

Approved: 3/12/96  
Date

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION.

The meeting was called to order by Vice-Chairperson Don Myers at 1:30 p.m. on March 5, 1996 in Room 526-S of the Capitol.

All members were present except:

Representative Delbert Crabb, excused  
Representative Vaughn Flora, excused  
Representative Kenneth King, excused  
Representative Jim Long, excused

Committee staff present: Hank Avila, Legislative Research Department  
Tom Severn, Legislative Research Department  
Bruce Kinzie, Revisor of Statutes  
Ellie Luthye, Committee Secretary

Conferees appearing before the committee:

Pat Hubbell, Association of Railroads  
Jim Keele, Brotherhood of Locomotive Engineers  
Jack Tierce, Kansas Corporation Commission  
Don Lindsey, United Transportation Union

Others attending: See attached list

**SB 542 - increasing fines for railroad crossing violations**

Hearings opened. The Vice-Chair called on staff to give an overview of this bill which would increase the fines for violations on railroad crossings.

Pat Hubbell stated increasing the fines for crossing violations would perhaps act as a deterrent to motorists who drive around crossing gates and through crossings with active warning devices. He told the committee the railroads have been one of the participants in Operation Lifesaver and one phase of this program allows peace officers to ride on engines and become aware first hand of the large number of motorists going through crossings trying to beat the trains. He concluded the Kansas Railroad Industry supports **SB 542**. (Attachment 1)

The next proponent was Jim Keele. He told the committee the highest number of grade crossing accidents occur during daylight hours in ideal weather conditions which suggests that motorists do not take seriously the consequences that can and do occur at railroad crossings. He stated Kansas Operation Lifesaver, which is comprised of the Railroad Operating Unions, Railroad Companies, KCC, DOT and Kansas Law Enforcement Agencies, in its effort to eliminate railroad grade crossing accidents, is guided by three principles: 1) education, 2) engineering and 3) enforcement. He urged favorable passage of **SB 542** on behalf of over 800 Locomotive Engineers who reside in Kansas. (Attachment 2)

Jack Tierce, Chairman of the Kansas Operation Lifesaver Committee, related to the committee that Kansas has approximately 8,000 highway-rail grade crossings and \$5-6 million dollars are expended annually to install and upgrade these crossings with active devices. He stated 32% of the car-train crashes in 1994 occurred at crossings with active devices. He encouraged the committee to support **SB 542**. (Attachment 3)

In response to questions by the committee it was indicated the fines go into the General Fund. Mr. Tierce will make available to the committee the exact amount of the fines for 1995.

There being no other proponents, and no opponents, the Vice-Chair closed hearings on SB 542.

CONTINUATION SHEET

MINUTES OF THE HOUSE COMMITTEE ON TRANSPORTATION, Room 526-S Statehouse, at 1:30 p.m. on March 5, 1996.

**HB 339 - crimes and punishment, railroad property**

Hearings opened. Staff gave an overview of the bill.

The Vice-Chair called on Pat Hubbell as the first conferee. He stated each year since 1990 the number of trespassers who have died on railroad rights-of-way nationally have exceeded 500. **SB 339** would make it a crime, violation of which would be a class A nonperson misdemeanor, to enter or remain on railroad property without the consent of the owner or agent or to maliciously cause in any manner the derailment of a train, railroad car or rail-mounted work equipment. He urged support of **SB 339**. (Attachment 4)

Jim Keele told the committee malicious trespassing has long been a source of injury for railroad workers and this bill addresses the concerns in this area as well as helping protect the general public. Of the over 500 fatalities last year due to trespassing, records indicate 70% of these fatalities were persons between 16 and 45 years of age who should have known better. **SB 339** would address the major factors that will lead to preventing these fatalities by providing a reasonable, enforceable statute to be used by law enforcement to better address this problem. (Attachment 5)

Don Lindsey stated during a recent Federal Railroad Administration seminar youth, sportsmen and substance abusers were the three high risks groups identified as most likely to trespass, therefore everything possible must be done to discourage and prevent young people from congregating on or near railroad property and to discourage sportsmen from using railroad right-of-ways as their personal trails into the wilderness. While there are several factors which contribute to fatalities and injuries while trespassing on railroad property, the United Transportation Union feels **SB 339** will address one of these which is to strengthen the trespass laws in Kansas. (Attachment 6)

Following questions from the committee the Vice-Chair closed hearings on **SB 339**.

The minutes for the Transportation Committee meeting for February 20th, 21st and 22nd were presented for approval or corrections. Representative Shore made a motion to accept the minutes as presented, seconded by Representative Dillon and the motion carried.

Vice-Chairperson Myers adjourned the meeting at 2:30 p.m.

The next meeting is scheduled for March 7, 1996.

# HOUSE TRANSPORTATION COMMITTEE GUEST LIST

DATE: March 5, 1996

NAME	REPRESENTING
JACK TIERLE	KCC
DON LINDSEY JR	UTU
JIM KEELER	BWE
Tom Whitaker	Ks Motor Carriers Assn.
JIM BROWN	Peterson Public Affairs group.
Pat Ahlbeck	Ks Railroad Assn.

# KANSAS RAILROAD ASSOCIATION

800 JACKSON  
SUITE 1120  
TOPEKA, KANSAS 66612-1292

PATRICK R. HUBBELL

913-435-3392

## STATEMENT

to

### HOUSE TRANSPORTATION COMMITTEE

#### SB 542

Representative Kenny King, Chairman

Tuesday, March 5, 1996  
Statehouse, Topeka, Kansas

Mr. Chairman:

My name is Pat Hubbell. I appear today on behalf of the Kansas Railroad Industry.

