



Recommendation Report

Mode: Rail Addressee Status: CUA

Product/Notation Id	54771 /	Accident Date:	06/20/98	Issue Date:	01/13/00
City/State:	Burnt Cabins, PA	Accident #:	HWY98MH033	Most Wanted List:	No

The National Transportation Safety Board has investigated many incidents in all passenger transportation modes in which the use of a licit medication by a vehicle operator has been causal or contributory. As a result, the safety board has previously recommended that various agencies take certain actions to address issues pertaining to the use of medications.

Recommendation # :	R-00-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Establish, with assistance from experts on the effects of pharmacological agents on human performance and alertness, procedures or criteria by which train operating crewmembers who medically require substances not on the U.S. Dept. of Transportation's list of approved medications may be allowed, when appropriate, to use those medications when performing their duties.					
# of Addressees:	1	Overall Date Closed: 05/15/15			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 05/15/15		



Recommendation Report

Product/Notation Id 46160 / **Accident Date:** 02/13/00 **Issue Date:** 01/23/02
City/State: BWI Airport, MD **Accident #:** DCA00MR003 **Most Wanted List:** No

In 2000, the Maryland Transit Administration (MTA) experienced two similar accidents in the same location just 6 months apart. Both accidents involved the failure of an MTA LRV train to stop at the designated stopping point at the Baltimore-Washington International Airport Light Rail Station (BWI Airport Station). In both cases, the train struck a hydraulic bumping post apparatus at the end of the track. The Safety Board's investigation of the two accidents indicated that, although the direct cause of each accident was different, aspects of the MTA rail transit operation common to the two accidents influenced both their outcomes. Consequently, the Safety Board developed a special investigation report to address the safety factors affecting both accidents.

Recommendation # :	R-01-026	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
TO 31 US RAIL TRANSIT SYSTEMS: Require employees in safety-sensitive positions to inform their supervisors when they are using prescription or over-the-counter medications so that qualified medical personnel may determine the medication's potential effects on employee performance, and train the employees about their responsibilities under the policy.					
# of Addressees:	2	Overall Date Closed: 08/03/17			
Addressee:	Denver Regional Transportation District	Closed - Unacceptable Action	Date Closed: 08/03/17		
Addressee:	Tri-County Metro Transit District of Oregon	Closed - Unacceptable Action	Date Closed: 08/03/17		



Recommendation Report

Product/Notation Id 46161 / **Accident Date:** 02/13/00 **Issue Date:** 01/23/02
City/State: BWI Airport, MD **Accident #:** DCA00MR003 **Most Wanted List:** No

In 2000, the Maryland Transit Administration (MTA) experienced two similar accidents in the same location just 6 months apart. Both accidents involved the failure of an MTA LRV train to stop at the designated stopping point at the Baltimore-Washington International Airport Light Rail Station (BWI Airport Station). In both cases, the train struck a hydraulic bumping post apparatus at the end of the track. The Safety Board's investigation of the two accidents indicated that, although the direct cause of each accident was different, aspects of the MTA rail transit operation common to the two accidents influenced both their outcomes. Consequently, the Safety Board developed a special investigation report to address the safety factors affecting both accidents.

Recommendation # :	R-01-027	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
TO 31 US RAIL TRANSIT SYSTEMS: Ensure that your fatigue educational awareness program includes the risks posed by sleeping disorders, the indicators and symptoms of such disorders, and the available means of detecting and treating them.					
# of Addressees:	1	Overall Date Closed: 08/03/17			
Addressee:	Tri-County Metro Transit District of Oregon	Closed - Unacceptable Action	Date Closed: 08/03/17		



Recommendation Report

Product/Notation Id 53740 / 7168A_2 **Accident Date:** 03/15/99 **Issue Date:** 02/15/02
City/State: Bourbonnais, IL **Accident #:** DCA99MR003 **Most Wanted List:** No

About 9:47 p.m. on March 15, 1999, National Railroad Passenger Corporation (Amtrak) train 59, with 207 passengers and 21 Amtrak or other railroad employees on board and operating on Illinois Central Railroad (IC) main line tracks, struck and destroyed the loaded trailer of a tractor-semitrailer combination that was traversing the McKnight Road grade crossing in Bourbonnais, Illinois. Both locomotives and 11 of the 14 cars in the Amtrak consist derailed. The derailed Amtrak cars struck 2 of 10 freight cars that were standing on an adjacent siding. The accident resulted in 11 deaths and 122 people being transported to local hospitals. Total Amtrak equipment damages were estimated at \$14 million, and damages to track and associated structures were estimated to be about \$295,000.

Recommendation # :	R-02-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: For all railroads that install new or upgraded grade crossing warning systems that include crossing gates and that are equipped with event recorders, require that the information captured by those event recorders include the position of the deployed gates.					
# of Addressees:	1	Overall Date Closed: 07/19/12			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/19/12		



Recommendation Report

Product/Notation Id 46182 / 7488_1 **Accident Date:** 06/17/01 **Issue Date:** 09/26/02
City/State: Chicago, IL **Accident #:** DCA01FR005 **Most Wanted List:** No

Within a 2-month period in 2001, the Chicago Transit Authority (CTA) experienced two similar rear-end collisions involving CTA rapid transit trains. Both accidents were preceded by the train operators' having failed to comply with operating rules designed to prevent collisions. The investigation of the two accidents highlighted deficiencies in the CTA managements's approach to ensuring rules compliance among its operators. The first accident occurred about 11:40 a.m., central daylight time, on Sunday, June 17, 2001, when CTA train 104, en route from downtown Chicago to O'Hare Airport, collided with standing CTA train 207. Each train consisted of four passenger cars. About 75 passengers were on train 104, and about 40 passengers were on train 207. Eighteen passengers, an off-duty CTA employee, and both train operators sustained minor injuries. The CTA estimated damages at \$30,000. The second accident occurred about 9:04 a.m., central daylight time, on Friday, August 3, 2001, when CTA train 416, en route from Kimball to downtown Chicago, collided with standing CTA train 505. Each train consisted of six passenger cars. The accident occurred during morning rush hour, and both trains had standing loads estimated at 90 passengers per car. Chicago Police Department logs indicate that 118 people were transported to area hospitals with minor injuries, none of which were life threatening. The CTA estimated damages at \$136,138.

Recommendation # :	R-02-019	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
The National Transportation Safety Board makes the following safety recommendations to the Federal Transit Administration: Require that new or rehabilitated vehicles funded by Federal Transit Administration grants be equipped with event recorders meeting Institute of Electrical and Electronics Engineers Standard 1482.1 for rail transit vehicle event recorders.					
# of Addressees:	1	Overall Date Closed: 08/29/08			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 08/29/08		



Recommendation Report

Product/Notation Id 46237 / 7558_1 **Accident Date:** 05/28/02 **Issue Date:** 06/13/03
City/State: CLARENDON, TX **Accident #:** DCA02FR007 **Most Wanted List:** No

At 8:57 a.m., central daylight time, on May 28, 2002, an eastbound Burlington Northern Santa Fe (BNSF) coal train collided head on with a westbound BNSF intermodal train near Clarendon, Texas. Both trains had a crew of two, and all crewmembers jumped from their trains before the impact. The conductor and engineer of the coal train received critical injuries. The conductor of the intermodal train received minor injuries; the engineer of the intermodal train was fatally injured. The collision resulted in a subsequent fire that damaged or destroyed several of the locomotives and other railroad equipment. Damages exceeded \$8 million.

Recommendation # :	R-03-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
The National Transportation Safety Board makes the following safety recommendations to the Federal Railroad Administration: In territory not equipped with a positive train control system, restrict the issuance of track warrant authority that contains an after-arrival requirement to trains that have stopped at the location at which they will meet the opposing train.					
# of Addressees:	1	Overall Date Closed: 08/06/04			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/06/04		



Recommendation Report

Product/Notation Id 46289 / **Accident Date:** 04/18/02 **Issue Date:** 08/15/03
City/State: Crescent City, FL **Accident #:** DCA02MR003 **Most Wanted List:** No

About 5:08 p.m. eastern daylight time on April 18, 2002, northbound National Railroad Passenger Corporation (Amtrak) train P052-18, the Auto Train, derailed 21 of 40 cars on CSX Transportation track near Crescent City, Florida. The train derailed in a left-hand curve while traveling about 56 mph. The train was carrying 413 passengers and 33 Amtrak employees. The derailment resulted in 4 fatalities, 36 serious injuries, and 106 minor injuries. The equipment and track costs associated with the accident totaled about \$8.3 million.

Recommendation # :	R-03-012	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: In cooperation with the Transportation Security Administration, develop and implement an accurate passenger and crew accountability system for all long-distance, overnight, and reserved passenger trains that will immediately provide an accurate count and identity of the people on board the train in case of emergency at any time during the trip.					
# of Addressees:	1	Overall Date Closed: 07/19/12			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/19/12		



Recommendation Report

Product/Notation Id 46175 / **Accident Date:** 02/01/01 **Issue Date:** 08/21/03
City/State: Los Angeles, CA **Accident #:** DCA01FR001 **Most Wanted List:** No

About 12:17 p.m. on February 1, 2001, the two cars of the Angels Flight funicular railway (Angels Flight) collided in downtown Los Angeles, California. The accident resulted in 7 injuries and 1 fatality among the 20 passengers aboard the two cars and injuries to a pedestrian. The Angels Flight Operating Company estimated monetary damage to the cars at \$370,000 with an additional \$1.2 million to replace the funicular haul system.

Recommendation # :	R-03-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE CALIFORNIA PUBLIC UTILITIES COMMISSION: Before certifying Angels Flight to restart passenger service, independently verify that the drive system meets accepted industry standards and engineering practices and the funicular includes provisions for (1) emergency stopping under all foreseeable failure modes, including track brakes or some other independent backup system on the cars to prevent a runaway car if a failure occurs in the cable or its associated braking systems; (2) containment of passengers in the event of a collision; and (3) emergency egress and ingress for passengers and emergency responders.					
# of Addressees:	1	Overall Date Closed: 05/18/10			
Addressee:	State of California, Public Utilities Commission	Closed - Unacceptable Action	Date Closed: 05/18/10		



Recommendation Report

Product/Notation Id 46179 / 7575_2 **Accident Date:** 02/01/01 **Issue Date:** 08/21/03
City/State: Los Angeles, CA **Accident #:** DCA01FR001 **Most Wanted List:** No

About 12:17 p.m. on February 1, 2001, the two cars of the Angels Flight funicular railway (Angels Flight) collided in downtown Los Angeles, California. The accident resulted in 7 injuries and 1 fatality among the 20 passengers aboard the two cars and injuries to a pedestrian. The Angels Flight Operating Company estimated monetary damage to the cars at \$370,000 with an additional \$1.2 million to replace the funicular haul system.

Recommendation # :	R-03-019	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE CITY OF LOS ANGELES COMMUNITY REDEVELOPMENT AGENCY: Before recommending passenger service on the Angels Flight funicular railway, direct that the Angels Flight funicular be redesigned in accordance with all applicable funicular safety standards and include provisions for (1) emergency stopping under all foreseeable failure modes, including track brakes or some other independent backup system on the cars to prevent a runaway car if a failure occurs in the cable or its associated braking systems; (2) containment of passengers in the event of a collision; and (3) emergency egress and ingress for passengers and emergency responders.					
# of Addressees:	1	Overall Date Closed: 04/08/10			
Addressee:	City of Los Angeles Community Redevelopment Agency	Closed - Unacceptable Action	Date Closed: 04/08/10		



Recommendation Report

Product/Notation Id	46275 /	Accident Date:	01/18/02	Issue Date:	03/15/04
City/State:	Minot, ND	Accident #:	DCA02MR002	Most Wanted List:	No

At approximately 1:37 a.m. on January 18, 2002, eastbound Canadian Pacific Railway (CPR) freight train 292-16, traveling about 41 mph, derailed 31 of its 112 cars about 1/2 mile west of the city limits of Minot, North Dakota. Five tank cars carrying anhydrous ammonia, a liquefied compressed gas, catastrophically ruptured, and a vapor plume covered the derailment site and surrounding area. The conductor and engineer were taken to the hospital for observation after they complained of breathing difficulties. About 11,600 people occupied the area affected by the vapor plume. One resident was fatally injured, and 60 to 65 residents of the neighborhood nearest the derailment site were rescued. As a result of the accident, 11 people sustained serious injuries, and 322 people, including the 2 train crewmembers, sustained minor injuries. Damages exceeded \$2 million, and more than \$8 million has been spent for environmental remediation.

Recommendation # :	R-04-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require all railroads with continuous welded rail track to include procedures (in the programs that are filed with the Federal Railroad Administration) that prescribe on-the-ground visual inspections and nondestructive testing techniques for identifying cracks in rail joint bars before they grow to critical size.					
# of Addressees:	1	Overall Date Closed: 03/17/15			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 03/17/15		



Recommendation Report

Product/Notation Id 46278 / 7461A_1 **Accident Date:** 01/18/02 **Issue Date:** 03/15/04
City/State: Minot, ND **Accident #:** DCA02MR002 **Most Wanted List:** No

At approximately 1:37 a.m. on January 18, 2002, eastbound Canadian Pacific Railway (CPR) freight train 292-16, traveling about 41 mph, derailed 31 of its 112 cars about 1/2 mile west of the city limits of Minot, North Dakota. Five tank cars carrying anhydrous ammonia, a liquefied compressed gas, catastrophically ruptured, and a vapor plume covered the derailment site and surrounding area. The conductor and engineer were taken to the hospital for observation after they complained of breathing difficulties. About 11,600 people occupied the area affected by the vapor plume. One resident was fatally injured, and 60 to 65 residents of the neighborhood nearest the derailment site were rescued. As a result of the accident, 11 people sustained serious injuries, and 322 people, including the 2 train crewmembers, sustained minor injuries. Damages exceeded \$2 million, and more than \$8 million has been spent for environmental remediation.

Recommendation # :	R-04-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Conduct a comprehensive analysis to determine the impact resistance of the steels in the shells of pressure tank cars constructed before 1989. At a minimum, the safety analysis should include the results of dynamic fracture toughness tests and/or the results of nondestructive testing techniques that provide information on material ductility and fracture toughness. The data should come from samples of steel from the tank shells from original manufacturing or from a statistically representative sampling of the shells of the pre-1989 pressure tank car fleet.					
# of Addressees:	1	Overall Date Closed: 08/19/10			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/19/10		



Recommendation Report

Product/Notation Id 46279 / 7461A_1 **Accident Date:** 01/18/02 **Issue Date:** 03/15/04
City/State: Minot, ND **Accident #:** DCA02MR002 **Most Wanted List:** No

At approximately 1:37 a.m. on January 18, 2002, eastbound Canadian Pacific Railway (CPR) freight train 292-16, traveling about 41 mph, derailed 31 of its 112 cars about 1/2 mile west of the city limits of Minot, North Dakota. Five tank cars carrying anhydrous ammonia, a liquefied compressed gas, catastrophically ruptured, and a vapor plume covered the derailment site and surrounding area. The conductor and engineer were taken to the hospital for observation after they complained of breathing difficulties. About 11,600 people occupied the area affected by the vapor plume. One resident was fatally injured, and 60 to 65 residents of the neighborhood nearest the derailment site were rescued. As a result of the accident, 11 people sustained serious injuries, and 322 people, including the 2 train crewmembers, sustained minor injuries. Damages exceeded \$2 million, and more than \$8 million has been spent for environmental remediation.

Recommendation # :	R-04-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Based on the results of the Federal Railroad Administration's comprehensive analysis to determine the impact resistance of the steels in the shells of pressure tank cars constructed before 1989, as addressed in Safety Recommendation R-04-4, establish a program to rank those cars according to their risk of catastrophic fracture and separation and implement measures to eliminate or mitigate this risk. This ranking should take into consideration operating temperatures, pressures, and maximum train speeds.					
# of Addressees:	1	Overall Date Closed: 08/19/10			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/19/10		



Recommendation Report

Product/Notation Id 46221 / **Accident Date:** 07/18/01 **Issue Date:** 01/05/05
City/State: Baltimore, MD **Accident #:** DCA01MR004 **Most Wanted List:** No

The recommendations address the inadequate interaction between CSX and the city of Baltimore on construction and maintenance activities in and near the Howard Street Tunnel and the city of Baltimore's emergency preparedness documents for addressing possible discharges of hazardous materials in tunnel environments. The recommendations are derived from the Safety Board's investigation of the railroad accident involving hazardous materials that took place when a CSX freight train derailed in the Howard Street Tunnel and released a hazardous material, resulting in a fire in Baltimore, Maryland, on July 18, 2001, and are consistent with the evidence we found and the analysis we performed. As a result of this investigation, the Safety Board has issued four safety recommendations, two of which are addressed to the city of Baltimore. Information supporting these recommendations is provided below. The Safety Board would appreciate a response from you within 90 days addressing the actions you have taken or intend to take to implement our recommendations.

Recommendation # :	R-04-016	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE CITY OF BALTIMORE, MARYLAND: Update and revise your emergency preparedness documents to include information on hazardous materials discharge response procedures specific to tunnel environments, as well as infrastructure information on the Howard Street Tunnel.					
# of Addressees:	1	Overall Date Closed:		08/13/14	
Addressee:	State of Maryland, City of Baltimore	Closed - Unacceptable Action		Date Closed:	08/13/14



Recommendation Report

Product/Notation Id 46419 / **Accident Date:** 10/12/03 **Issue Date:** 11/23/05
City/State: Chicago, IL **Accident #:** DCA04MR001 **Most Wanted List:** No

On October 12, 2003, about 4:38 p.m., central daylight time, westbound Northeast Illinois Regional Commuter Railroad (Metra) train 519 derailed its two locomotives and five passenger cars as it traversed a crossover from track 1 to track 2 near Control Point 48th Street in Chicago, Illinois. The train derailed at a recorded speed of about 68 mph. The maximum authorized speed through the crossover was 10 mph. There were about 375 passengers and a crew of 3 on board. As a result of the accident, 47 passengers were transported to eight local hospitals. Of these, 44 were treated and released, and 3 were admitted for observation. Damages from the accident exceeded \$5 million.

Recommendation # :	R-05-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require train crews to call out all signal indications over the radio, including clear signals, at all locations that are not equipped with automatic cab signals with enforcement or a positive train control system.					
# of Addressees:	1	Overall Date Closed: 07/19/12			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/19/12		



Recommendation Report

Product/Notation Id 46499 / **Accident Date:** 01/06/05 **Issue Date:** 12/12/05
City/State: Graniteville, SC **Accident #:** DCA05MR008 **Most Wanted List:** No

About 2:39 a.m., eastern standard time, on January 6, 2005, northbound Norfolk Southern Railway Company (NS) freight train 192, while traveling about 47 mph through Graniteville, South Carolina, encountered an improperly lined switch that diverted the train from the main line onto an industry track where it struck an unoccupied, parked train (NS train P22). The collision derailed both locomotives and 16 of the 42 freight cars of train 192 as well as the locomotive and 1 of the 2 cars of train P22. Among the derailed cars from train 192 were three tank cars containing chlorine, one of which was breached, releasing chlorine gas. The train engineer and eight other persons died as a result of chlorine gas inhalation. About 554 people complaining of respiratory difficulties were taken to local hospitals. Of these, 75 were admitted for treatment. Because of the chlorine release, about 5,400 people within a 1-mile radius of the derailment site were evacuated for several days. Total damages exceeded \$6.9 million.

Recommendation # :	R-05-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require railroads, in non-signaled territory and in the absence of switch position indicator lights or other automated systems that provide train crews with advance notice of switch positions, to operate those trains at speeds that will allow them to be safely stopped in advance of misaligned switches.					
# of Addressees:	1	Overall Date Closed: 06/07/07			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/07/07		



Recommendation Report

Product/Notation Id 46500 / 7710A **Accident Date:** 01/06/05 **Issue Date:** 12/12/05
City/State: Graniteville, SC **Accident #:** DCA05MR008 **Most Wanted List:** No

About 2:39 a.m., eastern standard time, on January 6, 2005, northbound Norfolk Southern Railway Company (NS) freight train 192, while traveling about 47 mph through Graniteville, South Carolina, encountered an improperly lined switch that diverted the train from the main line onto an industry track where it struck an unoccupied, parked train (NS train P22). The collision derailed both locomotives and 16 of the 42 freight cars of train 192 as well as the locomotive and 1 of the 2 cars of train P22. Among the derailed cars from train 192 were three tank cars containing chlorine, one of which was breached, releasing chlorine gas. The train engineer and eight other persons died as a result of chlorine gas inhalation. About 554 people complaining of respiratory difficulties were taken to local hospitals. Of these, 75 were admitted for treatment. Because of the chlorine release, about 5,400 people within a 1-mile radius of the derailment site were evacuated for several days. Total damages exceeded \$6.9 million.

Recommendation # :	R-05-016	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require railroads to implement operating measures, such as positioning tank cars toward the rear of trains and reducing speeds through populated areas, to minimize impact forces from accidents and reduce the vulnerability of tank cars transporting chlorine, anhydrous ammonia, and other liquefied gases designated as poisonous by inhalation.					
# of Addressees:	1	Overall Date Closed: 08/19/10			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/19/10		



Recommendation Report

Product/Notation Id 46501 / **Accident Date:** 01/06/05 **Issue Date:** 12/12/05
City/State: Graniteville, SC **Accident #:** DCA05MR008 **Most Wanted List:** No

About 2:39 a.m., eastern standard time, on January 6, 2005, northbound Norfolk Southern Railway Company (NS) freight train 192, while traveling about 47 mph through Graniteville, South Carolina, encountered an improperly lined switch that diverted the train from the main line onto an industry track where it struck an unoccupied, parked train (NS train P22). The collision derailed both locomotives and 16 of the 42 freight cars of train 192 as well as the locomotive and 1 of the 2 cars of train P22. Among the derailed cars from train 192 were three tank cars containing chlorine, one of which was breached, releasing chlorine gas. The train engineer and eight other persons died as a result of chlorine gas inhalation. About 554 people complaining of respiratory difficulties were taken to local hospitals. Of these, 75 were admitted for treatment. Because of the chlorine release, about 5,400 people within a 1-mile radius of the derailment site were evacuated for several days. Total damages exceeded \$6.9 million.

Recommendation # :	R-05-017	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Determine the most effective methods of providing emergency escape breathing apparatus for all crewmembers on freight trains carrying hazardous materials that would pose an inhalation hazard in the event of unintentional release, and then require railroads to provide these breathing apparatus to their crewmembers along with appropriate training.					
# of Addressees:	1	Overall Date Closed: 09/12/17			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/12/17		



Recommendation Report

Product/Notation Id 46515 / **Accident Date:** 09/17/05 **Issue Date:** 12/22/05
City/State: Chicago, IL **Accident #:** DCA05MR013 **Most Wanted List:** No

In the October 12, 2003, accident, westbound Metra train 519 derailed about 4:38 p.m. while operating at 68 mph as it traversed a crossover from track 1 to track 2 in the vicinity of Control Point 48th (CP 48) Street in Chicago, Illinois. The entire train, operating with two locomotives in the lead and five passenger cars, derailed. The maximum authorized speed through the crossover was 10 mph. There were about 375 passengers and a crew of 3 on board. As a result of the accident, 47 injured passengers were transported to eight local hospitals. Of these, 44 were treated and released, and 3 were admitted for observation. Damages from the accident exceeded \$5 million.

In the September 17, 2005, accident, eastbound Metra train 504 derailed about 8:35 a.m., central daylight time, while operating at a speed of about 69 mph as it traversed the crossover in the vicinity of CP 48. The entire train, operating in the push-mode, was comprised of five cars and one locomotive at the rear. The train derailed as it traversed the crossover routing the train from track 2 to track 1. The crossover had a prescribed operating speed of 10 mph. The fourth car from the head end of the train struck a steel girder of a bridge that carried the tracks over 47th Street. Metra reported that there were 185 passengers on the train; 129 were injured and required medical attention. Of those, 38 were seriously injured and required hospitalization and 2 were fatally injured.

Recommendation # :	R-05-018	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
The National Transportation Safety Board recommends that the Northeast Illinois Regional Commuter Railroad Corporation: Install an automatic train control system with cab signals and train control enforcement over the entire Joliet Sub District, until a positive train control system is installed. (Urgent)					
# of Addressees:	1	Overall Date Closed:		11/28/06	
Addressee:	Metra (Northeast Illinois Regional Railroad Corporation)	Closed - Unacceptable Action		Date Closed:	11/28/06



Recommendation Report

Product/Notation Id 46496 / 7680D_2 **Accident Date:** 11/03/04 **Issue Date:** 04/19/06
City/State: Washington, DC **Accident #:** DCA05MR003 **Most Wanted List:** No

On Wednesday, November 3, 2004, about 12:49 p.m., eastern standard time, WMATA Metrorail train 703 collided with train 105 at the Woodley Park station in Washington, D.C. Train 703 was traveling outbound on the Red-Line segment of the Metrorail system and ascending the grade between the Woodley Park and the Cleveland Park underground stations, when it rolled backwards about 2,246 feet³ and struck train 105 at a speed of about 36 mph. Train 703 was operating as a nonrevenue train; that is, it was not carrying passengers. Train 105, a revenue train, was in the process of discharging and loading passengers at the Woodley Park station. There were about 70 passengers on board train 105. Some passengers had exited the train just before or during the collision. The District of Columbia Fire and Emergency Medical Service transported about 20 persons to local hospitals. Estimated property damages were \$3,463,183.

Recommendation # :	R-06-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY: Either accelerate retirement of Rohr-built railcars, or if those railcars are not retired but instead rehabilitated, then the Rohr-built passenger railcars should incorporate a retrofit of crashworthiness collision protection that is comparable to the 6000-series railcars.					
# of Addressees:	1	Overall Date Closed: 10/05/07			
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed: 10/05/07		



Recommendation Report

Product/Notation Id 46376 / 7793A_1 **Accident Date:** 05/19/04 **Issue Date:** 06/29/06
City/State: Gunter, TX **Accident #:** DCA04FR009 **Most Wanted List:** No

About 5:46 p.m., central daylight time, on May 19, 2004, two BNSF Railway Company (BNSF) freight trains collided head on near Gunter, Texas. The southbound train, BNSF 6789 South, was traveling about 37 mph, and the northbound train, BNSF 6351 North, was traveling about 40 mph when the collision occurred. The trains were being operated under track warrant control rules on non-signalized single track. The collision resulted in the derailment of 5 locomotives and 28 cars. About 3,000 gallons of diesel fuel were released from the locomotives and resulted in a fire. The southbound train engineer was killed, and the southbound train conductor was airlifted to a hospital in Dallas with serious burns. The crewmembers on the northbound train were transported to a local hospital, where they were admitted. Estimated property damages exceeded \$2 million.

Recommendation # :	R-06-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Prohibit the use of after-arrival track warrants for train movements in dark (non-signalized) territory not equipped with a positive train control system.					
# of Addressees:	1	Overall Date Closed: 09/23/13			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/23/13		



Recommendation Report

Product/Notation Id	46379 /	Accident Date:	05/19/04	Issue Date:	06/29/06
City/State:	Gunter, TX	Accident #:	DCA04FR009	Most Wanted List:	No

About 5:46 p.m., central daylight time, on May 19, 2004, two BNSF Railway Company (BNSF) freight trains collided head on near Gunter, Texas. The southbound train, BNSF 6789 South, was traveling about 37 mph, and the northbound train, BNSF 6351 North, was traveling about 40 mph when the collision occurred. The trains were being operated under track warrant control rules on non-signaled single track. The collision resulted in the derailment of 5 locomotives and 28 cars. About 3,000 gallons of diesel fuel were released from the locomotives and resulted in a fire. The southbound train engineer was killed, and the southbound train conductor was airlifted to a hospital in Dallas with serious burns. The crewmembers on the northbound train were transported to a local hospital, where they were admitted. Estimated property damages exceeded \$2 million.

Recommendation # :	R-06-013	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
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TO THE ASSOCIATION OF AMERICAN RAILROADS AND THE AMERICAN SHORT LINE AND REGIONAL RAILROAD ASSOCIATION: Encourage your members to discontinue the use of after-arrival track warrants for train movements in dark (non-signaled) territory not equipped with a positive train control system.

# of Addressees:	1	Overall Date Closed:	07/29/14
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Addressee:	American Short Line and Regional Railroad Association	Closed - Unacceptable Action	Date Closed:	07/29/14
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Recommendation Report

Product/Notation Id 46750 / **Accident Date:** 11/30/07 **Issue Date:** 04/02/09
City/State: Chicago, IL **Accident #:** DCA08MR003 **Most Wanted List:** No

On Friday, November 30, 2007, about 11:23 a.m., Amtrak (National Railroad Passenger Corporation) passenger train 371, consisting of one locomotive and three passenger cars, struck the rear of standing Norfolk Southern Railway Company freight train 23M near Chicago, Illinois. The forward portion of the Amtrak locomotive came to rest on top of a container on the rear car of the freight train. Sixty-six passengers and five crewmembers were transported to hospitals; two passengers and one crewmember were subsequently admitted. The weather was clear, and the temperature was 30° F. Estimated damage was \$1,299,000.

