

To:	Matthew T. Wallen, STB, Director of Office of Public Assistance, Governmental Affairs, and Compliance	Date:	March 23, 2010
From:	John Morton, HDR		
CC:			
Subject:	Task 5 Review of Operational Accidents		
Project:	STB/CN Compliance Verification	Job No:	000000000133616

## I. Introduction

The objective of this task was to audit the information reported by CN to the Board concerning train operation accidents, and verify that the information is consistent with the information maintained by the Federal Railroad Administration (FRA).

## II. Background

The Board's Decision No. 16 requires that CN provide monthly reports to the Board describing each accident or incident that occurs on the EJ&E rail line or CN lines through Chicago.<sup>1</sup> CN filed their first report on the EJ&E rail line on April 13, 2009, and included information on accidents and injuries occurring on the EJ&E rail line or on CN rail lines inside the EJ&E arc. CN has provided the same level of information in each of its monthly reports.

FRA has established requirements for railroads that are part of the national rail network (this excludes many transit and industrial railroads) to report only the accidents and injuries that exceed certain thresholds or meet certain criteria.<sup>2</sup> In general FRA divides accidents and incidents into three major groups, 1) Death, injury or occupational illness reported on FRA Form F 6180.55a; 2) Rail equipment accident/incident reported on FRA Form F 6180.54; and 3) Highway/rail at-grade crossing accident/incident reported on FRA Form F 6180.57. The principal reporting criteria are (1) incidents

<sup>1</sup> Decision 16, at page 26, states "CN will be required to provide monthly the following information pertinent to post-merger operations:...the date and descriptive information about each accident or incident that occurs on the EJ&E rail line or CN lines through Chicago, including grade crossing accidents".

<sup>2</sup>The Federal Railroad Administration's (FRA) regulations on reporting railroad accidents/incidents are found primarily in Title 49 of the Code of Federal Regulations (CFR), Part 225. The purpose of the regulations in Part 225 is to provide FRA with accurate information concerning the hazards and risks that exist on the Nation's railroads. See § 225.1. FRA needs this information to effectively carry out its regulatory and enforcement responsibilities under the Federal railroad safety statutes. FRA also uses this information for determining comparative trends of railroad safety and to develop hazard elimination and risk reduction programs that focus on preventing railroad injuries and accidents.

that result in death to any person, medical treatment of any person, or injury to any railroad employee that results in time away from work; (2) accidents that cause more than \$8,900 in damage (for 2010 the limit was increased to \$9,200); or (3) any impact, regardless of severity, between a railroad on-track equipment consist and any user of a public or private crossing site..

The Board received comments expressing concern that CN was not reporting all of the incidents. For example TRAC<sup>3</sup> expressed concern in a letter dated May 6, 2009 that CN's monthly report did not include a summary of a March 17<sup>th</sup> fire along the EJ&E. On June 19, 2009, a derailment on CN's Freeport Sub in Perryville, Illinois (near Rockford, Illinois) caused fourteen tank cars carrying ethanol to burn. A motorist waiting at an at-grade crossing in the vicinity of the derailment died in the accident. The accident, which took place about 45 miles outside of the EJ&E arc on CN's Freeport Sub, was the subject of extensive local and national media coverage. CN provided details on the Perryville accident to the Board in a July 10, 2009 cover letter for the June 2009 monthly status report. However, because the accident was not on the EJ&E rail line or on a CN line through Chicago inside of the EJ&E arc, it was not included in the status report.

### III. Method and Analysis

HDR reviewed the language of the Board's Decision No. 16, CN's monthly operational reports, comments that were filed in response to CN's monthly reports and CN's reply to the comments. HDR also reviewed relevant information on the FRA's website. On February 5, 2010, HDR met with CN safety personnel in CN's Homewood, Illinois, North American Headquarters to review CN's procedures for reporting and documenting incidents, accidents and injuries.

During this meeting, CN described its process for developing the information reported to the Board in CN's monthly reports, and its procedures for collecting and reporting information to the FRA. CN stated it collects information on each incident that interrupts normal rail traffic and conduct of its business and rail operations and maintenance activities, regardless of whether or not the incident meets FRA reporting thresholds. All reported incidents are captured in an internal CN incident report. (As described previously, the FRA has thresholds which defines what must be reported and based on the criteria the incidents are reported to FRA.) According to CN's cover letter to the board forwarding each monthly report, CN reports all FRA reportable accidents and incidents that occur on the EJ&E line or the CN lines to the Board.

