

### Appendix E: Truckee River Risk Analysis

## A REASSESSMENT OF THE RISK OF TRANSPORTING HAZARDOUS SUBSTANCES ADJACENT TO THE TRUCKEE RIVER

A report submitted to

**Truckee Meadows Water Authority** 

June, 2007

By

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#### 1. Introduction

This current study revisits the analysis of risk and conclusions therefrom in a 1997 assessment of risk to the Truckee River from contamination by a hazardous substance released into the river from a transportation accident. In 1997, the data on which the risk assessment was based were scarce, unavailable, or nonexistent. Now, given the continual evolution of the resources available on the World Wide Web, data on which the current, updated risk assessment is based are comprehensive and readily available in the public domain on the web.

Rail accident data are complete, comprehensive, and available through the Federal Railroad Administration's web site: <a href="http://safetydata.fra.dot.gov/OfficeofSafety/">http://safetydata.fra.dot.gov/OfficeofSafety/</a>. Once there, highlighting and clicking item 3.07 brings up a window that enables a detailed search for rail accidents for any portion of the United States. For example, a search for all rail accidents for Washoe County, Nevada, for the entire year, 2006, in which cars carrying hazardous materials were involved yielded the following report:

Selections: Railroad - All

State - NEVADA County - WASHOE

All Regions

All Causes / All Accident Types / All Track Types

Hazmat Options -

Passenger Trains Only - No

Damage Amounts - All

Report Sort Sequence - Date

Date Selected - Jan through Dec, 2006

ALL REPORTS FOR ALL RAILROADS ARE SHOWN. PRIMARY CAUSE OF ACCIDENT DEFINED BY FIRST

POSITION OF CAUSE, T = TRACK, H = HUMAN FACTOR, E = EQUIPMENT, S = SIGNAL, M = MISCELANEOUS

Click here for Kld/Ini (Form 6180.55a) definitions

Acc	Rpt	<u>Report</u>	Vld/Ini					Type	<u>Trk</u>	Type	<u>Pri</u>	Cont	<u>Equip</u>	<u>Track</u>	ИИ	Ini		Spd	Locos	Cars
Nbr	<u>RR</u>	<u>Number</u>	Kia/Inj	Mo	Day	<u>ST</u>	County	<u>Track</u>	Maint	<u>Acc</u>	Cause	<u>Cause</u>	<u>Damage</u>	<u>Damage</u>	Kiu	1111	RR Equip	<u>Mph</u>	<u>Der</u>	<u>Der</u>
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FORM FRA F 6180.54

This acrobat file is the official report file with the Federal Railroad Administration and provides a detailed summary of precisely what occurred during the accident. In 1997,

access to rail accident was difficult because they were not available on the web. Moreover, whether hazmat was involved in any accident or not was determined indirectly by using the product of probability of accident and probability of hazmat. The 1997 estimates were accordingly crude, whereas the 2007 data base explicitly documents the nature of hazmat involvement in any rail accident.

Highway accident data are yet to be as easily accessible as are rail accident data. There exists a comprehensive data base for hazardous materials *incidents*. A comprehensive search engine for these incident data is found at the following web site:

#### http://www.transtats.bts.gov/DL SelectFields.asp?Table ID=508&DB Short Name=HMIRS

This web site is maintained by the Federal agency, Bureau of Transportation Statistics, a division of the United States Department of Transportation. A hazardous materials incident is defined by USDOT as the leakage (release from) of a hazardous substance from a container. An incident does not necessarily involve an accident. An incident can, and often does, occur during loading/unloading of containers. Nevertheless, an accident during transport of hazmat that is so severe as to cause a leakage of hazmat from a container certainly constitutes an incident that would be documented in the incident data base.

Availability of hazmat incident reports is limited in timeframe. Reports are available for all fifty United States, but only within the time period, 1995 through 2002. Nevertheless, these eight years of data are sufficient for risk characterization necessary to the present study to reassess risk of hazmat contamination to the Truckee River.

Hazardous materials incident data are available for all modes of transportation. Because highway is one mode of transportation included in this data base, the frequency of highway accidents that result in a leakage of hazmat can be easily determined. Although this determination is less direct in comparison to what is possible using the rail safety data provided by the Federal Railroad Administration, it is no less accurate.

#### 2. Data Summaries

Summaries for Washoe County, Nevada and California counties, Nevada, Placer, and Sierra, are presented in the following tables, discussions of which follow.

Table 1. Hazardous materials incidents, 1995-2002, California counties.

	1995	1996	1997	1998	1999	2000	2001	2002
Incidents	8	3	7	7	5	11	10	4
Environmental	0	0	0	0	0	0	0	0
Damage								

- 1. data represent all modes of transportation
- 2. California counties: Nevada, Placer, and Sierra
- 3. 1995-2002 is the total time range of the existing data base

Table 2. Hazardous materials incidents, 1995-2002, Washoe County, Nevada.

	1995	1996	1997	1998	1999	2000	2001	2002
Incidents	25	12	23	18	19	19	49	20
Environmental	0	0	0	0	0	0	0	0
Damage								

<sup>1.</sup> many Washoe County incidents are in the industrial area of Sparks.

Table 3a. Rail accident data, 1975-1989, California counties.

	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
Accidents (total)	19	21	23	29	26	30	19	11	32	7	13	1	7	6	7
Accidents, hazmat involved	0	1	4	3	0	3	1	0	0	0	1	0	1	1	2
Accidents, hazmat cars damaged	0	0	1	2	0	2	1	0	0	0	1	0	1	1	1
Accidents, hazmat released	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
People evac	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0

<sup>1.</sup> California counties are Nevada, Placer, and Sierra.

Table 3b. Rail accident data, 1990-2006, California counties.

	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06
Accidents (total)	9	10	2	5	14	15	8	3	8	5	4	11	12	18	9	9	8
Accidents, hazmat involved	0	3	1	1	3	1	1	0	2	2	0	4	3	0	2	1	0
Accidents, hazmat cars damaged	0	3	1	0	1	1	0	0	1	2	0	0	0	0	1	0	0
Accidents, hazmat released	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
People evac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<sup>1.</sup> California counties are Nevada, Placer, and Sierra.

Table 4a. Rail accident data, 1975-1989, Washoe County, Nevada.

	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89
Accidents (total)	4	4	8	12	8	0	4	4	1	6	1	2	2	0	1
Accidents, hazmat involved	0	0	1	1	0	0	1	0	0	0	0	0	1	0	0
Accidents, hazmat cars damaged	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Accidents, hazmat released	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
People evac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<sup>2.</sup> of the 175 total incidents, 1995-2002, 28 of the incidents occurred during rail transport.

Table 4b. Rail accident data, 1990-2006, Washoe County, Nevada.

	90	91	92	93	94	95	96	97	98	99	00	01	02	03	04	05	06
Accidents (total)	1	0	6	1	3	0	0	1	1	1	0	2	0	4	1	1	6
Accidents, hazmat involved	0	0	1	0	2	0	0	1	1	0	0	0	0	0	0	0	1
Accidents, hazmat cars damaged	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Accidents, hazmat released	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
People evac	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Notes: Tables 3 and 4 are summaries of the data presented in Appendix 1.

Table 5. Summary table for California and Nevada, including hypothesis testing comparing the time period, 1975-1989, to the time period, 1990-2006. Null hypothesis:  $H_0$ : Mean<sub>75-89</sub> = Mean<sub>90-06</sub> and the alternative hypothesis,  $H_a$ , holds that the two means are not equal should the null hypothesis be rejected.

	CA, total	NV, total	CA, haz1	NV, haz1	CA, haz2	NV, haz2	CA, haz3	NV, haz3	CA, haz4	NV, haz4
1975	19	4	0	0	0	0	0	0	0	0
1976	21	4	1	0	0	0	0	0	0	0
1977	23	8	4	1	1	0	0	0	0	0
1978	29	12	3	1	2	0	1	0	0	0
1979	26	8	0	0	0	0	0	0	0	0
1980	30	0	3	0	2	0	0	0	0	0
1981	19	4	1	1	1	1	0	0	0	0
1982	11	4	0	0	0	0	0	0	0	0
1983	32	1	0	0	0	0	0	0	0	0
1984	7	6	0	0	0	0	0	0	0	0
1985	13	1	1	0	1	0	0	0	0	0
1986	1	2	0	0	0	0	0	0	0	0
1987	7	2	1	1	1	1	0	0	0	0
1988	6	0	1	0	1	0	1	0	1	0
1989	7	1	2	0	1	0	0	0	0	0
1990	9	1	0	0	0	0	0	0	0	0
1991	10	0	3	0	3	0	0	0	0	0
1992	2	6	1	1	1	0	0	0	0	0
1993	5	1	1	0	0	0	0	0	0	0
1994	14	3	3	2	1	0	0	0	0	0
1995	15	0	1	0	1	0	0	0	0	0
1996	8	0	1	0	0	0	0	0	0	0
1997	3	1	0	1	0	0	0	0	0	0
1998	8	1	2	1	1	0	0	0	0	0
1999	5	1	2	0	2	0	0	0	0	0
2000	4	0	0	0	0	0	0	0	0	0
2001	11	2	4	0	0	0	0	0	0	0
2002	12	0	3	0	0	0	0	0	0	0
2003	18	4	0	0	0	0	0	0	0	0
2004	9	1	2	0	1	0	0	0	0	0
2005	9	1	1	0	0	0	0	0	0	0
2006	8	6	0	1	0	1	0	0	0	0
Total	401	85	41	10	20	3	2	0	1	0
Mean, 1975-2006	12.53125	2.65625	1.28125	0.3125	0.625	0.09375	0.0625	0	0.03125	0
Mean, 1975-1990	16.25	3.625	1.0625	0.25	0.625	0.125	0.125	0	0.0625	0

Mean, 1991-2006	8.8125	1.6875	1.5	0.375	0.625	0.0625	0	0	0	0
Variance, 1975-2006	71.16028	8.555443	1.628024	0.286290	0.629032	0.087701	0.060483	0	0.03125	0
Variance, 1975-1990	97.53333	11.58333	1.6625	0.2	0.516666	0.116666	0.116666	0	0.0625	0
Variance, 1991-2006	20.02916	4.095833	1.6	0.383333	0.783333	0.0625	0	0	0	0
t, statistic	0.970090	0.252712	-0.057064	-0.016304	0	0.008152	0.016304	0	0.008152	0
Table t	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05
Reject null hypothesis	No	No	No	No	No	No	No	No	No	No
haz1: cars carrying haz										

haz2: cars damaged haz3: haz released haz4: people evac

> Table 6. Frequency of rail accidents, hazmat involved in the accident, cars carrying hazmat being damaged, hazmat being released, and people evacuated because of a

hazmat release for any given year.

		<u> </u>			
	Annual	Annual	Annual	Annual	Annual frequency,
	frequency,	frequency,	frequency,	frequency,	people evacuated due
	rail	hazmat	hazmat cars	hazmat released	to hazmat released
	accidents	involved in an	damaged in an	during an	(haz4)
		accident (haz1)	accident (haz2)	accident (haz3)	
California	12.53	1.28	0.63	0.06	0.03 (**)
Nevada	2.65	0.31	0.09	*	*

<sup>\*</sup>Has not occurred in the time frame, 1975-2006, so frequency is not yet defined or known.

#### 2.1. Discussion.

Table 5 is significant because it shows that there is no statistically significant difference in the average rail accident rate for the time interval, 1975-1990, and the time interval, 1991-2006. This outcome suggests that accident rates quoted in this report can, with confidence, be taken as representative of future accident rates. This discovery, moreover, indicates that accidents tend to be random outcomes, and consequently constant over time, and are not influenced by any systemic factors, such as variability in operation procedures resulting from human decision processes. Rail accidents are modeled well as random variables in time.

Other conclusions from the foregoing tables (as well as Appendices 1 and 2) are:

No accident on highway (as inferred from the incident data, Tables 1 and 2), or on rail has resulted in a release of hazardous materials within the Truckee River watershed in the time period, 1975-2006; two (2) accidents resulted in release of hazardous materials in Placer County, California, within the time frame of this study, 1975-2006, one of which was severe and forced the evacuation of citizens from Newcastle, California in 1988; both Placer County incidents occurred within the Sacramento River watershed. Note that Appendix 2 presents the summaries of hazmat incidents reported for Washoe County, and

<sup>\*\*1</sup> incident, 1975-2006, Newcastle, California, 1988, Sacramento River watershed.

California counties, Nevada, Sierra, and Placer, for the time period, 1995-2002.

- Rail accidents occurring in California are potentially more severe than are
  those occurring in Nevada with more hazmat substances likely to be
  involved and cars carrying hazmat substances likely to be damaged
  severely enough to cause a release of hazardous materials; however, no
  rail accident in California has resulted in a release of a hazmat substance
  within the Truckee River watershed over the time period of this study.
- Table 5 mean values for the entire time period, 1975-2006, suggest that the frequency of rail cars carrying hazardous materials is about 10%. This value is that which was used in the first risk assessment study that was conducted in 1997. But, when looking at the mean values for the period, 1991-2006, this frequency appears to be closer to 20%, double the value used in the original 1997 risk assessment. This frequency is inferred from the notion that  $F(\text{total Accident}) \times F(\text{hazmat}) = F(\text{hazmat is involved in an})$ accident). In the total time period, 1975-2006, F(total accidents, CA) is 12.53 and F(total accidents, NV) is 2.66. F(hazmat involved in accident, CA) is 1.28 and F(hazmat involved in accident, NV) is 0.31. Dividing F(hazmat involved in accident) by F(total accident) for each state yields F(hazmat, CA) = 1.28/12.53 = 0.10 (10%) and F(hazmat, NV) = 0.31/2.66= 0.12 (12%). For the time period, 1991-2006, these values are F(hazmat, CA) = 1.5/8.81 = 0.17 (17%) and F(hazmat, NV) = 0.375/1.69 = 0.22(22%). For the time period, 1975-1990, these frequency values are 6.5%, CA, and 6.9%, NV.
- The frequency of hazmat transport by rail is significantly greater in the interval of time since 1991, yet there is no statistically significant difference in the frequency of accidents involving hazmat, accidents severe enough to cause damage to cars carrying hazmat, and accidents causing a release of hazmat between the two intervals of time, 1975–1990, and 1991-2006.

#### 3. A summary of risk based on accident and incident statistics.

In the present study, actual transportation statistics are used to test the probability based risk calculations that were developed in the 1997 study. Due principally to the lack of accessible transportation data, the 1997 study relied heavily on conceptual calculations of risk. These calculations yielded conditional probabilities that were the products of two or more probabilities of individual events. For example, the 1997 study presented risk values that were thought to provide an estimate of maximum risk as:

 $P(\text{hazmat}|\text{accident}) = P(\text{accident}) \times P(\text{hazmat})$ 

Then, progressively more realistic calculations were presented by adding additional probability components, such as:

 $P(\text{release} | \text{hazmat} | \text{accident}) = P(\text{accident severity}) \times P(\text{accident}) \times P(\text{hazmat})$ 

Further, components such as geographic location were added to these calculations.

All risk calculations presented in the 1997 study were conceptual. No data were available to test these calculations. The approach used in the present study is to use actual data, now readily available and comprehensive, to evaluate the risk assessment presented in the 1997 study. Table 7 summarizes the comparison.

Table 7. A comparison of risk calculations, 1997, versus actual data, 2007.

.66/year .65/day
entire state)
0% (0.20)
.6% (0.016)
.53/year
.31/year
.026/day
9.5/year)
.031/day
1.3/year)
ntire state
events
Washoe
ounty 1975-2006,
oth in Sparks rail
ard.
0.0035/year
1075
o event, 1975- 006
is undefined
mall) 0.11
offerred from
etual
o event, 1995-
002
is undefined
small)
o event, 1975-
006; P is
0. 1000 is month of the control of t

Note: TR=Truckee R.				undefined (small)
Watershed				
P(TR spill Haz acc),	No data	No data	No event, 1995 – 2002;	No event, 1995 –
Highway, Actual			P is undefined (small);	2002; P is
Note: TR=Truckee R.			Placer, NV, Sierra	undefined (small)
Watershed			Counties	Washoe Co.

Notes: P(accident), rail comes from FRA web site:

http://safetydata.fra.dot.gov/OfficeofSafety/Query/default.asp?page=incabbr.asp

P(accident), highway is from Bureau of Transportation Statistics web site: http://www.transtats.bts.gov/P(HazMat), rail and highway, for 2007 is back calculated as: P(haz | acc) / P(accident)

P(haz | acc), rail excludes accidents within rail yards

P(spill | Haz | acc), computed = P(spill) X P(haz | acc); P(spill), rail, 2007, CA&NV = [P(spill | Haz | acc), rail, actual, CA] which is equal to 1 event in 31 years (0.032); P(Spill), highway = 0.125/year

No accident on rail has resulted in a Hazmat spill within the Truckee River watershed, 1975-2006

No accident on the highway has resulted in a Hazmat spill within the Truckee R. watershed, 1995-2002.

3.1. Discussion.

#### Key findings are:

- For California, P(hazmat| accident), for rail transport of hazmat, is 3 to 4 times higher in actuality than what was computed in the 1997 study (1.28 events per year compared to 0.38 events per year). For Washoe County, Nevada, the two values, computed and actual, are more similar, 0.29/year and 0.31/year respectively. If rail accidents within the Sparks rail yard are discounted, then the rate for Washoe County drops by half to 0.16/year.
- If Placer County rail accident data are discounted, then the actual P(hazmat | accident) risk changes from 1.28 events per year to 1 event in 32 years that happened in1977 near Norden, California west of Donner Lake (see Appendix 1 for the individual counties). Given that Placer County includes only a small portion of the rail line within the Truckee River watershed, likewise Sierra County includes only a small portion of the rail line near the Truckee River, then a rail accident severe enough to release hazmat into the river is most likely to occur in Nevada County. The rate of 1 accident in 32 years (0.03 per year) is more realistic for the California risk. Accordingly, risk of hazmat contamination to the Truckee River originating from a rail accident might be considered negligible. This statement is underscored by the fact that no accident on rail has caused a hazmat incident within the Truckee River watershed since 1975.
- Highway data remain difficult to obtain for anything more detailed than a summary by state. This was also a limitation of the 1997 study. But, given the very detailed HMIRS data base, <u>hazmat incidents</u> are accessible for individual counties for each state. A hazmat incident is a spill of a hazardous material, any spill regardless of cause. Because incidents include a release of hazardous material during an accident, the HMIRS

- data base is valuable for inferring P(spill hazmat accident) for any mode of transportation. The values reported in Table 7 for highway are inferences based on the HMIRS data base.
- Based on the HMIRS data base, P(spill hazmat accident) for highway is <u>no greater than</u> 0.11 per year, given the fact that no hazmat incident is associated with a highway accident within the Truckee River watershed in the time period, 1995-2002. Note that the HMIRS database, whereas comprehensive for individual counties, only comprises data within the timeframe, 1995-2002.

#### 4. Geographic context of risk.

It is noted in section 3.1 that the Truckee River is most vulnerable to contamination from hazmat released during a rail accident occurring within Nevada County. Conservatively placing the release in the Truckee River at the Nevada County border with Sierra County, such contamination would occur 12 miles (20 kilometers) upstream of the Chaulk Bluff water treatment plant.

Because train speeds are low within Nevada, Sierra, and western Washoe Counties, risk to the Truckee River of hazmat contamination originating from rail transport is considered to be negligible.

Risk to the Truckee River of hazmat contamination is much higher for highway transport due to much greater accident frequency. A hazmat incident caused by a highway accident is considered a threat to the Truckee River only for the I-80 route. Transportation along U.S. 395 is discounted because an accident on this highway is a minimal threat to municipal water supply because only a small segment is within spatial proximity of the Truckee River such that contamination is possible. The much larger threat to the Truckee River is attributed to I-80 because this highway is much closer to the river for a considerably longer distance.

For I-80, westward travel from Reno to Donner Summit is discounted for two reasons. For one, traffic speeds are lower for west bound travel for this highway segment because of a significant increase in elevation. And two, the westbound lanes are separated from the Truckee River by the east bound lanes providing some buffer should an accident occur. Eastbound travel on I-80 from the Donner Summit to Reno is considered to be a much larger threat. Elevation drop is significant and highway grades are consequently steep. From two miles west of Boca Reservoir exit to Verdi, Nevada, eastbound I-80 is so close to the Truckee River that contamination could easily result from an accident. Because of the steep downward grades, larger vehicles are vulnerable to loss of braking ability. Given this geographic context, risk to the Truckee River from hazmat contamination is considered to be a significant concern with respect to highway transport. *Conservatively, given that an accident as far east as Verdi, Nevada* 

could potentially contaminate the Truckee River, a distance of 8 miles (13 km) upstream of the Chaulk Bluff water treatment plant, this event represents the worst-case scenario for river contamination by I-80 transport.