We support S.B. 542 which increases the fines for railroad crossing violations. By increasing the fines for crossing violations, we hope this will act as a deterrent to motorists who drive around crossing gates and through crossings with active warning devices.

The Railroads have been one of the participants in Operation Lifesaver since its inception in Kansas and part of the trooper on the train program. By allowing peace officers to ride on engines, they become aware of the large number of motorists going through railroad crossings trying to beat the train.

*House Transportation Committee  
March 5, 1996  
Attachment 1*

Under the rules of the Federal Railroad Administration, the railroads are responsible for the maintenance, inspection and testing of highway-rail crossing safety devices. The purpose of the FRA rules is to further enhance and ensure safety at railroad crossings nationwide with active warning devices. The rule also contains provisions concerning timely response and repair of reported system malfunctions. According to the Federal Railroad Administration Office of Safety, railroads will now have the following additional responsibilities for highway-rail intersection active warning devices:

- \* Issue rules requiring employees to report malfunctions.
- \* Promptly investigate credible reports of malfunctions.
- \* In the event of an activation failure (system fails to warn motorist to oncoming train) they must:
  - Notify train crews, other railroads operating over crossing, and appropriate law enforcement officials.
  - A flagger or police must be present to control traffic before a train may enter a crossing.
  - If there is a flagger for each direction of highway traffic, trains can proceed through crossing at normal speed.
  - If there is a flagger for only one direction of highway traffic, trains may not exceed 15 m.p.h. while operating over crossing.
  - If traffic is flagged by police, trains may proceed through the crossing at normal speed.
  - Trains are required to sound horns at crossing.

- \* In the event of a false activation (lights flashing, gates activated, but no approaching train) they must:
  - Notify train crews, other railroads operating over the crossing, and appropriate law enforcement officials.
  - If there is a flagger for each direction of highway traffic, trains may proceed through crossing at normal speed.
  - If there is a flagger for only one direction of highway traffic, or no flagger, trains may not exceed 15 m.p.h. while operating over crossing.
  - If highway traffic is flagged by police, trains may proceed through the crossing at normal speed.
  - Trains are required to sound horns at crossing.
  
- \* Maintain records of compliance with the rule.

I appreciate the opportunity to appear before you today and will attempt to answer any questions.

# Brotherhood of Locomotive Engineers

Kansas State Legislative Board



TESTIMONY OF JAMES A. KEELE

TO

THE HOUSE OF REPRESENTATIVES TRANSPORTATION COMMITTEE

THE HONORABLE KENNETH R. KING, CHAIRMAN

CONCERNING SENATE BILL NO. 542

TUESDAY, MARCH 5, 1996

*House Transportation Committee  
March 5, 1996  
Attachment 2*

Mr. Chairman and members of the Committee, my name is Jim Keele and I am Chairman of the Brotherhood of Locomotive Engineers Kansas Legislative Board. I appear here today in support of Senate Bill 542. This bill doubles the current fines for railroad grade crossing violations.

From the information included with my testimony you will note that the highest number of grade crossing accidents occur during daylight hours in ideal weather conditions. This suggests to me that motorists do not take seriously the consequences that can and do occur at railroad crossings.

Kansas Operation Lifesaver, an organization comprised of the Railroad Operating Unions, Railroad Companies, the Kansas Corporation Commission, the Kansas Department of Transportation, and Kansas Law Enforcement Agencies, has three guiding principles in its continuing effort to eliminate railroad grade crossing accidents; they are education, engineering, and enforcement.

It is my belief that Senate Bill 542 would provide Kansas Law Enforcement Agencies with a useful tool in their efforts to prevent car train collisions and deter violators.

In closing, I would like to relate to you my experience of February 11 & 12, 1996 while working as an engineer on a 400 mile round trip between Kansas City and Coffeyville. On these two spring-like days I witnessed 12 grade crossing violations, where motorists drove around down crossing gates in front of the train I was operating. Any one of these incidents could have ended in disaster.

For myself and the over 800 Locomotive Engineers who reside in Kansas, I urge you to consider Senate Bill 542 favorable for passage. Thank you.



SUMMARY OF RAILROAD DERAILMENTS & COLLISIONS AND HIGHWAY - RAILROAD GRADE CROSSING ACCIDENTS IN KANSAS FOR THE YEAR INDICATED.

	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
Total derailments & collisions & grade crossing accidents	325	293	307	295	281	194	206	215	188	200	187	146	165	173
Railroad derailments & collisions	132	121	153	122	124	90	81	105	74	92	86	71	75	83
Highway - Railroad grade crossing accidents	193	172	154	173	157	104	125	110	114	108	101	75	90	90

Fatalities resulting from grade crossing accidents	13	13	15	22	15	18	26	16	20	17	8	18	4	14
Injured persons resulting from grade crossing accidents	62	75	50	75	62	36	39	39	56	55	30	20	27	33

Number of crossing accidents occurring during daylight hours	99	99	83	99	95	57	73	63	58	63	59	42	53	54
Number of crossing accidents during other than daylight hours	94	73	71	74	62	47	52	47	56	45	42	33	37	36

Number of accidents occurring during clear weather	129	109	79	120	98	77	90	80	83	81	63	48	60	66
Number of accidents occurring during other than clear weather	64	63	75	53	59	27	35	30	31	27	38	27	30	24

Number of crossing accidents involving freight trains	158	141	118	141	125	85	109	86	98	92	88	63	81	79
Number of crossing accidents involving passenger trains	4	3	8	6	0	0	1	2	0	0	0	1	0	1
Number of crossing accidents involving other than freight	31	28	28	26	32	19	15	22	16	16	13	11	9	10

SOURCE: Monthly accident reports filed with this Commission by Kansas Railroads.