HDR reviewed how CN determines if an incident on a CN rail line is inside the EJ&E arc, or outside the arc. Attachment #1 is a discussion and map describing what is inside the EJ&E arc. During follow-up site visits to CN's Homewood Office, HDR reviewed CN "Supervisor's Guide to Handling Personal Injuries and Rail Equipment Accidents", dated February 2009, to understand CN's guidance on reporting incidents. HDR also reviewed all incidents reported on CN's incident report for November and December 2009, occurring on the EJ&E rail line or on CN rail lines inside the EJ&E arc. Each incident was compared to the FRA criteria to determine which of the incidents would be FRA reportable. HDR reviewed FRA accident and injury reporting forms pertaining to incidents occurring in November and December 2009. HDR then compared the results of the review to the accidents and incidents reported in CN's November and December monthly operations reports to the Board.

HDR also compared the CN's November and December monthly operations reports to the FRA's published accident reports. There was one at-grade accident in December, which was reported to the FRA, but was not included in CN's monthly report for December. On December 25, 2009, at about 1:30 a.m., according to the FRA report a northbound truck attempted to get around a CN train and

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<sup>3</sup> TRAC stands for The Regional Answer to Canadian National and, according to TRAC's website [www.fightrailcongestion.com](http://www.fightrailcongestion.com) is a coalition of suburban communities that have organized to educate citizens about the acquisition and to encourage opportunities to unite in opposition against the transaction.

was struck by the train. The CN train was operating on the EJ&E Pine Yard spur track. This track is a spur line that connects CN's Kirk Yard to the Norfolk Southern (NS) Pine Yard and is used to interchange traffic. The crossing is equipped with crossbuck warning devices and a CN flagman was at the crossing. The train was moving at an estimated speed of 4mph. No one was injured in the collision and the truck suffered only minor damage.

In a follow-up phone call with CN personnel, CN explained that only accidents, incidents or injuries reported to the FRA on either form F6180.54 (Rail Equipment Accident/Incident Report), or form F 6180.55a (Railroad Injury or Illness Summary) are included on CN's monthly report to STB. Because the damage level of the December 25, 2009 grade crossing accident was minimal and did not exceed the reporting threshold of \$8,900, the accident was reported to FRA only on the form F 6180.57 and not on the form F 6180.54. Therefore, CN did not include the accident in the monthly report to the Board for December 2009.

HDR confirmed CN's process by reviewing the reporting on a grade crossing accident from November 23, 2009, which was included in CN's monthly report to the Board for November 2009. In this case the grade crossing accident was reported to the FRA on form F 6180.57 and the accident did cause damage in excess of the \$8,900 threshold. CN also reported that accident to FRA on form F6180.54.

#### IV. Results

CN appears to be consistently reporting to the Board all accidents/incidents and injuries occurring either on the EJ&E rail line or on CN lines inside the EJ&E arc that exceed either the FRA's \$8,900 threshold for reporting rail equipment accident/incident (\$9,200 in 2010), or the FRA threshold for reporting death, injury or occupational illness. However, grade crossing accidents or incidents are only reported if they exceed one or both of the thresholds discussed above.

#### V. Conclusions and Recommendations

In its Supervisor's Guide to Handling Personal Injuries and Rail Equipment Accidents, CN provides clear guidance to its supervisors concerning the reporting of all incidents. The CN incident data base contains a wide range of incidents, most of which are well below the FRA reporting thresholds. CN's process for reporting accidents and incidents to the FRA is subject to FRA oversight and periodic FRA reviews. Except as noted above, the information report to the Board in CN's November and December monthly reports appears consistent with the information that CN reports to the FRA. In addition to the FRA reportable accidents and injuries, CN has indicated that it will report other noteworthy incidents to the Board in its monthly reports. Attachment #2 is a table comparing CN's monthly reports to the Board (from March 2009 to December 2009) versus the FRA data base. The Board may want to consider clarifying if all grade crossing accidents (regardless of the damage cost) on the EJ&E rail line or on CN rail lines inside the arc should be reported in CN's monthly report.