#### 5. Summary and Conclusions.

The 1997 risk assessment study estimated that the Truckee River was vulnerable to contamination by either rail or highway accidents approximately once every 30 years. Actual data quoted in the present study show that no such contamination to the Truckee River has occurred since 1975, a 32-year period of time. *Risk quoted in the 1997 study remains conservative and realistic.* 

Although Placer County data were obtained and analyzed in this study, so little rail and highway traffic within Placer County represent a threat to the Truckee River watershed that average accident rates for California based in part on Placer County data actually overestimate risk. Highway and rail data for Nevada and Sierra Counties provide more realistic assessment of risk. For this reason, risk to the Truckee River from contamination by a rail accident is thought to be so small that it may be considered to be negligible.

Based on the geographic context, the most likely contamination of the Truckee River by hazmat will come from a release during an accident involving eastbound traffic on I-80 from two miles west of the Boca Reservoir exit to Verdi, Nevada. The most accurate estimate of the likelihood of such an event is based on the HMIRS data base for the timeframe, 1995 to 2002. No such event occurred within this period of time (and has not occurred after 2002 to present). The probability of such a contamination is no greater than 0.08, or no greater than 1 event every 12 years.

#### 6. Recommendations.

This report summarizes historical accident data that are readily available through Internet access. Rail accidents are shown to be random events and the rail accident average rate is considered to be representative of future rates. The amount of hazmat transported by rail and highway may fluctuate, yet this report suggests that this has little influence on actual risk.

Two significant unknowns are: 1) what is the actual frequency of hazmat release by an accident on highway or rail; and 2) what is the actual frequency of hazmat contamination to the Truckee River. Because neither of these events is present in the historic record, 1975-2006, these two frequencies remain undefined. It is recommended that the two data bases, HMIRS and the Federal Railroad Administration data base, be accessed annually and the data base updated to monitor these two important events.

# Appendix 1. Rail Accident Data, 1975-2006. In the following order: 1. Washoe County, Nevada; 2. Nevada County, California; 3. Placer County, California; and 4. Sierra County, California.

1975: Washoe County, Nevada (all accidents)

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	23775	<u>55A</u>	<u>03</u>	<u>04</u>	<u>NV</u>	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E62C</u>	-	<u>790</u>	1,730	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>000</u>	<u>o</u>	2
2	<u>UP</u>	46205	<u>55A</u>	<u>04</u>	<u>20</u>	<u>NV</u>	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E53C</u>		304,000	30,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	<u>17</u>
3	<u>UP</u>	<u>48535</u>	<u>55A</u>	<u>07</u>	<u>27</u>	<u>NV</u>	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M599</u>	_	38,050	30,900	<u>o</u>	1	FREIGHT TRAIN	<u>045</u>	<u>8</u>	20
4	<u>UP</u>	<u>51825</u>	<u>55A</u>	11	<u>22</u>	NV	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E64C</u>	-	3,150	<u>750</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>010</u>	<u>o</u>	4

1975: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1976: Washoe County, Nevada (all accidents)

	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	Trk Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	234976	<u>55A</u>	<u>03</u>	<u>30</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	E03C	-	<u>500</u>	<u>6,700</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>055</u>	<u>o</u>	<u>1</u>
1	<u>UP</u>	<u>46336</u>	<u>55A</u>	<u>03</u>	<u>30</u>	NV	WASHOE	Industry	<u>UP</u>	<u>Der</u>	<u>E03C</u>	-	<u>500</u>	<u>o</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>050</u>	<u>o</u>	1
2	<u>UP</u>	243576	<u>55A</u>	<u>04</u>	<u>28</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E49C</u>	-	44,000	<u>25,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>035</u>	<u>o</u>	<u>21</u>
3	<u>UP</u>	<u>53196</u>	<u>55A</u>	<u>08</u>	<u>24</u>	<u>NV</u>	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H701</u>	-	<u>775</u>	1,306	<u>o</u>	<u>0</u>	<u>LIGHT</u> LOCO(S)	<u>003</u>	<u>2</u>	<u>o</u>
4	<u>UP</u>	<u>2121076</u>	<u>55A</u>	<u>12</u>	<u>15</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	E03C	-	4,000	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>050</u>	<u>o</u>	<u>o</u>

1976: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1977: Washoe County, Nevada (all accidents)

		Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	221477	<u>55A</u>	<u>02</u>	<u>21</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H020</u>		<u>6,800</u>	<u>740</u>	<u>0</u>	0	CUT OF CARS	000	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	241677	<u>55A</u>	<u>04</u>	<u>25</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H401</u>		3,000	125	<u>0</u>	0	FREIGHT TRAIN	005	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	<u>47437</u>	<u>55A</u>	<u>04</u>	<u>30</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M204</u>		4,000	<u>0</u>	<u>0</u>	<u>2</u>	YARD/SWITCHING	005	<u>0</u>	1
4	<u>UP</u>	<u>49977</u>	<u>55A</u>	<u>07</u>	<u>16</u>	<u>NV</u>	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E00C</u>		4,100	<u>475</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	011	<u>o</u>	<u>3</u>
<u>5</u>	<u>UP</u>	<u>50207</u>	<u>55A</u>	<u>07</u>	<u>20</u>	<u>NV</u>	<b>WASHOE</b>	Industry	<u>UP</u>	<u>Oth</u>	<u>E06C</u>		16,600	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	<u>o</u>
<u>5</u>	<u>UP</u>	274477	<u>55A</u>	<u>07</u>	<u>20</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>E06C</u>		<u>0</u>	<u>6,974</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	000	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	273677	<u>55A</u>	<u>07</u>	<u>22</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	Coll	<u>H601</u>		9,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>0</u>	<u>0</u>
<u> 7</u>	<u>UP</u>	274377	<u>55A</u>	<u>07</u>	<u>29</u>	<u>NV</u>	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51C</u>		<u>8,500</u>	10,675	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>040</u>	<u>o</u>	<u>2</u>
<u>8</u>	<u>UP</u>	<u>51627</u>	<u>55A</u>	<u>08</u>	<u>24</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>		3,000	<u>o</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>040</u>	<u>o</u>	<u>o</u>

1977: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Rpt Nbr RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1 <u>UP</u>	274377	<u>55A</u>	<u>07</u>	<u>29</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51C</u>	-	8,500	10,675	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>040</u>	<u>o</u>	<u>2</u>

1977: Washoe County, Nevada (accidents involving cars carrying hazmat that were damaged): none.

1978: Washoe County, Nevada (all accidents)

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	<u>45088</u>	<u>55A</u>	<u>01</u>	<u>20</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>		<u>3,500</u>	<u>3,568</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>006</u>	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	<u>47548</u>	<u>55A</u>	<u>04</u>	<u>01</u>	<u>NV</u>	<u>WASHOE</u>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T001</u>		<u>800</u>	<u>3,336</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>007</u>	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	<u>47918</u>	<u>55A</u>	<u>04</u>	<u>22</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E68C</u>		3,000	<u>3,611</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>050</u>	<u>0</u>	1
4	<u>UP</u>	<u>50708</u>	<u>55A</u>	<u>07</u>	<u>01</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Coll</u>	<u>E39C</u>		<u>65,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>020</u>	<u>0</u>	<u>5</u>
4	<u>UP</u>	<u>50708</u>	<u>55A</u>	<u>07</u>	<u>01</u>	<u>NV</u>	<u>WASHOE</u>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	E39C		<u>8,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>000</u>	<u>0</u>	<u>3</u>
4	<u>UP</u>	<u>50708</u>	<u>55A</u>	<u>07</u>	<u>01</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Coll</u>	E39C		<u>0</u>	<u>4,742</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>000</u>	<u>0</u>	<u>0</u>
<u>5</u>	<u>UP</u>	<u>51388</u>	<u>55A</u>	<u>07</u>	<u>28</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E40C</u>		<u>1,500</u>	<u>18,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>010</u>	<u>0</u>	<u>1</u>
<u>6</u>	<u>UP</u>	273978	<u>55A</u>	<u>07</u>	<u>30</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E52C</u>		33,000	<u>9,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>2</u>
<u> </u>	<u>UP</u>	<u>52288</u>	<u>55A</u>	<u>08</u>	<u>02</u>	<u>NV</u>	<u>WASHOE</u>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T314</u>		<u>1,750</u>	<u>3,755</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>8</u>
<u>8</u>	<u>UP</u>	<u>283578</u>	<u>55A</u>	<u>08</u>	<u>24</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>E99L</u>		<u>25,365</u>	<u>295</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>040</u>	<u>0</u>	<u>o</u>
9	<u>UP</u>	<u>283678</u>	<u>55A</u>	<u>08</u>	<u>24</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M599</u>		<u>7,110</u>	1,040	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>0</u>	<u>0</u>
<u>10</u>	<u>UP</u>	<u>53968</u>	<u>55A</u>	<u>09</u>	<u>14</u>	<u>NV</u>	<u>WASHOE</u>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	E39C		<u>2,500</u>	<u>252</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>005</u>	<u>0</u>	<u>0</u>
11	<u>UP</u>	<u>54068</u>	<u>55A</u>	<u>10</u>	<u>09</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H209</u>		22,500	<u>o</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>000</u>	<u>0</u>	<u>5</u>
11	<u>UP</u>	<u>54068</u>	<u>55A</u>	<u>10</u>	<u>09</u>	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H209</u>		3,900	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>000</u>	<u>0</u>	<u>5</u>
<u>11</u>	<u>UP</u>	<u>54068</u>	<u>55A</u>	<u>10</u>	<u>09</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H209</u>		<u>0</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>010</u>	<u>0</u>	<u>o</u>
<u>12</u>	<u>UP</u>	2121178	<u>55A</u>	<u>12</u>	<u>09</u>	NV	<u>WASHOE</u>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>		<u>18,500</u>	<u>o</u>	<u>0</u>	<u>2</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>4</u>

1978: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Rpt Report Number	Kld/Inj Mc	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 UP 273978 5	55A 07	30	NV	WASHOE				<u>E52C</u>	-	33,000	9,500		^	EDETCHT	<u>025</u>	<u>0</u>	<u>2</u>

1978: Washoe County, Nevada (accidents, cars carrying hazmat/damaged): none.

1979: Washoe County, Nevada (all accidents)

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	<u>County</u>	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	21879	<u>55A</u>	<u>01</u>	<u>05</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E62C</u>	-	3,100	<u>845</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>060</u>	<u>o</u>	1
<u>2</u>	<u>UP</u>	44879	<u>55A</u>	<u>01</u>	<u>20</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M404</u>	-	<u>3,550</u>	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>040</u>	<u>o</u>	<u>o</u>
<u>3</u>	<u>UP</u>	<u>49899</u>	<u>55A</u>	<u>05</u>	<u>10</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>	-	6,900	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	<u>o</u>
4	<u>UP</u>	51349	<u>55A</u>	<u>05</u>	<u>29</u>	NV	<u>WASHOE</u>	Siding	<u>UP</u>	<u>Oth</u>	<u>E06C</u>	-	9,950	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>035</u>	<u>o</u>	<u>o</u>
4	<u>UP</u>	ROW5479	<u>55A</u>	<u>05</u>	<u>29</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>E06C</u>	-	<u>o</u>	993	<u>o</u>	<u>o</u>	NOT RPD OR N/A	000	<u>o</u>	<u>o</u>
<u>5</u>	<u>UP</u>	273979	<u>55A</u>	<u>07</u>	<u>31</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>E52C</u>	-	3,438	<u>o</u>	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>030</u>	<u>o</u>	<u>o</u>
<u>6</u>	<u>UP</u>	R2949	<u>55A</u>	<u>09</u>	<u>13</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>	-	<u>o</u>	3,500	<u>o</u>	<u>o</u>	<u>LIGHT</u> LOCO(S)	<u>004</u>	<u>2</u>	<u>o</u>
<u> 7</u>	<u>UP</u>	211379	<u>55A</u>	<u>11</u>	<u>01</u>	NV	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T201</u>	-	44,000	24,990	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>055</u>	<u>o</u>	10
8	<u>UP</u>	R8969	<u>55A</u>	<u>12</u>	<u>06</u>	NV	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H999</u>	-	5,000	<u>5,100</u>	<u>o</u>	0	LIGHT LOCO(S)	<u>005</u>	<u>2</u>	<u>o</u>

1979: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1980: Washoe County, Nevada; no rail accidents reported this year.

1981: Washoe County, Nevada (all accidents)

-																					
Ac Nb	<u>c</u> <u>F</u>	Rpt RR	<u>Report</u> <u>Number</u>	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
	<u> </u>	<u>JP</u>	<u>52981</u>	<u>55A</u>	<u>03</u>	<u>06</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Coll</u>	<u>H402</u>		4,180	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000	<u>o</u>	<u>0</u>
	ַוַ	<u>JP</u>	233881	<u>55A</u>	<u>03</u>	<u>06</u>	<u>NV</u>	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Coll</u>	<u>H402</u>		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	<u>o</u>
	<u>2</u> <u> </u>	<u>JP</u>	<u>55101</u>	<u>55A</u>	<u>05</u>	<u>14</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T315</u>		2,900	<u>25,000</u>	<u>0</u>	0	YARD/SWITCHING	005	<u>o</u>	<u>5</u>
	<u> 1</u>	<u>JP</u>	<u>56381</u>	<u>55A</u>	<u>06</u>	<u>15</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>		800	10,300	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>o</u>	<u>3</u>
2	<u>1</u>	<u>JP</u>	<u>63131</u>	<u>55A</u>	<u>12</u>	<u>14</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>		12,000	14,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	4

1981: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc R Nbr R		Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 U	<u>JP</u>	<u>56381</u>	<u>55A</u>	<u>06</u>	<u>15</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>		800	10,300	0	0	YARD/SWITCHING	005	<u>0</u>	<u>3</u>

1981: Washoe County, Nevada (accidents involving cars carrying hazmat that were damaged):

Acc R Nbr R	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track		Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>		Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1 L	<u>JP</u>	<u>56381</u>	<u>55A</u>	<u>06</u>	<u>15</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>		800	10,300	<u>0</u>	0	YARD/SWITCHING	005	<u>o</u>	<u>3</u>

1981: Washoe County, Nevada (accidents in which hazmat released): none.

1982: Washoe County, Nevada (all accidents)

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>		<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>ATK</u>	<u>032482B</u>	<u>55A</u>	<u>03</u>	<u>24</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>		14,300	<u>0</u>	<u>0</u>	0	YARD/SWITCHING	003	<u>0</u>	1
1	<u>UP</u>	<u>52732</u>	<u>55A</u>	<u>03</u>	<u>24</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>		<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>o</u>	1
2	<u>UP</u>	272082	<u>55A</u>	<u>07</u>	<u>27</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H017</u>		147,600	2,400	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	000	<u>2</u>	<u>o</u>
3	<u>UP</u>	<u>56742</u>	<u>55A</u>	<u>08</u>	<u>12</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H999</u>		19,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	000	<u>0</u>	<u>0</u>
3	<u>UP</u>	<u>56742</u>	<u>55A</u>	<u>08</u>	<u>12</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H999</u>		4,000	<u>415</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	1	<u>0</u>
4	<u>UP</u>	<u>57112</u>	<u>55A</u>	<u>08</u>	<u>23</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H601</u>	<u>H525</u>	24,400	3,000	<u>0</u>	0	YARD/SWITCHING	015	<u>0</u>	<u>3</u>

1982: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1983: Washoe County, Nevada (all accidents).

Acc Rp		Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> Cause	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 UP	57693	<u>55A</u>	<u>08</u>	<u>18</u>	NV	WASHOE				<u>H702</u>		26,500	<u>7,800</u>	<u>o</u>	<u>o</u>	EDETCHT	008	1	<u>o</u>

1983: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1984: Washoe County, Nevada (all accidents).

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Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	50004	<u>55A</u>	<u>01</u>	<u>02</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E00C</u>		<u>4,570</u>	5,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>028</u>	<u>o</u>	<u>3</u>
<u>2</u>	<u>UP</u>	0184WP218	<u>55A</u>	<u>01</u>	<u>25</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>		131,400	38,800	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>040</u>	<u>o</u>	24
<u>3</u>	<u>UP</u>	52404	<u>55A</u>	<u>03</u>	<u>31</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H704</u>	_	8,250	7,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>005</u>	<u>3</u>	<u>o</u>
4	<u>UP</u>	<u>55614</u>	<u>55A</u>	<u>06</u>	<u>23</u>	NV	WASHOE	Industry	<u>UP</u>	<u>Der</u>	<u>E49C</u>	_	2,600	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	<u>1</u>
4	<u>UP</u>	0684WP212	<u>55A</u>	<u>06</u>	23	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E49C</u>	-	<u>o</u>	16,790	<u>o</u>	<u>o</u>	NOT RPD OR N/A	000	<u>o</u>	<u>o</u>
<u>5</u>	<u>UP</u>	<u>59494</u>	<u>55A</u>	<u>09</u>	<u>21</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>H305</u>	_	8,953	<u>o</u>	<u>o</u>	<u>o</u>	SINGLE CAR	000	<u>o</u>	1
<u>5</u>	<u>UP</u>	<u>59494</u>	<u>55A</u>	<u>09</u>	<u>21</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>H305</u>	_	<u>o</u>	<u>o</u>	<u>o</u>		FREIGHT TRAIN	<u>020</u>	<u>o</u>	<u>o</u>
<u>6</u>	<u>UP</u>	<u>59294</u>	<u>55A</u>	<u>09</u>	<u>27</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>H704</u>	-	9,250	4,000	<u>o</u>		FREIGHT TRAIN	<u>007</u>	1	<u>4</u>

1984: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1985: Washoe County, Nevada (all accidents)

Acc Rpt Nbr RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	Cars Der
1 UP	0385FR204	<u>55A</u>	<u>03</u>	<u>16</u>	<u>NV</u>	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E39C</u>	-	5,000	<u>3,500</u>	<u>o</u>		FREIGHT TRAIN	<u>021</u>	<u>o</u>	<u>1</u>

1985: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1986: Washoe County, Nevada (all accidents).

	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	UP	0186FR202	<u>55A</u>	<u>01</u>	<u>17</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51C</u>	_	169,156	30,500	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>045</u>	<u>o</u>	10
2	UP	<u>56546</u>	<u>55A</u>	<u>09</u>	<u>21</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M207</u>	-	6,300	15,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>004</u>	<u>o</u>	

1986: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1987: Washoe County, Nevada (all accidents).

<u>A</u>	cc br	Rr RF	ot R	<u>Report</u> <u>Number</u>	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld I	nj RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
	1	UI	P	<u>53807</u>	<u>55A</u>	<u>05</u>	<u>17</u>	<u>NV</u>	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E64C</u>	-	12,300	2,000	<u>o</u>	0 FREIGHT TRAIN	003	<u>o</u>	<u>5</u>
	<u>2</u>	UI	<u>P</u>	<u>59377</u>	<u>55A</u>	<u>12</u>	<u>04</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E53C</u>	-	<u>400</u>	9,000	<u>o</u>	0 FREIGHT TRAIN	040	<u>o</u>	1

1987: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Rpt Report Number Kld/Inj Mo Day ST	County Type Track		Pri Cont Cause	Equip Damage Da	Track amage Kld Inj RR Eq	uip Spd Locos Cars Der Der
1 UP 53807 55A 05 17 NV	WASHOE Yard	UP Der	<u>E64C</u>	12,300	2,000 0 0 FREIG	6HT 003 0 5

1987: Washoe County, Nevada (accidents involving cars carrying hazmat that were damaged):

Acc Rpt Report Number Kld/Inj Mo Day	ST County	Type Trk Track Maint	Type Pri Acc Cause	Cont Equip Cause Damage	Track Damage Kld In	RR Equip Spd Locos Cars Mph Der Der
1 UP 53807 55A 05 17	NV WASHOE	Yard UP	Der E64C	12,300	2,000 0	FREIGHT 003 0 5

1987: Washoe County, Nevada (accidents involving release of hazmat): none.

1988: Washoe County, Nevada; no accidents reported this year.

1989: Washoe County, Nevada (all accidents).

Acc Rpt RR	<u>Report</u> <u>Number</u>	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 <u>UP</u>	1089FR206	<u>55A</u>	<u>10</u>	11	<u>NV</u>	<u>WASHOE</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E53C</u>	-	<u>4,500</u>	30,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>4</u>

1989: Washoe County, Nevada (accidents involving cars carrying hazmat): none.