SUMMARY OF RAILROAD DERAILMENTS & COLLISIONS AND HIGHWAY - RAILROAD GRADE CROSSING ACCIDENTS IN KANSAS FOR THE YEAR INDICATED.

	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
Total derailments & collisions & grade crossing accidents	188	267	220	292	312	267	308	313	459	445	486	429	488	544	529	421
Railroad derailments & collisions	96	143	128	182	200	175	217	219	365	327	207	196	223	281	265	216
Highway - Railroad grade crossing accidents	92	124	92	110	112	92	91	94	94	118	279	233	265	263	264	205

Fatalities resulting from grade crossing accidents	45	64	36	42	56	54	43	37	28	33	23	36	23	23	15	13
Injured persons resulting from grade crossing accidents	78	100	88	124	98	64	92	79	82	110	109	111	124	114	103	100

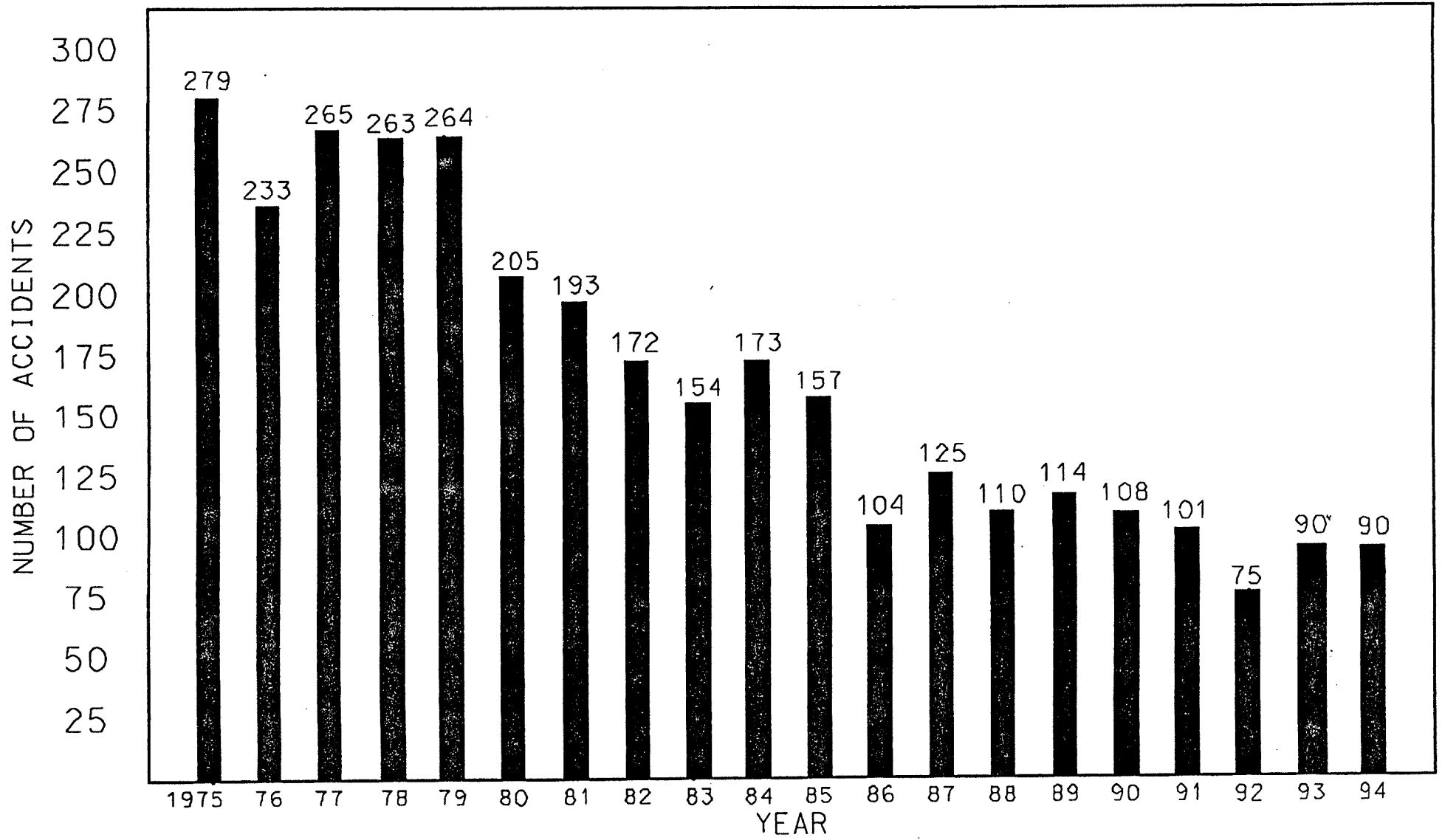
Number of crossing accidents occurring during daylight hours	66	80	67	77	74	61	52	60	66	78	177	146	161	156	157	109
Number of accidents occurring during other than daylight hours	26	44	25	33	38	31	39	34	28	40	102	87	104	107	107	96

Number of accidents occurring during clear weather	64	83	63	76	62	67	64	58	65	74	203	174	168	165	183	144
Number of accidents occurring during other than clear weather	28	41	29	34	50	25	27	36	29	44	76	59	97	98	81	61

Number of crossing accidents involving freight trains	58	84	74	80	90	81	76	82	82	98	199	173	192	211	207	153
Number of crossing accidents involving passenger trains	22	24	14	16	14	7	4	1	1	2	2	3	1	4	6	1
Number of crossing accidents involving other than freight or passenger trains	12	16	4	14	8	4	11	11	11	18	78	57	72	48	51	51

SOURCE: Monthly accident reports filed with this Commission by Kansas Railroads.