## DESCRIPTION OF CN LINES FOR STB REPORTING

In accordance with Decision Nos. 16 and Decision No. 21, CN is submitting monthly operating reports to the Board, which, among other things, includes reports on accidents and incidents, street crossing blockages, and train volumes on particular CN and EJ&E lines. The lines covered by those reports are shown in the accompanying map and discussed in more detail below.

The accidents/incidents report and the street crossing blockage reports cover (i) all EJ&E lines (shown in orange-brown on the attached map), (ii) CN's lines within the EJ&E arc (*i.e.*, the Chicago Subdivision between Matteson and Bridgeport, the Freeport Subdivision between Bridgeport and Munger, the Joliet Subdivision between Bridgeport and Joliet, the Waukesha Subdivision between Madison Street and Leighton, and the Elsdon Subdivision between Griffith and Railport), and (iii) CN's Chicago Subdivision between Matteson and University Park. Thus, as an example, CN is not required to report accidents that occur on the lines of other carriers or that are outside the Chicago area. (Nonetheless, CN has voluntarily included references to accidents outside the scope of its reporting requirements when it believed it might be of special interest to the Board.)

CN's monthly traffic volume report is focused on line segments that were projected to see traffic volume changes as a result of CN's acquisition of EJ&E lines. It includes all such EJ&E and CN line segments from CN's operating plan plus additional segments as required by the Board's Decision No. 21, related to CN's grant of intra-family trackage rights. The report therefore includes information about numbers of trains operating on (i) the EJ&E arc (*i.e.*, EJ&E's Leighton Subdivision between Rondout and East Joliet Yard and the Matteson Subdivision between East Joliet Yard and Gary), (ii) EJ&E's Lake Front Line between Gary and

## Attachment #1

South Chicago, (iii) CN lines inside the arc (described above), and (iv) CN's Chicago Subdivision between Matteson and University Park.

## Attachment #2

The following table lists the accidents or incidents that were reported to the Board or found within the FRA database.

DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
2/6/09	CN	IL	COOK COUNTY	YES	YES	X	NON-FATAL INJURY TO EMPLOYEE DUE TO OVEREXERTION DURING MAINTENANCE OF LOCOMOTIVE
2/24	EJ&E	IL	JOLIET	YES	YES	X	13 LOADED COAL CARS DERAILED ON INDUSTRIAL LEAD UNION PACIFIC TRACK DUE TO INADEQUATE TRACK MAINTENANCE
2/28	CN	IL	CICERO	YES	YES	X	CREW DID NOT APPLY SUFFICIENT HAND BRAKES, CARS ROLLED OUT OF SIDING AND SIDESWIPE LOCOMOTIVE. LOCOMOTIVE DERAILED.
3/6	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE INJURED HAND ATTEMPTING TO CLEAR JAM IN PHOTOCOPIER
3/12	CN	IL	COOK COUNTY	NO	YES	X	EMPLOYEE WAS DRIVING COMPANY VEHICLE ON I-294 WHEN TRAFFIC CAME TO A STOP AND VEHICLE WAS REAR-ENDED BY TRUCK
3/15	EJ&E	IL	JOLIET	YES	YES	X	DURING SWITCHING, CREW PUSHED CARS TOO HARD INTO TRACK BEING SWITCHED. CARS IMPACTED AT TOO GREAT A SPEED TO ALLOW NORMAL COUPLING RESULTING IN DAMAGE TO 1 CAR
3/23	CN	IL	COOK COUNTY	NO	YES	X	TRESPASSER WAS FATALLY SHOT BY RAILROAD POLICE OFFICER AFTER SHOOTING AT OFFICER. TRESPASSER WAS RUNNING ALONG SIDE OF TRACKS TOWARDS COMMUTER TERMINAL WHEN STOPPED BY POLICE AND SHOOTING TOOK PLACE

