

September 2015 System Safety Summary

		Month		YTD	
		2014	2015	2014	2015
PI's	Inc	1.89	1.61	1.64	1.42
	Rep	1.09	1.02	1.05	0.92
	LDC	0.51	0.54	0.58	0.49
Rail Equip.	Inc rate	7.97	5.40	7.95	7.47
	Cost (millions)	\$8.9	\$5.9	\$55.9	\$53.0
	HF Inc	47	33	443	386
Public	Grade Crossing inc rate	2.32	3.11	2.21	2.25
	# Crossing Inc	34	42	292	280
	# Trespasser Inc	14	16	143	140

Personal Safety

For the month of Sept, the incident rate (2.13) for Transportation employees was 1% better than Sept 2014 (2.16). Reportable rate in Sept is 18% worse than last year (1.56 vs. 1.32). YTD Inc Rate is 25% better (1.47 vs. 1.97). YTD Reportable rate is 26% better (1.06 vs. 1.43). Total incidents through YTD 2015 are 27% better than YTD 2014 (210 vs.286). 54 (26%) involved slip/trip/falling, 29 of these occurred on a level surface. 44 out of the 210 (21%) are a body motion incident, 33 of these are due to overexertion. 27 of the 210 (13%) involved collision type incident, with 14 of these being a highway-rail collision/impact. 22 of the 210 (10%) involved unexpected motion/slack action.

Engineering had an incident rate of 1.53 in Sept 2015 which was 1% worse than in Sept 2014 at 1.51. The reportable rate for Sept 2015 was 4% less than Sept 2014 (0.77 Vs 0.8). YTD Inc Rate is 18% better (1.27 vs. 1.54). YTD Reportable rate is 17% better (0.94 vs. 1.13). Total incidents through YTD 2015 are 6% better than YTD 2014 (136 vs. 156). 37 out of 136 (27%) are body motion incidents all from overexertion. 22 out of 136 (16%) are a result of a collision type incident. 26 out of 136 (19%) are a result of being struck, pushed, shoved by object. 22 out of 136 (16%) are slip/trip/falling incident.

The incident rate for Mechanical employees for Sept 2015 was 21% better (1.86 vs. 2.34). The reportable rate for Sept 2015 was 16% worse (1.06 vs. 0.91). YTD Inc Rate is 9% worse (1.99 vs. 1.82). YTD Reportable rate is 40% worse (0.95 vs. 0.68). Total incidents through YTD 2015 are 12% worse than YTD 2014 (139 vs.124). 34 out of the 139 (24%) are a Slip, trip, fall incident 20 of those are on a level surface. 27 (19%) incidents occurred within category of Body motion injury. 18 (13%) are exposure fumes/chemicals. 15 or 11% injuries are result of being caught, compressed, pinched. 12 or 9% are a result of being struck, pushed, or shoved.

Derailment Prevention

The Sept 2015 incident rate (incidents per million train miles) for rail equipment incidents was 32% lower than Sept 2014 (5.4 vs.7.97). There was a 38% decrease in the Sept 2015 Incident count compared to Sept 2014 (73 vs.117).

The YTD 2015 incident rate (incidents per million train miles) for rail equipment incidents was 6% lower than YTD 2014 (7.47 vs.7.95). The YTD 2015 Incident count compared to YTD 2014 is 11% lower (931 vs.1050). Human factor incidents are 13% lower (386 vs.443), track related incidents are 10% lower (302 vs.335), miscellaneous incidents is 18% lower (133 vs. 162), signal related incidents are 14% lower (38 vs. 44) and mechanical incidents are 14% higher (72 vs. 63). Year-to-date, The General Switching Rules Group is the leading contributor to human factor incidents at 168 which is 30% lower than YTD 2014 (241). Failure to apply or remove derail incidents are 9% down (51 vs. 56) compared to YTD 2014. YTD Switches, Use Of Group incidents are 8% higher (116 vs. 107) with 83 of the 116 (72%) are contributed by H702 - Switch improperly lined.

Public Safety

The grade crossing incident rate (incidents per million train miles) for Sept 2015 (3.11) was 34% higher than Sept 2014 (2.32). The grade crossing incident rate (incidents per million train miles) for YTD 2015 (2.25) was 2% higher than YTD 2014 (2.21). There were 12 less incidents ytd 2015 than ytd 2014 (280 vs. 292). Through Sept, 140 Incidents occurred on the Southern Region which is 15% less compared to 2014 (165). The Northern Region is flat at 72 incidents. The Western Region has increased by 18% (66 vs. 56).

For the month of Sept, there were 16 trespasser incidents compared to 14 in 2014. The YTD Tresspass incidents are 2% lower (140 vs. 143). Northern Region accounted for 14 of the 140 in 2015 which is down 26% compared to 2014. Southern Region is down 23% (48 vs. 62). West is up by 26% (78 vs. 62).