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RAILROAD VANDALISM

HEARING

BEFORE THE

SUBCOMMITTEE ON CRIME

OF THE

COMMITTEE ON THE JUDICIARY

HOUSE OF REPRESENTATIVES

NINETY-FIFTH CONGRESS

FIRST SESSION

ON

H.R. 4507

RAILROAD VANDALISM

MARCH 9, 1977

Serial No. 3

77472-
77473

nted for the use of the Committee on the Judiciary

U.S. GOVERNMENT PRINTING OFFICE
WASHINGTON : 1977

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77472-77473

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ACQUISITIONS

RAILROAD VANDALISM

WEDNESDAY, MARCH 9, 1977

HOUSE OF REPRESENTATIVES,
SUBCOMMITTEE ON CRIME OF THE
COMMITTEE ON THE JUDICIARY,
Washington, D.C.

The subcommittee met at 10 a.m., room 2237, Rayburn House Office Building, the Honorable John Conyers, Jr. [chairman of the subcommittee] presiding.

Present: Representatives Conyers, Gudger, Volkmer, Ashbrook, and Sawyer.

Staff present: Leslie E. Freed, counsel; Gene Gleason, investigator; Thomas N. Boyd, associate counsel; Dorothy C. Wadley and Martha K. Brown, assistants.

Mr. CONYERS. Good morning. The subcommittee will come to order.

The Subcommittee on Crime of the House Committee on the Judiciary is beginning hearings today on what we consider to be a critical subject that has in some ways been ignored across the years by both branches of the Congress; the question of railroad vandalism and some of the injuries and the serious damages that are a consequence thereof.

We have found out already that in 1976 there were some 42,564 acts of vandalism, which is dangerous, not only to the passengers, but also to people who man the trains on our Nation's railways.

This vandalism cost has exceeded $5½ million in 1976 alone.

What we are trying to do here today is to focus on this problem of the injuries and the deaths that have resulted because of people shooting or throwing missiles at moving trains. We must ask the question whether there is any legislation at the Federal level that may be required, to remedy the problem. Because of the fact that one of the former members of the subcommittee, Mr. Hughes, of New Jersey has introduced legislation, we thought this would be an appropriate time to address the issue. The subcommittee will commence its work in this session of Congress on these hearings.

A complicating factor is that railroad employees, when they are injured, are not eligible for the benefits that might accrue under the Federal Employees Liability Act—FELA—since, of course, railroad negligence is almost never involved.

And so we have statistics from the Federal Railroad Administration that point out that there were 1,330 rail accidents over the last 10 or 11 years, and more than 20 people have been killed and hundreds injured.

We think that this is an important subject matter and, although there are at least four parts of the United States Code, Title 18, that apply, none specifically deals with the problem, thus we have legislation introduced by our colleague from New Jersey, the Honorable Bill Hughes, a member of the committee.

We are also going to hear testimony from the Department of Justice, from those who are working and operating on the railroads, and we have a letter from the American Association of Railroads to be introduced into the record, and we will ask the Federal Railroad Administration for their views.

Are there any statements by my colleagues before we begin?

Mr. ASHBROOK. Mr. Chairman, I certainly concur in everything you have said and I merely want to apologize in advance to my good friend and able colleague, the gentleman from New Jersey. I would like the gentleman to understand he has other commitments. Unfortunately—I should not say unfortunately—this morning, the Secretary of Labor is testifying before one of my other committees and I honestly think I probably should be present, since it is the picketing bill, and he has important statements to make, and I will be in and out. I want you to know, merely it is not because of the lack of interest in either your statement or the legislation here.

Thank you, Mr. Chairman.

Mr. CONYERS. We now welcome our colleague, a former member of the subcommittee, for his introductory remarks in connection with this legislation.

TESTIMONY OF HON. WILLIAM J. HUGHES, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. HUGHES. Thank you, Mr. Chairman.

I am going to say to the chairman and my colleagues on the subcommittee that I regret not being able to rejoin you this year, but as the chairman well knows, I did receive an assignment to the Subcommittee on Merchant Marine and Fisheries, and I have a number of different areas in my district, such as ocean dumping pertinent to 200-mile limits, so that I just cannot do everything and, unfortunately, I had to give up my assignment on the Subcommittee on Crime.

Mr. Chairman, I want to commend you and the members of the Subcommittee on Crime for scheduling this hearing today and focusing greater attention on the problem of railroad vandalism.

I appreciate having this opportunity to testify and to discuss my legislation, H.R. 4507.

[A copy of H.R. 4507 follows:]

95TH CONGRESS
1ST SESSION

H. R. 4507

IN THE HOUSE OF REPRESENTATIVES

MARCH 4, 1977

Mr. HUGHES introduced the following bill; which was referred to the Committee on the Judiciary

A BILL

To amend title 18 of the United States Code to impose criminal penalties on certain persons who fire firearms or throw objects at certain railroad trains, engines, motor units, or cars, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That chapter 97 (relating to railroads) of title 18 of the
4 United States Code is amended by adding at the end the
5 following new section:

6 **"§ 1993. Committing acts dangerous to persons on board**
7 **trains**

8 "(a) Whoever knowingly throws, drops, projects, or in
9 any manner propels any object at or upon any railroad train,

railroad engine, railroad motor unit, or railroad car used by any common carrier by railroad that engages in the transportation of passengers or property by rail in interstate or foreign commerce shall, if such throwing, dropping, projecting, or propelling could reasonably be expected to cause physical injury to a person, be punished as provided in subsection (c) of this section.

"(b) Whoever knowingly fires any firearm, as such term is defined by section 91(a)(3) of this title, at any railroad train, railroad engine, railroad motor unit, or railroad car used by any common carrier by railroad that engages in the transport of passengers or property by rail in interstate or foreign commerce shall be punished as provided in subsection (c) of this section.

"(c) The penalties for the offenses defined in this section are as follows:

"(1) For violation of subsection (a) or (b) of this section—

"(A) that results in the death of a person, a fine of not more than $15,000, or imprisonment for not more than fifteen years, or both; or

"(B) that results in physical injury to, but not the death of, any person, a fine of not more than $10,000, or imprisonment for not more than five years, or both.

"(2) For a violation of subsection (a) of this section not result in physical injury to or the death of any person, a fine of not more than $1,000, or imprisonment for not more than one year, or both.

"(3) For a violation of subsection (b) of this section not resulting in physical injury to or the death of any person, a fine of not more than $5,000, or imprisonment for not more than three years, or both."

SEC. 2. The table of sections for chapter 97 of title 18 of the United States Code is amended by adding at the end the following new item:

"1993. Committing acts dangerous to persons on board trains.".

SEC. 3. Section 1991 of title 18 of the United States Code is amended—

(1) by striking out ", in any Territory or District, or within or upon any place within the exclusive juris-

(1) by striking out ", in any Territory or District, or within or upon any place within the exclusive jurisdiction of the United States," where it appears in the first paragraph;

(2) by striking out ", within such jurisdiction," where it appears in the second paragraph; and

(3) by inserting "used by any common carrier by railroad that engages in the transport of passengers or property by rail in interstate or foreign commerce"

1 immediately after "locomotive" the first place "locomo-
2 tive" appears in each of the first two paragraphs.
3 SEC. 4. Section 1992 of title 18 of the United States
4 Code is amended by striking out "train, engine, motor unit,
5 or car used, operated, or employed in interstate or foreign
6 commerce by any railroad" and inserting in lieu thereof the
7 following: "railroad train, railroad engine, railroad motor
8 unit, or railroad car used by any common carrier by rail-
9 road that engages in the transport of passengers or property
10 by rail in interstate or foreign commerce".

Mr. HUGHES. The increasing number of stonings, shootings, and other attacks directed against the Nation's railroads is cause for very serious concern. This is a problem which is not widely known outside of those who regularly ride or work on trains. However, those that are familiar with the problem are aware that instances of individuals throwing rocks, bricks, bottles, and other objects at railroad trains, as well as sniper incidents have reached horrifying proportions.

Together, these amount to what you have aptly described as guerrilla warfare being conducted against the Nation's railroads.

Two incidents that occurred last year serve to illustrate the severity of the problem. In one incident, in Chicago, a 27-year-old fireman was killed when struck by a half empty beer bottle somebody threw at a train. In another case, a 67-year-old passenger on a train near Boston was killed by a large brick dropped from an overpass.

Some of these attacks are conceivably the ill considered act of some individual, often a juvenile, who does not appreciate the danger. In many other instances, however, they are the product of elaborate planning, or committed under such circumstances where the individuals involved must have contemplated serious injury resulting from their actions. This is particularly true when firearms are involved or when heavy objects are suspended from railroad underpasses at a height where the train cannot avoid colliding with the object.

It is almost unbelievable that there are individuals who will throw bricks or bottles at a train, or shoot at a train, or place obstructions in the path of a train as if it were a toy target at some penny arcade. Yet, it happens more often than we care to discuss, sometimes with tragic results.

I firmly believe that there continues to be an urgent need to provide greater protection to the Nation's railroad passengers and workers from this type of offensive attack. The individuals making these attacks must be made to realize that this type of activity creates a very grave risk of death or injury, and that shootings and stonings along railroad rights-of-way will not be tolerated.

The legislation I have introduced, H.R. 4507, would make it a Federal offense to knowingly throw objects at railroad trains if such an action could reasonably be expected to cause physical injury to a person.

In addition, the proposed legislation would make it unlawful for any person to fire a gun at a train.

The proposed penalties vary in severity, but depending upon whether death or injury resulted from the action, or whether a firearm was involved.

A law such as I am proposing is not a new concept. A substantial number of States already have some type of statute on their books concerning stoning or shooting at trains, or both. Still other States have laws on reckless endangerment or assault that are intended to cover this type of offense.

Accordingly, in enacting the type of law that I am proposing, we would not be creating a new crime. In other words, we would not be making unlawful a certain course of conduct that is now lawful. The real innovation is that we would be making this type of activity a Federal offense, instead of relying on local enforcement of State laws.

Philosophically I am reluctant to enact Federal laws on subjects where States are capable of solving the problem. However, after a careful examination of the problem of railroad vandalism, I feel there is not only precedence, but also compelling public policy reasons for enacting a Federal statute on this subject.

First of all, there is already a long history of Federal commitment toward maintaining the safety of the Nation's rail line. There are numerous Federal laws on the books making certain types of activity with respect to railroads a Federal offense. These include theft from railroads, and efforts to wreck or disable a railroad train.

Many of these statutes were enacted even though they covered activity that was already illegal under State law, on the grounds that States were unable to effectively deal with crimes against railroads.

Legislation similar to my proposal was passed by the Senate during the 90th Congress, although no action was taken by the House.

In addition, I might point out that, in recent years, the Federal Government has had an increasingly large stake of the wellbeing of the Nation's railroad, not only through subsidies, but by being the source of the enabling statutes for Amtrack and ConRail. Together with the Federal regulatory functions over railroads, it is clear that railroads are increasingly interrelated with the activities of the Federal Government.

A second major point is that although there are numerous State laws prohibiting railroad vandalism and sabotage, the effectiveness of those provisions are seriously undercut by low levels of enforcement, and the widely varying nature of those laws from one jurisdiction to another.

The ineffectiveness of State enforcement is evident not only from the sheer number of assaults, but also the fact that they are on the increase. In addition, the Federal Railroad Administration recently had occasion to comment on this problem and indicated that virtually all of the ways they explored to alleviate this problem has met with failure. Certainly this fact alone would indicate that some expanded Federal role is necessary and desirable.

Finally, as a practical matter, railroad commerce and interstate commerce are virtually synonymous. Every day, the workers on the Nation's railroad travel many hundreds of miles by rail through a large number of jurisdictions with varying laws and varying levels of enforcement relating to rock throwing or shooting incidents, or efforts at sabotage.

It seems to me that a very impelling case can be made for affording those workers and passengers the same degree of protection regardless of the jurisdiction through which they are traveling.

Mr. Chairman, 10 years ago, the Senate Judiciary Committee made the following observation, and I quote:

> Incidents of stoning and shooting at trains, as well as other acts of vandalism, are becoming more numerous in all parts of the country. Despite the efforts of the railroads and local authorities, the situation is growing worse. Although there has been an increase in the number of persons apprehended for vandalizing trains, the number of trains vandalized and the number of persons injured as a result thereof has increased.

Unfortunately, that statement is truer today than it was 10 years ago. Although the remedy might be different than the one I had proposed, I feel convinced that there is an urgent need for greater

action to eliminate the senseless and violent attacks against individuals working and riding on the Nation's rail lines.

Mr. Chairman, again I thank the committee for their time and consideration, and urge this committee to act in an expeditious fashion, as I know the committee will, on H.R. 4507 or related legislation.

Mr. CONYERS. Thanks Bill. That is a good way to get our hearing off to a start. You have made a thoughtful statement and accompanied it with legislation that seems to address the problem pretty well.

You know, as you were talking about this casual attitude toward violence that characterizes the problem that your legislation addresses, I could not help but think about increased television violence. It has got to be influencing a lot of the people, most of whom I would suspect are the juveniles, who are responsible for this increase in railroad vandalism.

You know, we almost have a society now where people blowing up a building or a truck pushing people off high places, is commonplace. All manners of violence are perpetrated daily—nightly on the tube—and almost all of our youngsters are getting a free lesson in gratuitous violence. Thank goodness only a few of them are participating in it, but worse than that, all of them are getting used to the notion of violence existing in our society.

I am reminded that there was a newspaper article in either the Times or the Post that pointed out that many youngsters are afraid to go out of their homes, that they expect violence to be visited upon them whether they have had some evidence of a violent nature, and I think this entire atmosphere pinpoints that. Railroad vandalism is on the increase and as you know our crime rates unfortunately show very little inclination for dropping.

Now, is there any way that the State prosecutors can be taken to task, because your point is probably one of the more serious objections to Federal legislation, that there are crimes on the books all ready. I was just wondering if this subcommittee or ourselves in our individual capacity could go before the Association of State Prosecutors—and you probably were one, whatever the national organization may be—and put the problem to them directly.

Mr. HUGHES. I think, Mr. Chairman, that is not only possible, but probably desirable. I think one of the problems has been that the prosecutors perhaps throughout the country have not really put the priority that is necessary on this type of crime. I do not have to tell you that the average county prosecutor or district attorney is just overloaded with work. They have a very difficult time really trying to handle the case load that they have. With the advent of plea bargaining which came about primarily because of the tremendous work loads, unfortunately, this type of offense is relegated to a fairly low priority. It is unfortunate that this is the case. I suspect that it does require more attention focused upon these particular crimes.

I would think that the railroad industry, the worker organizations that are concerned about the crimes, would be well advised to do the same thing we are doing today; that is to start focusing more attention upon such problems, certainly at the State level; but that is not entirely the answer. I think the present piecemeal approach, with each jurisdiction being a little different, is not the right approach for crimes that are more interstate than not.

It seems to me that we place enough Federal emphasis upon our rail corridors and that we have enough of a Federal involvement in the corridors, that it is an area of criminal activity that we should examine for potential Federal legislation. I think it is important for a railroad employee or passenger riding on our rail lines to—to rely on some degree of consistency, some degree of uniform enforcement; and that is not occurring today.

Mr. CONYERS. Mr. Gudger, we welcome you to the subcommittee, and we are wondering if you have any questions to the witness?

Mr. GUDGER. Thank you, Mr. Chairman.

I apologize that I was a few minutes late, but I came immediately from a full committee meeting of the Interior Committee. I would like to ask one question of Congressman Hughes.

I am very sympathetic with your legislation, and I ask—I was thinking about it here as you were making your remarks it occurred to me, first, that possibly the protections that your bill seeks to provide for occupants of trains might likewise be provided to the occupants of trucks and vehicles on a public highway, and then it occurred to me that our public highways have a great law enforcement force which is protecting those who use those highways, and that this force is not available to protect those who are in the train corridors, as you referred to, and that there is a vast distinction between the protection that is provided for those who are transporting goods by motor carrier and those that are transporting goods by rail line because of the State highway patrols that patrol the public highway.

Would you care to comment on this, about the vacuum that exists so far as protection along the rail corridors, so far as State law enforcement is concerned?

Is there a relative vacuum?

Aren't you having to do your own policing, so to speak?

Mr. HUGHES. I think that that is the case. It is unfortunate that the rail corridors have been largely neglected. I think that is the occasion for this particular legislation. I personally, and as a chairman, and some of my colleagues know—am opposed generally to Federal legislation where the States can perhaps address the problem without Federal involvement.

I think that localities and States can often address law enforcement problems a lot more effectively than the Federal Government. But I think that we have a tremendous gap when it comes to the rail corridors, and I think my colleagues well know that the Federal Government's commitment to the railroads is a lot more than it has been in the years past; unfortunately, we have not really been focusing upon this particular crime problem. The chairman has tremendous problems in his area with the railroad vandalism, and every day there are all types of senseless crimes being directed at rail lines. I think that we can help fill the gap with this type of legislation, and I think we will achieve the kind of consistency that I believe that those riding the rail lines and those employed by the rail lines have a right to expect. So I do think there is a need for Federal involvement.

Mr. GUDGER. Congressman Hughes, one further question.

I notice that probably your comments do not address the incidents of railroad crime and assault-type crime, but that perhaps others will be doing so during the course of these hearings. Has any study been

made to find out where there are pockets of experience, where there is a high rate of assaultive-type conduct?

I mentioned the situation in the chairman's area, and I think of the situation in my own State of North Carolina, and I can recall that there are certain areas in which there seems to have been much higher incidence of railroad vandalism and, of course, assaultive-type conduct in my own State.

Have you made any special study to find the precise areas where there has been a high incidence of this type of crime?

Mr. HUGHES. There is that data, and you have a number of witnesses that will be testifying here today, that will provide specific incidents and specific places where that type of assault and sabotage occur. And even though I do not think the data is as comprehensive as we would like it to be, there is a great deal of information available. It is our hope that perhaps by beginning the dialog on this issue we will begin to amass the additional data that I think you would like to have and I would like to see. But we will get a lot of information, I think, from the various witnesses that are to appear here today. We will hear from a pretty broad cross section who will testify about the types of crimes being committed and the areas where the crimes seem to occur.

Of course, they are more localized in the urban than they are in the small rural areas and, of course, they often follow a pattern.

As the chairman has indicated, unfortunately, one event triggers a lot of other events; somebody suspends a refrigerator from an overpass and that gets some publicity and a lot of people try the same thing. The same thing occurred a few years ago with skyjacking, where one skyjacking triggered a lot of skyjacking. Unfortunately, we are the victims of suggestion by TV and the mass media. Our young people often get the impression that such conduct is fashionable and acceptable; violence has become a way of life, to some extent because of the power of suggestion by the mass media. You pick up a newspaper every day, and after you read it you think the world is just falling apart; you really do not get the other side of life often.

But the people that are a little sick, youngsters who are impressed, learn a lot from these incidents and, unfortunately, the only way we can begin to address that problem is by more balanced programing and coverage.

The crimes directed at railroads perhaps do need a more effective approach at the local level; but I do not think that the inconsistency that you have between jurisdictions lends itself to the type of enforcement that those that ride the corridors have a right to expect.

So, for that reason I think it is important that we are beginning this dialog. The real issue is whether Congress should address it from a uniform, consistent enforcement standpoint. I believe we must, and when we do we will begin to focus more effectively on this particular type of crime.

Mr. GUDGER. One final question, Mr. Hughes.

I see your bill as generating or creating a new criminal offense of Federal jurisdiction, and I perceive that creating this new crime would then permit Federal enforcement and, hopefully, an ability for Federal investigation and Federal enforcement to deal with these pockets.

I wonder if we define the pocket specifically enough, if we could reassure ourselves that perhaps the degree of enforcement expense would not be staggering?

Mr. HUGHES. Well, I suspect that it might be very difficult to try to focus on specific pockets of crime. What is a problem area today may not be a problem area tomorrow, and just vice versa. I think, if you are going to approach it from a Federal standpoint and attempt to employ the resources of the Federal Government, you have to have a statute that applies throughout the country. I do not think that we can depend upon the present incidents in one area as being the area of utmost concern for tomorrow. I think it can change, and I think it would be very difficult also to try to approach it from a piecemeal standpoint.

I question whether that is the way to legislate.

Mr. GUDGER. Mr. Chairman, one final observation.

I did not mean to suggest that the law should be anything less than uniform, if it be enacted. I merely suggested that possibly it would not mean that we would have to have police units in every State in the Union, in every county, in every State.

Mr. HUGHES. Oh, I understand you, and I quite agree. I think that in most instances where the incidence is very high we already have the FBI and other Federal resources available. As you know, the FBI is already dealing with robberies, burglaries, and a whole host of other Federal offenses within the State. I think that we do have the resources to address this type of crime.

Mr. CONYERS. I had a lot of press calls already and I know you have, too. Well, Bill, suppose as a result of these hearings there is an increase in vandalistic attacks, would we be culpable too as part of the problem, especially if we do not finally pass a bill?

Mr. HUGHES. Yes, I think that there is a responsibility. There obviously is a demonstrated need. We have, I think, a tremendous gap. The facts and figures indicate that this type of crime is on the increase, and I think that this committee has to decide whether or not there are overriding public policy reasons for the Federal Government to step in to try to fill what, in essence, is a gap.

Mr. CONYERS. Well, then I hope the media cautiously reports our activities here today. I introduce our new colleague from Michigan, whom we welcome to the Judiciary Committee and the subcommittee, Mr. Harold Sawyer.

Mr. SAWYER. Thank you, Mr. Chairman.

I, too, am sorry I was late. I came from another committee meeting myself. In fact, I left before it was finished to get here. I am an ex-prosecutor and before that a trial lawyer, so I am a little—I have a little point or two of curiosity about this bill.

In Michigan, for example, whose laws I am reasonably familiar with, having worked with them for some 30 years, you say it is a 90-day jail or a $100 fine for shooting a gun at a train and killing somebody. Now, that is not correct. Maybe if you threw a rock at a train and missed it, you might get a $1.90 fine or 90 days in jail, or whatever, but in Michigan, if you shoot a gun at a train or throw a rock at a train and kill somebody, you know, the penalty is fairly serious.

I recognize that was not your testimony, but this is part of the argument in the writing here.

I wonder why we need, you know—and I would guess now—I am not familiar with the laws of every State, but I would guess in most States of the Union if you fire a gun willfully at a train and kill somebody, you are probably talking second degree murder, if you did not have a specific victim and a purpose, and in most cases the second degree murder is considerably tougher than what you have outlined here or, like a 15-year maximum. In most States it would bring life and perhaps give you the option of parole as opposed to first degree—in Michigan there is no parole on first degree and you are—the only difference is on second degree you are eligible.

I just wonder what we accomplish if we wanted to limit the penalty down to the question if you throw something at a train and miss it, or just hit the train and do not hurt anybody. Then I see no argument against maybe having a provision that would toughen the penalty, but certainly if you do these things and either kill somebody or injure somebody, in most States of the Union—and I would guess in every State of the Union—the penalty is tougher than the penalties you have here. And State law enforcement, from all I have observed—and I have served on both sides of the fence for a long time—is a lot tougher and faster than Federal law enforcement, because the Federal courts, as you know, are really clogged up, and the FBI is really thinly manned out in the boondocks where I come from, so I just wonder what we accomplish with this, except maybe a tougher uniform thing for somebody who throws a rock and misses, who does not hurt anybody.

Mr. HUGHES. Well, I think your point is well taken, Mr. Sawyer, insofar as penalties provide. It does vary from State to State and I would suspect that the penalty provisions in this legislation, if we were to survey, would probably be a median of the penalty provisions throughout the country.

I think the penalty provisions really are not the most important aspect at this point. This is the beginning of a dialog. Certainly, the penalty provisions could be up to 30 years or whatever this committee decides is appropriate.

That is really not the big issue.

Mr. SAWYER. This is the big issue—whether or not we inject Federal jurisdiction into something that is essentially a crime committed within a State, wherever it is. It has to be within a State.

Mr. HUGHES. Of course. I am an old prosecutor, too. As my colleague knows, bank crimes are committed within States and post office crimes have to be committed within a State and they are a Federal crime. In fact, most Federal crimes are committed within a State. It is a question of whether or not we want to bring Federal resources to bear upon other types of crime.

Now, we made a valued judgment that crimes against banks with a national charter for instance, will bring Federal resources to bear upon the actor. The railroad corridors today are important in interstate commerce. The question once again is whether or not we believe that there is a need, whether there are enough policy reasons to bring, once again, Federal resources to bear upon crimes against our railroads. We already make certain actions against railroad property a Federal offense.

I have come down, even though I am philosophically generally opposed to having the Federal Government pick up any additional

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responsibilities where the States can do an adequate job, on the side of Federal involvement on this issue.

The Federal Government does have a lot at stake with the railroads. We have a deep commitment to Amtrak and ConRail. There is merit to the argument that we need some degree of uniformity in both the law and in enforcement. I think there are overriding public policy reasons why we should be trying to bring our Federal law enforcement resources to bear upon these crimes.

Mr. SAWYER. Of course, the whole thrust today in the Federal judiciary, in the whole Federal system is to limit the jurisdiction and to cut down and divert jurisdiction to various other things because the Federal courts are really overwhelmed. Now, you know, before I was a prosecutor, I was a private practitioner, and under the circumstances it is almost—in my district at least, people are waiting Federal jurisdiction in civil matters to try to get over to the State court so they can get their cases tried.

The Federal courts are really overwhelmed and this, of course, is important, and as far as Federal enforcement resources go, frankly out in the field I do not think they compare with State or local as far as the resources.

Now, in our jurisdiction, for example, the U.S. attorneys office in the western district of Michigan always, or almost always, waives jurisdiction in bank robbery cases to the prosecutors, because we do a better job, have more people, more staff, more everything, and of course, while it is a Federal crime, it is also robbery in the State law, so that we have the same—at least the same penalties available and quicker in the courts, more staff, more everything.

The Federal enforcement may sound very good and, you know, it is very efficient in many areas, but when you get out in the States, the FBI is an awfully thin grey line. I tell you, they are not heavily staffed. The Federal courts and the Federal U.S. attorneys offices are thinly staffed compared to local prosecutorial authorities, generally speaking.

Mr. HUGHES. Well, I think that that is true.

As you well know, the Judiciary Committee—in fact, my subcommittee—is now considering Federal judgeships. Our courts are understaffed. We do need additional judges. But I do not really think that because we are overburdened we should turn our backs on new legislative initiatives to deal with a problem area, particularly if there are compelling public policy reasons why a particular course of conduct should be made a Federal violation.

I do not think it is well for this body, the Congress, to shirk that responsibility because we do not have sufficient judges or sufficient staff. If we do not have them, we should have more judges and better staff then. I agree that the States perhaps are not quite as conjested as are the Federal courts, but they are very conjested; and as my colleague well knows, crime problems become a matter of priority within the State, just as in the Federal Government.

Unfortunately, many of our white-collar crimes and crimes where there are often no victims, receive too much attention, and the violent crimes often receive too little. I am hopeful that in the years ahead we can start to reorder those priorities so we can begin again to focus in on the crimes of violence and, hopefully, that is what we will do at both the State and Federal level.

But, again, I think the real issue here is whether or not there is a vacuum, and if there is a vacuum, is it a vacuum such that can be better filled by the Federal jurisdiction as opposed to State. I have decided that there are compelling public policy reasons why there should be some degree of uniformity, both from the standpoint of legislation making it a crime to commit these assaults against the rail lines or against persons riding the lines, and also from the standpoint of enforcement.

Mr. SAWYER. Well, Congressman Hughes, if somebody fires a gun willfully at a train, let us say, and kills somebody, and knowingly, intentionally does that, is there any State in the Union that has a lesser maximum penalty on that than 15 years? I do not know; I just——

Mr. HUGHES. Of course, you are working on the assumption that there is a felonious killing, with malice aforethought. You have just described a first degree murder situation and, obviously, that is homicide in any jurisdiction. I would not have to check the statutes. I think I can very easily say to you that homicide is adequately covered by the States but you just described something that is not contemplated by this legislation. Basically this legislation is aimed at vandalism, and often the type of vandalism we are trying to address does result in personal injury or death. But that is not usually tantamount to homicide.

Mr. SAWYER. Well, I am just curious. I do not mean to be argumentative because I do not know.

Mr. HUGHES. No, I do not think——

Mr. SAWYER. You refer to a vacuum, and I just wonder if there was any State, you know, that you are aware of, where if you either deliberately throw something at a train or fire a gun at it knowingly and intentionally and somebody is killed or wounded or injured, that they do not have a rather severe penalty available under the State law?

Mr. HUGHES. I think my colleague will agree that it would be very, very difficult to establish that a person clearly intended to kill some specific person riding on a train. That is not usually the type of case.

Mr. SAWYER. No.

Mr. HUGHES. Most of these incidents arise because somebody is doing something either senselessly or viciously, not because they either harbor some particular gripe against the railroad or some individual. In many instances it's someone just looking for some fun and it happens to be the railroad that particular day. And the rail employees and passengers are unfortunately becoming more and more the victim of that type of crime. But again, Mr. Sawyer, I think that the question of punishment is clearly of minor import. The real issue is whether or not there is a gap in State law and enforcement, and if so, whether it should be filled by the Federal Government as opposed to the State to insure some degree of uniformity. I think that is the policy question we have to look at.

Mr. CONYERS. Well, I want to thank you, Bill. You have set a good perimeter around this question. You have introduced legislation and you have given us the benefit of a good start on this first hearing.

Mr. HUGHES. Thank you, Mr. Chairman.

Mr. CONYERS. Our next witness is Mr. J. R. Snyder, on a panel consisting of Mr. Edward McCulloch, Mr. Lawrence Mann, Mr. James E. Wiles, Mr. H. E. Thrower, and Mr. Riley Yonker.

Mr. Snyder, for the committee's information, is chairman of the Safety Committee of the Railway Labor Executives Association, and he served as National Legislative Director for the United Transportation Union.

Mr. Mann is an attorney with a Washington-based law firm and represents interests of railroad labor in legislative matters before the Congress.

Mr. Wiles is from Trenton, N.J., and is a locomotive engineer for ConRail; Mr. Thrower is a conductor on the Seaboard Coast Line, from Rockingham, N.C.; Mr. Yonker is from West Virginia and is with the Baltimore and Ohio Railroad; Mr. McCulloch is with the Brotherhood of Locomotive Engineers.

Who would like to initiate this discussion?

TESTIMONY OF JAMES R. SNYDER, CHAIRMAN, RAILWAY LABOR EXECUTIVE ASSOCIATION AND SAFETY COMMITTEE, AND EDWARD L. McCULLOCH, VICE PRESIDENT, BROTHERHOOD OF LOCOMOTIVE ENGINEERS

Mr. SNYDER. Mr. Chairman, I am Jim Snyder, the chairman of the Railway Labor Executive Association and Safety Committee.

I am prepared to present testimony, with the permission of the Chair and the committee. I would like to incorporate for the record my entire statement to be attached as an exhibit.

Mr. CONYERS. Without objection, so ordered.

Mr. SNYDER. As well as the statement of Mr. Edward McCulloch, vice president and international legislative representative, Brotherhood of Locomotive Engineers.

Mr. CONYERS. Likewise, we will put all the statements into the record.

[The prepared statements of Mr. Snyder and Mr. McCulloch follow:]

STATEMENT OF THE RAILWAY LABOR EXECUTIVES' ASSOCIATION

My name is J. R. Snyder. I am the National Legislative Director of the United Transportation Union (UTU). I am appearing today as Chairman of the Safety Committee of the Railway Labor Executives' Association (RLEA). The RLEA represents 100 percent of the railroad workers in this country, and the names of the constituent organizations are as follows:

American Railway Supervisors' Association
American Train Dispatchers' Association
Brotherhood of Locomotive Engineers
Brotherhood of Maintenance of Way Employees
Brotherhood of Railroad Signalmen of America
Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
Brotherhood of Railway Carmen of the United States and Canada
Brotherhood of Sleeping Car Porters
Hotel & Restaurant Employees and Bartenders International Union
International Association of Machinists and Aerospace Workers
International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers, and Helpers
International Brotherhood of Electrical Workers
International Brotherhood of Firemen and Oilers
International Organization of Masters, Mates and Pilots of America

National Marine Engineers' Beneficial Association
Railroad Yardmasters of America
Railway Employees' Department, AFL-CIO
Seafarers' International Union of North America
Sheet Metal Workers' International Association
Transport Workers Union of America
United Transportation Union

Appearing with me are Marshall Sage, UTU's Legislative Research Director, Edward McCulloch, National Legislative Representative and Vice President of the Brotherhood of Locomotive Engineers, and Lawrence M. Mann, the attorney who represents RLEA in this matter. Also present here today are several members of RLEA's constituent unions. They are prepared to discuss instances in which trains on which they were working have been the targets of bullets and other objects hurled at them by vandals. We appreciate the opportunity to bring this matter to this Subcommittee's attention. I want to begin by emphasizing the extremely serious nature of this problem.

The major purpose of the legislation for your consideration is to prevent attacks on railroad employees by making shooting and throwing objects at the trains on which our men work a federal crime.

There are literally thousands of incidents in which bullets are shot and rocks are thrown at trains each year. An accurate statistical analysis is impossible because many incidents go unreported and no organization keeps complete files of those that are reported. I have with me, however, an entire cardboard carton filled with instances of stonings and shootings. These are reports that were sent to the United Transportation Union alone during the past few years. I have arranged to have a duplicate copy of this file made and will lodge it with the record so that you can examine the reports at your convenience.