**Attachment #2**

DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
4/1	CN	IL	STICKNEY	NO	YES	X	SWITCHING CREW STRUCK A TRAILER TRUCK TRYING TO CROSS OVER AN INDUSTRIAL TRACK AT PRIVATE CROSSING
4/5	CN	IL	FOREST VIEW	NO	YES	X	SWITCHING CREW DERAILED DUE TO IMPROPERLY ALIGNED SWITCHES. A TRESPASSER WAS SPOTTED BY THE TRAINMASTER BUT WAS NOT FOUND.
4/16	CN	IL	RIVERDALE	YES	YES	X	LOADED COAL TRAIN DERAILED 1 LOCOMOTIVE AND 1 CAR DURING SLOW SOUTHBOUND MOVE
4/30	CN	IL	DUPAGE COUNTY	YES	YES	X	EMPLOYEE STRUCK HIS HAND WITH A HAMMER WHILE SECURING A SWITCH POINT TO ALLOW A TRACK VEHICLE TO PASS HIS LOCATION
5/6	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE INHALED SMOKE COMING FROM LOCOMOTIVE ELECTRICAL CABINET DURING REPAIR ACTIVITIES. NO LONG-TERM OR PERMINATE LUNG DAMAGE.
5/7	CN	IL	COOK COUNTY	YES	YES	X	2 EMPLOYEES STRUCK BY RAIL THAT UNEXPECTEDLY CAME FREE DUE TO HEAT-INDUCTED RAIL STRESS. BONE FRACTURES & OTHER BODILY INJURIES.
5/15	CN	IL	CHICAGO	YES	YES	X	THREE CARS DERAILED IN GLENN YARD, SWITCH WAS THROWN WHILE TRAIN WAS IN MOTION, CAUSING DERAILMENT. NO INJURIES.
5/19	EJ&E	IN	LAKE COUNTY	YES	YES	X	EMPLOYEE SPRAINED ANKLE AFTER LOSING BALANCE AND FALLING WHILE EXITING CAB OF WORK TRUCK.
5/24	CN	IL	CHICAGO	YES	YES	X	NS TRAIN ON ADJACENT NS TRACK DERAILED &



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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
							FOULED CN TRACK.
5/31	EJ&E	IL	JOLIET	YES	YES	X	SWITCHING CREW FOUND 1 DAMAGED RAILCAR, DAMAGED SUSPECTED TO BE CAUSED BY UNDETECTED SWITCHING PROBLEM THE PREVIOUS NIGHT. NO INJURIES
6/10	CN	IL	BEDFORD PARK	YES	YES	X	FRA DATABASE ONLY CURRENT THROUGH 5/31/09. SOUTHBOUND 56 CAR TRAIN, AFTER PASSING FROM WAUKESHA SUB ONTO CP AND THEN ONTO BRC MAINLINE AT APPROX. 15 MPH WHEN THE ENGINEER FELT THE TRAIN WAS NOT HANDLING PROPERLY AND BROUGHT THE TRAIN TO A SAFE STOP. INVESTIGATION FOUND THAT THE 48 <sup>TH</sup> CAR HAD DERAILED. SUSPECTED CAUSE OF DERAILMENT IS WIDE GAUGE ON THE BRC.
6/15	CN	IL	COOK COUNTY	NO	YES	X	TRESPASSER ATTEMPTED TO CLIMB THRU STANDING TRAIN WHEN SLACK ACTION CAUSED TRESPASSER'S FOOT TO BECOME WEDGED BETWEEN COUPLERS.
7/06	CN	IL	COOK COUNTY	NO	YES	X	EMPLOYEE WAS ATTEMPTING TO APPREHEND A TRESPASSER DURING ROUTINE DUTIES WHEN HE FELL ACCOUNT DEBRIS HIDDEN IN HEAVY UNDERGROWTH. EMPLOYEE WAS ALONG RIGHT OF WAY IN A WEEDED/WOODED AREA.
7/11	EJ&E	IL	PARK FOREST	NO	YES	X	ELDERLY MALE DRIVER WAS TRAVELING NORTH ON WESTERN AVENUE AND DID NOT STOP IN TIME FOR THE ACTIVATED FLASHERS AND GATE. THE VEHICLE STRUCK THE CONDUCTOR'S SIDE OF THE LEAD LOCOMOTIVE ON APPROACHING TRAIN. DRIVER WAS TRANSPORTED TO HOSPITAL DUE TO COMPLAINTS OF NECK PAIN.