1990: Washoe County, Nevada (all accidents):

Acc Nbr		Report Number	Kld/Inj	Мо	Day	ST	County	Type Track	Trk Maint	Type Acc	Pri Cause	Cont Cause	Equip Damage	Track Damage	Kld	Inj	RR Equip	Spd Mph	Locos Der	Cars Der
1	UP	0590FR204	55A	05	07	NV	WASHOE	Yard	UP	Coll	E79L		8,000	0	0	0	LIGHT LOCO(S)	016	1	0
1	UP	0590FR204	55A	05	07	NV	WASHOE	Yard	UP	Coll	E79L		4,500	311	0		CUT OF CARS	000	0	1

1990: Washoe County, Nevada (accidents involving cars carrying hazmat): none

1991: Washoe County, Nevada (all accidents): none.

1992: Washoe County, Nevada (all accidents):

	Rpt RR	Report Number	Kld/Inj	Mo	Day	ST	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	Q0212	<u>55A</u>	<u>02</u>	<u>26</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H210	_	32,000	1,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	<u>Q0362</u>	<u>55A</u>	<u>03</u>	<u>05</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H399</u>	_	17,500	1,000	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>003</u>	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	Q0362	<u>55A</u>	<u>03</u>	<u>05</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	Coll	H399	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	0692FR017	<u>55A</u>	<u>06</u>	<u>26</u>	NV	<b>WASHOE</b>	Industry	<u>UP</u>	<u>Der</u>	T108	_	14,900	2,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>1</u>	<u>5</u>
4	<u>UP</u>	0992FR002	<u>55A</u>	<u>09</u>	<u>04</u>	NV	<b>WASHOE</b>	<u>Siding</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	<b>T222</b>	19,800	<u>75,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>015</u>	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	Q3322	<u>55A</u>	<u>12</u>	<u>80</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	13,700	4,500	<u>0</u>	<u>0</u>	FREIGHT TRAIN	007	<u>2</u>	<u>3</u>
<u>6</u>	<u>UP</u>	1292FR014	<u>55A</u>	<u>12</u>	<u>31</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H306		8,000	30,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	011	<u>0</u>	<u>6</u>

1992: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	<u>Q0212</u>	<u>55A</u>	<u>02</u>	<u>26</u>	NV	WASHOE				<u>H210</u>		32,000		<u>o</u>	0	FREIGHT TRAIN			<u>4</u>

1992: Washoe County, Nevada (accidents, cars carrying hazmat/damaged): None.

1993: Washoe County, Nevada (all accidents):

		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	Q0303	<u>55A</u>	<u>12</u>	<u>20</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M207</u>	-	<u>2,500</u>	<u>27,500</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	025	<u>o</u>	<u>1</u>

1993: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

1994: Washoe County, Nevada (all accidents):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0194LA019	<u>55A</u>	<u>01</u>	<u>20</u>	NV	WASHOE	<u>Siding</u>	<u>UP</u>	<u>Der</u>	<u>M502</u>	_	9,000	<u>500</u>	<u>o</u>		CUT OF CARS	<u>002</u>	<u>o</u>	<u>3</u>
<u>2</u>	<u>UP</u>	0994LA015	<u>55A</u>	<u>09</u>	<u>27</u>	NV	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T399</u>	-	2,000	<u>6,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>005</u>	<u>2</u>	<u>o</u>
3	<u>UP</u>	Q0214	<u>55A</u>	<u>11</u>	<u>23</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>	-	12,000	51,340	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>055</u>	<u>o</u>	<u>o</u>

1994: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	Cars Der
<u>1</u>	<u>UP</u>	0994LA015	<u>55A</u>	<u>09</u>	<u>27</u>	<u>NV</u>	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T399</u>	-	2,000	<u>6,000</u>	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>005</u>	<u>2</u>	<u>0</u>
<u>2</u>	<u>UP</u>	Q0214	<u>55A</u>	11	<u>23</u>	NV	WASHOE	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>	-	12,000	<u>51,340</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>055</u>	<u>o</u>	<u>o</u>

1994: Washoe County, Nevada (accidents, cars carrying hazmat/damaged): None.

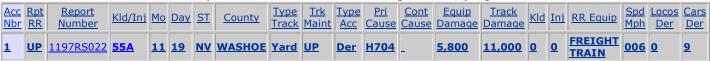
1995: Washoe County, Nevada (all accidents): None.

1996: Washoe County, Nevada (all accidents): None.

1997: Washoe County, Nevada (all accidents):

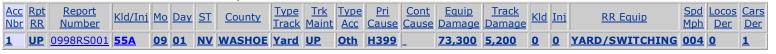
Acc Rpt <u>Pri</u> Spd Locos Cars Type Cont **Equip Track** Kld/Inj Mo Day ST County RR Equip Kld <u>Inj</u> Nbr RR **Number** Maint Acc Cause Cause Damage **Damage** Der <u>Der</u> **FREIGHT UP** 1197RS022 **55A** 11 19 NV WASHOE Yard UP 5,800 9 **Der H704** 11,000 0

1997: Washoe County, Nevada (accidents involving cars carrying hazmat):



1997: Washoe County, Nevada (accidents, cars carrying hazmat/damaged): None.

1998: Washoe County, Nevada (all accidents):



1998: Washoe County, Nevada (accidents involving cars carrying hazmat):

Acc Nbr		Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	0998RS001	<u>55A</u>	<u>09</u>	<u>01</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H399	_	<u>73,300</u>	<u>5,200</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>1</u>

1998: Washoe County, Nevada (accidents, cars carrying hazmat/damaged): None.

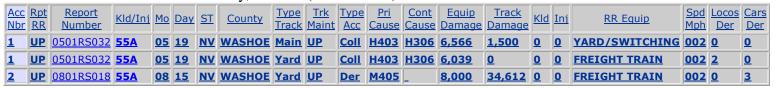
1999: Washoe County, Nevada (all accidents):

									`											
Acc Nbr		Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>		<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	1299RS008	<u>55A</u>	<u>12</u>	04	NV	WASHOE	Yard	<u>UP</u>	<u>Der</u>	H307		22,956	3,841	0	0	YARD/SWITCHING	008	0	<u>2</u>

1999: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

2000: Washoe County, Nevada (all accidents): None.

2001: Washoe County, Nevada (all accidents):



2001: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

2002: Washoe County, Nevada (all accidents): None.

2003: Washoe County, Nevada (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	ST	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0403RS010	<u>55A</u>	<u>04</u>	<u>09</u>	NV	<b>WASHOE</b>		<u>UP</u>		<u>H312</u>			8,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	0603RS017	<u>55A</u>	<u>06</u>	<u>14</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H104	_	18,526	7,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	015	<u>0</u>	<u>4</u>
<u>3</u>	<u>UP</u>	0803RS032	<u>55A</u>	<u>08</u>	<u>25</u>	NV	<b>WASHOE</b>	<b>Industry</b>	<u>UP</u>	<u>Der</u>	M201	_	15,693	<u>68,450</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>6</u>
4	<u>UP</u>	0903RS021	<u>55A</u>	09	<u>18</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H306	_	3,322	14,000	<u>0</u>	0	YARD/SWITCHING	004	<u>0</u>	<u>2</u>

2003: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

2004: Washoe County, Nevada (all accidents):

	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0304RS010	<u>55A</u>	<u>03</u>	<u>14</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H515</u>	_	<u>8,794</u>	<u>3,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>2</u>

2004: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

2005: Washoe County, Nevada (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>ATK</u>	<u>095165</u>	<u>55A</u>	<u>01</u>	<u>09</u>	<u>NV</u>	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M101</u>	_	191,044	<u>o</u>	<u>o</u>	<u>o</u>	LIGHT LOCO(S)	004	<u>2</u>	<u>o</u>
1	<u>UP</u>	0105RS045	<u>55A</u>	<u>01</u>	<u>09</u>	<u>NV</u>	WASHOE	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M101	-	<u>o</u>	<u>o</u>	<u>o</u>	<u>0</u>	NOT RPD OR N/A	000	<u>o</u>	<u>o</u>

2005: Washoe County, Nevada (accidents involving cars carrying hazmat): None.

2006: Washoe County, Nevada (all accidents)

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	ST	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	Cars Der
1	<u>UP</u>	0206RS014	<u>55A</u>	02	<u>14</u>	NV	<b>WASHOE</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H522</u>		15,084	4,300	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>3</u>
<u>2</u>	<u>UP</u>	0406RS002	<u>55A</u>	<u>04</u>	<u>05</u>	NV	<b>WASHOE</b>	Industry	XAWC	<u>Der</u>	<u>T111</u>	<u>T113</u>	<u>420</u>	16,015	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	0506RS027	<u>55A</u>	<u>05</u>	<u>19</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	E31C		14,855	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>0</u>
4	<u>UP</u>	0606RS013	<u>55A</u>	<u>06</u>	<u>06</u>	NV	<b>WASHOE</b>	Industry	<u>UP</u>	<u>Der</u>	<u>T110</u>	<u>M405</u>	21,258	<u>96,155</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>009</u>	<u>0</u>	<u>6</u>
<u>5</u>	<u>UP</u>	1206RS012	<u>55A</u>	<u>12</u>	<u>12</u>	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H524</u>	<u>H511</u>	31,439	126,810	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>4</u>
6	<u>UP</u>	1206RS017	<u>55A</u>	<u>12</u>	<u>18</u>	NV	<b>WASHOE</b>	Industry	<u>UP</u>	<u>Der</u>	<u>H306</u>	<u>H702</u>	20,400	<u>5,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>5</u>

2006: Washoe County, Nevada (accidents involving cars carrying hazmat).

Acc Rp Nbr RF		Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 UF	1206RS012	<u>55A</u>	<u>12</u>	12	NV	<b>WASHOE</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H524</u>	<u>H511</u>	31,439	126,810	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	4

2006: Washoe County, Nevada (accidents in which cars carrying hazmat were damaged).

<b>3</b> ·	`	, ,	<u> </u>
Acc Rpt Report Number Kld/Inj Mo Day ST County	<u>Type</u> <u>Trk</u> <u>Type</u> <u>I</u> Track Maint Acc Ca	Pri Cont Equip Track Cause Damage MI	d Inj RR Equip Spd Locos Cars Mph Der Der
1 UP 1206RS012 55A 12 12 NV WASHOE	Yard UP Der H	524 H511 31,439 126,810 (	0 0 YARD/SWITCHING 005 0 4

2006: Washoe County, Nevada (accidents, hazmat released): None.

1975: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	<u>47365</u>	<u>55A</u>	<u>05</u>	<u>25</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E32C</u>	-	7,900	<u>200</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>o</u>	<u>5</u>
<u>2</u>	<u>UP</u>	<u>47895</u>	<u>55A</u>	<u>06</u>	<u>17</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E49C</u>		8,100	<u>15,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>018</u>	<u>o</u>	<u>5</u>
<u>3</u>	<u>UP</u>	<u>47965</u>	<u>55A</u>	<u>06</u>	<u>28</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H601</u>	-	2,100	<u>300</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>o</u>	<u>5</u>
<u>4</u>	<u>UP</u>	<u>49795</u>	<u>55A</u>	<u>09</u>	<u>06</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E60C</u>	-	4,000	<u>800</u>	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>024</u>	<u>o</u>	1

1975: Nevada County, California (accidents involving cars carrying hazmat); none.

1976: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	<u>Report</u> <u>Number</u>	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>47946</u>	<u>55A</u>	<u>05</u>	<u>03</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E24C</u>		<u>100</u>	2,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>010</u>	<u>o</u>	1

1976: Nevada County, California (accidents involving cars carrying hazmat): none.

1977: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	48247	<u>55A</u>	<u>05</u>	<u>27</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E30C</u>	_	13,900	<u>o</u>	<u>o</u>	<u>2</u>	FREIGHT TRAIN	<u>011</u>	<u>o</u>	<u>3</u>
<u>2</u>	<u>UP</u>	<u>52217</u>	<u>55A</u>	<u>09</u>	<u>10</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E71L</u>	_	<u>62,150</u>	16,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>015</u>	<u>1</u>	<u>16</u>

1977: Nevada County, California (accidents involving cars carrying hazmat):

Acc Rpt Report Number Kld/I	nj Mo Dav	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1 UP 52217 55A	09 10	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E71L</u>	_	<u>62,150</u>	<u>16,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>015</u>	<u>1</u>	<u>16</u>

1977: Nevada County, California (accidents involving cars carrying hazmat that were damaged): None.

1978: Nevada County, California (all accidents):

Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	Cars Der
1	<u>UP</u>	<u>45108</u>	<u>55A</u>	<u>02</u>	<u>03</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>EOOL</u>	-	11,170	<u>2,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>022</u>	<u>o</u>	<u>4</u>
<u>2</u>	<u>UP</u>	<u>48058</u>	<u>55A</u>	<u>04</u>	<u>26</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E34C</u>	_	<u>2,800</u>	<u>4,500</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>o</u>	<u>3</u>
<u>3</u>	<u>UP</u>	<u>49108</u>	<u>55A</u>	<u>05</u>	<u>17</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H601	-	1,800	1,000	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>o</u>	4

1978: Nevada County, California (accidents involving cars carrying hazmat): None.

1979: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	<u>45349</u>	<u>55A</u>	<u>02</u>	<u>04</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51L</u>	_	12,500	<u>o</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	1	<u>o</u>
2	<u>UP</u>	<u>55249</u>	<u>55A</u>	<u>07</u>	<u>28</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H020</u>	_	60,200	<u>5,000</u>	<u>0</u>	<u>o</u>	FREIGHT TRAIN	005	<u>o</u>	<u>z</u>
<u>3</u>	<u>UP</u>	<u>R0609</u>	<u>55A</u>	<u>08</u>	<u>22</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	M201	_	41,500	21,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>016</u>	<u>o</u>	<u>3</u>

1979: Nevada County, California (accidents involving cars carrying hazmat): None.

1980: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	60020	<u>55A</u>	<u>06</u>	<u>02</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	_	<u>829</u>	<u>2,984</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>o</u>	<u>1</u>
<u>2</u>	<u>UP</u>	<u>63770</u>	<u>55A</u>	<u>07</u>	<u>15</u>	CA	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M503</u>	_	<u>1,500</u>	<u>1,500</u>	<u>o</u>	<u>o</u>	LIGHT LOCO(S)	<u>005</u>	<u>1</u>	<u>o</u>

1980: Nevada County, California (accidents involving cars carrying hazmat): None.

1981: Nevada County, California (all accidents):

Acc Nbr		Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	Pri Cause	Cont Cause	Equip Damage	Track Damage	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>ATK</u>	050281A	<u>55A</u>	<u>05</u>	<u>02</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M404</u>	_	11,000	<u>o</u>	<u>o</u>	<u>o</u>	PASSENGER TRAIN	<u>020</u>	<u>o</u>	<u>o</u>
1	<u>UP</u>	<u>55421</u>	<u>55A</u>	<u>05</u>	<u>02</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M404</u>	-	<u>o</u>	<u>o</u>	<u>o</u>	<u>o</u>	PASSENGER TRAIN	<u>020</u>	<u>o</u>	<u>o</u>
<u>2</u>	<u>UP</u>	<u>57331</u>	<u>55A</u>	<u>07</u>	<u>16</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51C</u>	_	216,807	121,000	<u>o</u>		FREIGHT TRAIN	<u>030</u>	<u>4</u>	<u>11</u>

1981: Nevada County, California (accidents involving cars carrying hazmat): None.

1982: Nevada County, California (all accidents): None.

1983: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>		Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	<u>56963</u>	<u>55A</u>	<u>08</u>	<u>06</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E61C</u>	_	<u>280</u>	10,000	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>035</u>	<u>o</u>	<u>1</u>
<u>2</u>	<u>UP</u>	<u>59873</u>	<u>55A</u>	<u>11</u>	<u>01</u>	<u>CA</u>	NEVADA	Siding	<u>UP</u>	<u>Der</u>	<u>H601</u>	_	<u>3,720</u>	20,000	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>005</u>	<u>o</u>	9

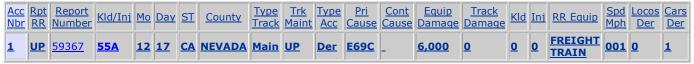
1983: Nevada County, California (accidents involving hazmat): None.

1984: Nevada County, California (all accidents): None.

1985: Nevada County, California (all accidents): None.

1986: Nevada County, California (all accidents): None.

1987: Nevada County, California (all accidents):



1987: Nevada County, California (accidents involving hazmat): None.

1988: Nevada County, California (all accidents): None.

1989: Nevada County, California (all accidents): None.

1990: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip		Locos Der	
<u>1</u>	<u>UP</u>	<u>A1390</u>	<u>55A</u>	<u>03</u>	<u>22</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>H402</u>	_	<u>8,000</u>	<u>o</u>	<u>o</u>	<u>2</u>	SINGLE CAR	<u>005</u>	<u>o</u>	<u>o</u>
1	<u>UP</u>	A1390	<u>55A</u>	<u>03</u>	<u>22</u>	<u>CA</u>	<u>NEVADA</u>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H402	_	2,000	<u>o</u>	<u>0</u>	<u>2</u>	SINGLE CAR	000	<u>o</u>	<u>o</u>

1990: Nevada County, California (accidents involving cars carrying hazmat): None.

1991: Nevada County, California (all accidents): None.

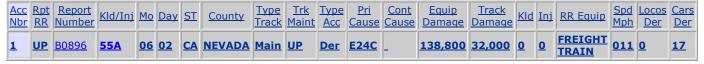
1992: Nevada County, California (all accidents): None.

1993: Nevada County, California (all accidents): None.

1994: Nevada County, California (all accidents): None.

1995: Nevada County, California (all accidents): None.

1996: Nevada County, California (all accidents):



1996: Nevada County, California (accidents involving cars carrying hazmat): None.

1997: Nevada County, California (all accidents): None.

1998: Nevada County, California (all accidents): None.

1999: Nevada County, California (all accidents): None.

2000: Nevada County, California (all accidents): None.

2001: Nevada County, California (all accidents): None.

2002: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	0502RS033	<u>55A</u>	<u>05</u>	<u>28</u>	<u>CA</u>	NEVADA	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H017</u>	_	39,840	<u>o</u>	<u>0</u>	<u>o</u>	LIGHT LOCO(S)	000	<u>o</u>	<u>o</u>
1	<u>UP</u>	0502RS033	<u>55A</u>	<u>05</u>	<u>28</u>	<u>CA</u>	NEVADA	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H017</u>	_	19,143	<u>200</u>	<u>o</u>	<u>o</u>	LIGHT LOCO(S)	<u>005</u>	<u>o</u>	<u>o</u>
2	<u>UP</u>	0802RS036	<u>55A</u>	<u>08</u>	<u>25</u>	<u>CA</u>	NEVADA	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M504</u>	_	<u>o</u>	20,000	<u>0</u>		SINGLE CAR	003	<u>o</u>	<u>o</u>

2002: Nevada County, California (accidents involving cars carrying hazmat): None.

2003: Nevada County, California (all accidents): None.

2004: Nevada County, California (all accidents): None.

2005: Nevada County, California (all accidents): None.

2006: Nevada County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	
1	<u>UP</u>	0706RS041	<u>55A</u>	<u>07</u>	<u>30</u>	CA	NEVADA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E46C</u>	_	1,244	<u>836,395</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	009	<u>o</u>	1

2006: Nevada County, California (accidents involving cars carrying hazmat): None.