# HIGHWAY - RAILROAD GRADE CROSSING ACCIDENTS IN KANSAS



**STATEMENT OF THE  
STATE CORPORATION COMMISSION**

Presented to the House Transportation Committee  
March 5, 1996

**Senate Bill No. 542**

Mr. Chairman and Members of the Committee:

My name is Jack Tierce and I am the Deputy Director of the Transportation Division, State Corporation Commission and I am also Chairman of the Kansas Operation Lifesaver Committee.

The Corporation Commission and Kansas Operation Lifesaver Committee supports S.B. 542. In Kansas \$5-6 million dollars are expended annually to install and upgrade highway-railroad grade crossings with active devices. Kansas has approximately 8,000 highway-rail grade crossings. In 1994 there were 90 car-train crashes resulting in 14 fatalities and 33 injuries. Twenty-nine, (32%) occurred at crossings with active devices. Historically, from 1969 thru 1994 the percentage of drivers failing to observe the warning devices is 33%.

Hopefully, this legislation will reduce the 90 car-train crashes through enforcement. We would encourage this committee to support S.B. 542.

*House Transportation Committee  
March 5, 1996  
Attachment 3*

# KANSAS RAILROAD ASSOCIATION

800 JACKSON  
SUITE 1120  
TOPEKA, KANSAS 66612-1292

PATRICK R. HUBBELL

913-435-3392

## STATEMENT

to

### HOUSE TRANSPORTATION COMMITTEE

#### SB 339

Representative Kenny King, Chairman

Tuesday, March 5, 1996  
Statehouse, Topeka, Kansas

Mr. Chairman:

My name is Pat Hubbell. I appear today on behalf of the Kansas Railroad Industry.

Kansas Railroads urge your support for S.B. 339.

For the first time in 1990 and each year since, the number of trespassers who have died on railroad rights-of-way nationally exceeded 500. The trend in trespasser fatalities since 1975 has been steadily increasing to a point that in recent years trespassing fatalities are almost equal to the number of highway railroad crossing fatalities.

Railroads have a strong interest in public safety and the safety of their employees. Each year, Kansas Railroads spend millions of dollars on rail ties, communications signals and other equipment to maintain safe and efficient railroads for the benefit of our customers and the communities we serve.

*House Transportation Committee  
March 5, 1996  
Attachment 4*

Railroads, by their very nature, can potentially be subjected to great harm through willful intentional acts and even careless unintentional acts by persons illegally trespassing.

Today's railroads use extensive and highly complex electronic signalling and communications systems to schedule and control trains and maintenance operations. Elements of these systems are integral parts of the track structure and right-of-way. However, some elements of the system such as microwave towers can be located several miles away from the track to enhance communication capabilities.

**Senate Bill 339** would make it a crime, without consent of the owner or the owner's agent, to enter or remain on railroad property, knowing that it is railroad property; or maliciously or wantonly cause in any manner the derailment of a train, railroad car, or rail-mounted work equipment. Violation would be a class A nonperson misdemeanor. Any person violating the law which results in a monetary loss, damage, or destruction of railroad property of more than \$1,500 shall be guilty of a severity level 8, nonperson felony.

The crime of criminal trespass which requires notice is amended to exclude railroad property. The crime of throwing objects from a bridge or overpass is expanded to delete the bridge or overpass requirement and to add rail-mounted equipment. Finally, the crime of criminal discharge of a firearm at an unoccupied dwelling is expanded to cover rail-mounted equipment.

We urge your support in voting **YES** on **SB 339**.

SENTENCING RANGE — NONDRUG OFFENSES

21-4704

CRIMES AND PUNISHMENTS

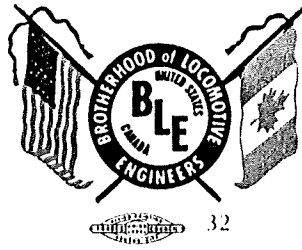
Category →	A	B	C	D	E	F	G	H	I
Severly Level ▼	3 + Person Felonies	2 Person Felonies	1 Person & 1 Nonperson Felonies	1 Person Felonies	3 + Nonperson Felonies	2 Nonperson Felonies	1 Nonperson Felony	2 + Misdemeanors	1 Misdemeanor No Record
I	408 388 370	386 366 346	178 170 161	167 158 150	154 146 138	141 134 127	127 122 115	116 110 104	103 97 92
II	308 292 276	288 274 260	135 128 121	125 119 113	115 109 103	105 100 95	96 91 86	86 82 77	77 73 68
III	206 194 184	190 180 172	89 85 80	83 78 74	77 73 68	69 66 62	64 60 57	59 55 51	51 49 46
IV	172 162 154	162 154 144	75 71 68	69 66 62	64 60 57	59 56 52	52 50 47	48 45 42	43 41 38
V	136 130 122	128 120 114	60 57 53	55 52 50	51 49 46	47 44 41	43 41 38	38 36 34	34 32 31
VI	46 43 40	41 39 37	38 36 34	36 34 32	32 30 28	29 27 25	26 24 22	21 20 19	19 18 17
VII	34 32 30	31 29 27	29 27 25	26 24 22	23 21 19	19 18 17	17 16 15	14 13 12	13 12 11
VIII	23 21 19	20 19 18	19 18 17	17 16 15	15 14 13	13 12 11	11 10 9	11 10 9	9 8 7
IX	17 16 15	15 14 13	13 12 11	13 12 11	11 10 9	10 9 8	9 8 7	8 7 6	7 6 5
X	13 12 11	12 11 10	11 10 9	10 9 8	9 8 7	8 7 6	7 6 5	7 6 5	7 6 5