When you examine the files, you will see that it contains reports of over 1,900 separate attacks on trains which occurred in the period from 1972 to 1976. These attacks include 184 cases in which the trains were hit by gunfire. These figures, of course, reflect only a small proportion of the incidents that actually took place because, as I pointed out earlier, many incidents go unreported. Such under-reporting is to be expected since the men who submitted these reports are hired and paid to operate railroad trains safely, not to collect statistics on vandalism.

We are fortunate that C. H. Jones, Safety Chairman of the UTU's Local No. 240 has diligently compiled reports of stoning and sniping attacks which have occurred on the Los Angeles Division of the Southern Pacific Railroad. Mr. Jones admits that he has not been able to collect and report all such attacks but his records do show that on that one small part of our nation's railroad system, there were 1,292 separate attacks made on trains during the past four years. His report also shows that one train may be attacked several times during one day by gangs of rock and bottle throwing youths too numerous to count. If Mr. Jones' reports are any indication of what conditions are like in the rest of the country, the frequency of these senseless attacks has reached shocking proportions.

The Louisville and Nashville Railroad recently reported that vandals made 1,734 attacks on its employees and equipment during 1976. These figures include 217 incidents of crews being shot at by firearms or pelted with objects.

On January 25, 1977, the Federal Railroad Administration (FRA) prepared an Incident Report Summary showing the impact of missiles upon railroad cabooses and locomotives during November and December 1976. The Report was based upon information obtained from 52 railroads. It shows that 877 incidents were reported during the two months and fortunately only 47 persons were injured. A copy of the Report is attached to my statement.

The danger of serious injury and death to railroad employees and passengers created by these attacks is very real. We are not dealing with small boys merely bouncing pebbles off the sides of empty box cars. Train crew members routinely must "hit the deck" in their efforts to avoid being hit by flying glass and rocks the size of baseballs. The criminals who are attacking trains today aim for the windows where they know the crew will be and then laugh when the crew hits the deck. They hurl rocks and bricks easily large enough to kill a man. They shoot pistols, rifles and shotguns. They drop cement blocks, scrap metal and railroad ties from bridges. One group near Baltimore even hurled a part of a large sign from an overpass at the engine. It crashed through the left side of the windshield hitting the conductor. His right index finger was cut off and he suffered severe lacerations of the right arm, a ruptured spleen and severe internal injuries.

Unfortunately, such tragedies are not just isolated incidents. They have occurred far too often, leaving scores of railroad workers dead and injured in the

last few years alone. In the file I am leaving with the Subcommittee, you will find reports of ten deaths and 138 serious injuries suffered by railroad men as the result of attacks on their trains.

For example, on July 14, 1976, in Chicago, 27-year old fireman, Kenneth Podlewski, was killed when someone threw a half empty beer bottle at the window of the locomotive cab in which he was riding. The bottle shattered when it hit the window and fragments of glass struck Mr. Podlewski on the head and neck, severing his carotid artery. He died three hours after entering the hospital.

Conductor, W. C. Diday, was riding in the caboose of his train after departing from Conway, Pennsylvania, when he was struck in the face by a brick thrown through the window. He survived, but lost many teeth, had to have surgery on his face and jaw, and was restricted to a liquid diet for months after the attack. On May 28, 1974, brakeman, Louis Reitnauer, lost his left eye to a rock thrown at the window of the caboose in which he was riding near Rochester, New York. Another brakeman, Ken Mercer, age 30, suffered a fractured skull which required surgery to relieve the inward pressure on his brain when he was hit by a thrown rock near Tacoma, Washington. On June 8, 1974, a 50-year-old brakeman was killed by a shotgun blast fired through the window of his caboose near Dayton, Ohio.

These examples are but a few of the tragedies which have struck railroad workers in recent years. Because of time restrictions, I will not try to recite the rest of them here.

In addition to these apparently senseless stonings and shootings, our members are increasingly endangered by modern-day train robbers who take advantage of freight trains moving slowly uphill, often in urban areas. The robbers stop such trains by applying the brakes on a car and boarding particular cars for the merchandise. While the train is stopped, the crew members must risk their lives while inspecting the train to locate the affected car. Such robberies are almost nightly events in some areas. The Detroit Free Press on April 6, 1975, reported that robberies are so common in one section of track in Detroit that the area is known as the Ho Chi Minh Trail. I am attaching a copy of this article to my testimony and request that it be inserted in the hearing record.

When the dangers of the robberies are added to the attacks made on trains by rock throwing hoodlums, the situation is truly shocking. I am disappointed that this country has allowed this disgraceful situation to continue as long as it has.

There is no adequate effort now being made to remedy these problems. State laws and enforcement are grossly inadequate to meet the task. First, not all of the fifty states even have laws specifically dealing with shooting and throwing missiles at trains. For example, neither Ohio nor Pennsylvania have such laws. In states which have no laws directed against attacks on trains, the crews are at the mercy of the attackers. This situation is intolerable for men who must earn their living on trains which travel through these states which leave them unprotected.

Second, many state laws which have been enacted to deal specifically with attacks on trains fail to prevent such attacks because the penalties provided are absurdly light. The maximum penalty for throwing an object at a train under the Illinois statute is a $200 fine. New Jersey punishes a person who shoots or throws anything at a train under its "disorderly persons" statute which has a maximum sentence of six months and a maximum fine of $500. In New York, the fine is limited to a maximum of $250. Michigan treats throwing an object at trains as a misdemeanor with a maximum penalty of only 90 days in jail or a $100 fine, or both. In their misguided sympathy for the attackers, they forget the victims who were or could have been injured or killed. The result is punishment so light that it serves as no deterrent at all to would-be attackers who are often "let off" with a small fine or merely a suspended sentence. For example, Mr. H. E. Thrower from Rockingham, North Carolina, who is with me today, has a bullet in his neck resulting from a malicious attack. The offender was given only probation by the judge. These lenient punishments are made possible because no state laws contain mandatory minimum penalties for these attackers. Such lack of punishment can serve only to teach the offenders that they have little to fear even if they are apprehended and convicted. The light sentences increase the frustration of railroad workers who realize they have almost no protection from the attacks.

Third, even in those states which have enacted statutes specifically dealing with attacks on trains, those laws fail to protect workers against rock throwing and shooting because they are not adequately enforced. Local police tend to view these incidents as matters that should be handled by the carriers' own security forces.

Consequently, the local police are reluctant and even unwilling to protect railroad property and employees from vandalism and attacks. Unfortunately, the railroads own security forces have never been adequate to protect workers and trains from snipers and rock throwers along the right-of-way. Thus, the reports of railroad workers who have sought help to protect themselves from acts of vandalism show a pattern of frustration and futility. On one hand, local police are too often unwilling to act, and on the other, railroad security forces are inadequate to deal with the matter properly.

Even more serious than the failure by the local police to protect railroad workers, is the greater breakdown in the system which occurs when the perpetrators of these attacks are convicted of their crimes. Those crimes too often are viewed as harmless, youthful pranks by lenient judges who conveniently ignore the jeopardy in which the attackers place railroad employees.

Having presented the serious nature of this problem and the inadequate response the states have made to it, I will now turn to H.R. 4507 and describe how it deals with the problem. The bill amends Title 18 of the United States Code to make shooting or throwing objects at trains a federal crime and RLEA supports the purposes of this proposed legislation, but we feel that the bill has a major weakness in that the penalties for a violation are inadequate. We feel that the only way to reduce the problem which exists is to impose sufficiently strong penalties to be a deterrent to a would-be vandal.

Section 1(a) of the bill makes it a federal crime to throw or drop any object at or upon a railroad train, car, engine unit or locomotive which is used by a common carrier by a railroad engaged in interstate or foreign commerce if such action could reasonably be expected to cause physical injury to a person. This section is necessary to provide a uniform federal law which will protect railroad employees who must work the many states where protection from these dangers is inadequate or nonexistent. It is limited to acts which "could reasonably be expected to cause physical injury," thus insuring that truly harmless activity will not be punished under it.

Section 1(b) makes it a crime to fire any firearm at a railroad train, car, motor unit or locomotive used by a common carrier by a railroad which is engaged in interstate or foreign commerce. This section provides, as does Section 1(a), a uniform federal law to remedy the gaps and inadequacies in many state laws. Together, Sections 1(a) and 1(b) provide the basis for vigorous federal action against the perpetrators of these alarming attacks on trains and train crews.

Section 1(c) sets the penalties for violations of Sections (a) and (b). We are very disappointed in that the bill does not contain adequate penalties. For example, in the event of a murder, Section 1(c)(1)(A) provides for imprisonment of not more than 15 years. In contrast to this, the federal homicide statute has a maximum penalty of life imprisonment or death (18 U.S.C. §1111).

The punishment should fit the crime. This section, if enacted, would be the only federal statute in which a murderer could not be sentenced to at least life imprisonment. See, for example, 18 U.S.C. §2031 (rape); 18 U.S.C. §2113(e) (bank robbery). The proposed 15 years imprisonment in case of death on a train does not even contain sanctions as effective as those dealing with crimes where no one is physically injured. See, for example, 18 U.S.C. § 95 (racketeering, 20 years); 18 U.S.C. §2113(b) (bank robbery, 20 years); 18 U.S.C. §2114 (mail theft, 25 years); 18 U.S.C. §113(a) (assault, 20 years). The present federal crimes relating to entering a train to commit a crime (18 U.S.C. §1991) and wrecking a train (18 U.S.C. §1992) both impose imprisonment of up to 20 years. I think you can see from this that the sanctions in this bill simply will not act as a deterrent.

Also, we feel minimum mandatory penalties must be imposed on any person convicted of violating the act. Such provision for minimum penalties should be similar to the minimum sentences contained in 18 U.S.C. § 924, the federal gun control law, or in 21 U.S.C. § 848 which sets minimum sentences for certain persons who violate the federal narcotics laws. These mandatory minimum penalties are essential to correcting the problem resulting from haphazard state enforcement and inconsistent sentencing by judges. Most importantly, the deterrent effect would be enhanced greatly.

Section 1(c)(B) of the bill similarly contains inadequate sanctions. One who injures a railroad employee could not receive more than five years imprisonment. Here again we feel that a minimum prison term should be imposed.

Another area this legislation should deal with is the treatment of juveniles and youthful offenders. We submit that juveniles should be prosecuted in federal

courts instead of being surrendered to state authorities as is provided under law. This is necessary to insure that violators under 18 years of age will be dealt with more uniformly by the federal authorities and not handed over to inept state enforcement mechanism. Effective deterrence requires that potential violators know that they cannot evade the reach of the federal authorities if they attack trains. However, the offender under 18 years of age should continue to be proceeded against as a juvenile in the federal system.

We feel also that persons between the ages of 18 and 21 who are charged with violating this act should be exempt from the provisions of the Federal Youth Corrections Act and related statutes. Present law permits such offenders to be surrendered to state authorities, have their sentences suspended, receive indeterminate sentences and be committed to special facilities for treatment rather than be sent to prison. All persons 18 years and older should be subject to the mandatory minimum penalties. This treatment is necessary for adequate deterrence because anyone 18 or over is mature enough to understand the dangers he or she creates by shooting at trains and their crews, and such youth must expect to suffer the full consequences of his or her acts.

To insure that mandatory minimum penalties will not be lowered, appropriate language dealing with probation, suspension of the sentence, and parole should be adopted. Comparable provisions are contained in 21 U.S.C. § 848(c) which applies to certain federal narcotics law violators, and 18 U.S.C. § 924(c) which applies to a second offender convicted of committing a felony using a firearm. Such a section is necessary to prevent the courts and parole boards from continuing the regretable tendency to treat those individuals who attack trains so leniently that they destroy the deterrent effect of the laws against such attacks.

Section 2 is a technical provisions which merely adds a reference to the proposed 18 U.S.C. § 1993 to the table of sections in the U.S. Code.

Section 3 amends 18 U.S.C. § 1991 to make it a crime to enter upon any railroad train, car or locomotive used by a railroad engaged in interstate or foreign commerce with the intent to commit murder, robbery or any unlawful violence upon or against any passenger or crewman or to commit any other crime against any person or property on the train. The penalty for attempted murder or robbery is a fine of not more than $5,000 or imprisonment for not more than 20 years, or both. The penalty for other violations of this section is a fine of not more than $1,000 or imprisonment for not more than a year, or both.

As now written, 18 U.S.C. § 1991 only covers these acts if they are committed within any Territory and District or in any place within the exclusive jurisdiction of the United States.

Section 4 amends 18 U.S.C. § 1992 to make it a crime to willfully derail, disable or wreck any railroad train, engine motor unit or car used by a railroad that engages in interstate or foreign commerce. The penalty for violating this section is a fine up to $5,000.00 and imprisonment for up to 10 years, or both. The penalty for a violation of this section which results in the death of any person is imprisonment for any period up to life.

As now written, § 1992 only applies to railroad trains, cars, motor units or engines if the trains, cars, etc. are themselves used in interstate or foreign commerce. The amendment extends this section to cover all railroad cars, etc. which are used by railroads which are engaged in interstate or foreign commerce, and eliminates the problem of proving that the actual car or train derailed was used in interstate or foreign commerce.

In conclusion, there is a desperate need for federal legislation designed to help put an end to violence directed at railroad train crews. H.R. 4507 attempts to meet this problem. However, we feel that the changes we suggested in this testimony must be made in order to achieve an effective law.

MISSILE IMPACT UPON RAILROAD ROLLING STOCK
February 25, 1977

The following tabulation updates prior January 25, 1977 report and reflects responses from 52 railroads, nine of which reported no incidents.

Month:
- November.....575
- December.....302

*Vehicle & Location of Impact:
- Locomotive (313):
  - Front..... 84
  - Side.....196
  - Rear..... 8
  - Roof..... 25
- Freight or Pass. (272):
  - Front..... 34
  - Side.....210
  - Rear..... 1
  - Roof..... 11
- Caboose (382):
  - Front..... 22
  - Side.....319
  - Rear..... 29
  - Roof..... 26

Speed:
- 1 MPH..... 10
- 5 MPH..... 47
- 10 MPH..... 77
- 15 MPH..... 71
- 20 MPH.....149
- 30 MPH.....179
- 40 MPH.....126
- 50 MPH..... 74
- 60 MPH..... 18
- 70 MPH..... 3
- Unknown.....123
- Average Speed (MPH)..27.1

Direction of Movement:
- Forward.....837
- Rearward..... 14
- Unknown..... 26

Impact Upon Vehicle:
- Carbody.....501
- Window.....355
- Unknown..... 21

Method of Projection:
- Hand Thrown.....754
- Slingshot..... 5
- Overhead Suspension.... 9
- Gun.....109

*Type of Missile:
- Stone or Rock.....693
- Building Brick..... 15
- Cinder Block..... 2
- Glass Bottle..... 25
- Other..... 43

*Type of Firearm:
- Pellet Gun..... 36
- Shotgun..... 17
- Rifle/Pistol..... 41
- Other..... 6

Injuries Reported..... 47

*Totals may not agree because of possible combinations of one or more categories.

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There were 877 reports for two months averaging 440 per month and projected to 5800 per year. There were 47 injuries or 5.4% of the total incidences which were generally superficial resulting from stones and shattered glass. Three stones passed through open windows and eight penetrated closed windows, additionally 65 windows were broken or shattered. There were six rifle/pistol penetration; five through closed windows and one low caliber bullet penetrated the rear door of a caboose(lodging in the back of an occupied chair). In one case, pellets from a shotgun passed through an open window. Penetration/entries were 2% of the incidents. Glazing damage accounted for 31% of the incidents.

Rifle-pistol incidences accounted for 5% of the total reported. Other firearm accounted for an additional 6% of the total. Stone and similar hand-thrown or dropped missiles accounted for 89% of the total incidences reported. Train speeds between 5 and 30 mph accounted for 69% of the known speed incidences and 29% occurred between 40 and 60 mph. Average speed was approximately 27 mph. Ten of the largest railroads reported 76% of the total incidences. Source: American Assn., of Railroads.

[From Detroit Free Press, April 6, 1975]

There's a Little War Going on Along Detroit's Rail Lines

(By Kirk Cheyfitz; photography by Alan Kamuda)

The Daltons are dead, their train robbing career cut short in 1892 when the gang got caught in a midsummer blizzard of bullets in Coffeyville, Kan. The dreaded Doolins, scourge of the railroads in the Oklahoma territories, have long since joined their fellow bandits in the grave. And the rails have been safe for nearly a century from the depredations of Jesse James and his men.

The famous cops who fought these famous robbers also have drifted into other things. Alan Pinkerton's little private detective agency no longer gives full time and attention to the railroads and their bandit problems. Pinkerton formed his agency in 1850 mainly because the Rock Island and Illinois Central railroads promised to pay well for the services of a sharp private eye. But since then, the Pinks have branched out.

It might seem from all this that train robbing is no longer what it used to be. And it might appear that any surviving railroad cops must have been mustered out of service by now to spend their last days in some leather-upholstered home for aging relics of the long gone West. But robbing trains has proven to be a very tenacious part of the American heritage. Listen:

The time, as they say in the TV melodrama, is the present. The Livernois Extra, one underpowered locomotive pulling some 60 heavy boxcars, is creeping through the dark along the Penn Central tracks in southwest Detroit.

The Extra is a night ferry, shunting cars between two of Penn Central's Detroit switching yards. It is carrying loads of food, auto tires and other goods. This particular night, it's also carrying some extra passengers.

Two of the passengers are Erick Wallbom and Michael McKee, riding the back platform of the train's caboose. They are detectives in the Penn Central Police Department.

Another passenger is riding farther forward on the train, perched precariously between two cars. He is a train robber. Nobody has seen him yet, but he's there.

The robber got on the train some time back. Running in the shadows and keeping low to the snowy ground, he grabbed an iron hand hold on one of the boxcars and pulled himself aboard.

He slowly works his way between two cars and turns a valve shutting off the air that keeps the train's air brakes open, The valve is called an angle cock, and the railroad cops call the maneuver angle-cocking a train.

Once the angle cock has been turned, the train's brakes begin to take hold. And once the brakes are fully set and the train is stopped, it won't move again until someone walks the length of the train, locates the one valve out of a hundred or more that has been closed, and opens it up again.

The Livernois Extra creaks and stops, helpless. Shadows begin to move on the side of the tracks. Wallborn, a 31-year-old former salesman who has been a Penn Central policeman only seven months, spots three men moving toward one side of the stalled freight.

A radio crackles in a Penn Central auto that has been criss-crossing the city streets to follow the train: The whispered report is that three or four men are running at the other side of the boxcars.

The auto, driven by Lt. Art Jones, a uniformed Penn Central cop, has lurched up a snowy, dirt ramp to get from the street to the elevated railroad right-of-way. The move was too fast. The robbers see the trap and disappear. No bust tonight. But at least there'll be no half-empty boxcar either.

Meanwhile, the train is still sitting, stalled on a four-mile stretch of track known to the railroaders as Grand River Hill. It runs north and south between Michigan and Woodward. The center of the Livernois Extra is stopped near Tillman Street.

The railroad cops have a nickname for this stretch of track. Their Old West predecessors might have called it Dead Man's Grade or Ambush Ridge. But the archaic slang of the West has given way here to a modern language. The railroad cops of today call this stretch the Ho Chi Minh Trail. It's the best place in Detroit to ambush and rob a train. And the cops view it as hostile, occupied territory.

Inside the train, the crew members stare out the windows at one of Detroit's poorer neighborhoods. Rows of dark, single-story shacks stretch away from the tracks into the midnight cold.

The tracks are up on a hill, about 15 to 20 feet above street level. They are a deserted zone of snow and steel, a different world in the middle of the city. It's very quiet. And the only light is from scattered street lamps on the streets below.

It is the job of someone on the train crew, now, to get out of the warm, locked caboose and walk that train, find the closed angle cock and set the Livernois Extra free. But nobody moves. They're not stepping out in the Ho Chi Minh Trail in the freezing darkness just to get a freight train going. They're scared.

There is a brief debate. Some muttered jokes. Then the two detectives, armed and equipped with radios, jump down and begin the inspection. They find the closed angle cock. The Extra lurches lightly and moves off.

A rare incident? No. There is only one thing about the Great Attempted Train Robbery of the Livernois Extra that wasn't absolutely typical of life along Detroit's Ho Chi Minh Trail. The bandits failed to make off with a few hundred dollars worth of somebody else's property.

The tales the Penn Central cops tell about the Ho Chi Minh Trail sound like war stories straight from the front. The trains get anglecocked and have had as many as 30 robberies at once, they say. Sometimes whole neighborhoods participate. The gangs are organized, complete with lookouts and waiting vans to haul away the loot. Many of the neighborhood stores will buy hot goods from the robbers and resell them for a hefty profit.

Many of the modern train robbers are packs of kids, 12 to 16 years old, who work for some Fagan like adult mastermind in a real life version of Oliver Twist. Others are dope addicts stealing to support a habit. A few, the ones who get caught least often, are professionals who can empty one quarter of a boxcar and disappear in minutes.

The robbers don't confine themselves to the Ho Chi Minh Trail, or the Penn Central. They range over the stretching yards and open track scattered all over Detroit and beyond. They hit moving trains, waiting trains and boxcars that are standing idle. They travel to the Dearborn and Hamtramck yards for tires. They rush the boxcars in the Lincoln yards in the Melvindale and Lincoln Park to get cigarettes and liquor. They loot the big vans that wait in the Livernois truck yard to be loaded onto flat cars. And they're constantly checking out a one-miles tretch of track between Livernois and Dearborn Avenue called Fort Street Hill where trains are assembled.

The train robbers' take is impressive. While officials of the bankrupt Penn Central are extremely closed-mouthed about their losses from theft, and the Association of American Railroads, an industry group, keeps confusing statistics, it appears that America's railroads lost between $12 million and $200 million to thieves and vandals during 1976. An estimated total bill for loss and damage came to almost half of the railroads' total earnings that year.

George H. Mahoney, chief of the Penn Central police in the large region that centers on Detroit, told a reporter about three years ago that his railroad alone was losing $50–60 million a year to theft.

It isn't that the railroad cops have been sitting back and doing nothing. They make arrests until they're blue in the face. Last year, in the region under Mahoney's control, they made 931 busts. They say 200 of those arrests were for felonies—major thefts.

The police threw 8,421 trespassers off Penn Central property in the region last year. Many of these trespassers were casing trains and preparing for robberies, or were probably attempting to rip off the railroad when they were ejected, the police say.

The railroad cops of Detroit today face the same kind of problem that the old railroad dicks faced in dealing with popular train robbers such as Jesse James. The neighborhoods are friendly to the robbers, not the police. Any house or store or church could be hiding a bandit or warehousing some hot merchandise. And no one seems to get a bad name in the neighborhood between W. Vernor and the tracks by robbing the railroad.

Sgt. William Ittel, a railroad cop with five years on the force, tells a story about trying to make an arrest on Wat—— at the railroad tracks in the summer of '73. Another railroad cop had spotted a man he recognized breaking into a boxcar earlier that day, so when they spotted him again, they went after him. But the neighbors apparently took offense.

"I never saw so damn many people come out of alleyways, doorways—I'm not kidding," recalls Ittel, wrinkling his forehead and managing a sort of wide eyed, schoolboy grin that indicates disbelief.

Ittel says he and half a dozen other railroad cops wound up wrestling for their man with about 50 angry residents. "It was just a free for all fight," he says, and some of the other cops who were there nod an agreement. They finally had to call the boys from Detroit's Second (Vernor) Precinct to help them out, Ittel says.

Luckily for everybody, most of the other attributes of the good old days of train robbing have not survived. The railway bandits of the Old West were more violent than their modern counterparts.

The modern railway bandit seldom carries a gun. And derailing a train just to stop it would be considered a little extreme. Guns and train wrecks have been deemed too noisy and too messy to get serious consideration from the modern train robber. The tools of the modern trade are a wire cutter, to clip through the short lengths of cable used to seal some boxcars, and a tire iron to break more fragile seals and open cars and packing cases.

Since cash is hard to come by and is heavily guarded, today's bandits concentrate on commodities that get less scrutiny but can still be converted to cash with reasonable ease.

Some popular targets and tactics; according to the police:

Tires—Tires are about the most popular commodity. They're easy to steal and hard to trace. Break the seal on a boxcar full of tires and it's comparatively easy to roll a large quantity off the train to waiting friends and accomplices before the cops get wise. The thieves locate the tires by sniffing the cars for the odor of rubber. On the street, they will bring anywhere from $4 to $15, depending on size and quantity. Another popular method of obtaining tires is to get the spares off new cars being transported.

Car radios and tape players—Cadillacs are the favorite target of trainrobbing music lovers because the fancy equipment in a Caddy can bring up to $— when it has been separated from the car, according to one railroad cop. The thief smashes a side window or windshield and then pries the equipment off the dash. Net damages can amount to $1,000 per Cadillac.

Cigarettes and liquor—These two items are given close scrutiny by the railroad police because they're so easy to fence once they've disappeared. They're most available when the boxcars are sitting idle in a yard waiting for transfer or unloading. Both commodities can bring the thief about half of their retail value.

Although these items are favorites, the modern train robbers will take almost anything. One young thief says boxes of Pampers, cereal and crated 10-speed bicycles are among the items he's taken or seen taken.

If the railroad police are barely treading water in their fight to outsmart the robbers, it isn't their fault, says one Detroit police official who has watched the railroad's crime problem for the last few years. Commander James Bannon, chief of the Second Precinct, credits the railroad cops with being a competent crew.

But Bannon, whose officers have worked with railroad cops in the past, adds, "I think they are competent guys who are understaffed, overworked and haven't got the proper mandate" from their employers to really stop the millions of dollars in thefts.

The facts would seem to support Bannon's thesis, and even some of the railroad cops themselves agree with Bannon's criticism.

There are 33 working officers in the Detroit section of the Penn Central police. At most, six are on duty at any one time. These half-dozen men must protect one of the busiest railroad centers in the Penn Central system. They are charged with patrolling 980 miles of track in the Detroit area. They have 11 separate switching yards to watch. On an average day, there are 7,900 cars moving through their jurisdiction and more than 42 trains.

They have to protect many boxcars which are not locked at all. And they have to keep the train robbers from jumping on interyard trains that crawl across the inner city at the inviting speed of 6 to 10 mi/h.

To the extent that they fail in this difficult job, the public must pick up the tab.

Bannon is severe in his criticism of railroad management. "There are some significant security measures that could be taken by railroads in general," he says. "It's rather asinine that they haven't, in fact, followed some of the recommendations that have been made over the years on the securing of boxcars."

Bannon, along with many of the railroad officers, suggests that sturdy locks on boxcar doors would significantly reduce the robbers' take.

John A. Risendahl, head of security for the Association of American Railroads, gets very offended when anyone criticizes his industry. "Anything can be done better," he says, "but how much better I don't know and how much you can afford to spend is another question."

Risendahl says the nation's railways are spending $100 million a year to keep 4,500 people on security details in the United States and Canada. At the same time, he insists, the railroads are making a big investment in new security devices.

More closed containers are being used for transporting autos. And locks are going on boxcars containing "those items that seem to warrant the added protection," he says.

The main thing to remember, adds Risendahl, is that crime is not something the railroads invented. Crime is society's problem, he says. "We can't build walls and fences around all the yards, all the terminals and every mile of right-of-way."

STATEMENT OF E. L. MCCULLOCH, VICE PRESIDENT AND NATIONAL LEGISLATIVE REPRESENTATIVE, BROTHERHOOD OF LOCOMOTIVE ENGINEERS

My name is E. L. McCulloch. I am Vice President and National Legislative Representative for the Brotherhood of Lomocotive Engineers with offices at 819 Railway Labor Building, 400 First Street, NW., Washington, D.C.

The BLE's Legislative Program is under the jurisdiction of President John F. Sytsma, Chairman of the National Legislative Board.

We appear here in conjunction with other rail labor unions, all of whom are associated with the Railway Labor Executives' Association, in an effort to acquaint the Subcommittee on Crime of Judiciary Committee with an adverse situation that exists within our society wherein certain elements are waging a malicious assault against railroad engine and train operating employees. The assault has been labeled "vandalism".

Locomotive Engineers, many of who are veterans from the second World War, Korean and Vietnam conflicts, tell us that going to work in railroad yards and terminals is tantamount to being on a battlefield. Some yard locations are so dangerous that engine and yard crews refuse to switch industry in the area without railroad police protection.

In years past, Locomotive Engineers only fear was train accidents resulting from head-on or rear-end collisions, a broken rail or a bridge collapsing—accidents that could be controlled with good track and roadbed maintenance and efficiency of operation.

Today, Locomotive Engineers fears are more profound and come from a source they cannot control. They fear a rifle shot out of the dark—a bottle, a brick, a railroad spike, a tieplate or other deadly missiles thrown from unknown places by unknown persons: a manhole cover, concrete block, old refrigerator, divan and even heavier objects swung from an overpass at windshield level and obviously designed to kill or main employees on the locomotive. Fifty gallon drums filled with rocks and stood between the track is another common method used by these unknown persons who desire to derail trains. They pry open switches after destroying expensive locks and place metal between the switch points so the signal system will not be activated and stop the train. Many of the methods they employ are ingenious and certainly indicate a level of knowledge of the equipment above that of a child prankster or even a teenager.

In some areas, usually near schools or public playgrounds, these unlawful persons actually line up along the railroad tracks to bombard the locomotive with rocks and other objects, all of which have the capacity to kill and injure engine employees.

In other areas, these persons break the air hoses between cars to stop the engine and head-end of the train in tunnels, knowing full well that the employees on the engine will be asphyxiated from diesel fumes unless they walk and sometimes run out of the tunnel.

All of these incidents and many more are a matter of record and even though they may be good "bragging" material for teenage gangs or bring a good "belly laugh" to adults when they tell how the Engineer dove for the deck of the engine when he saw that rock coming at his head, you can believe me when I tell you these incidents are not funny to the men who man the locomotives and trains.

This deadly situation did not begin last week or last month. It has been going on for a number of years and is getting progressively worse by the day.

As an example, let me relate one such instance that occurred to one of our Locomotive Engineer members on May 13, 1974. Brother Charles Dee Fuller, like countless other railroad employees, went to work on this day to perform his job responsibility and to provide a good economic livelihood for himself and his

family. While at work and for no reason, he was shot by a sniper just as if he was on a battlefield, instead of a railroad yard in the U.S. where law is supposed to prevail. Since that day, Brother Fuller has been paralyzed from the neck down. He lost his career, his home and all semblance of a normal life all because of a sniper who evidently wanted to kill a railroad employee.

More recently and to demonstrate the seriousness of throwing objects at locomotives, trains or cabooses where employees work, is the case of Brother K. J. Podlewski. On July 13, 1976 Brother Podlewski, aged 27, was working as a Fireman-Helper on a Grand Trunk Western freight train when several youths sprang from the bushes along the side of the tracks and began pelting the train with rocks and bottles. One of the bottles hit the edge of the side window, shattered and cut Brother Podlewski's face, eyes and neck. The neck injury cut an artery and Brother Podlewski bled to death. All of the industry was appalled as I'm sure you are at this cowardly act by a hoodlum.

As a result of this, the BLE offered a reward. In September of 1976, the Police apprehended the killer, a 13 year old boy, who, along with other teenagers, had been drinking beer. He said he threw the quart bottle to break out the lights on the locomotive.

We sympathize with any 13 year old who will have to live with the knowledge for the rest of his life, that he killed an innocent man, but Brother Podlewski, a veteran, is just as dead as if he had been shot by an enemy sniper or stepped on a Claymore mine on the battlefield in Vietnam. The 13 year old boy was charged with involuntary manslaughter.

You may reasonably ask what action the Organization representing their workers have taken to alleviate these deadly acts of vandalism. Well, for one thing, we have dedicated the front page of our newspaper, THE LOCOMOTIVE ENGINEER, to reporting acts of vandalism. We have encouraged our members to report every attack to the authorities. The Legislative Representatives in our locals, and the State Legislative Board Chairmen have called to the attention of Legislators, City Officials, Judges and to the extent possible, the general public, the problem of vandalism.

It would not be reasonable to print herein even a small part of the articles carried in THE LOCOMOTIVE ENGINEER, nor can we possibly relate the many instances of vandalism. Therefore, we are attaching as "Exhibit A", a list of the headline stories on vandalism carried in THE LOCOMOTIVE ENGINEER for the past several months.

Exhibit B consists of a select number of letters from our members on acts of vandalism. These files were compiled for the specific purpose of determining the extent of acts of aggression against our membership. The file leaves no doubt that vandalism is nationwide and of an aggressive nature against our membership.

According to the Louisville & Nashville Railroad published figures, vandals made 1,734 attacks on L&N employees, equipment and property during 1976.

These figures include 217 incidents of crews being shot at or pelted with rocks. Other incidents include damage to buildings, tampering with signals and switches, and the placing of obstructions on the tracks.

During 1976, 110 persons were arrested in connection with rock throwing or shooting incidents, of whom 85 were juveniles; 1,046 juveniles were arrested for criminal trespass on L&N property during 1976, many of whom were released to the custody of their parents.

L&N has had some success in reducing the number of incidents of vandalism by youngsters through school programs designed to teach children that such acts are dangerous. L&N is supporting efforts to have federal legislation passed to deal with offenders.

Bulletproof glass and the air conditioning of locomotive cabs and cabooses would go a long way toward protecting railroad operating employees, but stronger glass and air conditioning will not stop vandals from tampering with signals, prying open switches or placing obstructions upon the tracks. This can only be stopped by strong law enforcement against persons who commit acts of aggression against a railroad train. Whatever action is taken, it must be strong enough to deter vandalism.