1975: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	<u>58695</u>	<u>55A</u>	<u>03</u>	<u>11</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H702	_	<u>700</u>	2,400	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>3</u>
<u>2</u>	<u>UP</u>	<u>46175</u>	<u>55A</u>	<u>04</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M503</u>	_	<u>5,706</u>	2,500	<u>0</u>	<u>0</u>	FREIGHT TRAIN	018	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	<u>46855</u>	<u>55A</u>	<u>05</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H603</u>	_	1,200	<u>600</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	008	<u>0</u>	<u>6</u>
4	<u>UP</u>	<u>47035</u>	<u>55A</u>	<u>05</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E32C	_	11,600	<u>300</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	<u>47155</u>	<u>55A</u>	<u>05</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E49C	_	<u>5,931</u>	2,500	<u>0</u>	<u>0</u>	FREIGHT TRAIN	017	<u>0</u>	<u>6</u>
<u>6</u>	<u>UP</u>	<u>47195</u>	<u>55A</u>	<u>05</u>	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E01C</b>	_	<u>2,100</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>5</u>
<u>7</u>	<u>UP</u>	<u>47565</u>	<u>55A</u>	<u>06</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H403</u>	_	<u>3,775</u>	<u>400</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>3</u>
<u>8</u>	<u>UP</u>	<u>47905</u>	<u>55A</u>	<u>06</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E23C</b>	_	22,000	<u>800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>017</u>	<u>0</u>	<u>2</u>
9	<u>UP</u>	<u>61135</u>	<u>55A</u>	<u>06</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H702	_	<u>500</u>	<u>2,275</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>001</u>	<u>0</u>	<u>2</u>
<u>10</u>	<u>UP</u>	<u>48515</u>	<u>55A</u>	<u>07</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E00C</b>	_	12,800	<u>1,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>026</u>	<u>0</u>	<u>15</u>
11	<u>UP</u>	<u>50535</u>	<u>55A</u>	<u>10</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	H307	_	2,700	<u>350</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>3</u>
<u>12</u>	<u>UP</u>	<u>50695</u>	<u>55A</u>	<u>10</u>	<u>80</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H301</u>	_	<u>14,350</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>006</u>	<u>0</u>	<u>0</u>
<u>12</u>	<u>UP</u>	<u>50695</u>	<u>55A</u>	<u>10</u>	<u>80</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H301</u>	_	<u>1,850</u>	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000	<u>0</u>	<u>0</u>
<u>13</u>	<u>UP</u>	<u>51165</u>	<u>55A</u>	<u>10</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T111</u>	_	1,800	<u>150</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>5</u>
14	<u>UP</u>	<u>50955</u>	<u>55A</u>	<u>10</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	T218	_	2,200	<u>416</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	008	<u>0</u>	<u>6</u>
<u>15</u>	<u>UP</u>	<u>51005</u>	<u>55A</u>	<u>10</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H702	_	<u>3,410</u>	1,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>008</u>	<u>1</u>	<u>3</u>

1975: Placer County, California (accidents involving cars carrying hazmat): None.

1976: Placer County, California (all accidents):

Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>44896</u>	<u>55A</u>	<u>02</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T210	_	<u>1,680</u>	<u>650</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>5</u>
1	<u>UP</u>	<u>44896</u>	<u>55A</u>	<u>02</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T210	_	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>0</u>
2	<u>UP</u>	<u>45196</u>	<u>55A</u>	<u>02</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E05C	_	<u>13,800</u>	<u>580</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>6</u>
<u>3</u>	<u>UP</u>	<u>45156</u>	<u>55A</u>	<u>02</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H701	_	<u>6,650</u>	200	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>6</u>
4	<u>UP</u>	<u>45406</u>	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	<u>M503</u>	_	<u>89,875</u>	12,000	<u>0</u>	<u>3</u>	FREIGHT TRAIN	000	<u>0</u>	<u>6</u>
4	<u>UP</u>	<u>45406</u>	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Coll</u>	<u>M503</u>	_	<u>7,600</u>	<u>7,359</u>	<u>0</u>	<u>3</u>	FREIGHT TRAIN	<u>025</u>	<u>2</u>	<u>5</u>
<u>5</u>	<u>UP</u>	<u>45416</u>	<u>55A</u>	<u>03</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E42C	_	<u>21,000</u>	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>8</u>
<u>6</u>	<u>UP</u>	<u>46606</u>	<u>55A</u>	<u>04</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E64C</u>	_	<u>13,800</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>4</u>	<u>2</u>
<u>Z</u>	<u>UP</u>	<u>46986</u>	<u>55A</u>	<u>04</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E30C	_	<u>6,800</u>	<u>100</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>002</u>	<u>0</u>	<u>3</u>
8	<u>UP</u>	<u>46806</u>	<u>55A</u>	<u>04</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E42C	_	1,000	<u>2,050</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>017</u>	<u>0</u>	<u>1</u>
9	<u>UP</u>	<u>47546</u>	<u>55A</u>	<u>05</u>	<u>09</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E64C</u>	_	<u>2,385</u>	<u>586</u>	<u>0</u>	<u>0</u>	NOT RPD OR N/A	<u>800</u>	<u>0</u>	<u>6</u>
10	<u>UP</u>	<u>47996</u>	<u>55A</u>	<u>05</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T210	_	<u>2,300</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>0</u>	<u>8</u>
11	<u>UP</u>	<u>52206</u>	<u>55A</u>	<u>07</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>	_	<u>1,000</u>	<u>700</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>3</u>
11	<u>UP</u>	<u>52206</u>	<u>55A</u>	<u>07</u>	<u>18</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H702		<u>300</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>0</u>
12	<u>UP</u>	<u>52496</u>	<u>55A</u>	<u>07</u>	<u>29</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E39C		<u>1,170</u>	<u>3,547</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	4
<u>13</u>	<u>UP</u>	<u>54656</u>	<u>55A</u>	<u>10</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H503		12,250	<u>5,600</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>800</u>	<u>0</u>	<u>7</u>
<u>14</u>	<u>UP</u>	E7106	<u>55A</u>	<u>10</u>	<u>19</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H304		<u>2,000</u>	<u>561</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>004</u>	1	<u>0</u>
<u>14</u>	<u>UP</u>	E7106	<u>55A</u>	<u>10</u>	<u>19</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H304		1,000	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>004</u>	<u>0</u>	<u>0</u>
<u>15</u>	<u>UP</u>	<u>55426</u>	<u>55A</u>	<u>10</u>	<u>26</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H301		1,000	<u>334</u>	0	1	FREIGHT TRAIN	<u>005</u>	1	<u>0</u>
<u>15</u>	<u>UP</u>	<u>55426</u>	<u>55A</u>	<u>10</u>	<u>26</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H301		1,000	<u>0</u>	<u>0</u>	1	LIGHT LOCO(S)	000	<u>0</u>	<u>0</u>
<u>16</u>	<u>UP</u>	E7116	<u>55A</u>	<u>10</u>	<u>26</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H303		<u>1,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>004</u>	<u>0</u>	<u>0</u>
<u>16</u>	<u>UP</u>	E7116	<u>55A</u>	<u>10</u>	<u>26</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H303		1,000	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>0</u>
<u>17</u>	<u>UP</u>	<u>55636</u>	<u>55A</u>	<u>11</u>	<u>06</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	E01C		<u>2,850</u>	<u>50</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>2</u>
<u>18</u>	<u>UP</u>	<u>55806</u>	<u>55A</u>	<u>11</u>		=	PLACER			Coll	H702		11,000	<u>0</u>	0	1	LIGHT LOCO(S)	006	<u>0</u>	<u>0</u>
18	<u>UP</u>	<u>55806</u>	<u>55A</u>	<u>11</u>			PLACER			_	H702	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>		006	<u>0</u>	<u>0</u>
<u>19</u>	<u>UP</u>	<u>55816</u>	<u>55A</u>	<u>11</u>	<u>17</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H301	_	<u>2,000</u>	<u>0</u>	0	<u>0</u>	LIGHT LOCO(S)	000	<u>0</u>	<u>0</u>
<u>19</u>	<u>UP</u>	<u>55816</u>	<u>55A</u>	<u>11</u>	<u>17</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	H301	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	006	<u>0</u>	<u>0</u>
20	<u>UP</u>	<u>53636</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	M599	_	<u>8,350</u>	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000		1
<u>20</u>	<u>UP</u>	<u>53636</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<u>PLACER</u>	<u>Yard</u>	<u>UP</u>	Coll	<u>M599</u>	M599	700	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	<u>010</u>	<u>0</u>	<u>0</u>

1976: Placer County, California (accidents involving cars carrying hazmat):

Acc   Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1 !	<u>UP</u>	<u>45416</u>	<u>55A</u>	<u>03</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E42C</u>	_	21,000	10,000	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	<u>8</u>

1976: Placer County, California (accidents cars carrying hazmat/damaged): None.

1977: Placer County, California (all accidents):

		19	/ / . 11	acc	1 (	Juii	ty, Can	iorina	(an a	cciu	Jilis).									
Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>44057</u>	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>6,350</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	000	<u>0</u>	<u>3</u>
<u>1</u>	<u>UP</u>	44057	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	3,150	1,165	<u>0</u>	<u>0</u>	WORK TRAIN	002	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	44667	<u>55A</u>	<u>02</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	<u>6,800</u>	<u>1,535</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>2</u>	<u>1</u>
<u>2</u>	<u>UP</u>	44667	<u>55A</u>	<u>02</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	2,750	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	<u>45857</u>	<u>55A</u>	<u>03</u>	10	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	38,650	5,744	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>0</u>	9
4	<u>UP</u>	<u>46287</u>	<u>55A</u>	<u>03</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>E64C</b>	_	1,400	<u>3,069</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	06067	<u>55A</u>	<u>04</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Siding</u>	<u>UP</u>	<u>Der</u>	H701	_	<u>2,450</u>	2,750	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	4
<u>6</u>	<u>UP</u>	<u>49407</u>	<u>55A</u>	<u>06</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	H999	_	5,000	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	010	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	49407	<u>55A</u>	<u>06</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	H999	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	020	<u>0</u>	<u>0</u>
<u>7</u>	<u>UP</u>	<u>50737</u>	<u>55A</u>	<u>07</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H301	_	3,050	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	006	<u>0</u>	<u>1</u>
<u>7</u>	<u>UP</u>	<u>50737</u>	<u>55A</u>	<u>07</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H301	_	200	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	005	<u>0</u>	<u>0</u>
<u>8</u>	<u>UP</u>	50987	<u>55A</u>	<u>08</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>E29C</b>	_	1,920	1,503	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>3</u>
9	<u>UP</u>	<u>51157</u>	<u>55A</u>	<u>08</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H302</u>	_	2,500	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	1
9	<u>UP</u>	<u>51157</u>	<u>55A</u>	<u>08</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H302	_	1,175	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	005	<u>0</u>	<u>0</u>
<u>10</u>	<u>UP</u>	<u>51657</u>	<u>55A</u>	<u>08</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	<u>6,950</u>	<u>o</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>5</u>
10	<u>UP</u>	<u>51657</u>	<u>55A</u>	<u>08</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	3,100	<u>2,952</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	001	<u>1</u>	<u>0</u>
11	<u>UP</u>	<u>51537</u>	<u>55A</u>	<u>08</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T199</u>	_	1,800	4,488	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>5</u>
<u>12</u>	<u>UP</u>	<u>51227</u>	<u>55A</u>	<u>08</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>E79L</u>	_	<u>0</u>	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	025	<u>0</u>	<u>0</u>
<u>13</u>	<u>UP</u>	<u>51647</u>	<u>55A</u>	<u>08</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H306	_	1,600	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	005	<u>0</u>	<u>1</u>
<u>13</u>	<u>UP</u>	<u>51647</u>	<u>55A</u>	<u>08</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H306	_	1,125	2,800	0	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>0</u>
<u>14</u>	<u>UP</u>	<u>52257</u>	<u>55A</u>	<u>09</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H701	_	26,970	<u>270</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>5</u>
<u>15</u>	<u>UP</u>	<u>54107</u>	<u>55A</u>	<u>10</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<b>Siding</b>	<u>UP</u>	<u>Der</u>	H999	_	<u>5,700</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>1</u>	<u>2</u>
<u>16</u>	<u>UP</u>	<u>54117</u>	<u>55A</u>	<u>10</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E32C	_	2,700	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	017	<u>0</u>	<u>1</u>
<u>17</u>	<u>UP</u>	1077CA202	<u>55A</u>	<u>10</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<b>BNSF</b>	<u>Der</u>	<b>E25C</b>	_	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>9</u>
<u>17</u>	<b>BNSF</b>	31107105	<u>55A</u>	<u>10</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<b>BNSF</b>	<u>Der</u>	<b>E23C</b>	<b>E25C</b>	<u>0</u>	<u>6,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	9
<u>18</u>	<u>UP</u>	<u>54657</u>	<u>55A</u>	<u>11</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H602</u>		<u>5,800</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>3</u>
<u>18</u>	<u>UP</u>	<u>54657</u>	<u>55A</u>	<u>11</u>	<u>16</u>	CA	<b>PLACER</b>	Yard	<u>UP</u>	Coll	<u>H602</u>	_	5,000	1,465	<u>0</u>	<u>0</u>	CUT OF CARS	005	<u>1</u>	<u>2</u>
19	<u>UP</u>	<u>55087</u>	<u>55A</u>	11	24	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	4,440	2,040	<u>0</u>	<u>0</u>	FREIGHT TRAIN	004	<u>0</u>	<u>7</u>
<u>20</u>	<u>UP</u>	<u>55047</u>	<u>55A</u>	11	<u>29</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E59C</b>	_	1,800	2,059	<u>0</u>	<u>0</u>	FREIGHT TRAIN	025	<u>0</u>	<u>3</u>
<u>21</u>	<u>UP</u>	56047	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H699</u>	_	3,700	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>1</u>	<u>1</u>
<u>21</u>	<u>UP</u>	<u>56047</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H699</u>	_	<u>2,500</u>	<u>290</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>005</u>	<u>0</u>	<u>o</u>

1977: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>44057</u>	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>6,350</u>	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	000	<u>o</u>	<u>3</u>
<u>1</u>	<u>UP</u>	<u>44057</u>	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>3,150</u>	<u>1,165</u>	<u>o</u>	<u>o</u>	WORK TRAIN	<u>002</u>	<u>o</u>	1
<u>2</u>	<u>UP</u>	<u>49407</u>	<u>55A</u>	<u>06</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Coll</u>	<u>H999</u>	-	<u>5,000</u>	<u>o</u>	<u>o</u>	<u>o</u>	SINGLE CAR	<u>010</u>	<u>o</u>	<u>o</u>
<u>2</u>	<u>UP</u>	<u>49407</u>	<u>55A</u>	<u>06</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	Coll	<u>H999</u>	_	<u>o</u>	<u>o</u>	<u>o</u>		FREIGHT TRAIN	<u>020</u>	<u>o</u>	<u>o</u>
<u>3</u>	<u>UP</u>	1077CA202	<u>55A</u>	<u>10</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>BNSF</u>	<u>Der</u>	<u>E25C</u>	_	<u>5,000</u>	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	<u>9</u>
<u>3</u>	BNSF	31107105	<u>55A</u>	<u>10</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Main</u>	BNSF	<u>Der</u>	E23C	E25C	<u>o</u>	<u>6,500</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	9

1977: Placer County, California (accidents cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	44057	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	<u>PLACER</u>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	-	<u>6,350</u>	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>000</u>	<u>o</u>	<u>3</u>
1	<u>UP</u>	44057	<u>55A</u>	<u>01</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H306</u>	-	<u>3,150</u>	<u>1,165</u>	<u>o</u>	<u>o</u>	WORK TRAIN	<u>002</u>	<u>o</u>	1

1977: Placer County, California (accidents, hazmat released): None.

1978: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	_	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>44718</u>	<u>55A</u>	01	<u>29</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403	_	17,680	2,946	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	005	<u>1</u>	<u>o</u>
<u>1</u>	<u>UP</u>	44718	<u>55A</u>	<u>01</u>	<u>29</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403	_	<u>3,800</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	<u>45408</u>	<u>55A</u>	<u>02</u>	<u>08</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T211	_	<u>2,319</u>	200	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>4</u>
<u>3</u>	<u>UP</u>	<u>45668</u>	<u>55A</u>	<u>02</u>	<u>20</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E68C</b>	_	<u>1,500</u>	11,156	<u>0</u>	<u>0</u>	FREIGHT TRAIN	030	<u>0</u>	<u>1</u>
<u>4</u>	<u>UP</u>	<u>45818</u>	<u>55A</u>	<u>02</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>1,131</u>	<u>4,500</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>004</u>	<u>0</u>	<u>6</u>
<u>5</u>	<u>UP</u>	<u>46418</u>	<u>55A</u>	<u>03</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H020</u>	_	<u>7,006</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	1
<u>5</u>	<u>UP</u>	46418	<u>55A</u>	<u>03</u>	<u>03</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H020</u>	_	<u>0</u>	1,500	<u>0</u>	<u>0</u>	CUT OF CARS	003	<u>0</u>	<u>3</u>
<u>6</u>	<b>BNSF</b>	31038102	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<b>BNSF</b>	<u>Der</u>	<u>T002</u>	_	1795992	30,000	<u>2</u>	<u>2</u>	FREIGHT TRAIN	<u>050</u>	<u>4</u>	<u>16</u>
<u>7</u>	<u>UP</u>	<u>46298</u>	<u>55A</u>	<u>03</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	12,200	<u>3,900</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>006</u>	<u>0</u>	<u>6</u>
<u>8</u>	<u>UP</u>	<u>46898</u>	<u>55A</u>	<u>03</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H314</u>	_	<u>2,666</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>3</u>
<u>9</u>	<u>UP</u>	<u>47908</u>	<u>55A</u>	<u>04</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E46C</b>	_	<u>800</u>	<u>6,600</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>1</u>
<u>10</u>	<u>UP</u>	<u>48518</u>	<u>55A</u>	<u>05</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>E64C</b>	_	11,265	<u>7,225</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>6</u>
11	<u>UP</u>	<u>48528</u>	<u>55A</u>	<u>05</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H702</u>	_	14,558	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>3</u>
11	<u>UP</u>	<u>48528</u>	<u>55A</u>	<u>05</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H702</u>	_	9,000	<u>6,828</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>4</u>
<u>12</u>	<u>UP</u>	<u>48898</u>	<u>55A</u>	<u>05</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>	_	<u>4,500</u>	<u>0</u>	1	<u>0</u>	FREIGHT TRAIN	<u>053</u>	<u>0</u>	<u>0</u>
<u>13</u>	<u>UP</u>	<u>49568</u>	<u>55A</u>	<u>06</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E68C</b>	_	<u>500</u>	12,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>015</u>	<u>0</u>	<u>1</u>
<u>14</u>	<u>UP</u>	<u>50018</u>	<u>55A</u>	<u>06</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>2,887</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>004</u>	<u>0</u>	<u>4</u>
<u>15</u>	<u>UP</u>	<u>50248</u>	<u>55A</u>	<u>06</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>4,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>3</u>	<u>o</u>
<u>16</u>	<u>UP</u>	<u>49978</u>	<u>55A</u>	<u>06</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T210</u>	_	<u>5,889</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>2</u>	<u>7</u>
<u>17</u>	<u>UP</u>	<u>50488</u>	<u>55A</u>	<u>06</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	Coll	<u>T314</u>		<u>8,450</u>	1,273	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>002</u>	<u>0</u>	<u>4</u>
<u>17</u>	<u>UP</u>	<u>50488</u>	<u>55A</u>	<u>06</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>T314</u>	_	<u>7,950</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	9
<u>18</u>	<u>UP</u>	<u>51498</u>	<u>55A</u>	<u>07</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H306</u>	_	<u>1,800</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>012</u>	<u>0</u>	<u>0</u>
<u>18</u>	<u>UP</u>	<u>51498</u>	<u>55A</u>	<u>07</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>500</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	000	<u>0</u>	<u>0</u>
<u>19</u>	<u>UP</u>	<u>50718</u>	<u>55A</u>	<u>07</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T207</u>	_	<u>151,050</u>	<u>15,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>045</u>	<u>0</u>	<u>13</u>
<u>20</u>	<u>UP</u>	<u>51118</u>	<u>55A</u>	<u>07</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E46C</u>	_	10,918	<u>38,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>006</u>	<u>0</u>	<u>22</u>
<u>21</u>	<u>UP</u>	<u>51758</u>	<u>55A</u>	<u>07</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T307</u>	_	<u>2,050</u>	<u>1,450</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>1</u>	<u>2</u>
<u>22</u>	<u>UP</u>	<u>52048</u>	<u>55A</u>	<u>08</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H702</u>	_	<u>2,800</u>	<u>274</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>005</u>	<u>2</u>	<u>1</u>
<u>22</u>	<u>UP</u>	<u>52048</u>	<u>55A</u>	<u>08</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H702</u>	_	<u>150</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>1</u>
<u>23</u>	<u>UP</u>	<u>53018</u>	<u>55A</u>	<u>09</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M599</u>		<u>500</u>	22,000	<u>0</u>	<u>0</u>	CUT OF CARS	008	<u>0</u>	<u>1</u>
<u>24</u>	<u>UP</u>	<u>53618</u>	<u>55A</u>	<u>09</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>2,375</u>	<u>7,600</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>001</u>	<u>0</u>	<u>Z</u>
<u>24</u>	<u>UP</u>	<u>53618</u>	<u>55A</u>	<u>09</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>100</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>1</u>
<u>25</u>	<u>UP</u>	<u>56268</u>	<u>55A</u>	<u>12</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>1,650</u>	<u>6,200</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>6</u>
<u>26</u>	<u>UP</u>	<u>55248</u>	<u>55A</u>	<u>12</u>	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>3,300</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>7</u>

#### 1978: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<b>BNSF</b>	31038102	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<b>BNSF</b>	<u>Der</u>	<b>T002</b>	_	1795992	30,000	<u>2</u>	<u>2</u>	FREIGHT TRAIN	<u>050</u>	<u>4</u>	<u>16</u>
<u>2</u>	<u>UP</u>	<u>46298</u>	<u>55A</u>	<u>03</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	12,200	<u>3,900</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	006	<u>0</u>	<u>6</u>
<u>3</u>	<u>UP</u>	<u>50718</u>	<u>55A</u>	<u>07</u>	<u>10</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	151,050	15,000	0	0	FREIGHT TRAIN	045	<u>0</u>	<u>13</u>

#### 1978: Placer County, California (accidents, cars carrying hazmat/damaged):

							-													
Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	
1	<u>UP</u>	<u>46298</u>	<u>55A</u>	<u>03</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	12,200	<u>3,900</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	006	<u>0</u>	<u>6</u>
	LID	50718	55A	07	10	CA	<b>PLACER</b>	Main	LID	Dor	T207		1E1 0E0	1 F 000	•	•	FREIGHT TRAIN	045	0	13

1978: Placer County, California (accidents, hazmat released):

	Rpt RR		Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	_	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	UP	46298	55A	03	08	CA	<b>PLACER</b>	Yard	UP	Der	T207		12,200	3,900	0	0	YARD/SWITCHING	006	0	6

1978: Placer County, California (accidents, people evacuated): None.