396

LEGEND	
Presumptive Probation	
Border Box	
Presumptive Imprisonment	

# Brotherhood of Locomotive Engineers

Kansas State Legislative Board



TESTIMONY OF JAMES A. KEELE

TO

THE HOUSE OF REPRESENTATIVES TRANSPORTATION COMMITTEE

THE HONORABLE KENNETH R. KING, CHAIRMAN

CONCERNING SENATE BILL NO. 339

TUESDAY, MARCH 5, 1996

*House Transportation Committee  
March 5, 1996  
Attachment 5*



Mr. Chairman and Members of the Committee my name is Jim Keele and I am Chairman of the Brotherhood of Locomotive Engineers Kansas Legislative Board. I appear here today in support of Senate Bill No. 339. This bill sets forth a more stringent and enforceable trespass policy as applied to railroad property.

Last year in an ABC News 20/20 story it was reported that there are now more fatalities due to trespassing on railroad property (over 500 last year) than occur in U.S. airline accidents. The glaring fact about this statistic is that all these fatalities should have never happened. Federal Railroad Administration records indicate 70% of all trespassing fatalities were persons between 16 and 45 years of age. These are people whom shall we say were old enough to know better.

We believe that Senate Bill 339 addresses the major factors that will lead to preventing these fatalities by providing a reasonable, enforceable statute to be used by law enforcement to better address this problem. We should no more tolerate trespassing on railroad right of ways than we should tolerate these same bon fire parties, hunters, hikers, and vandals in the medians of our interstate highways.

Malicious trespassing has long been a source of injury for railroad workers and it is our belief that Senate Bill 339 addresses our concerns in this area as well as helping protect the general public.

For myself and the over 800 Locomotive Engineers in the State of Kansas who must deal with this kind of tragedy in the course of our employment, I urge your favorable consideration of Senate Bill 339 and thank you for allowing me to appear before you today.

# united transportation union

DONALD F. LINDSEY, JR.  
DIRECTOR/CHAIRMAN

KANSAS STATE LEGISLATIVE BOARD

551 MAIN STREET  
P.O. BOX 537  
OSAWATOMIE, KANSAS 66064  
OFFICE (913) 755-3191  
FAX (913) 755-3193  
HOME (913) 755-3376

March 5, 1996

STATEMENT OF DONALD F. LINDSEY JR., DIRECTOR  
KANSAS STATE LEGISLATIVE BOARD  
UNITED TRANSPORTATION UNION  
IN SUPPORT OF SENATE BILL 339

PRESENTED TO THE HOUSE TRANSPORTATION COMMITTEE  
HONORABLE KENNETH KING, CHAIRMAN

My name is Don Lindsey, Legislative Director for the United Transportation Union in Kansas. The UTU represents approximately 6,000 active and retired railroad workers and their families in Kansas. We appear today as a proponent to S.B. 339.

The United Transportation Union feels strongly that every effort must be made to discourage the public from trespassing on railroad property. We feel that Senate Bill 339 is a step in that direction.


Whenever one reads that a young man or woman was injured or killed on railroad property, it is a story of an injury or death which should never have happened. These injuries and deaths are avoidable because the act of trespassing itself is avoidable.

The CSX railroad recently conducted a study on their railroad of trespasser incidents between the years 1989-1993. When these incidents were broken down by age, the study indicated that 73% of the involved individuals were under the age of 35. Of that 73%, 49% of the trespassing incidents were attributed to individuals between the ages of 0-25. I have attached several graphs and statistical information to my testimony for your ready reference.

In December 1994, I attended a Federal Railroad Administration seminar on Trespassing and Trespassing Enforcement. During this conference, three high risk groups were identified. They were: youth, sportsmen and substance abusers. The UTU believes that everything must be done to discourage and prevent young people from congregating on or near railroad property. Also, we must discourage sportsmen from using railroad right-of-ways as their personal trails into the wilderness. We believe that a bill, dealing specifically with the problem of railroad trespassing will prove beneficial.

Insanity has been defined as "expecting different results while doing things the same old way". It is for this reason, we believe, we should try a new approach. S.B. 339, coupled with increased law enforcement, will help encourage young people to find other places to congregate. The UTU acknowledges there are several factors which contribute to fatalities and injuries while trespassing on railroad property. Some of them are: 1.) low priority for public law enforcement agencies; 2.) difficult for railroads to police such large areas; 3.) the lack of parental direction; 4.) the fact that railroad tracks represent a short cut between points; and 5.) weak trespass laws.