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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
7/17	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS ENGAGED IN A WORK PLANNING DISCUSSION NEXT TO THE MAIN LINE. THE OPERATOR OF A RIGHT-OF-WAY MACHINE, DOING NORMAL MAINTENANCE ACTIVITY, WAS NOT ABLE TO STOP THE MACHINE BEFORE STRIKING THE EMPLOYEE IN THE LOWER LEG.
7/20	CN			YES	NO		WHILE ON ROUTINE PATROL, CN POLICE OFFICER NOTICED A TRESPASSER ON RAILROAD PROPERTY. WHILE PURSUING, OFFICER LOST HIS BALANCE DUE TO HIDDEN DEBRIS IN A DARK AREA AND INJURED HIS KNEE.
7/20	EJ&E	IL	WILL COUNTY	YES	YES	X	WHILE UNLOADING RAIL SECTIONS FROM INSIDE A GONDOLA CAR, EMPLOYEE SLIPPED ON DEBRIS AND FELL, INJURING HIS RIGHT SHOULDER.
7/30	CN	IL	HARVEY	NO	YES	X	SEMI DRIVER FAILED TO STOP AT THE CROSSING WHILE EXITING THE MIT YARD. TRAIN STRUCK PASSENGER SIDE OF TRACTOR. NO INJURIES REPORTED. ACCIDENT TOOK PLACE AT PRIVATE XING.
8/09	EJ&E	IL	LEIGHTON	YES	YES	X	OUR CARS DERAILED DURING NORMAL SWITCHING OPERATION. EXCESSIVE USE OF BREAKS CAUSED SEVERAL WHEEL SETS TO LIFT. CARS WERE NOT RERAILED FOR 22 HRS WHILE AWAITING APPROVAL FROM US FISH & WILDLIFE DUE TO LOCATION IN SENSITIVE AREA.
8/19	EJ&E	IL	LEIGHTON	YES	YES	X	EMPLOYEE WAS TAMPING HOLE WHILE SETTING A NEW WOOD POLE WHEN TOOL FELL INTO HOLE AND GOT SNAGGED. EMPLOYEE FELT PAIN IN SHOULDER AS HE WORKED TO FREE IT.

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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
8/24	EJ&E	IL	LEITHTON	YES	YES	X	EMPLOYEE WAS INSTALLING RAIL ANCHORS WHEN A BEE FLEW INTO HIS GLOVE, STINGING HIS LEFT HAND.
8/28	CN	IL	COOK COUNTY	NO	YES	X	CONTRACTOR WAS WORKING ALONE CHANGING TIRES, DURING THE PROCESS OF CHANGING THE TIRE THE RIM SHOT OUT UNDER PRESSURE AND STRUCK THE INDIVIDUAL IN THE HEAD.
8/30	CN	IL	FREEPOR T	YES	YES	X	EMPLOYEE WAS BOARDING STATIONARY LOCOMOTIVE WHEN HE FELT HIS KNEE TWIST.
8/31	CN	IL	JOLIET	YES	YES	X	EMPLOYEE WAS OPENING THE KNUCKLE ON RAIL CAR WHEN IT FELL OUT AND HIT HIS KNEE. THE KNUCKLE PIN WAS MISSING.
9/7	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE LEANED OVER WHILE SEATED AND THE ARM OF HIS CHAIR BROKE, CAUSING HIM TO FALL TO THE FLOOR. MINOR BRUISES AND ACHES.
9/8	EJ&E	IL	DU PAGE COUNTY	YES	YES	X	EMPLOYEE WAS TRIMMING A NON-METAL CONTAINER SEAL WHEN THE KNIFE HE WAS USING SLIPPED, CUTTING HIS RIGHT LEG.
9/19	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS USING A SPECIALIZED TOOL TO STRAIGHTEN A BENT AIR HOSE HANGER WHEN IT SLIPPED, INJURING HIS FINGER AS HIS ARM JERKED FROM THE SLIP.
9/25	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS ASSISTING LIFTING A SMALL PORTABLE DUMPSTER TO EMPTY IT WHEN SHE FELT PAIN IN HER BACK.