1979: Placer County, California (all accidents):

	D.I	D										C	E. 1.	T				C		C
Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	Trk Maint	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>44899</u>	<u>55A</u>	<u>01</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E51L	_	<u>16,884</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>1</u>	<u>0</u>
<u>2</u>	<u>UP</u>	<u>45819</u>	<u>55A</u>	<u>02</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	<u>408</u>	3,970	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>006</u>	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	<u>46689</u>	<u>55A</u>	03	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	1,370	3,937	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>8</u>
4	<u>UP</u>	<u>47149</u>	<u>55A</u>	03	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	1,064	2,699	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	4
<u>5</u>	BNSF	31049101	<u>55A</u>	04	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<b>BNSF</b>	<u>Der</u>	M405	<u>H505</u>	6,900	1,700	<u>0</u>	<u>0</u>	FREIGHT TRAIN	031	<u>0</u>	<u>3</u>
<u>6</u>	<u>UP</u>	<u>54119</u>	<u>55A</u>	06	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E00C</b>	_	3,100	<u>o</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	015	<u>0</u>	<u>2</u>
7	<u>UP</u>	<u>56129</u>	<u>55A</u>	07	<u>02</u>	<u>CA</u>	<b>PLACER</b>	Siding	<u>UP</u>	<u>Der</u>	M503	_	<u>4,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	010	<u>0</u>	1
8	<u>UP</u>	<u>53639</u>	<u>55A</u>	<u>07</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E00L	_	1,508	9,600	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>14</u>
9	<u>UP</u>	<u>53649</u>	<u>55A</u>	<u>07</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E68C	_	1,000	14,600	<u>0</u>	<u>0</u>	FREIGHT TRAIN	020	<u>0</u>	1
10	<u>UP</u>	R3289	<u>55A</u>	09	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H212		12,102	<u>0</u>	<u>0</u>	0	YARD/SWITCHING	004	<u>0</u>	<u>4</u>
10	<u>UP</u>	R3289	<u>55A</u>	09	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H212	_	1,500	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>1</u>
11	<u>UP</u>	R4879	<u>55A</u>	<u>09</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H209	_	<u>3,001</u>	1,285	<u>0</u>	<u>0</u>	YARD/SWITCHING	008	<u>0</u>	<u>5</u>
12	<u>UP</u>	R3219	<u>55A</u>	<u>09</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M201	_	<u>0</u>	<u>15,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>1</u>
<u>13</u>	<u>UP</u>	R3749	<u>55A</u>	<u>09</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H999		<u>8,203</u>	<u>525</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	001	<u>0</u>	<u>4</u>
14	<u>UP</u>	R4869	<u>55A</u>	<u>09</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H505		<u>5,500</u>	1,301	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>2</u>
<u>15</u>	<u>UP</u>	R6879	<u>55A</u>	11	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H999	_	<u>9,999</u>	<u>15,800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>14</u>
<u>16</u>	<u>UP</u>	R8169	<u>55A</u>	11	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M405	_	<u>3,650</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	020	<u>0</u>	<u>2</u>
<u>17</u>	<u>UP</u>	R7199	<u>55A</u>	11	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E46C	_	11,906	12,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>5</u>
<u>18</u>	<u>UP</u>	R8199	<u>55A</u>	11	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H312	_	4,000	300	<u>0</u>	<u>0</u>	CUT OF CARS	008	<u>0</u>	<u>2</u>
<u>19</u>	<u>UP</u>	R8209	<u>55A</u>	<u>11</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	E39C	_	<u>2,640</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	007	<u>0</u>	<u>0</u>
19	<u>UP</u>	R8209	<u>55A</u>	<u>11</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	E39C	_	1,500	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>0</u>
<u>20</u>	<u>UP</u>	R8629	<u>55A</u>	11	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H505	_	<u>856</u>	2,233	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>3</u>
<u>21</u>	<u>UP</u>	<u>40639</u>	<u>55A</u>	12	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	1,514	3,300	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>6</u>
<u>22</u>	<u>UP</u>	40279	<u>55A</u>	12	<u>30</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E66C</b>	_	363,800	43,738	<u>0</u>	<u>0</u>	FREIGHT TRAIN	045	<u>0</u>	<u>28</u>
<u>23</u>	<u>UP</u>	40649	<u>55A</u>	<u>12</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	<u>4,656</u>	5,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	008	<u>0</u>	<u>7</u>

1979: Placer County, California (accidents involving cars carrying hazmat): None.

1980: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> Maint	Type Acc	<u>Pri</u> Cause	<u>Cont</u> <u>Cause</u>	Equip Damage	Track Damage	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>50000</u>	<u>55A</u>	01	01	CA	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	E53C		186,050	65,000	<u>0</u>	0	FREIGHT TRAIN	020	<u>0</u>	<u>12</u>
2	<u>UP</u>	<u>51170</u>	<u>55A</u>	01	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	Coll	H702		4,301	<u>160</u>	<u>0</u>	0	CUT OF CARS	000	0	<u>2</u>
<u>2</u>	<u>UP</u>	<u>51170</u>	<u>55A</u>	<u>01</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>1</u>	<u>o</u>
3	<u>UP</u>	<u>51110</u>	<u>55A</u>	01	24	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M201		1,500	<u>5,536</u>	<u>0</u>	0	FREIGHT TRAIN	020	<u>0</u>	<u>1</u>
4	<u>UP</u>	<u>51380</u>	<u>55A</u>	01	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T207	_	2,708	5,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>5</u>
<u>5</u>	<u>UP</u>	<u>52510</u>	<u>55A</u>	<u>02</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H301		<u>3,350</u>	1,591	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>2</u>
<u>5</u>	<u>UP</u>	<u>52510</u>	<u>55A</u>	<u>02</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H301	_	800	<u>0</u>	<u>0</u>	0	CUT OF CARS	006	<u>0</u>	<u>o</u>
<u>6</u>	<u>UP</u>	<u>52880</u>	<u>55A</u>	<u>02</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H505	_	1,428	<u>5,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	002	<u>0</u>	<u>6</u>
<u>7</u>	<u>UP</u>	<u>52890</u>	<u>55A</u>	<u>02</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	<u>406</u>	<u>6,300</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>2</u>	<u>2</u>
8	<u>UP</u>	<u>52920</u>	<u>55A</u>	<u>02</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H999	_	<u>2,300</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	003	<u>0</u>	<u>o</u>
8	<u>UP</u>	<u>52920</u>	<u>55A</u>	<u>02</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H999	_	1,500	3,100	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>1</u>	<u>0</u>
9	<u>UP</u>	<u>53670</u>	<u>55A</u>	<u>02</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	T110	1,222	2,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>6</u>
10	<u>UP</u>	<u>54340</u>	<u>55A</u>	<u>03</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E35C	_	<u>4,500</u>	11,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>2</u>
11	<u>UP</u>	<u>57260</u>	<u>55A</u>	<u>04</u>	<u>21</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	2,994	27,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>015</u>	<u>0</u>	<u>5</u>
12	<u>UP</u>	<u>58360</u>	<u>55A</u>	<u>05</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T399	_	<u>408</u>	4,144	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>3</u>
13	<u>UP</u>	60460	<u>55A</u>	<u>06</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H999	_	4,500	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	005	<u>1</u>	<u>o</u>
<u>13</u>	<u>UP</u>	60460	<u>55A</u>	<u>06</u>	<u>80</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H999	_	<u>2,556</u>	4,329	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>1</u>	<u>2</u>
14	<u>UP</u>	60880	<u>55A</u>	<u>06</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T199	_	4,700	<u>4,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>007</u>	<u>0</u>	<u>10</u>
<u>15</u>	<u>UP</u>	<u>62070</u>	<u>55A</u>	<u>07</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403	_	<u>4,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	002	<u>0</u>	<u>o</u>
<u>15</u>	<u>UP</u>	<u>62070</u>	<u>55A</u>	<u>07</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403	L	<u>3,500</u>	<u>1,560</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>005</u>	<u>1</u>	<u>0</u>
<u>16</u>	<u>UP</u>	<u>62110</u>	<u>55A</u>	<u>07</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T210</u>	_	<u>0</u>	<u>4,930</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>1</u>	<u>0</u>
<u>17</u>	<u>UP</u>	<u>62430</u>	<u>55A</u>	<u>07</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M201</u>	_	1,025	123,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>0</u>	<u>2</u>
<u>18</u>	<u>UP</u>	<u>63010</u>	<u>55A</u>	<u>07</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H704	_	<u>0</u>	<u>4,360</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>005</u>	1	<u>0</u>
<u>19</u>	<u>UP</u>	<u>63790</u>	<u>55A</u>	<u>08</u>	<u>01</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>	_	<u>1,384</u>	<u>4,540</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>7</u>
<u>20</u>	<u>UP</u>	<u>63800</u>	<u>55A</u>	<u>08</u>	<u>03</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H312</u>	_	<u>1,054</u>	<u>3,075</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>3</u>
21	<u>UP</u>	<u>63950</u>	<u>55A</u>	<u>08</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T311		<u>408</u>	<u>4,200</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>007</u>	<u>0</u>	<u>3</u>
22	<u>UP</u>	<u>64720</u>	<u>55A</u>	<u>08</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T314		<u>2,800</u>	<u>4,170</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>0</u>	<u>1</u>
<u>23</u>	<u>UP</u>	<u>65980</u>	<u>55A</u>	<u>08</u>	<u>31</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	H099		<u>5,500</u>	<u>835</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>1</u>
<u>23</u>	<u>UP</u>	<u>65980</u>	<u>55A</u>	<u>08</u>	<u>31</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	H099	_	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>o</u>
24	<u>UP</u>	<u>66210</u>	<u>55A</u>	<u>09</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E69C</u>	_	<u>1,203</u>	<u>18,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>026</u>	<u>0</u>	<u>2</u>
<u>25</u>	<u>UP</u>	<u>69640</u>	<u>55A</u>	<u>10</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E62C</u>		<u>1,400</u>	<u>4,040</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>0</u>	<u>1</u>
<u>26</u>	<u>UP</u>	<u>72000</u>	<u>55A</u>	<u>11</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	E35C	_	<u>840</u>	<u>3,260</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>o</u>
<u>27</u>	<u>UP</u>	<u>72830</u>	<u>55A</u>	<u>12</u>	<u>06</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H306</u>		<u>7,940</u>	<u>1,572</u>	<u>0</u>	1	YARD/SWITCHING	000	<u>0</u>	<u>o</u>
<u>27</u>	<u>UP</u>	<u>72830</u>	<u>55A</u>	<u>12</u>	<u>06</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H306</u>	_	<u>0</u>	<u>0</u>	<u>0</u>	1	YARD/SWITCHING	006	<u>0</u>	<u>o</u>
<u>28</u>	<u>UP</u>	<u>73920</u>	<u>55A</u>	12	<u>31</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	<u>561</u>	<u>2,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>4</u>

#### 1980: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>50000</u>	<u>55A</u>	<u>01</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E53C</b>	_	186,050	<u>65,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>12</u>
<u>2</u>	<u>UP</u>	<u>51380</u>	<u>55A</u>	<u>01</u>	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	<u>2,708</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>5</u>
<u>3</u>	<u>UP</u>	<u>52510</u>	<u>55A</u>	<u>02</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H301	_	<u>3,350</u>	<u>1,591</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	<u>52510</u>	<u>55A</u>	<u>02</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H301</u>	_	<u>800</u>	<u>0</u>	<u>0</u>	<u>o</u>	CUT OF CARS	<u>006</u>	<u>0</u>	<u>o</u>

1980: Placer County, California (accidents, cars carrying hazmat/damaged):

	<u>Nbr</u>	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track			<u>Pri</u> <u>Cause</u>		Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip		Locos Der	
j	1	<u>UP</u>	<u>50000</u>	<u>55A</u>	<u>01</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E53C</b>	_	186,050	<u>65,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	020	<u>0</u>	<u>12</u>
Ì	2	<u>UP</u>	<u>51380</u>	<u>55A</u>	01	<u>26</u>	<u>CA</u>	<b>PLACER</b>	Yard	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	2,708	5,000	<u>0</u>	0	YARD/SWITCHING	005	<u>0</u>	<u>5</u>

1980: Placer County, California (accidents, hazmat released): None.

#### 1981: Placer County, California (all accidents):

												_								
Acc Nbr	_	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	Trk Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	50441	<u>55A</u>	<u>01</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>8,950</u>	<u>7,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>3</u>
<u>2</u>	<u>UP</u>	50811	<u>55A</u>	<u>01</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H306	_	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	015	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	50811	<u>55A</u>	<u>01</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	2,000	<u>500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	015	<u>1</u>	<u>o</u>
<u>3</u>	<u>UP</u>	<u>51601</u>	<u>55A</u>	<u>02</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H313</u>	_	19,175	<u>86</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>1</u>
<u>3</u>	<u>UP</u>	<u>51601</u>	<u>55A</u>	<u>02</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H313</u>	_	<u>1,775</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	015	<u>0</u>	<u>o</u>
4	<u>UP</u>	<u>52501</u>	<u>55A</u>	<u>02</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H314	_	<u>5,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>006</u>	<u>0</u>	<u>1</u>
<u>5</u>	<u>UP</u>	<u>52241</u>	<u>55A</u>	<u>03</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E35C	_	<u>8,250</u>	<u>2,350</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>021</u>	<u>0</u>	<u>1</u>
<u>6</u>	<u>UP</u>	<u>52471</u>	<u>55A</u>	<u>03</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H314</u>	_	<u>3,356</u>	2,800	<u>0</u>	<u>0</u>	CUT OF CARS	008	<u>0</u>	<u>7</u>
<u>7</u>	<u>UP</u>	<u>52671</u>	<u>55A</u>	<u>03</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>1,363</u>	<u>6,851</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>6</u>
<u>8</u>	<u>UP</u>	<u>53961</u>	<u>55A</u>	<u>04</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E31C	<u>E35C</u>	<u>7,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	002	<u>0</u>	<u>3</u>
9	<u>UP</u>	<u>53841</u>	<u>55A</u>	<u>04</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M204	_	<u>0</u>	20,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>024</u>	<u>0</u>	<u>1</u>
<u>10</u>	<u>UP</u>	<u>55001</u>	<u>55A</u>	<u>05</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E53C</b>	_	<u>1,500</u>	<u>3,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>1</u>
11	<u>UP</u>	<u>55341</u>	<u>55A</u>	<u>05</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E00C</b>	_	10,750	40,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>0</u>	<u>12</u>
<u>12</u>	<u>UP</u>	<u>58731</u>	<u>55A</u>	<u>08</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E24C</b>	_	<u>5,260</u>	<u>7,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	015	<u>0</u>	<u>2</u>
<u>13</u>	<u>UP</u>	<u>59921</u>	<u>55A</u>	<u>08</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>	_	24,129	<u>350</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>13</u>
<u>14</u>	<u>UP</u>	<u>61101</u>	<u>55A</u>	<u>10</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H702</u>	_	<u>6,000</u>	<u>3,200</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>002</u>	<u>0</u>	<u>o</u>
<u>14</u>	<u>UP</u>	<u>61101</u>	<u>55A</u>	<u>10</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H702</u>		<u>3,300</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>006</u>	<u>0</u>	<u>2</u>
<u>15</u>	<u>UP</u>	61611	<u>55A</u>	<u>10</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E02C</b>	_	14,800	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>029</u>	<u>0</u>	<u>5</u>
<u>16</u>	<u>UP</u>	<u>62561</u>	<u>55A</u>	<u>11</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T210	_	<u>64,160</u>	<u>649</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>0</u>	<u>5</u>
<u>17</u>	<u>UP</u>	<u>62601</u>	<u>55A</u>	<u>11</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H704</u>	_	<u>2,315</u>	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>5</u>

#### 1981: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	
1	<u>UP</u>	<u>52671</u>	<u>55A</u>	<u>03</u>	<u>16</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	-	<u>1,363</u>	<u>6,851</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>o</u>	<u>6</u>

#### 1981: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>52671</u>	<u>55A</u>	<u>03</u>	<u>16</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	-	<u>1,363</u>	<u>6,851</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>005</u>	<u>o</u>	<u>6</u>

1981: Placer County, California (accidents, hazmat released): None.

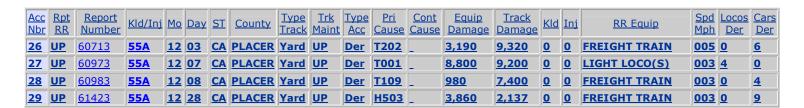
1982: Placer County, California (all accidents):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> Track	<u>Trk</u> Maint	Type Acc	<u>Pri</u> Cause	<u>Cont</u> Cause	Equip Damage	<u>Track</u> Damage	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> Der	<u>Cars</u> <u>Der</u>
1		51672	<u>55A</u>	<u>02</u>	<u>19</u>	CA	PLACER		<u>UP</u>		T207			1,538	<u>o</u>	0	YARD/SWITCHING			4
2	<u>UP</u>	<u>54642</u>	<u>55A</u>	<u>05</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	Industry	<u>UP</u>	<u>Oth</u>	H401		1,820	<u>0</u>	<u>0</u>	<u>0</u>	WORK TRAIN	003	<u>0</u>	2
<u>2</u>	<u>UP</u>	54642	<u>55A</u>	<u>05</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Siding</u>	<u>UP</u>	<u>Oth</u>	H401	_	<u>0</u>	4,879	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>o</u>
<u>3</u>	<u>UP</u>	53822	<u>55A</u>	<u>05</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E68C</b>	_	<u>500</u>	17,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	1
4	<u>UP</u>	54912	<u>55A</u>	<u>06</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H313</u>	_	18,000	<u>150</u>	<u>0</u>	<u>0</u>	SINGLE CAR	<u>005</u>	<u>0</u>	<u>1</u>
<u>5</u>	<u>UP</u>	<u>54972</u>	<u>55A</u>	<u>06</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M405	_	2,385	<u>4,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>5</u>
<u>6</u>	<u>UP</u>	<u>57302</u>	<u>55A</u>	<u>08</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	4,000	1,117	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>8</u>
<u>Z</u>	<u>UP</u>	<u>58422</u>	<u>55A</u>	<u>10</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E64L	_	11,800	<u>17,360</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>3</u>	<u>0</u>
<u>8</u>	<u>UP</u>	<u>58772</u>	<u>55A</u>	<u>10</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E0HC	_	2,930	13,500	<u>0</u>	<u>0</u>	WORK TRAIN	<u>005</u>	<u>0</u>	<u>4</u>
<u>9</u>	<u>UP</u>	<u>59492</u>	<u>55A</u>	<u>11</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H505</u>	_	1,920	<u>8,200</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>0</u>	<u>4</u>
<u>10</u>	<u>UP</u>	<u>59502</u>	<u>55A</u>	<u>11</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H505</u>	_	<u>35,300</u>	11,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>008</u>	<u>0</u>	<u>4</u>
11	<u>UP</u>	60782	<u>55A</u>	<u>12</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	_	2,180	<u>4,848</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>2</u>

1982: Placer County, California (accidents involving cars carrying hazmat): None.