We have met with the Federal Railroad Administration (FRA), the Association of American Railroads (AAR), and representatives of the glazing industry. We are pleased to report that the FRA has conducted rule making procedures on the matter of specifications for windshields and side windows. Specifications will require the use of windshields and side windows with sufficient integrity to protect engine and train crews when inside the locomotive and caboose.

We have made no progress toward the air conditioning of locomotives and cabooses. With air conditioning, employees would be protected behind vandal-proof glass and out of danger. Air conditioning has many additional safety advantages and health improvements in addition to the protection against acts of vandalism. Air conditioning would make it possible to keep the windows closed a majority of the time and in addition, protect employees against the many health hazards associated with industrial waste, dust particles, and gas fumes that are common in railroad yards.

Mr. Chairman, we feel confident that we have made a valiant effort to focus attention on the question of vandalism throughout the industry. Our facilities are not adequate to reach the general public.

Now Mr. Chairman, we are here before this distinguished body calling attention to a war that has been declared on railroad operating employees by certain elements of our society—a sometimes shooting war, but most of the time—a rock throwing—switch tampering act that kills or injures engine and train operating employees—a war in which our members cannot fight back. We are sitting ducks, we have no other place to turn, we need your help.

We need legislation to mandate punishment against vandals of all ages who trespass upon railroad property to commit an act of vandalism—Mandatory punishment for any person who throws any object at a train or engine upon which employees are working and/or causes any object to be placed on the tracks or swing above the tracks that endangers the life of employees or trains, or tampers with switches or signal systems that result in derailment of trains or death to any person—Mandatory punishment that a Judge cannot commute.

We are told by our membership and local Police authorities that it is pointless to apprehend the rock throwing vandals because the permissive Judges only send them home under the supervision of their parents. I am told one Judge required vandals to write essays on "Why I should not throw rocks at trains". This type of punishment tends to convince the perpetrator that no one cares if they throw rocks or shoot at trains.

Therefore, we ask of this Committee to legislate mandatory punishment against the vandals who are killing and injuring railroad employees.

I would not suggest this to such a distinguished Committee but many of our members have told me to ask you for the right to defend themselves and I might add, I am sure some of our members are prepared to do just that. They don't like the idea of working in areas where the law will not protect or defend them or punish the violators in the courts. We are opposed to retaliatory measures but at the same time, we have no assurance that some will not act to protect themselves against vandals.

To determine the extent of proposed legislation, the Subcommittee on Crime of the Judiciary Committee should bring together all Federal and State laws covering trespassing and acts of vandalism against railroads. This would give the Committee a broad view of laws on the books and resolve the question of whether we need additional legislation or mandatory enforcement procedures.

In addition, the FRA should include in their Accident/Incident Reporting procedures, all acts of vandalism. Congress, industry and labor need this recordkeeping procedure to evaluate the results of proposed legislation and industry for their school educational program.

I trust that this Committee will give this matter serious consideration and take prompt action to alleviate this adverse situation.

Exhibit A

Articles appearing in the Locomotive Engineer

February 25, 1977—"Here's what a vandal did to one member of the BLE".
February 18, 1977—"Los Angeles official is helping in drive to combat vandalism".
January 21, 1977—"December was a busy month for Los Angeles area vandals".
January 14, 1977—"$5,000 fine for killing an eagle; what is an engineer's life worth?"
January 7, 1977—"What vandals did to one BLE member".
December 31, 1976—"Vandals in action".
December 10, 1976—"BLEr launches own crusade in bid to curtail vandalism".
December 3, 1976—"Vandals make City of Angels a living hell for train crews".
November 19, 1976—"How Florida law combats vandalism".

November 5, 1976—"California vandalism laws show need for passage of uniform Federal curbs".
October 29, 1976—"Laws against vandals are worthless unless they are vigorously enforced".
October 22, 1976—"Why states can't be relied on to pass laws curbing vandals".
October 15, 1976—"Not all vandals throw things".
October 8, 1976—"Who are the vandals?"
September 24, 1976—"Hartke vows to aid BLE in fight against vandals".
September 17, 1976—"First a head and then an arm, and you go through a hailstorm".
September 10, 1976—"A cry for help".
September 3, 1976—"Let's curb those vandals".
July 23, 1976—"BLE member killed by vandal's missile".

Exhibit B *

REPORTS FROM MEMBERS ON ACTS OF VANDALISM

The following Incident Reports are pre-printed, pre-addressed and appeared in the center page of the Locomotive Engineer for the convenience of our Members.

Incident report
Missile impact upon rolling stock

DATE: Dec.10 1976

TIME OF DAY: 10:30 pm

LOCATION: Mile 175 near Amqui,Tenn.

VEHICLE: Locomotive ☒ Amtrak No.543 Freight or Passenger Car ☒ Caboose ☐

DIRECTION OF MOVEMENT: Forward ☒ Rearward ☐

SPEED MPH: 1 5 10 15 20 30 40 50 60 70 80 90 (X)

IMPACT UPON VEHICLE: Carbody ☒ Window ☐

LOCATION OF IMPACT: Front ☒ Amtrak--610 & 543 Side ☐ Rear ☐ Roof ☐

METHOD OF PROJECTION: Hand thrown ☐ Slingshot ☐ Overhead Suspension ☐ Gun ☐

TYPE OF MISSILE: Stone or rock ☐ Building brick ☐ Cinder block ☐ Glass bottle ☐ Other Item ☐ ☒ Earth mover tire apptx.4 feet in diameter

Firearm: Pellet Gun ☐ Shotgun ☐ Rifle/Pistol ☐ Other ☐

Kind: Rubber tire

Kind:

REMARKS: Working as engineer on Amtrak train L&N 215 at Amqui,Tenn. this large earth mover tire was put on track.Due to the snow guard front of engine No.610 the tire was knocked up a bank,the tire rolled down knocking step on eng.543 out of line then hitting triple valve on Amtrak passenger car No.1118 off & cut out valve handle off thowing the train in emergency,18 min.delay.

Report By: Roger A.Williams Div.78 Railroad: L&N R.R.Co.

91-645 O 77 - 3

Vandalism report

Missile impact upon rolling stock

DATE: 1-31-77

TIME OF DAY: 2PM

LOCATION: A Trailer Park on the outskirts of Selma, Ala.

VEHICLE: Locomotive [X] Freight or Passenger Car [ ] Caboose [ ]

DIRECTION OF MOVEMENT: Forward [X] Rearward [ ]

SPEED MPH: 1 5 10 15 20 (30) 40 50 60 70 80 90

IMPACT UPON VEHICLE: Carbody [ ] Window [X]

LOCATION OF IMPACT: Front [ ] Side [X] Rear [ ] Roof [ ]

METHOD OF PROJECTION: Hand thrown [ ] Slingshot [ ] Overhead Suspension [ ] Gun [X]

TYPE OF MISSILE: Stone or rock [ ] Building brick [ ] Cinder block [ ] Glass bottle [ ] Other Item [ ] Kind:

Firearm: Pellet Gun [X] Shotgun [ ] Rifle/Pistol [ ] Other [ ] Kind:

REMARKS: A young blond Rabbit boy about 7 or 8 years old were smiling obviously as the engineer approached him. I turned the wave out the cab window the lad pulled up his rifle and fired luckily the pellet struck the metal frame keeping me from being struck in the face.

Report By: Mickey Webster - Engineer Railroad: L&N RR

Vandalism report

Missile impact upon rolling stock

DATE: 1-31-77

TIME OF DAY: 4:37 AM (VERY EARLY)

LOCATION: BROWNLEY'S OVER UNIVERSITY (BLIND NIGHT 6:00 AM)

VEHICLE: Locomotive [X] Freight or Passenger Car [ ] Caboose [ ]

DIRECTION OF MOVEMENT: Forward [X] Rearward [X]

SPEED MPH: 1 5 10 15 20 30 40 50 60 (70) (ACTUALLY 75) 80 90

IMPACT UPON VEHICLE: Carbody [X] Window [X]

LOCATION OF IMPACT: Front [X] Side [X] Rear [X] Roof [X]

METHOD OF PROJECTION: Hand thrown [X] Slingshot [X] (HOMEMADE) Overhead Suspension [X] Gun [ ]

TYPE OF MISSILE: Stone or rock [X] Building brick [X] Cinder block [X] Glass bottle [X] Other Item [X] Kind: 1957 VOLKSWAGEN (W.W. AUTO HEADS, ETC BLOWN OFF)

Firearm: Pellet Gun [ ] Shotgun [ ] Rifle/Pistol [ ] Other [X] Kind: CROSSBOW

REMARKS: AS I WAS CROSSING NORTH BOUND TRACKS CROSSING, I THOUGHT I HEARD SOMETHING... SOMES-BOARD-BUSES-TRUCKS-BUSES-TRUCKS, THAT SOUND — SOMETIMES THE TRUCKS ON THE SIDE OF THE CAR. THE ONLY WAY THIS COULD HAVE HAPPENED WAS FOR A CROSS-BOW MISSILE TO HAVE HIT THE VALVE COVER. THE 1957 VW LOOKS ON THE OUTSIDE FRONT LIKE A CROSS BOW IN FRONT OF THE REAR DRIVER SEAT, OH! IT WAS HAPPY!

Report By: [illegible] Railroad: [illegible]

January 28, 1977

Vice President E. L. McCulloch
819 Railway Labor Bldg.
400 First St. N.W.
Washington, D.C. 20001

(817)
294-0292

Dear Mr. McCulloch,

In response to articles that I have read in the BLE published newspaper attracting attention to railroad violence, I felt compelled to write this letter. As a member of BLE Local 620 and also as assistant local chairman of UTU Local 69, I feel that it is of great importance to your cause that the story that I will relate could result in possible benefits for railroad safety.

On May 13, 1974 while working as an engineer for the Missouri Pacific Railroad, I was shot by a sniper north of Bryan, Texas. This resulted in an injury to the spinal cord which left me paralyzed from the neck down. Since that time I have lost not only a career but a loss of home, marriage, love, and friends. My scars are much deeper than just the physical appearance. I feel that incidents of this type can no longer be tolerated by the public or by railroad workers themselves. In response to these feelings I have appeared on an ABC television network, WFAA TV Dallas-Fort Worth, speaking out for bullet proof glass and an end to senseless violence. Although my body does not work as it should, my thoughts are very clear and my voice is poignant on this issue.

If I can be of any assistance in your efforts with Congress I would appreciate your consideration of my help. There are many factors and ideas which have not surfaced in this controversy. I believe that a voice must be heard. The public and the railroad companies themselves have shown tremendous apathy in this regard.

I presume you are very involved in your efforts and I will not detain you from them in this letter. However, if you are interested in my story and beliefs then I will await your response.

Sincerely,

Charles Dee Fuller III
signed by Tona Harte
Power of Attorney
6822 S. Hulen Apt. 139
Fort Worth, Texas 76133

Bradner, Ohio
Sept. 27,1976

Dear Mr. McCulloch;

Been reading your articles on attacks on Railroaders. I am a member of division # 493 (locomotive engineer) and well know what these attacks are. I am working Toledo-West on the Con-Rail main line (Toledo,O. to Elkhart,Ind.) . The first day of hunting season and 10 miles west of Toledo,O. meant that we were the " target of the day ". We had two GP-7's and 89 freight cars when three shots from a heavey gun thudded off the side of our lead unit,In no way was this an accident .

On sept.16,1976,The location Stanley yards ,Moline O. Around 5:00 P.M. I had units 6953 & 6916 and had pulled a cut of 12 cars out of track S-4 ,These were to be doubled to track S-1 . I had to pull back over the road (East Broadway) while the conductor threw the switch, then made the tie. Four young people in a red chevvy pulled up and began yelling (I could not hear what they said) The conductor (Robert Mucurrio) was getting the switch when they pulled out a small caliber hand gun. Pointed it at me and began pulling the trigger (I could see the chamber revolve) Luckely ,It was empty,But they were having a great time putting on a scare show. The conductor told me that he was ~~xxxxx~~ afraid of the gun too. This is not the first time this has happend at this location. How long till someone gets shot ?

On Sept.24,1976, Location #2 track,Toledo West Main line between Airline yard and Union station Toledo,O. We were to back our train in the yard (ABR-1&2) We pulled up and stopped close to an overpass.Three young children of spanish decent came along and started shinning a mirror in our eyes (The suns rays). I blew the horn a couple times,But this did not seem to scare them off. When they tired of this they started throwing stones.

On Sept. 22,1976,Again on run ABR-1&2 ,Someone had found a keg of the large bolts used to hold rial joints together ,This was on tracks 1 & 2 Con-Rail main line Toledo-West Mile posts #304 to #303 They placed the bolts down the main line tracks for about a mile (11 to 12 miles West of Toledo,O.) Speed limit is 50 on freight so it made for some bumping traveling over them.One in the frog at Wickle's lumber co. really made us jump in the air.This track is also used by Amtrak #48 & 49 " The Lake shore limited".

These dates & places are fresh in my mind. It is NORMAL for other class action such as going throu Toledo,O. at night to have young people urinate on the engine as you pass under the overpass. On the main between Airline yard and Oakdale avenue yard (Throu the main part of Toledo,O.) I have seen the tracks loaded with evey kind of junk you can imagine. One day we were bound East with our train on #2 main and noticed a good 50 pieces of junk lined up on #1 main with a West bound showing in the distance.We stopped out train and cleared the other main of all kinds of s teel, auto wheels, tie plates, bolts,car parts and other junk. This happens at least 3 or 4 times a day.

When you are on the Toledo,Terminal R.R. the rear end can expect to be shot at when they go over Summit Street around dark.These are low income housing and shotting at cabooses seems to be a past time. No one looks out to see where the shots come from and the fellows tell me they lay on the floor of caboose.

six months ago a Toledo-East engineer was shot in the hand as he was switching a Toledo industrie . About everyone has been hit by rocks at one time or another. It is so bad that you must EXPECT to be shot at or rocks to be thrown. Overpasses for auto trafic has gaurds up to prevent objects from being thrown from them,Why are railroaders ~~xxxxxx~~ expected to be the new targets ? They figure us as easy " Kills " for the vandels.

A good many men have been off with injurys from rocks ,bottles and gun shot wounds. I noticed you are not a coward,I do not think I am either, but working is just like in the Army where sniper is a word to make your blood run cold. In no way do these crud fight a fair fight - I may never see the person who kills or injures me and he well may never be caught.

Sincerely,

Richard D. Miller

Richard D. Miller,
110 East St.S.,
Box 172,
Bradner,Ohio
43406

Hope this letter helps in some way,Everyone is so sick of these attacks

P.O. Box 61
Dennison, Ohio 44621
October 15, 1976

Mr. E.L. McCulloch
Vice President
Brotherhood of Locomotive Engineers
Washington, D.C.

Dear Sir and Brother:

The following are reports of incidents involving vandalism and dangerous trespassing on the part of young school age children or teenage vandals which have taken place on this area of the Consolidated Rail Corporation:

On August 28, 1976, Engineer D.E. Albaugh and Fireman F.L. Howell were engaged in unit train service between Mingo Junction, O. and Georgetown, O., points on the Pittsburgh Division, with Locomotive 3188-3640-7950-3197. At the east end of the Mingo Junction Interlocking, Fireman Howell noticed heavy steel bars laying across the No. 2 Main Track, obstructions which had been placed there by a vandal (s). These bars could have caused a serious derailment. The engineer stopped the unit train and the bars were removed.

On September 18, 1976, Engineer R.E. Bache and Fireman F.L. Howell were engaged in helper service with Locomotive 7214-7264-7198. In the vicinity of M.P. 2 on the Pittsburgh Division (Panhandle District), large rocks were thrown on top of their operating cab from a high cliff which was adjacent to the main track. There were no injuries although repeated attacks have been made against engine crews in this area over the past number of years.

On September 28, 1976, Engineer W.S. McGuire (no fireman) was engaged in Wreck Train service with Locomotive 7139-7232. At the east end of Newark, Ohio, a point on the Columbus Division, there were small pieces of steel placed on the rails by two young teenagers who were brazenly placing the objects on the rails as the train approached them. One of the vandals decided to play chicken and sat down on the end of a tie with his back against the rail. The engineer sounded the whistle repeatedly and rang the bell expecting the boy to move. The Wreck Train, having nine shop cars with six chain couplings in addition to the normal consist, was moving slowly. When it became evident that the young vandal wasn't going to move off the track, the engineer placed the brakes in emergency which caused a severe run in and jeopardized the safety of about 15 men who were aboard. At the last minute the vandal rolled clear and the locomotive missed him by not more than six inches.

On October 9, 1976, Engineer J.M. Randall was engaged in local freight service between Dennison, O. and Columbus, O. with Locomotive 7210-7470-7120. At Newark, Ohio, near the Cedar Street Crossing, on the Columbus Division, a teenager was walking in the middle of the track with his back to the approaching train. According to the head brakeman, J.C. Perkins, the engineer repeatedly sounded the whistle and rang the bell but to no avail. After trying to stop the train with an emergency

Mr. E.L. McCulloch, Vice-President, B.L.E. (cont'd) October 15, 1976

application of the brakes, the locomotive struck the young man. It is my understanding that he suffered two broken arms, two broken legs, a severed leg and internal injuries. It is alarming the number of young people, including school children, who walk on the tracks oblivious to the dangers. One can only ask: Why aren't these young students taught in school about the dangers of trespassing on railroad property?

On August 7, 1976, Engineer W.S. McGuire, at approximately 11:45 A.M., walked out of the Dennison Yard Office (Pittsburgh Division) after reporting for duty on a Turnaround Local with Locomotive 7768-7794. In order to reach the locomotive, McGuire hadto cross the eastbound and westbound main tracks. The two main tracks to the left of the yard office curves to the left. As McGuire looked eastward he was amazed to see a young boy and a young girl (8-10 years of age) walking hand in hand down the middle of the westboundmain with their backs to the current of traffic. McGuire immediately ran down the track and took them by the hands and led them away from the track. It turned out that they were brother and sister and were on the way to the store for their Mother. McGuire, after investing in two cans of pop, took time out and explained to the little citizens the dangers of walking on or near the railroad tracks. McGuire then asked the sixty-four dollar question: "Were they ever taught that it was dangerous to walk on or near the railroad tracks?" This little brother and sister replied: "No."

This incident epitomizes one of the critical shortcomings of our educational systems. We can teach children to bowl, to drive a car, to dance, to play golf, to play baseball, to play basketball or to play football but the systems cannot teach children the dangers which lurk around them, including the pitfalls on the railroads, dangers which could cost them their lives or loss of their limbs.

Enclosed is a copy of a letter, with attachments, from our State Representative, William Hinig, dealing with the subject of teaching children of the dangers which are to be found around the railroads. The attachment is very revealing for it sets forth the fact that vandalism on the interstate and intrastate highways within Ohio is at a minimum. The chief reason for this is that the state furnishes state, county and local police protection for the highway users at no cost to them. In fact, the railroads, through taxes, helps finance the police protection for the highway users. Ironic, isn't it.

Best regards and keep up the good work.

Fraternally yours,

W.S. McGuire

W.S. McGuire
Local Chairman
Division 92 - B.L.E.

encl.

Ohio House of Representatives

WILLIAM E. HINIG
150 S. BROADWAY
NEW PHILADELPHIA, OHIO 44663
96TH HOUSE DISTRICT
TUSCARAWAS, HARRISON, (PARTS) CARROLL & COSHOCTON COUNTIES

Columbus
43215

COMMITTEES
INSURANCE, UTILITIES & FINANCIAL INSTITUTIONS, CHAIRMAN
FINANCE APPROPRIATIONS, VICE CHAIRMAN
HIGHWAYS AND HIGHWAY SAFETY

September 30, 1976

Mr. Wade McGuire
Spring St., Ext.
Dennison, Ohio 44621

Dear Wade:

I am enclosing herewith data received from the State Department of Education regarding Am. H.R. 74 which dealt with the necessity for educating persons on the dangers of throwing objects from overpasses or at railroad equipment.

I believe, Wade, this is in line with your thinking and our discussion at the recent wedding reception.

After reviewing this you wish to discuss it more fully with me, I should be very happy to do so at your convenience.

Very truly yours,

WILLIAM E. HINIG

WEH/kkd

Enclosure

STATE OF OHIO
DEPARTMENT OF EDUCATION
COLUMBUS
43215

RTIN ESSEX
SUPERINTENDENT OF
PUBLIC INSTRUCTION

January 7, 1976

MEMORANDUM TO: Members of the 111th General Assembly

FROM: Martin W. Essex, Superintendent of Public Instruction

SUBJECT: Amended House Resolution 74

Attached herewith is the report of progress of the Ohio Department of Education pursuant to Amended House Resolution 74, adopted April 17, 1975, relative to the necessity for educating persons on the dangers of throwing objects from overpasses or at railroad equipment.

I trust the prompt response of the State Board of Education and the Department of Education have met the intent and purpose of the timely Resolution.

MWEep
Attachment

REPORT

TO

THE

111TH GENERAL ASSEMBLY

FROM

MARTIN W. ESSEX
SUPERINTENDENT OF PUBLIC INSTRUCTION
OHIO DEPARTMENT OF EDUCATION

ON

AMENDED HOUSE RESOLUTION 74

ADOPTED APRIL 17, 1975

REPORT SUBMITTED

JANUARY 1, 1976

REPORT TO THE 111TH GENERAL ASSEMBLY - AM. H.R. 74

The Ohio Department of Education and the Ohio Department of Highway Safety cooperated to implement Amended House Resolution 74 adopted April 17, 1975, by the 111th General Assembly.

The Resolution addresses itself to the necessity for educating persons on the dangers of throwing objects from overpasses or at railroad equipment. The purpose of this report is to define the nature and progress of the program undertaken and the results achieved.

Shortly after the passage of Amended House Resolution 74, a joint meeting with representatives of the Ohio Department of Education and the Ohio Department of Highway Safety was held on April 22 to discuss the various approaches which would be most effective in presenting the dangers of rock throwing from overpasses to school age children and youth as well as to the general public.

A second meeting was held May 21 to consider the implementation of operational techniques.

The most recent conference, December 18, was concerned with a summary of the various activities which had been undertaken by both Departments.

In brief, a representative of the Ohio Highway Patrol reported that incidents of rock throwing from overpasses has declined. It was also reported that there has been no recent record of death or serious injury attributable to an incident of this type.

The attention given to the increased use of citizen band radios, which is a part of the report of the Ohio Department of Highway Safety, was viewed as a significant force in deterring these irresponsible actions.

The yearly enrollment of approximately 180,000 students in driver education classes provides the opportunity to communicate the potential dangers of rock throwing to a large segment of school age youth.

The new edition of the "Ohio Drivers Handbook", which replaces the old "Official Ohio Drivers Manual" and the "Digest", includes the following section related to AM. H.R. 74:

"Throwing or Dropping Objects on Highways Prohibited

It is extremely dangerous (and prohibited by Ohio law), to throw or drop any objects on a road or highway. Tragedy can result from the speed with which moving traffic hits the object. At least one death, several serious injuries, and much property damage have resulted from pedestrians throwing rocks on freeways from overpasses.

A person who accidentally drops an object on a highway must remove it immediately.

The law provides stiff penalties for deliberately throwing objects on highways and if injury or death result, the person at fault could be charged with assault or murder."

The section basically assures that all students who are preparing to qualify for a driver's license are made aware of this serious breach of responsible conduct. More importantly, this section serves to initiate appropriate classroom discussion of the dangers and laws related to throwing missiles that endanger the lives of others. The publication for all Ohioans studying for the driving test is being placed in use beginning in the month of January, 1976.

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Secondly, to assure that these materials are used in the classrooms, the Ohio Department of Education Standard, "Rules and Regulations for Driver Education Programs", Section EDb-801-03, requires boards of education to include the use of this publication in the driver education classroom phase of instruction. The insertion of this message in the basic reference document used for obtaining an Ohio driver's license introduces the message of Amended House Resolution 74 to thousands of new Ohio drivers, in addition to many who find it necessary to study for the renewal of their licenses.

An effort to reach the very young children is attained through the use of "Patrolman Don's Safety Club Journal," published by the Ohio Department of Highway Safety and distributed to schools by the Ohio Department of Education. It is a coloring book designed primarily for first and second grade school children in which basic highway safety education messages are presented. Featured are interesting learning experiences including pictures to color, games, dot-to-dots, crossword puzzles, a safety club certificate, and an Exploring Ohio map which lists major points of interest around the state.

The Journal is laid out in a "Do" and "Don't" format in which the positive and negative actions of highway safety education are illustrated. Included is an admonition related to throwing rocks from bridges.

This "Don't" serves as a basis for initiating classroom discussion to convey the hazards of other such related acts as throwing objects from railroad overpasses or at trains hauling automobiles.

-4-

The Ohio Department of Education distributed the coloring book to all 617 school districts for teachers and students of grades one (1) and two (2). Hence, approximately 363,000 students received the coloring book in the public and nonpublic elementary schools. In addition, some 94,000 copies of "Patrolman Don's Safety Club Journal" have been distributed by the Ohio Department of Highway Safety to other persons at public events, such as the Ohio State Fair.

The Superintendent of Public Instruction, Martin W. Essex, informed the superintendents of all city, county, exempted village, local, joint vocational school and nonpublic schools of the adoption of Amended House Resolution 74 by the 111th General Assembly.

To reinforce the importance of an educational program to alert children and adults of the extreme damage and severe injuries which can result from incidents of rock throwing, the State Board of Education adopted a forceful Resolution to direct additional attention to Amended House Resolution 74. A copy is attached.

This appeal was presented to all school districts. In addition, a letter from the Superintendent of Public Instruction cited applicable provisions of the Criminal Section of the Ohio Revised Code which might be violated by a person throwing objects from overhead passes. A paragraph also was included which explained that while juveniles usually come under the jurisdiction of the Juvenile Court, some offenses which might arise from rock throwing could result in juveniles being bound over to the adult court.

Mr. William T. Sell, Chief of the Driver Education Section, Ohio Department of Education, published the entire AM. H.R. 74

in an edition of the Ohio Driver and Safety Education Association newsletter. This newsletter is distributed to approximately 600 driver education teachers in Ohio.

The continued construction of limited access highways and city thoroughfares provides a compelling reason for attention to this relatively new development in American life. The magnitude of present and future developments necessitates an urgency to focus attention on the moral responsibility to be concerned as individuals and to prevent others from engaging in such irresponsible actions. Secondly, the severe consequences of this unlawful behavior, including the potential for bodily harm or death and subject to criminal conviction, warrant continued emphasis in the textbooks and safety education programs in the schools. Hence, the actions taken since the adoption of Amended House Resolution 74 are intended to initiate additional comprehensive programs.

INCIDENT REPORT SUMMARY
MISSILE IMPACT UPON RAILROAD ROLLING STOCK
February 25, 1977

The following tabulation updates prior January 25, 1977 report and reflects responses from 52 railroads, nine of which reported no incidents.

Month:
- November.....575
- December.....302

*Vehicle & Location of Impact:
- Locomotive (313):
  - Front..... 84
  - Side.....196
  - Rear..... 8
  - Roof..... 25
- Freight or Pass. (272):
  - Front..... 34
  - Side.....210
  - Rear..... 1
  - Roof..... 11
- Caboose (382):
  - Front..... 22
  - Side.....319
  - Rear..... 29
  - Roof..... 26

Speed:
- 1 MPH..... 10
- 5 MPH..... 47
- 10 MPH..... 77
- 15 MPH..... 71
- 20 MPH.....149
- 30 MPH.....179
- 40 MPH.....126
- 50 MPH..... 74
- 60 MPH..... 18
- 70 MPH..... 3
- Unknown.....123
- Average Speed (MPH)..27.1

Direction of Movement:
- Forward.....837
- Rearward..... 14
- Unknown..... 26

Impact Upon Vehicle:
- Carbody.....501
- Window.....355
- Unknown..... 21

Method of Projection:
- Hand Thrown.....754
- Slingshot..... 5
- Overhead Suspension.... 9
- Gun.....109

*Type of Missile:
- Stone or Rock.....693
- Building Brick..... 15
- Cinder Block..... 2
- Glass Bottle..... 25
- Other..... 43

*Type of Firearm:
- Pellet Gun..... 36
- Shotgun..... 17
- Rifle/Pistol..... 41
- Other..... 6

Injuries Reported..... 47

*Totals may not agree because of possible combinations of one or more categories.

.....

There were 877 reports for two months averaging 440 per month and projected to 5800 per year. There were 47 injuries or 5.4% of the total incidences which were generally superficial resulting from stones and shattered glass. Three stones passed through open windows and eight penetrated closed windows, additionally 65 windows were broken or shattered. There were six rifle/pistol penetration; five through closed windows and one low caliber bullet penetrated the rear door of a caboose(lodging in the back of an occupied chair). In one case, pellets from a shotgun passed through an open window. Penetration/entries were 2% of the incidents. Glazing damage accounted for 31% of the incidents.

Rifle-pistol incidences accounted for 5% of the total reported. Other firearm accounted for an additional 6% of the total. Stone and similar hand-thrown or dropped missiles accounted for 89% of the total incidences reported. Train speeds between 5 and 30 mph accounted for 69% of the known speed incidences and 29% occurred between 40 and 60 mph. Average speed was approximately 27 mph. Ten of the largest railroads reported 78% of the total incidences.

87-084 O - 77 - 4

October 28, 1976

Mr. E. L. McCulloch, V.P.
819 Railway Labor Building
400 First St. N.W.
Washington D.C. 20001

Dear Sir;

Pursuant to current interest regarding "acts of vandalism" endangering personnel operating and working on railroad locomotives, the following occurred.

October 27, 1976...9:30 PM on B&O/C&O property 1/4 - 1/3 miles east of Smithton, Pa. B&O locomotive, number 6499 traveling east at 40 MPH was struck by a chunk of ballast resulting in "spider web fracture" of right front windshield. I would suppose this stone first struck hood of locomotive and ricochetted to window otherwise, if struck directly, the stone would have penetrated the windshield and entered the cab interior possibly resulting in bodily injury. The weather at the time of occurrence was dark and clear, the vandals were not observed. The location is a semirural area and perhaps 1/2 mile from houses with a macadam road paralleling the right of way.

Curiously enough and perhaps worthy of note, upon arrival at the "Home Terminal" of Connellsville, Pa., as the engineer, I was instructed to report by telephone to the Greensburg Barracks of the Pennsylvania State Police. I was informed in a very curt and surly manner by a Trooper Sabo that these matters were the concern of Company Security Personnel and that in effect, the Pennsylvania State Police would take no interest or action in the matter.

Sincerely yours,

James F. Naulder

James F. Naulder
RD #4, Willowbrook Road
Belle Vernon, Pa. 15012

Mr. SNYDER. The three witnesses that we have—Mr. Thrower, Mr. Wiles, and Mr. Yonker—do not have prepared statements. They will be prepared to give a very brief oral statement of the vandalism problems they have experienced.

I will not read the entire statement. I will just briefly read some excerpts from it and, with your permission, call on the three witnesses or counsel to explain anything else.

Mr. CONYERS. All right.

Mr. SNYDER. We appreciate the opportunity to appear before this committee for the purpose of considering legislation which we think would correct many of the problems that the employees encounter day by day in their duties in performing train operations throughout the United States.

Mr. CONYERS. Have you seen Mr. Hughes' bill?

Mr. SNYDER. No, I have not. It has not been printed. Mr. Mann has a rough proof of the legislation.

The major purpose of the legislation for your consideration is to prevent attacks on railroad employees by making shooting and throwing objects at the trains on which our men work a Federal crime.

There are literally thousands of incidents in which bullets are shot and rocks are thrown at trains each year. An accurate statistical analysis is impossible because many incidents go unreported and no organization keeps complete files of those that are reported.

I have with me, however, an entire cardboard carton filled with instances of stonings and shootings. These are on the witness table.

These are reports that were sent to the United Transportation Union alone during the past few years. I have arranged to have a duplicate copy of this file made and will lodge it with the record so that you can examine the reports at your convenience.

When you examine the file, you will see that it contains reports of over 1,900 separate attacks on trains which occurred in the period between 1972 and 1976. These attacks include 184 cases in which the trains were hit by gunfire. These figures, of course, reflect only a small proportion of the incidents that actually took place because, as I pointed out earlier, many incidents go unreported.

Such underreporting is to be expected since the men who submitted these reports are hired and paid to operate railroad trains safely, not to collect statistics on vandalism.

We are fortunate that Mr. C. H. Jones, safety chairman of the UTU's Local No. 240, has diligently compiled reports of stoning and sniping attacks which have occurred on the Los Angeles Division of the Southern Pacific Railroad. Mr. Jones admits that he has not been able to collect and report all such attacks, but his records do show that on one small part of our Nation's railroad system there were 1,292 separate attacks made on trains during the past 4 years. His report also shows that one train may be attacked several times during 1 day by gangs of rock and bottle throwing youths too numerous to count.

If Mr. Jones' report are any indication of what conditions are like in the rest of the country, the frequency of these senseless attacks has reached shocking proportions.

The Louisville & Nashville Railroad recently reported that vandals made 1,734 attacks on its employees and equipment during 1976. These figures include 217 incidents of crews being shot at by firearms or pelted with objects.

On January 25, 1977, the Federal Railroad Administration—FRA—prepared an incident report summary showing the impact of missiles on railroad cabooses and locomotives during November and December 1976. The report was based upon information obtained from 53 railroads. It shows that 877 incidents were reported during the 2 months and fortunately only 47 persons were injured. Of these incidents, 100 involved the use of firearms. A copy of the report is attached to my statement.