Recommendation # :	R-09-005	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
TO THE AMERICAN PUBLIC TRANSPORTATION ASSOCIATION, AMERICAN SHORT LINE AND REGIONAL RAILROAD ASSOCIATION, AMTRAK, ASSOCIATION OF AMERICAN RAILROADS, BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN, AND UNITED TRANSPORTATION UNION: Use the circumstances of the November 30, 2007, accident in Chicago, Illinois, during crew resource management training to reemphasize the necessity of any qualified person on the leading locomotive or car to immediately communicate any disagreement on a called signal and to immediately take action necessary to ensure that the train is operated safely.					
# of Addressees:	1	Overall Date Closed: 01/23/15			
Addressee:	American Short Line and Regional Railroad Association	Closed - Unacceptable Action	Date Closed: 01/23/15		



Recommendation Report

Product/Notation Id	46760 /	Accident Date:	05/28/08	Issue Date:	07/23/09
City/State:	Newton, MA	Accident #:	DCA08MR007	Most Wanted List:	No

On May 28, 2008, about 5:51 p.m., eastern daylight time, westbound Massachusetts Bay Transportation Authority (MBTA) Green Line train 3667, traveling about 38 mph, struck the rear of westbound Green Line train 3681, which had stopped for a red signal. The accident occurred in Newton, Massachusetts, a suburb of Boston. Each train consisted of two light rail trolley cars and carried two crewmembers—a train operator at the front of the lead car and a trail operator in the second car. The operator of the striking train was killed; the other three crewmembers sustained minor injuries. An estimated 185 to 200 passengers were on the two trains at the time of the collision. Of these, four sustained minor injuries, and one was seriously injured. Total damage was estimated to be about \$8.6 million.

Recommendation # :	R-09-010	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
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TO 46 US RAIL TRANSIT AGENCIES: Review your medical history and physical examination forms and modify them as necessary to ensure that they elicit specific information about any previous diagnosis of obstructive sleep apnea or other sleep disorders and about the presence of specific risk factors for such disorders.

# of Addressees:	1	Overall Date Closed:	10/31/17
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Addressee:	Metropolitan Atlanta Rapid Transit Authority	Closed - Unacceptable Action	Date Closed:	08/19/14
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Recommendation Report

Product/Notation Id 46761 / **Accident Date:** 05/28/08 **Issue Date:** 07/23/09
City/State: Newton, MA **Accident #:** DCA08MR007 **Most Wanted List:** No

On May 28, 2008, about 5:51 p.m., eastern daylight time, westbound Massachusetts Bay Transportation Authority (MBTA) Green Line train 3667, traveling about 38 mph, struck the rear of westbound Green Line train 3681, which had stopped for a red signal. The accident occurred in Newton, Massachusetts, a suburb of Boston. Each train consisted of two light rail trolley cars and carried two crewmembers—a train operator at the front of the lead car and a trail operator in the second car. The operator of the striking train was killed; the other three crewmembers sustained minor injuries. An estimated 185 to 200 passengers were on the two trains at the time of the collision. Of these, four sustained minor injuries, and one was seriously injured. Total damage was estimated to be about \$8.6 million.

Recommendation # :	R-09-011	Overall Status:	Open - Acceptable Response	Priority:	CLASS II
TO 46 US RAIL TRANSIT AGENCIES: Establish a program to identify operators who are at high risk for obstructive sleep apnea or other sleep disorders and require that such operators be appropriately evaluated and treated.					
# of Addressees:	1	Overall Date Closed: N/A			
Addressee:	Metropolitan Atlanta Rapid Transit Authority	Closed - Unacceptable Action	Date Closed: 08/19/14		



Recommendation Report

Product/Notation Id 46868 / **Accident Date:** 11/28/08 **Issue Date:** 12/22/11
City/State: Miami, FL **Accident #:** DCA09MR002 **Most Wanted List:** No

About 4:44 p.m., eastern standard time, on November 28, 2008, a three-car train (of a type referred to as an automated people mover, [APM]) that was operating along a fixed guideway¹ on E Concourse at Miami International Airport near Miami, Florida, failed to stop at the passenger platform and struck a wall at the end of the guideway. Although a maintenance technician was monitoring train operations from the lead car of the train when the accident occurred, the train was operating in fully automatic mode without a human operator. The maintenance technician and five passengers on board the train were injured in the accident. One person on the passenger platform also required medical attention.²

The National Transportation Safety Board determined that the probable cause of this accident was the installation by Johnson Controls, Inc., maintenance technicians of a jumper wire that prevented the overspeed/overshoot system from activating to stop the train when the crystal within the primary program stop module failed. Contributing to the accident were (1) the failure of Johnson Controls, Inc., to provide its maintenance technicians with specific procedures regarding the potential disabling of vital train control systems during passenger operations, (2) ineffective safety oversight by the Miami-Dade Aviation Department, (3) lack of adequate safety oversight of such systems by the state of Florida, and (4) lack of authority by the U.S. Department of Transportation to provide adequate safety oversight of such systems.

Recommendation # :	R-11-002	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
TO THE 50 STATES AND THE DISTRICT OF COLUMBIA: Working with the U.S. Department of Transportation, identify all fixed guideway transportation systems within your jurisdiction.					
# of Addressees:	1	Overall Date Closed: 12/22/17			
Addressee:	State of Washington	Closed - Unacceptable Action	Date Closed:	12/21/17	



Recommendation Report

Product/Notation Id 46869 / **Accident Date:** 11/28/08 **Issue Date:** 12/22/11
City/State: Miami, FL **Accident #:** DCA09MR002 **Most Wanted List:** No

About 4:44 p.m., eastern standard time, on November 28, 2008, a three-car train (of a type referred to as an automated people mover, [APM]) that was operating along a fixed guideway¹ on E Concourse at Miami International Airport near Miami, Florida, failed to stop at the passenger platform and struck a wall at the end of the guideway. Although a maintenance technician was monitoring train operations from the lead car of the train when the accident occurred, the train was operating in fully automatic mode without a human operator. The maintenance technician and five passengers on board the train were injured in the accident. One person on the passenger platform also required medical attention.²

The National Transportation Safety Board determined that the probable cause of this accident was the installation by Johnson Controls, Inc., maintenance technicians of a jumper wire that prevented the overspeed/overshoot system from activating to stop the train when the crystal within the primary program stop module failed. Contributing to the accident were (1) the failure of Johnson Controls, Inc., to provide its maintenance technicians with specific procedures regarding the potential disabling of vital train control systems during passenger operations, (2) ineffective safety oversight by the Miami-Dade Aviation Department, (3) lack of adequate safety oversight of such systems by the state of Florida, and (4) lack of authority by the U.S. Department of Transportation to provide adequate safety oversight of such systems.

Recommendation # :	R-11-003	Overall Status:	Open - Unacceptable Response	Priority:	CLASS II
TO THE 50 STATES AND THE DISTRICT OF COLUMBIA: Obtain the statutory authority to provide safety oversight of all fixed guideway transportation systems that operate within your jurisdiction, regardless of their funding authorization or the date they began operation.					
# of Addressees:	3	Overall Date Closed:		N/A	
Addressee:	State of Arizona	Closed - Unacceptable Action	Date Closed:		12/21/17
Addressee:	State of Georgia	Closed - Unacceptable Action	Date Closed:		10/04/17
Addressee:	State of Washington	Closed - Unacceptable Action	Date Closed:		12/21/17



Recommendation Report

Product/Notation Id 46974 / **Accident Date:** 09/30/10 **Issue Date:** 03/08/13
City/State: Two Harbors, MN **Accident #:** DCA10FR009 **Most Wanted List:** No

On September 30, 2010, about 4:05 p.m. central daylight time, a southbound Canadian National Railway freight train collided head on with a northbound Canadian National Railway freight train near Two Harbors, Minnesota. The collision occurred near milepost 13.5 on Canadian National Railway's Iron Range Subdivision. The trains were operating in nonsignaled territory. The northbound train had 118 empty iron ore railcars and had authority to operate on the single main track. The southbound train had 116 railcars loaded with iron ore and did not have authority to operate on the single main track. The crew of the southbound train entered the main track after failing to properly execute an after-arrival track authority. A total of three locomotives and 14 railcars derailed. All five crewmembers on the two trains were injured and transported to hospitals. Four crewmembers were treated and released; one crewmember remained hospitalized for further treatment. Canadian National Railway estimated damages at \$8.1 million.

As a result of its investigation of this accident, the National Transportation Safety Board (NTSB) makes recommendations to the Federal Railroad Administration, Canadian National Railway, the Brotherhood of Locomotive Engineers and Trainmen, the United Transportation Union, Canadian Pacific Railway Limited, Kansas City Southern Railway Company, Norfolk Southern Railroad, and Union Pacific Railroad. The NTSB also reiterates previous recommendations to the Federal Railroad Administration, BNSF Railway, and the American Short Line and Regional Railroad Association. The NTSB also reiterates and reclassifies recommendations to the Federal Railroad Administration.

Recommendation # :	R-13-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Incorporate the use of handheld signal detection devices to aid in the enforcement of Title 49 Code of Federal Regulations Part 220 Subpart C.					
# of Addressees:	1	Overall Date Closed: 03/17/15			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 03/17/15		



Recommendation Report

Product/Notation Id 46984 / 8464 **Accident Date:** 09/30/10 **Issue Date:** 03/08/13
City/State: Two Harbors, MN **Accident #:** DCA10FR009 **Most Wanted List:** No

On September 30, 2010, about 4:05 p.m. central daylight time, a southbound Canadian National Railway freight train collided head on with a northbound Canadian National Railway freight train near Two Harbors, Minnesota. The collision occurred near milepost 13.5 on Canadian National Railway's Iron Range Subdivision. The trains were operating in nonsignaled territory. The northbound train had 118 empty iron ore railcars and had authority to operate on the single main track. The southbound train had 116 railcars loaded with iron ore and did not have authority to operate on the single main track. The crew of the southbound train entered the main track after failing to properly execute an after-arrival track authority. A total of three locomotives and 14 railcars derailed. All five crewmembers on the two trains were injured and transported to hospitals. Four crewmembers were treated and released; one crewmember remained hospitalized for further treatment. Canadian National Railway estimated damages at \$8.1 million.

As a result of its investigation of this accident, the National Transportation Safety Board (NTSB) makes recommendations to the Federal Railroad Administration, Canadian National Railway, the Brotherhood of Locomotive Engineers and Trainmen, the United Transportation Union, Canadian Pacific Railway Limited, Kansas City Southern Railway Company, Norfolk Southern Railroad, and Union Pacific Railroad. The NTSB also reiterates previous recommendations to the Federal Railroad Administration, BNSF Railway, and the American Short Line and Regional Railroad Association. The NTSB also reiterates and reclassifies recommendations to the Federal Railroad Administration.

Recommendation # :	R-13-016	Overall Status:	Open - Unacceptable Response	Priority:	CLASS II
TO CANADIAN PACIFIC RAILWAY LIMITED, KANSAS CITY SOUTHERN RAILWAY COMPANY, NORFOLK SOUTHERN RAILROAD, AND UNION PACIFIC RAILROAD: Discontinue the use of after-arrival track authorities for train movements in nonsignaled territory not equipped with a positive train control system.					
# of Addressees:	3	Overall Date Closed:	N/A		
Addressee:	Canadian Pacific Railway	Closed - Unacceptable Action	Date Closed:	12/03/13	
Addressee:	Norfolk Southern Corporation	Closed - Unacceptable Action	Date Closed:	10/29/13	
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed:	01/25/18	



Recommendation Report

Product/Notation Id 47377 / **Accident Date:** 07/17/14 **Issue Date:** 10/22/14
City/State: , **Accident #:** DCA14SR002 **Most Wanted List:** No

As defined by Title 49 Code of Federal Regulations (CFR) 214.7, roadway worker means any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance or repair of railroad track, bridges, roadway, signal and communication systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near track or with the potential of fouling a track, and flagmen and watchmen/lookouts as defined in this section.

Throughout this special investigation report, the term roadway worker will mean the definition above as well as all engineering employees who are on or near the tracks, regardless of their duties. Railroad and rail transit roadway workers are subject to on-the-job risks and hazards markedly different from those faced by other railroad employees. The jobs of railroad engineers and conductors include risks primarily related to moving trains—derailments, collisions with other trains; the jobs of roadway workers involve hazards that include moving rolling stock and other equipment and vehicles, as well as falls, electrocution, and natural hazards.

Recommendation # :	R-14-037	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION AND THE FEDERAL TRANSIT ADMINISTRATION: Include union participation in accident investigations similar to that allowed by the Occupational Safety and Health Administration. Seek authority from Congress to allow such participation, if necessary.					
# of Addressees:	2	Overall Date Closed: 11/15/16			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	12/01/15	
Addressee:	FTA	Closed - Unacceptable Action	Date Closed:	11/15/16	



Recommendation Report

Product/Notation Id	43685 / 718	Accident Date:	12/02/71	Issue Date:	12/02/71
City/State:	Washington, DC	Accident #:	80463	Most Wanted List:	No

RAILROAD SIGNAL SYSTEMS, EVEN THOUGH PERFORMING AS DESIGNED, DO COMPENSATE FOR HUMAN FAILURE AND PREVENT ACCIDENTS. MANY COLLISIONS ATTRIBUTABLE TO NEGLIGENCE OF EMPLOYEES RESULT FROM LACK OF COMPLIANCE WITH OPERATING RULES WHICH DO NOT RELATE COMPATIBLY WITH THE SIGNAL SYSTEMS. A RELATIONSHIP IS DEVELOPED BETWEEN SIGNAL SYSTEMS, OPERATING RULES, AND THE HUMAN ELEMENT THAT IS RESPONSIVE TO BOTH. SPECIFIC CASES ARE CITED IN WHICH THE DISCREPANCIES ARE EXPOSED AND EXAMINED WITHIN THE CONTEXT OF THE FOREGOING. RECOMMENDATIONS ARE DIRECTED TO THE FEDERAL RAILROAD ADMINISTRATION THAT THEY TAKE STEPS UNDER THE INCREASED SCOPE OF AUTHORITY OF THE FEDERAL RAILROAD SAFETY ACT OF 1970, TO DEVELOP A COMPREHENSIVE PROGRAM FOR FUTURE REQUIREMENTS IN SIGNAL SYSTEMS AND OPERATING RULES THAT WILL REDUCE OR ELIMINATE THE PRESENT AMBIGUITIES AND LAX, ILL-DEFINED OPERATING RULES.

Recommendation # :	R-71-046	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP OPERATING RULES, COMPLEMENTARY TO THE SIGNAL SYSTEMS, WHICH ARE FREE OF VAGUENESS AND WHICH SPECIFY DEFINITELY THE CIRCUMSTANCES AND ACTION TO BE TAKEN.					
# of Addressees:	1	Overall Date Closed: 06/15/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/15/81		



Recommendation Report

Product/Notation Id 43686 / 718 **Accident Date:** 12/02/71 **Issue Date:** 12/02/71
City/State: Washington, DC **Accident #:** 80463 **Most Wanted List:** No

RAILROAD SIGNAL SYSTEMS, EVEN THOUGH PERFORMING AS DESIGNED, DO COMPENSATE FOR HUMAN FAILURE AND PREVENT ACCIDENTS. MANY COLLISIONS ATTRIBUTABLE TO NEGLIGENCE OF EMPLOYEES RESULT FROM LACK OF COMPLIANCE WITH OPERATING RULES WHICH DO NOT RELATE COMPATIBLY WITH THE SIGNAL SYSTEMS. A RELATIONSHIP IS DEVELOPED BETWEEN SIGNAL SYSTEMS, OPERATING RULES, AND THE HUMAN ELEMENT THAT IS RESPONSIVE TO BOTH. SPECIFIC CASES ARE CITED IN WHICH THE DISCREPANCIES ARE EXPOSED AND EXAMINED WITHIN THE CONTEXT OF THE FOREGOING. RECOMMENDATIONS ARE DIRECTED TO THE FEDERAL RAILROAD ADMINISTRATION THAT THEY TAKE STEPS UNDER THE INCREASED SCOPE OF AUTHORITY OF THE FEDERAL RAILROAD SAFETY ACT OF 1970, TO DEVELOP A COMPREHENSIVE PROGRAM FOR FUTURE REQUIREMENTS IN SIGNAL SYSTEMS AND OPERATING RULES THAT WILL REDUCE OR ELIMINATE THE PRESENT AMBIGUITIES AND LAX, ILL-DEFINED OPERATING RULES.

Recommendation # :	R-71-047	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: UNDER THE AUTHORITY OF THE RAILROAD SAFETY ACT OF 1970, ESTABLISH A PROGRAM TO REVIEW CURRENT TRAINING PROCEDURES FOR EMPLOYEES ON THE RAILROAD, AND ON THE BASIS OF THE RESULTS AND IN COOPERATION WITH THE RAILROADS AND THE ASSOCIATION OF AMERICAN RAILROADS, EXPAND AND DEVELOP A COMPREHENSIVE TRAINING PROGRAM APPLICABLE TO THE VARIOUS CRAFTS, TRADES, AND PERSONNEL EMPLOYED IN THE SEVERAL OPERATIONAL MODES. THE TRAINING PROGRAM SHOULD BE SUBJECT TO PERIODIC REVIEW BY THE FEDERAL RAILROAD ADMINISTRATION AND SHOULD ASSURE, BY EXAMINATION, THAT THOSE WHO COMPLETE THE TRAINING ARE QUALIFIED TO PERFORM THEIR DUTIES WITH SAFETY.					
# of Addressees:	1	Overall Date Closed:		08/04/86	
Addressee:	FRA	Closed - Unacceptable Action		Date Closed:	08/04/86



Recommendation Report

Product/Notation Id 43306 / 794 **Accident Date:** 05/14/71 **Issue Date:** 03/29/72
City/State: Washington, DC **Accident #:** 80370 **Most Wanted List:** No

ON MAY 14, 1971, A MALE JUVENILE CLIMBED ON TOP OF A DRAFT OF FREIGHT CARS WHICH HAD BEEN LEFT TEMPORARILY ADJACENT TO THE PENN CENTRAL SIXTH STREET YARD, WASHINGTON, D.C., AND WAS ELECTROCUTED WHEN HE CONTACTED THE ELECTRIFIED CATENARY SYSTEM. WITHIN MINUTES THEREAFTER, A POLICE OFFICER WAS SERIOUSLY BURNED AND KNOCKED FROM THE TOP OF AN ADJACENT CAR WHEN HE ATTEMPTED TO REACH THE STRICKEN YOUTH. THE YOUTH WAS APPARENTLY KILLED OUTRIGHT, BUT THE POLICE OFFICER SURVIVED. THERE ARE FEW EFFECTIVE WARNING INDICATORS IN AND AROUND THE ACCIDENT AREA AND NO BARRIERS THAT WOULD DISCOURAGE TRESPASSERS. COMPOUNDING THE HAZARD IN THE AREA IS A PARKING LOT ON WHICH CHILDREN CONGREGATE TO PLAY. THERE ARE NO POSITIVE SEPARATION BARRIERS BETWEEN THE RAILROAD AND THE PARKING LOT. ALSO PROMINENT IN CAUSAL FACTORS TO THE INJURY OF THE POLICEMAN IS THE PRACTICE OF PENN CENTRAL OF IMMEDIATELY RESTORING AN ACTUATED CIRCUIT BREAKER WHEN THE CAUSE OF ACTUATION IS NOT KNOWN.

Recommendation # :	R-72-011	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: UNDER AUTHORITY OF THE FEDERAL RAILROAD SAFETY ACT OF 1970, PROMULGATE REGULATIONS TO COVER THE OPERATION OF CATENARY AND THIRD RAIL ELECTRIC POWER SUPPLY SYSTEMS WHEN POWER IS INTERRUPTED UNINTENTIONALLY OR WHEN CIRCUIT BREAKERS ARE ACTUATED BY AN UNKNOWN CAUSE.					
# of Addressees:	1	Overall Date Closed: 02/25/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/85		



Recommendation Report

Product/Notation Id	42508 /	Accident Date:	06/10/71	Issue Date:	08/30/72
City/State:	Salem, NY	Accident #:	79989	Most Wanted List:	No

AMTRAK TRAIN NO. 1, A SOUTHBOUND PASSENGER TRAIN OPERATING ON TRACKS OF THE ILLINOIS CENTRAL RAILROAD BETWEEN CHICAGO, ILLINOIS, AND NEW ORLEANS, LOUISIANA, DERAILED NEAR SALEM, ILLINOIS, ON JUNE 10, 1971. TWO LOCOMOTIVE UNITS AND THE FIRST SEVEN CARS WERE TURNED OVER ON THEIR SIDES. THE DERAILEMENT RESULTED IN 11 FATALITIES AND 163 INJURIES. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE DISPLACEMENT OF THE EAST STOCK RAIL OF THE SOUTHWARD MAIN TRACK BY THE FALSE FLANGE ON THE LEFT-HAND WHEEL ON THE LEADING AXLE OF THE REAR TRUCK OF LOCOMOTIVE UNIT 4031. THIS WHEEL SLID FLAT WHEN THE TRACTION-MOTOR ARMATURE BEARINGS FAILED AND LOCKED THE DRIVING WHEELS. FAILURE TO DETECT THE SLIDING WHEELS WAS CAUSED BY AN INOPERATIVE WHEEL-SLIP INDICATOR. THE CAUSE OF SIX OF THE ELEVEN FATALITIES WAS THE EJECTION OF PASSENGERS THROUGH THE LARGE SIDE WINDOWS WHICH BROKE WHEN THE CARS OVERTURNED. THE OTHER FATALITIES WERE CAUSED BY PASSENGERS BEING EJECTED FROM THE END OF THE CAR, BEING STRUCK BY A CROSS TIE, AND BEING HURLED AROUND THE INSIDE OF THE CAR. A TOTAL OF 163 PASSENGERS AND EMPLOYEES WERE INJURED WHEN IMPACTED AGAINST INJURY-PRODUCING SURFACES INSIDE THE CARS.

Recommendation # :	R-72-031	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVIEW PART 230 OF TITLE 49, CFR, AND MAKE NECESSARY AMENDMENTS AND ADDITIONS TO: A. CLARIFY THE INTENT OF APPLICATION AND RECONCILE THE CONFLICT BETWEEN SECTIONS 230.201(D) AND 230.262. B. REQUIRE A PRACTICAL INITIAL TERMINAL TEST THAT WILL INDICATE WHETHER THE LOCOMOTIVE COMPLIES WITH THE FEDERAL REGULATIONS BEFORE USE IN TRAIN SERVICE. C. REQUIRE USE OF WARNING SYSTEMS OTHER THAN THE WHEEL-SLIP WARNING DEVICE THAT ARE NEEDED TO PROTECT THE OPERATION OF THE LOCOMOTIVE, AND REQUIRE THAT MEANS BE PROVIDED FOR TESTING ALL WARNING SYSTEMS.					
# of Addressees:	1	Overall Date Closed: 06/25/76			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/25/76		



Recommendation Report

Product/Notation Id 42489 / 1035 **Accident Date:** 04/27/72 **Issue Date:** 02/28/73
City/State: Arlington, VA **Accident #:** 79983 **Most Wanted List:** No

AT 10:17 P.M., ON APRIL 27, 1972, EIGHT CARS IN PENN CENTRAL FREIGHT TRAIN B-4 DERAILED AS THE TRAIN WAS MOVING AT ABOUT 8 M.P.H. INTO THE POTOMAC YARD IN ARLINGTON, VA. ONE OF THE DERAILED CARS FOULED THE ADJACENT NO. 2 MAIN TRACK OF THE RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD COMPANY AND WAS STRUCK BY SOUTHERN RAILWAY PASSENGER TRAIN NO. 6 ABOUT 6 TO 8 MINUTES LATER. THE FOUR-UNIT DIESEL-ELECTRIC LOCOMOTIVE OF THE PASSENGER TRAIN AND THE THREE OCCUPIED PASSENGER CARS WERE DERAILED. THERE WERE NO SERIOUS INJURIES. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINED THAT THE PROBABLE CAUSE OF THE DERAILMENT OF THE FREIGHT CARS WAS A DEFECTIVE RAIL, WHICH BROKE WHILE THE TRAIN WAS PASSING OVER IT. THE PROBABLE CAUSE OF THE COLLISION BETWEEN THE PASSENGER TRAIN ON THE ADJACENT MAIN TRACK AND THE DERAILED B-4 FREIGHT CAR WAS THAT THE CREWMEMBERS OF B-4 DID NOT FLAG THE PASSENGER TRAIN AS THEY WERE REQUIRED TO DO BY THE OPERATING RULES.

Recommendation # :	R-73-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: MODIFY FEDERAL TRACK SAFETY STANDARDS TO INSURE THAT YARD TRACKS ADJACENT TO MAIN TRACKS ARE MAINTAINED AND INSPECTED IN SUCH A WAY AS TO ELIMINATE THE PROBABILITY OF TRACK-RELATED DERAILMENTS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	11/10/82	



Recommendation Report

Product/Notation Id 42105 / **Accident Date:** 03/12/72 **Issue Date:** 03/14/73
City/State: Herndon, PA **Accident #:** 79792 **Most Wanted List:** No

AT 5:27 A.M., ON MARCH 12, 1972, PENN CENTRAL FREIGHT TRAIN UY (EXTRA 7095 EAST) COLLIDED HEAD ON WITH PENN CENTRAL FREIGHT TRAIN S-82 (EXTRA 7828 WEST) AT HERNDON, PA. TRAIN UY-328 CONSISTED OF A TWO-UNIT DIESEL LOCOMOTIVE, 104 CARS LOADED WITH COAL, AND A CABOOSE; TRAIN S-82 CONSISTED OF A TWO-UNIT LOCOMOTIVE, 103 CARS, AND A CABOOSE. THREE OF THE FOUR LOCOMOTIVE UNITS WERE DESTROYED AND THE OTHER WAS HEAVILY DAMAGED IN THE ACCIDENT. THE ENGINEER AND HEADBRAKEMAN ON BOTH TRAINS WERE KILLED. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE FAILURE OF THE CREW TO STOP TRAIN UY-328 ON THE SIDING, IN VIOLATION OF THE SIGNAL INDICATION. AS A RESULT, TRAIN UY-328 MOVED ONTO THE MAIN TRACK IMMEDIATELY IN FRONT OF TRAIN S-82. IT COULD NOT BE DETERMINED WHY THE ENGINEER OF TRAIN UY-328 FAILED TO STOP HIS TRAIN ON THE SIDING. AMONG SEVERAL POSSIBILITIES, THE BOARD CONSIDERS IT MOST PROBABLE THAT THE ENGINEER AND HEAD BRAKEMAN HAD FALLEN ASLEEP AND HAD FAILED TO SEE THE STOP ASPECT DISPLAYED BY THE SIGNAL WHICH DIRECTS THE MOVEMENT OF TRAINS FROM THE SIDING ONTO THE MAIN TRACK.

Recommendation # :	R-73-011	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN THE PROMULGATION OF REGULATIONS GOVERNING RAILROAD OPERATING RULES, WHERE RESPONSIBILITY FOR SAFE OPERATION OF THE TRAIN IS ASSIGNED JOINTLY TO THE ENGINEER AND THE CONDUCTOR, REQUIRE THAT THEY BE LOCATED AND INFORMED SO THAT THEY CAN MAKE QUICK, EFFECTIVE DECISIONS.					
# of Addressees:	1	Overall Date Closed: 09/16/77			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/16/77		



Recommendation Report

Product/Notation Id 42541 / 993_2 **Accident Date:** 10/30/72 **Issue Date:** 06/28/73
City/State: Chicago, IL **Accident #:** 80002 **Most Wanted List:** No

THIS REPORT DESCRIBES AND ANALYZES THE COLLISION OF TWO ILLINO CENTRAL GULF RAILROAD COMMUTER TRAINS IN CHICAGO, ILL., ON THE MORNING OF OCTOBER 30, 1972. A TRAIN CONSISTING OF FOUR NEW HIGHLINER CARS OVERRAN A STATION STOP, ATTEMPTED TO BACK UP TO THE PLATFORM, AND WAS STRUCK FROM THE REAR BY ANOTHER TRAIN OPERATING ON THE SAME TRACK. THE FIRST CAR OF THE FOLLOWING TRAIN OVERRODE THE UNDERFRAME OF THE LAST CAR OF THE LEAD TRAIN AND TELESOPED THE CAR. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE REVERSE MOVEMENT OF TRAIN 416 (THE LEAD TRAIN) WITHOUT FLAG PROTECTION INTO A PREVIOUSLY VACATED SIGNAL BLOCK AND THE FAILURE OF THE ENGINEER OF TRAIN 720 (THE FOLLOWING TRAIN), WHILE OPERATING FASTER THAN THE PRESCRIBED SPEED, TO PERCEIVE THE TRAIN AHEAD IN TIME TO AVOID THE COLLISION. AMBIGUOUS RULES WHICH CAUSED CONFUSION AMONG EMPLOYEES REGARDING THE NECESSITY TO FLAG WITHIN AUTOMATIC-BLOCK SIGNAL SYSTEM LIMITS AND THE REDUCED IMPORTANCE OF FLAGGING IN SUBURBAN SERVICE IMPLIED BY THE MANAGEMENT'S FAILURE TO ENFORCE RULES 7, 35, 99, 896, AND 1003 ALSO CONTRIBUTED TO THE ACCIDENT.