1983: Placer County, California (all accidents):

							iii, ca					-,-								
Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
<u>1</u>	<u>UP</u>	<u>50273</u>	<u>55A</u>	<u>01</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H503	_	<u>0</u>	<u>5,000</u>	<u>0</u>	<u>0</u>	WORK TRAIN	<u>003</u>	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	<u>50743</u>	<u>55A</u>	01	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E79L	_	<u>5,120</u>	<u>871</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>8</u>
<u>3</u>	<u>UP</u>	<u>51043</u>	<u>55A</u>	02	<u>21</u>	CA	<b>PLACER</b>	Yard	<u>UP</u>	<u>Der</u>	H503		1,500	50,000	0	0	YARD/SWITCHING	003	<u>0</u>	<u>2</u>
4	<u>UP</u>	<u>51963</u>	<u>55A</u>	03	01	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403		20,000	<u>0</u>	0	0	FREIGHT TRAIN	000	<u>0</u>	<u>2</u>
4	<u>UP</u>	<u>51963</u>	<u>55A</u>	03	<u>01</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H403	_	<u>0</u>	664	<u>0</u>	0	LIGHT LOCO(S)	003	<u>1</u>	<u>0</u>
<u>5</u>	<u>UP</u>	<u>51953</u>	<u>55A</u>	03	<u>06</u>	CA	PLACER	Yard	<u>UP</u>	<u>Der</u>	T110	_	3,040	1,814	<u>0</u>	0	YARD/SWITCHING	003	<u>0</u>	<u>8</u>
<u>6</u>	<u>UP</u>	<u>52113</u>	<u>55A</u>	03	<u>23</u>	CA	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	E00C	_	284,440	2,500	0	0	FREIGHT TRAIN	040	<u>0</u>	<u>16</u>
7	<u>UP</u>	<u>52233</u>	<u>55A</u>	03	23	<u>CA</u>	PLACER	Yard	<u>UP</u>	Der	H702		3,715	4,000	<u>0</u>	0	FREIGHT TRAIN	003	<u>0</u>	<u>7</u>
8	<u>UP</u>	<u>52303</u>	<u>55A</u>	03	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H503	_	3,600	3,661	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>2</u>
9	<u>UP</u>	<u>52643</u>	<u>55A</u>	03	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	H104	_	90,000	1,500	<u>0</u>	<u>2</u>	FREIGHT TRAIN	<u>006</u>	<u>0</u>	<u>0</u>
9	<u>UP</u>	<u>52643</u>	<u>55A</u>	03	<u>31</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H104	_	20,000	<u>o</u>	<u>0</u>	<u>2</u>	LIGHT LOCO(S)	005	<u>0</u>	<u>0</u>
<u>10</u>	<u>UP</u>	<u>53063</u>	<u>55A</u>	<u>04</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	E74L		6,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	000	<u>0</u>	<u>0</u>
11	<u>UP</u>	<u>53093</u>	<u>55A</u>	<u>04</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H521	_	<u>5,280</u>	30,361	<u>0</u>	<u>0</u>	FREIGHT TRAIN	008	<u>0</u>	<u>7</u>
<u>12</u>	<u>UP</u>	<u>53883</u>	<u>55A</u>	<u>05</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T111</u>	_	1,826	<u>8,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>3</u>
<u>13</u>	<u>UP</u>	<u>54203</u>	<u>55A</u>	<u>05</u>	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T111</u>	_	1,120	<u>5,100</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>5</u>
<u>14</u>	<u>UP</u>	<u>55553</u>	<u>55A</u>	<u>06</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H505		2,680	2,400	<u>0</u>	<u>0</u>	FREIGHT TRAIN	006	<u>0</u>	<u>8</u>
<u>15</u>	<u>UP</u>	<u>55583</u>	<u>55A</u>	<u>06</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M409	_	<u>2,500</u>	<u>8,300</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>1</u>
<u>16</u>	<u>UP</u>	<u>56093</u>	<u>55A</u>	<u>07</u>	<u>20</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T111</u>	_	<u>840</u>	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>4</u>	<u>3</u>
<u>17</u>	<u>UP</u>	<u>56363</u>	<u>55A</u>	07	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T399	_	<u>2,786</u>	2,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	004	<u>1</u>	<u>3</u>
<u>18</u>	<u>UP</u>	<u>56383</u>	<u>55A</u>	07	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H306	_	<u>5,200</u>	<u>500</u>	<u>0</u>	0	YARD/SWITCHING	005	<u>1</u>	<u>2</u>
<u>19</u>	<u>UP</u>	<u>56693</u>	<u>55A</u>	<u>07</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	T202		1,820	<u>5,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>7</u>
<u>20</u>	<u>ATK</u>	081483A	<u>55A</u>	<u>08</u>	14	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T314</u>	_	12,000	<u>o</u>	<u>0</u>	<u>o</u>	PASSENGER TRAIN	<u>005</u>	<u>o</u>	<u>2</u>
<u>20</u>	<u>UP</u>	<u>57163</u>	<u>55A</u>	<u>08</u>	<u>14</u>	CA	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>E46C</u>	-	12,000	100	<u>0</u>	<u>0</u>	PASSENGER TRAIN	000	<u>o</u>	<u>2</u>
<u>21</u>	<u>UP</u>	<u>57773</u>	<u>55A</u>	08	<u>29</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H702		5,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>0</u>
<u>22</u>	<u>UP</u>	<u>57973</u>	<u>55A</u>	<u>09</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M599	_	<u>5,380</u>	2,500	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>7</u>
<u>23</u>	<u>UP</u>	<u>58293</u>	<u>55A</u>	09	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H503		120,200	<u>5,230</u>	<u>0</u>	<u>0</u>	WORK TRAIN	<u>003</u>	<u>0</u>	<u>7</u>
<u>24</u>	<u>UP</u>	60523	<u>55A</u>	<u>11</u>	<u>09</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>		<u>4,635</u>	1,500	<u>0</u>	<u>0</u>	WORK TRAIN	<u>005</u>	<u>0</u>	<u>8</u>
<u>25</u>	<u>UP</u>	<u>59983</u>	<u>55A</u>	11	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E99L	_	137,150	64,311	<u>0</u>	<u>2</u>	FREIGHT TRAIN	<u>040</u>	<u>0</u>	<u>22</u>

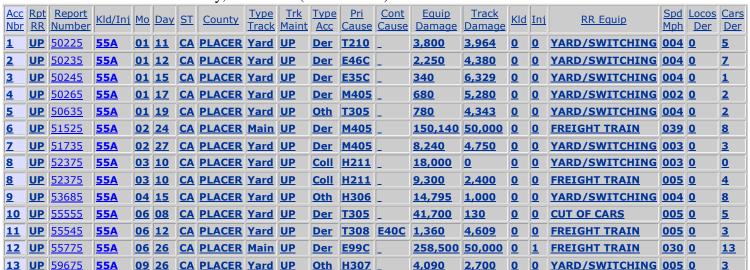


1984: Placer County, California (all accidents):

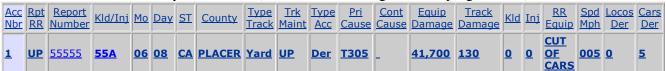
Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	50454	<u>55A</u>	<u>01</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H401	_	4,390	1,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>1</u>	<u>2</u>
<u>2</u>	<u>UP</u>	53094	<u>55A</u>	<u>04</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H503	_	9,670	<u>50,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>0</u>	9
<u>3</u>	<u>UP</u>	<u>55474</u>	<u>55A</u>	<u>06</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H704	_	35,000	40,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>6</u>
4	<u>UP</u>	<u>55854</u>	<u>55A</u>	<u>06</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M201	_	4,640	<u>880</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>2</u>
<u>5</u>	<u>UP</u>	<u>56634</u>	<u>55A</u>	<u>07</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	140	18,900	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>019</u>	<u>0</u>	1
<u>6</u>	<u>UP</u>	62004	<u>55A</u>	<u>12</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	T305	_	2,780	<u>5,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>7</u>
<u>7</u>	<u>UP</u>	61844	<u>55A</u>	<u>12</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T108</u>	_	<u>840</u>	<u>17,800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>0</u>	<u>3</u>

1984: Placer County, California (accidents involving cars carrying hazmat): None.

1985: Placer County, California (all accidents):



1985: Placer County, California (accidents involving cars carrying hazmat):



1985: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip		Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>55555</u>	<u>55A</u>	<u>06</u>	<u>08</u>	<u>CA</u>	PLACER				<u>T305</u>		41,700		<u>o</u>	<u>o</u>	CUT OF CARS	<u>005</u>	<u>o</u>	<u>5</u>

1985: Placer County, California (accidents, hazmat released): None.

1986: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	
1	<u>UP</u>	<u>55876</u>	<u>55A</u>	<u>08</u>	<u>04</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T314</u>	_	<u>5,190</u>	<u>3,000</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>007</u>	<u>o</u>	<u>6</u>

1986: Placer County, California (accidents involving cars carrying hazmat): None.

1987: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	50867	<u>55A</u>	<u>02</u>	<u>02</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	3,720	<u>5,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>5</u>
<u>2</u>	<u>UP</u>	<u>51807</u>	<u>55A</u>	<u>03</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T001	_	1,840	16,695	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>0</u>	<u>6</u>
<u>3</u>	<u>UP</u>	<u>52457</u>	<u>55A</u>	<u>04</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M201</u>	_	<u>1,500</u>	17,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>018</u>	<u>0</u>	<u>1</u>
<u>4</u>	<u>UP</u>	<u>54127</u>	<u>55A</u>	<u>06</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<b>Siding</b>	<u>UP</u>	<u>Der</u>	<u>H513</u>	_	<u>29,675</u>	<u>7,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	<u>22</u>
<u>5</u>	<u>UP</u>	<u>57797</u>	<u>55A</u>	<u>10</u>	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H020</u>	_	22,900	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>0</u>
<u>5</u>	<u>UP</u>	<u>57797</u>	<u>55A</u>	<u>10</u>	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H020</u>	_	1,200	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>1</u>
<u>6</u>	<u>UP</u>	<u>59287</u>	<u>55A</u>	<u>12</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H306</u>	_	<u>6,000</u>	2,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>1</u>	<u>o</u>

1987: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>		Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	<u>51807</u>	<u>55A</u>	<u>03</u>	<u>09</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T001</u>	_	1,840	<u>16,695</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>004</u>	<u>o</u>	<u>6</u>

1987: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause					RR Equip			<u>Der</u>
1	<u>UP</u>	<u>51807</u>	<u>55A</u>	<u>03</u>	<u>09</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T001</u>	-	1,840	16,695	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>004</u>	<u>o</u>	<u>6</u>

1987: Placer County, California (accidents, hazmat released): None.

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Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	50318	<u>55A</u>	<u>01</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H306</u>	_	<u>5,000</u>	<u>300</u>	<u>0</u>	<u>0</u>	WORK TRAIN	002	<u>2</u>	<u>o</u>
<u>2</u>	<u>UP</u>	<u>50458</u>	<u>55A</u>	<u>02</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>3,800</u>	3,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>8</u>
<u>3</u>	<u>UP</u>	<u>51758</u>	<u>55A</u>	<u>05</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T207</b>	_	<u>6,925</u>	900	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>5</u>
<u>4</u>	<u>UP</u>	<u>52588</u>	<u>55A</u>	<u>07</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H017	_	20,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>004</u>	<u>4</u>	<u>o</u>
<u>5</u>	<u>UP</u>	53998	<u>55A</u>	<u>11</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H999	<b>E53C</b>	<u>558,550</u>	95,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>031</u>	<u>0</u>	<u>22</u>
<u>6</u>	<u>UP</u>	<u>54568</u>	<u>55A</u>	<u>12</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H307	_	<u>8,000</u>	1,140	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>1</u>

1988:	Placer	County,	California	(accidents	involving	cars ca	arrying ha	azmat):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	53998	<u>55A</u>	<u>11</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H999</u>	<u>E53C</u>	<u>558,550</u>	95,000	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>031</u>	<u>o</u>	<u>22</u>

## 1988: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	53998	<u>55A</u>	<u>11</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H999</u>	<u>E53C</u>	<u>558,550</u>	95,000	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>031</u>	<u>o</u>	<u>22</u>

### 1988: Placer County, California (accidents, hazmat released):

Acc Rr Nbr Rl	Report Number		Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
<u>1</u> UI	<u>53998</u>	<u>55A</u>	<u>11</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H999</u>	<u>E53C</u>	<u>558,550</u>	95,000	<u>o</u>		FREIGHT TRAIN	<u>031</u>	<u>o</u>	<u>22</u>

#### 1988: Placer County, California (accidents, people evacuated):

A	cc br	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1		<u>UP</u>	53998	<u>55A</u>	11	<u>02</u>	CA	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H999</u>	<u>E53C</u>	<u>558,550</u>	95,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>031</u>	<u>o</u>	<u>22</u>

#### 1989: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	52399	<u>55A</u>	<u>04</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H702	_	<u>7,430</u>	<u>800</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	<u>54049</u>	<u>55A</u>	<u>06</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	_	<u>3,085</u>	<u>3,874</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>6</u>
<u>3</u>	<u>UP</u>	<u>55029</u>	<u>55A</u>	<u>07</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M407	_	10,544	<u>400</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	009	<u>0</u>	<u>3</u>
4	<u>UP</u>	<u>55639</u>	<u>55A</u>	<u>08</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H021	H102	11,216	1,000	<u>0</u>	<u>1</u>	CUT OF CARS	001	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	<u>56219</u>	<u>55A</u>	<u>09</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>E07C</b>	_	2,387	11,811	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>6</u>
<u>6</u>	<u>UP</u>	<u>57239</u>	<u>55A</u>	<u>11</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	14,762	<u>0</u>	<u>0</u>	<u>0</u>	WORK TRAIN	001	<u>0</u>	<u>o</u>
<u>7</u>	<u>UP</u>	<u>58069</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M599	_	2,215	6,934	<u>0</u>	<u>0</u>	WORK TRAIN	005	<u>0</u>	<u>4</u>

## 1989: Placer County, California (accidents involving cars carrying hazmat):

						J /														
Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip		Locos Der	
1	<u>UP</u>	<u>57239</u>	<u>55A</u>	<u>11</u>	<u>01</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H306</u>	_	14,762				WORK TRAIN			<u>o</u>
<u>2</u>	<u>UP</u>	<u>58069</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M599</u>	_	<u>2,215</u>	<u>6,934</u>	<u>o</u>	<u>o</u>	WORK TRAIN	005	<u>o</u>	<u>4</u>

#### 1989: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip			Cars Der
<u>1</u>	<u>UP</u>	<u>58069</u>	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	PLACER				<u>M599</u>			<u>6,934</u>	<u>o</u>		WORK TRAIN	<u>005</u>	<u>o</u>	<u>4</u>

1989: Placer County, California (accidents, hazmat released): None.

1990: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	A1880	<u>55A</u>	<u>04</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H306	_	10,230	<u>800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	001	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	<u>A3060</u>	<u>55A</u>	<u>07</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E46C</b>	_	<u>500</u>	220,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	020	<u>0</u>	<u>1</u>
<u>3</u>	<u>UP</u>	A3040	<u>55A</u>	<u>07</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H702	_	53,300	<u>500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>1</u>	<u>0</u>
4	<u>UP</u>	A3080	<u>55A</u>	<u>07</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E46C	_	1,500	20,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	017	<u>0</u>	<u>1</u>
<u>5</u>	<u>UP</u>	<u>A3110</u>	<u>55A</u>	<u>07</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H799	_	<u>7,035</u>	1,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>4</u>
<u>6</u>	<u>UP</u>	<u>A3850</u>	<u>55A</u>	<u>09</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	H307	_	800,000	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	010	<u>0</u>	<u>0</u>
<u>7</u>	<u>UP</u>	<u>A4720</u>	<u>55A</u>	<u>12</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T110	_	9,080	3,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>3</u>
8	<u>UP</u>	<u>V9640</u>	<u>55A</u>	<u>12</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	<u>3,500</u>	<u>0</u>	<u>0</u>	<u>3</u>	LIGHT LOCO(S)	003	<u>0</u>	<u>o</u>
<u>8</u>	<u>UP</u>	<u>V9640</u>	<u>55A</u>	<u>12</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>3</u>	LIGHT LOCO(S)	<u>003</u>	<u>0</u>	<u>0</u>

### 1991: Placer County, California (all accidents):

		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc	<u>Pri</u> Cause	<u>Cont</u> <u>Cause</u>	Equip Damage	Track Damage	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	B0301	<u>55A</u>	01	<u>25</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H402		11,150	<u>0</u>	<u>0</u>	<u>1</u>	SINGLE CAR	003	<u>0</u>	<u>o</u>
1	<u>UP</u>	B0301	<u>55A</u>	<u>01</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H402	_	<u>600</u>	<u>0</u>	<u>0</u>	<u>1</u>	SINGLE CAR	003	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	B0421	<u>55A</u>	<u>02</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	E08L	_	14,800	<u>600</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	<u>B0791</u>	<u>55A</u>	<u>03</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M407	_	53,100	<u>100</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	008	<u>0</u>	<u>1</u>
<u>4</u>	<u>UP</u>	<u>B1121</u>	<u>55A</u>	<u>04</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H018	_	11,150	<u>300</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	4
<u>5</u>	<u>UP</u>	B1681	<u>55A</u>	<u>06</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H702	_	<u>0</u>	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	B1751	<u>55A</u>	<u>06</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M407</u>	_	11,450	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	010	<u>0</u>	<u>1</u>
<u>7</u>	<u>UP</u>	B2151	<u>55A</u>	<u>07</u>	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H020	_	13,000	<u>500</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>005</u>	<u>0</u>	<u>2</u>
<u>8</u>	<u>UP</u>	B2391	<u>55A</u>	<u>08</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	1,000	10,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>0</u>	1
9	<u>UP</u>	B3311	<u>55A</u>	<u>10</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M407</u>	_	16,800	<u>600</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	007	<u>0</u>	<u>2</u>
<u>10</u>	<u>UP</u>	<u>B3291</u>	<u>55A</u>	<u>10</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T220		1,810	<u>6,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>7</u>

### 1991: Placer County, California (accidents involving cars carrying hazmat):

Acc Nb	Rpt RR	Report Number	Kld/Inj	Mo	Day	ST	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	UP	<u>B1121</u>	<u>55A</u>	<u>04</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H018	_	11,150	<u>300</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	<u>B3311</u>	<u>55A</u>	<u>10</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	M407	_	16,800	<u>600</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	007	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	B3291	<u>55A</u>	<u>10</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T220	_	1,810	6,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>7</u>

### 1991: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
<u>1</u>	<u>UP</u>	B1121	<u>55A</u>	<u>04</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H018	_	11,150	<u>300</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>4</u>
<u>2</u>	<u>UP</u>	B3311	<u>55A</u>	<u>10</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M407	_	16,800	<u>600</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	007	<u>0</u>	<u>2</u>
<u>3</u>	<u>UP</u>	B3291	<u>55A</u>	<u>10</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	<b>T220</b>	_	1,810	6,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>7</u>

1991: Placer County, California (accidents, hazmat released): None.

1992: Placer County, California (all accidents):

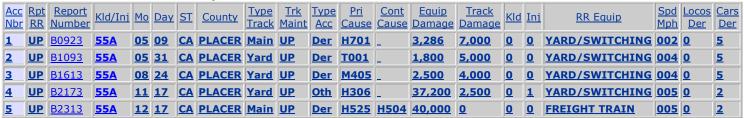
Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>B0562</u>	<u>55A</u>	<u>02</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H312	H399	18,700	<u>100</u>	<u>0</u>	<u>0</u>	SINGLE CAR	006	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	B1392	<u>55A</u>	<u>04</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T202</b>	_	<u>967</u>	12,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>7</u>
<u>3</u>	<u>UP</u>	B1282	<u>55A</u>	<u>04</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E24C</b>	_	44,000	60,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>3</u>
4	<u>UP</u>	B2802	<u>55A</u>	<u>08</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	_	2,350	12,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>002</u>	<u>0</u>	<u>5</u>
<u>5</u>	<u>UP</u>	B2812	<u>55A</u>	<u>08</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	H503	10,100	<u>50,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>9</u>
<u>6</u>	<u>UP</u>	B2942	<u>55A</u>	<u>08</u>	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H302	_	<u>7,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	1
<u>6</u>	<u>UP</u>	B2942	<u>55A</u>	<u>08</u>	<u> 26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H302	_	1,000	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>o</u>

1992: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	B2942	<u>55A</u>	<u>08</u>	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H302	_	7,000	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>1</u>
1	<u>UP</u>	<u>B2942</u>	<u>55A</u>	<u>08</u>	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	Coll	H302	_	1,000	<u>0</u>	0	<u>0</u>	YARD/SWITCHING	010	<u>0</u>	<u>0</u>

1992: Placer County, California (accidents, cars carrying hazmat/damaged): None.