I might add for the record, with the fine cooperation of the Association of American Railroads, Mr. Chairman, the police report for 1976 shows stoning of trains, 9,954; shooting of trains, 737 cases from 30 class I railroads which comprise 77 percent of the railroads in the United States and Canada.

The danger of serious injury and death to railroad employees and passengers created by these attacks is very real. We are not dealing with small boys merely bouncing pebbles off the sides of empty boxcars. Train crew members routinely must "hit the deck" in their efforts to avoid being hit by flying glass and rocks the size of baseballs.

The criminals who are attacking trains today aim for the windows where they know the crew will be and then laugh when the crew hits the deck. They hurl rocks and bricks easily large enough to kill a man. They shoot pistols, rifles, and shotguns. They drop cement blocks, scrap metal, and railroad ties from bridges. One group near Baltimore even hurled a part of a large sign from an overpass at the engine. It crashed through the left side of the windshield hitting the conductor. His right index finger was cut off and he suffered severe lacerations, injuries or lacerations of the right arm, a ruptured spleen and severe internal injuries.

Unfortunately, such tragedies are not just isolated incidents. They have occurred far too often, leaving scores of railroad workers dead and injured in the last few years alone. In the file I am leaving with the subcommittee, you will find reports of 10 deaths and 138 serious injuries suffered by railroad men as the result of attacks on their trains.

For example, on July 14, 1976, in Chicago, 27-year-old fireman, Kenneth Podlewski, was killed when someone threw a half-empty beer bottle at the window of the locomotive cab in which he was riding. The bottle shattered when it hit the window and fragments of glass struck Mr. Podlewski on the head and neck, severing his carotid artery. He died 3 hours after entering the hospital.

Conductor, W. C. Diday, was riding in the caboose of his train after departing from Conway, Pa., when he was struck in the face by a brick thrown through the window. He survived, but lost many teeth, and had to have surgery on his face and jaw. He was restricted to a liquid diet for months after the attack.

On May 28, 1974, brakeman, Louis Reitnauer, lost his left eye to a rock thrown at the window of the caboose in which he was riding near Rochester, N.Y.

Another brakeman, Ken Mercer, age 30, suffered a fractured skull which required surgery to relieve the inward pressure on his brain when he was hit by a rock thrown near Tacoma, Wash.

On June 9, 1974, a 50-year-old brakeman was killed by a shotgun blast fired through the window of his caboose near Dayton, Ohio.

These, Mr. Chairman, are just a few of the tragedies which have struck railroad workers in recent years.

The Detroit Free Press on April 6, 1975, reported that robberies are so common in one section of track in Detroit that the area is known as the Ho Chi Minh Trail. I am attaching a copy of this article to my testimony and request that it be inserted in the hearing record.

Mr. CONYERS. Without objection, it is so ordered.

Mr. SNYDER. There is no adequate effort being made to remedy these problems. State laws and enforcement are grossly inadequate to meet the task. First, not all of the 50 States even have laws specifically dealing with shooting and throwing missiles at trains. For example, neither Ohio nor Pennsylvania have such laws. In States which have no laws directed against attacks on trains, the crews are at the mercy of the attackers. This situation is intolerable for men who must earn their living on trains which travel through these States which leave them unprotected.

Second, many State laws which have been enacted to deal specifically with attacks on trains fail to prevent such attacks because the penalties provided are very light. The maximum penalty for throwing an object at a train under the Illinois statute is a $200 fine. New Jersey punishes a person who shoots or throws anything at a train under its "disorderly persons" statute, which has a maximum sentence of 6 months and a maximum fine of $500. In New York, the fine is limited to a maximum of $250. Michigan treats throwing an object at trains as a misdemeanor with a maximum penalty of only 90 days in jail or a $100 fine, or both. In their misguided sympathy for the attackers, they forget the victims who were or could have been injured or killed. The result is punishment so light that it serves as no deterrent at all to would-be attackers who are often let off with a small fine or merely a suspended sentence.

For example, Mr. H. E. Thrower, who is here today, from Rockingham, N.C., has a bullet in his neck resulting from a malicious attack. The offender was given only probation by the judge. These lenient punishments are made possible because no State law contain mandatory minimum penalties for these attackers. Such light sentences increase the frustration of railroad workers who realize they have almost no protection from the attacks.

In those States which have enacted statutes specifically dealing with attacks on trains, those laws fail to protect workers against rock throwing and shooting because they are not adequately enforced. Local police tend to view these incidents as matters that should be handled by the carriers' own security forces. Consequently, the local police are reluctant and even unwilling to protect railroad property and employees from vandalism and attacks.

Unfortunately, the railroads own security forces have never been adequate to protect workers and trains from snipers and rock throwers along the right-of-way. Thus, the reports of railroad workers who have sought help to protect themselves from acts of vandalism show a pattern of frustration and futility.

I might add, Mr. Chairman, that the Association of American Railroads have a financial problem here. They are spending approximately $100 million a year in policing and are making some progress in trying to prevent this problem, but it is so widespread that it is

almost impossible to correct. They are aware of it and they are spending money.

Having presented the serious nature of this problem and the inadequate response the States have made to it, I will now turn to H.R. 4507 and describe how it deals with the problem.

For your information, our attorney, Mr. Larry Mann, will briefly cover that provision of the bill.

TESTIMONY OF LAWRENCE MANN, ATTORNEY, WASHINGTON, D.C.

Mr. MANN. Mr. Chairman, before I go into any specific detail on the pending legislation, I think it would be helpful to the committee if you recognize what we already have in the way of Federal laws concerning this issue. Title 18 of the United States Code, 1991 and 1992 already deal in a limited way with vandalism on the railroads. What, hopefully, this legislation would accomplish if you approve it is to encompass the entire area. The present law, frankly, is very limited, and does not meet the problem.

Of course, if it met the problem, we would not need to be here today.

Section 1991 deals with entering a train to commit a crime. However, it has two drastic limitations. One is that in order for the Federal Government to exercise its jurisdiction here the crime must be committed within the exclusive jurisdiction of the United States; that is, the train has to be on Federal property. Well, as you can recognize very readily, most trains are not on Federal property. They are dispersed throughout the States.

Another adverse aspect of that legislation is that the penalty provision is very low.

The other section which is already on the books deals with derailing, disabling, or wrecking a train. That is a good piece of legislation and it has adequate provisions for penalties, because it provides in case of a death, the criminal is subject even to the death penalty or life imprisonment. The problem with that legislation is the burden is on the Federal Government to prove that the train was actually engaged in interstate commerce.

Of course, under the case law the burden of proof has been broadened greatly, but it has been a problem. Congressman Hughes legislation deals with this section and corrects the problem. What Congressman Hughes bill does not do however, and we hope you will correct the problem, is deal adequately with the sanctions. It was already pointed out in the case of death, the maximum imprisonment is 15 years.

Well, if you compare that with many other Federal crimes you will readily see much less serious offenses are commanding much more than a 15-year penalty. I will not go into specific details, but our testimony does state with some specificity how we feel the legislation should be broadened to adequately provide a penalty.

One other thing you should recognize is that not only are these two criminal provisions on the books, but the Federal Government has jurisdiction over all areas of railroad safety. Therefore, the only areas that the Federal Government does not have jurisdiction at the present time with respect to the enforcement of safety and health of the railroad workers, is this area we are dealing with today; we submit the States have been totally inadequate in dealing with the problem.

Mr. Sawyer, you mentioned, does not every State have penalties for murder? Of course they do. The problem is they have not dealt with this issue. We need uniform enforcement.

You also mentioned a backlog in your district. If you have a case pending in the eastern district of Virginia, you can get a trial in a few months. It depends upon what the jurisdiction you are in. We were in court in the eastern district of Oklahoma a few weeks ago and the case was filed only a few months before.

The point is, there are methods by which we can get them to trial in the Federal court. Many courts are not as backlogged as, unfortunately, your district may be. We need some uniform enforcement. We submit we need mandatory minimum penalties. I know, Mr. Chairman, you voiced some great concern about that in the past.

Mr. CONYERS. Not recently.

Mr. MANN. We submit that unless there is some adequate deterrents to committing these crimes, unless there is some focus placed on it, they are just not going to stop. If a vandal knows however, if he is caught he should know he is going to be placed in jail for a certain period of time. Of course, as you know, it is a problem to catch them because it takes many feet for a train moving even as slow as 30-40 miles an hour to stop. This is basically what we have stated in the testimony.

Thank you.

Mr. SNYDER. Mr. Chairman, with your permission I will introduce our next witness, to my right, Mr. James Wiles, engineer on Conrail, from Trenton, N.J.

TESTIMONY OF JAMES E. WILES, ENGINEER, CONRAIL, TRENTON, N.J.

Mr. WILES. I am employed by Conrail and I run Amtrack trains—passenger trains—from Philadelphia to New York, and from my own observation this problem is bad.

Last year, I was hospitalized twice for objects thrown at the engine windshield, shattering glass in my eyes. On both occasions I was hospitalized. I have been subjected to all kinds of missiles. Objects, you name them, I have seen them coming at me. I have seen objects hung from overpasses on a rope, directly level with the cab of the engine or the commuter car, whichever you are running. I have seen objects piled on the tracks—washing machines, crossties, anything.

You do not know when or where it is going to happen. On both my occasions it was at night—dark—and I was running at 80 miles an hour, and all of a sudden my windshield spread right in front of my face.

On one occasion, last October, both of my eyes were covered with flaky glass and I could not see. I turned the train over to the fireman and requested medical attention when I arrived at 30th Street, and I was taken to the hospital. It was just a bad, bad occasion, and I am thankful that I can see everybody in this room. Nobody knows what you go through on these things, and I am subject to this every day that I work.

Mr. SNYDER. Thank you.

The next witness is conductor H. E. Thrower, from Rockingham, N.C., Seaboard Coast Line Railway.

TESTIMONY OF H. E. THROWER, CONDUCTOR, SEABOARD COAST LINE RAILWAY, ROCKINGHAM, N.C.

Mr. THROWER. I am H. E. Thrower, and I am employed as conductor for the Seaboard Coast Line Railroad in Rockingham, N.C.

On February 20, 1976, I was the conductor on a freight train from Rockingham, N.C., to Raleigh, N.C., and I was by myself in the cupola approaching Barnardsville, N.C. I was doing some paper work, writing, and a bullet came through the window—a .22 bullet—and hit me in the neck. It hit my jugular vein and knocked a hole in my esophagus and ended up on the right side of my neck. My life was in danger for 3 or 4 days. I could not eat anything or drink anything, and I had to be fed with a tube down through my nose to my stomach. The bullet is still in there because the doctors are afraid to take it out. They are afraid they would do more damage than do good.

I almost got it again just about a month later by a rock or a brick or something that hit the windshield. Luckily, I did not get hurt. I have a good friend that lives a few miles from me and he has been hit twice. One time he got hit with a bottle. This was in Little Rock, S.C., probably 3 or 4 years ago, and it put 52 stitches in his head. Again in September 1975, in Rockingham, N.C., somebody threw a rock or brick or something through the window and hit him in the nose and mouth, knocked almost all his teeth out and knocked a gap out of his nose. He is going to need plastic surgery to restore his looks. It is a problem everywhere.

Mr. CONYERS. Thank you.

Mr. SNYDER. The next witness is Brakeman Riley Yonker, from West Virginia.

TESTIMONY OF RILEY YONKER, BRAKEMAN, B. & O. RAILROAD

Mr. YONKER. My name is Riley Yonker. I work on the B. & O. Railroad. I am from Cumberland, W. Va.

On June 30 or July 30, 1973, I was going through Deer Port, Md., and I was struck in the left side of the face with an object. I was taken to the hospital at Oakland, Md., transferred to the hospital at Morgantown, W. Va., and was operated on my left eye. Then 4 days later, a doctor informed me he would have to remove my left eye to save my right eye. He removed my left eye. I was hospitalized 14 days.

After returning to work 3 months later a snowball came through the window. I was pretty lucky that time. In more recent years, at Cumberland, Md., we have an overhead bridge over Washington Street where rocks are thrown and on the side of an embankment they hurl objects at the trains toward the caboose and engine. The biggest one I have seen yet has been a concrete block.

In Piedmont, W. Va., about 30 miles from Cumberland, there is an overhead bridge there, and they break windshields and so on, and this is an every day occurance. It most often happens at night.

Mr. SNYDER. Mr. Chairman, with me is Mr. Edward McCulloch, vice president of the Brotherhood of Locomotive Engineers. We have already submitted his statement in the record. There are some cases he might want to make a comment on.

Mr. MCCULLOCH. Mr. Chairman, the only one in addition to those that have been brought out here already is the incident of a locomotive engineer in Texas, who had been shot and the bullet lodged in his spine. His name is Carl G. Fuller, and as a result of that, as the case here of Mr. Thrower, who has a bullet in his neck, this one lodged in his spine and he has been paralyzed from his neck down since that time. Needless to say, he has lost all semblance of life. He is confined to a wheelchair and must have a helper to take him around and look after his needs.

He, like all other railroad men in the country, went to work for a purpose, to make a living and provide for his family. Unbeknownst to him, someone out there just evidently wanted to kill a railroad employee or something of that nature, and it is almost impossible for us to understand anything we have ever done to these people. Nevertheless, it is just like a shot out of the dark, and here is a railroad employee, minding his own business, doing his work, and all of a sudden he is paralyzed for the rest of his life. He has a bullet in his neck, or he has his eye put out. These are not juvenile pranks. This business is serious, and my colleague here stated we need uniform mandatory punishment. It should not be commuted by some judge somewhere, who would just like to turn them over to their parents and to dispose of the matter rather than actually issuing out punishment. The crimes are real serious and we want some uniform action throughout the country to deter this vandalism.

Thank you.

Mr. SNYDER. Mr. Chairman, we will answer any questions the committee would like to ask.

Mr. CONYERS. Well, you certainly have been most impressive witnesses in bringing to us firsthand the nature of the problem.

Now, let me try to put this in perspective.

We are all familiar with the history of development of railroads in this country and historically they started out in a pretty violent setting. They were the object of robberies and criminal activities from back into the Jesse James days. It has never been a soft job. Nobody ever went to work on a railroad and said, "Gee, I have a real soft job. I am an engineer or a fireman or brakeman, and this has really got it made; nothing ought to happen and its nice clean easy work." Haven't you always thought of it as a tough, kind of dangerous job, and haven't you considered the history of the railroad activity and that it has in fact been subject to the kinds of violence that you have so vividly portrayed for this committee this morning?

Mr. SNYDER. Mr. Chairman, you are absolutely right in your comments. In talking to the oldtimers when the railroad first came into being, we had Jesse James hijacking and that type of thing. It is really a tough job.

Mr. CONYERS. Were not you fellows armed at one time in your history?

Mr. SNYDER. No. In my travels over the country, we have seminars and meetings and I am told constantly by some of our crewmember employees we represent that they carry firearms regularly for protection.

Mr. CONYERS. In the mid-19th century, I will bet most of your men were armed.

Mr. SNYDER. This has been pointed out as a very serious problem. Certainly, it is not the intention of the Railway Labor Executive Association and it's officers and members to put anyone in jail or make a hardship on any family where this occurs. We would like to see it stop, and in order to be fair about it, we think this is the only way to stop this, is to have a uniform law, with a stiffer penalty sentencing. With the efforts of the news media and the word, I think it would have a real impact on future vandalism. I think vandals will think twice before they would attack a train or crew member. Moreover, it will save millions and millions of dollars lost each year through the robbery of the trains when they are stopped.

It is a real serious problem and we are just trying to put a stop to it and to save peoples lives and have a safer place to work for our people.

Mr. CONYERS. Any other comments on that question before I yield to the committee?

Mr. MCCULLOCH. The only people I know who were ever armed on the railroad are the PO cars or railroad post office car employees. They were armed at one time. This goes back to the Jessie James era, when people were robbing trains, but they were trying to rob the Post Office, where the money was located. Never in the history of the railroad, of which I am aware, has there been an attack on the employees of the railroads as we are describing here.

Mr. CONYERS. In other words, in the old days it was not as bad?

Mr. SNYDER. Mr. Yonker just called my attention to some of the operating rules by individual carriers.

Some are concerned with carrying fire arms, and some do not.

Mr. CONYERS. The other thing I was wondering about is that we would want to establish before these hearings are concluded data on the incidences where people were shot at or killed. We would like to have indicated whether the assailant was apprehended and convicted as in the case of the last witness who testified about that, or if he ever apprehended at all. That would be interesting to find out.

And then there is, of course, the possibility of civil suit in some of these cases. The committee would like to be advised with what frequency any of your members who were injured resort to civil suits and compensation for injuries they have sustained.

Mr. SNYDER. We will be glad to supply as much as possible for the record.

Mr. CONYERS. I recognize Mr. Gudger.

Do you have any questions?

Mr. GUDGER. I would like to ask a question of Mr. Thrower.

Of course I am from North Carolina and I have been a district attorney down there in the past, and when did this incident occur which resulted in your receiving this bullet wound?

Mr. THROWER. February 20, 1976.

Mr. GUDGER. All right.

Now, Rufus Edmisten at that time was attorney general of North Carolina and we had, and still have, of course, a very effective SBI. Was there an effective investigation to determine who caused this injury?

Mr. THROWER. Yes, sir.

An 18-year-old boy was apprehended.

Mr. GUDGER. So it was successful?

Mr. THROWER. Yes.

Mr. GUDGER. Was he prosecuted for manslaughter?

Mr. THROWER. I am not sure what it was. I did not even go to court. The case was tried in Wade County on June 1, 1976, but I did not have an opportunity to go to court.

Mr. GUDGER. But there was a successful State investigation and an ensuing prosecution for some criminal offense, but you are not sure whether manslaughter—not manslaughter, but felonious assault?

Mr. THROWER. That is right, I am not sure.

Mr. GUDGER. I said "manslaughter," obviously, felonious assault.

Mr. MANN. As to the sanctions imposed by the court there, it is our understanding there was simply probation sentence as a result of the crime.

Mr. GUDGER. In 1976 assault with a deadly weapon resulting in serious injury but not resulting in death was punishable in North Carolina by up to 20 years.

Mr. MANN. That is correct, sir. But, in fact, in this particular case the criminal only received probation.

Mr. GUDGER. These other instances which have been referred to, what has been the experience in apprehension of and prosecution of the State law?

Has there been as high a result of apprehension as say 50 or 60 percent?

Mr. MANN. We just simply do not have those statistics at this time.

Mr. GUDGER. No further questions.

Mr. CONYERS. The subcommittee would like to welcome Mr. Volkmer from Missouri and a relatively new member to the Judiciary Committee, and hope that he will fully participate in the labors and benefits of the subcommittee.

Mr. VOLKMER. I will defer, Mr. Chairman. I have to be at another committee meeting, but I did get in at the tail end. I would say that Jessie James back in Missouri is pretty well known, brother Frank and all the rest of them—the Younger brothers.

Mr. CONYERS. Mr. Sawyer.

Mr. SAWYER. Yes. I just have a couple.

First, I am not aware, for example, that the Federal Government does ever get juvenile jurisdiction. I have not been aware that they ever have. I have never been in Federal law enforcement, but I just never have seen that occur.

Now, I presume—and I am just guessing—that a majority of these rock throwings and rifle shootings and object things probably are done by juveniles. Would my presumption on that be correct?

Mr. WILES. Not always.

Mr. SAWYER. No; I know not always.

Mr. WILES. Just generally speaking in that age group.

Mr. SAWYER. And I am asking the question because I am not sure of the answer myself.

Is there any Federal jurisdiction over juveniles?

Mr. MANN. Well, the most obvious area where the U.S. attorneys are involved in the Federal enforcement of juveniles is in the District of Columbia. For years it was under Federal auspices and the U.S. attorneys did the prosecuting.

Mr. SAWYER. Well, the District of Columbia, of course, is a little different.

Mr. MANN. That is correct. Yet, it was Federal prosecutors.

Mr. SAWYER. But in any other State in the Union do the Federal authorities have the jurisdiction over juveniles? I am not aware that they do. I am not saying they do not, I just do not know.

Mr. MANN. I do not know either, sir.

Mr. SAWYER. I do not think they do.

You know, unless you get a waiver from the State Juvenile Court I never have seen the Federal Court handling a juvenile case, so I kind of assume they maybe do not, and I am terribly sympathetic with the problem you are talking about. Just by some of the questions I have been a little bit of a devils advocate. I really want some answers but maybe what we are talking about is a mandatory minimum for just doing the act, whether you hurt or kill anybody or anything else, and I believe the State authorities, if you kill or badly injure somebody, I am sure all the States have pretty tough penalties available for that.

Would not maybe a mandatory minimum for the act of just throwing a rock or dropping an object or shooting a gun be maybe more effective than trying to prescribe various things if you kill somebody or wound somebody or something of that type?

Mr. MANN. Certainly, a mandatory minimum, we feel, is one of the most important aspects of this legislation.

Mr. SAWYER. This legislation does not provide a mandatory punishment.

Mr. MANN. That is correct. When you have an opportunity to study our testimony, you will see that was one of the major points we made. We also deal with the juvenile aspect of this matter, and irrespective of whether or not under the present law the Federal Government deals with juveniles, we think maybe they should.

Mr. SAWYER. You are opening a big can of worms there. I honestly do not think they ought to deal with juveniles. At least I am not aware—I have been in court most of my life and I have never seen a juvenile matter handled in the Federal courts.

Mr. MANN. Well, we are dealing with a unique area—railroad transportation—and it has always been a matter that has been dealt with by interstate commerce laws.

The Federal Government has dealt with it, as I pointed out, in all aspects except in this area we are speaking of today, and we submit that it is proper for you to do so, because the problem exists. If the problem did not exist, we would not be here today.

The problem is real and the only people who can deal with it at this stage is the Judiciary Committee, in the first instance, and the Federal Government later, if the legislation is enacted. The States just have not been able to deal with the problem. It is that simple.

Mr. SAWYER. Once again we are coming back to the fact, I realize not all of these acts are being committed by juveniles. I am sure some are not. But again I would think the problem would preponderate on the juvenile area, and I am not aware that the Federal authorities even have any juvenile detention centers or a way of handling juveniles.

Are you suggesting that, in effect, we get the Federal Government into juvenile——

Mr. MANN. I think, Mr. Sawyer, the Justice Department representative is here today and he will probably be able to address that issue.

Mr. SAWYER. Thank you very much.

Mr. MCCULLOCH. For my edification, concerning those juveniles who engage in hijacking or bank robbery, I wonder how they would be dealt with?

Mr. SAWYER. I do not think—again, if I understand, there are some Justice Department people here who will probably know the answers to this a lot better than I, because I have not been involved in the Federal prosecution as opposed to dealing with the Federal courts, but I would suspect that they do not have jurisdiction, because I am not aware they have any juvenile detention centers or juvenile homes or juvenile processing, unless the State would waive jurisdiction.

Now, all States vary on this, but I am sure the pattern is somewhat the same for a juvenile under the age of 14; for example, in Michigan, the juvenile court cannot waive to the criminal enforcement courts at that age and up to the age of 17, which is where criminal adult responsibilities start and issue. It is up to the juvenile court on a discretionary hearing whether to waive or not waive. But I am just not aware of ever hearing of the Federal courts or ever seeing them get involved with a juvenile.

Mr. MCCULLOCH. What about apprehending them?

Mr. SAWYER. As I say, I am not an authority. I just rather believe that they do not. I personally think that with something as serious as—we had an awful problem of this in Michigan, as I am sure the Chairman is aware—not with trains, but in the Chairman's area down in Detroit. It became a terrible problem with kids regularly dropping stuff off the overpasses and the bridges on the express lanes, and some people were seriously injured, and I guess maybe it still is a kind of a serious problem, and I am sure that is, you know, something about a moving object and being over it that tempts kids or juveniles to drop things on it, and I would be very sympathetic to a mandatory minimum situation.

But I kind of think that would only reach the Federal law basis for adults. It would probably have to be true even on State law, they do not treat juvenile offenses—in effect, they are not treated, as you probably know, as crimes. They are handled totally differently. But thank you very much.

Mr. CONYERS. We have a representative of the Department of Justice with us who is going to be next, I think.

I yield now to Counsel Freed, one question, before we dismiss the panel.

Ms. FREED. Just one question.

Mr. Mann, in our subcommittee staff research, we have come across a newly enacted law in the State of Illinois that gave very tough penalties to combat railroad vandalism. We found out that the law increased the penalty for stoning railroad trains to a class A misdemeanor and provided a felony penalty for shooting at trains.

We have also found that these measures have not served as deterrants. They have not stopped the attacks, and when laws are not enforced, then they do not act as deterrants.

What makes you feel that this Federal legislation will become a deterrant?

Mr. MANN. First of all, that statute was enacted originally a year ago.

Ms. FREED. It is a recent law.

Mr. MANN. It takes some State mechanism to give public notice of the new law. The press also has a duty. The State certainly does, to let people know there exists a statute here and that the State is going to enforce it.

You also have to understand that that specific legislation was not directed only at railroads, it was a general statute. If you focus in on an industry, you get attention. Here we are focusing in on the railroads nationally. That certainly has some impact. More so than a general statute dealing with another murder or another crime generally, which the Illinois statute does. As far as our research has been able to determine, there is only one other State that has any penalty comparable to the Illinois statute, and that is the State of California, which again I think was also recently enacted.

You know, we are dealing with 50 States, and one State having something that is effective does not cure the problem.

Ms. FREED. I just caution you that you are going to have to still deal with the problems of apprehension and enforcement.

Mr. CONYERS. Gentlemen, we appreciate your testimony. You have been a great help by bringing your personal experiences to the committee for the consideration of the legislation you support.

Thank you.

Mr. SNYDER. Thank you, Mr. Chairman, members of the committee, we are very grateful for the opportunity to appear before you today. I also express appreciation for your assistance and for your great staff that has been of assistance in bringing these things up.

Mr. CONYERS. Our next witness is from the Department of Justice. He is the Chief of the General Crimes Section, Mr. Alfred Hantman.

You have a prepared statement in the record. Are you going to introduce your assistant and begin your discussion?

TESTIMONY OF ALFRED HANTMAN, CHIEF, GENERAL CRIMES SECTION, DEPARTMENT OF JUSTICE

Mr. HANTMAN. Thank you, Mr. Chairman.

Mr. Chairman, my name is Alfred Hantman and I am the Chief of the General Crimes Section. On my right I have Mr. Tim Wilson and Mr. Ralph Culver from our section as well as Mr. John Dion, on my left.

It is a pleasure to appear before you today, Mr. Chairman, and to discuss the possible legislation offered by Congressman Hughes with respect to making it a criminal offense to shoot a firearm or throw objects at certain railroad trains, engines, motor units, or cars used by railroads engaged in the transportation of persons or property in interstate or foreign commerce.

If I might comment briefly with respect to the bill, Mr. Chairman, as you know, the bill would add several criminal offenses to the Federal Criminal Code by creating a new section 1993 of title 18 of the United States Code and substantially broaden the thrust of existing sections 1991 and 1992 of title 18, of the United States Code.

Under the proposed section 1993, this bill provides whoever knowingly throws, drops, projects, or in any manner propels any object at any railroad train, railroad engine, or railroad car used by common carrier by rail, engaged in interstate commerce, which can reasonably be expected to cause physical injury to a person, or fires any firearms at such rolling stock that is so engaged, shall, as a result, be punished by a fine of not more than $15,000 or imprisonment for not more than 15 years if death results, or both, or by a fine of not more than $10,000 or imprisonment for not more than 5 years, or both, if physical injury, short of death, results. It provides for even lesser punishments where neither death nor physical injury is inflicted upon any persons.

Gentlemen, as you know, serious acts of violence or vandalism willfully committed for the purpose of derailing, disabling or wrecking a train, or attempts to do so are presently being covered by our section 1992 of title 18, United States Code. Section 1992 also covers acts which render trestles, tracks, signals or other railroad facilities unusable or hazardous for use. Such acts are made punishable under that section by a fine of not more than $10,000 or imprisonment for not more than 20 years or both.

There is another section of the United States Code which deals specifically with the problem of injury to railroads and I allude to section 2181 of title 15 of the United States Code, which proscribes acts of willful destruction or injury to any property moving in interstate commerce by railroad. This statute provides for a fine of not more than $5,000 or imprisonment for not more than 10 years or both. Now, I should note in passing with respect to this statute, gentlemen, that unless there are criminal conspiracies involved or serious destruction of injury to property, it has been the practice of the Department of Justice to defer violations under this statute to the local authorities.

We believe that the Federal Government does have a role in the overall scheme of law enforcement in the railroad transportation field. However, we are opposed to the legislation under consideration because it would make the Department of Justice primarily responsible in many instances for the investigation and prosecution of acts of vandalism—which we have heard about today and, concededly, they are horrible in terms of the stories that were presented to the members of this subcommittee today—which are substantially committed by juvenile offenders in local railroad yards.

If I might pause a moment and give this subcommittee some pertinent statistics for the calendar year of 1976 in this area—and this will answer some of the questions that Mr. Sawyer raised with

earlier witnesses—with respect to the stoning of trains in calendar year 1976, there were 9,954 such incidents. With respect to this matter, 119 adults were arrested for stoning, 2,104 juveniles arrested for stoning, and there were 1,536 persons convicted of the stoning of trains. So, when you are talking in terms of stoning trains you are dealing with almost a 20-to-1 ratio with respect to the number of arrests that were made. That is to say, 20 juveniles for every adult.

With respect to shooting at trains, in the calendar year 1976 there were 737 incidents of shooting at trains. In this area, 36 adults were arrested for shooting at trains and 201 juveniles were arrested for similar misconduct. Here again you are dealing with a 6-to-1 ratio. There were 784 persons convicted of offenses related to shooting of trains.

Now, in addition to all this criminal misconduct, I would like the subcommittee to know that with respect to trespassers, which is a continuing ongoing problem, that the railroads have trespassers who were reported or warned and removed but not arrested—170,334 adults and 203,547 juveniles.

Now, these statistics are taken from the monthly statistics reported by the railroad employees which, as I understand it, represent 30 railroads in the United States and Canada, and I think convincingly demonstrate that the problem faced is a juvenile problem.

Now, while greater law enforcement efforts are obviously needed to deal with crimes of railroad vandalism, we believe these efforts should be provided by local law enforcement agencies.

To provide a better insight into the problem of successful investigation and prosecution of certain offenses involving railroad vandalism under the Federal statute, I would like to bring to your attention some figures which were provided to us by the Federal Bureau of Investigation in this area. From February 29, 1976, to January 31, 1977, the FBI field offices investigated 294 Federal train wreck statute violations. These are violations that arise under section 1992, title 18. In the same period, there were only seven convictions under this statute. We understand, from inquiry made of the Bureau, that all these convictions related to adults. Past experience has shown that many of these offenders are juveniles or in many cases sufficient evidence was not available to identify the offenders.

Now, we in Federal law enforcement—as our local counterparts will agree—do not suffer from lack of demand on our limited resources. Major white collar crime cases, organized crime cases, public corruption, multistate narcotic rings, and theft ring cases must and do receive a high priority by us in Federal law enforcement.

There are those who would contend that the enactment of the offenses included in the bill proposed by Congressman Hughes into Federal crimes would of itself serve as a deterrent. We submit, unfortunately, our experience with such high volume concurrent jurisdiction offenses as bank robberies and motor vehicle theft does not support this position. For example, violations of Federal bank robbery and incidental crimes statute have shown an increase from 1,705 in 1966 to 5,050 in 1975. This is notwithstanding the existence of Federal bank robbery statutes. By the same token, in instances involving automobile theft, these statistics jump from 328,200 in 1960 to an excess of 1 million in 1975, and we do have our National Motor Vehicle Theft Act on the books.

Now, following the independent truckers stand down in early 1974—and there was some reference to that matter here today by some of you gentlemen—as well as by some of the witnesses—the trucking industry urged that the Federal Government expand certain Federal offenses so as to make acts of vandalism, similar to those that are proposed in the bill offered by Mr. Hughes, Federal crimes. Fortunately, such legislation was not enacted into law. We were dealing then, for example, with such things as rock throwing at the windshields of cabs, slashing tires, cluttering gas stations—all that sort of misconduct that was of high moment at that time in history.

As statistics reflect, and as I said a moment ago, the overwhelming majority of the crimes under consideration by this subcommittee are indeed committed by juvenile offenders. We believe these offenders should be judicially processed and supervised in their local environment by local officials and their parents, rather than Federal authorities who are often removed from the local community. As you know, Congress has endorsed the concept that juvenile offenders should be prosecuted by local authorities by its enactment of the Federal Juvenile Delinquency Act. This Act severely restricts the processing of juvenile offenders by Federal authorities.

There was an amendment to the Federal Juvenile Delinquency Act, in 1974, as a result of which the Bureau of Prisons is literally going out of the juvenile business. Following the mandate of this act to defer juveniles to State authorities, the Bureau of Prisons is not maintaining its juvenile facilities and has targeted July 1, 1977, for the complete closure of its Federal juvenile facilities.

Mr. Sawyer, earlier this morning, was very interested in the problem of jurisdiction with respect to juveniles and what we have by way of facilities. Let me depart a moment from my statement and give this committee some prison statistics I received late last night.

As of February 28, 1977, there were 28,746 Federal prisoners, according to the Bureau of Prison statistics.

Mr. CONYERS. How many?

Mr. HANTMAN. 28,746.