Recommendation # :	R-73-030	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION AND THE URBAN MASS TRANSPORTATION ADMINISTRATION: COOPERATE IN SPONSORING AN INDEPENDENT STUDY TO JUSTIFY OR DISPROVE THE NEED FOR A REQUIREMENT THAT HIGH-SPEED COMMUTER TRAIN OPERATIONS BE GOVERNED BY SOME FORM OF AUTOMATIC TRAIN-CONTROL SYSTEM OR SOME SPECIAL PROCEDURES THAT WILL PREVENT A COLLISION OF TWO TRAINS.					
# of Addressees:	1	Overall Date Closed: 07/29/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/29/85		



Recommendation Report

Product/Notation Id 43607 / 1216 **Accident Date:** 02/01/74 **Issue Date:** 01/14/74
City/State: Washington, DC **Accident #:** 80445 **Most Wanted List:** No

THE REPORT IDENTIFIES BROKEN RAILS AS THE LARGEST SINGLE CAUSE 1972) OF TRAIN ACCIDENTS AND SUGGESTS THAT THE PROBLEM WILL MAGNIFY.THE STUDY ANALYZES THE CURRENT MEANS FOR CONTROLLING RAIL FAILURES, SUCH AS RAIL MANUFACTURE, USE, INSPECTION, RESEARCH, AND REGULATION.RECOMMENDATIONS ARE DIRECTED TO THE FEDERAL RAILROAD ADMINISTRATION TO REVISE ACCIDENT REPORTING METHODS, TO DETERMINE THE REASON FOR THE DRASTIC INCREASE IN TRAIN ACCIDENTS RESULTING FROM BROKEN RAILS,TO PROMULGATE ADDITIONAL REGULATIONS PRESCRIBING RAIL USE AND MAINTENANCE, TO DEVELOP CRITERIA FOR RAIL INSPECTION, AND TO INITIATE RESEARCH OF RAIL AND RAIL FLAW DETECTION METHODS. RECOMMENDATIONS ALSO ARE DIRECTED TO THE RAILROAD INDUSTRY TO INITIATE RAIL RESEARCH, TO ACCUMULATE RAIL FAILURE STATISTICS, AND TO INSTITUTE TRACK MAINTENANCE POLICIES THAT WILL REDUCE THE NUMBER OF TRAIN ACCIDENTS RESULTING FROM BROKEN RAILS.

Recommendation # :	R-74-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE TRACK SAFETY STANDARDS THAT DESCRIBE THE VARIOUS COMBINATIONS OF RAIL SECTIONS AND RAIL WEAR LIMITS WHICH ARE COMPATIBLE WITH CURRENT STANDARDS FOR TRACK GEOMETRY AND TRACK STRUCTURE.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 43608 / 1216 **Accident Date:** 02/01/74 **Issue Date:** 01/14/74
City/State: Washington, DC **Accident #:** 80445 **Most Wanted List:** No

THE REPORT IDENTIFIES BROKEN RAILS AS THE LARGEST SINGLE CAUSE 1972) OF TRAIN ACCIDENTS AND SUGGESTS THAT THE PROBLEM WILL MAGNIFY.THE STUDY ANALYZES THE CURRENT MEANS FOR CONTROLLING RAIL FAILURES, SUCH AS RAIL MANUFACTURE, USE, INSPECTION, RESEARCH, AND REGULATION.RECOMMENDATIONS ARE DIRECTED TO THE FEDERAL RAILROAD ADMINISTRATION TO REVISE ACCIDENT REPORTING METHODS, TO DETERMINE THE REASON FOR THE DRASTIC INCREASE IN TRAIN ACCIDENTS RESULTING FROM BROKEN RAILS,TO PROMULGATE ADDITIONAL REGULATIONS PRESCRIBING RAIL USE AND MAINTENANCE, TO DEVELOP CRITERIA FOR RAIL INSPECTION, AND TO INITIATE RESEARCH OF RAIL AND RAIL FLAW DETECTION METHODS. RECOMMENDATIONS ALSO ARE DIRECTED TO THE RAILROAD INDUSTRY TO INITIATE RAIL RESEARCH, TO ACCUMULATE RAIL FAILURE STATISTICS, AND TO INSTITUTE TRACK MAINTENANCE POLICIES THAT WILL REDUCE THE NUMBER OF TRAIN ACCIDENTS RESULTING FROM BROKEN RAILS.

Recommendation # :	R-74-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: STUDY THE FACTORS THAT AFFECT RAIL FAILURES AND DEVELOP CRITERIA THAT WILL PROMOTE EFFECTIVE RAIL INSPECTION PROCEDURES AND REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42079 / 1323 **Accident Date:** 12/01/73 **Issue Date:** 07/11/74
City/State: Cotulla, TX **Accident #:** 79786 **Most Wanted List:** No

AT 8:30 A.M., ON SATURDAY, DECEMBER 1, 1973, MISSOURI PACIFIC RAILROAD COMPANY FREIGHT TRAIN EXTRA 615 SOUTH (TRAIN DMX) ENTERED COTULLA, TEXAS. TRAIN DMX WAS TRAVELING ON A NONSIGNALIZED MAIN TRACK AT A SPEED OF 35 TO 40 MPH. JUST AFTER IT PASSED OVER A GRADE CROSSING, THE TRAIN WAS DIVERTED THROUGH A SWITCH ONTO AN ADJACENT TRACK WHERE AN UNMANNED LOCOMOTIVE, A CABOOSE, AND 11 CARS WERE STANDING. TRAIN DMX COLLIDED WITH THE STANDING LOCOMOTIVE BEFORE ANY APPRECIABLE BRAKING. THE COLLISION DERAILED ALL OF THE LOCOMOTIVE UNITS AND 29 RAILROAD CARS. THREE CREWMEMBERS WHO WERE RIDING IN THE LEAD LOCOMOTIVE UNIT OF TRAIN DMX WERE KILLED. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE ESTABLISHMENT OF A COLLISION ROUTE FOR TRAIN DMX BY THE UNAUTHORIZED OPERATION OF A SWITCH BY PERSONS UNKNOWN. CONTRIBUTING TO THE COLLISION WERE RAILROAD OPERATING PRACTICES WHICH AUTHORIZE ENGINEERS TO OPERATE TRAINS AT SPEEDS AT WHICH THEY COULD NOT STOP SHORT OF A SWITCH TARGET WHICH INDICATES THE SWITCH IS IMPROPERLY ALIGNED. CONTRIBUTING TO THE SEVERITY OF THE COLLISION WAS THE FACT THAT THE CREWMEMBERS OF THE LOCOMOTIVE OF TRAIN DMX DID NOT IDENTIFY THE OPEN SWITCH AND APPLY THE TRAIN'S BRAKES SOON ENOUGH TO SLOW THE TRAIN.

Recommendation # :	R-74-025	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DURING ITS CONSIDERATION OF THE NEED FOR UNIFORM OPERATING RULES, CONSIDER THE INCONSISTENCIES DEMONSTRATED IN THE APPLICATION OF RULES 27, 34, AND 99 IN THIS ACCIDENT.					
# of Addressees:	1	Overall Date Closed: 06/19/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/19/81		



Recommendation Report

Product/Notation Id 42080 / 1323 **Accident Date:** 12/01/73 **Issue Date:** 07/11/74
City/State: Cotulla, TX **Accident #:** 79786 **Most Wanted List:** No

AT 8:30 A.M., ON SATURDAY, DECEMBER 1, 1973, MISSOURI PACIFIC RAILROAD COMPANY FREIGHT TRAIN EXTRA 615 SOUTH (TRAIN DMX) ENTERED COTULLA, TEXAS. TRAIN DMX WAS TRAVELING ON A NONSIGNALIZED MAIN TRACK AT A SPEED OF 35 TO 40 MPH. JUST AFTER IT PASSED OVER A GRADE CROSSING, THE TRAIN WAS DIVERTED THROUGH A SWITCH ONTO AN ADJACENT TRACK WHERE AN UNMANNED LOCOMOTIVE, A CABOOSE, AND 11 CARS WERE STANDING. TRAIN DMX COLLIDED WITH THE STANDING LOCOMOTIVE BEFORE ANY APPRECIABLE BRAKING. THE COLLISION DERAILED ALL OF THE LOCOMOTIVE UNITS AND 29 RAILROAD CARS. THREE CREWMEMBERS WHO WERE RIDING IN THE LEAD LOCOMOTIVE UNIT OF TRAIN DMX WERE KILLED. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE ESTABLISHMENT OF A COLLISION ROUTE FOR TRAIN DMX BY THE UNAUTHORIZED OPERATION OF A SWITCH BY PERSONS UNKNOW. CONTRIBUTING TO THE COLLISION WERE RAILROAD OPERATING PRACTICES WHICH AUTHORIZE ENGINEERS TO OPERATE TRAINS AT SPEEDS AT WHICH THEY COULD NOT STOP SHORT OF A SWITCH TARGET WHICH INDICATES THE SWITCH IS IMPROPERLY ALIGNED. CONTRIBUTING TO THE SEVERITY OF THE COLLISION WAS THE FACT THAT THE CREWMEMBERS OF THE LOCOMOTIVE OF TRAIN DMX DID NOT IDENTIFY THE OPEN SWITCH AND APPLY THE TRAIN'S BRAKES SOON ENOUGH TO SLOW THE TRAIN.

Recommendation # :	R-74-026	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DETERMINE AND ASSESS THE CURRENT RISKS OF TRAIN ACCIDENTS INVOLVING MISALIGNED SWITCHES, COLLISIONS, BROKEN RAILS, AND OTHER ROUTE OBSTRUCTIONS ON MAIN TRACKS WHERE AUTOMATIC BLOCK SIGNAL SYSTEMS DO NOT EXIST. THE FRA SHOULD THEN PROMULGATE REGULATIONS TO REPLACE INTERSTATE COMMERCE COMMISSION ORDER NO. 29543. THESE REGULATIONS SHOULD DETAIL THE MAJOR RISKS AND CONTROLS ASSUMED, SHOULD SET GUIDELINES FOR SAFE OPERATIONS BELOW THE MAXIMUM OPERATING SPEED, AND ASSIGN RESPONSIBILITY TO THE CARRIER FOR SAFE OPERATIONS.					
# of Addressees:	1	Overall Date Closed: 02/25/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/85		



Recommendation Report

Product/Notation Id 42081 / 1323 **Accident Date:** 12/01/73 **Issue Date:** 07/11/74
City/State: Cotulla, TX **Accident #:** 79786 **Most Wanted List:** No

AT 8:30 A.M., ON SATURDAY, DECEMBER 1, 1973, MISSOURI PACIFIC RAILROAD COMPANY FREIGHT TRAIN EXTRA 615 SOUTH (TRAIN DMX) ENTERED COTULLA, TEXAS. TRAIN DMX WAS TRAVELING ON A NONSIGNALIZED MAIN TRACK AT A SPEED OF 35 TO 40 MPH. JUST AFTER IT PASSED OVER A GRADE CROSSING, THE TRAIN WAS DIVERTED THROUGH A SWITCH ONTO AN ADJACENT TRACK WHERE AN UNMANNED LOCOMOTIVE, A CABOOSE, AND 11 CARS WERE STANDING. TRAIN DMX COLLIDED WITH THE STANDING LOCOMOTIVE BEFORE ANY APPRECIABLE BRAKING. THE COLLISION DERAILED ALL OF THE LOCOMOTIVE UNITS AND 29 RAILROAD CARS. THREE CREWMEMBERS WHO WERE RIDING IN THE LEAD LOCOMOTIVE UNIT OF TRAIN DMX WERE KILLED. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE ESTABLISHMENT OF A COLLISION ROUTE FOR TRAIN DMX BY THE UNAUTHORIZED OPERATION OF A SWITCH BY PERSONS UNKNOWN. CONTRIBUTING TO THE COLLISION WERE RAILROAD OPERATING PRACTICES WHICH AUTHORIZE ENGINEERS TO OPERATE TRAINS AT SPEEDS AT WHICH THEY COULD NOT STOP SHORT OF A SWITCH TARGET WHICH INDICATES THE SWITCH IS IMPROPERLY ALIGNED. CONTRIBUTING TO THE SEVERITY OF THE COLLISION WAS THE FACT THAT THE CREWMEMBERS OF THE LOCOMOTIVE OF TRAIN DMX DID NOT IDENTIFY THE OPEN SWITCH AND APPLY THE TRAIN'S BRAKES SOON ENOUGH TO SLOW THE TRAIN.

Recommendation # :	R-74-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE POSITIVE INDICATIONS OF BOTH NORMAL AND REVERSED SWITCH POSITIONS ON MAIN TRACKS NOT EQUIPPED WITH AUTOMATIC BLOCK SIGNALS.					
# of Addressees:	1	Overall Date Closed: 03/22/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 03/22/79		



Recommendation Report

Product/Notation Id 42082 / 1323 **Accident Date:** 12/01/73 **Issue Date:** 07/11/74
City/State: Cotulla, TX **Accident #:** 79786 **Most Wanted List:** No

AT 8:30 A.M., ON SATURDAY, DECEMBER 1, 1973, MISSOURI PACIFIC RAILROAD COMPANY FREIGHT TRAIN EXTRA 615 SOUTH (TRAIN DMX) ENTERED COTULLA, TEXAS. TRAIN DMX WAS TRAVELING ON A NONSIGNALIZED MAIN TRACK AT A SPEED OF 35 TO 40 MPH. JUST AFTER IT PASSED OVER A GRADE CROSSING, THE TRAIN WAS DIVERTED THROUGH A SWITCH ONTO AN ADJACENT TRACK WHERE AN UNMANNED LOCOMOTIVE, A CABOOSE, AND 11 CARS WERE STANDING. TRAIN DMX COLLIDED WITH THE STANDING LOCOMOTIVE BEFORE ANY APPRECIABLE BRAKING. THE COLLISION DERAILED ALL OF THE LOCOMOTIVE UNITS AND 29 RAILROAD CARS. THREE CREWMEMBERS WHO WERE RIDING IN THE LEAD LOCOMOTIVE UNIT OF TRAIN DMX WERE KILLED. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE ESTABLISHMENT OF A COLLISION ROUTE FOR TRAIN DMX BY THE UNAUTHORIZED OPERATION OF A SWITCH BY PERSONS UNKNOWN. CONTRIBUTING TO THE COLLISION WERE RAILROAD OPERATING PRACTICES WHICH AUTHORIZE ENGINEERS TO OPERATE TRAINS AT SPEEDS AT WHICH THEY COULD NOT STOP SHORT OF A SWITCH TARGET WHICH INDICATES THE SWITCH IS IMPROPERLY ALIGNED. CONTRIBUTING TO THE SEVERITY OF THE COLLISION WAS THE FACT THAT THE CREWMEMBERS OF THE LOCOMOTIVE OF TRAIN DMX DID NOT IDENTIFY THE OPEN SWITCH AND APPLY THE TRAIN'S BRAKES SOON ENOUGH TO SLOW THE TRAIN.

Recommendation # :	R-74-028	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: SPONSOR A PROGRAM TO DEVELOP AND TEST DEVICES FOR THE SECUREMENT OF MANUALLY OPERATED SWITCH STANDS SO THAT THEY ARE MORE RESISTANT TO OPERATION BY UNAUTHORIZED PERSONS.					
# of Addressees:	1	Overall Date Closed: 02/22/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/22/79		



Recommendation Report

Product/Notation Id 42523 / 1469 **Accident Date:** 07/05/74 **Issue Date:** 02/05/75
City/State: Melvern, KS **Accident #:** 79997 **Most Wanted List:** No

AT 4:57 A.M. ON JULY 5, 1974, AMTRAK TRAIN NO. 4-C WAS OPERATING ON THE TRACKS OF THE ATCHISON, TOPEKA, AND SANTA FE RAILWAY COMPANY JUST EAST OF MELVERN, KANSAS. AS THE TRAIN MOVED OVER A TURNOUT LEADING FROM THE SOUTH MAIN TRACK TO A SIDING LOCATED BETWEEN THE TWO MAIN TRACKS, THE REAR 13 CARS OF THE 18-CAR TRAIN DERAILED. THE REAR SIX CARS TURNED OVER, SLID DOWN AN EMBANKMENT, AND CAME TO A STOP ON THEIR SIDES. FIFTEEN EMPLOYEES AND 87 PASSENGERS WERE INJURED AS A RESULT OF THE ACCIDENT. ONE OF THE INJURED PASSENGERS DIED SEVERAL WEEKS LATER. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THE ACCIDENT WAS THE BROKEN CLOSURE RAIL OF THE TURNOUT LEADING FROM THE SOUTH MAIN TRACK TO THE SIDING. THE INSUFFICIENT STRENGTH OF THE TRACK BOLT AND THE APPARENT STRESSED CONDITION OF THE RAIL CONTRIBUTED TO THE CAUSE OF THE BROKEN RAIL.

Recommendation # :	R-75-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO ESTABLISH MINIMUM STANDARDS FOR THE SIZE AND QUALITY OF ALL COMPONENTS USED IN THE CONSTRUCTION OF TRACK.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42524 / 1469 **Accident Date:** 07/05/74 **Issue Date:** 02/05/75
City/State: Melvern, KS **Accident #:** 79997 **Most Wanted List:** No

AT 4:57 A.M. ON JULY 5, 1974, AMTRAK TRAIN NO. 4-C WAS OPERATING ON THE TRACKS OF THE ATCHISON, TOPEKA, AND SANTA FE RAILWAY COMPANY JUST EAST OF MELVERN, KANSAS. AS THE TRAIN MOVED OVER A TURNOUT LEADING FROM THE SOUTH MAIN TRACK TO A SIDING LOCATED BETWEEN THE TWO MAIN TRACKS, THE REAR 13 CARS OF THE 18-CAR TRAIN DERAILED. THE REAR SIX CARS TURNED OVER, SLID DOWN AN EMBANKMENT, AND CAME TO A STOP ON THEIR SIDES. FIFTEEN EMPLOYEES AND 87 PASSENGERS WERE INJURED AS A RESULT OF THE ACCIDENT. ONE OF THE INJURED PASSENGERS DIED SEVERAL WEEKS LATER. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THE ACCIDENT WAS THE BROKEN CLOSURE RAIL OF THE TURNOUT LEADING FROM THE SOUTH MAIN TRACK TO THE SIDING. THE INSUFFICIENT STRENGTH OF THE TRACK BOLT AND THE APPARENT STRESSED CONDITION OF THE RAIL CONTRIBUTED TO THE CAUSE OF THE BROKEN RAIL.

Recommendation # :	R-75-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO REQUIRE THAT ALL PASSENGER CARRYING RAILCARS BE PROVIDED WITH EMERGENCY EXITS AND WITH EMERGENCY LIGHTS THAT WILL FUNCTION WHEN REGULAR POWER IS LOST.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 42910 / 1381A **Accident Date:** 07/19/74 **Issue Date:** 04/10/75
City/State: Decatur, IL **Accident #:** 80173 **Most Wanted List:** No

GATX 41623 AND FOUR OTHER TANK CARS LOADED WITH ISOBUTANE GAS UNCOUPLED AT THE WEST END OF DECATUR YARD BY A SWITCHING CREW AND ALLOWED TO FREE ROLL EASTWARD ON YARD TRACK 11. THE CAR IMPACTED AN EMPTY BOXCAR, AND ITS COUPLER OVERRODE THE TANK CAR COUPLER AND PUNCTURED THE TANK. ISOBUTANE ESCAPED AND VAPORIZED FOR 8 TO 10 MINUTES BEFORE IT EXPLODED. THE YARD, SURROUNDING RESIDENCES, AND COMMERCIAL FACILITIES WERE DAMAGED EXTENSIVELY BY FIRE AND SHOCK WAVES. SEVEN EMPLOYEES DIED FROM BURNS, AND 33 EMPLOYEES WERE INJURED. THREE HUNDRED SIXTEEN PERSONS OUTSIDE THE RAIL YARD WERE ALSO INJURED AS A RESULT OF THE EXPLOSION. PROPERTY DAMAGE WAS ESTIMATED AT \$18 MILLION. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THE ACCIDENT WAS THE OVERSPEEDIMPACT BETWEEN THE HEAVY CUT OF TANK CARS AND THE UNCOUPLED LIGHT BOXCAR, WHICH RESULTED FROM THE RELEASE OF THE TANK CARS AT A HIGHER-THAN-ACCEPTABLE SWITCHING SPEED. THE LACK OF WRITTEN GUIDELINES TO ASSIST THE SWITCHMAN IN DETERMINING THE PROPER SWITCHING SPEED CONTRIBUTED TO THE ACCIDENT. THE CREWMEMBERS' LACK OF UNDERSTANDING OF THE RISKS INVOLVED IN SWITCHING HAZARDOUS MATERIALS ALSO WAS A CONTRIBUTING FACTOR.

Recommendation # :	R-75-022	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SECRETARY OF TRANSPORTATION: REVISE FORM F-5800.1 TO OBTAIN INFORMATION REQUIRED TO SUPPORT THE RULEMAKING APPROACH SO THAT THE DEGREE OF PROTECTION REFLECTS THE DEGREE OF SEVERITY OF SPECIFIC COMMODITIES IN ACCIDENTS. SUCH CHANGES SHOULD ADDRESS AT LEAST THE DELINEATION OF THE DANGER ZONE, AND TYPES AND DEGREE OF INJURY OR DAMAGES EXPERIENCED BY THE VARIOUS KINDS OF PARTIES AT RISK.					
# of Addressees:	1	Overall Date Closed:		12/04/85	
Addressee:	DOT	Closed - Unacceptable Action		Date Closed:	12/04/85



Recommendation Report

Product/Notation Id 43274 / 1547 **Accident Date:** 09/21/74 **Issue Date:** 05/21/75
City/State: Houston, TX **Accident #:** 80327 **Most Wanted List:** No

ABOUT NOON ON SEPTEMBER 21, 1974, 2 LOADED "JUMBO" TANK CARS, 17 AND 18 OF A 145-CAR COMPLEMENT, WERE UNCOUPLED AS A UNIT AT THE CREST OF THE GRAVITY HUMP IN THE SOUTHERN PACIFIC TRANSPORTATION COMPANY'S (SP) ENGLEWOOD YARD AT HOUSTON, TEXAS. THE TWO CARS PASSEDTROUGH THE HUMP MASTER RETARDER AND GROUP RETARDER WITHOUT BEING SLOWED AND ACCELERATED AS THEY MOVED DOWN THE GRADE INTO BOWL TRACK 1. AT A SPEED OF 18 TO 20 MPH, THE TWO TANK CARS IMPACTED AN EMPTY TANK CAR. UPON IMPACT, THE COUPLER OF THE EMPTY TANK CAR RODE OVER COUPLER OF CAR 17 AND PUNCTURED THE TANK HEAD. BUTADIENE SPILLED FROM THE CAR AND FORMED A VAPOR CLOUD, WHICH DISPERSED OVER THE AREA. AFTER 2 TO 3 MINUTES, THE VAPOR EXPLODED VIOLENTLY; AS A RESULT, 1 PERSON DIED AND 235 WERE INJURED. TOTAL DAMAGES AMOUNTED TO ABOUT \$13 MILLION, WHICH INCLUDED THE DESTRUCTION OF 231 RAILROAD CARS AND SUBSTANTIAL DAMAGE TO 282 OTHERS.

Recommendation # :	R-75-029	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN COOPERATION WITH THE ASSOCIATION OF AMERICAN RAILROADS, DO THE NECESSARY RESEARCH, AND THEN DEVELOP MINIMUM PERFORMANCE STANDARDS FOR RETARDING SYSTEMS IN GRAVITY SWITCHING YARDS.					
# of Addressees:	1	Overall Date Closed: 02/25/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/85		



Recommendation Report

Product/Notation Id 42086 / 1719A **Accident Date:** 05/30/75 **Issue Date:** 10/30/76
City/State: Meeker, LA **Accident #:** 79787 **Most Wanted List:** No

ABOUT 8:52 A.M. ON MAY 30, 1975, A TEXAS AND PACIFIC RAILWAY C FREIGHT TRAIN, EXTRA 3311 WEST, PASSED AN "APPROACH" SIGNAL AND A "LOW" SIGNAL AND COLLIDED WITH THE REAR OF TRAIN EXTRA 551 WEST, WHICH HAD STOPPED ON THE MAIN TRACK IN MEEKER, LOUISIANA. THE 4 LOCOMOTIVE UNITS AND THE FIRST 10 CARS OF EXTRA 3311 WEST AND THE LAST 5 CARS AND THE CABOOSE OF THE STANDING TRAIN WERE DERAILED AND DAMAGED. THE ENGINEER AND THE FRONT BRAKEMAN OF EXTRA 3311 WEST AND THE CONDUCTOR OF EXTRA 551 WEST WERE KILLED.

Recommendation # :	R-76-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: EXPEDITE THE FINAL RULEMAKING PROCEDURES WITH RESPECT TO "STOP AND PROCEED PROCEDURES", AS SET FORTH IN PROPOSED PART 217.17, FRA DOCKET NO. RSOR-2. THESE RULES PRESCRIBE THE ASPECT THAT MUST BE DISPLAYED BY EACH AUTOMATIC BLOCK SIGNAL WHEN THE BLOCK IS OCCUPIED BY A TRAIN OR WHEN THE SIGNAL CIRCUIT IS INTERRUPTED BY AN OPEN SWITCH, BROKEN RAIL, OR TRACK OBSTRUCTION, AND THE PROCEDURES WHICH MUST BE FOLLOWED WHEN TRAINS PROCEED INTO THE BLOCK.					
# of Addressees:	1	Overall Date Closed: 06/15/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/15/81		



Recommendation Report

Product/Notation Id 42135 / 1729 **Accident Date:** 06/06/75 **Issue Date:** 02/17/76
City/State: Leetonia, OH **Accident #:** 79805 **Most Wanted List:** No

ABOUT 11:00 P.M. ON JUNE 6, 1975, THREE FREIGHT TRAINS OF THE CENTRAL TRANSPORTATION COMPANY (PC) WERE INVOLVED IN A COLLISION NEAR LEETONIA, OHIO. EXTRA 6330 WEST COLLIDED WITH THE REAR OF STANDING EXTRA 2278 WEST. IMMEDIATELY THEREAFTER, EXTRA 6259 EAST, WHICH WAS ON AN ADJACENT TRACK, STRUCK THE WRECKED CARS FROM THE OTHER TWO TRAINS. ONE EMPLOYEE WAS KILLED AND SEVEN OTHERS WERE INJURED. PROPERTY DAMAGE AMOUNTED TO ABOUT \$1.25 MILLION.

Recommendation # : R-76-006 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO PROHIBIT TRAINS FROM OPERATING IN OCCUPIED BLOCKS EXCEPT THROUGH THE AUTHORITY OF A TRAIN ORDER OR BY SOME OTHER PROCEDURE WITH SIMILAR SAFEGUARDS.

of Addressees: 1 **Overall Date Closed:** 07/06/78

Addressee: FRA **Closed - Unacceptable Action** **Date Closed:** 07/06/78



Recommendation Report

Product/Notation Id 42113 / 1795 **Accident Date:** 02/04/76 **Issue Date:** 04/28/76
City/State: Pettisville, OH **Accident #:** 79795 **Most Wanted List:** No

ABOUT 11:52 P.M. ON FEBRUARY 4, 1976, PENN CENTRAL TRANSPORTAT COMPANY FREIGHT TRAIN NY-12 COLLIDED HEAD-ON WITH FREIGHT TRAIN BM-7 NEAR PETTISVILLE, OHIO. THE 3 LOCOMOTIVE UNITS AND 21 CARS OF TRAIN NY-12, AND THE 4 LOCOMOTIVE UNITS AND 4 CARS OF TRAIN BM-7 WERE DERAILED. ONE LOCOMOTIVE UNIT OF EACH TRAIN WAS DESTROYED AND THE DERAILED CARS WERE HEAVILY DAMAGED. THE TWO CREWMEMBERS IN THE LEAD LOCOMOTIVE OF BOTH TRAINS WERE KILLED AND ONE CREWMEMBER ON EACH TRAIN WAS INJURED AS A RESULT OF THE COLLISION. THE ESTIMATED COST OF DAMAGES WAS \$1,165,000.

Recommendation # :	R-76-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: INSURE THAT SWITCHES IN SIGNAL TERRITORY ARE SO PROTECTED THAT RELATED SIGNALS GOVERNING TRAIN MOVEMENTS WILL DISPLAY THEIR MOST RESTRICTIVE ASPECTS IF THE SWITCH POINTS DO NOT CLOSE PROPERLY. (URGENT)					
# of Addressees:	1	Overall Date Closed: 02/02/78			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/02/78		



Recommendation Report

Product/Notation Id 42431 / 1814 **Accident Date:** 10/01/75 **Issue Date:** 05/10/76
City/State: Pulaski, TN **Accident #:** 79966 **Most Wanted List:** No

ABOUT 12:50 P.M. ON OCTOBER 1, 1975, 1 LOCOMOTIVE UNIT AND 11 OF AMTRAK TRAIN NO. 315 DERAILED ON THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY'S TRACK NEAR PULASKI, TENNESSEE. OF THE 69 PERSONS ON THE TRAIN, 31 WERE INJURED. PROPERTY AND EQUIPMENT DAMAGE AMOUNTED TO ABOUT \$1,067,000. THE NATIONAL TRANSPORTATION SAFETY BOARD DETERMINES THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE OVERTURNING OF THE OUTSIDE RAIL IN A 30 8' CURVE BY HIGH LATERAL FORCES INDUCED BY THE SIX-WHEEL TRUCK OF THE SDP-40-F LOCOMOTIVE; THESE FORCES EXCEEDED THE CAPABILITY OF THE TRACK WHICH MET CURRENT FRA STANDARDS. THE SPEED OF THE LOCOMOTIVE, ALTHOUGH NOT GREATER THAN THE SPEED ALLOWABLE FOR CLASS 4 TRACK, WAS TOO GREAT TO BE SUSTAINED BY THE TRACK.

