132). 36 out of the 155 (23%) are a Slip, trip, fall incident 21 of those are on a level surface. 33 (21%) incidents occurred within category of Body motion injury. 19 (12%) are exposure fumes/chemicals. 18 or 12% injuries are result of being caught, compressed, pinched. 14 or 9% are a result of being struck, pushed, or shoved.

Derailment Prevention

The Oct 2015 incident rate (incidents per million train miles) for rail equipment incidents was 26% lower than Oct 2014 (5.81 vs.7.88). There was a 33% decrease in the Oct 2015 Incident count compared to Oct 2014 (82 vs.122).

The YTD 2015 incident rate (incidents per million train miles) for rail equipment incidents was 7% lower than YTD 2014 (7.36 vs.7.95). The YTD 2015 Incident count compared to YTD 2014 is 13% lower (1021 vs.1173). Human factor incidents are 14% lower (427 vs.499), track related incidents are 12% lower (324 vs.370), miscellaneous incidents is 20% lower (144 vs. 181), signal related incidents are 12% lower (43 vs. 49) and mechanical incidents are 17% higher (83 vs. 71). Year-to-date, The General Switching Rules Group is the leading contributor to human factor incidents at 191 which is 30% lower than YTD 2014 (271). Failure to apply or remove derail incidents are 19% down (55 vs. 68) compared to YTD 2014. YTD Switches, Use Of Group incidents are 3% higher (127 vs. 123) with 93 of the 127 (73%) are contributed by H702 - Switch improperly lined.

Public Safety

The grade crossing incident rate (incidents per million train miles) for Oct 2015 (1.84) was 31% lower than Oct 2014 (2.65). The grade crossing incident rate (incidents per million train miles) for YTD 2015 (2.20) was 3% lower than YTD 2014 (2.26). There were 28 less incidents ytd 2015 than ytd 2014 (305 vs. 333). Through Oct, 155 Incidents occurred on the Southern Region which is 18% less compared to 2014 (190). The Northern Region is 3% higher (81 vs. 79). The Western Region has increased by 6% (69 vs. 65).

For the month of Oct, there were 25 trespasser incidents compared to 12 in 2014. The YTD Tresspass incidents are 2% higher (158 vs. 155). Northern Region accounted for 19 of the 158 in 2015 which is down 14% compared to 2014. Southern Region is down 19% (52 vs. 64). West is up by 26% (87 vs. 69).