The approved physical capacity of the Federal prison system is only 22,491. Thus today our Federal prison system is 27 percent over capacity. As of February 1977, there were 220 juveniles in Federal facilities under the Federal Juvenile Delinquency Act. There are five remaining Federal juvenile facilities. Most of them are on the site of adult institutions with separate facilities for juveniles. The Federal Juvenile Delinquency Act, as you know, forbids the intermingling of juvenile offenders and adult offenders. Now, all of these five facilities, including the Kennedy Youth Center at Morgantown, W. Va., and facilities in Englewood, Calif., which is the largest one and contains at the present time 115 juveniles; Tallahassee, Fla., Pleasanton, Calif., and Miami, Fla., are either full or near full.

The Federal prison population situation being what it is, the Federal Government, I submit to you, would be considerably burdened if criminal misconduct in the form of railroad vandalism, which is primarily local in character, was suddenly raised by the Congress to the status of a Federal offense category.

We are aware of the numerous incidents of stoning and the use of firearms against railroad trains which occur each year. We understand that most of these incidents occur in terminal areas and that it is

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exceedingly difficult to apprehend those who commit these crimes. This is so because there are usually few witnesses present at the scene of these crimes and therefore viable investigative leads which would identify these offenders are generally not available.

These crimes of vandalism are so varied in nature that many different types of preventive approaches would be required to deal with this problem. Since most of these offenses are committed in railroad terminal areas located in or near large metropolitan areas, it would appear that preventive measures such as stepped up surveillance and improved security of these areas would do much to curb many of these offenses. We believe that the railroad industry, the local communities concerned, and local law enforcement agencies, not Federal officials, should be responsible for these preventive aspects.

In conclusion, I should point out that we at the Department of Justice recognize that the criminal laws of the several States relating to acts of vandalism against railroad employees vary considerably both as to the acts of vandalism proscribed and the penalties authorized for such offenses. Although these varying offenses and penalties could be rectified by Federal legislation, we would suggest that the development and enactment of uniform model State legislation would be a more appropriate means of achieving this end. The Department of Justice would support such model State legislation.

This concludes my statement, and I am prepared to answer such questions as the subcommittee may want to direct toward me.

Mr. CONYERS. Thank you for your very thoughtful presentation, Mr. Hantman.

Are there questions from the subcommittee?

Mr. SAWYER. I had not even realized that the Federal Government was in the juvenile business at all and, obviously, they are doing it to a very minimal degree when you are talking about a total of 200 juveniles. Do I understand that they're even phasing that out?

Mr. HANTMAN. Yes, sir. You see, Mr. Sawyer, under the act as it is currently written, the Federal Juvenile Delinquency Act—there is a requirement that the Federal Government make the juvenile who is apprehended for the commission of a Federal crime available to the State. He must first be offered to the State. Generally speaking, if the juvenile is a citizen of that State, the State will accept him. If it turns out the State does not desire to accept jurisdiction over the juvenile for the commission of an offense which would be a crime if committed by an adult, or if the Attorney General were to certify under the act that the State has no programs that would be helpful for the juvenile, then the Federal Government would deal with the juvenile in the Federal system as a juvenile.

Mr. SAWYER. Apparently it is so seldom done. Despite spending a lifetime in the courts and a lot of times in the Federal courts, I have never been concerned with juvenile proceedings. Of course, the Federal penitentiary system is in no different boat than every one of the States, I am sure. I know Michigan is in the same over population situation. The FBI though is at least—it has been my impression—and I have a lot of dealings with their local people in our area, in the area of Michigan, at least there they are very, very understaffed and certainly, compared with the State police of local police. Is that true nationally?

Mr. HANTMAN. While I cannot formally speak for the Federal Bureau of Investigation, I think that it is true that the complement of the Federal Bureau of Investigation is far lower than the police complements of many of our States.

For example, New York City has somewhere in the neighborhood of 24,000–25,000 policemen. The Bureau has an organization of approximately 7,500 individuals. The same may be true of cities like Chicago, and Mr. Conyers would know of Detroit. So when you mention a thin grey line, it is yea, verily, very thin.

Mr. SAWYER. Of course, I have observed, at least again referring only to my own experience, that the U.S. district attorney's offices are not nearly the size or capacity that the average State prosecutor's or county prosecutor's office are. In my area, we had a staff of maybe 21 lawyers, whereas the U.S. district attorney's office for the entire western district of Michigan only had like four assistants, and they covered, you know, 30–40 counties. So, they really—the Federal Government really, while it sounds very important, and it is very important in their law enforcement function, are really much more limited than, I think, the public tends to think, and I would tend to be sympathetic that they ought to concentrate their resources on the kind of real serious and interstate things that you are mentioning, such as organized crime and interstate conspiracies and multistate white-collar crime, because they just do not have the resources.

Mr. HANTMAN. That is factually correct, sir. There are approximately 1,200 attorneys in the various U.S. attorneys offices around the country. I daresay, if you totaled it up, the complement of the various local State prosecutor offices around the country far exceeds that.

Mr. SAWYER. I am sure.

Mr. HANTMAN. Los Angeles alone, I am told, in the State prosecutor's office has over 500 people, and we have got 1,200 nationally.

Mr. SAWYER. Well, in Wayne County, where the Chairman comes from, they have about 125. You know I come from Grand Rapids, and even in little Kent County we have 21, where for the whole western district of Michigan, which I cannot tell you precisely how many, but probably includes 30 counties, anyway, and maybe more, including the whole Upper Peninsula of Michigan, they have four attorneys in the entire western district. And with those limited facilities, would you visualize that if this jurisdiction were, in effect, taken over by Federal legislation, there would be additional manpower problems for the FBI?

Mr. HANTMAN. Considerably so, not only for the FBI but all the U.S. attorneys offices across the country would have to deal with this kind of thing. I might also remind this subcommittee we are currently bound by the Speedy Trial Act, which was enacted by Congress not too long back, which set certain priorities for us in the trial of cases. We will then, of course, have a more difficult problem of making the choice of which cases are the most serious and must be brought to trial as promptly as possible within the mandate of that act. It may make for some very difficult choices, were this legislation to become Federal in character, in order for us to accomplish the mission that is assigned to all the various U.S. attorneys offices across the country in adequately enforcing it's laws.

Mr. CONYERS. Thank you very much.

Mr. Gudger, did you have an observation?

Mr. GUDGER. A very brief one. I notice that the stoning of trains, shooting of trains, and track obstructions seem to be the three classifications in this chart of statistics which we have been supplied that fall under Mr. Hughes areas of concern principally.

The other offenses would largely not be applicable because they seem to be local in character and not designed to deal with the moving train problem.

Now, with respect to stoning of trains, do you have any statistics showing what proportion of these offenses occur within the yard or at the train station, as distinguished from when the train is out in motion in interstate travel?

Mr. HANTMAN. No, sir; well, first, Mr. Gudger, those statistics were not presented by the Department of Justice, and I do not have the kind of data that you are soliciting here at this moment. May I, in response to your question, enlighten you to this extent: the types of vandalism we are talking about in considering this problem—the proposed legislation—deal with such misconduct as placing obstructions on tracks, tampering with switches, brake signals or switch lights, entering stored commuter and passenger cars and breaking and entering tool houses, ticket booths and other office facilities and ransacking them, and setting fires, intentionally or accidently.

Now, the first three types of misconduct, namely, placing obstructions on tracks, tampering with switches, braking signal or switch lights by shooting them out, are all covered under Federal laws. The others are matters for local concern or are concurrent jurisdiction offenses. What I am saying to you, is that a good part of the types of vandalism that generally occur on railroads is now either covered by Federal law or concurrently enforced by State and Federal jurisdictions.

Mr. GUDGER. My problem, Mr. Hantman, is this: I see an awful lot of offenses reported here. The great bulk of them are trespass offenses and those, it seems to me, are taking place in the yard, at the railroad station, or in the vicinity of the railroad station and therefore a situation which the carrier itself can probably do more to protect and do more to deal with than any other groups. Certainly, perhaps more than the FBI or the Federal agencies. Now, what I am trying to grasp is, of this group of offenses which Mr. Hughes' act is trying to make Federal, do we have any statistics indicating how great a percentage of those offenses occur in this area where the major part of these trespasses occur; that is, in the area of the urban community where the yards are located, where management of trespassing might be part of the answer?

Mr. HANTMAN. Well, while I do not possess those statistics, sir, I would believe that the industry does have data along that general line.

Mr. CONYERS. I want to thank you for appearing on behalf of your Department; you have accomplished a great deal in trying to get in perspective the handling of a perplexing problem. You have shown us we might be considered overreaching if we were to reach for the Federal solution. We may be calling on you again, because there is still some other information to come in after today. We probably will

be hearing some from some of the Association of Railroad people who were not able to testify before us today, and we may need further assistance from you and your staff.

Mr. HANTMAN. We would be happy to help the subcommittee in any way we know.

Mr. CONYERS. You have been very helpful. Thank you again.

Our final witness for today is from the Department of Transportation. He is an Associate Administrator for Safety, Mr. Donald W. Bennett. We will incorporate your testimony in the record, and we may be running against a small deadline, since we do not know when the quorum vote will be handled.

Mr. BENNETT. I will try and summarize the testimony then, sir, as best I can.

Mr. CONYERS. All right.

TESTIMONY OF DONALD W. BENNETT, ASSOCIATE ADMINISTRATOR FOR SAFETY, DEPARTMENT OF TRANSPORTATION

Mr. BENNETT. I have with me Mr. Charles Clark from my staff, who has been working on the issue that we will talk about later on. We appreciate, Mr. Chairman, the opportunity to appear before you today.

What I would like to do is try and indicate the data that is available to the Federal Railroad Administration in regard to the problem that you are considering and the approaches of FRA and the Department to this problem. The FRA administers the Federal Railroad Safety program authorized by the Federal Railroad Safety Act and other related laws.

The exact magnitude of the vandalism problem is and has been a problem for us because the railroad accident statistics do not pinpoint these specific causes. Starting in 1977 we do have different cause codes and in the future we will have much better information both in regard to train accidents and in regard to injuries to employees.

The data that we are aware of in regard to this problem includes our accident reporting system, complaints that we have received from Mr. Snyder and other railway labor organizations, information we gather through our industry meetings and the data that is collected by the Association of American Railroads that has been referred to previously.

Our accident data for 1975 and 1976 show that train accidents caused by interference with railroad operations by nonrailroad employee and nonrailroad personnel increased from 127 in 1975 to 183 in 1976, and all types of accidents increased. Injuries to employees from assault increased from 273 to 364 in 1976.

But there is another classification of injuries to employees that may be of interest to the committee, and that is casualties resulting from being struck by either flying or falling objects. Casualties to employees from being struck by flying objects in 1975 were 305; in 1976 there were 363 injuries and one fatality. Being struck by falling objects, showed a much larger number. In 1975 over 2,000; in 1976 also over 2,000.

It is difficult to determine if all of those accidents can be classified as vandal acts, but they show some indication of the magnitude of the problem.

Mr. CONYERS. What else could they be classified as?

Mr. BENNETT. For example, the flying objects, sir, could have been from another derailment; it could have been from lading that broke loose from a boxcar; it could have been something like that. If I would have to guess, I would say much of it would be vandals.

Mr. CONYERS. Are you prepared to make a recommendation about the legislation before the subcommittee?

Mr. BENNETT. No, sir. On that matter we need to defer to the Department of Justice.

Mr. CONYERS. All right.

Are there questions, gentlemen?

Counsel has a few.

Ms. FREED. Just two questions, Mr. Bennett. It has come to the attention of this subcommittee and its staff that there could be a few things that could be done outside of State, local, or Federal legislation to combat this problem. One is simply putting missile resistant or bullet resistant glass in railroad cars. Why is it you only started to hold meetings on this issue in 1976, even though the problem has been a problem for a long time, and what do you intend to do to encourage the railroads to install safety glass?

Mr. BENNETT. We have been holding meetings since last year to this date. We now have issued advance notice of proposed rulemaking that I would like to make a part of the record.

Mr. CONYERS. Without objection, so ordered.

[The advance notice of proposed rulemaking follows:]

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration (49 CFR Chapter II) (Docket No. RSGM-1, Notice 1)

IMPROVED GLAZING MATERIAL IN WINDOWS OF LOCOMOTIVE CABS, RAILROAD PASSENGER AND COMMUTER CARS, RAPID TRANSIT CARS, AND CABOOSES

ADVANCE NOTICE OF PROPOSED RULEMAKING

The Federal Railroad Administration (FRA) is studying the need for a Federal regulation to require the use of improved glazing material in the windows of locomotive cabs, railroad passenger and commuter cars, rapid transit cars, and cabooses. The purpose of this notice is to solicit views and comments from the public as to the need for such a regulation and the costs and benefits that would result.

Background information

On September 29, 1976, the Railway Labor Executives Association (RLEA) filed a rulemaking petition requesting that the FRA issue a regulation to require the use of safety glass in all windows of locomotive cabs, railroad passenger cars, and cabooses (FRA Rulemaking Petition 76-4).

Pursuant to section 211.13 of the FRA Rules of Practice (49 CFR 211.13, 41 FR 54181) the rulemaking proceeding initiated by this notice shall be completed not later than 12 months after the date this notice is published in the Federal Register. The provision of section 211.13 that rulemaking petitions initiated as the result of a rulemaking petition be completed within 12 months following the filing of that petition does not apply in this instance because the RLEA petition was filed prior to January 1, 1977, the effective date of the Rules of Practice.

RLEA asserts in its petition that the safety of railroad employees and passengers is placed in serious jeopardy by the lack of safety glass that would:

1. Protect railroad crew members, railroad passengers and other railroad employees from death or injury resulting from being struck by stones, bottles, bullets and other missiles thrown or shot by criminal vandals.
2. Protect employees and passengers from the affects of broken glass in the event of a railroad accident.

3. Aid in the prevention of the ejection of employees and passengers from the interior of the railroad equipment in which they are riding in the event of a railroad accident.

In its petition, RLEA requests that FRA determine what is the "best possible safety glazing material" for these purposes and issue a regulation requiring that this glazing material be installed in the windows of locomotive cabs, railroad passenger cars and cabooses within two years. RLEA states further that "this safety glazing material should be free from distortion and should not be affected by abrasion, windshield wipers or cleaning, which would not permit clear visibility."

FRA regulations now require shatterproof glass on locomotives (49 CFR §§ 230.229(b) and 230.423(b)). In addition, several states have laws and regulations governing the glazing material applied to the windows of railroad equipment. State laws and regulations vary from general safety glass requirements, to detailed in-depth standards and specifications for window glazing material.

As part of its study, FRA reviewed its train accident files. This review revealed that during calendar year 1975, a total of 305 injuries and no fatalities resulted from persons being struck by flying objects. These injuries involved 297 employees, six passengers, one non-trespasser and one trespasser. In the first eight months of 1976, a total of 231 injuries and one fatality resulted. The injuries involved 228 on-duty employees, one off-duty employee, and two passengers. The one fatality was an on-duty employee.

FRA also conducted a meeting on September 22, 1976, to examine the feasibility of effecting improvements in the glazing material applied to railroad equipment to eliminate or reduce such casualties in the future. This meeting was attended by representatives of the Association of American Railroads (AAR), various railroads, American and British glazing manufacturers, locomotive manufacturers, railroad equipment manufacturers and suppliers, and railroad operating labor unions. The glazing industry representatives indicated that glazing materials capable of stopping almost any missile are available. At this meeting the AAR offered to review the repair and train accident claim records of its member railroads for information concerning the incidence of broken glazing material on locomotives, passenger and commuter cars and cabooses. This review is to include data concerning the number and types of acts of vandalism causing such damage. In addition, it is to include information concerning the nature and extent of injuries sustained by railroad employees and passengers.

Additional meetings were held on November 18, 1976 and January 27, 1977. The consensus of those attending these meetings was that the glazing material and its supporting frame on windows of locomotives, cabooses and passenger cars should—

1. Withstand without penetration and inside spalling or splintering these impacts:
   a. A suspended cinder block struck at a speed of 30 mph;
   b. A fist-size object thrown from a distance of 25 feet such as ballast rock, ½ of a masonry brick, track spikes and bolts, rail anchors, tie plates and bottles; and
   c. A .22 caliber long rifle or .38 caliber pistol bullet fired from a distance of 150 feet; and
2. Provide clear visibility without distortion, discoloration or other visual impairment.

Further meetings will be scheduled if necessary. Persons desiring to attend these meetings should contact the Associate Administrator for Safety, Federal Railroad Administration, Washington, D.C. 20590.

Public participation requested

FRA believes that additional information is required concerning the necessity for, the cost of, and the benefits to be derived from a Federal regulation requiring the use of improved glazing material in the windows of locomotive cabs, railroad passenger and commuter cars, rapid transit cars and cabooses. FRA invites written comments from the public, particularly from railroads including rapid transit railroads, railroad employees and railroad equipment manufacturers and suppliers. FRA also requests commenters to indicate their willingness and capability to supply, upon request, further information and statistics that may be needed to perform cost-benefit and economic impact analyses for specific rulemaking proposals concerning the subjects discussed in this notice.

Specific advice is requested on the following points:

1. Should FRA develop regulations to require the use of improved glazing material in the windows of locomotive cabs, railroad passenger and commuter cars, rapid transit cars and cabooses? What alternatives to this course of action should also be considered? How costly and effective would each be?

2. How many fatalities and injuries in the past ten years resulted from occupants of locomotive cabs, railroad passenger and commuter cars, rapid transit cars and cabooses being—

(a) Struck by objects suspended from overhead structures and missiles?

(b) Struck by broken glazing material during train accidents?

(c) Ejected from the interior of such vehicles?

3. What means other than improved glazing material are available to protect occupants from the hazards described in question 2? How costly and effective would each be?

4. Should improved glazing material be required only in the windows of new equipment? Should its installation on existing equipment also be required?

(a) What would be the resulting costs for new and existing equipment?

(b) How effective would improved glazing material be in reducing injuries and fatalities?

(c) What would be the impact of these requirements on equipment maintenance?

(d) What would be a reasonable amount of time to allow the equipment manufacturers and railroads to install improved glazing material on new and existing equipment?

5. What objects suspended from overhead structures, and what missiles should window glazing material prevent from penetrating the interiors of locomotive cabs, railroad passenger and commuter cars, rapid transit cars, and cabooses? What combinations of velocities, shapes, sizes and weights of objects suspended from overhead structures and missiles should be considered? (Example: (a) Bullet, impact speed 2450 ft. sec., cylindrical pointed, .30 cal, 180 grains; and (b) Brick, suspended, impact speed 30 m.p.h. rectangular polyhedron 2¼ x 3¾ x 8 inches, 4½ pounds).

6. What types of glazing material can sustain the impacts discussed previously under "Background of Information" as well as these listed in response to question 5? How thick must these glazing materials be? Are they readily available and in adequate supply? How difficult and costly would it be to mount them securely in new and existing locomotives, railroad passenger and commuter cars, rapid transit cars and cabooses?

7. Should FRA regulations specify performance criteria, tests and/or other requirements for windows and window glazing materials of locomotives cabs, railroad passenger and commuter cars, rapid transit cars, and cabooses?

(a) Should these requirements vary according to window location (front, side, and rear facing) and type of railroad equipment?

(b) What specific requirements should apply to the various windows, window glazing materials and types of railroad equipment?

(c) What tests should be required to determine that window glazing materials satisfy these requirements?

Communications should identify the docket number and notice number and be submitted in triplicate to the Docket Clerk, Office of Chief Counsel, Federal Railroad Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Communications received before June 1, 1977, will be considered by FRA in the development of regulations that may be proposed in a future notice. Comments received after that date will be considered to the extent practicable. All comments received will be available, both before and after the closing date for communications, for examination by interested persons during regular business hours in Room 5101, Nassif Building, 400 Seventh Street, S.W., Washington, D.C. 20590.

This notice is issued under the authority of Sec. 202, 84 Stat. 971 (45 U.S.C. 431), and §1.49(n) of the regulations of the Office of the Secretary, 49 CFR 1.49(n)).

Issued in Washington, D.C. on Mar. 4, 1977.

BRUCE M. FLOHR, *Deputy Administrator.*

Mr. BENNETT. Thank you, sir. Before that we were investigating various glazing activities that were being done by the individual railroad companies, to see if they were adequate. Amtrak has been doing

quite a bit of work in this area and many railroads in the Northeast have also been doing quite a bit of work in that area.

We were not convinced until last fall that we needed to impose a requirement which would require extensive retrofit on all the locomotives and cabooses as well as passenger cars.

Ms. FREED. Are you now convinced?

Mr. BENNETT. Well, we now are at the point where we think it should be seriously considered, and with this advance notice we are asking for more data on it. We are not committing ourselves as yet, but it certainly looks like the problem is serious enough that some sort of requirement should be levied on the industry.

Ms. FREED. I hope your data collection efforts in this area are significantly better than those that have existed in the area of vandalism itself.

Mr. BENNETT. We have some data that has been presented here before and is in my statement. A sample of 2 months, which I think is very good. We need to know what kind of missiles should be protected against.

Mr. CONYERS. Well, what is the hesitancy about a simple feature like installing a better glass? Aren't the labor movement in the railroads pressing for that?

Mr. BENNETT. Yes, they have been. Our present regulations now require a shatterproof glass which will resist some missiles.

The question is to what extent should we attempt to require glass that would resist all missiles. If you notice, in these statements there are various kinds of missiles that have been directed at engines and cabooses as well as passenger cars. Do we need to, in effect, insulate those vehicles from a high caliber rifle? Is that necessary, or only pellet guns or shotguns?

Mr. CONYERS. I suggest that you conduct a 2-week survey on the railroad lines, standing behind some regular glass and then come back and answer the questions.

Mr. BENNETT. I think we have some of that data and we will use it.

Ms. FREED. Mr. Bennett, just one further question about your helicopter demonstration project, about which we have received conflicting information. Actually, we were told you felt it was a huge success, that you had statistics that show that vandalism was deterred when you had helicopters flying along the railroad lines or following the railroad trains to alert local police to pick up vandals or just deter the vandals themselves from committing acts. Yet you also say that the program has, in effect, failed, because it has not been reproduced elsewhere. You have decided not to use it. Was it good or was it bad, and are you going to encourage it or not?

Mr. BENNETT. I think it is very clear that helicopter patrols are an effective deterrent not only to vandals but also for security matters. There were two demonstration projects, one in the Philadelphia area and one in the St. Louis area which clearly were demonstration projects funded by the Federal Government. These show that the program could be effective and how the program, or how the helicopter patrols should be organized. We think we have clearly demonstrated that and are attempting to encourage the use of it.

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Ms. FREED. Thank you.

Mr. CONYERS. Mr. SAWYER.

Mr. SAWYER. Has any effort been made to approach the subcommittee on uniform laws, who are very active in the United States on uniform State laws, to get something in the way of a model uniform law proposed?

Mr. BENNETT. I am not aware of that. I just do not know.

Mr. SAWYER. And, of course, you come back around to the problem, you know, unfortunately, as you probably know, 50 percent of our crime is committed by juveniles, unfortunately, and rarely or only infrequently do the prosecutorial authority get involved with anyone much over the age of 30 or 35. The greatest bulk of even adult criminal prosecution is, you know, on the under-30 age bracket. Juveniles are very, very hard to reach by penalty-type things. Juveniles do not, in the guise of the law, commit a crime. They have behavioral problems, so to speak, and you cannot impose mandatory minimums or incarceration or this kind of thing and particularly when you are dealing with area, while the general crime rate is about 50 percent nationally, horrifying as that is, in this area—the area we are talking about here, I would guess the statistics somewhat bear that out—are probably more in the area of 90-odd percent is what you are talking about is juvenile and the thing that disturbs me is how we could reach that with a criminal statute, whether it be State or Federal, and I am working on a program now that I intend to try to get into that, maybe an approach that addresses itself to that problem down at the grass roots level, if you want to call it that, because that is really where we have to work on it.

Do you have any feeling yourself about this statute, or this bill we are taking a look at?

Mr. BENNETT. No, sir. As I indicated, the Department of Justice has our position on that.

Mr. SAWYER. I understand you defer to the Department of Justice, but I was just curious if you have given any thoughts to the bill, not speaking officially for your Department, but just being—do you have any personal feeling?

Mr. BENNETT. My personal view would be this, sir.

There are many things that are being done and need to be done, and I do not think any one mechanism, device, statute, or regulation or program will solve the entire vandalism problem. We should not pin our hopes on any one item. Anything we could do that would be of help and would be of an aid should be done.

Mr. SAWYER. But isn't—maybe at the moment—should not maybe some serious thought be addressed to the question raised by both the counsel and the chairman on actual bullet-proof-type glass on the trains? I mean, you know, I am not sure that even if a uniform law with a mandatory minimum penalty and/or Federal statute—particularly where you are dealing with a great bulk of juvenile—is going to really be the answer and really going to stop it. And maybe, bad as it seems to have to approach it in this way, maybe the best solution is—are defensive measures, let us say.

Mr. BENNETT. Yes, sir. That is what we are doing. We are reducing the consequences of vandalism.

Mr. SAWYER. What kind of glass do they have in the trains now? Is it just glass that rock will go through?

Mr. BENNETT. It varies from carrier to carrier. Amtrack has some laminated glass.

Mr. CLARK. Two panes of glass with a plastic laminate between.

Mr. SAWYER. Why is it allowed to vary from train to train when you are dealing with the safety of both passengers and crew of the train and you know it is a problem enacting a criminal statute, or even turning the FBI loose on it is not going to solve it, because when you are dealing with predominantly juveniles, historically the law has been unable to deal with it in a criminal area. You know, it is even known that in big cities juveniles are even hired as hit men, because they know that even if they are caught they are only going to be in detention for 2 or 3 years and, under the laws of the States they are let out, so when you are dealing with such an obviously appealing thing to a juvenile, to drop something off a bridge on a moving object, all the law in the world and all the enforcement is not really going to prevent that. But why do we not have more rules dealing with interstate trains requiring all of them to have bulletproof, missileproof windows?

Mr. BENNETT. That is the process I mentioned before, sir. We are beginning our regulatory procedures to accomplish that.

Mr. SAWYER. Yes, but you know, we have been regulating trains since heaven knows when, and it seems to me a kind of a late stage to be thinking about that, if we are dealing with the safety and lives of people, which you are. I am not expert in glass, but I hear that the President, or whatever, drives in a bulletproof car, and I assume there is glass available and at not too horrific expense, which is totally capable of withstanding a bullet, let alone a few rocks.

Mr. BENNETT. As I understand it, there is that glass available, sir. The type depends on what kind of a bullet you want to prevent from entering.

Mr. SAWYER. Well, is it up to and available to keep out any kind of bullet except, you know, a cannon or something?

Mr. CLARK. Sir, there is glazing material available at this time to the industry that will stop any object, that we are talking about here. But you come to a point where your side sheeting of your locomotive won't support the glazing material frame on the impact of the object, if you go to the extreme in size, velocity, and so forth.

Mr. SAWYER. Well, in any event it would eliminate all but the high-powered rifle. You have the material that would protect people from anything but, you know, like a .22 bullet.

Mr. CLARK. Yes, sir, there is material available.

Mr. SAWYER. Is the Department doing anything about proposing a law to make it mandatory for trains moving in interstate commerce to have that kind of window?

Mr. CLARK. That is what we are doing. We are proposing a regulation that would have that same effect, sir.

Mr. SAWYER. Thank you.

Mr. CONYERS. We appreciate your testimony, and I would say to my colleague from Michigan that we could send a message to Brock Adams, our former colleague, to get into this, and I also want to refer

you to the gun control legislation that has been referred to the subcommittee.

Mr. SAWYER. I personally differ with the chairman on gun control. I have lived with it and I go the mandatory minimum myself, and I am aware of what the chairman's position is.

Mr. CONYERS. Well, gentlemen, you have been very helpful, and on that note the subcommittee will end its hearings, but it will keep the record open for additional letters and statements that may come in.

Thank you very much.

The committee stands adjourned.

[Whereupon at 12:15 p.m. the hearing was adjourned.]

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[The prepared statement of D. W. Bennett follows:]

STATEMENT OF DONALD W. BENNETT, ASSOCIATE ADMINISTRATOR FOR SAFETY, FEDERAL RAILROAD ADMINISTRATION

Mr. Chairman, I am pleased to be before your Subcommittee to discuss the important subject of railroad vandalism. I am the Associate Administrator for Safety of the Federal Railroad Administration of the Department of Transportation. The FRA administers the Federal railroad safety program authorized by the Federal Railroad Safety Act of 1970, and other related laws.

Today I would like to outline for you the data available that indicates the magnitude and scope of the railroad vandalism problem and the approach of FRA and the Department to this complex problem.

Federal Railroad Administration data shows that the vandalism on railroads consists primarily of stonings, shootings, signal obstructions, personal attacks and track obstructions. These acts cause death and injury to railroad employees and derailments of trains.

The exact magnitude of the vandalism problem is difficult to determine. However, sufficient data are available to show that it is a serious problem for the railroad industry. The increasing occurrence of railroad-related vandalism and the growing number of assaults upon employees are becoming items of considerable concern to the rail industry and the Federal government. Although exact figures on vandalism and criminal attacks on the nation's railroads and their employees are often incomplete and inconsistent, the overall trend indicates a rise in such activity.

The method of identifying and quantifying vandalism as a cuase for a specific number of train accidents and casualties has been a problem for the FRA. It has been difficult to attribute a specific number of rairoad accidents/incidents to vandalism. The primary reason for this difficulty is that vandalism, for accident reports purposes, was classified within the category "interference with railroad operations by non-railroad employees." This category embodied a number of miscellaneous causes including but not limited to vandalism.

Beginning in 1977, FRA, in its accident reports requirements, has instituted separate listings (code) for vandalism, establishing a more accurate method for recording the actual number of accidents and casualties caused by vandalism.

The data that are available include the FRA accident reporting system, complaints and reports received by FRA, information gathered during industry meetings on related issues and the data collected by the Association of American Railroads (AAR). These data are attached to this statement. In general, it is shown that:

1. Accident reports data for 1975 and 1976 reveals that all accidents caused by interference with railroad operation by non-railroad employees increased from 127 in 1975 to 183 in 1976. Collisions, derailments, and miscellaneous caused accidents all increases in 1976 over 1975. Injuries to employees from assaults increased from 273 in 1975 to an estimated 364 in 1976. (Attachment 1.)

2. The FRA file of letters concerning vandalism reveals a total of 972 incidents of vandalism were reported by interested parties over the period 1973–1976. Of these incidents, 62 resulted in injuries and 9 were fatalities. (Attachment 2.)

3. FRA has held two exploratory meetings on possible methods of accomplishing safer glazing in railroad vehicles. As a part of the FRA meetings on glazing, the AAR conducted a special survey of 52 railroads for the months of November and December 1976, to collect data on missile impacts upon railroad rolling stock. There were 877 reports of missile impacts for two months, projected to 5800 per year, and there were 47 injuries reported. (Attachment 3.)

4. AAR police activities reports reveal that the total reported cost of vandalism for 1975 was 3.8 million dollars. This report also cites 6,365 instances of stoning of trains, 524 instances of shooting at trains and 4,887 instances of track obstruction. Preliminary 1976 figures show an increase in all activity. (Attachment 4).

5. AAR police records reflect 20,629 reports on vandalism in 1975 and 24,780 reports in 1976, an increase of 20 percent.

6. Railroad police activity reports estimated that the total cost of criminal action against the 30 carriers representing 71 percent of the United States and Canadian mileage was $14,534,056 in 1976.

7. FRA statistics indicate stoning, shooting, signal destruction, personal attacks and track obstruction are the most common types of vandalism.

1972 VANDALISM REPORT

In 1972 FRA undertook a study of railroad vandalism. This study showed that the major types of vandalism are stonings, shootings, signal destruction, attacks on railroad operating personnel and most potentially serious of all, track obstructions. Such mindless vandalism causes injuries and deaths to railroad personnel as well as derailment of trains or destruction of railroad equipment as well as cargo.

The pattern of most acts of vandalism show it increases when students are going to and from school. Vandalism is also high during evening hours, holidays, weekends and vacation periods. Railroads are prime targets for such acts due to a certain impersonality of the rail network and operation, location of yards and city trackage in and around the inner city areas. Also the train unlike the truck or motorist is generally unable to stop during or after such attacks.

The most complete review of the scope and nature of the vandalism problem is contained in a research report prepared for the Federal Railroad Administration by the Behavioral Sciences Division of the Naval Ammunition Depot at Crane, Indiana. The report, dated July 10, 1972, summarizes the current literature on vandalism and makes a preliminary investigation of the nature of railroad vandalism. A copy of the report is submitted for the Committee's consideration.

The report defines vandalism as "Act of destruction in which monetary profit is not a prime motive." The report concludes that the act of vandalism is not a senseless act, but can be understood as arising from a variety of motivations. The practical result is that a particular prevention or control program may be appropriate for one type of vandalism but inappropriate for another. Therefore, this study stresses throughout that a variety of approaches must be instituted to deal with the rising incidence of railroad vandalism.

In determining the magnitude of vandalism, the most common items used are cost and number of incidents. Cost figures are dependent on inflation, the method of repair, what items are included in the cost, the difficulty of computing indirect costs, and chance factors. Incident data are dependent on the point in the legal process at which the data are collected from number of reported incidents, through arrests, to court statistics.

The study also states that theoretical crime causation theories have not been of much value to the practical problem of crime prevention. Therefore, it is felt that additional research into the "Why" of vandalism will not produce any major advances over what is already known.

The report states that there appears to be some consistency in where vandalism takes place and that vandalism is closely associated with school hours. The problem is to isolate those variables which will correlate with the incidents of vandalism and which can be used to predict which areas will be more likely to have vandalism.