Recommendation # :	R-76-020	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVIEW THE FEDERAL TRACK SAFETY STANDARDS TO DETERMINE IF THEIR CURRENT REQUIREMENTS ARE ADEQUATE FOR THE SAFE ACCOMMODATION OF THE SIX-WHEEL TRUCK LOCOMOTIVES.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42443 / 1831_1 **Accident Date:** 10/17/75 **Issue Date:** 07/30/76
City/State: Wilmington, DE **Accident #:** 79972 **Most Wanted List:** No

ON OCTOBER 17, 1975, ABOUT 6:37 P.M., A NORTHBOUND PENN CENTRA TRANSPORTATION COMPANY (PENN CENTRAL) PASSENGER TRAIN, NO. 944, STRUCK THE REAR OF PENN CENTRAL PASSENGER TRAIN NO. 132, WHICH HAD MADE AN UNSCHEDULED STOP NEAR WILMINGTON, DELAWARE, BECAUSE OF AN EQUIPMENT MALFUNCTION. TRAIN NO. 939, A SOUTHBOUND PENN CENTRAL PASSENGER TRAIN THAT WAS APPROACHING ON AN ADJACENT TRACK, STRUCK THE DERAILED EQUIPMENT FROM NO. 944. THE COLLISIONS INJURED 25 PERSONS AND CAUSED PROPERTY DAMAGE OF \$817,866.

Recommendation # :	R-76-024	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ESTABLISH REGULATIONS ON MAINLINES USED BY PASSENGER TRAINS THAT WILL REQUIRE TRAINS TO STOP IF THE BLOCK IN FRONT OF THEM IS OCCUPIED.					
# of Addressees:	1	Overall Date Closed: 07/29/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/29/85		



Recommendation Report

Product/Notation Id 42446 / 1831_1 **Accident Date:** 10/17/75 **Issue Date:** 07/30/76
City/State: Wilmington, DE **Accident #:** 79972 **Most Wanted List:** No

ON OCTOBER 17, 1975, ABOUT 6:37 P.M., A NORTHBOUND PENN CENTRA TRANSPORTATION COMPANY (PENN CENTRAL) PASSENGER TRAIN, NO. 944, STRUCK THE REAR OF PENN CENTRAL PASSENGER TRAIN NO. 132, WHICH HAD MADE AN UNSCHEDULED STOP NEAR WILMINGTON, DELAWARE, BECAUSE OF AN EQUIPMENT MALFUNCTION. TRAIN NO. 939, A SOUTHBOUND PENN CENTRAL PASSENGER TRAIN THAT WAS APPROACHING ON AN ADJACENT TRACK, STRUCK THE DERAILED EQUIPMENT FROM NO. 944. THE COLLISIONS INJURED 25 PERSONS AND CAUSED PROPERTY DAMAGE OF \$817,866.

Recommendation # :	R-76-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ESTABLISH REGULATIONS FOR THE PROTECTION BY FLAGGING OF THE REAR END OF ALL STOPPED TRAINS IN PASSENGER TERRITORY.					
# of Addressees:	1	Overall Date Closed: 06/15/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/15/81		



Recommendation Report

Product/Notation Id 42447 / 1831_1 **Accident Date:** 10/17/75 **Issue Date:** 07/30/76
City/State: Wilmington, DE **Accident #:** 79972 **Most Wanted List:** No

ON OCTOBER 17, 1975, ABOUT 6:37 P.M., A NORTHBOUND PENN CENTRA TRANSPORTATION COMPANY (PENN CENTRAL) PASSENGER TRAIN, NO. 944, STRUCK THE REAR OF PENN CENTRAL PASSENGER TRAIN NO. 132, WHICH HAD MADE AN UNSCHEDULED STOP NEAR WILMINGTON, DELAWARE, BECAUSE OF AN EQUIPMENT MALFUNCTION. TRAIN NO. 939, A SOUTHBOUND PENN CENTRAL PASSENGER TRAIN THAT WAS APPROACHING ON AN ADJACENT TRACK, STRUCK THE DERAILED EQUIPMENT FROM NO. 944. THE COLLISIONS INJURED 25 PERSONS AND CAUSED PROPERTY DAMAGE OF \$817,866.

Recommendation # :	R-76-028	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE CARRIERS TO PROVIDE EMERGENCY LIGHTING AND COMMUNICATION SYSTEMS ON PASSENGER CARS AND TO PROVIDE FOR PREDEPARTURE INSPECTION TO ASSURE THEIR OPERABILITY.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 42448 / 1831_1 **Accident Date:** 10/17/75 **Issue Date:** 07/30/76
City/State: Wilmington, DE **Accident #:** 79972 **Most Wanted List:** No

ON OCTOBER 17, 1975, ABOUT 6:37 P.M., A NORTHBOUND PENN CENTRA TRANSPORTATION COMPANY (PENN CENTRAL) PASSENGER TRAIN, NO. 944, STRUCK THE REAR OF PENN CENTRAL PASSENGER TRAIN NO. 132, WHICH HAD MADE AN UNSCHEDULED STOP NEAR WILMINGTON, DELAWARE, BECAUSE OF AN EQUIPMENT MALFUNCTION. TRAIN NO. 939, A SOUTHBOUND PENN CENTRAL PASSENGER TRAIN THAT WAS APPROACHING ON AN ADJACENT TRACK, STRUCK THE DERAILED EQUIPMENT FROM NO. 944. THE COLLISIONS INJURED 25 PERSONS AND CAUSED PROPERTY DAMAGE OF \$817,866.

Recommendation # :	R-76-029	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE CARRIERS TO TRAIN EMPLOYEES IN EMERGENCY PROCEDURES TO BE USED AFTER AN ACCIDENT, TO ESTABLISH PRIORITIES FOR EMERGENCY ACTION, AND TO CONDUCT ACCIDENT SIMULATIONS TO TEST THE EFFECTIVENESS OF THE PROGRAM, INVITING CIVIC EMERGENCY PERSONNEL PARTICIPATION.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 42449 / 1831_1 **Accident Date:** 10/17/75 **Issue Date:** 07/30/76
City/State: Wilmington, DE **Accident #:** 79972 **Most Wanted List:** No

ON OCTOBER 17, 1975, ABOUT 6:37 P.M., A NORTHBOUND PENN CENTRA TRANSPORTATION COMPANY (PENN CENTRAL) PASSENGER TRAIN, NO. 944, STRUCK THE REAR OF PENN CENTRAL PASSENGER TRAIN NO. 132, WHICH HAD MADE AN UNSCHEDULED STOP NEAR WILMINGTON, DELAWARE, BECAUSE OF AN EQUIPMENT MALFUNCTION. TRAIN NO. 939, A SOUTHBOUND PENN CENTRAL PASSENGER TRAIN THAT WAS APPROACHING ON AN ADJACENT TRACK, STRUCK THE DERAILED EQUIPMENT FROM NO. 944. THE COLLISIONS INJURED 25 PERSONS AND CAUSED PROPERTY DAMAGE OF \$817,866.

Recommendation # :	R-76-030	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE RAILROADS TO INCLUDE EMERGENCY PROCEDURES FOR CAB EVACUATION IN ITS TRAINING PROGRAM FOR OPERATING EMPLOYEES.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 42609 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # : R-76-035 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: STUDY THE PROCEDURE WHICH IT IMPLEMENTED ON JANUARY 10, 1976, TO HANDLE TRAINS WHICH HAVE INOPERATIVE AUTOMATIC TRAIN CONTROLS (ATC) OR CAB SIGNALS TO INSURE THAT ALL HAZARDS HAVE BEEN CONSIDERED AND THAT THEIR POTENTIAL HAS BEEN MINIMIZED.

of Addressees: 1 **Overall Date Closed:** 11/07/86

Addressee: Chicago Transit Authority **Closed - Unacceptable Action** **Date Closed:** 11/07/86



Recommendation Report

Product/Notation Id 42610 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # : R-76-036 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: IMPLEMENT PREDEPARTURE TESTS AT TERMINALS TO INSURE THAT THE ATC, THE CAB SIGNALS, AND THE TRAIN PHONES ARE OPERATING PROPERLY.

of Addressees: 1 **Overall Date Closed:** 11/07/86

Addressee: Chicago Transit Authority **Closed - Unacceptable Action** **Date Closed:** 11/07/86



Recommendation Report

Product/Notation Id 42611 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # :	R-76-037	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: REVIEW THE MAINTENANCE SCHEDULE AND PROCEDURES FOR THE ATC AND THE CAB SIGNALS TO DETERMINE THEIR ADEQUACY TO (A) DETECT THE FAILURE OF NONVITAL FUNCTIONS OR COMPONENTS AND (B) DETECT AND ISOLATE SUBSTANDARD OR PROGRESSIVELY DETERIORATING COMPONENTS WHICH RESULT IN FAILURE, SO THAT THESE CAN BE DEALT WITH AND SO THAT THE INSERVICE FAILURE RATE CAN BE REDUCED.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 42612 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # :	R-76-038	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: INSURE THAT THE TRAIN PHONE SYSTEM PROVIDES DEPENDABLE, RELIABLE, AND BACKUP COMMUNICATION FOR OPERATIONAL CONTROL AND THAT PROPER PROCEDURES ARE IN EFFECT TO PROVIDE EMERGENCY WARNINGS AND INSTRUCTIONS.					
# of Addressees:	1	Overall Date Closed: 11/12/93			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/12/93		



Recommendation Report

Product/Notation Id 42613 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # :	R-76-039	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: UPDATE THE BOOK OF OPERATING RULES SO THAT CURRENT SUPERVISORY TITLES AND FUNCTIONS ARE IN AGREEMENT, AND UPGRADE IT SO THAT ONLY THOSE RULES FOR WHICH EMPLOYEES ARE RESPONSIBLE AND THAT ARE ENFORCEABLE AND NECESSARY FOR SAFE OPERATION ARE CONTAINED THEREIN.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 42614 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # :	R-76-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: REASSESS THE OPERATING EMPLOYEES' TRAINING PROGRAM AND THE METHOD WHICH IS USED CURRENTLY TO EVALUATE THEIR UNDERSTANDING AND KNOWLEDGE OF RULES AND OPERATING PROCEDURES TO INSURE THAT BOTH ARE EFFECTIVE.					
# of Addressees:	1	Overall Date Closed: 07/03/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 07/03/86		



Recommendation Report

Product/Notation Id 42615 / 1848_2 **Accident Date:** 01/09/76 **Issue Date:** 08/23/76
City/State: Chicago, IL **Accident #:** 80015 **Most Wanted List:** No

ON JANUARY 9, 1976, AT 8:06 A.M., CHICAGO TRANSIT AUTHORITY (C TRAIN NO. 315 STRUCK THE REAR END OF TRAIN NO. 104 WHILE IT WAS STANDING AT THE ADDISON STREET STATION PLATFORM IN CHICAGO, ILLINOIS. THE IMPACT FORCES EXTENSIVELY DAMAGED THE LEAD CAR OF THE MOVING TRAIN AND THE REAR CAR OF THE STANDING TRAIN, AND SLIGHTLY DAMAGED THE OTHER CARS IN EACH TRAIN. DAMAGE TO THE EQUIPMENT AND TRACK WAS ESTIMATED TO BE \$267,000. OF THE 381 PASSENGERS WHO WERE INJURED IN THE COLLISION, 1 PASSENGER DIED.

Recommendation # :	R-76-041	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: DEVELOP THE FULL POTENTIAL OF THE SAFETY DEPARTMENT, INVOLVE IT IN ALL PHASES OF THE SYSTEM OPERATION INCLUDING OPERATIONS, DESIGN, MAINTENANCE, AND TRAINING, AND PROVIDE IT WITH MORE THAN ADVISORY AUTHORITY SO THAT IT CAN REQUIRE IMPLEMENTATION OF SYSTEM SAFETY PROGRAMS.					
# of Addressees:	1	Overall Date Closed: 07/03/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 07/03/86		



Recommendation Report

Product/Notation Id 42115 / 1795A **Accident Date:** 02/04/76 **Issue Date:** 09/10/76
City/State: Pettisville, OH **Accident #:** 79795 **Most Wanted List:** No

ABOUT 11:52 P.M. ON FEBRUARY 4, 1976, PENN CENTRAL FREIGHT TRA NY-12 COLLIDED HEAD-ON WITH FREIGHT TRAIN BM-7 NEAR PETTISVILLE, OHIO. THE 3 LOCOMOTIVE UNITS AND 21 CARS OF TRAIN NY-12, AND THE 4 LOCOMOTIVE UNITS AND 4 CARS OF TRAIN BM-7 WERE DERAILED. ONE LOCOMOTIVE UNIT OF EACH TRAIN WAS DESTROYED AND THE DERAILED CARS WERE HEAVILY DAMAGED. THE TWO CREWMEMBERS IN THE LEAD LOCOMOTIVE OF BOTH TRAINS WERE KILLED AND ONE CREWMEMBER ON EACH TRAIN WAS INJURED AS A RESULT OF THE COLLISION. THE ESTIMATED COST OF DAMAGES WAS \$1,165,000.

Recommendation # :	R-76-051	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE RULES TO REQUIRE THE ENGINE CREW OF A TRAIN TO EXCHANGE SIGNALS WITH ENGINE CREWS OF PASSING TRAINS AND/OR WAYSIDE EMPLOYEES. IF PASSING CREWS DO NOT ACKNOWLEDGE THE SIGNAL, THE RESPONSIVE ENGINE CREW OR WAYSIDE EMPLOYEE SHALL NOTIFY THE DISPATCHER AND/OR CONDUCTOR OF THE NONRESPONSIVE ENGINE CREW FOR CORRECTIVE ACTION.					
# of Addressees:	1	Overall Date Closed: 06/15/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/15/81		



Recommendation Report

Product/Notation Id 41991 / 2028 **Accident Date:** 08/02/76 **Issue Date:** 04/06/77
City/State: Hastings, NE **Accident #:** 79762 **Most Wanted List:** No

ABOUT 3:40 P.M., ON AUGUST 2, 1976, 39 CARS OF UNION PACIFIC RAILROAD FREIGHT TRAIN EXTRA 2800 EAST DERAILED NEAR HASTINGS, NEBRASKA. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,155,010. NO ONE WAS INJURED.

Recommendation # :	R-77-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO INSURE THAT THE LOCATIONS OF HEAVILY LOADED FREIGHT CARS IN A TRAIN WILL NOT ADVERSELY AFFECT THE TRAIN'S OPERATION.					
# of Addressees:	1	Overall Date Closed: 06/26/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/85		



Recommendation Report

Product/Notation Id 41992 / 2028 **Accident Date:** 08/02/76 **Issue Date:** 04/06/77
City/State: Hastings, NE **Accident #:** 79762 **Most Wanted List:** No

ABOUT 3:40 P.M., ON AUGUST 2, 1976, 39 CARS OF UNION PACIFIC RAILROAD FREIGHT TRAIN EXTRA 2800 EAST DERAILED NEAR HASTINGS, NEBRASKA. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,155,010. NO ONE WAS INJURED.

Recommendation # :	R-77-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THAT TRAINS OPERATED OVER UNSTABLE TRACK BE LIMITED BY A SLOW ORDER, VERBAL CONTACT BY RADIO, OR BY FLAG PROTECTION TO SPEEDS THAT WILL REDUCE THE POSSIBILITY OF TRACK BUCKLING FROM FORCES THAT EXCEED THE RESTRAINING ABILITY OF THE TRACK.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 41993 / 2028 **Accident Date:** 08/02/76 **Issue Date:** 04/06/77
City/State: Hastings, NE **Accident #:** 79762 **Most Wanted List:** No

ABOUT 3:40 P.M., ON AUGUST 2, 1976, 39 CARS OF UNION PACIFIC RAILROAD FREIGHT TRAIN EXTRA 2800 EAST DERAILED NEAR HASTINGS, NEBRASKA. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,155,010. NO ONE WAS INJURED.

Recommendation # :	R-77-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THAT LOCOMOTIVE ENGINEERS BE INSTRUCTED IN THE BRAKING OF TRAINS FOR VARIED CIRCUMSTANCES THAT MAY DEVELOP DURING A TRAIN'S OPERATION.					
# of Addressees:	1	Overall Date Closed: 08/04/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/04/86		



Recommendation Report

Product/Notation Id 42439 / 2034 **Accident Date:** 06/30/76 **Issue Date:** 04/14/77
City/State: Goodman, MS **Accident #:** 79969 **Most Wanted List:** No

ABOUT 8:17 A.M., ON JUNE 30, 1976, 2 LOCOMOTIVE UNITS AND 11 C OF AMTRAK TRAIN NO. 59 DERAILED ON THE ILLINOIS CENTRAL GULF RAILROAD COMPANY'S TRACK NEAR GOODMAN, MISSISSIPPI. THIRTY-FOUR OF THE 145 PASSENGERS ON THE TRAIN WERE INJURED, 11 CREWMEMBERS WERE INJURED, 6 TRACKMEN WERE INJURED, AND 1 TRACKMAN WAS KILLED. PROPERTY DAMAGE AMOUNTED TO ABOUT \$453,100.

Recommendation # :	R-77-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND TRACK GEOMETRY STANDARD 49 CFR 213.55, ALIGNMENT, SO THAT IT DEFINES "UNIFORMITY," ESTABLISHES A MAXIMUM RATE-OF-CHANGE IN ALIGNMENT DEVIATION, AND ESTABLISHES THE MAXIMUM NUMBER OF FEET BETWEEN WHICH EACH ALIGNMENT MID-OFFSET MEASUREMENT SHALL BE TAKEN.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42440 / **Accident Date:** 06/30/76 **Issue Date:** 04/14/77
City/State: Goodman, MS **Accident #:** 79969 **Most Wanted List:** No

ABOUT 8:17 A.M., ON JUNE 30, 1976, 2 LOCOMOTIVE UNITS AND 11 C OF AMTRAK TRAIN NO. 59 DERAILED ON THE ILLINOIS CENTRAL GULF RAILROAD COMPANY'S TRACK NEAR GOODMAN, MISSISSIPPI. THIRTY-FOUR OF THE 145 PASSENGERS ON THE TRAIN WERE INJURED, 11 CREWMEMBERS WERE INJURED, 6 TRACKMEN WERE INJURED, AND 1 TRACKMAN WAS KILLED. PROPERTY DAMAGE AMOUNTED TO ABOUT \$453,100.

Recommendation # :	R-77-007	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND TRACK GEOMETRY STANDARD 49 CFR 213.63, TRACK SURFACE, SO THAT IT DEFINES "UNIFORM PROFILE," ESTABLISHES MAXIMUM RATE-OF-CHANGE IN PROFILE AND CROSS LEVEL DEVIATIONS, AND ESTABLISHES THE MAXIMUM NUMBER OF FEET BETWEEN WHICH EACH PROFILE MIDORDINATE MEASUREMENT AND EACH CROSS LEVEL MEASUREMENT SHALL BE TAKEN.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42441 / 2034 **Accident Date:** 06/30/76 **Issue Date:** 04/14/77
City/State: Goodman, MS **Accident #:** 79969 **Most Wanted List:** No

ABOUT 8:17 A.M., ON JUNE 30, 1976, 2 LOCOMOTIVE UNITS AND 11 C OF AMTRAK TRAIN NO. 59 DERAILED ON THE ILLINOIS CENTRAL GULF RAILROAD COMPANY'S TRACK NEAR GOODMAN, MISSISSIPPI. THIRTY-FOUR OF THE 145 PASSENGERS ON THE TRAIN WERE INJURED, 11 CREWMEMBERS WERE INJURED, 6 TRACKMEN WERE INJURED, AND 1 TRACKMAN WAS KILLED. PROPERTY DAMAGE AMOUNTED TO ABOUT \$453,100.

Recommendation # :	R-77-008	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: INCLUDE IN REVIEW OF CURRENT FRA TRACK SAFETY REGULATIONS, INVESTIGATION AND TESTING TO DETERMINE IF THE MINIMUM TRACK CONDITIONS THAT ARE REQUIRED FOR THE FRA CLASSES OF TRACK BY 49 CFR 213.9 ARE ADEQUATE FOR ALL TYPES OF TRAINS AND FOR THE MAXIMUM ALLOWABLE SPEED FOR EACH CLASS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42620 / 2111 **Accident Date:** 02/04/77 **Issue Date:** 06/20/77
City/State: Chicago, IL **Accident #:** 80016 **Most Wanted List:** No

ABOUT 5:27 P.M., C.S.T., ON FEBRUARY 4, 1977, CHICAGO TRANSIT AUTHORITY LAKE-DAN RYAN TRAIN NO. 930 STRUCK THE REAR OF RAVENSWOOD TRAIN NO. 415, WHICH WAS STANDING ON THE ELEVATED RAIL STRUCTURE AT THE INTERSECTION OF WABASH AVENUE AND LAKE STREET. THE FOUR LEAD CARS OF THE EIGHT-CAR LAKE-DAN RYAN TRAIN OVERTURNED AND FELL FROM THE ELEVATED STRUCTURE TO THE STREET. ONE END OF EACH OF THE TWO REAR CARS OF THE RAVENSWOOD TRAIN DERAILED. ELEVEN PERSONS WERE KILLED AND 266 PERSONS WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$1.2 MILLION.

Recommendation # :	R-77-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: DISCONTINUE THE AUTOMATIC DISPLAY AND CONTROL FUNCTION OF THE FLASHING RED CAB SIGNAL AND ITS ASSOCIATED FLASHING YELLOW 15 MPH ON THE SPEEDOMETER.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 42622 / 2111 **Accident Date:** 02/04/77 **Issue Date:** 06/20/77
City/State: Chicago, IL **Accident #:** 80016 **Most Wanted List:** No

ABOUT 5:27 P.M., C.S.T., ON FEBRUARY 4, 1977, CHICAGO TRANSIT AUTHORITY LAKE-DAN RYAN TRAIN NO. 930 STRUCK THE REAR OF RAVENSWOOD TRAIN NO. 415, WHICH WAS STANDING ON THE ELEVATED RAIL STRUCTURE AT THE INTERSECTION OF WABASH AVENUE AND LAKE STREET. THE FOUR LEAD CARS OF THE EIGHT-CAR LAKE-DAN RYAN TRAIN OVERTURNED AND FELL FROM THE ELEVATED STRUCTURE TO THE STREET. ONE END OF EACH OF THE TWO REAR CARS OF THE RAVENSWOOD TRAIN DERAILED. ELEVEN PERSONS WERE KILLED AND 266 PERSONS WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$1.2 MILLION.

Recommendation # :	R-77-017	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: CONSIDER AN OPERATING EMPLOYEE'S COMPLETE SERVICE RECORD WHEN JUDGING THE EMPLOYEE'S OPERATING CAPABILITIES.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 41988 / 2190_1 **Accident Date:** 11/26/76 **Issue Date:** 10/13/77
City/State: Belt, MT **Accident #:** 79761 **Most Wanted List:** No

ABOUT 2:55 P.M. ON NOVEMBER 26, 1976, 24 CARS OF BURLINGTON NO FREIGHT TRAIN EXTRA 5743 EAST DERAILED AT BELT, MONTANA. TWENTY-TWO PERSONS WERE INJURED AS A RESULT OF THE ACCIDENT AND TWO PERSONS ARE MISSING. ABOUT 200 PEOPLE WERE EVACUATED BECAUSE OF SUBSEQUENT FIRES AND EXPLOSIONS. FIVE HOUSES, A FARMERS UNION COOPERATIVE FACILITY, AND SEVERAL OTHER BUILDINGS WERE DESTROYED OR DAMAGED. NINETEEN MOTOR VEHICLES WERE DESTROYED AND BELT CREEK WAS CONTAMINATED. DAMAGE WAS ESTIMATED TO BE \$4,540,000.

Recommendation # :	R-77-029	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVISE 49 CFR 213.237, INSPECTION OF RAIL, TO INSURE THE DISCOVERY OF INTERNAL DEFECTS IN ALL TRACK, CLASSES 3 TO 6, INCLUSIVE, BEFORE THOSE DEFECTS DEVELOP INTO FAILURES.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42474 / 2192 **Accident Date:** 12/16/76 **Issue Date:** 10/20/77
City/State: Ralston, NE **Accident #:** 79979 **Most Wanted List:** No

ABOUT 2:45 A.M., ON DECEMBER 16, 1976, 1 SDP-40F LOCOMOTIVE UN 11 CARS OF AMTRAK TRAIN NO. 6 DERAILED WHEN LEAVING A 2 DEGREE 30' CURVE ON THE BURLINGTON NORTHERN TRACK NEAR RALSTON, NEBRASKA. FORTY-EIGHT OF THE 178 PASSENGERS, AND 15 OF THE 19 CREWMEMBERS ON THE TRAIN WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$816,000.

Recommendation # :	R-77-032	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP METHODS AND CRITERIAL FOR TRACK INSPECTORS TO DETERMINE WHEN TIMBER CROSSTIES ARE IMPAIRED BY INSERVICE DYNAMIC FORCES TO THE EXTENT THAT THEY DO NOT ADEQUATELY HOLD TRACK SPIKES.					
# of Addressees:	1	Overall Date Closed: 08/11/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/11/81		



Recommendation Report

Product/Notation Id 42475 / 2192 **Accident Date:** 12/16/76 **Issue Date:** 10/20/77
City/State: Ralston, NE **Accident #:** 79979 **Most Wanted List:** No

ABOUT 2:45 A.M., ON DECEMBER 16, 1976, 1 SDP-40F LOCOMOTIVE UN 11 CARS OF AMTRAK TRAIN NO. 6 DERAILED WHEN LEAVING A 2 DEGREE 30' CURVE ON THE BURLINGTON NORTHERN TRACK NEAR RALSTON, NEBRASKA. FORTY-EIGHT OF THE 178 PASSENGERS, AND 15 OF THE 19 CREWMEMBERS ON THE TRAIN WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$816,000.

Recommendation # :	R-77-033	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND TRACK GEOMETRY STANDARD 213.53 GAGE, SO THAT IT ESTABLISHES A MAXIMUM RATE-OF-CHANGE IN TRACK GAGE.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42476 / 2192 **Accident Date:** 12/16/76 **Issue Date:** 10/20/77
City/State: Ralston, NE **Accident #:** 79979 **Most Wanted List:** No

ABOUT 2:45 A.M., ON DECEMBER 16, 1976, 1 SDP-40F LOCOMOTIVE UN 11 CARS OF AMTRAK TRAIN NO. 6 DERAILED WHEN LEAVING A 2 DEGREE 30' CURVE ON THE BURLINGTON NORTHERN TRACK NEAR RALSTON, NEBRASKA. FORTY-EIGHT OF THE 178 PASSENGERS, AND 15 OF THE 19 CREWMEMBERS ON THE TRAIN WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$816,000.

Recommendation # :	R-77-034	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND TRACK STRUCTURE STANDARD 49 CFR 213.109 (B-2) CROSSTIES, SO THAT IT IS POSSIBLE TO OBTAIN A STANDARD AND EFFECTIVE INSERVICE EVALUATION OF THE SUBJECTIVE ASSESSMENT OF "A TIMBER CROSS TIE IS CONSIDERED TO BE DEFECTIVE WHEN IT IS...IMPAIRED TO THE EXTENT IT WILL NOT HOLD SPIKES."					
# of Addressees:	1	Overall Date Closed: 08/11/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/11/81		



Recommendation Report

Product/Notation Id 42477 / 2192 **Accident Date:** 12/16/76 **Issue Date:** 10/20/77
City/State: Ralston, NE **Accident #:** 79979 **Most Wanted List:** No

ABOUT 2:45 A.M., ON DECEMBER 16, 1976, 1 SDP-40F LOCOMOTIVE UN 11 CARS OF AMTRAK TRAIN NO. 6 DERAILED WHEN LEAVING A 2 DEGREE 30' CURVE ON THE BURLINGTON NORTHERN TRACK NEAR RALSTON, NEBRASKA. FORTY-EIGHT OF THE 178 PASSENGERS, AND 15 OF THE 19 CREWMEMBERS ON THE TRAIN WERE INJURED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$816,000.

Recommendation # :	R-77-035	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: INVESTIGATE AND TEST TO DETERMINE IF TIMBER CROSSTIE TRACK SPIKING REQUIREMENTS AS CONTAINED IN TRACK STRUCTURE STANDARD 49 CFR 213.127 ARE ADEQUATE FOR THE TONNAGE AND SPEED OF PRESENT LOCOMOTIVES AND TRAINS.					
# of Addressees:	1	Overall Date Closed: 08/11/81			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/11/81		



Recommendation Report

Product/Notation Id 42000 / 2126B_2 **Accident Date:** 06/12/77 **Issue Date:** 02/15/78
City/State: Stemmers Run, MD **Accident #:** 79764 **Most Wanted List:** No

ABOUT 11:03 P.M., ON JUNE 12, 1977, CONRAIL FREIGHT TRAIN WA-4 COLLIDED WITH THE REAR OF CONRAIL FREIGHT TRAIN WA-6. A FIRE BEGAN IN THE LEAD LOCOMOTIVE UNIT OF TRAIN WA-4 AND IN THE CABOOSE OF TRAIN WA-6. DAMAGE WAS ABOUT \$300,000. TWO CREWMEMBERS ON EACH TRAIN WERE INJURED.

Recommendation # :	R-78-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ANALYZE THE DATA RELATING TO THE ROLE OF RADIO IN TRAIN ACCIDENTS AND REPORT ITS FINDINGS.					
# of Addressees:	1	Overall Date Closed: 07/06/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/06/79		



Recommendation Report

Product/Notation Id 42001 / 2126B_2 **Accident Date:** 06/12/77 **Issue Date:** 02/15/78
City/State: Stemmers Run, MD **Accident #:** 79764 **Most Wanted List:** No

ABOUT 11:03 P.M., ON JUNE 12, 1977, CONRAIL FREIGHT TRAIN WA-4 COLLIDED WITH THE REAR OF CONRAIL FREIGHT TRAIN WA-6. A FIRE BEGAN IN THE LEAD LOCOMOTIVE UNIT OF TRAIN WA-4 AND IN THE CABOOSE OF TRAIN WA-6. DAMAGE WAS ABOUT \$300,000. TWO CREWMEMBERS ON EACH TRAIN WERE INJURED.