1993: Placer County, California (all accidents):



1993: Placer County, California (accidents involving cars carrying hazmat):

			Report Number	Kld/Inj	Mo	Day	ST	County	Type Track		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	U	P	B2173	<u>55A</u>	<u>11</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H306	_	37,200	<u>2,500</u>	<u>0</u>	<u>1</u>	YARD/SWITCHING	005	<u>0</u>	<u>2</u>

1993: Placer County, California (accidents, cars carrying hazmat/damaged): None.

1994: Placer County, California (all accidents):

Acc Nbr	_	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	B0534	<u>55A</u>	<u>02</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H399</u>	_	10,400	1,000	<u>0</u>	<u>1</u>	YARD/SWITCHING	000	<u>0</u>	<u>o</u>
1	<u>UP</u>	B0534	<u>55A</u>	<u>02</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	Coll	H399	_	3,000	<u>0</u>	<u>0</u>	<u>1</u>	YARD/SWITCHING	003	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	B0674	<u>55A</u>	<u>03</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	10,150	2,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>010</u>	<u>0</u>	<u>4</u>
<u>3</u>	<u>UP</u>	B0814	<u>55A</u>	<u>04</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>M399</u>	_	<u>15,000</u>	<u>7,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>030</u>	<u>0</u>	<u>o</u>
4	<u>UP</u>	<u>B1104</u>	<u>55A</u>	<u>06</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	_	<u>9,578</u>	1,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>0</u>	<u>6</u>
<u>5</u>	<u>UP</u>	<u>B1594</u>	<u>55A</u>	<u>07</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T216</u>	_	<u>800</u>	20,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>2</u>
<u>6</u>	<u>UP</u>	<u>B1584</u>	<u>55A</u>	<u>07</u>	<u> 26</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>59,921</u>	<u>15,000</u>	<u>0</u>	1	FREIGHT TRAIN	<u>030</u>	<u>0</u>	<u>6</u>
<u>Z</u>	<u>UP</u>	<u>B1694</u>	<u>55A</u>	<u>07</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T311</u>	_	<u>9,000</u>	<u>1,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>3</u>
<u>8</u>	<u>UP</u>	<u>B1974</u>	<u>55A</u>	<u>08</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	<u>17,775</u>	1,200	<u>0</u>	1	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>3</u>
9	<u>UP</u>	B2074	<u>55A</u>	<u>09</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H399</u>	_	<u>4,700</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>1</u>	<u>1</u>
9	<u>UP</u>	B2074	<u>55A</u>	<u>09</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H399</u>	_	<u>3,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>800</u>	<u>0</u>	<u>1</u>
<u>10</u>	<u>UP</u>	<u>B2194</u>	<u>55A</u>	<u>10</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H020</u>	_	<u>182,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>008</u>	<u>0</u>	<u>6</u>
<u>10</u>	<u>UP</u>	<u>B2194</u>	<u>55A</u>	<u>10</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H020</u>	_	<u>33,000</u>	1,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>0</u>	<u>1</u>
<u>11</u>	<u>UP</u>	B2214	<u>55A</u>	<u>10</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H702</u>	_	10,600	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>2</u>
<u>12</u>	<u>UP</u>	<u>B2624</u>	<u>55A</u>	<u>12</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M599</u>	_	<u>56,858</u>	10,000	<u>0</u>	<u>2</u>	FREIGHT TRAIN	<u>040</u>	<u>0</u>	<u>5</u>
<u>13</u>	<u>UP</u>	<u>B2644</u>	<u>55A</u>	<u>12</u>	<u>17</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M409</u>	_	10,594	<u>1,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>0</u>	<u>4</u>
<u>14</u>	<u>UP</u>	<u>B2724</u>	<u>55A</u>	<u>12</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	22,712	<u>800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>3</u>	<u>4</u>

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	B1594	<u>55A</u>	<u>07</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T216	_	<u>800</u>	20,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	<u>B1694</u>	<u>55A</u>	<u>07</u>	<u>31</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T311	_	9,000	<u>1,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	B2074	<u>55A</u>	<u>09</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H399	_	4,700	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>1</u>	<u>1</u>
<u>3</u>	<u>UP</u>	B2074	<u>55A</u>	<u>09</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H399	_	3,000	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	008	<u>0</u>	<u>1</u>

## 1994: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nb	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>B1694</u>	<u>55A</u>	<u>07</u>	<u>31</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T311</u>	_	9,000	<u>1,500</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	005	<u>o</u>	<u>3</u>

1994: Placer County, California (accidents, hazmat released): None.

1995: Placer County, California (all accidents):

Acc	Rpt	Report						Type	Trk	Type	Pri	Cont	Equip	Track				Spd	Locos	Cars
Nbr		Number	Kld/Inj	Mo	Day	<u>SI</u>	County	Track	Maint		Cause				Kld	<u>Inj</u>	RR Equip	Mph	Der	Der
1	<u>UP</u>	B0045	<u>55A</u>	<u>01</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	T499	_	<u>8,273</u>	<u>700</u>	<u>0</u>	<u>0</u>	WORK TRAIN	012	<u>2</u>	<u>0</u>
2	<u>UP</u>	B0275	<u>55A</u>	01	<u>28</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M409		<u>5,604</u>	1,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>7</u>
<u>3</u>	<u>UP</u>	B0295	<u>55A</u>	01	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H104	_	7,772	2,500	<u>0</u>	<u>0</u>	YARD/SWITCHING	002	<u>1</u>	<u>o</u>
4	<u>UP</u>	P0465	<u>55A</u>	<u>04</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M505	_	<u>8,700</u>	<u>0</u>	<u>0</u>	<u>1</u>	LIGHT LOCO(S)	000	<u>0</u>	<u>o</u>
4	<u>UP</u>	P0465	<u>55A</u>	<u>04</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M505	_	<u>7,500</u>	<u>0</u>	<u>0</u>	<u>1</u>	LIGHT LOCO(S)	010	<u>0</u>	<u>0</u>
<u>5</u>	<u>UP</u>	<u>B0905</u>	<u>55A</u>	<u>04</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H210	_	<u>8,500</u>	2,311	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	003	<u>1</u>	<u>0</u>
<u>5</u>	<u>UP</u>	<u>B0905</u>	<u>55A</u>	<u>04</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H210	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	<u>B1005</u>	<u>55A</u>	<u>06</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H499	_	40,000	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000	<u>0</u>	<u>o</u>
<u>6</u>	<u>UP</u>	<u>B1005</u>	<u>55A</u>	<u>06</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	H499	_	<u>0</u>	<u>o</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	020	<u>0</u>	<u>0</u>
<u>7</u>	<u>UP</u>	<u>B1025</u>	<u>55A</u>	<u>06</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E0HC	_	4,807	3,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	005	<u>0</u>	<u>2</u>
<u>8</u>	<u>UP</u>	<u>B1065</u>	<u>55A</u>	<u>06</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<b>T202</b>	_	<u>15,494</u>	3,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>6</u>
9	<u>UP</u>	<u>B1175</u>	<u>55A</u>	<u>07</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T308	_	11,600	<u>6,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>006</u>	<u>0</u>	<u>8</u>
<u>10</u>	<u>UP</u>	B1205	<u>55A</u>	<u>07</u>	<u>04</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M205</u>	_	<u>7,574</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>3</u>
11	<u>UP</u>	<u>B1245</u>	<u>55A</u>	<u>07</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H702	_	10,413	3,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>4</u>
<u>12</u>	<u>UP</u>	<u>B1515</u>	<u>55A</u>	<u>09</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	E07C	_	<u>6,557</u>	1,200	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>0</u>	1
<u>13</u>	<u>UP</u>	<u>B1525</u>	<u>55A</u>	<u>09</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H701	_	<u>4,400</u>	8,200	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>4</u>
14	<u>UP</u>	<u>B1535</u>	<u>55A</u>	<u>09</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Siding</u>	<u>UP</u>	<u>Der</u>	E08C	_	4,510	2,000	<u>0</u>	<u>0</u>	SINGLE CAR	<u>020</u>	<u>0</u>	1
<u>15</u>	<u>UP</u>	<u>B1985</u>	<u>55A</u>	<u>12</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>M407</u>	_	19,000	<u>675</u>	<u>0</u>	<u>0</u>	CUT OF CARS	<u>010</u>	<u>0</u>	<u>3</u>

		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>		<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	UP	<u>B1525</u>	<u>55A</u>	<u>09</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H701	_	4,400	<u>8,200</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>4</u>

### 1995: Placer County, California (accidents, cars carrying hazmat/damaged):

			Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track			<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	U	<u>P</u>	B1525	<u>55A</u>	<u>09</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H701	_	<u>4,400</u>	<u>8,200</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>4</u>

1995: Placer County, California (accidents, hazmat released): None.

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Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>		Type Acc		Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>B0076</u>	<u>55A</u>	<u>01</u>	<u>15</u>	<u>CA</u>	<u>PLACER</u>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	-	<u>6,463</u>	<u>1,100</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>005</u>	<u>1</u>	<u>6</u>
<u>2</u>	<u>UP</u>	<u>B0586</u>	<u>55A</u>	<u>04</u>	<u>19</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T202</u>	_	10,517	<u>2,100</u>	<u>o</u>		FREIGHT TRAIN	<u>005</u>	<u>o</u>	<u>9</u>
<u>3</u>	<u>UP</u>	<u>B0906</u>	<u>55A</u>	<u>06</u>	<u>03</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Oth</u>	<u>H402</u>	_	<u>o</u>	<u>7,500</u>	<u>o</u>		SINGLE CAR	<u>005</u>	<u>o</u>	<u>o</u>
<u>4</u>	<u>UP</u>	<u>B1256</u>	<u>55A</u>	<u>08</u>	<u>31</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H503</u>	_	12,250	<u>1,800</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>004</u>	<u>o</u>	9
<u>5</u>	<u>ATK</u>	61223NORAA	<u>55A</u>	<u>12</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	M101	_	<u>8,000</u>	<u>o</u>	<u>o</u>	<u>o</u>	PASSENGER TRAIN	<u>020</u>	<u>o</u>	1
<u>5</u>	<u>UP</u>	<u>B1786</u>	<u>55A</u>	<u>12</u>	<u>23</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M101</u>	_	<u>o</u>	1,000	<u>o</u>		NOT RPD OR N/A	000	<u>o</u>	<u>o</u>
<u>6</u>	<u>ATK</u>	61225WSDAA	<u>55A</u>	<u>12</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M505</u>	_	16,882	<u>o</u>	<u>o</u>	<u>o</u>	PASSENGER TRAIN	<u>005</u>	<u>1</u>	<u>o</u>
<u>6</u>	<u>UP</u>	1296RS077	<u>55A</u>	<u>12</u>	<u>25</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>M505</u>	_	<u>0</u>	<u>o</u>	<u>0</u>	<u>0</u>	NOT RPD	000	<u>0</u>	<u>o</u>

1997: Placer County, California (all accidents):

Acc Nbr		<u>Report</u> <u>Number</u>	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	1097RS017	<u>55A</u>	<u>10</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>				<u>T110</u>			200,000				<u>006</u>	<u>0</u>	<u>15</u>
<u>2</u>	<u>UP</u>	1297RS001	<u>55A</u>	<u>12</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T314	_	4,450	<u>5,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>2</u>	<u>1</u>
<u>3</u>	<u>UP</u>	1297RS019	<u>55A</u>	<u>12</u>	<u>24</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H306	_	<u>7,000</u>	200	<u>0</u>	<u>0</u>	YARD/SWITCHING	003	<u>0</u>	<u>5</u>

1997: Placer County, California (accidents involving cars carrying hazmat): None.

1998: Placer County, California (all accidents):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc		<u>Cont</u> <u>Cause</u>	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	0198RS004	<u>55A</u>	<u>01</u>	<u>04</u>	CA	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M405	_	<u>7,550</u>	<u>o</u>	<u>0</u>	<u>0</u>	CUT OF CARS	007	<u>0</u>	<u>8</u>
<u>2</u>	<u>UP</u>	0398RS007	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M405	_	<u>800</u>	20,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	003	<u>0</u>	<u>10</u>
<u>3</u>	<u>UP</u>	0398RS011	<u>55A</u>	<u>03</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H704	_	1,200	10,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>0</u>	<u>2</u>
<u>4</u>	<u>UP</u>	0398RS017	<u>55A</u>	<u>03</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>3,840</u>	<u>54,200</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	0698RS016	<u>55A</u>	<u>06</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M599	_	<u>1,600</u>	22,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>047</u>	<u>0</u>	<u>1</u>
<u>6</u>	<u>UP</u>	1198RS019	<u>55A</u>	<u>11</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M503	_	<u>8,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>014</u>	<u>3</u>	<u>o</u>
<u>Z</u>	<u>UP</u>	1198RS039	<u>55A</u>	<u>11</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>T210</u>	_	<u>480</u>	<u>8,000</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>003</u>	<u>0</u>	<u>4</u>
<u>8</u>	<u>UP</u>	1298RS030	<u>55A</u>	<u>12</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>300</u>	<u>15,800</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>024</u>	<u>0</u>	<u>1</u>

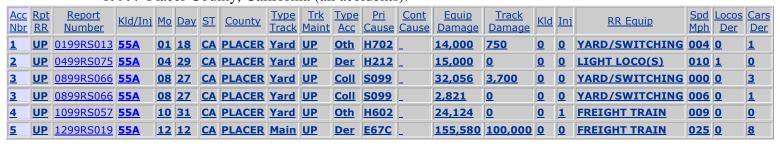
1998: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	<u>Cont</u> <u>Cause</u>	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0698RS016	<u>55A</u>	<u>06</u>	<u>15</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M599</u>	-	<u>1,600</u>	22,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>047</u>	<u>o</u>	<u>1</u>
<u>2</u>	<u>UP</u>	1298RS030	<u>55A</u>	<u>12</u>	<u>15</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	-	<u>300</u>	15,800	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>024</u>	<u>o</u>	1

1998: Placer County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	1298RS030	<u>55A</u>	<u>12</u>	<u>15</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>300</u>	<u>15,800</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>024</u>	<u>o</u>	<u>1</u>

1998: Placer County, California (accidents, hazmat released): None.



Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	0199RS013	<u>55A</u>	01	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H702	_	14,000	<u>750</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	1299RS019	<u>55A</u>	<u>12</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E67C</b>		155,580	100,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>8</u>

1999: Placer County, California (accidents, cars carrying hazmat/damaged):

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Acc	<u>Rpt</u>	Report	Kld/Ini	Mo	Day	СТ	County	<u>Type</u>	<u>Trk</u>	<u>Type</u>	<u>Pri</u>	Cont	<u>Equip</u>	<u>Track</u>	Kld	Ini	RR Equip	Spd	Locos	Cars
Nbr	RR	<u>Number</u>	<u>Kiu/IIIJ</u>	110	Day	31	County	<u>Track</u>	Maint	<u>Acc</u>	Cause	Cause	Damage	<u>Damage</u>	Kiu	1111	KK Equip	Mph	<u>Der</u>	<u>Der</u>
1	<u>UP</u>	0199RS013	<u>55A</u>	<u>01</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Oth</u>	H702	_	14,000	<u>750</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	1299RS019	<u>55A</u>	<u>12</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E67C</b>	_	155,580	100,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	025	<u>0</u>	8

1999: Placer County, California (accidents, hazmat released): None.

2000: Placer County, California (all accidents):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	0200RS049					<b>PLACER</b>					<b>E46C</b>		24,061	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>1</u>
<u>2</u>	<u>UP</u>	0300RS010	<u>55A</u>	<u>03</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H504	_	13,800	<u>5,200</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	017	<u>0</u>	<u>1</u>
<u>3</u>	<u>UP</u>	0600RS022	<u>55A</u>	<u>06</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H509	<b>E53C</b>	1,581	380,762	<u>0</u>	<u>0</u>	FREIGHT TRAIN	012	<u>0</u>	<u>1</u>
4	<u>UP</u>	0900RS032	<u>55A</u>	<u>09</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>S007</u>	_	<u>9,565</u>	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000	<u>0</u>	<u>1</u>
<u>4</u>	<u>UP</u>	0900RS032	<u>55A</u>	<u>09</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>S007</u>	_	<u>5,964</u>	30,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	008	<u>0</u>	<u>1</u>

2000: Placer County, California (accidents involving cars carrying hazmat): None.

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph		<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	0101RS003	<u>55A</u>	<u>01</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E67C</b>	_	4,774	<u>15,096</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	025	<u>0</u>	<u>2</u>
<u>2</u>	<u>UP</u>	0301RS016	<u>55A</u>	<u>03</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Oth</u>	M402	_	22,134	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>050</u>	<u>0</u>	<u>0</u>
<u>3</u>	<u>UP</u>	0401RS029	<u>55A</u>	<u>04</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H704	_	15,931	23,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	009	<u>0</u>	<u>3</u>
4	<u>UP</u>	0501RS035	<u>55A</u>	<u>05</u>	<u>24</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	T403	_	24,385	32,073	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>010</u>	<u>0</u>	<u>4</u>
<u>5</u>	<u>UP</u>	0601RS010	<u>55A</u>	<u>06</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M405	_	2,210	842,196	<u>0</u>	<u>0</u>	FREIGHT TRAIN	014	<u>0</u>	<u>1</u>
<u>6</u>	<u>UP</u>	0701RS015	<u>55A</u>	<u>07</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	T199	_	219,765	331,808	<u>0</u>	<u>0</u>	FREIGHT TRAIN	014	<u>0</u>	<u>10</u>
<u>7</u>	<u>UP</u>	0801RS006	<u>55A</u>	<u>08</u>	<u>11</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E99L	_	36,178	<u>7,250</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>0</u>	<u>2</u>
<u>8</u>	<u>UP</u>	0901RS007	<u>55A</u>	<u>09</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	197,170	109,941	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>011</u>	<u>0</u>	<u>10</u>
<u>8</u>	<u>UP</u>	0901RS007	<u>55A</u>	<u>09</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	1,300	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	000	<u>0</u>	<u>0</u>
9	<u>UP</u>	0901RS012	<u>55A</u>	<u>09</u>	<u>09</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M405	<b>T222</b>	<u>9,596</u>	13,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>016</u>	<u>0</u>	<u>4</u>
10	<u>UP</u>	1001RS014	<u>55A</u>	<u>10</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	M405	<u>88,931</u>	<u>69,487</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	012	<u>0</u>	<u>10</u>
11	<u>ATK</u>	071328	<u>55A</u>	<u>11</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M404	_	41,300	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	000	<u>0</u>	<u>o</u>
<u>11</u>	<u>UP</u>	1101RS041	<u>55A</u>	<u>11</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	M599	_	<u>0</u>	<u>150</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>o</u>

2001: Placer County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0101RS003					PLACER				<u>E67C</u>				<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	<u>2</u>
<u>2</u>	<u>UP</u>	0601RS010	<u>55A</u>	<u>06</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	-	<u>2,210</u>	842,196	<u>0</u>	<u>o</u>	FREIGHT TRAIN	<u>014</u>	<u>o</u>	1
<u>3</u>	<u>UP</u>	0801RS006	<u>55A</u>	<u>08</u>	<u>11</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E99L</u>	-	<u>36,178</u>	<u>7,250</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	<u>2</u>
<u>4</u>	<u>UP</u>	0901RS012	<u>55A</u>	<u>09</u>	<u>09</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	<u>T222</u>	<u>9,596</u>	13,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>016</u>	<u>o</u>	<u>4</u>

2001: Placer County, California (accidents, cars carrying hazmat/damaged): None.