The report also discusses some prevention and control programs and finds that few proposals have met with unanimous endorsement. The report concludes there is probably no one best technique or program for all situations.

CARGO SECURITY

A national cargo security program was created by Executive Order 11836 and implemented by DOT Order 6000.2 on July 25, 1975. This essentially established DOT in the role of cargo security coordinator of the transportation industry, in partnership with the Treasury and Justice Departments with roles in law enforcement and prosecution respectively.

The function of transportation security has been assigned to an Office of Transportation Security under the Assistant Secretary of Environmental, Safety and Consumer Affairs. This function centers around cargo security planning, policy

and recommended practices which can be used by those affected by the problems of vandalism. The line responsibility and operation of the program has been placed under the safety function of each modal administration making up DOT.

Cargo security programs and campaigns have been set up in 15 major cities throughout the country with a senior DOT officials in each city or city pair acting as Committee Chairman and program coordinator. It is the aim of DOT to achieve workable cargo security measures through voluntary cooperation of Federal, State and local law enforcement bodies, various private sector transportation associations, private carriers, labor, manufacturers and shippers as well as municipal officials.

Although cargo security per se is not specifically related to vandalism, there is much commonality in measures instituted to control each problem area. This is particularly true where law enforcement bodies are involved. In addition, cargo security city campaigns and demonstration projects that reduce cargo thefts also reduce attacks to railroad employees.

HELICOPTER DEMONSTRATION PROJECTS

The use of helicopter patrols for the surveillance of commuter and freight facilities in an urban environment was initiated in the spring of 1972 in the Philadelphia area. The Security Department of the former Reading Railroad and Penn Central Transportation Company provided the patrol manpower.

Quantitative data gathered during this study supported the original feeling that the helicopter was effective in vandalism suppression. Unfortunately, the program did not last long enough to give results of statistical significance. Based on this project, recommendations were made as to specific features to be considered in future surveillance programs. In addition, several specific methodological problems were identified.

Another demonstration project undertaken and funded by the Department of Transportation took place during the spring of 1973 to assist the railroad industry in the development of solutions to the problems of trespassing, vandalism and in particular, the theft of rail cargo. The specific objective of the project was to test and demonstrate the effectiveness of a collective approach to rail yard security by coordinating the efforts of all security resources within a major rail yard including a helicopter and special communications equipment for common use among several railroad companies. This project was conducted in the East St. Louis area.

Each of 15 different railroads had police forces working independently of each other. It was hoped that this demonstration could bring about a better cooperative effort than had been used in the past, although there were informal arrangements among some of the railroads to assist one another in emergency situations. It has been the opinion of many railroad policemen that there is an acute need for a structured working arrangement to promote more efficient communication and cooperation. A system is needed which would provide for the assignment of personnel to assure maximum protection for high value freight and quick response capability over some 100 miles of rail yard perimeter.

The railroad police selected a committee of five police supervisors who were given responsibility for day-to-day operation. A flying service was contracted for 200 hours of helicopter flight time. The helicopter was equipped with siren, loudspeaker, search light and underseat armor. Portable two-way radios operating on a common frequency were issued to participating railroads. A 24-hour a day radio based station was established. The tops of police patrol cars were numbered for identification from the air and special maps were prepared for quick identification of incident locations.

The helicopter patrol area covered 707 square miles. On the average, the helicopter was in the air about 3 hours a day with a concentration of flight time at night, particularly on weekends.

The helicopter proved to be a valuable tool as a deterrent to trespassing, vandalism and to a lesser degree, theft. The experience of years 1971 and 1972 was that during April and May, there were marked increased in incidents. During the same months in 1973, with the helicopter in use, there was a leveling and even a reduction in incidents. The findings support the conclusion that helicopters can be an effective component of a railroad security system.

SAFETY GLAZING

The application of missile resistant glazing to locomotives and cabooses is an item of active investigation by the FRA as a deterrent to attacks on railroad

employees. Vandals have hurled rocks, bottles and bricks at trains and there have been instances of firearms being discharged at locomotives and cabooses.

In recognition of this hazard to railroad employees, the Federal Railroad Administration has held two public meetings and has recently issued an Advance Notice of Proposed Rulemaking on the topic. The purpose of these efforts has been to gather sufficient technical and economic data to permit the development of one hardware solution to the problem. A copy of the Advance Notice is attached to this statement.

The first meeting on Safety Glazing was held on September 22, 1976. The meeting was attended by representatives of the various railroads, the railroad operation labor unions, U.S. and British glazing manufacturers and the Federal Railroad Administration.

During the discussion, the glazing industry representatives indicated that various materials were available with the capability of stopping projectiles or missiles. The manufacturers stated that in some instances where these materials had been subject to abrasion, visibility could become a problem, but lamination of the missile resistant materials under glass could solve the abrasion problem.

Another point of discussion was the possible use of protective screens over windows. A review of the repair and claim records was suggested as a method of quantifying the problem from a severity standpoint.

On November 18, 1976, a coordinating meeting was held to develop additional information on glazing materials to provide protection from vandals throwing missiles at locomotives, cabooses and passenger cars.

FRA has now issued an Advance Notice of Proposed Rulemaking which is designed to gather data on glazing and glazing materials in preparation for development of a regulation on this subject.

DISCUSSIONS OF VANDALISM PROBLEM

The FRA Office of Safety has held a number of discussions with interested parties to develop further information on the vandalism problem and to discuss prevention methods, technical assistance and coordination of a vandalism prevention program. Future meetings will also be scheduled.

The Office of Safety met with the Director of Police and Security for Amtrak, who was also Chairman of the Committee of Direction, Association of American Railroads (AAR), Police and Security Section, on November 1, 1976, in Philadelphia, Pennsylvania. At this meeting, the overall railroad police program to combat vandalism against the rail carriers was discussed. The meeting was an attempt to develop a closer relationship between FRA and rail security forces in an effort to reduce vandalism and injuries to railroad personnel.

On December 1, 1976, The Deputy Associate Administrator for Safety addressed a meeting of AAR's Committee of Direction, Police and Security Section in Montreal, Canada. The Committee discussed possible options open to the Federal government in the area of protection of crew members of trains from acts of vandalism.

On February 11, 1977, the Deputy Associate Administrator for Safety and the DOT's Director of Transportation Security were taken on a tour of high-crime and vandalism areas by the Grand Trunk Western Railroad officials in Detroit, Michigan.

A follow-up meeting was held with the GTW's President and Chief of Police to discuss various Federal, local and industry proposals to alleviate rail cargo loss in the Detroit area.

On February 24, 1977, the FRA's Deputy Associate Administrator for Safety with DOT's Director of Cargo Security met with representatives from the Illinois Central Gulf Railroad to discuss a proposal for Federal commissions for Railroad Policemen. Some carrier police officials feel that such commissions will make railroad police work more effective in combating vandalism and cargo theft.

CONCLUSIONS

Since the problem of vandalism is complex, and no known single solution would be applicable in all cases, various possible approaches to the solution of the vandalism problem are being considered:

1. Explore the further potential of helicopter patrols.
2. Encourage better communication and coordination between railroad crews and local law enforcement bodies.

3. Support educational programs in schools at all levels.
4. More extensive railroad police surveillance has proved an effective deterrent to vandalism.
5. Since certain polycarbonate plastic glazing materials have been successful in resisting missiles thrown at trains, they give excellent promise of furnishing a degree of protection previously unattainable with plate glass or laminates.
6. Polycarbonates also could be used to protect signal lenses which are subject to breakage by vandals.

A newly revised FRA recordkeeping system should allow better evaluation and categorization of the segments of carrier accident reports which will pinpoint those incidents attributable to vandalism unrecognized in the old system.

The basic approach thus far to combat vandalism has been to develop prevention methods to reduce or eliminate injuries to employees. For example, equipment design changes for glazing on railroad equipment could be of benefit in the prevention of injuries. There may be other possibilities for improving railroad equipment to lessen the adverse effects of vandalism. The FRA will actively explore these possibilities.

Mr. Chairman, this completes my formal statement, and I will be happy to answer any questions which you may have.

ATTACHMENT 1

ACCIDENTS AND CASUALTIES REPORTED TO FRA FOR 1975 AND 1976 RELATED TO VANDALISM

TRAIN ACCIDENTS REPORTED CAUSED BY INTERFERENCE WITH RAILROAD OPERATIONS BY NONRAILROAD EMPLOYEES (CODE 702)

	Collisions	Derailment	Other	Total
Year:				
1975	15	100	12	127
1976[1]	23	126	34	183

CASUALTIES REPORTED DUE TO ASSAULTS TO PERSONS (ON AND OFF TRAINS, LOCOMOTIVES OR CARS) (CODES 933, 944)

	Killed	Injured	Total
Year:			
1975	5	268	273
1976[1]	2	362	364

[1] 1976 data projected from reports for 10 mo.

ATTACHMENT 2

FEDERAL RAILROAD ADMINISTRATION, OFFICE OF SAFETY—SUMMARY OF COMPLAINT FILED 1973-76 REPORTING ACTS OF VANDALISM

Type of vandalism	Total of incidences	Year			
		1973	1974	1975	1976
Injury	62	11	15	11	25
Deaths	9	1	4	0	4
Firearm attacks	45	(1)	(1)	(1)	(1)
Personnel attacks	21				
Deliberate derailments	6	1	2	1	2
Track obstructions	38				
Signal destructions	43				
Switches thrown	8				
Missiles thrown (minimum)	740				
Total	972				

[1] 10 injuries due to gun wounds.

ATTACHMENT 3

INCIDENT REPORT SUMMARY—MISSILE IMPACT UPON RAILROAD ROLLING STOCK, FEBRUARY 25, 1977

The following tabulation updates prior January 25, 1977, report and reflects responses from 52 railroads, nine of which reported no incidents.

Month:	
November	575
December	302
*Vehicle and location of impact:	
Locomotive (313):	
Front	84
Side	196
Rear	8
Roof	25
Freight or Pass. (272):	
Front	34
Side	210
Rear	1
Roof	11
Caboose (382):	
Front	22
Side	319
Rear	29
Roof	26
Speed:	
1 MPH	10
5 MPH	47
10 MPH	77
15 MPH	71
20 MPH	149
30 MPH	179
40 MPH	126
50 MPH	74
60 MPH	18
70 MPH	3
Unknown	123
Average Speed (MPH)	27.1
Direction of movement:	
Forward	837
Rearward	14
Unknown	26
Impact upon vehicle:	
Car body	501
Window	355
Unknown	21
Method of projection:	
Hand Thrown	754
Slingshot	5
Overhead Suspension	9
Gun	109
*Type of missile:	
Stone or Rock	693
Building Brick	15
Cinder Block	2
Glass Bottle	25
Other	43
*Type of firearm:	
Pellet Gun	36
Shotgun	17
Rifle/Pistol	41
Other	6
Injuries Reported	47

* Totals may not agree because of possible combinations of one or more categories.

There were 877 reports for two months averaging 440 per month and projected to 5,800 per year. There were 47 injuries or 5.4 percent of the total incidences which were generally superficial resulting from stones and shattered glass. Three stones passed through open windows and eight penetrated closed windows, additionally 65 windows were broken or shattered. There were six rifle/pistol penetration; five through closed windows and one low caliber bullet penetrated the rear door of a caboose (lodging in the back of an occupied chair). In one case, pellets from a shotgun passed through an open window. Penetration/entries were 2 percent of the incidents. Glazing damage accounted for 31 percent of the incidents.

Rifle-pistol incidences accounted for 5 percent of the total reported. Other firearm accounted for an additional 6 percent of the total. Stone and similar hand-thrown or dropped missiles accounted for 89 percent of the total incidences reported. Train speeds between 5 and 30 mph accounted for 69 percent of the known speed incidences and 29 percent occurred between 40 and 60 mph. Average speed was approximately 27 mph. Ten of the largest railroads reported 76 percent of the total incidences.

ATTACHMENT 4

SUMMARY OF AAR'S REPORT OF RAILROAD POLICE ACTIVITIES FOR 1974–76

	1974	1975	1976
Stoning of trains	6,689	6,635	9,954
Shooting of trains	638	524	737
Track obstructions	4,916	4,887	8,151
Total vandalism acts	20,055	20,629	23,722

Source: Association of American Railroads, monthly statistical report of railroad police activities (30 rail carriers—77.3 percent of U.S. and Canadian mileage).

APPENDIX

STATEMENT PREPARED BY THE AMERICAN ASSOCIATION OF RAILROADS

ASSOCIATION OF AMERICAN RAILROADS,
Washington, D.C., April 6, 1977.

Hon. JOHN CONYERS,
Chairman, Subcommittee on Crime, Committee on the Judiciary, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: As indicated in our Association's letter of March 8, 1977, to Committee Chairman Rodino, the Association of American Railroads is pleased to have the opportunity to make a submission for the record on the subject of railroad vandalism. The railroads, which are members of our Association operate 97 percent of the trackage, employ 94 percent of the workers, and produce 97 percent of the revenues of all railroads in the United States. Thus, it can be said that the Association speaks for the industry in this country.

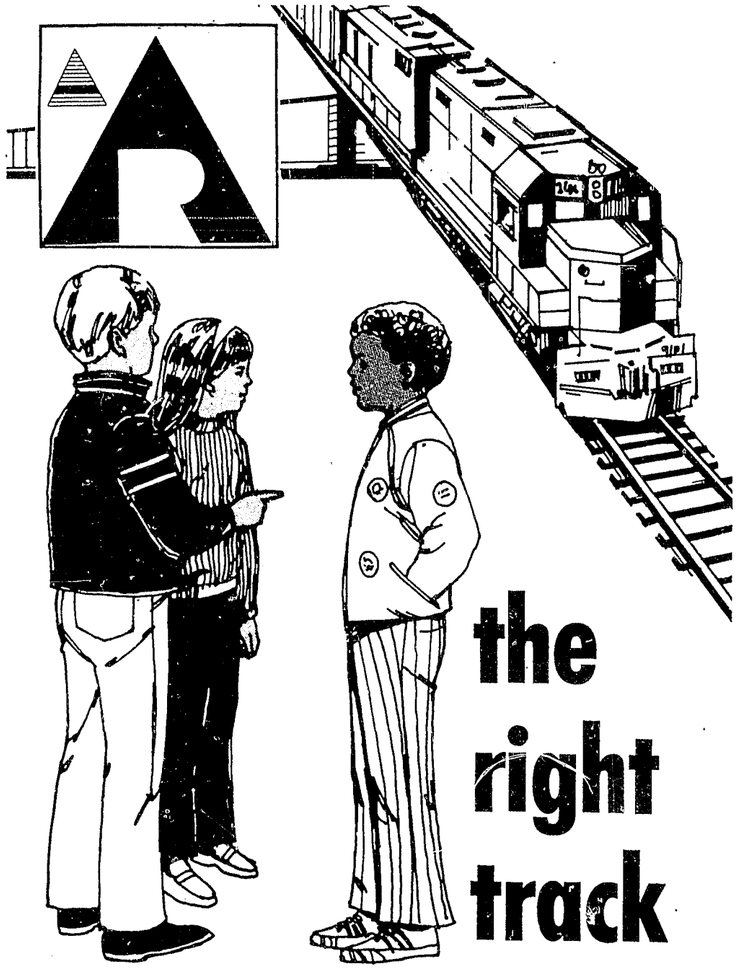
The railroad industry has in the past and will in the future support legislation to make acts of vandalism directed at trainmen and passengers on trains a federal crime. H.R. 4507, introduced by Congressman Hughes of New Jersey, discussed at your hearing on March 9, 1977, is a bill embodying such an approach. The industry recommends enactment of H.R. 4507 and calls upon the Subcommittee to give consideration of the bill a high priority.

Enclosed for your use is a compilation of statistics titled "Summary of Monthly Statistical Report of Railroad Police Activities, April 1974—December 1976" and an AAR pamphlet titled "The Right Track". Over two million copies of the pamphlet have been distributed since 1971, and hundreds of prints of a film on the same subject have been lent to railroads, schools, and community organizations for use in their youth safety programs.

I hope that these materials will assist your Subcommittee in its consideration of the problem of railroad vandalism.

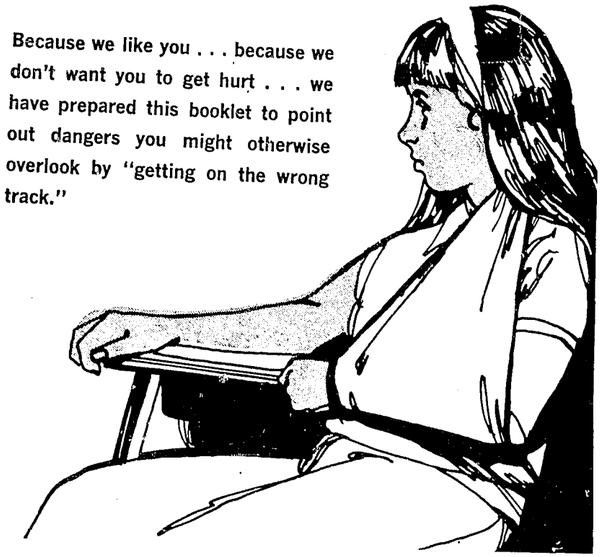
Sincerely,

J. E. MARTIN.



the right track

Because we like you . . . because we don't want you to get hurt . . . we have prepared this booklet to point out dangers you might otherwise overlook by "getting on the wrong track."

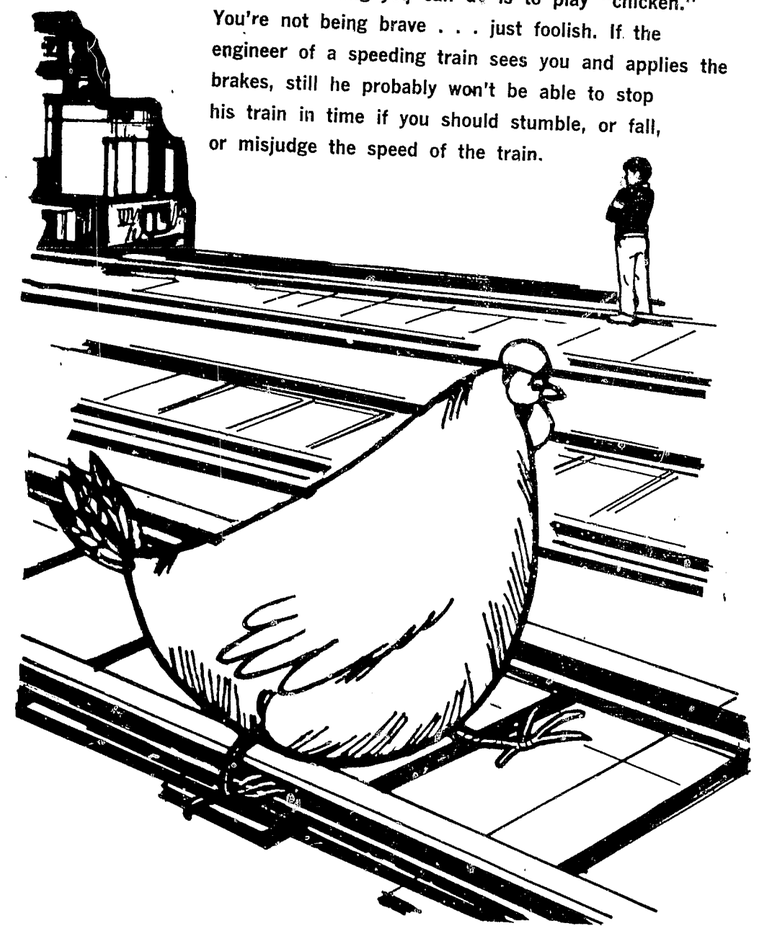


Most of the time you do things sensibly . . . on the "Right Track." But sometimes you can be pretty dumb . . . on the "Wrong Track."

It's silly to walk across a railroad bridge. There's no place to get out of the way of a train . . . and one mis-step could be your last. If you're racing against a train to get off a bridge . . . you're on the "Wrong Track."

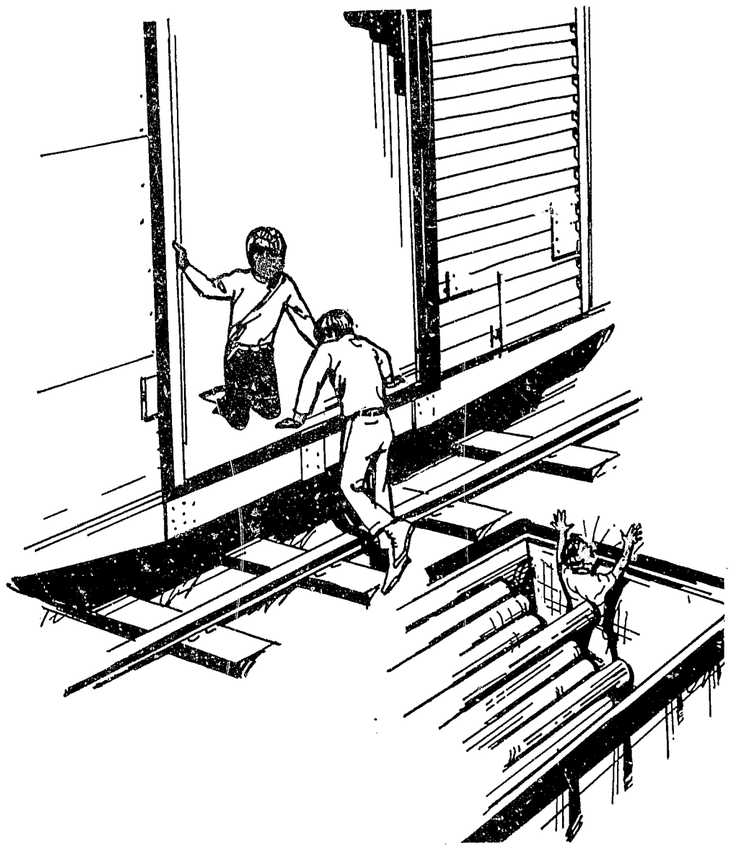
Any goof can hit the side of a barn (or a train) with a thrown stone or rifle shot . . . but someone on a train could be permanently injured.

The silliest thing you can do is to play "chicken." You're not being brave . . . just foolish. If the engineer of a speeding train sees you and applies the brakes, still he probably won't be able to stop his train in time if you should stumble, or fall, or misjudge the speed of the train.

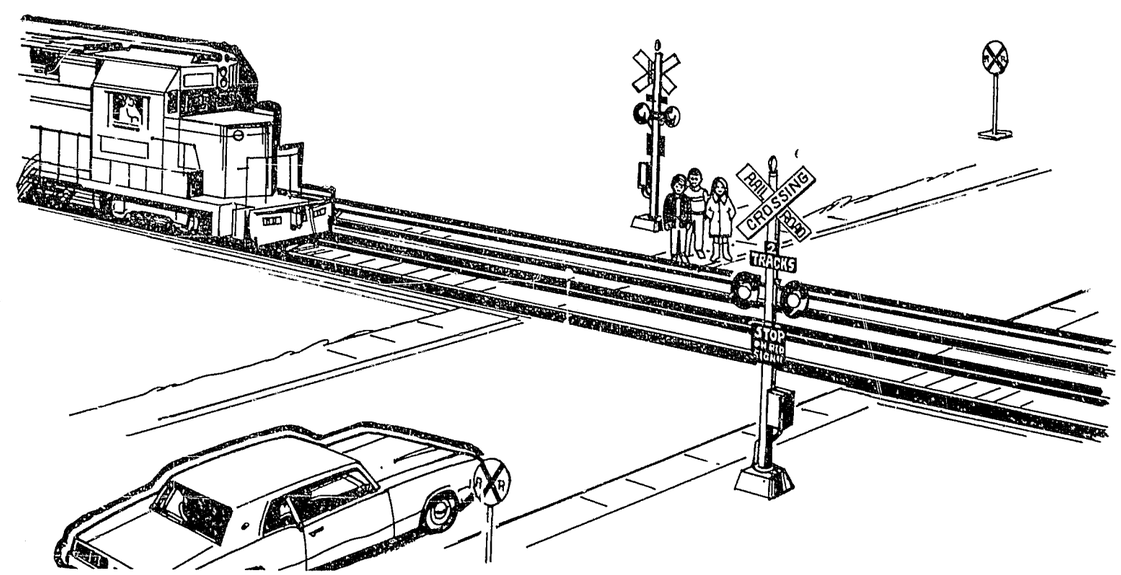


91-645 O 77 - 7

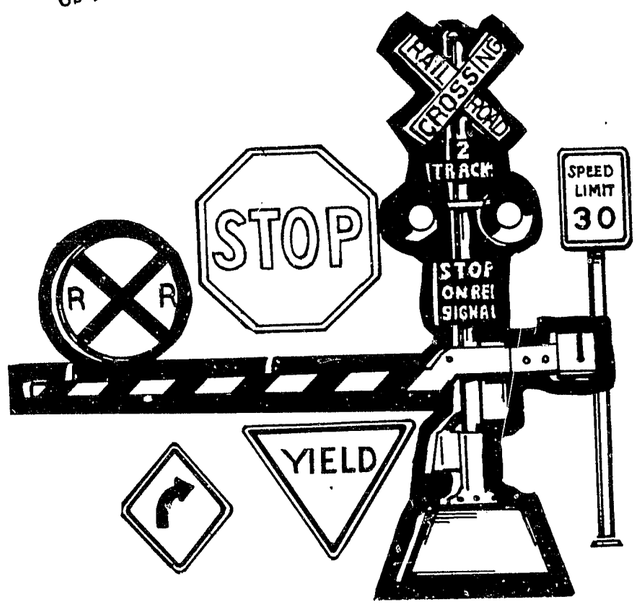
Don't play "hide-and-seek" in freight cars. The doors could slide shut and lock you in for days . . . or the load could shift onto you.



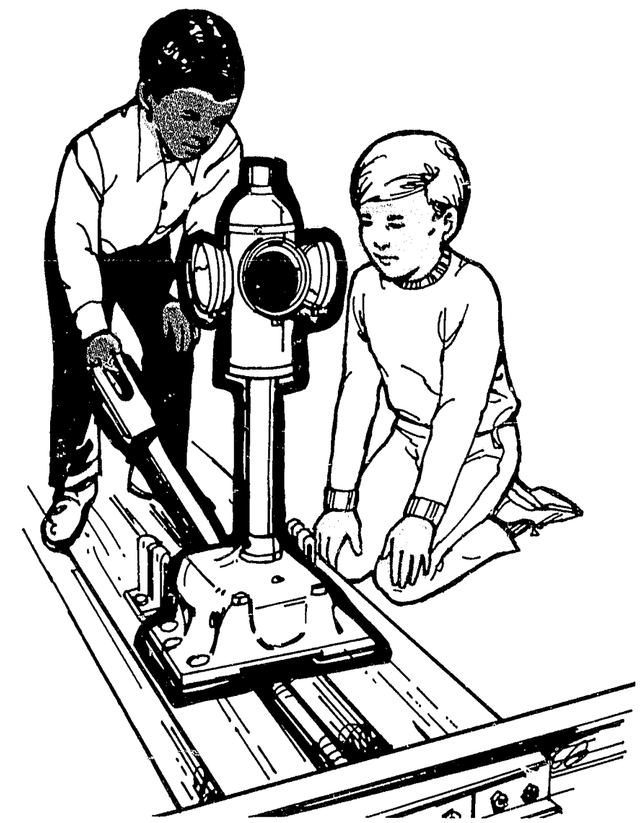
Racing a train anywhere is silly . . . use designated crossings when you must cross railroad tracks. Look in both directions and cross only when the way is clear. In an auto, have the driver make sure no train is coming in either direction before crossing.



Obey the signs and signals that protect you. Flasher lights . . . gates that lower as trains approach . . . familiar yellow warning or crossbuck signs . . . they're all there to keep you on the "Right Track." Obey them for your own good.



Leave railroad switches alone . . . you could cause a serious train accident by monkeying with a switch. And never put objects on the track, or in the spaces between rails near the switches.



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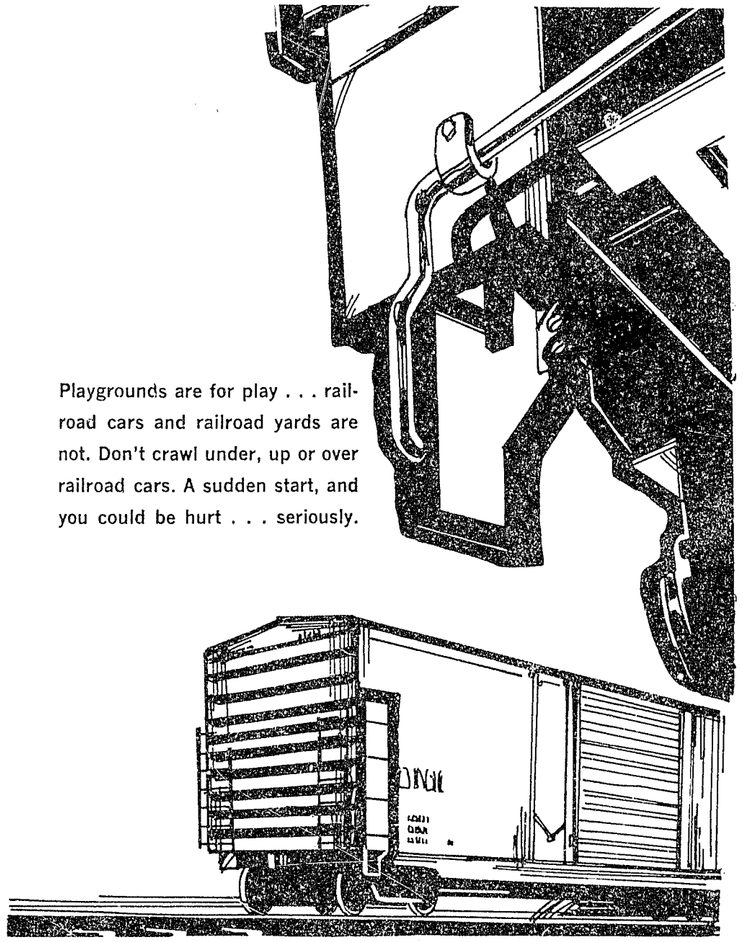
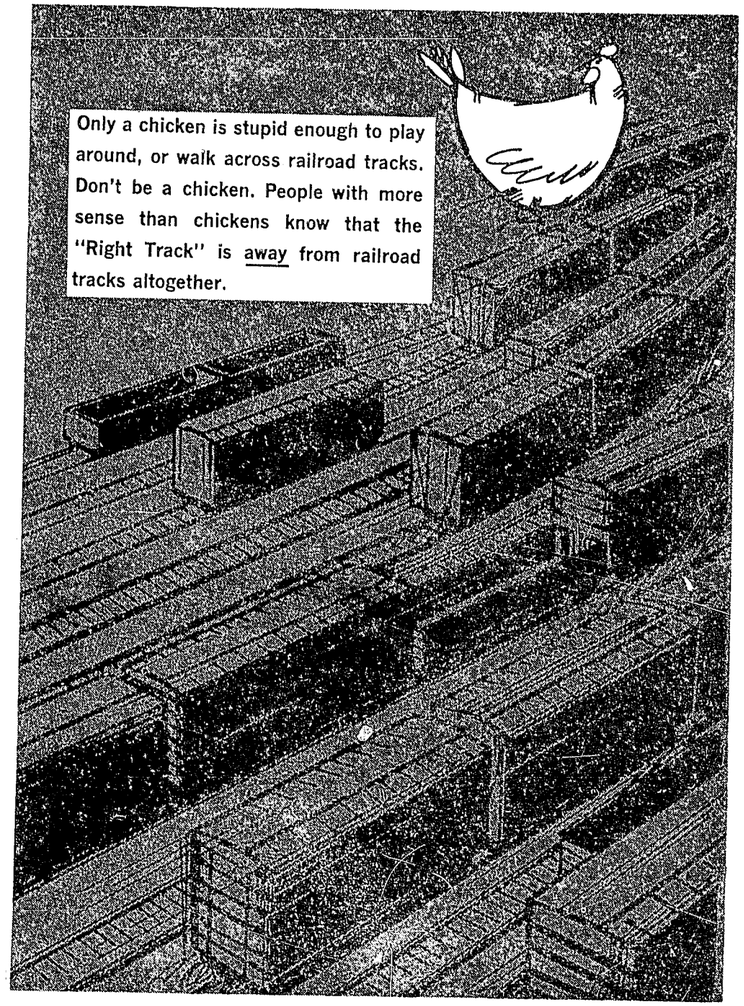


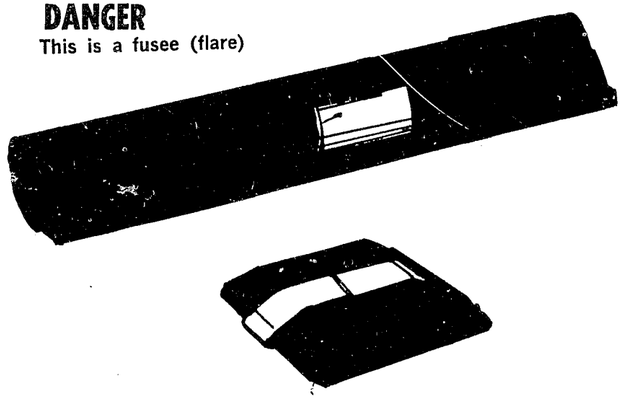
Playgrounds are for play . . . railroad cars and railroad yards are not. Don't crawl under, up or over railroad cars. A sudden start, and you could be hurt . . . seriously.