Recommendation # :	R-78-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: UNLESS REFUTED BY THE ABOVE ANALYSIS, REQUIRE RAILROADS TO INSTALL RADIOS WHERE APPROPRIATE ON TRAINS AND TO MAINTAIN THEM IN OPERATING CONDITION, UNLESS ALL PERSONNEL INVOLVED ARE NOTIFIED TO THE CONTRARY BY APPROPRIATE RAILROAD PROCEDURES.					
# of Addressees:	1	Overall Date Closed: 07/06/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/06/79		



Recommendation Report

Product/Notation Id 42647 / 2153C **Accident Date:** 07/08/77 **Issue Date:** 02/24/78
City/State: Cleveland, OH **Accident #:** 80019 **Most Wanted List:** No

ABOUT 10:05 A.M., E.D.T., ON JULY 8, 1977, TWO TRAINS OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY COLLIDED HEAD-ON ON THE EASTBOUND TRACK OF THE SHAKER HEIGHTS LINE, NEAR 92ND AND HOLTON STREETS IN CLEVELAND, OHIO. SIXTY PERSONS WERE INJURED AND PROPERTY DAMAGE WAS ESTIMATED TO BE \$100,000.

Recommendation # :	R-78-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SECRETARY OF THE DEPARTMENT OF TRANSPORTATION: DEVELOP OVERSIGHT CAPABILITY TO INSURE THAT THE SAFETY OF RAIL RAPID TRANSIT SYSTEMS WILL BE REGULATED AND ENFORCED BY A RESPONSIBLE STATE OR FEDERAL AGENCY. WITHIN THE DEPARTMENT OF TRANSPORTATION, ACCOUNTABILITY FOR THE OVERSIGHT SHOULD BE ASSIGNED TO THE ADMINISTRATION THAT CONTROLS FEDERAL GRANTS TO AID RAIL RAPID TRANSIT.					
# of Addressees:	1	Overall Date Closed: 01/12/87			
Addressee:	DOT	Closed - Unacceptable Action	Date Closed: 01/12/87		



Recommendation Report

Product/Notation Id 43061 / 2313 **Accident Date:** 03/09/78 **Issue Date:** 03/09/78
City/State: Waverly, TN **Accident #:** 80226 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD'S INVESTIGATION OF SEVERAL RECENT DERAILMENTS HAS DISCLOSED THAT THE PROBABLE CAUSES OR CONTRIBUTING CAUSES OF THE ACCIDENTS WERE THE BREAKING OF WHEELS DUE TO OVERHEATING. IN EACH CASE THE BROKEN WHEELS CONTAINED A HIGH CARBON CONTENT DESIGNATED AS 70T, OR UI, AND WERE MANUFACTURED BY THE SOUTHERN WHEEL COMPANY (ABEX) BETWEEN MAY 7, 1958, AND DECEMBER 31, 1969.

Recommendation # :	R-78-013	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO ESTABLISH ADEQUATE SERVICE RECORDS SO THAT SIMILAR WHEEL PROBLEMS WILL BE PROMPTLY DETECTED IN THE FUTURE AND CORRECTIVE ACTION TAKEN. (URGENT)					
# of Addressees:	1	Overall Date Closed: 08/27/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 08/27/79		



Recommendation Report

Product/Notation Id 44476 / 2337A_1 **Accident Date:** 04/06/78 **Issue Date:** 06/29/78
City/State: Washington, DC **Accident #:** 80615 **Most Wanted List:** No

ON APRIL 6, 1978, THE NATIONAL TRANSPORTATION SAFETY BOARD CONCLUDED A 3-DAY PUBLIC HEARING ON RAILROAD DERAILMENTS AND THE CARRIAGE OF HAZARDOUS MATERIALS. THE HEARING WAS PROMPTED BY THE INCREASING NUMBER OF TRAIN DERAILMENTS NATIONWIDE, ESPECIALLY THOSE INVOLVING THE RELEASE OF HAZARDOUS MATERIALS FROM DOT 112A/114A "JUMBO" TANK CARS. FORTY-NINE WITNESSES FROM THE RAILROAD INDUSTRY, TANK CAR BUILDERS AND OPERATORS, SHIPPERS, STATE AND LOCAL OFFICIALS, FIREFIGHTERS, LABOR REPRESENTATIVES, AND THE PUBLIC TESTIFIED AT THE HEARING.

Recommendation # :	R-78-028	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: RESTRUCTURE THE MEMBERSHIP AND PROCEDURES OF THE AAR COMMITTEE ON TANK CARS TO ELIMINATE CONFLICTS OF INTEREST BETWEEN SHIPPERS AND THE RAILROAD INDUSTRY IN SAFETY DECISIONS. (URGENT)					
# of Addressees:	1	Overall Date Closed: 08/16/79			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 08/16/79		



Recommendation Report

Product/Notation Id 42022 / 2235A **Accident Date:** 11/09/77 **Issue Date:** 07/21/78
City/State: Pensacola, FL **Accident #:** 79768 **Most Wanted List:** No

ABOUT 6:06 P.M. ON NOVEMBER 9, 1977, 2 SD-45 LOCOMOTIVE UNITS AND 35 CARS OF LOUISVILLE AND NASHVILLE FREIGHT TRAIN NO. 407 DERAILED WHEN ENTERING A 6 DEGREES 04' CURVE AT PENSACOLA, FLORIDA. THE ADJACENT TANK HEADS OF THE 18TH AND 19TH CARS WERE PUNCTURED DURING THE DERAILMENT BY A LOOSE WHEEL AND AXLE ASSEMBLY; THIS RELEASED ANHYDROUS AMMONIA INTO THE ATMOSPHERE. TWO PERSONS DIED AND 46 WERE INJURED AS A RESULT OF THE DERAILMENT, RELEASE OF ANHYDROUS AMMONIA, AND EVACUATION OF ABOUT 1,000 PERSONS. PROPERTY DAMAGE WAS ESTIMATED TO BE \$724,000.

Recommendation # :	R-78-043	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: INCLUDE IN ITS REVIEW OF THE CURRENT FRA TRACK SAFETY STANDARDS, INVESTIGATION AND TESTING TO DETERMINE IF THE 4-FOOT 8-INCH MINIMUM GAGE ALLOWED IN CURVED TRACK ACCORDING TO 49 CFR 213.53 IS APPROPRIATE FOR 6-AXLE LOCOMOTIVE UNITS AND CARS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42023 / 2235A **Accident Date:** 11/09/77 **Issue Date:** 07/21/78
City/State: Pensacola, FL **Accident #:** 79768 **Most Wanted List:** No

ABOUT 6:06 P.M. ON NOVEMBER 9, 1977, 2 SD-45 LOCOMOTIVE UNITS AND 35 CARS OF LOUISVILLE AND NASHVILLE FREIGHT TRAIN NO. 407 DERAILED WHEN ENTERING A 6 DEGREES 04' CURVE AT PENSACOLA, FLORIDA. THE ADJACENT TANK HEADS OF THE 18TH AND 19TH CARS WERE PUNCTURED DURING THE DERAILMENT BY A LOOSE WHEEL AND AXLE ASSEMBLY; THIS RELEASED ANHYDROUS AMMONIA INTO THE ATMOSPHERE. TWO PERSONS DIED AND 46 WERE INJURED AS A RESULT OF THE DERAILMENT, RELEASE OF ANHYDROUS AMMONIA, AND EVACUATION OF ABOUT 1,000 PERSONS. PROPERTY DAMAGE WAS ESTIMATED TO BE \$724,000.

Recommendation # : R-78-044 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO REQUIRE LOCOMOTIVES USED IN TRAINS ON MAIN TRACKS OUTSIDE OF YARD LIMITS TO BE EQUIPPED WITH OPERATING EVENT RECORDERS.

of Addressees: 1 **Overall Date Closed:** 11/29/85

Addressee: FRA **Closed - Unacceptable Action** **Date Closed:** 11/29/85



Recommendation Report

Product/Notation Id 42436 / 2477_2 **Accident Date:** 02/24/78 **Issue Date:** 09/27/78
City/State: Florence, SC **Accident #:** 79968 **Most Wanted List:** No

ON FEBRUARY 24, 1978, 19 CARS AND A LOCOMOTIVE UNIT OF AUTO-TRAIN NO. 4 DERAILED ON SEABOARD COAST LINE RAILROAD TRACKAGE AT FLORENCE, SOUTH CAROLINA. TWENTY-FOUR OF THE 503 PASSENGERS WERE INJURED. THE TOTAL ACCIDENT DAMAGE WAS ESTIMATED TO BE \$774,029.

Recommendation # :	R-78-054	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVISE 49 CFR 230.213, AXLES, TO ESTABLISH SPECIFICATIONS FOR THE MANUFACTURING AND TESTING OF LOCOMOTIVE AXLES TO INSURE THE DISCOVERY OF INTERNAL DEFECTS BEFORE THEY ARE PLACED IN SERVICE.					
# of Addressees:	1	Overall Date Closed: 10/03/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 10/03/79		



Recommendation Report

Product/Notation Id 42437 / 2477_2 **Accident Date:** 02/24/78 **Issue Date:** 09/27/78
City/State: Florence, SC **Accident #:** 79968 **Most Wanted List:** No

ON FEBRUARY 24, 1978, 19 CARS AND A LOCOMOTIVE UNIT OF AUTO-TRAIN NO. 4 DERAILED ON SEABOARD COAST LINE RAILROAD TRACKAGE AT FLORENCE, SOUTH CAROLINA. TWENTY-FOUR OF THE 503 PASSENGERS WERE INJURED. THE TOTAL ACCIDENT DAMAGE WAS ESTIMATED TO BE \$774,029.

Recommendation # :	R-78-055	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVISE 49 CFR 230.213, AXLES, TO ESTABLISH PROCEDURES AND METHODS TO TEST IN-SERVICE LOCOMOTIVE AXLES TO INSURE THE DETECTION OF INTERNAL DEFECTS SO THEY MAY BE REMOVED FROM SERVICE.					
# of Addressees:	1	Overall Date Closed: 10/03/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 10/03/79		



Recommendation Report

Product/Notation Id 42438 / 2477_2 **Accident Date:** 02/24/78 **Issue Date:** 09/27/78
City/State: Florence, SC **Accident #:** 79968 **Most Wanted List:** No

ON FEBRUARY 24, 1978, 19 CARS AND A LOCOMOTIVE UNIT OF AUTO-TRAIN NO. 4 DERAILED ON SEABOARD COAST LINE RAILROAD TRACKAGE AT FLORENCE, SOUTH CAROLINA. TWENTY-FOUR OF THE 503 PASSENGERS WERE INJURED. THE TOTAL ACCIDENT DAMAGE WAS ESTIMATED TO BE \$774,029.

Recommendation # :	R-78-056	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP A METHOD THAT WILL AUTOMATICALLY DETECT THE FAILURE OF A LOCOMOTIVE UNIT TRUCK OR ANY OF ITS COMPONENTS, INDEPENDENT OF CREW OBSERVATION.					
# of Addressees:	1	Overall Date Closed: 10/03/79			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 10/03/79		



Recommendation Report

Product/Notation Id 42097 / 2483_1 **Accident Date:** 02/26/78 **Issue Date:** 11/22/78
City/State: Youngstown, FL **Accident #:** 79789 **Most Wanted List:** No

ON FEBRUARY 26, 1978, AN ATLANTA & SAINT ANDREWS BAY RAILWAY FREIGHT TRAIN DERAILED AT MILEPOST 22.3 NEAR YOUNGSTOWN, FLORIDA. AS A RESULT, CHLORINE GAS, RELEASED FROM A PUNCTURED TANK CAR, KILLED 8 PERSONS AND INJURED 138. PROPERTY DAMAGE WAS ESTIMATED AT \$1,089,000.

Recommendation # : R-78-059 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE SECRETARY OF TRANSPORTATION: EXPEDITE THE RESEARCH TO DETERMINE THE SAFEST POSITION OF HAZARDOUS MATERIALS TANK CARS AND OTHERS IN FREIGHT TRAINS AS CONTAINED IN RECOMMENDATION R-78-33 AND, AS A RESULT, PROMPTLY ISSUE REGULATIONS FOR ADEQUATE BRAKING AND PLACEMENT OF SUCH CARS IN FREIGHT TRAINS.

of Addressees: 1 **Overall Date Closed:** 06/10/85

Addressee: DOT **Closed - Unacceptable Action** **Date Closed:** 06/10/85



Recommendation Report

Product/Notation Id	42655 / 2520	Accident Date:	09/01/78	Issue Date:	12/01/78
City/State:	Chicago, IL	Accident #:	80023	Most Wanted List:	No

ON SEPTEMBER 1, 1978, NORTHBOUND CHICAGO TRANSIT AUTHORITY LAKE-DAN RYAN TRAIN NO. 29 STRUCK THE REAR OF ANOTHER LAKE-DAN RYAN TRAIN, NO. 934, THAT WAS STANDING AT A SIGNAL NEAR WABASH AVENUE AND HARRISON STREET IN CHICAGO, ILLINOIS. NINE PASSENGERS WERE INJURED, AND DAMAGE WAS ESTIMATED TO BE \$9,658.

Recommendation # :	R-78-060	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: INSURE THAT THE AUTOMATIC TRAIN CONTROL WILL REQUIRE A TRAIN TO BE STOPPED UPON ENTERING A RED SIGNAL BLOCK AND REMAIN STOPPED FOR A PREDETERMINED PERIOD BEFORE RESUMING MOVEMENT AT RESTRICTED SPEED AFTER PROPER AUTHORIZATION.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 42656 / 2520 **Accident Date:** 09/01/78 **Issue Date:** 12/01/78
City/State: Chicago, IL **Accident #:** 80023 **Most Wanted List:** No

ON SEPTEMBER 1, 1978, NORTHBOUND CHICAGO TRANSIT AUTHORITY LAKE-DAN RYAN TRAIN NO. 29 STRUCK THE REAR OF ANOTHER LAKE-DAN RYAN TRAIN, NO. 934, THAT WAS STANDING AT A SIGNAL NEAR WABASH AVENUE AND HARRISON STREET IN CHICAGO, ILLINOIS. NINE PASSENGERS WERE INJURED, AND DAMAGE WAS ESTIMATED TO BE \$9,658.

Recommendation # :	R-78-061	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: INSURE THAT THE PROTECTIVE SEAL TO THE AUTOMATIC TRAIN CONTROL BYPASS BUTTON IS PROPERLY AFFIXED BEFORE EACH TERMINAL DEPARTURE AND THAT THE SEALS ARE AVAILABLE ONLY TO PERSONNEL AUTHORIZED TO APPLY THEM.					
# of Addressees:	1	Overall Date Closed: 11/07/86			
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed: 11/07/86		



Recommendation Report

Product/Notation Id 44495 / 2593 **Accident Date:** 03/20/79 **Issue Date:** 03/20/79
City/State: Washington, DC **Accident #:** 80617 **Most Wanted List:** No

IN JUNE 1978, THE CONFEREES OF THE HOUSE AND SENATE APPROPRIATION COMMITTEES DIRECTED THE NATIONAL TRANSPORTATION SAFETY BOARD TO CONDUCT A THOROUGH REVIEW OF HAZARDOUS MATERIALS RAIL SHIPMENTS AND THE APPLICABLE TRACK STANDARDS AS WELL AS DETERMINE HOW THE FEDERAL RAILROAD ADMINISTRATION CAN MORE EFFECTIVELY PREVENT THE OCCURRENCE AND REDUCE THE SEVERITY OF DERAILMENTS OF HAZARDOUS MATERIALS.

Recommendation # :	R-79-017	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP AND DOCUMENT A TRACK SAFETY PROGRAM BASED ON RISK AS INDICATED BY A COMPREHENSIVE SAFETY ANALYSIS WHICH WILL INCLUDE: DESIRED LEVEL OF SAFETY (RISK) TO BE ACHIEVED; PROGRAM GOALS AND OBJECTIVES BASED ON THAT LEVEL; AND CRITERIA BY WHICH THE SUCCESS OF THE PROGRAM WILL BE MEASURED.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 44497 / 2593 **Accident Date:** 03/20/79 **Issue Date:** 03/20/79
City/State: Washington, DC **Accident #:** 80617 **Most Wanted List:** No

IN JUNE 1978, THE CONFEREES OF THE HOUSE AND SENATE APPROPRIATION COMMITTEES DIRECTED THE NATIONAL TRANSPORTATION SAFETY BOARD TO CONDUCT A THOROUGH REVIEW OF HAZARDOUS MATERIALS RAIL SHIPMENTS AND THE APPLICABLE TRACK STANDARDS AS WELL AS DETERMINE HOW THE FEDERAL RAILROAD ADMINISTRATION CAN MORE EFFECTIVELY PREVENT THE OCCURRENCE AND REDUCE THE SEVERITY OF DERAILMENTS OF HAZARDOUS MATERIALS.

Recommendation # : R-79-019 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS I

THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IMMEDIATELY REVISE THE TRACK SAFETY STANDARDS TO ELIMINATE THE SUBJECTIVITY, INCOMPATIBILITY, VAGUENESS, AND UNENFORCEABILITY. THE REQUIREMENTS SHOULD BE MADE MORE EXPLICIT SO AS TO INSURE THE DETECTION AND CORRECTION OF ALL COMBINATIONS OF TRACK CONDITIONS WHICH CAUSE DERAILMENTS. (URGENT)

of Addressees: 1 **Overall Date Closed:** 11/10/82

Addressee: FRA **Closed - Unacceptable Action** **Date Closed:** 11/10/82



Recommendation Report

Product/Notation Id 44503 / 2593 **Accident Date:** 03/20/79 **Issue Date:** 03/20/79
City/State: Washington, DC **Accident #:** 80617 **Most Wanted List:** No

IN JUNE 1978, THE CONFEREES OF THE HOUSE AND SENATE APPROPRIATION COMMITTEES DIRECTED THE NATIONAL TRANSPORTATION SAFETY BOARD TO CONDUCT A THOROUGH REVIEW OF HAZARDOUS MATERIALS RAIL SHIPMENTS AND THE APPLICABLE TRACK STANDARDS AS WELL AS DETERMINE HOW THE FEDERAL RAILROAD ADMINISTRATION CAN MORE EFFECTIVELY PREVENT THE OCCURRENCE AND REDUCE THE SEVERITY OF DERAILMENTS OF HAZARDOUS MATERIALS.

Recommendation # :	R-79-025	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DETERMINE THE ULTIMATE SAFETY EFFECT OF ALLOWING THE INDISCRIMINATE LOWERING OF MAIN TRACK CLASSIFICATIONS INSTEAD OF MAINTAINING THE TRACK AT ORIGINAL INTENDED CLASS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42553 / 2395D **Accident Date:** 06/09/78 **Issue Date:** 04/02/79
City/State: Seabrook, MD **Accident #:** 80007 **Most Wanted List:** No

ON JUNE 9, 1978, NORTHBOUND CONRAIL COMMUTER TRAIN NO. 400, CONSISTING OF FOUR SELF-PROPELLED CARS, STRUCK THE REAR OF AMTRAK TRAIN NO. 60, THE MONTREALER, CONSISTING OF 1 LOCOMOTIVE UNIT AND 14 CARS, AT SEABROOK, MARYLAND. THE IMPACT CAUSED EIGHTY CARS OF TRAIN NO. 60 AND THREE CARS OF TRAIN NO. 400 TO BE DERAILED. SIXTEEN CREWMEMBERS AND 160 PASSENGERS WERE INJURED AND DAMAGE WAS ESTIMATED TO BE \$248,000.

Recommendation # :	R-79-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS ESTABLISHING MINIMUM STANDARDS FOR THE TRAINING OF TRAINCREWS IN THE SAFE OPERATION OF TRAINS AND IN EMERGENCY PROCEDURES.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 42116 / 2632A **Accident Date:** 03/29/79 **Issue Date:** 06/22/79
City/State: Ramsey, WY **Accident #:** 79797 **Most Wanted List:** No

ON MARCH 29, 1979, WESTBOUND UNION PACIFIC FREIGHT TRAIN EXTRA 3449 WEST STRUCK THE REAR OF WESTBOUND TRAIN EXTRA 3055 WEST AS IT WAS MOVING FROM A MAIN TRACK INTO A SIDING AT RAMSEY, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED. PROPERTY DAMAGE WAS ESTIMATED TO BE \$1,121,000.

Recommendation # : R-79-041 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD: MODIFY ITS LOCOMOTIVE CAB SIGNAL APPARATUS TO PROVIDE FOR AN AUTOMATIC PENALTY APPLICATION OF THE AUTOMATIC AIRBRAKE SYSTEM WHENEVER THE ENGINEER FAILS TO ACKNOWLEDGE A MORE RESTRICTIVE SIGNAL INDICATION WITHIN THE SPECIFIED TIME.

of Addressees: 1 **Overall Date Closed:** 08/19/87

Addressee: Union Pacific **Closed - Unacceptable Action** **Date Closed:** 08/19/87



Recommendation Report

Product/Notation Id 42627 / 2588A_1 **Accident Date:** 01/17/79 **Issue Date:** 08/02/79
City/State: San Francisco, CA **Accident #:** 80017 **Most Wanted List:** No

ON JANUARY 17, 1979, THE FIFTH AND SIXTH CARS OF THE SEVEN CAR WESTBOUND TRAIN NO. 117 OF THE BAY AREA RAPID TRANSIT DISTRICT (BART) CAUGHT FIRE WHILE MOVING THROUGH THE TUNNEL UNDER THE SAN FRANCISCO BAY BETWEEN OAKLAND AND SAN FRANCISCO, CALIFORNIA. FORTY PASSENGERS AND TWO BART EMPLOYEES WERE EVACUATED FROM THE BURNING TRAIN THROUGH EMERGENCY DOORS INTO A GALLERY WALKWAY LOCATED BETWEEN THE TWO SINGLE-TRACK TUNNELS AND THEN INTO A WAITING TRAIN IN THE ADJACENT TUNNEL. ONE FIREMAN DIED WHEN THE GALLERY SUDDENLY FILLED WITH HEAVY BLACK TOXIC SMOKE. TWENTY-FOUR FIREMEN, 17 PASSENGERS, 3 EMERGENCY PERSONNEL, AND 12 BART EMPLOYEES WERE TREATED FOR SMOKE INHALATION. PROPERTY DAMAGE WAS ESTIMATED TO BE \$2,450,000.

Recommendation # :	R-79-054	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: PROMULGATE REGULATIONS ESTABLISHING MINIMUM FIRE SAFETY STANDARDS FOR THE DESIGN AND CONSTRUCTION OF RAPID TRANSIT VEHICLES.					
# of Addressees:	1	Overall Date Closed: 06/21/82			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 06/21/82		



Recommendation Report

Product/Notation Id 42888 / 2654A_3 **Accident Date:** 04/20/79 **Issue Date:** 11/01/79
City/State: Edison, NJ **Accident #:** 80164 **Most Wanted List:** No

ON APRIL 20, 1979, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN NO. 111, A METROLINER, CONSISTING OF AN ELECTRIC LOCOMOTIVE, FIVE PASSENGER CARS, AND ONE POWER CAR, WHICH WAS BEING SUBSTITUTED FOR THE STANDARD METROLINER EQUIPMENT, COLLIDED HEAD-ON WITH A PLASSER TRACK MACHINE AT EDISON, NEW JERSEY. THE TRACK MACHINE WAS DESTROYED AND THE LOCOMOTIVE WAS DAMAGED HEAVILY. THE LEAD TRUCK OF THE PASSENGER CAR BEHIND THE LOCOMOTIVE WAS DERAILED. SEVENTY-ONE PERSONS WERE TREATED FOR MINOR INJURIES, AND ONE PASSENGER AND ONE ON-BOARD ATTENDANT WERE ADMITTED TO THE HOSPITAL. THE PROPERTY DAMAGE WAS ABOUT \$353,600.

Recommendation # :	R-79-074	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: PROMOTE THE USE BY ALL RAILROAD SYSTEMS OF OPERABLE RADIOS FOR THE OPERATION OF TRAINS AS AN ADDITIONAL SAFETY REQUIREMENT.					
# of Addressees:	1	Overall Date Closed: 04/13/82			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 04/13/82		



Recommendation Report

Product/Notation Id 42088 / 2801_1 **Accident Date:** 07/31/79 **Issue Date:** 01/10/80
City/State: Granite, WY **Accident #:** 79788 **Most Wanted List:** No

ON JULY 31, 1979, UNION PACIFIC RAILROAD COMPANY FREIGHT TRAIN NO. GRX 31 DERAILED AT GRANITE, WYOMING. THE TRAIN WAS MOVING ON MAIN TRACK NO. 2 AT 75 MPH WHEN THE SECOND AND THRID LOCOMOTIVE UNITS DERAILED AND OVER TURNED IN A 3 DEGREE 05.8 MIN. CURVE, SEPARATED FROM THE LEAD LOCOMOTIVE UNIT, DESTROYED THE TRACK, AND CAUSED THE FOLLOWING 81 FREIGHT CARS TO DERAIL. TWO LOCOMOTIVE UNITS WERE DAMAGED HEAVILY, 80 FREIGHT CARS WERE DESTROYED, AND 2 OVERPASS BRIDGES OF INTERSTATE 80 WERE DAMAGED EXTENSIVELY. TOTAL DAMAGE WAS ESTIMATED AT \$5 MILLION.

Recommendation # :	R-79-078	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: INSTRUCT EMPLOYEES WHO MAKE TRAIN BRAKE TESTS IN THE TEST REQUIREMENTS OF THE FEDERAL POWER BRAKE REGULATIONS, CFR 49 PART 232, AND ESTABLISH MONITORING PROCEDURES TO INSURE THAT THE TESTS ARE CONDUCTED PROPERLY.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 42091 / 2801_1 **Accident Date:** 07/31/79 **Issue Date:** 01/10/80
City/State: Granite, WY **Accident #:** 79788 **Most Wanted List:** No

ON JULY 31, 1979, UNION PACIFIC RAILROAD COMPANY FREIGHT TRAIN NO. GRX 31 DERAILED AT GRANITE, WYOMING. THE TRAIN WAS MOVING ON MAIN TRACK NO. 2 AT 75 MPH WHEN THE SECOND AND THRID LOCOMOTIVE UNITS DERAILED AND OVER TURNED IN A 3 DEGREE 05.8 MIN. CURVE, SEPARATED FROM THE LEAD LOCOMOTIVE UNIT, DESTROYED THE TRACK, AND CAUSED THE FOLLOWING 81 FREIGHT CARS TO DERAIL. TWO LOCOMOTIVE UNITS WERE DAMAGED HEAVILY, 80 FREIGHT CARS WERE DESTROYED, AND 2 OVERPASS BRIDGES OF INTERSTATE 80 WERE DAMAGED EXTENSIVELY. TOTAL DAMAGE WAS ESTIMATED AT \$5 MILLION.

Recommendation # :	R-79-081	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: EQUIP LOCOMOTIVES WITH BRAKE PIPE FLOW INDICATORS TO ENABLE ENGINEERS TO MEASURE TRAINLINE AIR FLOW.					
# of Addressees:	1	Overall Date Closed:		08/19/87	
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed:	08/19/87	



Recommendation Report

Product/Notation Id 44524 / 2842 **Accident Date:** 01/17/80 **Issue Date:** 01/17/80
City/State: Washington, DC **Accident #:** 80624 **Most Wanted List:** No

THE NTSB HAS INVESTIGATED AT LEAST 10 ACCIDENTS DURING THE PAST 10 YEARS IN WHICH SERIOUS SHORTCOMINGS WERE NOTED IN THE PROCEDURES USED BY RAILROAD OPERATING PERSONNEL DURING THE EMERGENCY RESPONSE. DURING THIS 10 YEAR PERIOD, LITTLE OR NO ACTION HAS BEEN TAKEN BY THE RAILROADS TO OVERCOME THESE PROBLEMS. IN VIEW OF RECENT INCREASES IN THE NUMBER OF TRAIN ACCIDENTS, THE SAFETY BOARD UNDERTOOK A SPECIAL STUDY (SPECIAL STUDY RAILROAD EMERGENCY PROCEDURES, NTSB-RSS-80-1) TO DOCUMENT THE REASONS FOR THESE PROCEDURAL SHORTCOMINGS.

Recommendation # :	R-80-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP AND VALIDATE THROUGH SIMULATED DISASTER EXERCISES A MODEL EMERGENCY RESPONSE PLAN FOR THE GUIDANCE OF THE RAILROAD INDUSTRY IN FORMULATING INDIVIDUAL PLANS TO BE UTILIZED BY THEIR TRAIN CREWMEMBERS IN THE EVENT OF EMERGENCY.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 44525 / 2842 **Accident Date:** 01/17/80 **Issue Date:** 01/17/80
City/State: Washington, DC **Accident #:** 80624 **Most Wanted List:** No

THE NTSB HAS INVESTIGATED AT LEAST 10 ACCIDENTS DURING THE PAST 10 YEARS IN WHICH SERIOUS SHORTCOMINGS WERE NOTED IN THE PROCEDURES USED BY RAILROAD OPERATING PERSONNEL DURING THE EMERGENCY RESPONSE. DURING THIS 10 YEAR PERIOD, LITTLE OR NO ACTION HAS BEEN TAKEN BY THE RAILROADS TO OVERCOME THESE PROBLEMS. IN VIEW OF RECENT INCREASES IN THE NUMBER OF TRAIN ACCIDENTS, THE SAFETY BOARD UNDERTOOK A SPECIAL STUDY (SPECIAL STUDY RAILROAD EMERGENCY PROCEDURES, NTSB-RSS-80-1) TO DOCUMENT THE REASONS FOR THESE PROCEDURAL SHORTCOMINGS.