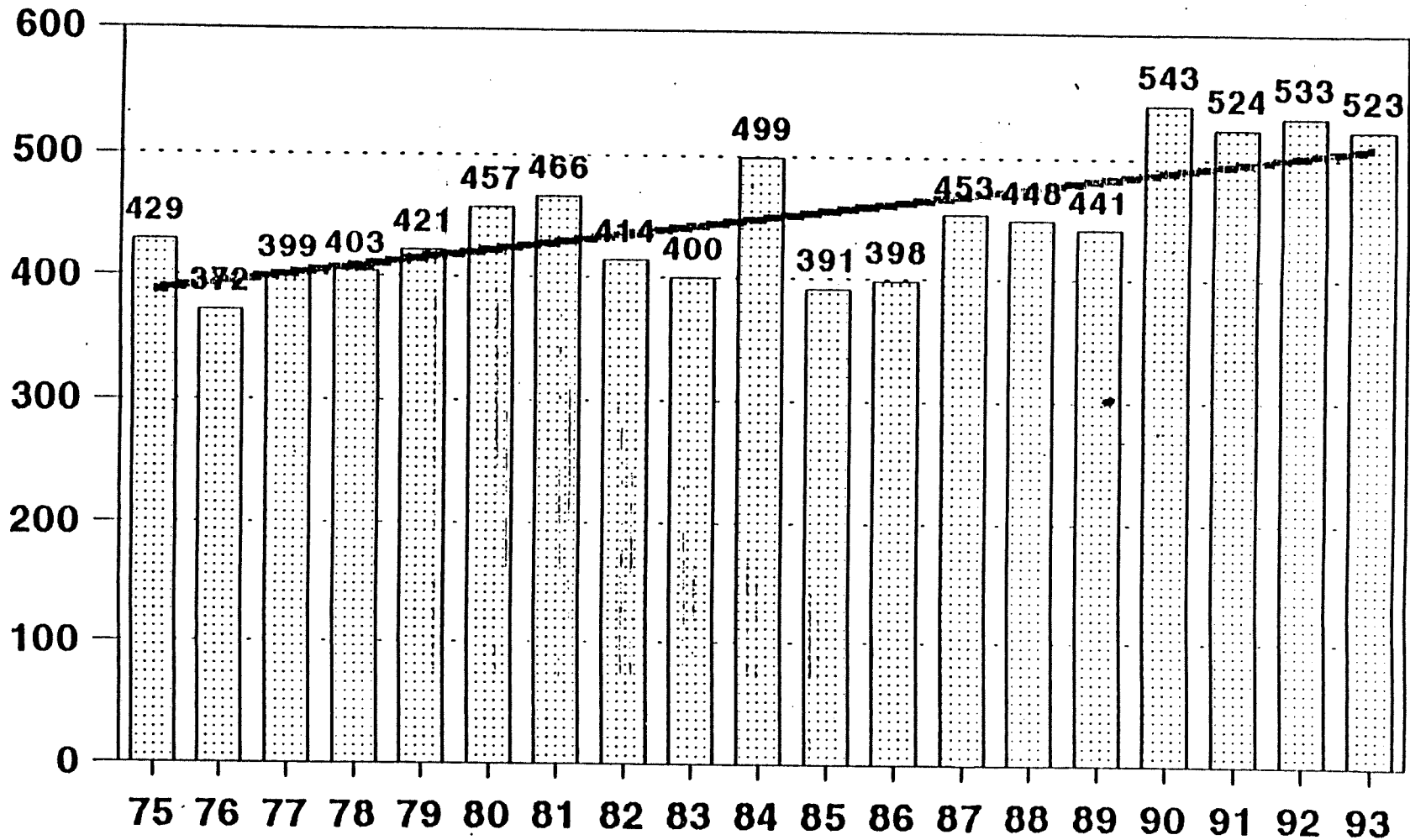
While UTU acknowledges there is a great need to work on all of the above named areas, S.B. 339 will address one of them, which is to strengthen the trespass laws in Kansas.