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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
9/25	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS BITTEN ON HIS LEG BY AN INSECT WHILE MOVING ENGINES. THE BITE EVENTUALLY BECAME INFECTED.
10/03	EJ&E	IL	MATTESON	YES	YES	X	TRAIN WAS TRAVELING PAST A YARD LOCATION WHEN A SWITCH THAT WAS INCORRECTLY LINED DIRECTED THE TRAIN INTO THE YARD, INTO A STATIONARY SECTION OF RAILROAD CARS. MINOR INJURIES REPORTED. TWO LOCOMOTIVES AND SIX RAILROAD CARS WERE DAMAGED.
10/03	EJ&E	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS OPERATING ENGINE WHEN TRAIN STRUCK A STATIONARY SECTION OF CARS. EMPLOYEE SUSTAINED STRAINED MUSCLES IN UPPER BODY AND MINOR CONTUSIONS.
10/03	EJ&E	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS RIDING ON ENGINE WHEN TRAIN STRUCK A STATIONARY SECTIONS OF CARS. EMPLOYEE SUSTAINED A SWOLLEN KNEE AND CHEST CONTUSIONS.
10/05	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS WORKING ON A SPIKE MACHINE WHEN ANOTHER EMPLOYEE BUMPED THE MACHINE'S CONTROLS, CAUSING ONE SPIKE TO PINCH THE EMPLOYEE'S FOREARM.
10/19	CN	IL	COOK COUNTY	NO	YES	X	TRESPASSER JUMPED FROM MOVING TRAIN LANDING BETWEEN MAIN LINE TRACKS AND SUSTAINED LACERATIONS TO HIS HEAD AND FACE.
10/27	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE REPORTED SHARP PAIN IN LOWER BACK WHILE COUPLING AIR HOSES IN YARD.

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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
10/27	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS ON THE GROUND, LINING A YARD SWITCH WHEN THE ENGINEER PULLED SEVERAL ENGINES AHEAD AND STRUCK HIM. EMPLOYEE SUSTAINED NECK STRAIN AND MINOR CONTUSIONS.
10/28	EJ&E	IL	WILL COUNTY	YES	YES	X	EMPLOYEE FELL OFF A RAILROAD CAR AS SLACK ACTION CAUSED A JOLT IN THE MOVEMENT OF THE CARS, LANDING ON GRASS COVERED GROUND. EMPLOYEE SUSTAINED STRAINED MUSCLES OF GROIN AREA.
10/29	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE WAS CLIMBING LADDER ON ANOTHER RAILROAD CARRIER'S CAR TO RELEASE ITS HANDBRAKE WHEN A STEP GAVE WAY UNDERNEATH HIS RIGHT FOOT, STRAINING HIS RIGHT HIP.
11/23	EJ&E	IN	WHITING	YES	YES	X	TRAIN WAS PUSHING CARS WESTBOUND WHEN A DUMP TRUCK PULLED IN FRONT OF THE MOVING TRAIN AT A CROSSING. IN ORDER TO APOLOGIZE TO THE CREW FOR PULLING IN FRONT OF THE MOVING TRAIN, THE DRIVER STOPPED HIS TRUCK WITH THE REAR OF THE TRUCK TOO CLOSE TO THE TRACK CAUSING IT TO STRIKE THE LEAD CAR OF THE TRAIN. THE CONDUCTOR WAS RIDING THE POINT AND DISMOUNTED BEFORE THE ACCIDENT. NO INJURIES. CROSSING WAS MARKED WITH CROSSBUCKS AND YIELD SIGNS.
12/09	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE SLIPPED AND LOST HIS BALANCE WHILE CROSSING OVER A WOODEN CROSSWALK. THE EMPLOYEE DID NOT FALL BUT FELT A PAIN IN HIS RIGHT LEG, REQUIRING A DOCTOR'S VISIT.

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DATE	RAILROAD	STATE	LOCATION	REPORTED TO STB	REPORTED BY FRA	CHECKED	COMMENTS
12/16	EJ&E	IL	LAKY COUNTY	YES	YES	X	EMPLOYEE INJURED HIS LEFT SHOULDER WHEN THE BRAKES ON THE MACHINE HE WAS OPERATING DID NOT HOLD, CAUSING IT TO RUN INTO THE MACHINE AHEAD OF IT.
12/23	CN	IL	COOK COUNTY	YES	YES	X	EMPLOYEE INJURED HIS RIGHT SHOULDER WHILE ATTEMPTING TO OPEN A FROZEN DERAIL.
12/25	EJ&E	IN	IVANHOE	NO	YES	X	CREW WAS SHOVING TRAIN WEST, A NORTHBOUND TRUCK ATTEMPTED TO GET AROUND THE TRAIN AT THE CLARK RD CROSSING. CROSSING WAS BEING FLAGGED BY CREW MEMBER ON THE GROUND.