Recommendation # :	R-80-007	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE OPERATING RAILROADS TO DEVELOP EMERGENCY RESPONSE PLANS, PUT THEM INTO EFFECT AND FILE THOSE PLANS WITH THE FEDERAL RAILROAD ADMINISTRATION IN A SIMILAR MANNER AS IS REQUIRED BY 49 CFR 217 WITH RESPECT TO OPERATING RULES.					
# of Addressees:	1	Overall Date Closed: 06/26/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/26/86		



Recommendation Report

Product/Notation Id 44514 / 2877 **Accident Date:** 09/08/79 **Issue Date:** 02/22/80
City/State: Paxton, TX **Accident #:** 80620 **Most Wanted List:** No

IN ITS CONTINUING EFFORT TO ENSURE THE SAFE TRANSPORTATION OF HAZARDOUS MATERIALS, THE NTSB HAS CONDUCTED A SPECIAL INVESTIGATION OF A TRAIN ACCIDENT TO DETERMINE IF THE SHELF COUPLERS, HEAD SHIELDS, AND THERMAL PROTECTION REQUIRED BY 49 CFR 179.105 TO BE ON CERTAIN TANK CARS DO, IN FACT, PROVIDE THE ADDED PROTECTION THEY WERE INTENDED TO PROVIDE. THE DERAILMENT OF SOUTHERN PACIFIC TRANSPORTATION COMPANY FREIGHT TRAIN (CHEMICAL) EXTRA 1291 EAST 'SRASK' NEAR PAXTON, TEXAS, ON SEP. 8, 1979, PROVIDED THE OPPORTUNITY TO OBSERVE THE BEHAVIOR OF TANK CARS THAT WERE EQUIPPED WITH SHELF COUPLERS DESIGNED TO RESIST VERTICAL SEPARATION, WITH HEAD SHIELDS DESIGNED TO PREVENT THE LIKELIHOOD OF AN END PUNCTURE, AND WITH THERMAL PROTECTION INTENDED TO REDUCE THE POTENTIAL FOR VIOLENT TANK RUPTURE IN A FIRE. THE TRAIN ALSO INCLUDED CARS WITHOUT SUCH PROTECTION AND, THEREFORE, THE SAFETY BOARD HAD THE OPPORTUNITY TO COMPARE EQUIPPED AND NONEQUIPPED CARS.

Recommendation # :	R-80-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE DEPARTMENT OF TRANSPORTATION: CONDUCT TESTS OF TANK CARS IN FREIGHT TRAIN DERAILMENTS TO DETERMINE IF THE SEVERITY OF COLLISION DAMAGE CAN BE REDUCED BY TANK CAR PLACEMENT IN TRAINS. IDENTIFY AND TEST COUNTERMEASURES.					
# of Addressees:	1	Overall Date Closed:		06/10/85	
Addressee:	DOT	Closed - Unacceptable Action		Date Closed:	06/10/85



Recommendation Report

Product/Notation Id 45306 / 2954 **Accident Date:** 05/27/80 **Issue Date:** 05/27/80
City/State: , **Accident #:** ATL80FR009 **Most Wanted List:** No

WHEN THE SAFETY BOARD REVIEWED THE NPRM OF JANUARY 5, 1979, RSFC-6, NOTICE NO. 1, REVISED RAILROAD FREIGHT CAR SAFETY STANDARDS, THE PROPOSAL CALLED FOR MAINTENANCE-OF-WAY CARS (EXCEPT THOSE USED EXCLUSIVELY IN WORK TRAIN SERVICE) TO BE BROUGHT UNDER THE STANDARDS. AT THAT TIME THE SAFETY BOARD DID NOT COMMENT BECAUSE IT CONCURRED IN THE PROPOSAL. HOWEVER, THE FINAL RULE, 49 CFR PART 215.3(C)(3), EXEMPTED MAINTENANCE-OF-WAY CARS FROM COMPLIANCE WITH THE STANDARDS EVEN WHEN PLACED IN A REVENUE TRAIN.

Recommendation # :	R-80-021	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND THE 49 CFR PART 215 TO PROHIBIT ANY CAR WHICH DOES NOT COMPLY WITH THE RAILROAD FREIGHT CAR SAFETY STANDARDS FROM BEING OPERATED IN A REVENUE TRAIN UNLESS ADEQUATE RESTRICTIONS ARE PROVIDED FOR ITS SAFE OPERATION. (URGENT)					
# of Addressees:	1	Overall Date Closed: 03/22/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 03/22/82		



Recommendation Report

Product/Notation Id 42461 / 3027_1 **Accident Date:** 03/14/80 **Issue Date:** 08/15/80
City/State: Glacier Park, MT **Accident #:** 79974 **Most Wanted List:** No

ON MARCH 14, 1980, WESTBOUND AMTRAK TRAIN NO. 7, THE EMPIRE BUILDER, DERAILED TWO LOCOMOTIVE UNITS AND EIGHT CARS WHILE MOVING AT 37 MPH THROUGH A 6 DEGREE 8 MINUTE CURVE ON THE BURLINGTON NORTHERN (BN) TRACK AT GLACIER PARK, MONTANA. OF THE 170 PASSENGERS AND 20 CREWMEMBERS, 115 PERSONS WERE INJURED AND 35 WERE HOSPITALIZED. PROPERTY DAMAGE WAS ESTIMATED AT \$546,800.

Recommendation # :	R-80-031	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS TO ESTABLISH MINIMUM SAFETY STANDARDS FOR THE INSPECTION AND MAINTENANCE OF RAILROAD PASSENGER CARS.					
# of Addressees:	1	Overall Date Closed: 01/14/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	01/14/86	



Recommendation Report

Product/Notation Id 42462 / 3027_1 **Accident Date:** 03/14/80 **Issue Date:** 08/15/80
City/State: Glacier Park, MT **Accident #:** 79974 **Most Wanted List:** No

ON MARCH 14, 1980, WESTBOUND AMTRAK TRAIN NO. 7, THE EMPIRE BUILDER, DERAILED TWO LOCOMOTIVE UNITS AND EIGHT CARS WHILE MOVING AT 37 MPH THROUGH A 6 DEGREE 8 MINUTE CURVE ON THE BURLINGTON NORTHERN (BN) TRACK AT GLACIER PARK, MONTANA. OF THE 170 PASSENGERS AND 20 CREWMEMBERS, 115 PERSONS WERE INJURED AND 35 WERE HOSPITALIZED. PROPERTY DAMAGE WAS ESTIMATED AT \$546,800.

Recommendation # :	R-80-032	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND TRACK SAFETY STANDARD 49 CFR 213.241, INSPECTION RECORDS, TO REQUIRE RAILROAD INSPECTORS TO LIST ON THEIR INSPECTION RECORDS THE LOCATION OF RAILS WHICH EXHIBIT THE EXTERNAL CONDITIONS LISTED IN SUBPART (B) OF 49 CFR 213.113, DEFECTIVE RAILS, AND THE REMEDIAL ACTION THEY HAVE TAKEN.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42463 / 3027_2 **Accident Date:** 03/14/80 **Issue Date:** 08/15/80
City/State: Glacier Park, MT **Accident #:** 79974 **Most Wanted List:** No

ON MARCH 14, 1980, WESTBOUND AMTRAK TRAIN NO. 7, THE EMPIRE BUILDER, DERAILED TWO LOCOMOTIVE UNITS AND EIGHT CARS WHILE MOVING AT 37 MPH THROUGH A 6 DEGREE 8 MINUTE CURVE ON THE BURLINGTON NORTHERN (BN) TRACK AT GLACIER PARK, MONTANA. OF THE 170 PASSENGERS AND 20 CREWMEMBERS, 115 PERSONS WERE INJURED AND 35 WERE HOSPITALIZED. PROPERTY DAMAGE WAS ESTIMATED AT \$546,800.

Recommendation # :	R-80-033	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE BURLINGTON NORTHERN: INSURE THAT TRACK SUPERVISORS AND INSPECTORS TAKE PROPER ACTION TO PROTECT AGAINST CONDITIONS AFFECTING SAFETY OF RAILWAY OPERATIONS PENDING CORRECTION OF DEFECTIVE TRACK CONDITIONS AS PRESCRIBED IN BURLINGTON NORTHERN MAINTENANCE OF WAY CIRCULARS AND FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 05/03/83			
Addressee:	BNSF Railway Company (formerly Burlington Northern and Santa Fe Railway Company)	Closed - Unacceptable Action	Date Closed: 05/03/83		



Recommendation Report

Product/Notation Id 42034 / 2929A **Accident Date:** 02/16/80 **Issue Date:** 09/30/80
City/State: Angora, NE **Accident #:** 79774 **Most Wanted List:** No

ON FEBRUARY 16, 1980, NINE WESTWARD BOUND LOCOMOTIVE UNITS OF THE BURLINGTON NORTHERN (BN), INC., COLLIDED WITH BN STANDING TRAIN EXTRA 2048 EAST (NO. 178), WHICH CONSISTED OF 65 CARS AND A CABOOSE AT ANGORA, NEBRASKA. THE HEAD BRAKEMAN OF TRAIN NO. 178 AND THE ENGINEER OF EXTRA 7814 WEST WERE KILLED, AND THREE CREWMEMBERS WERE INJURED. THREE LOCOMOTIVE UNITS AND 12 CARS DERAILED. DAMAGE WAS ESTIMATED AT \$1,297,000.

Recommendation # :	R-80-035	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE BURLINGTON NORTHERN: INSURE THAT RULE 800, WHICH ASSIGNS THE RESPONSIBILITY FOR TRAIN OPERATION TO CONDUCTORS, IS ADHERED TO STRICTLY AND CONDUCTORS ARE ADEQUATELY TRAINED TO MAKE THE NECESSARY DECISIONS FOR THE SAFE HANDLING OF THE TRAIN.					
# of Addressees:	1	Overall Date Closed: 05/03/83			
Addressee:	BNSF Railway Company (formerly Burlington Northern and Santa Fe Railway Company)	Closed - Unacceptable Action	Date Closed: 05/03/83		



Recommendation Report

Product/Notation Id 42032 / Unknown34312 **Accident Date:** 04/02/80 **Issue Date:** 11/21/80
City/State: Lakeview, NC **Accident #:** 79773 **Most Wanted List:** No

ON APRIL 2, 1980, NORTHBOUND AMTRAK PASSENGER TRAIN NO. 82 COLLIDED HEAD-ON WITH SEABOARD COAST LINE RAILROAD (SCL) FREIGHT TRAIN EXTRA 2771 SOUTH AT LAKEVIEW, NORTH CAROLINA. TRAIN NO. 82 OVERRAN A STOP SIGNAL AT THE NORTH END OF THE DOUBLE TRACK AND ENTERED THE SINGLE TRACK WHICH EXTRA 2771 SOUTH HAD BEEN AUTHORIZED TO USE. TWENTY-NINE CREWMEMBERS AND NINETY FOUR PASSENGERS WERE INJURED, AND DAMAGE WAS ESTIMATED AT \$1,145,492.

Recommendation # :	R-80-050	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SEABOARD COAST LINE RAILROAD: DEVELOP A PROGRAM FOR ITS SIGNAL SYSTEM THAT WILL REQUIRE, AS A MINIMUM, THAT ALL MAINLINE TRAINS BE EQUIPPED WITH CONTINUOUS CAB SIGNALS IN CONJUNCTION WITH AUTOMATIC-BLOCK SIGNALS AND THAT ALL PASSENGER TRAINS AND PASSENGER TRAIN ROUTES BE EQUIPPED WITH CONTINUOUS AUTOMATIC-SPEED CONTROL (TRAIN CONTROL).					
# of Addressees:	1	Overall Date Closed: 08/23/83			
Addressee:	CSX Transportation, Inc.	Closed - Unacceptable Action	Date Closed: 08/23/83		



Recommendation Report

Product/Notation Id 48666 / 3016A_1 **Accident Date:** 07/17/80 **Issue Date:** 01/05/81
City/State: North Wales, PA **Accident #:** DCA80AR045 **Most Wanted List:** No

ON JULY 17, 1980, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)-CONSOLIDATED RAIL CORPORATION (CONRAIL) COMMUTER TRAIN NO. 472 STRUCK THE REAR OF SEPTA-CONRAIL COMMUTER TRAIN NO. 406 WHILE IT WAS STANDING ON THE NO. 2 TRACK EAST OF THE STATION AT NORTH WALES, PENNSYLVANIA. THE REAR CAR OF TRAIN NO. 406 OVERRODE AND DESTROYED THE EMPTY LEAD CAR OF TRAIN NO. 472. OF THE ESTIMATED 321 PERSONS ON THE 2 TRAINS, 64 PASSENGERS AND 3 CREWMEMBERS RECEIVED INJURIES. DAMAGE TO THE EQUIPMENT WAS ESTIMATED AT \$1,475,000.

Recommendation # : R-80-052 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE CONSOLIDATED RAIL CORPORATION: DEVELOP AND IMPLEMENT A PROGRAM FOR TRAINING AND PERIODICALLY REQUALIFYING OPERATING PERSONNEL ON THE MECHANICAL AND ELECTRICAL CHARACTERISTICS OF COMMUTER CARS TO INCLUDE SOME ELEMENTARY TROUBLESHOOTING AND CORRECTIVE MEASURES.

of Addressees: 1 **Overall Date Closed:** 09/07/82

Addressee:	Conrail (Consolidated Rail Corporation)	Closed - Unacceptable Action	Date Closed:	09/07/82
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Recommendation Report

Product/Notation Id 48667 / 3016A_1 **Accident Date:** 07/17/80 **Issue Date:** 01/05/81
City/State: North Wales, PA **Accident #:** DCA80AR045 **Most Wanted List:** No

ON JULY 17, 1980, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)-CONSOLIDATED RAIL CORPORATION (CONRAIL) COMMUTER TRAIN NO. 472 STRUCK THE REAR OF SEPTA-CONRAIL COMMUTER TRAIN NO. 406 WHILE IT WAS STANDING ON THE NO. 2 TRACK EAST OF THE STATION AT NORTH WALES, PENNSYLVANIA. THE REAR CAR OF TRAIN NO. 406 OVERRODE AND DESTROYED THE EMPTY LEAD CAR OF TRAIN NO. 472. OF THE ESTIMATED 321 PERSONS ON THE 2 TRAINS, 64 PASSENGERS AND 3 CREWMEMBERS RECEIVED INJURIES. DAMAGE TO THE EQUIPMENT WAS ESTIMATED AT \$1,475,000.

Recommendation # :	R-80-053	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CONSOLIDATED RAIL CORPORATION: PROVIDE FOR THE INSPECTION BY COMPETENT MAINTENANCE PERSONNEL OF EQUIPMENT LAYING OVER AT OUTLYING TERMINALS BEFORE IT IS RELEASED ON A SCHEDULED RUN.					
# of Addressees:	1	Overall Date Closed: 09/07/82			
Addressee:	Conrail (Consolidated Rail Corporation)	Closed - Unacceptable Action	Date Closed: 09/07/82		



Recommendation Report

Product/Notation Id 48668 / 3016A_2 **Accident Date:** 07/17/80 **Issue Date:** 01/05/81
City/State: North Wales, PA **Accident #:** DCA80AR045 **Most Wanted List:** No

ON JULY 17, 1980, SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)-CONSOLIDATED RAIL CORPORATION (CONRAIL) COMMUTER TRAIN NO. 472 STRUCK THE REAR OF SEPTA-CONRAIL COMMUTER TRAIN NO. 406 WHILE IT WAS STANDING ON THE NO. 2 TRACK EAST OF THE STATION AT NORTH WALES, PENNSYLVANIA. THE REAR CAR OF TRAIN NO. 406 OVERRODE AND DESTROYED THE EMPTY LEAD CAR OF TRAIN NO. 472. OF THE ESTIMATED 321 PERSONS ON THE 2 TRAINS, 64 PASSENGERS AND 3 CREWMEMBERS RECEIVED INJURIES. DAMAGE TO THE EQUIPMENT WAS ESTIMATED AT \$1,475,000.

Recommendation # :	R-80-054	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND CFR 49 PART 221.15(C)3 TO PROHIBIT THE USE OF THE WHITE REAR HEADLIGHT AS A MARKING DEVICE ON ANY TRAIN.					
# of Addressees:	1	Overall Date Closed: 02/25/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/85		



Recommendation Report

Product/Notation Id 44577 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: IN COOPERATION WITH RAIL RAPID TRANSIT AUTHORITIES AND LOCAL FIRE OFFICIALS, IMMEDIATELY SURVEY THE FACILITIES, COMMUNICATION SYSTEMS, FIRE SAFETY AND OTHER EMERGENCY EQUIPMENT, AND EMERGENCY PLANS OF EXISTING RAIL RAPID TRANSIT SYSTEMS TO DETERMINE THEIR CAPABILITY FOR EVACUATION OF PASSENGERS UNDER VARIOUS OPERATIONAL AND PASSENGER LOAD CONDITIONS. (URGENT)					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44580 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: ESTABLISH, ON A PRIORITY BASIS, FEDERAL GUIDELINES FOR THE ELIMINATION OR MINIMIZATION OF COMBUSTIBLE AND TOXIC GAS AND SMOKE-GENERATING MATERIALS IN EXISTING RAIL RAPID TRANSIT CARS. WHEREVER POSSIBLE, ADHERENCE TO THESE GUIDELINES SHOULD BE MADE MANDATORY AS A CONDITION OF FEDERAL FINANCIAL ASSISTANCE. (URGENT)					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44581 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-007	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: IN COOPERATION WITH RAIL RAPID TRANSIT AUTHORITIES AND LOCAL FIRE OFFICIALS, ASSESS THE NEED FOR MODIFICATION OR RETROFIT OF EXISTING RAIL RAPID TRANSIT CARS TO REDUCE THE POTENTIAL FOR THE EXPOSURE OF COMBUSTIBLE OR TOXIC MATERIALS TO FIRE.					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44583 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: DEVELOP AND PUBLISH FOR PUBLIC COMMENT A COMPREHENSIVE, 5-YEAR SAFETY PROGRAM PLAN FOR INCREASED SAFETY OVERSIGHT OF NEW RAIL RAPID TRANSIT SYSTEMS AS THEY ARE DEVELOPED AND FOR IMPROVING THE SAFETY OF EXISTING SYSTEMS.					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44584 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: DEVELOP AND PUBLISH FOR PUBLIC COMMENT A COMPREHENSIVE, 5-YEAR PLAN FOR RAIL RAPID TRANSIT SAFETY RESEARCH AND DEVELOPMENT.					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44585 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # : R-81-011 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: ESTABLISH A PROCESS, BASED UPON TESTING AND EVALUATION IN ACCORDANCE WITH SUCH CRITERIA AS THE ADMINISTRATION SHALL ESTABLISH, FOR THE CERTIFICATION OR IDENTIFICATION OF SPECIFIC PRODUCTS AND MATERIALS USED IN THE CONSTRUCTION OF RAIL RAPID TRANSIT CARS AS MEETING MINIMUM SAFETY STANDARDS OR GUIDELINES, AND PROVIDE THIS INFORMATION TO RAIL RAPID TRANSIT AUTHORITIES ON A REGULAR BASIS.

of Addressees: 1 **Overall Date Closed:** 02/28/89

Addressee: FTA **Closed - Unacceptable Action** **Date Closed:** 02/28/89



Recommendation Report

Product/Notation Id 44592 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-018	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: REQUIRE RAIL RAPID TRANSIT AUTHORITIES TO HAVE A FORMAL, CONTINUING PROCESS FOR INCLUDING LOCAL FIRE AND EMERGENCY MEDICAL SERVICE OFFICIALS IN REVIEWS OF FIRE AND LIFE SAFETY CONSIDERATIONS DURING SYSTEM PLANNING DESIGN, CONSTRUCTION, AND OPERATION.					
# of Addressees:	1	Overall Date Closed: 02/28/89			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 02/28/89		



Recommendation Report

Product/Notation Id 44594 / 2847C_2 **Accident Date:** 02/11/81 **Issue Date:** 02/11/81
City/State: Washington, DC **Accident #:** 80634 **Most Wanted List:** No

ON JULY 29, 1980, THE NTSB CONCLUDED A 2-DAY NATIONAL HEARING ON RAIL RAPID TRANSIT SAFETY. THE HEARING WAS PROMPTED BY AN INCREASING CONCERN OVER SAFETY OVERSIGHT RESPONSIBILITY FOR RAIL RAPID TRANSIT SYSTEMS, PARTICULARLY FIRE SAFETY ISSUES AND EMERGENCY EVACUATION OF RAIL RAPID TRANSIT PASSENGERS FROM UNDERGROUND OR UNDERWATER TUNNEL LOCATIONS. TWENTY-FIVE WITNESSES FROM TRANSIT INDUSTRY MANAGEMENT AND LABOR, LOCAL FIRE DEPARTMENTS, NATIONAL FIRE SAFETY ORGANIZATIONS, AND STATE AND FEDERAL AGENCIES TESTIFIED AT THE HEARING. THE SAFETY PROBLEMS IDENTIFIED AS A RESULT OF THIS HEARING AND OTHER SAFETY BOARD INVESTIGATORY WORK WARRANT THE MOST SERIOUS CONSIDERATION OF THE URBAN MASS TRANSPORTATION ADMINISTRATION.

Recommendation # :	R-81-020	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: UNTIL SUCH TIME AS COMPREHENSIVE, FORMAL SAFETY STANDARDS HAVE BEEN ESTABLISHED FOR RAIL RAPID TRANSIT, PUBLISH AN ANNUAL REPORT ASSESSING THE DEGREE OF CONFORMANCE OR NONCONFORMANCE OF RAIL RAPID TRANSIT SYSTEMS WITH EACH FEDERAL SAFETY GUIDELINE ESTABLISHED BY THE ADMINISTRATION.					
# of Addressees:	1	Overall Date Closed: 01/11/85			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 01/11/85		



Recommendation Report

Product/Notation Id 42153 / 3165_2 **Accident Date:** 07/26/80 **Issue Date:** 02/11/81
City/State: Muldraugh, KY **Accident #:** 79808 **Most Wanted List:** No

ON JULY 26, 1980, 4 LOCOMOTIVE UNITS AND 17 CARS, INCLUDING 7 PLACARDED TANK CARS CONTAINING HAZARDOUS MATERIALS, OF ILLINOIS CENTRAL GULF RAILROAD COMPANY FREIGHT TRAIN NO. 64 WERE DERAILED WHILE MOVING AT A CALCULATED SPEED OF ABOUT 35 MPH AROUND A 6 DEGREE CURVE IN MULDRAUGH, KENTUCKY. TWO TANK CARS OF VINYL CHLORIDE WERE PUNCTURED AND THEIR CONTENTS BURNED. FLAMES IMPINGED TWO OTHER TANK CARS OF VINYL CHLORIDE, CAUSING ONE TO VENT TOXIC FUMES, BUT NEITHER CAR RUPTURED. ABOUT 6,500 PERSONS WERE EVACUATED FROM MULDRAUGH AND THE U.S. ARMY INSTALLATION AT FORT KNOX. FOUR TRAIN CREWMEMBERS WERE INJURED DURING THE DERAILMENT, AND PROPERTY DAMAGE WAS ESTIMATED AT \$1,348,394.

Recommendation # :	R-81-035	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROMULGATE REGULATIONS WHICH DESIGNATE THE LIMIT OF ACCEPTABLE RAIL WEAR AND WHICH REQUIRE RAILROADS TO REMOVE FROM ACTIVE TRACKS RAILS THAT ARE WORN BEYOND THE ACCEPTABLE LIMITS.					
# of Addressees:	1	Overall Date Closed: 11/10/82			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/10/82		



Recommendation Report

Product/Notation Id 42154 / 3192 **Accident Date:** 09/06/80 **Issue Date:** 03/17/81
City/State: Welch, WV **Accident #:** 79811 **Most Wanted List:** No

ON SEPTEMBER 6, 1980, WHILE OPERATING ON THE WESTBOUND MAIN TRACK NEAR WELCH, WEST VIRGINIA, EASTBOUND NORFOLK AND WESTERN RAILWAY COMPANY (N&W) FREIGHT TRAIN NO. 86 COLLIDED WITH THE SIXTH CAR OF N&W EXTRA 1589 WEST. THE ACCIDENT OCCURRED WHILE EXTRA 1589 WEST WAS MOVING FROM THE WESTBOUND MAIN TRACK ONTO AN AUXILIARY CENTER PASSING TRACK AT THE EAST SWITCH OF FARM INTERLOCKING. THE ENGINEER, THE FIREMAN, AND THE FRONT BRAKEMAN OF TRAIN NO. 86 WERE KILLED. DAMAGE WAS ESTIMATED AT \$1,446,553.

Recommendation # :	R-81-037	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NORFOLK AND WESTERN RAILWAY COMPANY: MODIFY EXISTING SIGNALS SO THAT AN "ADVANCE APPROACH" ASPECT WILL BE DISPLAYED FOR EASTBOUND TRAINS ON BOTH TRACKS AT MOHEGAN WHEN AN "APPROACH" ASPECT IS DISPLAYED ON EITHER TRACK AT THE WEST END OF FARM. WHERE SIMILAR CONDITIONS EXIST AT OTHER LOCATIONS, ALSO PROVIDE AN ADVANCE APPROACH ASPECT.					
# of Addressees:	1	Overall Date Closed: 05/22/84			
Addressee:	Norfolk Southern Corporation	Closed - Unacceptable Action	Date Closed: 05/22/84		



Recommendation Report

Product/Notation Id 44607 / 2834B **Accident Date:** 04/03/81 **Issue Date:** 04/03/81
City/State: Washington, DC **Accident #:** 80635 **Most Wanted List:** No

THE NTSB HAS CONDUCTED AN EVALUATION OF THE HAZARD PRESENTED TO MOTORISTS WHEN A TRAIN IS OCCUPYING A RAILROAD-HIGHWAY GRADE CROSSING AT NIGHT AND CLOSES THE ROAD TO HIGHWAY TRAFFIC. ANNUALLY, ABOUT 140 PERSONS HAVE BEEN KILLED AND 800 INJURED IN 1,800 ACCIDENTS IN WHICH A MOTOR VEHICLE STRUCK A TRAIN AT NIGHT. IN CASES IN WHICH THE TRAIN WAS IN THE CROSSING BEFORE THE MOTORIST APPROACHED, THERE HAVE BEEN APPROXIMATELY NINE TIMES AS MANY ACCIDENTS AT NIGHT AS DURING THE DAY. THE SAFETY BOARD'S REPORT REVIEWS AVAILABLE STATISTICS, SAFETY BOARD ACCIDENT INVESTIGATIONS, AND ACTIONS TAKEN BY GOVERNMENT AND INDUSTRY. IN PARTICULAR, THE STUDY ANALYZES THE POTENTIAL BENEFITS AND COSTS OF ADDING REFLECTORIZED MATERIAL TO RAILROAD CARS AND LOCOMOTIVES TO MAKE THEM MORE CONSPICUOUS TO MOTORISTS AT NIGHT.

Recommendation # :	R-81-039	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP AND ISSUE AN ADVANCE NOTICE OF PROPOSED RULEMAKING WITHIN 6 MONTHS INVITING COMMENTS ON THE IMPROVEMENT OF NIGHTTIME TRAIN CAR AND LOCOMOTIVE VISIBILITY AT GRADE CROSSINGS TO AID IN PREVENTING ACCIDENTS IN WHICH MOTOR VEHICLES RUN INTO THE SIDES OF TRAINS AT NIGHT. COMMENTS REGARDING THE POTENTIAL BENEFITS OF APPLYING REFLECTIVE DEVICES OR MATERIALS TO THE SIDES OF TRAIN CARS AND LOCOMOTIVES SHOULD BE PARTICULARLY SOLICITED.					
# of Addressees:	1	Overall Date Closed:		01/14/86	
Addressee:	FRA	Closed - Unacceptable Action		Date Closed:	01/14/86



Recommendation Report

Product/Notation Id 44608 / 2834B **Accident Date:** 04/03/81 **Issue Date:** 04/03/81
City/State: Washington, DC **Accident #:** 80635 **Most Wanted List:** No

THE NTSB HAS CONDUCTED AN EVALUATION OF THE HAZARD PRESENTED TO MOTORISTS WHEN A TRAIN IS OCCUPYING A RAILROAD-HIGHWAY GRADE CROSSING AT NIGHT AND CLOSES THE ROAD TO HIGHWAY TRAFFIC. ANNUALLY, ABOUT 140 PERSONS HAVE BEEN KILLED AND 800 INJURED IN 1,800 ACCIDENTS IN WHICH A MOTOR VEHICLE STRUCK A TRAIN AT NIGHT. IN CASES IN WHICH THE TRAIN WAS IN THE CROSSING BEFORE THE MOTORIST APPROACHED, THERE HAVE BEEN APPROXIMATELY NINE TIMES AS MANY ACCIDENTS AT NIGHT AS DURING THE DAY. THE SAFETY BOARD'S REPORT REVIEWS AVAILABLE STATISTICS, SAFETY BOARD ACCIDENT INVESTIGATIONS, AND ACTIONS TAKEN BY GOVERNMENT AND INDUSTRY. IN PARTICULAR, THE STUDY ANALYZES THE POTENTIAL BENEFITS AND COSTS OF ADDING REFLECTORIZED MATERIAL TO RAILROAD CARS AND LOCOMOTIVES TO MAKE THEM MORE CONSPICUOUS TO MOTORISTS AT NIGHT.