 12-C House Transportation Committee  
March 5, 1996  
Attachment 6



# Trespasser Fatalities

## U.S. Railroads



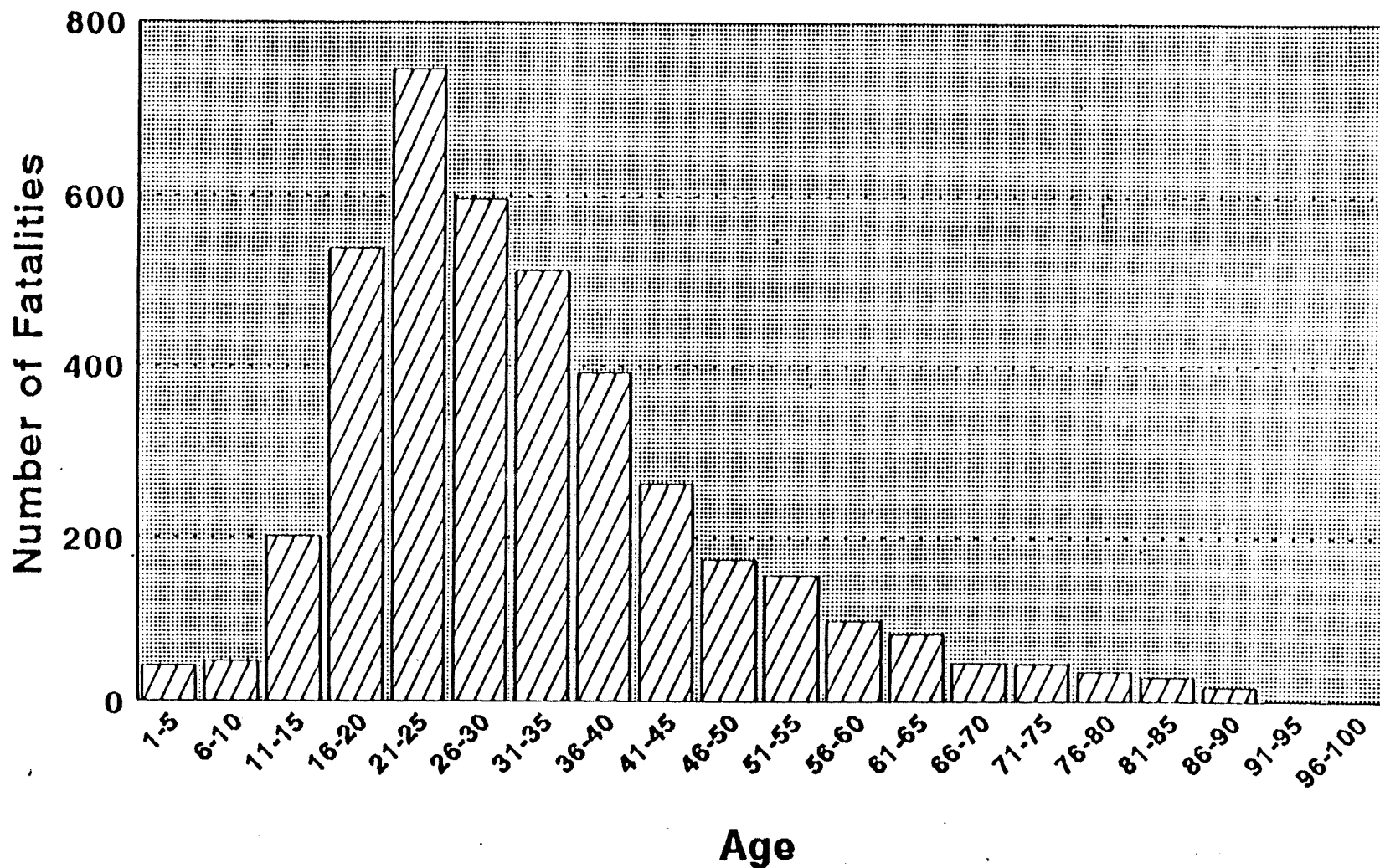
— Trend

Source: Federal Railroad Administration

6-2

# TRESPASSER FATALITIES BY AGE

(1984-1993)



Ages 16 thru 35 comprised 50 percent of fatalities.