We use brilliantly burning flares and powerful torpedos to warn locomotive engineers to stop their trains on time. Our trainmen are taught to use them so they won't burn themselves with hot flare particles, or have an eye put out by an exploding torpedo.

WARNING: Leave these alone!

DANGER
This is a fusee (flare)



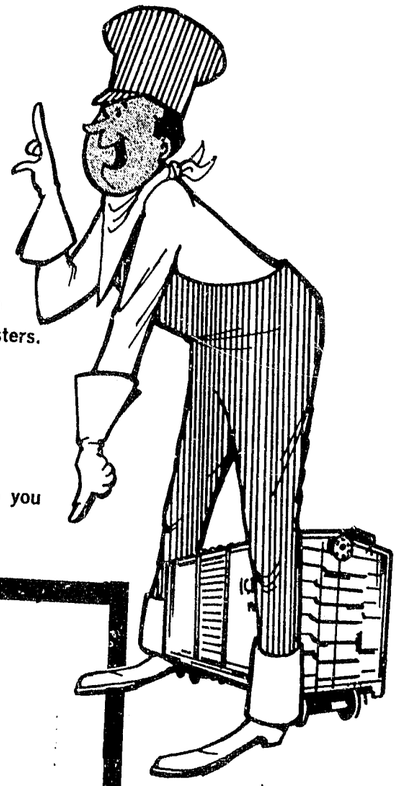
DANGER
This is a torpedo

You can learn the most fascinating things about trains from books, magazines, and model railroads. Better yet, have your folks take you for a train ride.

RAILROADS

ARE DANGEROUS

PLAYGROUNDS



They're definitely not the "Right Track" for youngsters. Stay away from railroad property at play . . . and stay alive.

This booklet is brought to you as a public service by:

Printed In U. S. A.

ASSOCIATION OF
AMERICAN RAILROADS
POLICE AND SECURITY SECTION
SAFETY AND SPECIAL SERVICES DIVISION
1920 L STREET, N.W., WASHINGTON, D.C. 20036
202/293-4119/4128

APR 13 1977

SUMMARY
OF
MONTHLY STATISTICAL REPORT
OF
RAILROAD POLICE ACTIVITIES

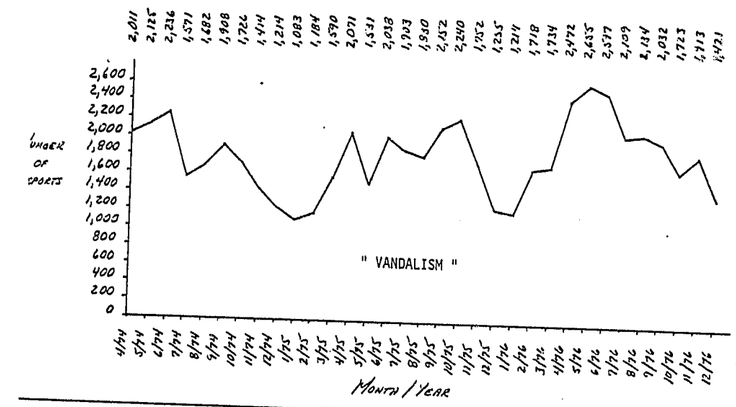
FOR THE
CATAGORIES

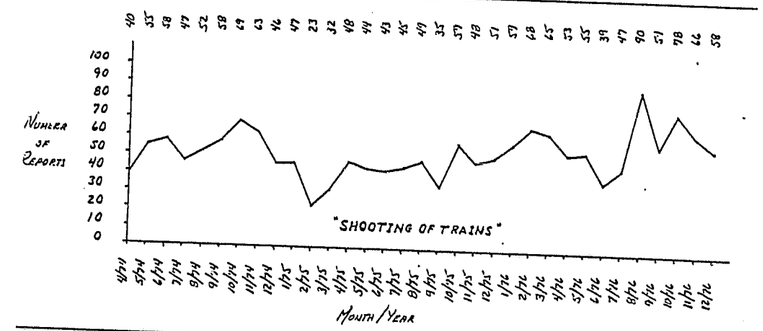
VANDALISM
SHOOTING OF TRAINS
STONING OF TRAINS
TRACK OBSTRUCTIONS

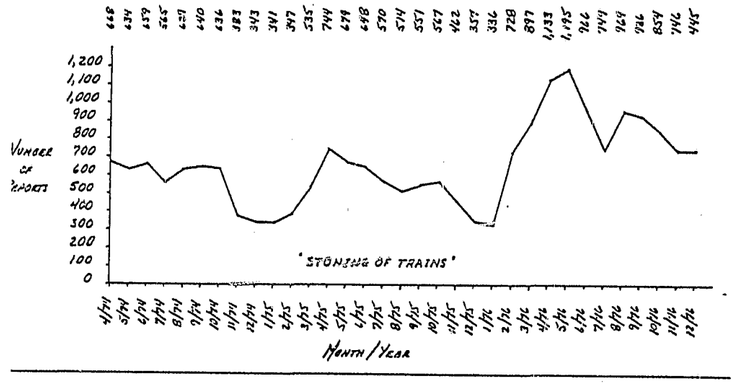
APRIL 1974 THRU DECEMBER 1976

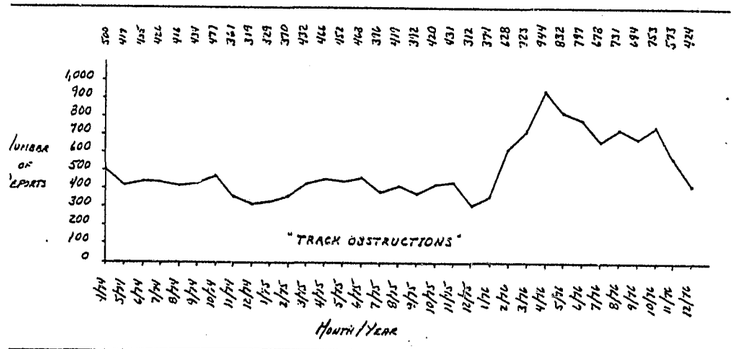
The attached graphs in no way should be interpreted as a sudden increase in acts of vandalism during calendar year 1976.

Participation in the monthly Police Activity Report is voluntary and, therefore, not static. The data graphically illustrated reflects additional carrier participation in 1976 compared to prior years rather than being solely attributed to a rise in incidents of depredations against rail carriers.









RAILROAD POLICE ACTIVITY REPORTS

PARTICIPATING RAILROADS

1.	Akron, Canton & Youngstown Railroad	171
2.	Atchison, Topeka & Santa Fe Railway	12,590
3.	Belt Railway of Chicago	431
4.	Bessemer & Lake Erie Railroad	220
5.	Buffalo Creek Railroad	35
6.	Burlington Northern, Inc. (C&S,FW&D)	25,271
7.	Canadian Pacific	16,651
8.	Chessie System (C&O,B&O,WM)	11,241
9.	Chicago & Illinois Midland Railway	121
10.	Chicago & North Western Transportation Company	10,181
11.	Chicago, Milwaukee, St.Paul & Pacific Railroad	10,256
12.	Chicago, Rock Island & Pacific Railroad	7,415
13.	Clinchfield Railroad	296
14.	Consolidated Rail Corporation	17,000
15.	Denver & Rio Grande Western	1,860
16.	Elgin, Joliet & Eastern Railway	205
17.	Georgia Railroad	330
18.	Grand Trunk Western (CV,DWP,lines in New England)	1,741
19.	Illinois Central Gulf Railroad	9,676
20.	Indiana Harbor Belt	0
21.	Louisville & Nashville Railroad	6,596
22.	Maine Central (Portland Terminal)	1,007
23.	Norfolk & Western Railway	7,887
24.	St.Louis - San Francisco Railway	4,777
25.	Seaboard Coast Line Railroad	9,156
26.	Soo Line Railroad	4,589
27.	Southern Railway System	10,982
28.	Southern Pacific Transportation Company (SSW)	13,601
29.	Terminal Railroad Association of St.Louis	0
30.	Union Pacific Railroad	9,636
31.	Union Railroad	274

Total Mileage - Reporting Roads	194,196
% of Total U.S. & Canadian Mileage	77.35
Total U.S. and Canadian Mileage	251,041

July 12, 1976

264.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF APRIL, 1974 * Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	2			1		15	2	3	1	
Theft from Freight Cars	802	91	154	190	7	2,950	322	623	670	43
Theft from Trailers	227	30	38	56	4	766	91	130	121	7
Theft of Copper Wire	352	90	23	81		1,155	281	63	174	6
Theft of Journal Brass	42	6	2	4		115	15	4	13	
Theft of Company Property (Misc.)	665	164	84	145	13	2,116	411	234	377	36
Burglary of Buildings	147	20	10	15		538	54	80	93	6
Stoning of Trains	668	9	165	117	8	2,200	16	616	390	34
Shooting of Trains	40	7	14	13	2	190	17	89	83	4
Track Obstructions	500	8	127	93	9	1,629	29	417	315	21
Vandalism	2,011	18	239	185	24	6,179	96	638	513	36
Trespassing	2,164	1,038	476	540	97	7,058	3,363	1,493	2,080	208
GRAND TOTAL	7,620	1,481	1,332	1,440	164	24,911	4,697	4,390	4,830	401

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,202	11,791	37,170	37,821

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$337,942	$1,386,685	Value of Lading Recovered	$249,177	$ 700,465
Vandalism Costs	155,039	672,367	Vandalism Restitution	32,124	91,105
Value of Company Property Stolen	295,025	928,767	Value of Company Property Recovered	235,485	712,814
Value of Copper Wire Stolen	88,080	268,878	Value of Copper Wire Recovered	14,063	34,755
Value of Journal Brass Stolen	33,075	86,113	Value of Journal Brass Recovered	10,073	12,332
GRAND TOTAL	$909,161	$3,342,810	GRAND TOTAL	$540,922	$1,551,471

Note: Value represents estimate only.

* (32 Rail Carriers - 73.0%U. S. & Canadian mileage)

264.3

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF MAY, 1974 * Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	4					19	2	3	1	
Theft from Freight Cars	857	72	180	97	14	3,807	394	803	767	57
Theft from Trailers	198	18	12	18	2	964	109	142	139	9
Theft of Copper Wire	384	74	37	42	7	1,539	355	100	216	13
Theft of Journal Brass	46	6		4		161	21	4	17	
Theft of Company Property (Misc.)	687	159	62	142	16	2,803	570	296	519	52
Burglary of Buildings	149	8	20	26	1	687	62	100	119	7
Stoning of Trains	634	5	231	147	7	2,834	21	847	537	41
Shooting of Trains	55	7	11	14	2	245	24	100	97	6
Track Obstructions	417	7	104	83	2	2,046	36	521	398	23
Vandalism	2,125	12	215	142		8,304	108	853	655	36
Trespassing	2,435	1,143	433	589	106	9,493	4,506	1,926	2,669	314
GRAND TOTAL	7,991	1,511	1,305	1,304	157	32,902	6,208	5,695	6,134	558

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,639	12,468	48,809	50,289

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 445,731	$1,832,416	Value of Lading Recovered	$101,484	$ 801,949
Vandalism Costs	239,096	911,463	Vandalism Restitution	12,293	103,398
Value of Company Property Stolen	236,211	1,164,978	Value of Company Property Recovered	192,650	905,464
Value of Copper Wire Stolen	118,341	387,219	Value of Copper Wire Recovered	16,476	51,231
Value of Journal Brass Stolen	32,198	118,311	Value of Journal Brass Recovered	4,627	16,959
GRAND TOTAL	$1,071,577	$4,414,387	GRAND TOTAL	$327,530	$1,879,001

Note: Value represents estimate only.

* (31 Rail Carriers - 72% U. S. & Canadian mileage)

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264.4

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF JUNE, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	2	3				21	5	3	1	
Theft from Freight Cars	883	59	163	131	23	4,690	453	966	898	80
Theft from Trailers	154	8	17	121	6	1,118	117	159	260	15
Theft of Copper Wire	309	48	18	38	3	1,848	403	118	254	16
Theft of Journal Brass	67	24		1		228	45	4	18	
Theft of Company Property (Misc.)	605	116	103	140	15	3,408	686	399	659	67
Burglary of Buildings	159	7	17	22	5	846	69	117	141	12
Stoning of Trains	659	5	226	185	13	3,493	26	1,073	722	54
Shooting of Trains	58		17	17		303	24	117	114	6
Track Obstructions	435	3	117	73	1	2,481	39	638	471	24
Vandalism	2,236	26	219	145		10,540	134	1,072	800	36
Trespassing	2,741	1,336	495	784	50	12,234	5,842	2,421	3,453	364
GRAND TOTAL	8,308	1,635	1,392	1,657	116	41,210	7,843	7,087	7,791	674

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	11,634	12,412	60,443	62,701

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 313,594	$2,146,010	Value of Lading Recovered	$122,037	$ 923,986
Vandalism Costs	368,489	1,279,952	Vandalism Restitution	8,447	111,845
Value of Company Property Stolen	221,121	1,386,099	Value of Company Property Recovered	215,052	1,120,516
Value of Copper Wire Stolen	112,457	499,676	Value of Copper Wire Recovered	11,082	62,313
Value of Journal Brass Stolen	57,109	175,420	Value of Journal Brass Recovered	17,932	34,891
GRAND TOTAL	$1,072,770	$5,487,157	GRAND TOTAL	$374,550	$2,253,551

Note: Value represents estimate only.

* (30 Rail Carriers - 71 % U. S. & Canadian mileage

264.5

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF JULY, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	6					27	5	3	1	
Theft from Freight Cars	742	75	137	139	13	5,432	528	1,103	1,037	93
Theft from Trailers	182	16	27	17	2	1,300	133	186	277	17
Theft of Copper Wire	296	47	17	32	3	2,144	450	135	286	19
Theft of Journal Brass	72	8				300	53	4	18	
Theft of Company Property (Misc.)	543	107	71	119	6	3,951	793	470	778	73
Burglary of Buildings	162	18	20	20		1,008	87	137	161	12
Stoning of Trains	565	12	168	140	1	4,058	38	1,241	862	55
Shooting of Trains	47	1	3	4		350	25	120	118	6
Track Obstructions	426	4	96	83		2,907	43	734	554	24
Vandalism	1,571	21	159	134	5	12,111	155	1,231	934	41
Trespassing	2,984	1,462	312	757	39	15,218	7,304	2,733	4,210	403
GRAND TOTAL	7,596	1,771	1,010	1,445	69	48,806	9,614	8,097	9,236	743

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	12,122	12,224	72,565	74,925

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$459,234	$2,605,244	Value of Lading Recovered	$284,652	$1,208,638
Vandalism Costs	189,464	1,469,416	Vandalism Restitution	18,969	130,814
Value of Company Property Stolen	162,463	1,548,562	Value of Company Property Recovered	123,160	1,243,676
Value of Copper Wire Stolen	87,475	587,151	Value of Copper Wire Recovered	12,227	74,540
Value of Journal Brass Stolen	42,418	217,838	Value of Journal Brass Recovered	4,148	39,039
GRAND TOTAL	$941,054	$6,428,211	GRAND TOTAL	$443,156	$2,696,707

Note: Value represents estimate only.

* (31 Rail Carriers - 72% U. S. & Canadian mileage)

264.6

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF AUGUST, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	5	1		1		32	6	3	2	
Theft from Freight Cars	841	68	140	138	19	6,273	596	1,243	1,175	112
Theft from Trailers	174	13	22	41		1,474	146	208	318	17
Theft of Copper Wire	214	29	16	36		2,358	479	151	322	19
Theft of Journal Brass	45	11		1		345	64	4	19	
Theft of Company Property (Misc.)	604	121	55	94	13	4,555	914	525	872	86
Burglary of Buildings	157	15	19	19	5	1,165	102	156	180	17
Stoning of Trains	629	14	138	92	4	4,687	52	1,379	954	59
Shooting of Trains	52		7	7		402	25	127	125	6
Track Obstructions	416	10	84	80	4	3,323	53	818	634	28
Vandalism	1,682	30	157	120	2	13,793	185	1,388	1,054	43
Trespassing	2,554	1,319	376	725	69	17,772	8,623	3,109	4,935	472
GRAND TOTAL	7,373	1,631	1,014	1,354	116	56,179	11,245	9,111	10,590	859

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	12,336	10,752	84,901	85,677

	CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 437,540	$3,042,784
Vandalism Costs	118,621	1,588,037
Value of Company Property Stolen	549,083	2,097,645
Value of Copper Wire Stolen	58,868	646,019
Value of Journal Brass Stolen	37,548	255,386
GRAND TOTAL	$1,201,660	$7,629,871

	CURRENT MONTH	YEAR TO DATE
Value of Lading Recovered	$168,842	$1,377,480
Vandalism Restitution	8,264	139,078
Value of Company Property Recovered	228,493	1,472,169
Value of Copper Wire Recovered	4,355	78,895
Value of Journal Brass Recovered	8,881	47,920
GRAND TOTAL	$418,835	$3,115,542

Note: Value represents estimate only.

* (30 Rail Carriers - 71% U. S. & Canadian mileage)

264.7

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF SEPTEMBER, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	2	1				34	7	3	2	
Theft from Freight Cars	766	104	119	138	11	7,039	700	1,362	1,313	123
Theft from Trailers	204	13	18	2	1	1,678	159	226	320	18
Theft of Copper Wire	147	42	9	45	2	2,505	521	160	367	21
Theft of Journal Brass	34	2			5	379	66	4	19	
Theft of Company Property (Misc.)	670	118	90	127	7	5,225	1,032	615	999	93
Burglary of Buildings	165	15	25	13	6	1,330	117	181	193	23
Stoning of Trains	640	11	127	61	11	5,327	63	1,506	1,015	70
Shooting of Trains	58	4	11	11	3	460	29	138	136	10
Track Obstructions	434	2	117	58	6	3,757	55	935	692	34
Vandalism	1,908	12	224	154	21	15,701	197	1,612	1,208	64
Trespassing	3,499	1,612	381	860	19	21,271	10,235	3,490	5,795	491
GRAND TOTAL	8,527	1,936	1,121	1,469	92	64,706	13,181	10,232	12,059	947

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,863	11,181	95,764	96,858

	CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$301,430	$3,344,214
Vandalism Costs	162,985	1,751,022
Value of Company Property Stolen	233,654	2,331,299
Value of Copper Wire Stolen	36,261	682,280
Value of Journal Brass Stolen	36,574	291,960
GRAND TOTAL	$770,904	$8,400,775

	CURRENT MONTH	YEAR TO DATE
Value of Lading Recovered	$196,924	$1,574,404
Vandalism Restitution	13,043	152,121
Value of Company Property Recovered	169,774	1,641,943
Value of Copper Wire Recovered	10,166	89,061
Value of Journal Brass Recovered	2,866	50,786
GRAND TOTAL	$392,773	$3,508,315

Note: Value represents estimate only.

* (31 Rail Carriers - 72 % U. S. & Canadian mileage)

264.8

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF OCTOBER, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	3	1				37	8	3	2	
Theft from Freight Cars	930	128	249	214	9	7,969	828	1,611	1,527	132
Theft from Trailers	267	33	40	33	4	1,945	192	266	353	22
Theft of Copper Wire	152	41	21	64	2	2,657	562	181	431	23
Theft of Journal Brass	34	8		7		413	74	4	26	
Theft of Company Property (Misc.)	701	131	46	106	9	5,926	1,163	661	1,105	102
Burglary of Buildings	184	16	7	20		1,514	133	188	213	23
Stoning of Trains	636	5	164	120	18	5,963	68	1,670	1,135	88
Shooting of Trains	69	6	29	13	1	529	35	167	149	11
Track Obstructions	479	13	92	109	4	4,236	68	1,027	801	38
Vandalism	1,726	49	227	184	10	17,427	246	1,839	1,392	74
Trespassing	1,761	803	338	663	42	23,032	11,038	3,828	6,458	533
GRAND TOTAL	6,942	1,234	1,213	1,533	99	71,648	14,415	11,445	13,592	1,046

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,645	10,421	106,409	107,279

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 467,810	$3,812,024	Value of Lading Recovered	$294,362	$1,868,766
Vandalism Costs	188,326	1,939,348	Vandalism Restitution	14,806	166,927
Value of Company Property Stolen	328,937	2,660,236	Value of Company Property Recovered	224,956	1,866,899
Value of Copper Wire Stolen	25,535	707,815	Value of Copper Wire Recovered	4,244	93,305
Value of Journal Brass Stolen	43,564	335,524	Value of Journal Brass Recovered	7,882	58,668
GRAND TOTAL	$1,054,172	$9,454,947	GRAND TOTAL	$546,250	$4,054,565

Note: Value represents estimate only.

* (31 Rail Carriers - 72% U. S. & Canadian mileage).

264.9

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF NOVEMBER, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer						37	8	3	2	
Theft from Freight Cars	774	77	100	135	2	8,743	905	1,711	1,662	134
Theft from Trailers	186	14	27	26	2	2,131	206	293	379	24
Theft of Copper Wire	113	20	21	28	1	2,770	582	202	459	24
Theft of Journal Brass	27	2		3		440	76	4	29	
Theft of Company Property (Misc.)	537	147	56	94	12	6,463	1,310	717	1,199	114
Burglary of Buildings	139	24	20	24		1,653	157	208	237	23
Stoning of Trains	383	5	126	97	12	6,346	73	1,796	1,232	100
Shooting of Trains	63	4	2	1		592	39	169	150	11
Track Obstructions	361	7	63	53	5	4,597	75	1,090	854	43
Vandalism	1,414	19	143	115	9	18,841	265	1,982	1,507	83
Trespassing	1,739	667	318	521	33	24,771	11,705	4,146	6,979	566
GRAND TOTAL	5,736	986	876	1,097	76	77,384	15,401	12,321	14,689	1,122

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	11,212	8,667	117,621	115,946

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$438,070	$ 4,250,094	Value of Lading Recovered.	$154,493	$2,023,259
Vandalism Costs	161,698	2,101,046	Vandalism Restitution	11,802	178,729
Value of Company Property Stolen	237,378	2,897,614	Value of Company Property Recovered	112,079	1,978,978
Value of Copper Wire Stolen	23,342	731,157	Value of Copper Wire Recovered	2,413	95,718
Value of Journal Brass Stolen	24,357	359,881	Value of Journal Brass Recovered	4,095	62,763
GRAND TOTAL	$884,845	$10,339,792	GRAND TOTAL	$284,882	$4,339,447

Note: Value represents estimate only.

* (30 Rail Carriers - 71% U. S. & Canadian mileage)

264.10

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF DECEMBER, 1974 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	9	4		3		46	12	3	5	
Theft from Freight Cars	819	55	104	83	15	9,562	960	1,815	1,745	149
Theft from Trailers	202	16	20	26	2	2,333	222	313	405	26
Theft of Copper Wire	116	16	7	30		2,886	598	209	489	24
Theft of Journal Brass	24	5		3		464	81	4	32	
Theft of Company Property (Misc.)	568	109	67	127	16	7,031	1,419	784	1,326	130
Burglary of Buildings	151	23	9	14		1,804	180	217	251	23
Stoning of Trains	343	9	85	61	5	6,689	82	1,881	1,293	105
Shooting of Trains	46	1	7	5	3	638	40	176	155	14
Track Obstructions	319	8	43	23	2	4,916	83	1,133	877	45
Vandalism	1,214	20	99	88	9	20,055	285	2,081	1,595	92
Trespassing	1,120	550	195	448	44	25,891	12,255	4,341	7,427	610
GRAND TOTAL	4,931	816	636	911	96	82,315	16,217	12,957	15,600	1,218

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,301	7,032	127,922	122,978

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 904,407	$ 5,154,501	Value of Lading Recovered	$366,655	$2,389,914
Vandalism Costs	316,630	2,417,676	Vandalism Restitution	13,193	191,922
Value of Company Property Stolen	296,436	3,194,050	Value of Company Property Recovered	100,858	2,079,836
Value of Copper Wire Stolen	27,480	758,637	Value of Copper Wire Recovered	5,482	101,200
Value of Journal Brass Stolen	25,870	385,751	Value of Journal Brass Recovered	2,548	65,311
GRAND TOTAL	$1,570,823	$11,910,615	GRAND TOTAL	$488,736	$4,828,183

Note: Value represents estimate only.

* (30 Rail Carriers - 71% U. S. & Canadian mileage)

271.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF JANUARY, 1975 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH CONV.	CURRENT MONTH DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE CONV.	YEAR TO DATE DIS.
Theft of Entire Trailer	2									
Theft from Freight Cars	788	100	203	176	11					
Theft from Trailers	162	13	11	6						
Theft of Copper Wire	134	25	10	21						
Theft of Journal Brass	26	4	2	5						
Theft of Company Property (Misc.)	563	158	43	102	14					
Burglary of Buildings	180	15	9	16	1					
Stoning of Trains	341	3	138	95	18					
Shooting of Trains	47	2	18	12	3					
Track Obstructions	329	10	70	58	2					
Vandalism	1,083	26	146	102	17					
Trespassing	2,275	727	229	419	24					
GRAND TOTAL	5,930	1,083	879	1,012	90					

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	9,397	7,428		

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$430,864		Value of Lading Recovered	$227,427	
Vandalism Costs	232,464		Vandalism Restitution	8,413	
Value of Company Property Stolen	236,256		Value of Company Property Recovered	168,384	
Value of Copper Wire Stolen	35,345		Value of Copper Wire Recovered	2,796	
Value of Journal Brass Stolen	23,420		Value of Journal Brass Recovered	5,484	
GRAND TOTAL	$958,349		GRAND TOTAL	$412,504	

Note: Value represents estimate only.

* (32 Rail Carriers - 73.0% U. S & Canadian mileage)

ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF FEBRUARY, 1975 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	1					3				
Theft from Freight Cars	810	88	108	103	5	1,598	188	311	279	16
Theft from Trailers	151	16	28	17		313	29	39	23	
Theft of Copper Wire	101	11	8	13	3	235	36	18	34	3
Theft of Journal Brass	18	1	4	5		44	5	6	10	
Theft of Company Property (Misc.)	521	152	30	103	8	1,084	310	73	205	22
Burglary of Buildings	151	7	11	7	2	331	22	20	23	3
Stoning of Trains	397	10	119	78	5	738	13	257	173	23
Shooting of Trains	23		9	8	3	70	2	27	20	6
Track Obstructions	370	12	78	55	5	699	22	148	113	7
Vandalism	1,184	22	129	88	12	2,267	48	275	190	29
Trespassing	2,069	1,163	352	558	21	4,344	1,890	581	977	45
GRAND TOTAL	5,796	1,482	876	1,035	64	11,726	2,565	1,755	2,047	154

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,338	7,818	19,735	15,246

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$256,279	$ 687,143	Value of Lading Recovered	$138,078	$365,505
Vandalism Costs	302,596	524,645	Vandalism Restitution	7,390	16,403
Value of Company Property Stolen	192,941	429,197	Value of Company Property Recovered	89,950	258,334
Value of Copper Wire Stolen	21,662	57,007	Value of Copper Wire Recovered	2,752	5,548
Value of Journal Brass Stolen	8,372	31,792	Value of Journal Brass Recovered	1,873	7,357
GRAND TOTAL	$781,850	$1,729,784	GRAND TOTAL	$240,643	$653,147

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U. S. & Canadian mileage)

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POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF MARCH, 1975 *

Rev. 1/1/72

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	3					6				
Theft from Freight Cars	913	101	147	106	10	2,511	289	458	385	26
Theft from Trailers	210	15	31	26	1	523	44	70	49	1
Theft of Copper Wire	119	42	6	25		354	78	24	59	3
Theft of Journal Brass	27					71	5	6	10	
Theft of Company Property (Misc.)	668	182	71	114	16	1,752	492	144	319	38
Burglary of Buildings	182	18	23	14	2	513	40	43	37	5
Stoning of Trains	535	4	135	91	13	1,273	17	392	264	36
Shooting of Trains	32	2	17	5		102	4	44	25	6
Track Obstructions	432	10	134	101	13	1,131	32	282	214	20
Vandalism	1,590	17	181	111	17	3,857	65	456	301	46
Trespassing	2,548	1,502	393	650	58	6,892	3,392	974	1,627	103
GRAND TOTAL	7,259	1,893	1,138	1,243	130	18,985	4,458	2,893	3,290	284

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	10,391	9,126	30,126	24,372

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$363,670	$ 619,949	Value of Lading Recovered	$155,934	$521,439
Vandalism Costs	262,070	564,666	Vandalism Restitution	42,390	58,793
Value of Company Property Stolen	265,257	458,198	Value of Company Property Recovered	116,023	374,357
Value of Copper Wire Stolen	21,220	42,882	Value of Copper Wire Recovered	4,066	9,614
Value of Journal Brass Stolen	37,994	46,366	Value of Journal Brass Recovered	420	7,777
GRAND TOTAL	$950,211	$1,732,061	GRAND TOTAL	$318,833	$971,980

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U. S. & Canadian mileage)

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF APRIL, 1975* Rev. 1/1/72

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1					7				
Theft from Freight Cars	898	79	158	128	24	3,409	368	616	513	50
Theft from Trailers	133	25	24	20		656	69	94	69	1
Theft of Copper Wire	138	19	8	16	2	492	97	32	75	5
Theft of Journal Brass	32	5	2	2		103	10	8	12	
Theft of Company Property (Misc.)	736	181	76	138	32	2,488	673	220	457	70
Burglary of Buildings	151	21	31	38		664	61	74	75	5
Stoning of Trains	744	10	267	186	36	2,017	27	659	450	72
Shooting of Trains	48	4	14	8	1	150	8	58	33	7
Track Obstructions	466	9	94	70	13	1,597	41	376	284	33
Vandalism	2,071	15	212	129	32	5,928	80	668	430	78
Trespassing	2,507	1,528	419	846	100	9,399	4,920	1,393	2,473	203
GRAND TOTAL	7,925	1,896	1,305	1,581	240	26,910	6,354	4,198	4,871	524

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		9,893	10,770		40,019	35,142

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	432,156	1,052,105	Value of Lading Recovered	186,415	707,854
Vandalism Costs	231,837	796,503	Vandalism Restitution	19,598	78,391
Value of Company Property Stolen	284,504	742,702	Value of Company Property Recovered	117,629	491,986
Value of Copper Wire Stolen	23,063	65,945	Value of Copper Wire Recovered	4,035	13,649
Value of Journal Brass Stolen	31,896	78,262	Value of Journal Brass Recovered	15,516	23,293
GRAND TOTAL	$1,003,456	$2,735,517	GRAND TOTAL	$343,193	$1,315,173

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

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POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF MAY, 1975* Rev. 1/1/72

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	6	23				13	23			
Theft from Freight Cars	819	107	140	145	18	4,228	475	756	658	68
Theft from Trailers	139	8	8	6		795	77	102	75	1
Theft of Copper Wire	91	10	5	18	2	583	107	37	93	7
Theft of Journal Brass	15	4		2		118	14	8	14	
Theft of Company Property (Misc.)	735	171	66	138	14	3,223	844	286	595	84
Burglary of Buildings	153	3	29	21		817	64	103	96	5
Stoning of Trains	679	15	158	110	14	2,696	42	817	560	86
Shooting of Trains	44	4	17	8	1	194	12	75	41	8
Track Obstructions	452	10	112	75	14	2,049	51	488	359	47
Vandalism	1,531	18	186	162	9	7,459	98	854	592	87
Trespassing	2,848	1,554	408	613	49	12,247	6,474	1,801	3,086	252
GRAND TOTAL	7,512	1,927	1,129	1,298	121	34,422	8,281	5,327	6,169	645

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		10,195	11,440		50,250	46,582

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 299,902	$1,352,007	Value of Lading Recovered	$213,479	$ 921,333
Vandalism Costs	440,392	1,236,895	Vandalism Restitution	13,223	91,614
Value of Company Property Stolen	255,600	998,302	Value of Company Property Recovered	164,700	656,686
Value of Copper Wire Stolen	19,613	85,558	Value of Copper Wire Recovered	3,389	17,038
Value of Journal Brass Stolen	19,965	98,227	Value of Journal Brass Recovered	1,487	24,780
GRAND TOTAL	$1,035,472	$3,770,989	GRAND TOTAL	$396,278	$1,711,451

Note: Value represents estimate only.
* (31 Rail Carriers - 72.0% U.S. & Canadian Mileage)

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ASSOCIATION OF
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POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF JUNE, 1975*

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1	3		4		14	26		4	
Theft from Freight Cars	797	75	176	130	19	5,025	550	932	788	87
Theft from Trailers	170	18	27	35	2	965	95	129	110	3
Theft of Copper Wire	86	11		24	2	669	118	37	117	9
Theft of Journal Brass	20	6		5	1	138	20	8	19	1
Theft of Company Property (Misc.)	639	135	46	122	26	3,862	979	332	717	110
Burglary of Buildings	159	8	39	25	10	976	72	142	121	15
Stoning of Trains	648	17	207	134	8	3,344	59	1,024	694	94
Shooting of Trains	43	3	13	13		237	15	88	54	8
Track Obstructions	468	7	66	49	9	2,517	58	554	408	56
Vandalism	2,038	15	201	161	12	9,497	113	1,055	753	99
Trespassing	3,239	1,992	364	527	60	15,486	8,466	2,165	3,613	312
GRAND TOTAL	8,308	2,290	1,139	1,229	149	42,730	10,571	6,466	7,398	794

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		11,466	9,929		61,716	56,511

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$280,751	$ 580,653	Value of Lading Recovered	$177,731	$391,210
Vandalism Costs	349,992	790,384	Vandalism Restitution	94,722	107,945
Value of Company Property Stolen	266,533	522,133	Value of Company Property Recovered	258,780	423,480
Value of Copper Wire Stolen	22,804	42,417	Value of Copper Wire Recovered	3,016	6,405
Value of Journal Brass Stolen	27,964	47,929	Value of Journal Brass Recovered	578	2,065
GRAND TOTAL	$948,044	$1,983,516	GRAND TOTAL	$534,827	$931,105

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

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ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF JULY, 1975 * Rev. 1/1/72

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1					15	26		4	
Theft from Freight Cars	783	72	122	80	10	5,808	622	1,054	868	97
Theft from Trailers	165	17	20	22	1	1,130	112	149	132	4
Theft of Copper Wire	104	13	8	11		773	131	45	128	9
Theft of Journal Brass	16	3		2		154	23	8	21	1
Theft of Company Property (Misc.)	611	132	51	114	22	4,473	1,111	383	831	132
Burglary of Buildings	146	8	9	10	2	1,122	80	151	131	17
Stoning of Trains	570	11	168	119	18	3,914	70	1,192	813	112
Shooting of Trains	45	1	9	5		282	16	97	59	8
Track Obstructions	396	6	110	77	6	2,913	64	664	485	62
Vandalism	1,903	22	193	120	18	11,400	135	1,248	873	117
Trespassing	3,821	624	420	802	92	19,307	9,090	2,585	4,415	404
GRAND TOTAL	8,561	909	1,110	1,362	169	51,291	11,480	7,576	8,760	963

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		10,660	11,833		72,376	68,344

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$323,432	$2,387,054	Value of Lading Recovered	$169,035	$1,268,099
Vandalism Costs	207,072	2,026,423	Vandalism Restitution	11,573	197,909
Value of Company Property Stolen	330,928	1,832,019	Value of Company Property Recovered	133,710	1,049,176
Value of Copper Wire Stolen	47,163	190,870	Value of Copper Wire Recovered	4,367	24,421
Value of Journal Brass Stolen	20,605	170,216	Value of Journal Brass Recovered	131	25,489
GRAND TOTAL	$929,200	$6,606,582	GRAND TOTAL	$318,816	$2,565,094

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

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ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF AUGUST, 1975 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1		3	2		16	26	3	6	
Theft from Freight Cars	641	76	119	147	15	6,449	698	1,173	1,015	112
Theft from Trailers	197	6	14	29		1,327	118	163	161	4
Theft of Copper Wire	89	16	13	12		862	147	58	140	9
Theft of Journal Brass	25	2				179	25	8	21	1
Theft of Company Property (Misc.)	658	133	56	106	28	5,131	1,244	439	937	160
Burglary of Buildings	139	2	7	9		1,261	82	158	140	17
Stoning of Trains	514	12	150	106	27	4,428	82	1,342	919	139
Shooting of Trains	49	1	11	9		331	17	108	68	8
Track Obstructions	419	20	76	74	7	3,332	84	740	559	69
Vandalism	1,830	28	142	131	12	13,230	163	1,390	1,004	129
Trespassing	2,303	1,183	547	643	69	21,610	10,273	3,132	5,064	473
GRAND TOTAL	6,865	1,479	1,138	1,274	158	58,156	12,959	8,714	10,034	1,121

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		10,554	9,431		82,930	77,775

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$240,270	$2,627,324	Value of Lading Recovered	$ 74,927	$1,343,026
Vandalism Costs	367,269	2,393,692	Vandalism Restitution	20,275	218,184
Value of Company Property Stolen	208,540	2,040,559	Value of Company Property Recovered	93,880	1,143,056
Value of Copper Wire Stolen	26,545	217,415	Value of Copper Wire Recovered	7,603	32,024
Value of Journal Brass Stolen	18,692	188,908	Value of Journal Brass Recovered	1,986	27,475
GRAND TOTAL	$861,316	$7,467,898	GRAND TOTAL	$198,671	$2,763,765

Note: Value represents estimate only.