Recommendation # :	R-81-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN COOPERATION WITH THE FEDERAL HIGHWAY ADMINISTRATION, THE NATIONAL COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES, AND THE ASSOCIATION OF AMERICAN RAILROADS, PLAN AND INSTITUTE A RESEARCH PROGRAM TO ESTABLISH CRITERIA FOR REFLECTORIZATION DEVICES AND MATERIALS FOR INSTALLATION ON THE SIDE OF TRAIN CARS AND LOCOMOTIVES. SUCH CRITERIA SHOULD BE DESIGNED FOR USE IN EITHER VOLUNTARY OR MANDATORY PROGRAMS. SUCH RESEARCH SHOULD INCLUDE SIZE, COLORS, PLACEMENT, SYMBOL OR MESSAGE, BRIGHTNESS, EXPECTED LIFE, MAINTENANCE, AND RELATIONSHIP TO OTHER REFLECTORIZED MATERIALS USED ON TRAINS FOR COMMERCIAL PURPOSES.					
# of Addressees:	1	Overall Date Closed: 01/14/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 01/14/86		



Recommendation Report

Product/Notation Id 48911 / 3123A_1 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # : R-81-041 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: ESTABLISH RULES AND PROCEDURES WHICH REQUIRE ENGINECREWS TO COMMUNICATE FIXED SIGNAL ASPECTS TO CONDUCTORS WHILE TRAINS ARE EN ROUTE ON SIGNALIZED TRACK.

of Addressees: 1 **Overall Date Closed:** 08/19/87

Addressee: Union Pacific **Closed - Unacceptable Action** **Date Closed:** 08/19/87



Recommendation Report

Product/Notation Id 48912 / 3123A_1 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # :	R-81-042	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: AMEND AND CLARIFY RULES TO REQUIRE DISPATCHERS AND TRAIN CREWMEMBERS TO COMMUNICATE WITH EACH OTHER ABOUT CONDITIONS AFFECTING THE MOVEMENT OF THEIR TRAIN.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 48913 / 3123A_1 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # :	R-81-043	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: EXPAND THE RULES AND INSTRUCTIONS GOVERNING THE USE OF THE DYNAMIC BRAKE TO INCLUDE CONDITIONS OF WHEN TO APPLY THE DYNAMIC BRAKE ON A DESCENDING GRADE, AT WHAT SPEEDS THE BRAKE IS MOST EFFECTIVE, AND WHAT ACTION TO TAKE WHEN THE DYNAMIC BRAKE HAS FAILED PRIOR TO OR WHILE BEING APPLIED.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 48914 / 3123A_1 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # : R-81-044 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: IMPROVE TRAINING, EVALUATION, AND EXAMINATION OF TRAIN CREWMEMBERS SO THAT THEY BECOME AND REMAIN PROFICIENT IN THE TRAIN HANDLING AND SPECIAL INSTRUCTION ASPECTS OF THEIR TERRITORIES.

of Addressees: 1 **Overall Date Closed:** 08/19/87

Addressee: Union Pacific **Closed - Unacceptable Action** **Date Closed:** 08/19/87



Recommendation Report

Product/Notation Id 48917 / 3123A_1 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # : R-81-047 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: PROVIDE THE CABS OF LOCOMOTIVES WITH EMERGENCY POWER SO THAT EMERGENCY LIGHTS, RADIOS, AND EVENT RECORDERS CONTINUE TO OPERATE WHEN NORMAL POWER IS LOST.

of Addressees: 1 **Overall Date Closed:** 08/19/87

Addressee: Union Pacific **Closed - Unacceptable Action** **Date Closed:** 08/19/87



Recommendation Report

Product/Notation Id 48918 / 3123A_2 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTALB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # :	R-81-048	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE MEMBER RAILROADS TO ESTABLISH RULES THAT REQUIRE ENGINECREWS TO COMMUNICATE FIXED SIGNAL ASPECTS TO CONDUCTORS WHILE TRAINS ARE EN ROUTE ON SIGNALIZED TRACK.					
# of Addressees:	1	Overall Date Closed: 12/30/82			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 12/30/82		



Recommendation Report

Product/Notation Id 48919 / 3123A_2 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # : R-81-049 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE MEMBER RAILROADS TO HAVE EVENT RECORDERS WHICH RECORD ACTIVATION OF CAB SIGNAL, AUTOMATIC TRAIN STOP, OR OTHER SIMILAR SAFETY SYSTEM DEVICES.

of Addressees: 1 **Overall Date Closed:** 12/30/82

Addressee: Association of American Railroads **Closed - Unacceptable Action** **Date Closed:** 12/30/82



Recommendation Report

Product/Notation Id 48921 / 3123A_2 **Accident Date:** 10/16/80 **Issue Date:** 04/22/81
City/State: Hermosa, WY **Accident #:** DCA81AR002 **Most Wanted List:** No

ON OCTOBER 16, 1980, UNION PACIFIC RAILROAD COMPANY (UP) FREIGHT TRAIN EXTRA 3749 WEST (NPH-16) STRUCK THE REAR OF UP GRAIN TRAIN EXTRA 3557 WEST (SGTLB-635) WHILE IT WAS STANDING ABOUT 100 FEET WEST OF INTERMEDIATE SIGNAL NO. 5517 NEAR HERMOSA, WYOMING. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO CREWMEMBERS WERE INJURED. THE 3 LOCOMOTIVE UNITS OF NPH-16 AND 16 CARS, INCLUDING THE CABOOSE, OF SGTLB-635 WERE DERAILED. TOTAL DAMAGE WAS ESTIMATED TO BE \$993,000.

Recommendation # :	R-81-051	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE MEMBER RAILROADS TO PROVIDE THE CABS OF LOCOMOTIVES WITH EMERGENCY POWER SO THAT EMERGENCY LIGHTS, RADIOS, AND EVENT RECORDERS CONTINUE TO OPERATE WHEN NORMAL POWER IS LOST.					
# of Addressees:	1	Overall Date Closed:		12/30/82	
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed:		12/30/82



Recommendation Report

Product/Notation Id 48932 / 3245_1 **Accident Date:** 11/07/80 **Issue Date:** 05/18/81
City/State: Dobbs Ferry, NY **Accident #:** DCA81AR007 **Most Wanted List:** No

ON NOVEMBER 7, 1980, CONRAIL FREIGHT TRAIN OPSE-7 STRUCK THE HEAD END OF AMTRAK TRAIN NO. 74 WHILE IT WAS STANDING ON TRACK NO. 2 AT DOBBS FERRY, NEW YORK. THE LEAD LOCOMOTIVE UNIT OF TRAIN OPSE-7 OVERRODE AND DESTROYED THE OPERATING CAB OF THE POWER CAR OF TRAIN NO. 74. OF THE ESTIMATED 234 PERSONS ABOARD THE TRAINS, 75 PASSENGERS AND 9 CREWMEMBERS WERE INJURED. DAMAGE TO THE EQUIPMENT WAS ESTIMATED AT \$915,000.

Recommendation # :	R-81-053	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND 49 CFR 217.9 TO REQUIRE SUFFICIENT MONITORING TO INSURE THAT EACH OPERATING EMPLOYEE IS EVALUATED FOR COMPLIANCE WITH OPERATING RULES ON A REGULAR BASIS.					
# of Addressees:	1	Overall Date Closed:		07/21/87	
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	07/21/87	



Recommendation Report

Product/Notation Id 48936 / 3245_3 **Accident Date:** 11/07/80 **Issue Date:** 05/18/81
City/State: Dobbs Ferry, NY **Accident #:** DCA81AR007 **Most Wanted List:** No

ON NOVEMBER 7, 1980, CONRAIL FREIGHT TRAIN OPSE-7 STRUCK THE HEAD END OF AMTRAK TRAIN NO. 74 WHILE IT WAS STANDING ON TRACK NO. 2 AT DOBBS FERRY, NEW YORK. THE LEAD LOCOMOTIVE UNIT OF TRAIN OPSE-7 OVERRODE AND DESTROYED THE OPERATING CAB OF THE POWER CAR OF TRAIN NO. 74. OF THE ESTIMATED 234 PERSONS ABOARD THE TRAINS, 75 PASSENGERS AND 9 CREWMEMBERS WERE INJURED. DAMAGE TO THE EQUIPMENT WAS ESTIMATED AT \$915,000.

Recommendation # :	R-81-057	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): ESTABLISH A RETROFIT SCHEDULE TO PROVIDE SKIRTS AT THE BOTTOM OF SEATS TO PREVENT LEG INJURIES BECAUSE OF LEG ENTRAPMENT.					
# of Addressees:	1	Overall Date Closed: 06/13/83			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed:	06/13/83	



Recommendation Report

Product/Notation Id 48927 / 3142A_1 **Accident Date:** 10/30/80 **Issue Date:** 06/23/81
City/State: Springfield, IL **Accident #:** DCA81AR006 **Most Wanted List:** No

ON OCTOBER 30, 1980, TWO LOCOMOTIVE UNITS AND SEVEN OF EIGHT CARS OF SOUTHBOUND AMTRAK PASSENGER TRAIN NO. 21, THE INTER-AMERICAN, DERAILED WHILE MOVING AT A SPEED OF 63 MPH THROUGH A 10-MPH TURNOUT ON THE ILLINOIS CENTRAL GULF RAILROAD AT SPRINGFIELD, ILLINOIS. SIX PERSONS WERE INJURED AND TOTAL DAMAGE WAS ESTIMATED AT \$593,000.

Recommendation # : R-81-066 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: REQUIRE THAT APPROPRIATE DIVISION OFFICERS DETERMINE THAT ENGINEMEN WHO HAVE BEEN RESTRICTED BECAUSE OF IMPAIRED VISION HAVE OBTAINED PROPER CORRECTIVE EYEGLASSES AND FULLY UNDERSTAND THE NATURE OF THEIR RESTRICTION BEFORE THEY ARE ALLOWED TO CONTINUE IN SERVICE.

of Addressees: 1 **Overall Date Closed:** 05/05/83

Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action	Date Closed:	05/05/83
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Recommendation Report

Product/Notation Id 54092 / 3307_2 **Accident Date:** 02/01/81 **Issue Date:** 08/11/81
City/State: New Roads, LA **Accident #:** FTW81FR026 **Most Wanted List:** No

ON FEBRUARY 1, 1981, A SOUTHBOUND KANSAS CITY SOUTHERN FREIGHT TRAIN COLLIDED WITH A NORTHBOUND WORK EXTRA OPERATED BY A MISSOURI PACIFIC TRAINCREW AT NEW ROADS, LOUISIANA (MP-KCS 763.5). THIS PORTION OF TRACK IS OWNED BY THE MISSOURI PACIFIC RAILROAD COMPANY AND DISPATCHED BY THE KANSAS CITY SOUTHERN RAILWAY COMPANY. THERE WERE NO INJURIES OR FATALITIES IN THIS ACCIDENT; HOWEVER, IN SUCH CIRCUMSTANCES THE POTENTIAL FOR CATASTROPHIC RESULTS ALWAYS EXISTS. THE ACCIDENT RESULTED IN DAMAGES TOTALING \$555,000.

Recommendation # :	R-81-082	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE KANSAS CITY SOUTHERN RAILWAY COMPANY: IN CONJUNCTION WITH THE MISSOURI PACIFIC RAILROAD COMPANY, REQUIRE BOTH ENDS OF ALL TRAINS WHILE OPERATING ON MISSOURI PACIFIC TRACKAGE TO BE EQUIPPED WITH RADIOS OPERABLE ON A COMMON FREQUENCY.					
# of Addressees:	1	Overall Date Closed: 01/19/83			
Addressee:	Kansas City Southern Railway Company	Closed - Unacceptable Action	Date Closed: 01/19/83		



Recommendation Report

Product/Notation Id 54093 / 3307_3 **Accident Date:** 02/01/81 **Issue Date:** 08/11/81
City/State: New Roads, LA **Accident #:** FTW81FR026 **Most Wanted List:** No

ON FEBRUARY 1, 1981, A SOUTHBOUND KANSAS CITY SOUTHERN TRAIN COLLIDED WITH A NORTHBOUND MISSOURI PACIFIC EXTRA TRAIN AT NEW ROADS, LOUISIANA (MP-KCS 763.5). THIS PORTION OF THE TRACK IS OWNED BY THE MISSOURI PACIFIC RAILROAD COMPANY AND DISPATCHED BY THE KANSAS CITY SOUTHERN RAILWAY COMPANY. THE COLLISION OCCURRED 5 MINUTES AFTER A MEET ORDER HAD EXPIRED AND 3 MINUTES AFTER THE KANSAS CITY SOUTHERN TRAIN HAD LEFT THE DESIGNATED MEET POINT. THE ACCIDENT RESULTED IN DAMAGES TOTALING \$555,000. NEITHER TRAIN COULD COMMUNICATE WITH THE OTHER BECAUSE OF DIFFERENT RADIO OPERATING FREQUENCIES. IF BOTH TRAINS HAD RADIOS ON THE SAME FREQUENCY, IT IS LIKELY THAT THEY WOULD HAVE ATTEMPTED TO CONTACT EACH OTHER BEFORE THE ESTABLISHED MEET TIME, THUS IMPROVING THE CHANCES FOR AVOIDING THE COLLISION. IN ADDITION, THERE HAD BEEN RADIO COMMUNICATION BETWEEN THE KANSAS CITY SOUTHERN DISPATCHER AND THE MISSOURI PACIFIC TRAINCREW CONCERNING THE MEET ORDER. IF THIS CONVERSATION COULD HAVE BEEN MONITORED BY THE KANSAS CITY SOUTHERN TRAINCREW, THE TRAINS PROBABLY WOULD NOT HAVE COLLIDED.

Recommendation # :	R-81-083	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI PACIFIC RAILROAD COMPANY: IN CONJUNCTION WITH THE KANSAS CITY SOUTHERN RAILWAY COMPANY AND THE ST. LOUIS SOUTHWESTERN RAILWAY COMPANY, REQUIRE BOTH ENDS OF ALL TRAINS WHILE OPERATING ON MISSOURI PACIFIC TRACKAGE TO BE EQUIPPED WITH RADIOS OPERABLE ON A COMMON FREQUENCY.					
# of Addressees:	1	Overall Date Closed: 07/30/86			
Addressee:	Missouri Pacific Railroad Company	Closed - Unacceptable Action	Date Closed: 07/30/86		



Recommendation Report

Product/Notation Id 48940 / 3168A_1 **Accident Date:** 11/17/80 **Issue Date:** 09/15/81
City/State: Kelso, CA **Accident #:** DCA81AR011 **Most Wanted List:** No

ON NOVEMBER 17, 1980, UNION PACIFIC RAILROAD COMPANY (UP) WORK TRAIN EXTRA 3119 WEST RAN OUT OF CONTROL WHILE DESCENDING A LONG 2.20-PERCENT GRADE, OVERTOOK, AND STRUCK THE REAR OF UP FREIGHT TRAIN EXTRA 8044 WEST (2 VAN-16) ON THE UP'S SINGLE MAIN TRACK NEAR KELSO, CALIFORNIA. THREE TRAIN CREWMEMBERS WERE KILLED AND ONE CREWMEMBER WAS INJURED. THE LOCOMOTIVE UNIT OF EXTRA 3119 WEST, THE CABOOSE OF EXTRA 8044 WEST, AND 23 FREIGHT CARS WERE DESTROYED. TOTAL DAMAGE WAS ESTIMATED AT \$1,200,000.

Recommendation # :	R-81-088	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: PROVIDE TRAINCREWS WITH ACCURATE TONNAGE FIGURES FOR THEIR TRAINS AT LAS VEGAS AND OTHER LOCATIONS WHERE OPERATING METHODS ARE PREDICATED ON TONNAGE PER OPERATIVE BRAKE.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 48942 / 3168A_1 **Accident Date:** 11/17/80 **Issue Date:** 09/15/81
City/State: Kelso, CA **Accident #:** DCA81AR011 **Most Wanted List:** No

ON NOVEMBER 17, 1980, UNION PACIFIC RAILROAD COMPANY (UP) WORK TRAIN EXTRA 3119 WEST RAN OUT OF CONTROL WHILE DESCENDING A LONG 2.20-PERCENT GRADE, OVERTOOK, AND STRUCK THE REAR OF UP FREIGHT TRAIN EXTRA 8044 WEST (2 VAN-16) ON THE UP'S SINGLE MAIN TRACK NEAR KELSO, CALIFORNIA. THREE TRAIN CREWMEMBERS WERE KILLED AND ONE CREWMEMBER WAS INJURED. THE LOCOMOTIVE UNIT OF EXTRA 3119 WEST, THE CABOOSE OF EXTRA 8044 WEST, AND 23 FREIGHT CARS WERE DESTROYED. TOTAL DAMAGE WAS ESTIMATED AT \$1,200,000.

Recommendation # :	R-81-090	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: AMEND ITS TIMETABLE INSTRUCTION PERTAINING TO THE OPERATION OF WESTBOUND TRAINS WITHOUT FUNCTIONING DYNAMIC BRAKING TO PROVIDE FOR: (1) A MAXIMUM TONNAGE PER OPERATIVE BRAKE THAT IS CONSISTENT WITH THE BRAKING FORCE REQUIRED TO BALANCE GRADE FORCE; (2) THE REQUIREMENTS THAT A RUNNING AIR BRAKE TEST BE PERFORMED IN ADVANCE OF CIMA; (3) ESTABLISH THE MAXIMUM BRAKE PIPE REDUCTION THAT MAY BE MADE IN THE EFFORT TO BALANCE THE GRADE; AND (4) CAUTION TRAINCREWS THAT IN CASE THERE IS ANY DOUBT OF ABILITY TO CONTROL SPEED, THE TRAIN MUST BE STOPPED IMMEDIATELY, SUFFICIENT HAND BRAKES SET TO HOLD THE GRADE, AND BRAKEPIPE PRESSURE FULLY RESTORED BEFORE THE TRAIN IS ALLOWED TO PROCEED.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 48943 / 3168A_1 **Accident Date:** 11/17/80 **Issue Date:** 09/15/81
City/State: Kelso, CA **Accident #:** DCA81AR011 **Most Wanted List:** No

ON NOVEMBER 17, 1980, UNION PACIFIC RAILROAD COMPANY (UP) WORK TRAIN EXTRA 3119 WEST RAN OUT OF CONTROL WHILE DESCENDING A LONG 2.20-PERCENT GRADE, OVERTOOK, AND STRUCK THE REAR OF UP FREIGHT TRAIN EXTRA 8044 WEST (2 VAN-16) ON THE UP'S SINGLE MAIN TRACK NEAR KELSO, CALIFORNIA. THREE TRAIN CREWMEMBERS WERE KILLED AND ONE CREWMEMBER WAS INJURED. THE LOCOMOTIVE UNIT OF EXTRA 3119 WEST, THE CABOOSE OF EXTRA 8044 WEST, AND 23 FREIGHT CARS WERE DESTROYED. TOTAL DAMAGE WAS ESTIMATED AT \$1,200,000.

Recommendation # :	R-81-091	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC RAILROAD COMPANY: ISSUE INSTRUCTIONS TO THE CALIFORNIA DIVISION CHIEF TRAIN DISPATCHER THAT REQUIRE FIRST SUBDIVISION DISPATCHERS TO: (1) ASCERTAIN THAT CREWS OF WESTBOUND TRAINS WITHOUT FUNCTIONING DYNAMIC BRAKES UNDERSTAND THE SPECIAL TIMETABLE PROVISIONS APPLYING TO THEIR TRAINS BETWEEN CIMA AND KELSO; (2) DETERMINE THAT ENGINEERS OF WESTBOUND TRAINS AT CIMA FULLY UNDERSTAND THE PROPER METHOD OF BRAKING ON THE GRADE; (3) HOLD WESTBOUND TRAINS WITHOUT FUNCTIONING DYNAMIC BRAKES AT CIMA UNTIL THE MAIN TRACK IS CLEAR TO KELSO AND NOT PERMIT THE OCCUPANCY OF THE MAIN TRACK EAST OF KELSO BY OTHER TRAINS WHILE A TRAIN WITHOUT FUNCTIONING DYNAMIC BRAKES IS DESCENDING THE GRADE.					
# of Addressees:	1	Overall Date Closed: 08/19/87			
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 08/19/87		



Recommendation Report

Product/Notation Id 42161 / 3354 **Accident Date:** 05/22/81 **Issue Date:** 10/06/81
City/State: Surf, CA **Accident #:** 79813 **Most Wanted List:** No

ON MAY 22, 1981, SOUTHERN PACIFIC TRANSPORTATION COMPANY'S (SP) WESTBOUND EXTRA 9164 DERAILED 39 CARS AT SURF, CALIFORNIA, WHILE MOVING SUCCESSIVELY THROUGH A TWO DEGREE CURVE, A SHORT LENGTH OF TANGENT TRACK, AND A ONE DEGREE CURVE ON A 1-PERCENT DESCENDING GRADE. THE DERAILING CARS STRUCK AND DERAILED 20 CARS OF EASTBOUND SP EXTRA 8874, WHICH WAS STANDING ON A SIDE TRACK SOUTH OF THE MAIN TRACK, AND THE LOCOMOTIVE, 3 CARS, AND THE CABOOSE OF SP LOMPOC LOCAL EXTRA 1507, WHICH WAS STANDING ON A SIDE TRACK NORTH OF THE MAIN TRACK. ONE EMPLOYEE WAS INJURED SERIOUSLY, AND 13 OTHER EMPLOYEES AND 3 TRANSIENTS WERE TREATED AND RELEASED AT HOSPITALS. DAMAGE WAS ESTIMATED AT \$1,552,522.

Recommendation # :	R-81-097	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF ITS INVESTIGATION OF THIS ACCIDENT, THE SAFETY BOARD RECOMMENDS THAT THE MATERIALS TRANSPORTATION BUREAU OF THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION: AMEND 49 CFR 171.8 TO DEFINE IN SPECIFIC QUANTITIES THE MAXIMUM QUANTITY OF A HAZARDOUS MATERIAL THAT MAY BE MOVED IN A TANK CAR PLACARDED UNDER 49 CFR 172.525 AND OFFERED FOR TRANSPORTATION BY A SHIPPER AS AN "EMPTY" TANK CAR UNDER DOT REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 03/20/87			
Addressee:	RSPA	Closed - Unacceptable Action	Date Closed: 03/20/87		



Recommendation Report

Product/Notation Id 42162 / 3354 **Accident Date:** 05/22/81 **Issue Date:** 10/06/81
City/State: Surf, CA **Accident #:** 79813 **Most Wanted List:** No

ON MAY 22, 1981, SOUTHERN PACIFIC TRANSPORTATION COMPANY'S (SP) WESTBOUND EXTRA 9164 DERAILED 39 CARS AT SURF, CALIFORNIA, WHILE MOVING SUCCESSIVELY THROUGH A TWO DEGREE CURVE, A SHORT LENGTH OF TANGENT TRACK, AND A ONE DEGREE CURVE ON A 1-PERCENT DESCENDING GRADE. THE DERAILING CARS STRUCK AND DERAILED 20 CARS OF EASTBOUND SP EXTRA 8874, WHICH WAS STANDING ON A SIDE TRACK SOUTH OF THE MAIN TRACK, AND THE LOCOMOTIVE, 3 CARS, AND THE CABOOSE OF SP LOMPOC LOCAL EXTRA 1507, WHICH WAS STANDING ON A SIDE TRACK NORTH OF THE MAIN TRACK. ONE EMPLOYEE WAS INJURED SERIOUSLY, AND 13 OTHER EMPLOYEES AND 3 TRANSIENTS WERE TREATED AND RELEASED AT HOSPITALS. DAMAGE WAS ESTIMATED AT \$1,552,522.

Recommendation # :	R-81-098	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF ITS INVESTIGATION OF THIS ACCIDENT, THE SAFETY BOARD RECOMMENDS THAT THE MATERIALS TRANSPORTATION BUREAU OF THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION: AMEND 49 CFR 174.25(C) TO REQUIRE THAT SHIPPERS SHOW ON SHIPPING PAPERS THE APPROXIMATE WEIGHT OF A HAZARDOUS MATERIAL CONTAINED IN A TANK CAR OFFERED BY THE SHIPPER TO A CARRIER AS AN "EMPTY" TANK CAR FOR MOVEMENT UNDER RULE 35 OF THE UNIFORM FREIGHT CLASSIFICATION TARIFF.					
# of Addressees:	1	Overall Date Closed: 03/20/87			
Addressee:	RSPA	Closed - Unacceptable Action	Date Closed: 03/20/87		



Recommendation Report

Product/Notation Id 44696 / 3373_2 **Accident Date:** 11/15/85 **Issue Date:** 12/30/81
City/State: Washington, DC **Accident #:** 80653 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD RECENTLY COMPLETED THE FINAL REPORT OF A SPECIAL INVESTIGATION OF EIGHT SUBWAY TRAIN FIRES ON THE NEW YORK CITY TRANSIT AUTHORITY (NYCTA) WITH EVACUATION OF PASSENGERS (NTSB SIR-81-5). THIS INVESTIGATION EXAMINED EIGHT FIRES WHICH OCCURRED DURING A 13-MONTH PERIOD BEGINNING IN JUNE 1980. FOUR OF THE FIRES -- JUNE 25, DECEMBER 10, AND DECEMBER 11, 1980, AND APRIL 29, 1981 -- INVOLVED CAR MOTOR CONTROL GROUPS. THE OTHER FOUR FIRES - APRIL 21, MAY 6, MAY 15, AND JULY 29, 1981 -- INVOLVED CAR CURRENT COLLECTORS. INVESTIGATION OF THESE FIRES REVEALED SERIOUS PROBLEMS IN NYCTA'S CAR MAINTENANCE PROGRAM AND EMERGENCY PREPAREDNESS ACTIVITIES.

Recommendation # :	R-81-108	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF SPECIAL INVESTIGATION SIR-81-5, THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: PROVIDE AT CONSPICUOUS PLACES IN ALL NYCTA SUBWAY CARS INSTRUCTIONS FOR PASSENGERS ON WHAT TO DO IN THE EVENT OF AN EMERGENCY, INCLUDING HOW TO ESCAPE FROM BURNING CARS, THE LOCATION OF EMERGENCY TELEPHONES, LADDERS, AND FIRE EXTINGUISHERS, AND HOW TO EXIT SAFELY FROM A TUNNEL UNDER FIRE AND/OR SMOKE CONDITIONS.					
# of Addressees:	1	Overall Date Closed: 04/12/90			
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed: 04/12/90		



Recommendation Report

Product/Notation Id 44706 / 3373_5 **Accident Date:** 11/15/85 **Issue Date:** 12/30/81
City/State: Washington, DC **Accident #:** 80653 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD RECENTLY COMPLETED THE FINAL REPORT OF A SPECIAL INVESTIGATION OF EIGHT SUBWAY TRAIN FIRES ON THE NEW YORK CITY TRANSIT AUTHORITY (NYCTA) WITH EVACUATION OF PASSENGERS (NTSB SIR-81-5). FOUR OF THE SUBWAY TRAIN FIRES EXAMINED IN THIS SPECIAL INVESTIGATION ORIGINATED IN THE CURRENT COLLECTORS OF R-46 CARS. THESE CURRENT COLLECTORS HAD BEEN MANUFACTURED BY THE FIRM PROFABCO AND INSTALLED ON THE CARS BY NYCTA FOLLOWING AN INVESTIGATION OF UNSAFE CONDITIONS ON NYCTA'S R-46 CARS BY THE URBAN MASS TRANSPORTATION ADMINISTRATION (UMTA) PURSUANT TO SECTION 107 OF THE NATIONAL MASS TRANSPORTATION ASSISTANCE ACT OF 1974. PROBLEMS WITH THE ORIGINAL CURRENT COLLECTORS OF NYCTA'S R-46 CARS WERE IDENTIFIED BY UMTA AS AN UNSAFE CONDITION FOR WHICH A CORRECTIVE ACTION PLAN WAS REQUIRED. HOWEVER, NYCTA'S INSTALLATION OF THE NEW PROFABCO CURRENT COLLECTORS WAS NOT IN ACCORDANCE WITH THE CORRECTIVE ACTION PLAN APPROVED BY UMTA, NOR WAS THIS CHANGE SUBMITTED TO UMTA IN ADVANCE AS REQUIRED.

Recommendation # :	R-81-118	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF SPECIAL INVESTIGATION SIR-81-5, THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: ESTABLISH PROCEDURES TO MONITOR, EVALUATE, AND ASSURE THAT APPROVED PLANS TO CORRECT UNSAFE CONDITIONS ARE CARRIED OUR BY TRANSIT AUTHORITIES AND THAT NO CHANGES IN THE PLANS ARE APPROVED OR MADE WITHOUT ADEQUATE EVALUATION.					
# of Addressees:	1	Overall Date Closed: 09/19/83			
Addressee:	FTA	Closed - Unacceptable Action	Date Closed: 09/19/83		



Recommendation Report

Product/Notation Id 55655 / 3471_2 **Accident Date:** 01/02/82 **Issue Date:** 03/31/82
City/State: Southampton, PA **Accident #:** NYC82AR020 **Most Wanted List:** No

ON JANUARY 2, 1982, IN SOUTHAMPTON, PENNSYLVANIA, A SINGLE UNIT SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) COMMUTER TRAIN STRUCK AN ATLANTIC RICHFIELD COMPANY (ARCO) TRACTOR/CARGO TANK SEMITRAILER LOADED WITH 7,900 GALLONS OF GASOLINE AT A RAILROAD/HIGHWAY GRADE CROSSING. THE GASOLINE WAS RELEASED UPON IMPACT AND FIRE ENGULFED THE FRONT OF THE TRAIN, THE TRUCK, AND A NEARBY OCCUPIED PASSENGER VEHICLE. THE MOTORMAN DIED SEVERAL WEEKS LATER, AND SIX PERSONS SUFFERED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$500,000. THE NTSB HAS LEARNED THAT OTHER TRANSIT AUTHORITIES ARE EITHER CURRENTLY OPERATING COMMUTER TRAINS OVER ROUTES WHICH HAVE GRADE CROSSINGS OR MAY DO SO IN THE FUTURE. GRADE CROSSING ACCIDENTS INVOLVING TRUCKS CARRYING HAZARDOUS MATERIALS AND RAIL CARS CARRYING LARGE NUMBERS OF PASSENGERS COULD BE CATASTROPHIC.