Source: Federal Railroad Administration

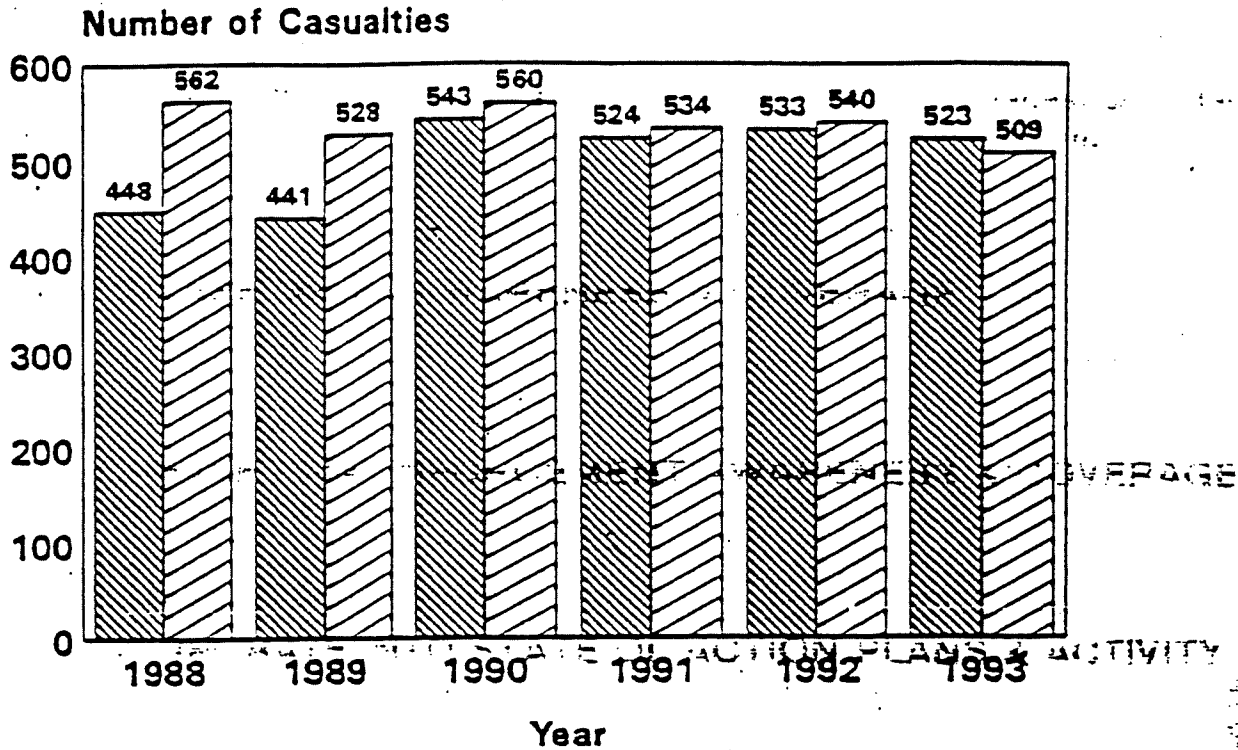
6-3

**TRESPASSER FATALITY RATES**  
**(FATALITY RATES X 100 / ROW MILES) 1984-1993**

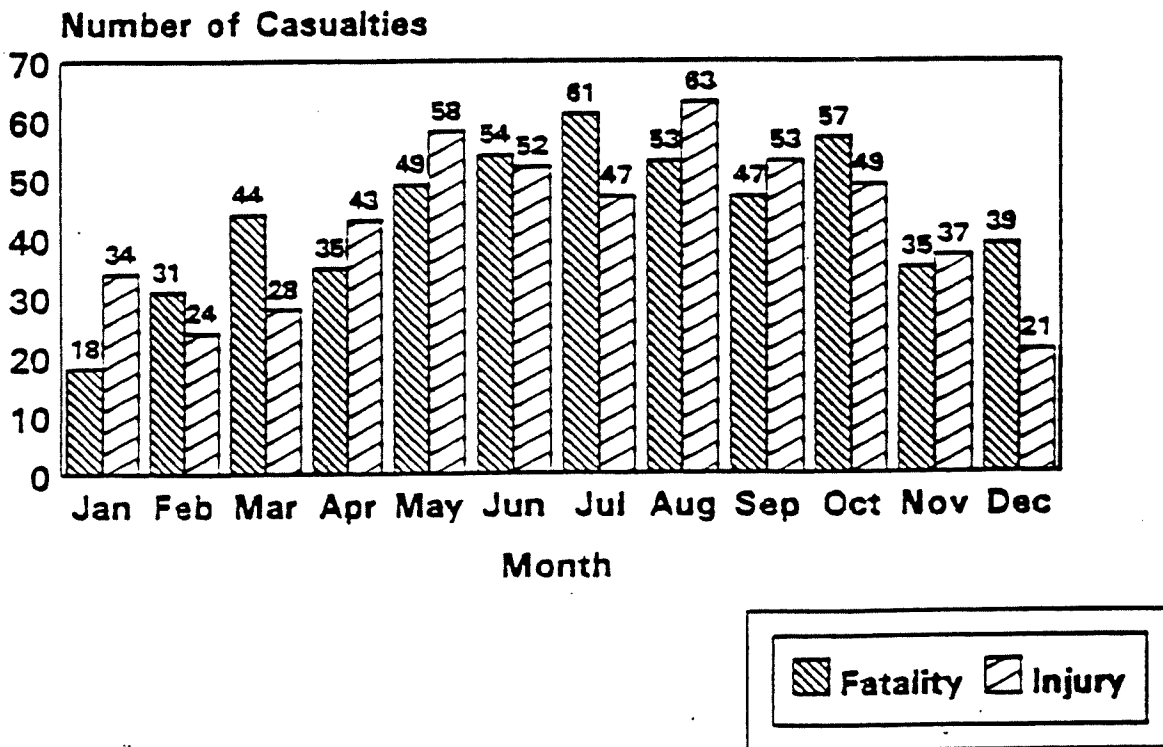
<u>STATE</u>	<u>10-YEAR FATALITIES</u>	<u>ROW MILES</u>	<u>FATALITY RATE</u>
Alabama	74	3,180	2.32
Arizona	89	1,413	6.29
Arkansas	47	2,036	2.30
California	559	5,537	10.09
Colorado	43	3,267	1.31
Connecticut	44	192	22.91
Delaware	17	226	7.52
District of Col.	8	37	21.62
Florida	272	2,037	13.35
Georgia	135	3,909	3.45
Idaho	20	1,665	1.20
Illinois	299	7,104	4.20
Indiana	111	3,492	3.17
Iowa	27	3,238	.83
Kansas	43	4,830	.89
Kentucky	75	2,425	3.09
Louisiana	80	2,401	3.33
Maine	6	-	0.00
Maryland	71	792	8.96
Massachusetts	86	441	19.50
Michigan	76	2,458	3.09
Minnesota	72	4,509	1.59
Mississippi	44	1,463	3.00
Missouri	79	4,669	1.69
Montana	37	2,266	1.63
Nebraska	35	3,810	.91
Nevada	18	1,352	1.33
New Hampshire	1	-	0.00
New Jersey	246	957	25.70
New Mexico	41	1,893	2.16
New York	317	2,413	13.13
North Carolina	176	2,614	6.73
North Dakota	15	3,276	.45
Ohio	156	4,543	3.43
Oklahoma	68	2,886	2.35
Oregon	54	2,361	2.28
Pennsylvania	206	3,606	5.71
Rhode Island	6	-	0.00
South Carolina	115	2,184	5.26
South Dakota	1	1,173	.08
Tennessee	81	2,199	3.68
Texas	382	10,315	3.70
Utah	18	1,396	1.28
Vermont	1	-	0.00
Virginia	129	3,261	3.95
Washington	151	2,767	5.45
West Virginia	61	2,700	2.25
Wisconsin	43	1,765	2.43
Wyoming	14	1,785	.78
<b>TOTAL</b>	<b>4,749</b>	<b>122,843</b>	<b>3.86</b>

1/ The fatality rates shown here were calculated by multiplying the total number of fatalities which occurred in each state during the 10-year period 1984-1993 by 100 then dividing by the total number of right-of-way track miles for Class I railroads within the state.

# TRESPASSER FATALITIES AND INJURIES BY YEAR (1988-1993)



## 1993 TRESPASSER FATALITIES AND INJURIES BY MONTH



Source:  
Federal Railroad Administration