*(32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

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ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF SEPTEMBER, 1975 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	4	1		16		20	27	3	22	
Theft from Freight Cars	741	59	143	124	15	7,190	757	1,316	1,139	127
Theft from Trailers	173	21	20	25	2	1,500	139	183	186	6
Theft of Copper Wire	77	14	8	16	2	939	161	66	156	11
Theft of Journal Brass	31	1		1		210	26	8	22	1
Theft of Company Property (Misc.)	638	96	40	107	8	5,769	1,340	479	1,044	168
Burglary of Buildings	148	9	12	11	3	1,409	91	170	151	20
Stoning of Trains	551	2	121	78	13	4,979	84	1,463	997	152
Shooting of Trains	35	1	12	5		366	18	120	73	8
Track Obstructions	392	6	97	90	8	3,724	90	837	649	77
Vandalism	2,152	26	165	108	8	15,382	189	1,555	1,112	137
Trespassing	1,488	768	338	426	112	23,098	11,041	3,470	5,490	585
GRAND TOTAL	6,430	1,004	956	1,007	171	64,586	13,963	9,670	11,041	1,292

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		9,192	8,544		92,122	86,319

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$360,767	$2,988,091	Value of Lading Recovered	$225,026	$1,568,052
Vandalism Costs	219,612	2,613,304	Vandalism Restitution	14,946	233,130
Value of Company Property Stolen	265,643	2,306,202	Value of Company Property Recovered	121,901	1,264,957
Value of Copper Wire Stolen	24,933	242,348	Value of Copper Wire Recovered	6,742	38,766
Value of Journal Brass Stolen	38,238	227,146	Value of Journal Brass Recovered	2,008	29,483
GRAND TOTAL	$909,193	$8,377,091	GRAND TOTAL	$370,623	$3,134,388

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

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POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF OCTOBER, 1975 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	7	2				27	29	3	22	
Theft from Freight Cars	895	60	133	130	7	8,085	817	1,449	1,269	134
Theft from Trailers	211	15	32	41	5	1,711	154	215	227	11
Theft of Copper Wire	76	13	9	12	3	1,015	174	75	168	14
Theft of Journal Brass	20	1		2		230	27	8	24	1
Theft of Company Property (Misc.)	635	104	52	119	14	6,404	1,444	531	1,163	182
Burglary of Buildings	170	10	38	21	1	1,579	101	208	172	21
Stoning of Trains	567	2	149	133	5	5,546	86	1,612	1,130	157
Shooting of Trains	59	2	12	10	1	425	20	132	83	9
Track Obstructions	420	3	64	64	12	4,144	93	901	713	89
Vandalism	2,240	32	224	189	10	17,622	221	1,779	1,301	147
Trespassing	1,886	799	358	666	57	24,984	11,840	3,828	6,156	642
GRAND TOTAL	7,186	1,043	1,071	1,387	115	71,772	15,006	10,741	12,428	1,407

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH			YEAR TO DATE		
		ADULT	JUVENILE		ADULT	JUVENILE
		8,938	8,937		101,060	95,256

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	341,194	3,329,285	Value of Lading Recovered	182,416	1,750,468
Vandalism Costs	580,366	3,193,670	Vandalism Restitution	13,558	246,688
Value of Company Property Stolen	297,495	2,603,697	Value of Company Property Recovered	159,196	1,424,153
Value of Copper Wire Stolen	34,421	276,769	Value of Copper Wire Recovered	7,434	46,200
Value of Journal Brass Stolen	24,732	251,878	Value of Journal Brass Recovered	1,836	31,319
GRAND TOTAL	$1,278,208	$9,655,299	GRAND TOTAL	$364,440	$3,498,828

Note: Value represents estimate only.
* (32 Rail Carriers - 73.0% U. S. & Canadian Mileage)

203.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF NOVEMBER, 1975 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1		3			28	29	6	22	
Theft from Freight Cars	700	39	109	86	8	8,785	856	1,558	1,355	142
Theft from Trailers	185	23	22	21	6	1,696	177	237	248	17
Theft of Copper Wire	69	8	2	12	3	1,084	182	77	180	17
Theft of Journal Brass	23	7				253	34	8	24	1
Theft of Company Property (Misc.)	567	96	39	116	18	6,971	1,540	570	1,279	200
Burglary of Buildings	165	7	17	24	1	1,744	108	225	196	22
Stoning of Trains	462	10	96	60	2	6,008	96	1,708	1,190	159
Shooting of Trains	48	7	7	5		473	27	139	88	9
Track Obstructions	431	4	65	47	2	4,575	97	966	760	91
Vandalism	1,752	38	118	114	13	19,374	259	1,897	1,415	160
Trespassing	1,474	708	309	539	69	26,458	12,548	4,137	6,695	711
GRAND TOTAL	5,877	947	787	1,024	122	77,649	15,953	11,528	13,452	1,529

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH			YEAR TO DATE		
		ADULT	JUVENILE		ADULT	JUVENILE
		7,882	7,340		108,942	102,596

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 395,339	$ 3,724,624	Value of Lading Recovered	$151,329	$1,901,797
Vandalism Costs	461,362	3,655,032	Vandalism Restitution	21,172	267,860
Value of Company Property Stolen	230,916	2,834,613	Value of Company Property Recovered	122,819	1,546,972
Value of Copper Wire Stolen	20,367	297,136	Value of Copper Wire Recovered	5,752	51,952
Value of Journal Brass Stolen	22,662	274,540	Value of Journal Brass Recovered	7,965	39,284
GRAND TOTAL	$1,130,646	$10,785,945	GRAND TOTAL	$309,037	$3,807,865

Note: Value represents estimate only
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

293.3

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF DECEMBER, 1975 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	7					35	29	6	22	
Theft from Freight Cars	704	38	82	70	11	9,489	894	1,640	1,425	153
Theft from Trailers	164	10	22	21		2,060	187	259	269	17
Theft of Copper Wire	66	9	3	7	2	1,150	191	80	187	19
Theft of Journal Brass	21					274	34	8	24	1
Theft of Company Property (Misc.)	523	98	49	104	31	7,494	1,638	619	1,383	231
Burglary of Buildings	144	5	24	13	6	1,888	113	249	209	28
Stoning of Trains	357	2	56	52	7	6,365	98	1,764	1,242	166
Shooting of Trains	51		22	8		524	27	161	96	9
Track Obstructions	312	5	23	18	5	4,887	102	989	778	96
Vandalism	1,255	22	114	116	14	20,629	281	2,011	1,531	174
Trespassing	2,301	566	222	378	41	28,759	13,114	4,359	7,073	752
GRAND TOTAL	5,905	755	617	737	117	83,554	16,708	12,145	14,239	1,646

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		7,439	6,573		116,381	109,169

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$300,475	$ 4,025,099	Value of Lading Recovered	$208,550	$2,110,347
Vandalism Costs	117,633	3,772,665	Vandalism Restitution	7,116	274,976
Value of Company Property Stolen	223,398	3,058,011	Value of Company Property Recovered	159,618	1,706,590
Value of Copper Wire Stolen	10,498	307,634	Value of Copper Wire Recovered	2,573	54,525
Value of Journal Brass Stolen	20,167	294,707	Value of Journal Brass Recovered	1,276	40,560
GRAND TOTAL	$672,171	$11,458,116	GRAND TOTAL	$379,133	$4,186,998

Note: Value represents estimate only
* (32 Rail Carriers - 73.0% U.S. & Canadian Mileage)

300.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF JANUARY, 1976 *

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	10									
Theft from Freight Cars	863	93	98	95	4					
Theft from Trailers	305	17	7	12	2					
Theft of Copper Wire	106	16	3	13						
Theft of Journal Brass	22	5		10						
Theft of Company Property (Misc.)	590	122	34	78	12					
Burglary of Buildings	146	14	23	29						
Stoning of Trains	336	6	96	69	1					
Shooting of Trains	59	4	23	26	2					
Track Obstructions	374	4	47	35	4					
Vandalism	1,214	21	106	93	7					
Trespassing	1,483	619	301	560	15					
GRAND TOTAL	5,508	921	738	1,020	47					

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		13,146	11,255			

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$368,432		Value of Lading Recovered	$294,219	
Vandalism Costs	135,966		Vandalism Restitution	21,275	
Value of Company Property Stolen	322,693		Value of Company Property Recovered	195,342	
Value of Copper Wire Stolen	29,181		Value of Copper Wire Recovered	8,998	
Value of Journal Brass Stolen	18,373		Value of Journal Brass Recovered	2,005	
GRAND TOTAL	$874,645		GRAND TOTAL	$521,839	

Note: Value represents estimate only.
* (33 Rail Carriers - 79.0% U. S. & Canadian Mileage)

301.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF FEBRUARY 1976 *

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	4	1				14	1			
Theft from Freight Cars	1,059	111	153	166	13	1,922	204	251	261	17
Theft from Trailers	355	29	29	24	8	660	46	36	36	10
Theft of Copper Wire	100	21	5	18		206	37	8	31	
Theft of Journal Brass	29	5			2	51	10		10	2
Theft of Company Property (Misc.)	636	124	53	95	26	1,226	246	87	173	38
Burglary of Buildings	155	15	12	10		301	29	35	39	
Stoning of Trains	728	2	144	119	14	1,064	8	240	188	15
Shooting of Trains	68	2	20	12	1	127	6	43	38	3
Track Obstructions	628	10	100	79	10	1,002	14	147	114	14
Vandalism	1,718	35	114	93	13	2,932	56	220	186	20
Trespassing	2,004	754	337	661	69	3,487	1,373	638	1,221	84
GRAND TOTAL	7,484	1,109	967	1,277	156	12,992	2,030	1,705	2,297	203

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	12,074	13,307	25,220	24,562

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 737,129	$1,105,561	Value of Lading Recovered	$328,030	$ 622,249
Vandalism Costs	227,405	363,371	Vandalism Restitution	27,398	48,673
Value of Company Property Stolen	333,255	655,948	Value of Company Property Recovered	147,197	342,539
Value of Copper Wire Stolen	26,237	55,418	Value of Copper Wire Recovered	3,287	12,285
Value of Journal Brass Stolen	11,089	29,462	Value of Journal Brass Recovered	931	2,936
GRAND TOTAL	$1,335,115	$2,209,760	GRAND TOTAL	$506,843	$1,028,682

Note: Value represents estimate only.
* (33 Rail Carriers - 79.0% U. S. & Canadian Mileage)

303.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF MARCH 1976 *

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	1					15	1			
Theft from Freight Cars	1,079	102	218	203	9	3,001	306	469	464	26
Theft from Trailers	358	23	35	36	4	1,018	69	71	72	14
Theft of Copper Wire	93	12	11	14		299	49	19	45	
Theft of Journal Brass	28	5		3		80	15		13	2
Theft of Company Property (Misc.)	632	136	63	105	18	1,858	382	150	278	56
Burglary of Buildings	148	12	33	22		449	41	68	61	
Stoning of Trains	897	8	226	149	13	1,961	16	466	337	28
Shooting of Trains	65	3	17	16	1	192	9	60	54	4
Track Obstructions	723	11	105	78	13	1,725	25	252	192	27
Vandalism	1,734	23	193	113	4	4,666	79	413	299	24
Trespassing	2,457	959	604	692	53	5,944	2,332	1,242	1,913	137
GRAND TOTAL	8,216	1,294	1,505	1,431	115	21,208	3,324	3,210	3,728	318

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	15,342	15,591	40,562	40,153

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 493,428	$1,598,989	Value of Lading Recovered	$226,021	$ 848,270
Vandalism Costs	224,305	587,676	Vandalism Restitution	18,057	66,730
Value of Company Property Stolen	361,266	1,017,214	Value of Company Property Recovered	199,352	541,891
Value of Copper Wire Stolen	38,211	93,629	Value of Copper Wire Recovered	8,075	20,360
Value of Journal Brass Stolen	27,092	56,554	Value of Journal Brass Recovered	355	3,291
GRAND TOTAL	$1,144,302	$3,354,062	GRAND TOTAL	$451,860	$1,480,542

Note: Value represents estimate only.
* (32 Rail Carriers - 77.0% U. S. & Canadian Mileage)

306.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF APRIL 1976 *

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH ARRESTS CONV.	CURRENT MONTH ARRESTS DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE ARRESTS CONV.	YEAR TO DATE ARRESTS DIS.
Theft of Entire Trailer	1				1#	15	1			1
Theft from Freight Cars	1,007	108	197	148	27	4,008	414	666	612	53
Theft from Trailers	406	52	42	39	4	1,424	121	113	111	18
Theft of Copper Wire	149	18	9	12		448	67	28	57	
Theft of Journal Brass	16	3	1	5	3	96	18	1	18	5
Theft of Company Property (Misc.)	797	243	91	200	21#	2,656	625	241	478	77
Burglary of Buildings	177	27	19	30	3	626	68	87	91	3
Stoning of Trains	1,133	22	230	160	12	3,084	38	696	497	40
Shooting of Trains	53	6	16	18	1	245	15	76	72	5
Track Obstructions	944	2	101	87		2,669	27	353	279	27
Vandalism	2,472	32	224	176	21	7,138	111	637	475	45
Trespassing	3,058	896	617	727	110	9,002	3,228	1,859	2,640	247
GRAND TOTAL	10,213	1,409	1,547	1,602	203	31,421	4,733	4,757	5,330	521

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	15,962	7,980	56,524	48,133

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 361,254	$1,960,243	Value of Lading Recovered	$185,668	$1,033,928
Vandalism Costs	399,163	986,839	Vandalism Restitution	11,288	78,018
Value of Company Property Stolen	290,685	1,307,899	Value of Company Property Recovered	134,288	676,179
Value of Copper Wire Stolen	35,068	128,697	Value of Copper Wire Recovered	8,026	28,386
Value of Journal Brass Stolen	24,791	81,345	Value of Journal Brass Recovered	2,725	6,016
GRAND TOTAL	$1,110,961	$4,465,023	GRAND TOTAL	$341,995	$1,822,537

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

#Corrected Figures

308.2

ASSOCIATION OF
AMERICAN RAILROADS
OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF MAY 1976 *

CRIMINAL	CURRENT MONTH REPORTS	CURRENT MONTH ARRESTS ADULT	CURRENT MONTH ARRESTS JUV.	CURRENT MONTH ARRESTS CONV.	CURRENT MONTH ARRESTS DIS.	YEAR TO DATE REPORTS	YEAR TO DATE ARRESTS ADULT	YEAR TO DATE ARRESTS JUV.	YEAR TO DATE ARRESTS CONV.	YEAR TO DATE ARRESTS DIS.
Theft of Entire Trailer	2	1	1			17	2	1		1
Theft from Freight Cars	1,064	132	242	194	16	5,072	546	908	806	69
Theft from Trailers	362	35	52	39	1	1,786	156	165	150	19
Theft of Copper Wire	154	32	2	15	1	602	99	30	72	1
Theft of Journal Brass	44	1		1		140	19	1	19	5
Theft of Company Property (Misc.)	814	240	97	183	33	3,470	865	338	661	110
Burglary of Buildings	190	15	28	36	6	816	83	115	127	9
Stoning of Trains	1,195	3	196	153	1	4,289	41	892	650	41
Shooting of Trains	55		3	7		300	15	79	79	5
Track Obstructions	832	15	81	65		3,501	42	434	344	27
Vandalism	2,655	33	211	199	5	9,793	144	848	674	50
Trespassing	3,021	896	641	636	186	12,023	4,124	2,500	3,276	433
GRAND TOTAL	10,388	1,403	1,554	1,528	249	41,809	6,136	6,311	6,858	770

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	13,633	22,247	70,157	# 81,377

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 515,133	$2,475,376	Value of Lading Recovered	$225,019	$1,258,957
Vandalism Costs	579,438	1,566,277	Vandalism Restitution	14,255	92,273
Value of Company Property Stolen	376,034	1,683,933	Value of Company Property Recovered	225,053	901,232
Value of Copper Wire Stolen	47,158	175,855	Value of Copper Wire Recovered	5,949	34,335
Value of Journal Brass Stolen	42,356	123,701	Value of Journal Brass Recovered	849	6,865
GRAND TOTAL	$1,560,119	$6,025,142	GRAND TOTAL	$471,125	$2,293,662

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

Reflects 10,997 inadvertantly omitted from April report.

310.2

ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF JUNE 1976

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	2					19	2	1		1
Theft from Freight Cars	1,128	108	292	248	40	6,200	654	1,200	1,054	109
Theft from Trailers	424	45	67	74		2,210	201	232	224	19
Theft of Copper Wire	144	24	6	16		746	123	36	88	1
Theft of Journal Brass	34	7		4		174	26	1	23	5
Theft of Company Property (Misc.)	728	180	80	148	17	4,198	1,045	418	809	127
Burglary of Buildings	171	5	35	20		987	88	150	147	9
Stoning of Trains	966	18	191	126	19	5,255	59	1,083	776	60
Shooting of Trains	39		17	10	1	339	15	96	89	6
Track Obstructions	797	12	62	67	2	4,298	54	496	411	29
Vandalism	2,597	37	249	230	22	12,390	181	1,097	904	72
Trespassing	3,080	1,163	689	853	88	15,103	5,287	3,189	4,129	521
GRAND TOTAL	10,110	1,599	1,688	1,796	189	51,919	7,735	7,999	8,654	959

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		12,836	20,268		82,993	101,645

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 432,992	$2,908,368	Value of Lading Recovered	$163,836	$1,422,793
Vandalism Costs	400,428	1,966,705	Vandalism Restitution	48,212	140,485
Value of Company Property Stolen	314,600	1,998,533	Value of Company Property Recovered	169,200	1,070,432
Value of Copper Wire Stolen	34,209	210,064	Value of Copper Wire Recovered	3,290	37,625
Value of Journal Brass Stolen	59,689	183,390	Value of Journal Brass Recovered	4,564	11,429
GRAND TOTAL	$1,241,918	$7,267,060	GRAND TOTAL	$389,102	$2,682,764

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

314.2

ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES
RECAP FOR MONTH OF JULY 1976

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	1					20	2	1		1
Theft from Freight Cars	1,058	101	176	146	14	7,258	755	1,376	1,200	123
Theft from Trailers	404	32	62	34	3	2,614	233	294	258	22
Theft of Copper Wire	132	26	2	26	1	878	149	38	114	2
Theft of Journal Brass	36	2	2			210	28	3	23	5
Theft of Company Property (Misc.)	791	153	52	117	18	4,989	1,198	470	926	145
Burglary of Buildings	162	9	10	8	3	1,149	97	160	155	12
Stoning of Trains	749	7	163	140	6	6,004	66	1,246	916	66
Shooting of Trains	47	2	21	19		386	17	117	108	6
Track Obstructions	678	12	87	67	10	4,976	66	583	478	39
Vandalism	2,109	37	205	161	6	14,499	218	1,302	1,065	78
Trespassing	3,068	1,136	630	879	68	18,171	6,423	3,819	5,008	589
GRAND TOTAL	9,235	1,517	1,410	1,597	129	61,154	9,252	9,409	10,251	1,088

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		15,169	20,179		98,162	121,824

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 435,008	$3,343,376	Value of Lading Recovered	$162,906	$1,585,699
Vandalism Costs	241,325	2,208,030	Vandalism Restitution	8,876	149,361
Value of Company Property Stolen	329,675	2,328,208	Value of Company Property Recovered	130,499	1,200,931
Value of Copper Wire Stolen	47,157	257,221	Value of Copper Wire Recovered	3,151	40,776
Value of Journal Brass Stolen	59,613	243,003	Value of Journal Brass Recovered	3,236	14,665
GRAND TOTAL	$1,112,778	$8,379,838	GRAND TOTAL	$308,668	$2,991,432

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

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ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF AUGUST 1976

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	4					24	2	1		1
Theft from Freight Cars	996	88	137	138	21	8,254	843	1,513	1,338	144
Theft from Trailers	389	38	52	39	1	3,003	271	346	297	23
Theft of Copper Wire	163	29	5	17	1	1,041	178	43	131	3
Theft of Journal Brass	55	4		2		265	32	3	25	5
Theft of Company Property (Misc.)	780	150	84	144	20	5,769	1,348	554	1,070	165
Burglary of Buildings	189	12	20	31		1,338	109	180	186	12
Stoning of Trains	969	11	243	162	22	6,973	77	1,489	1,078	88
Shooting of Trains	90	4	16	16	6	476	21	133	124	12
Track Obstructions	731	12	78	63	5	5,707	78	661	541	44
Vandalism	2,134	45	208	186	16	16,633	263	1,510	1,251	94
Trespassing	3,351	1,230	714	833	63	21,522	7,653	4,533	5,841	652
GRAND TOTAL	9,851	1,623	1,557	1,631	155	71,005	10,875	10,966	11,882	1,243

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		15,716	19,218		112,878	141,042

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 502,159	$3,845,535	Value of Lading Recovered	$238,390	$1,824,089
Vandalism Costs	357,280	2,565,310	Vandalism Restitution	11,918	161,279
Value of Company Property Stolen	398,199	2,726,407	Value of Company Property Recovered	167,970	1,368,901
Value of Copper Wire Stolen	44,426	301,647	Value of Copper Wire Recovered	3,478	44,254
Value of Journal Brass Stolen	50,426	293,429	Value of Journal Brass Recovered	2,900	17,565
GRAND TOTAL	$1,352,490	$9,732,328	GRAND TOTAL	$424,656	$3,416,088

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

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ASSOCIATION OF
AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF SEPTEMBER 1976

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer	3	3		3		27	5	1	3	1
Theft from Freight Cars	996	83	168	151	7	9,250	926	1,681	1,489	151
Theft from Trailers	372	26	68	50	13	3,375	297	414	347	36
Theft of Copper Wire	139	21	2	18		1,180	199	45	149	3
Theft of Journal Brass	37					302	32	3	25	5
Theft of Company Property (Misc.)	726	141	114	185	37	6,495	1,489	668	1,255	202
Burglary of Buildings	171	19	33	30	14	1,509	128	213	216	26
Stoning of Trains	936	12	223	150	8	7,909	89	1,712	1,228	96
Shooting of Trains	59	4	11	6	2	535	25	144	130	14
Track Obstructions	694	4	72	74	3	6,401	82	733	615	47
Vandalism	2,032	31	178	124	13	18,665	294	1,688	1,375	107
Trespassing	3,783	978	615	949	46	25,305	8,631	5,148	6,790	698
GRAND TOTAL	9,948	1,322	1,484	1,740	143	80,953	12,197	12,450	13,622	1,386

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		15,358	17,329		128,236	158,371

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 945,477	$ 4,791,012	Value of Lading Recovered	$219,794	$2,043,883
Vandalism Costs	378,529	2,943,839	Vandalism Restitution	46,299	207,578
Value of Company Property Stolen	386,433	3,112,840	Value of Company Property Recovered	225,145	1,594,046
Value of Copper Wire Stolen	42,357	344,004	Value of Copper Wire Recovered	7,677	51,931
Value of Journal Brass Stolen	54,003	347,432	Value of Journal Brass Recovered	477	18,042
GRAND TOTAL	$1,806,799	$11,539,127	GRAND TOTAL	$499,392	$3,915,480

Note: Value represents estimate only.
* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF OCTOBER 1976

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	2					29	5	1	3	1
Theft from Freight Cars	1,076	80	147	121	10	10,326	1,006	1,828	1,610	161
Theft from Trailers	377	30	70	35		3,752	327	484	382	36
Theft of Copper Wire	100	16	4	6		1,280	215	49	155	3
Theft of Journal Brass	29	1			1	331	33	3	25	6
Theft of Company Property (Misc.)	674	95	54	99	16	7,169	1,584	722	1,354	218
Burglary of Buildings	178	13	16	19		1,687	141	229	235	26
Stoning of Trains	854	16	182	130	11	8,763	105	1,894	1,358	107
Shooting of Trains	78	5	15	20		613	30	159	150	14
Track Obstructions	753	15	66	65	5	7,154	97	799	680	52
Vandalism	1,723	33	192	161	8	20,388	327	1,880	1,536	115
Trespassing	2,807	707	639	941	56	28,112	9,338	5,787	7,731	754
GRAND TOTAL	8,651	1,011	1,385	1,597	107	89,604	13,208	13,835	15,219	1,493

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	15,451	21,524	143,687	179,895

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 482,855	$ 5,273,867	Value of Lading Recovered	$290,870	$2,342,753
Vandalism Costs	408,939	3,352,778	Vandalism Restitution	17,953	225,531
Value of Company Property Stolen	391,590	3,504,430	Value of Company Property Recovered	253,820	1,847,866
Value of Copper Wire Stolen	54,797	398,801	Value of Copper Wire Recovered	5,676	57,607
Value of Journal Brass Stolen	48,559	395,991	Value of Journal Brass Recovered	1,014	19,056
GRAND TOTAL	$1,386,740	$12,925,867	GRAND TOTAL	$577,333	$4,492,813

Note: Value represents estimate only.

* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

ASSOCIATION OF
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OPERATIONS AND MAINTENANCE DEPARTMENT · SAFETY AND SPECIAL SERVICES DIVISION
POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4128

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF NOVEMBER 1976

CRIMINAL	CURRENT MONTH REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.	YEAR TO DATE REPORTS	ARRESTS ADULT	ARRESTS JUV.	CONV.	DIS.
Theft of Entire Trailer	3					32	5	1	3	1
Theft from Freight Cars	1,015	79	136	137	11	11,341	1,085	1,964	1,747	172
Theft from Trailers	598	25	24	31	1	4,350	352	508	413	37
Theft of Copper Wire	94	13	11	27		1,374	228	60	182	3
Theft of Journal Brass	19	1		1		350	34	3	26	6
Theft of Company Property (Misc.)	625	96	43	122	13	7,794	1,680	765	1,476	231
Burglary of Buildings	155	13	13	22	1	1,842	154	242	257	27
Stoning of Trains	746	9	133	89	3	9,509	114	2,027	1,147	110
Shooting of Trains	66	3	19	20	2	679	33	178	170	16
Track Obstructions	573	13	79	69	1	7,727	110	878	749	53
Vandalism	1,913	22	162	110	14	22,301	349	2,042	1,646	129
Trespassing	2,862	661	547	790	25	30,974	9,999	6,334	8,521	779
GRAND TOTAL	8,669	935	1,167	1,418	71	98,273	14,143	15,002	16,637	1,564

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH ADULT	CURRENT MONTH JUVENILE	YEAR TO DATE ADULT	YEAR TO DATE JUVENILE
	13,529	14,207	157,216	194,102

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 591,811	$5,865,678	Value of Lading Recovered	$270,857	$2,613,610
Vandalism Costs	1,911,191	5, 263,969	Vandalism Restitution	37,824	263,355
Value of Company Property Stolen	259,436	3,763,866	Value of Company Property Recovered	133,870	1,981,736
Value of Copper Wire Stolen	28,396	427,197	Value of Copper Wire Recovered	4,470	62,077
Value of Journal Brass Stolen	21,226	417,217	Value of Journal Brass Recovered	3,503	22,559
GRAND TOTAL	$2,812,060	$15,737,927	GRAND TOTAL	$450,524	$4,943,337

Note: Value represents estimate only.

* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

ASSOCIATION OF
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POLICE AND SECURITY SECTION · 1920 L STREET, N.W., WASHINGTON, D.C. 20036 · 202/293-4119/4133

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MONTHLY STATISTICAL REPORT of RAILROAD POLICE ACTIVITIES

RECAP FOR MONTH OF DECEMBER 1976

	CURRENT MONTH					YEAR TO DATE				
		ARRESTS					ARRESTS			
CRIMINAL	REPORTS	ADULT	JUV.	CONV.	DIS.	REPORTS	ADULT	JUV.	CONV.	DIS.
Theft of Entire Trailer						32	5	1	3	1
Theft from Freight Cars	1,026	79	87	133	20	12,367	1,164	2,051	1,880	192
Theft from Trailers	590	36	13	32	2	4,940	388	521	445	39
Theft of Copper Wire	78	8		8		1,452	236	60	190	3
Theft of Journal Brass	24	4		4		374	38	3	30	6
Theft of Company Property (Misc.)	541	96	76	135	13	8,335	1,776	841	1,611	244
Burglary of Buildings	176	19	15	33	2	2,018	173	257	290	29
Stoning of Trains	445	5	77	89	3	9,954	119	2,1[illegible]	1,536	113
Shooting of Trains	58	3	23	18		737	36	201	188	16
Track Obstructions	424	7	37	35	4	8,151	117	915	784	57
Vandalism	1,421	17	71	61	15	23,722	366	2,113	1,707	144
Trespassing	2,485	872	327	662	34	33,459	10,871	6,661	9,183	813
GRAND TOTAL	7,268	1,146	726	1,210	93	105,541	15,289	15,728	17,847	1,657

TRESPASSERS REPORTED, WARNED & REMOVED, NOT ARRESTED	CURRENT MONTH	ADULT	JUVENILE	YEAR TO DATE	ADULT	JUVENILE
		13,118	9,445		170,334	203,547

	CURRENT MONTH	YEAR TO DATE		CURRENT MONTH	YEAR TO DATE
Value of Lading Stolen	$ 667,198	$ 6,532,876	Value of Lading Recovered	$366,573	$2,980,183
Vandalism Costs	260,308	5,524,277	Vandalism Restitution	9,213	272,568
Value of Company Property Stolen	265,603	4,029,469	Value of Company Property Recovered	107,697	2,089,433
Value of Copper Wire Stolen	31,842	459,039	Value of Copper Wire Recovered	4,354	66,431
Value of Journal Brass Stolen	43,741	460,958	Value of Journal Brass Recovered	3,013	25,572
GRAND TOTAL	$1,268,692	$17,006,619	GRAND TOTAL	$490,850	$5,434,187

Note: Value represents estimate only.

* (30 Rail Carriers - 77.3% U.S. & Canadian Mileage)

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