2002: Placer County, California (all accidents):

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Acc Nbr	Rpt RR	<u>Report</u> <u>Number</u>	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	Trk Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0402RS020	<u>55A</u>	<u>04</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Oth</u>	<u>S099</u>	_	<u>8,743</u>	<u>500</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>006</u>	<u>1</u>	<u>o</u>
1	<u>UP</u>	0402RS020	<u>55A</u>	<u>04</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>S099</u>	_	1,500	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	0502RS018	<u>55A</u>	<u>05</u>	<u>12</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E40C	_	78,888	198,162	<u>0</u>	<u>0</u>	FREIGHT TRAIN	014	<u>0</u>	<u>8</u>
<u>3</u>	<u>UP</u>	0502RS019	<u>55A</u>	<u>05</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	T102	_	<u>7,429</u>	1,725	<u>0</u>	<u>0</u>	FREIGHT TRAIN	019	<u>0</u>	<u>2</u>
4	<u>UP</u>	0502RS030	<u>55A</u>	<u>05</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H305	_	9,270	<u>5,100</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	012	<u>2</u>	<u>1</u>
<u>5</u>	<u>UP</u>	0902RS003	<u>55A</u>	<u>09</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H306	_	104,176	<u>2,500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>2</u>
<u>5</u>	<u>UP</u>	0902RS003	<u>55A</u>	<u>09</u>	<u>01</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H306	_	<u>15,283</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	000	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	0902RS006	<u>55A</u>	<u>09</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E04C	_	165,401	199,733	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>018</u>	<u>0</u>	<u>21</u>
<u>7</u>	<u>UP</u>	1002RS005	<u>55A</u>	<u>10</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	T199	_	217,250	141,483	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>014</u>	<u>0</u>	<u>13</u>
<u>8</u>	<u>UP</u>	1002RS009	<u>55A</u>	<u>10</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	309,603	92,697	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>015</u>	<u>0</u>	<u>7</u>
<u>8</u>	<u>UP</u>	1002RS009	<u>55A</u>	<u>10</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	H702	_	49,223	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>3</u>
9	<u>UP</u>	1202RS022	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H519	_	2,305	8,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	011	<u>0</u>	1
9	<u>UP</u>	1202RS022	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	H519	_	1,000	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	012	<u>0</u>	<u>o</u>
10	<u>UP</u>	1202RS030	<u>55A</u>	<u>12</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M405	_	91,124	10,689	<u>0</u>	<u>0</u>	FREIGHT TRAIN	010	<u>0</u>	<u>5</u>

2002: Placer County, California (accidents involving cars carrying hazmat):

						<i>J</i> /										_				
Acc Nbr		<u>Report</u> <u>Number</u>	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track		Type Acc		Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
<u>1</u>	<u>UP</u>	0502RS018	<u>55A</u>	<u>05</u>	<u>12</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E40C</u>	-	<u>78,888</u>	198,162	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>014</u>	<u>o</u>	<u>8</u>
<u>2</u>	<u>UP</u>	1202RS022	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>H519</u>	-	<u>2,305</u>	8,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>011</u>	<u>o</u>	<u>1</u>
<u>2</u>	<u>UP</u>	1202RS022	<u>55A</u>	<u>12</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	H519	-	1,000	<u>o</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>012</u>	<u>o</u>	<u>o</u>
<u>3</u>	<u>UP</u>	1202RS030	<u>55A</u>	<u>12</u>	<u>30</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	-	91,124	10,689	<u>0</u>	<u>o</u>	FREIGHT TRAIN	010	<u>o</u>	<u>5</u>

2002: Placer County, California (accidents, cars carrying hazmat/damaged): None.

2003: Placer County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0103RS026	<u>55A</u>	01	<u>29</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M204	_	2,059	142,000	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>020</u>	<u>0</u>	1
<u>2</u>	<u>UP</u>	0203RS003	<u>55A</u>	<u>02</u>	<u>08</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E29C</b>	_	18,661	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	008	<u>0</u>	<u>1</u>
<u>3</u>	<u>UP</u>	0303RS020	<u>55A</u>	<u>03</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H702	_	90,000	10,800	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>010</u>	<u>1</u>	<u>0</u>
4	<u>UP</u>	0403RS014	<u>55A</u>	<u>04</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H306	H702	<u>45,850</u>	23,145	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>007</u>	<u>0</u>	<u>3</u>
<u>4</u>	<u>UP</u>	0403RS014	<u>55A</u>	<u>04</u>	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	<u>H702</u>	<u>3,597</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	000	<u>1</u>	<u>0</u>
<u>5</u>	<u>UP</u>	0403RS024	<u>55A</u>	<u>04</u>	<u>22</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M405</u>	_	359,031	1064096	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>016</u>	<u>0</u>	<u>13</u>
<u>6</u>	<u>UP</u>	0603RS016	<u>55A</u>	<u>06</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H211</u>	_	100,000	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	0603RS016	<u>55A</u>	<u>06</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H211</u>	_	<u>36,494</u>	<u>72,960</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>5</u>
<u>7</u>	<u>UP</u>	0703RS009	<u>55A</u>	<u>07</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	_	<u>18,885</u>	<u>1,400</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>8</u>
<u>8</u>	<u>UP</u>	0803RS016	<u>55A</u>	<u>08</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>248,485</u>	<u>261,500</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>019</u>	<u>2</u>	<u>11</u>
9	<u>UP</u>	0803RS024	<u>55A</u>	<u>08</u>	<u>19</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	E21C	_	<u>17,114</u>	<u>300</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>018</u>	<u>0</u>	<u>1</u>
<u>10</u>	<u>UP</u>	0803RS022	<u>55A</u>	<u>08</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H399</u>	_	<u>6,493</u>	<u>3,000</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	000	<u>0</u>	<u>o</u>
<u>10</u>	<u>UP</u>	0803RS022	<u>55A</u>	<u>08</u>	<u>20</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Coll</u>	<u>H399</u>	_	<u>2,544</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>015</u>	<u>0</u>	<u>0</u>
11	<u>UP</u>	0803RS031	<u>55A</u>	<u>08</u>	<u>25</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H704</u>	_	10,061	<u>1,000</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>4</u>
<u>12</u>	<u>UP</u>	0803RS033	<u>55A</u>	<u>08</u>	<u>27</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H307</u>		<u>22,487</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>0</u>
<u>12</u>	<u>UP</u>	0803RS033	<u>55A</u>	<u>08</u>	<u>27</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H307</u>	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>014</u>	<u>0</u>	<u>0</u>
<u>13</u>	<u>UP</u>	0903RS035	<u>55A</u>	<u>09</u>	<u>28</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>T110</u>	_	<u>0</u>	119,600	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>004</u>	<u>2</u>	<u>0</u>
<u>14</u>	<u>UP</u>	1003RS006	<u>55A</u>	10	<u>09</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H305</u>	_	<u>26,000</u>	<u>6,000</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>003</u>	<u>1</u>	<u>0</u>
<u>14</u>	<u>UP</u>	1003RS006	<u>55A</u>	<u>10</u>	<u>09</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H305</u>	_	<u>18,165</u>	<u>0</u>	<u>0</u>	<u>0</u>	CUT OF CARS	000	<u>0</u>	<u>0</u>
<u>15</u>	<u>UP</u>	1103RS007	<u>55A</u>	<u>11</u>	11	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H020</u>		16,098	<u>3,746</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>2</u>
<u>16</u>	<u>UP</u>	1103RS014	<u>55A</u>	<u>11</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H017</u>	_	<u>36,806</u>	<u>8,000</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>005</u>	<u>1</u>	<u>0</u>
<u>17</u>	<u>UP</u>	1203RS001	<u>55A</u>	<u>12</u>	<u>03</u>	<u>CA</u>	PLACER	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>50,331</u>	22,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>010</u>	<u>0</u>	<u>3</u>
<u>17</u>	<u>UP</u>	1203RS001	<u>55A</u>	<u>12</u>	<u>03</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	Coll	<u>H306</u>	_	<u>3,781</u>	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>1</u>	<u>0</u>
<u>18</u>	<u>UP</u>	1203RS025	<u>55A</u>	<u>12</u>	<u>16</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E51C</u>	_	1134294	288,547	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>048</u>	<u>0</u>	<u>27</u>

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc		<u>Cont</u> <u>Cause</u>	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	<u>Cars</u> <u>Der</u>
1	<u>ATK</u>	090899	<u>55A</u>	<u>01</u>	01	CA	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M101</u>	_	<u>7,854</u>	<u>o</u>	<u>0</u>	1	PASSENGER TRAIN	<u>010</u>	<u>o</u>	<u>1</u>
<u>1</u>	<u>UP</u>	0104RS002	<u>55A</u>	<u>01</u>	<u>01</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M101	_	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	NOT RPD OR N/A	000	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	0104RS032	<u>55A</u>	<u>01</u>	<u>30</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M405	_	166,268	101,821	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>019</u>	<u>2</u>	<u>9</u>
<u>3</u>	<u>UP</u>	0304RS005	<u>55A</u>	<u>03</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H702	_	<u>1,190</u>	148,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>2</u>	<u>2</u>
4	<u>UP</u>	0304RS009	<u>55A</u>	<u>03</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H399	_	25,541	<u>500</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>007</u>	<u>0</u>	<u>3</u>
4	<u>UP</u>	0304RS009	<u>55A</u>	<u>03</u>	<u>13</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	H399	_	<u>2,500</u>	<u>0</u>	<u>0</u>	<u>0</u>	LIGHT LOCO(S)	<u>005</u>	<u>0</u>	<u>o</u>
<u>5</u>	<u>UP</u>	0804RS006	<u>55A</u>	<u>08</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Oth</u>	<u>H306</u>	_	<u>7,835</u>	<u>379</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>003</u>	<u>0</u>	<u>1</u>
<u>5</u>	<u>UP</u>	0804RS006	<u>55A</u>	<u>08</u>	<u>05</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>H306</u>	_	<u>4,775</u>	<u>0</u>	<u>0</u>	<u>0</u>	SINGLE CAR	<u>000</u>	<u>0</u>	<u>o</u>
<u>6</u>	<u>UP</u>	0904RS011	<u>55A</u>	<u>09</u>	<u>07</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	73,340	474,529	<u>0</u>	<u>0</u>	FREIGHT TRAIN	014	<u>0</u>	<u>19</u>
<u>7</u>	<u>UP</u>	1004RS001	<u>55A</u>	<u>10</u>	<u>02</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<b>E40C</b>	_	<u>49,937</u>	274,713	<u>0</u>	<u>0</u>	FREIGHT TRAIN	<u>018</u>	<u>0</u>	<u>16</u>
8	<u>UP</u>	1104RS011	<u>55A</u>	<u>11</u>	<u>10</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	M411	_	2,012	11,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>004</u>	<u>0</u>	<u>9</u>
9	<u>UP</u>	1204RS014	<u>55A</u>	<u>12</u>	<u>26</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	H702	_	<u>55,965</u>	20,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>014</u>	<u>2</u>	<u>5</u>

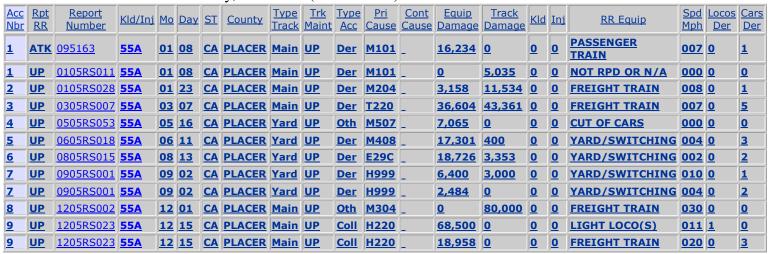
Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	<u>Day</u>	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	<u>Locos</u> <u>Der</u>	
<u>1</u>	<u>UP</u>	0904RS011	<u>55A</u>	<u>09</u>	<u>07</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E40C</u>	_	<u>73,340</u>	474,529	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>014</u>	<u>o</u>	<u>19</u>
2	<u>UP</u>	1004RS001	<u>55A</u>	<u>10</u>	<u>02</u>	<u>CA</u>	PLACER	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E40C</u>	_	<u>49,937</u>	274,713	<u>o</u>	<u>o</u>	FREIGHT TRAIN	018	<u>o</u>	<u>16</u>

2004: Placer County, California (accidents, cars carrying hazmat/damaged):

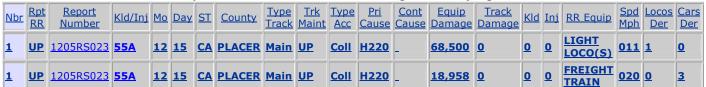
							J /							0		_	/				
A	<u>cc</u>	Rpt	Report	Kld/Ini	Mo	Day	ST	County	Type	<u>Trk</u>	Type	<u>Pri</u>	Cont	<u>Equip</u>	<u>Track</u>	Kld	Ini			Locos	
N	br	<u>RR</u>	<u>Number</u>	IXIU/III	110	Duy	<u> </u>	Country	<u>Track</u>	Maint	Acc Acc	Cause	Cause	<u>Damage</u>	<u>Damage</u>	IXIU	1111	KIT Equip	Mph.	<u>Der</u>	<u>Der</u>
1		IID	1004RS001	55A	10	02	CA	PLACER	Main	IID	Der	E40C		49 937	274,713	0	0	FREIGHT TRAIN	018	n	16
		<u> </u>	100413001	<u> </u>	10	<u>02</u>	<u> </u>	FLACER	Hain	<u> </u>	<u>Dei</u>	<u> </u>	-	45,557	274,713	_	<u>~</u>	<u>TRAIN</u>	010	_	10

2004: Placer County, California (accidents, hazmat released): None.

2005: Placer County, California (all accidents):



2005: Placer County, California (accidents involving cars carrying hazmat):



2005: Placer County, California (accidents, cars carrying hazmat/damaged): None.

2006: Placer County, California (all accidents):

Acc Nbr		Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	0106RS021	<u>55A</u>	01	<u>15</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	H605	_	21,115	<u>0</u>	<u>0</u>	<u>0</u>	FREIGHT TRAIN	005	<u>0</u>	<u>0</u>
<u>1</u>	<u>UP</u>	0106RS021	<u>55A</u>	<u>01</u>	<u>15</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	Coll	<b>H605</b>	_	<u>700</u>	<u>0</u>	<u>0</u>	<u>0</u>	WORK TRAIN	023	<u>0</u>	<u>0</u>
<u>2</u>	<u>UP</u>	0106RS017	<u>55A</u>	<u>01</u>	<u>18</u>	<u>CA</u>	<b>PLACER</b>	<b>Yard</b>	<u>UP</u>	<u>Der</u>	<u>T314</u>	_	139,209	42,986	<u>0</u>	<u>0</u>	YARD/SWITCHING	008	<u>0</u>	<u>3</u>
<u>3</u>	<u>UP</u>	0306RS022	<u>55A</u>	<u>03</u>	<u>14</u>	<u>CA</u>	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M101	_	1,000	8,494	<u>0</u>	<u>0</u>	WORK TRAIN	005	<u>1</u>	<u>0</u>
<u>4</u>	<u>UP</u>	0406RS018	<u>55A</u>	<u>04</u>	<u>23</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	H702	<u>52,579</u>	2,435	<u>0</u>	<u>0</u>	YARD/SWITCHING	004	<u>0</u>	<u>5</u>
<u>5</u>	<u>UP</u>	1106RS005	<u>55A</u>	<u>11</u>	<u>06</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Oth</u>	<u>M302</u>	_	<u>20</u>	10,000	<u>0</u>	<u>0</u>	YARD/SWITCHING	010	<u>0</u>	<u>0</u>
<u>6</u>	<u>UP</u>	1106RS011	<u>55A</u>	11	<u>09</u>	CA	<b>PLACER</b>	<u>Main</u>	<u>UP</u>	<u>Der</u>	M504	_	1400000	541,000	<u>2</u>	<u>0</u>	NOT RPD OR N/A	<u>040</u>	<u>0</u>	<u>1</u>
<u>Z</u>	<u>UP</u>	1206RS027	<u>55A</u>	<u>12</u>	<u>27</u>	<u>CA</u>	<b>PLACER</b>	<u>Yard</u>	<u>UP</u>	<u>Der</u>	<u>H306</u>	_	34,533	<u>0</u>	<u>0</u>	<u>0</u>	YARD/SWITCHING	<u>005</u>	<u>0</u>	<u>3</u>

2006: Placer County, California (accidents involving cars carrying hazmat): None.

1975: Sierra County, California (all accidents): None.

1976: Sierra County, California (all accidents): None

1977: Sierra County, California (all accidents): None

1978: Sierra County, California (all accidents): None

1979: Sierra County, California (all accidents): None

1980: Sierra County, California (all accidents): None

1981: Sierra County, California (all accidents): None

1982: Sierra County, California (all accidents): None

1983: Sierra County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	<u>Mo</u>	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	<u>251183</u>	<u>55A</u>	<u>05</u>	<u>21</u>	<u>CA</u>	<u>SIERRA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>T101</u>	-	<u>o</u>	<u>8,400</u>	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	1

1983: Sierra County, California (accidents involving cars carrying hazmat): None.

1984: Sierra County, California (all accidents): None

1985: Sierra County, California (all accidents): None

1986: Sierra County, California (all accidents): None

1987: Sierra County, California (all accidents): None

1988: Sierra County, California (all accidents): None

1989: Sierra County, California (all accidents): None

1990: Sierra County, California (all accidents): None

1991: Sierra County, California (all accidents): None

1992: Sierra County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph		<u>Cars</u> <u>Der</u>
1	<u>UP</u>	1192FR013	<u>55A</u>	<u>11</u>	<u>25</u>	<u>CA</u>	SIERRA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E25C</u>	<u>T199</u>	1,200	30,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>010</u>	<u>o</u>	1

1992: Sierra County, California (accidents involving cars carrying hazmat):

Acc Nbr	Rpt RR	<u>Report</u> <u>Number</u>	Kld/Inj	Mo	Day	<u>ST</u>	County	<u>Type</u> <u>Track</u>	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	Equip Damage	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	1192FR013	<u>55A</u>	<u>11</u>	<u>25</u>	CA	SIERRA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E25C</u>	<u>T199</u>	1,200	30,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>010</u>	<u>o</u>	<u>1</u>

1992: Sierra County, California (accidents, cars carrying hazmat/damaged):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> <u>Maint</u>	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	<u>Kld</u>	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	Cars Der
1	<u>UP</u>	1192FR013	<u>55A</u>	<u>11</u>	<u>25</u>	<u>CA</u>	SIERRA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>E25C</u>	<u>T199</u>	1,200	30,000	<u>o</u>	<u>o</u>	FREIGHT TRAIN	<u>010</u>	<u>o</u>	1

1992: Sierra County, California (accidents, hazmat released): None.

1993: Sierra County, California (all accidents): None

1994: Sierra County, California (all accidents): None

1995: Sierra County, California (all accidents): None

1996: Sierra County, California (all accidents):

Acc Nbr	Rpt RR	Report Number	Kld/Inj	Mo	Day	<u>ST</u>	County	Type Track	<u>Trk</u> Maint	Type Acc	<u>Pri</u> <u>Cause</u>	Cont Cause	<u>Equip</u> <u>Damage</u>	<u>Track</u> <u>Damage</u>	Kld	<u>Inj</u>	RR Equip	Spd Mph	Locos Der	<u>Cars</u> <u>Der</u>
1	<u>UP</u>	1096LA016	<u>55A</u>	<u>10</u>	<u>18</u>	<u>CA</u>	<u>SIERRA</u>	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M201</u>	-	16,500	<u>31,400</u>	<u>o</u>	<u>0</u>	FREIGHT TRAIN	<u>025</u>	<u>o</u>	<u>2</u>
<u>2</u>	<u>UP</u>	1096LA028	<u>55A</u>	<u>10</u>	<u>18</u>	<u>CA</u>	SIERRA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M201</u>			20,000			FREIGHT TRAIN			<u>2</u>

1996: Sierra County, California (accidents involving cars carrying hazmat):

<u>A</u>	<u>cc</u>	Rpt	Report	Kld/Inj	Ma	Day	СТ	County	<u>Type</u>	<u>Trk</u>	<b>Type</b>	<u>Pri</u>	Cont	<u>Equip</u>	<u>Track</u>	MIN	ald Ini	RR Equip	Spd	Locos	Cars
N	<u>br</u>	<u>RR</u>	<u>Number</u>		<u>1410</u>	Day	<u>31</u>		<u>Track</u>	Maint	<u>Acc</u>	Cause	Cause	<u>Damage</u>	<u>Damage</u>	<u>Kiu</u>	1111		<u>Mph</u>	<u>Der</u>	<u>Der</u>
1		ш	10061 4020	FFA	10	10	CA	CTEDDA	Main	ш	Davi	M201		6 500	20.000			<b>FREIGHT</b>	025		
1		<u>UP</u>	1096LA028	<u>55A</u>	10	19	<u>CA</u>	SIERRA	<u>Main</u>	<u>UP</u>	<u>Der</u>	<u>M201</u>	-	<u>6,500</u>	20,000	<u>U</u>	<u>U</u>	FREIGHT TRAIN	<u>U25</u>	<u>U</u>	_

1996: Sierra County, California (accidents, cars carrying hazmat/damaged): None

1997: Sierra County, California (all accidents): None

1998: Sierra County, California (all accidents): None

1999: Sierra County, California (all accidents): None

2000: Sierra County, California (all accidents): None

2001: Sierra County, California (all accidents): None

2002: Sierra County, California (all accidents): None

2003: Sierra County, California (all accidents): None

2004: Sierra County, California (all accidents): None

2005: Sierra County, California (all accidents): None

2006: Sierra County, California (all accidents): None

Appendix 2. HMIRS database, 1995-2002 for: Washoe County, Nevada; Nevada, Placer, and Sierra Counties, California.

(attached separately, Excel format)