Recommendation # :	R-82-019	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE AMERICAN PUBLIC TRANSIT ASSOCIATION: ASSIST THE NATIONAL SAFETY COUNCIL IN ITS PROGRAM TO REDUCE THE LIKELIHOOD OF RAILROAD/HIGHWAY GRADE CROSSING ACCIDENTS INVOLVING TRUCKS CARRYING BULK HAZARDOUS MATERIALS.					
# of Addressees:	1	Overall Date Closed: 03/17/87			
Addressee:	American Public Transportation Association	Closed - Unacceptable Action	Date Closed:	03/17/87	



Recommendation Report

Product/Notation Id 55656 / 3471_2 **Accident Date:** 01/02/82 **Issue Date:** 03/31/82
City/State: Southampton, PA **Accident #:** NYC82AR020 **Most Wanted List:** No

ON JANUARY 2, 1982, IN SOUTHAMPTON, PENNSYLVANIA, A SINGLE UNIT SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) COMMUTER TRAIN STRUCK AN ATLANTIC RICHFIELD COMPANY (ARCO) TRACTOR/CARGO TANK SEMITRAILER LOADED WITH 7,900 GALLONS OF GASOLINE AT A RAILROAD/HIGHWAY GRADE CROSSING. THE GASOLINE WAS RELEASED UPON IMPACT AND FIRE ENGULFED THE FRONT OF THE TRAIN, THE TRUCK, AND A NEARBY OCCUPIED PASSENGER VEHICLE. THE MOTORMAN DIED SEVERAL WEEKS LATER, AND SIX PERSONS SUFFERED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$500,000. THE NTSB HAS LEARNED THAT OTHER TRANSIT AUTHORITIES ARE EITHER CURRENTLY OPERATING COMMUTER TRAINS OVER ROUTES WHICH HAVE GRADE CROSSINGS OR MAY DO SO IN THE FUTURE. GRADE CROSSING ACCIDENTS INVOLVING TRUCKS CARRYING HAZARDOUS MATERIALS AND RAIL CARS CARRYING LARGE NUMBERS OF PASSENGERS COULD BE CATASTROPHIC.

Recommendation # :	R-82-020	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE AMERICAN PUBLIC TRANSIT ASSOCIATION: ENCOURAGE ITS MEMBERS WHO OPERATE RAIL SYSTEMS TO COOPERATE WITH LOCAL AND STATE TRAFFIC AUTHORITIES AND OPERATORS OF TRUCKS CARRYING BULK HAZARDOUS MATERIALS IN THE DESIGNATION OF SPECIFIC RAILROAD/HIGHWAY GRADE CROSSINGS TO BE USED BY THE TRUCKS, PREFERABLY CROSSINGS WITH A GRADE SEPARATION, BUT AS A MINIMUM CROSSINGS WITH AUTOMATIC GATES OR OTHER ACTIVE WARNING DEVICES.					
# of Addressees:	1	Overall Date Closed: 03/17/87			
Addressee:	American Public Transportation Association	Closed - Unacceptable Action	Date Closed: 03/17/87		



Recommendation Report

Product/Notation Id 44628 / 3469A_2 **Accident Date:** 05/26/82 **Issue Date:** 05/26/82
City/State: New York, NY **Accident #:** 80641 **Most Wanted List:** No

ON APRIL 10, 1977, THE NTSB ISSUED TWO RECOMMENDATIONS DESIGNED TO IMPROVE SAFETY FOR PASSENGERS MOVING BETWEEN CARS ON RAIL RAPID TRANSIT SYSTEMS. ON SEPTEMBER 14, 1977, FEDERAL RAILROAD ADMINISTRATION PERSONNEL, THE AMERICAN PUBLIC TRANSIT ASSOCIATION, AND VARIOUS RAIL RAPID TRANSIT REPRESENTATIVES MET TO DISCUSS WAYS TO REDUCE THE LIKELIHOOD OF INJURIES TO PASSENGERS MOVING BETWEEN RAIL RAPID TRANSIT CARS. THE NTSB HAS JUST COMPLETED A SPECIAL INVESTIGATION REGARDING ACCIDENTS INVOLVING PASSENGERS BETWEEN COUPLED CARS ON THE NEW YORK CITY TRANSIT AUTHORITY (NYCTA). THE SPECIAL INVESTIGATION EXAMINED AS A GROUP THE FATAL ACCIDENTS THAT PREVIOUSLY HAD BEEN INVESTIGATED INDIVIDUALLY BY THE BOARD. SINCE THE ISSUANCE OF OUR PREVIOUS RECOMMENDATIONS AND DURING THE 5-YEAR PERIOD OF THE STUDY, A TOTAL OF 48 PASSENGER FATALITIES WERE REPORTED BY RAIL RAPID TRANSIT SYSTEMS; 25 (ABOUT 52 PERCENT) WERE BETWEEN-CAR PASSENGER FATALITIES. DURING 1981, 9 OF THE 11 PASSENGER FATALITIES WERE BETWEEN-CAR PASSENGER FATALITIES. EIGHT OF THESE OCCURRED ON THE NYCTA SYSTEM. THE BOARD IS CONCERNED THAT SUCH ACCIDENTS WILL CONTINUE UNLESS ADDITIONAL CORRECTIVE ACTION IS INSTITUTED IN THE TRANSIT INDUSTRY.

Recommendation # :	R-82-024	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF ITS SPECIAL INVESTIGATION, THE NTSB RECOMMENDS THAT THE AMERICAN PUBLIC TRANSIT ASSOCIATION: NOTIFY MEMBER SYSTEMS OF THE PROBLEMS IDENTIFIED IN THE SAFETY BOARD'S SPECIAL INVESTIGATION REPORT AND ENCOURAGE THEM TO CONDUCT CONTINUING SYSTEMWIDE REVIEWS OF PROCEDURES AND PRACTICES TO ELIMINATE RESIDUAL HAZARDS WITH REGARD TO BETWEEN-CAR PASSAGEWAY SAFETY.					
# of Addressees:	1	Overall Date Closed: 03/17/87			
Addressee:	American Public Transportation Association	Closed - Unacceptable Action	Date Closed: 03/17/87		



Recommendation Report

Product/Notation Id 48952 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-026	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: DEVELOP AND IMPLEMENT A SYSTEM THAT WILL ENSURE THAT BLOCKING DEVICES ARE PROMPTLY AND PROPERLY APPLIED.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 48953 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: ENFORCE BOSTON & MAINE CORPORATION OPERATING RULE 222 THAT REQUIRES OPERATORS TO PROMPTLY REPORT AND THE DISPATCHER TO PROMPTLY RECORD TRAIN PASSING TIMES AT LOCATIONS WHERE PASSING REPORTS ARE REQUIRED.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 48954 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-028	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: PROVIDE A DISPATCHER TELEPHONE SYSTEM COMMON TO ALL TRAIN ORDER OFFICES.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 48955 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-029	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: REVISE THE OPERATING RULE CONCERNING FORM J HOLDING ORDERS SO THAT THE RULE SPECIFICALLY REQUIRES APPLYING A BLOCKING DEVICE TO BOTH THE SWITCH AND THE SIGNAL LEVERS.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 48956 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-030	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: WHEN IT BECOMES NECESSARY TO DIVERT A TRAIN FROM ITS NORMAL ROUTE, REQUIRE THE DISPATCHER TO INFORM ALL EMPLOYEES WHO WILL HANDLE THE DIVERTED TRAIN OF THE PLANNED MOVE AND FURTHER REQUIRE THAT THE OPERATORS HANDLING A DIVERTED TRAIN REPORT THE TRAIN'S PASSING TIMES TO EACH OTHER.					
# of Addressees:	1	Overall Date Closed:		07/05/84	
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action		Date Closed:	07/05/84



Recommendation Report

Product/Notation Id 48957 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-031	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: REQUIRE THAT BULLETIN ORDERS ISSUED TO GOVERN TRAIN OPERATIONS IN SPECIAL CIRCUMSTANCES SPECIFICALLY DESCRIBE THE MODE OF OPERATION AND CITE THE APPLICABLE OPERATING RULES.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 48958 / 3360A_1 **Accident Date:** 08/11/81 **Issue Date:** 05/28/82
City/State: Beverly, MA **Accident #:** DCA81AR055 **Most Wanted List:** No

ON AUGUST 11, 1981, BOSTON & MAINE CORPORATION (B&M) FREIGHT TRAIN EXTRA 1731 EAST AND MASSACHUSETTS BAY TRANSPORTATION AUTHORITY WESTBOUND COMMUTER TRAIN NO. 570 COLLIDED HEAD-ON ON THE FORMER B&M TRACKS NEAR PRIDES CROSSING, BEVERLY, MASSACHUSETTS. THE TRAIN DISPATCHER ALLOWED EXTRA 1731 EAST, A YARD SWITCHER, TO ENTER ONTO THE MAIN TRACK BECAUSE HE UNDERSTOOD THAT A COWORKER WOULD INSTRUCT THE TRAIN TO CLEAR THE MAIN TRACK FOR WESTBOUND NO. 570. THE COWORKER DID NOT HAVE THE SAME UNDERSTANDING ABOUT THE TRAIN'S ROUTING AS THE DISPATCHER, AND EXTRA 1731 EAST WAS ALLOWED TO PROCEED EASTWARD ON THE SAME TRACK ON WHICH NO. 570 HAD BEEN AUTHORIZED TO PROCEED WESTWARD. THE ENGINEER OF NO. 570, TWO TRAINMEN, AND AN UNAUTHORIZED PASSENGER ON EXTRA 1731 EAST WERE KILLED. THE ENGINEER AND FOREMAN OF EXTRA 1731 EAST, THE CONDUCTOR, THE TRAINMAN, AND 28 PASSENGERS ON NO. 570 WERE INJURED. DAMAGE WAS ESTIMATED AT \$1,683,200.

Recommendation # :	R-82-032	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE BOSTON & MAINE CORPORATION: UNIFORMLY IDENTIFY THE RADIO CHANNELS USED BY BOSTON & MAINE CORPORATION EMPLOYEES ON A SYSTEM WIDE BASIS SO THAT EMPLOYEES KNOW WHICH CHANNELS TRAINS, MOBILE UNITS, AND MANNED BASE STATIONS MAY USE TO COMMUNICATE WITH EACH OTHER.					
# of Addressees:	1	Overall Date Closed: 07/05/84			
Addressee:	Boston and Maine Corporation	Closed - Unacceptable Action	Date Closed: 07/05/84		



Recommendation Report

Product/Notation Id 49251 / 3306B **Accident Date:** 07/03/81 **Issue Date:** 05/25/82
City/State: Brooklyn, NY **Accident #:** DCA82AR008 **Most Wanted List:** No

ON JULY 3, 1981, NEW YORK CITY TRANSIT AUTHORITY (NYCTA) TRAIN 142NL STRUCK THE REAR OF NYCTA TRAIN 132NL NORTH OF THE SUTTER AVENUE STATION IN BROOKLYN, NEW YORK. THE COLLISION WAS PRECEDED BY A SIGNAL FAILURE IN THE AREA WHICH THE NYCTA COMMAND CENTER WAS NOT AWARE OF. TRAINS WERE CONTINUALLY DISPATCHED INTO THE FAILURE AREA AT OTHER THAN SCHEDULED TIMES, WITHOUT BEING WARNED ABOUT THE INOPERATIVE SIGNALS. DURING THE TIME, SIGNAL DEPARTMENT EMPLOYEES WERE FLAGGING TRAINS BY THE INOPERATIVE SIGNALS WHILE ATTEMPTING TO DETERMINE THE CAUSE OF THE FAILURE. THE MOTORMAN OF TRAIN 142NL WAS KILLED, AND 140 PASSENGERS AND CREWMEMBERS ON THE TRAINS WERE INJURED. ESTIMATED DAMAGE WAS \$543,200.

Recommendation # :	R-82-038	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THIS INVESTIGATION, THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: ELIMINATE THE PRACTICE OF ALLOWING NONOPERATING PERSONNEL TO FLAG TRAINS THROUGH RED SIGNALS.					
# of Addressees:	1	Overall Date Closed:	06/01/83		
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed:	06/01/83	



Recommendation Report

Product/Notation Id 49241 / 3438A_3 **Accident Date:** 11/28/81 **Issue Date:** 06/18/82
City/State: Crewe, VA **Accident #:** DCA82AR007 **Most Wanted List:** No

ON SATURDAY, NOVEMBER 28, 1982, NORFOLK & WESTERN RAILWAY COMPANY (N&W) FREIGHT TRAIN NO. 6BS78, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, ENTERED A MISALIGNED CROSSOVER LEADING FROM THE EASTBOUND MAIN TRACK ONTO YARD TRACK NO. 1 AT CREW, VIRGINIA, AND SIDESWIPE COAL-LADEN HOPPER CARS BEING HANDLED BY THE YARD SHIFTER, AND THEN CAROMED INTO FREIGHT CARS OF FREIGHT TRAIN NO. 67HNP, WHICH WAS ON THE ADJACENT WESTBOUND MAIN TRACK. TWO LOCOMOTIVE UNITS AND SEVEN CARS OF TRAIN NO. 6BS78, NINE CARS OF TRAIN NO. 67HNP, SEVEN CARS ON YARD TRACK NO. 1, AND FOUR CARS STANDING ON YARD TRACK NO. 3 WERE DERAILED OR DAMAGED. THE CONDUCTOR OF TRAIN NO. 67HNP AND THE FRONT BRAKEMAN OF TRAIN NO. 6BS78 RECEIVED MINOR INJURIES AS A RESULT OF THE ACCIDENT. DAMAGE WAS ESTIMATED TO BE ABOUT \$690,305.

Recommendation # :	R-82-048	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
AS A RESULT OF THE INVESTIGATION OF THIS ACCIDENT, THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REVISE THE APPROPRIATE REGULATION, WITHIN THE RULES, STANDARDS, AND INSTRUCTIONS FOR SIGNAL SYSTEMS, OR THE INTERPRETATION THEREOF, TO REQUIRE TRACK SHUNT CIRCUIT SWITCH PROTECTION TO BE OF THE SERIES BREAK-TYPE CIRCUIT AND REQUIRE THE REPLACEMENT OF TRACK SHUNT CIRCUIT PROTECTION SYSTEMS WITH SERIES BREAK-TYPE CIRCUITS ON A PRIORITY BASIS.					
# of Addressees:	1	Overall Date Closed: 05/31/84			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 05/31/84		



Recommendation Report

Product/Notation Id 49246 / 3485A **Accident Date:** 07/03/81 **Issue Date:** 07/22/82
City/State: Brooklyn, NY **Accident #:** DCA82AR008 **Most Wanted List:** No

ON DECEMBER 15, 1981, AT 5:50 A.M., A NINE-CAR NEW YORK CITY TRANSIT AUTHORITY (NYCTA) SOUTHBOUND NO. 3 SUBWAY TRAIN DEPARTED ON TRACK NO. 2 AFTER MAKING A STATION STOP AT TIMES SQUARE STATION IN NEW YORK CITY, NEW YORK. MOMENTS LATER, WHILE THE TRAIN WAS ACCELERATING, A TRACTION MOTOR FELL FROM UNDER THE THIRD CAR. THE THIRD CAR DERAILED AND CAUSED THE FOURTH CAR TO DERAIL ALSO. AS THE FOURTH CAR DERAILED, IT TURNED AWAY FROM THE TRACK STRUCTURE AND ITS FRONT END STRUCK THE STEEL POSTS SEPARATING TRACKS NOS. 1 AND 2. THE REAR OF THE CAR THEN STRUCK THE CONCRETE CURTAIN WALL THAT SEPARATED TRACK NO. 2 AND TRACK M. TWELVE PASSENGERS WERE INJURED AND DAMAGE WAS ESTIMATED TO BE \$287,000.

Recommendation # :	R-82-053	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: INSTITUTE A RUNNING NOISE TEST ON ALL SUBWAY CARS WHEN ENTERING A YARD FOR LAYOVER TO DETERMINE IF METAL-ON-METAL RUBBING OR SCRAPING IS EVIDENT, AND CORRECT ALL DISCREPANCIES.					
# of Addressees:	1	Overall Date Closed:	03/19/87		
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed:	03/19/87	



Recommendation Report

Product/Notation Id 49264 / 3466C_1 **Accident Date:** 01/13/82 **Issue Date:** 10/15/82
City/State: Washington, DC **Accident #:** DCA82AR010 **Most Wanted List:** No

On January 13, 1982, Washington Metropolitan Area Transit Authority (WMATA) northbound blue/orange line train no. 410 derailed at the Smithsonian interlocking on the Downtown subway (Metrorail) line in Washington, D.C. while being operated manually, train no. 410 had been unintentionally routed into a crossover track at the interlocking. Without requiring a supervisor, who was at the location, or the train operator to ascertain that it was safe to do so, the WMATA Operations Control Center (OCC) allowed the supervisor to back the train out of the crossover track. As this was being done, the rear car derailed and struck the end of a reinforced concrete barrier wall separating the two main tracks in the subway tube. The aluminum sidewall of the car was severed and the main passenger compartment was breached. Of the approximately 220 passengers on the car, 3 were killed and 25 were injured. Damage to the property was estimated to be \$1,325,000.

Recommendation # :	R-82-058	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY: MODIFY THE OVERSPEED CONTROL ON THE METRORAIL CARS TO ENFORCE SPEED COMMANDS OF THE AUTOMATIC TRAIN PROTECTION SUBSYSTEM TO AND INCLUDING ZERO MILES PER HOUR.					
# of Addressees:	1	Overall Date Closed: 08/13/84			
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed: 08/13/84		



Recommendation Report

Product/Notation Id 49265 / 3466C_1 **Accident Date:** 01/13/82 **Issue Date:** 10/15/82
City/State: Washington, DC **Accident #:** DCA82AR010 **Most Wanted List:** No

On January 13, 1982, Washington Metropolitan Area Transit Authority (WMATA) northbound blue/orange line train no. 410 derailed at the Smithsonian interlocking on the Downtown subway (Metrorail) line in Washington, D.C. while being operated manually, train no. 410 had been unintentionally routed into a crossover track at the interlocking. Without requiring a supervisor, who was at the location, or the train operator to ascertain that it was safe to do so, the WMATA Operations Control Center (OCC) allowed the supervisor to back the train out of the crossover track. As this was being done, the rear car derailed and struck the end of a reinforced concrete barrier wall separating the two main tracks in the subway tube. The aluminum sidewall of the car was severed and the main passenger compartment was breached. Of the approximately 220 passengers on the car, 3 were killed and 25 were injured. Damage to the property was estimated to be \$1,325,000.

Recommendation # :	R-82-059	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY: CHANGE THE IDENTIFICATION NUMBERS OF ITS INTERLOCKINGS AND INTERLOCKING SIGNALS TO ELIMINATE POSSIBLE MISUNDERSTANDINGS WHICH COULD RESULT IN A TRAIN IMPROPERLY PASSING A RESTRICTING SIGNAL.					
# of Addressees:	1	Overall Date Closed: 07/08/83			
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed: 07/08/83		



Recommendation Report

Product/Notation Id 49277 / 3466C_1 **Accident Date:** 01/13/82 **Issue Date:** 10/15/82
City/State: Washington, DC **Accident #:** DCA82AR010 **Most Wanted List:** No

On January 13, 1982, Washington Metropolitan Area Transit Authority (WMATA) northbound blue/orange line train no. 410 derailed at the Smithsonian interlocking on the Downtown subway (Metrorail) line in Washington, D.C. while being operated manually, train no. 410 had been unintentionally routed into a crossover track at the interlocking. Without requiring a supervisor, who was at the location, or the train operator to ascertain that it was safe to do so, the WMATA Operations Control Center (OCC) allowed the supervisor to back the train out of the crossover track. As this was being done, the rear car derailed and struck the end of a reinforced concrete barrier wall separating the two main tracks in the subway tube. The aluminum sidewall of the car was severed and the main passenger compartment was breached. Of the approximately 220 passengers on the car, 3 were killed and 25 were injured. Damage to the property was estimated to be \$1,325,000.

Recommendation # :	R-82-071	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY: EQUIP EACH METRORAIL CAR WITH AN ADEQUATE NUMBER OF SELF-CONTAINED, BATTERY-POWERED EMERGENCY LIGHTS WHICH WILL AUTOMATICALLY ILLUMINATE THE CAR INTERIOR IN THE EVENT THE CAR'S AUXILIARY AND EMERGENCY POWER IS LOST.					
# of Addressees:	1	Overall Date Closed: 02/19/85			
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed: 02/19/85		



Recommendation Report

Product/Notation Id 49279 / 3466C_1 **Accident Date:** 01/13/82 **Issue Date:** 10/15/82
City/State: Washington, DC **Accident #:** DCA82AR010 **Most Wanted List:** No

On January 13, 1982, Washington Metropolitan Area Transit Authority (WMATA) northbound blue/orange line train no. 410 derailed at the Smithsonian interlocking on the Downtown subway (Metrorail) line in Washington, D.C. while being operated manually, train no. 410 had been unintentionally routed into a crossover track at the interlocking. Without requiring a supervisor, who was at the location, or the train operator to ascertain that it was safe to do so, the WMATA Operations Control Center (OCC) allowed the supervisor to back the train out of the crossover track. As this was being done, the rear car derailed and struck the end of a reinforced concrete barrier wall separating the two main tracks in the subway tube. The aluminum sidewall of the car was severed and the main passenger compartment was breached. Of the approximately 220 passengers on the car, 3 were killed and 25 were injured. Damage to the property was estimated to be \$1,325,000.

Recommendation # :	R-82-073	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY: RETROFIT EXISTING METRORAIL CARS WITH DERAILMENT DETECTOR DEVICES WHICH WILL APPLY THE BRAKES IN EMERGENCY WHEN A CAR WHEEL LEAVES THE RAIL. REQUIRE THAT ALL NEW CARS BE SO EQUIPPED.					
# of Addressees:	1	Overall Date Closed: 02/19/85			
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed: 02/19/85		



Recommendation Report

Product/Notation Id 49321 / 3501A **Accident Date:** 03/29/82 **Issue Date:** 09/21/82
City/State: Bristol, PA **Accident #:** DCA82AR012 **Most Wanted List:** No

ON MARCH 29, 1982, AMTRAK LOCOMOTIVE EXTRA 769 EAST, A RESCUE LOCOMOTIVE WHICH HAD BEEN DISPATCHED FROM THE 30TH STREET STATION IN PHILADELPHIA, COLLIDED HEAD-ON WITH STANDING DISABLED TRAIN NO. 195 NEAR BRISTOL, PENNSYLVANIA. THE RESCUE LOCOMOTIVE WAS NOT DERAILED, BUT THE LOCOMOTIVE AND FIRST CAR OF TRAIN NO. 195 WERE DERAILED. TWENTY-THREE PASSENGERS AND 6 CREWMEN WERE TREATED AT LOCAL HOSPITALS; 2 PASSENGERS AND 1 CREWMAN WERE ADMITTED BECAUSE OF CUTS, ABRASIONS, STRAINS AND SPRAINS. DAMAGE WAS ESTIMATED AT \$823,000.

Recommendation # :	R-82-090	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): PROVIDE THE ENGINEER OF MODEL AEM-7 LOCOMOTIVES A D.C. CURRENT READOUT AT THE OPERATING POSITION, OTHER THAN A LIGHT INDICATION SO HE CAN DETERMINE WHETHER THE LOCOMOTIVE BATTERY IS BEING CHARGED OR DISCHARGED, AND A VOLTMETER SO THAT THE BATTERY VOLTAGE CAN BE READ IN VOLTS.					
# of Addressees:	1	Overall Date Closed: 08/01/84			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 08/01/84		



Recommendation Report

Product/Notation Id 49256 / 3461A_1 **Accident Date:** 12/28/81 **Issue Date:** 09/15/82
City/State: New Johnsonville, TN **Accident #:** DCA82AR009 **Most Wanted List:** No

ON DECEMBER 28, 1981, LOUISVILLE AND NASHVILLE RAILROAD COMPANY (L&N) NORTHBOUND TRAIN NO. 586 STRUCK THE REAR OF STANDING L&N TRAIN EXTRA 8072 NORTH AT NEW JOHNSONVILLE, TENNESSEE. EXTRA 8072 NORTH HAD STOPPED ON THE MAIN TRACK JUST SOUTH OF NEW JOHNSONVILLE ON INSTRUCTIONS FROM THE TRAIN DISPATCHER AT BRUCETON, TENNESSEE. THE LOCOMOTIVE HAD BEEN DETACHED, AND THE TRAINS HEAD-END CREW HAD MOVED THE LOCOMOTIVE INTO NEW JOHNSONVILLE TO PICK UP THREE FREIGHT CARS. TRAIN NO. 586 PASSED TWO CONSECUTIVE WAYSIDE AUTOMATIC BLOCK SIGNALS DISPLAYING AN APPROACH ASPECT (YELLOW) AND A RESTRICTED PROCEED ASPECT (RED), RESPECTIVELY, BEFORE IT STRUCK THE REAR OF EXTRA 8072 NORTH. THE CABOOSE AND SIX CARS OF EXTRA 8072 NORTH AND FIVE LOCOMOTIVE UNITS AND ONE CAR OF NO. 586 WERE DERAILED. THE CONDUCTOR OF EXTRA 8072 NORTH WAS KILLED, AND THE ENGINEER AND HEAD BRAKEMAN OF NO. 586 WERE SLIGHTLY INJURED. DAMAGE WAS ESTIMATED AT \$998,313.

Recommendation # :	R-82-098	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY: ESTABLISH A COMPLEMENTARY PROTECTIVE SYSTEM TO THE AUTOMATIC BLOCK SIGNALS FOR TRAINS STOPPED IN AUTOMATIC BLOCK SIGNAL TERRITORY AGAINST A FOLLOWING TRAIN.					
# of Addressees:	1	Overall Date Closed: 02/21/84			
Addressee:	Family Lines Rail System	Closed - Unacceptable Action	Date Closed: 02/21/84		



Recommendation Report

Product/Notation Id 49258 / 3461A_1 **Accident Date:** 12/28/81 **Issue Date:** 09/15/82
City/State: New Johnsonville, TN **Accident #:** DCA82AR009 **Most Wanted List:** No

ON DECEMBER 28, 1981, LOUISVILLE AND NASHVILLE RAILROAD COMPANY (L&N) NORTHBOUND TRAIN NO. 586 STRUCK THE REAR OF STANDING L&N TRAIN EXTRA 8072 NORTH AT NEW JOHNSONVILLE, TENNESSEE. EXTRA 8072 NORTH HAD STOPPED ON THE MAIN TRACK JUST SOUTH OF NEW JOHNSONVILLE ON INSTRUCTIONS FROM THE TRAIN DISPATCHER AT BRUCETON, TENNESSEE. THE LOCOMOTIVE HAD BEEN DETACHED, AND THE TRAINS HEAD-END CREW HAD MOVED THE LOCOMOTIVE INTO NEW JOHNSONVILLE TO PICK UP THREE FREIGHT CARS. TRAIN NO. 586 PASSED TWO CONSECUTIVE WAYSIDE AUTOMATIC BLOCK SIGNALS DISPLAYING AN APPROACH ASPECT (YELLOW) AND A RESTRICTED PROCEED ASPECT (RED), RESPECTIVELY, BEFORE IT STRUCK THE REAR OF EXTRA 8072 NORTH. THE CABOOSE AND SIX CARS OF EXTRA 8072 NORTH AND FIVE LOCOMOTIVE UNITS AND ONE CAR OF NO. 586 WERE DERAILED. THE CONDUCTOR OF EXTRA 8072 NORTH WAS KILLED, AND THE ENGINEER AND HEAD BRAKEMAN OF NO. 586 WERE SLIGHTLY INJURED. DAMAGE WAS ESTIMATED AT \$998,313.

Recommendation # :	R-82-100	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE LOUISVILLE AND NASHVILLE RAILROAD COMPANY: REQUIRE AN ENGINEER TO RADIO THE ASPECTS DISPLAYED BY ALL THE WAYSIDE AUTOMATIC AND INTERLOCKING HOME SIGNALS AFFECTING MOVEMENT OF THE TRAIN TO THE CONDUCTOR, AND HAVE THE CONDUCTOR ACKNOWLEDGE THE ASPECT CALLED.					
# of Addressees:	1	Overall Date Closed: 02/21/84			
Addressee:	Family Lines Rail System	Closed - Unacceptable Action	Date Closed: 02/21/84		



Recommendation Report

Product/Notation Id 49259 / 3461A_2 **Accident Date:** 12/28/81 **Issue Date:** 09/15/82
City/State: New Johnsonville, TN **Accident #:** DCA82AR009 **Most Wanted List:** No

ON DECEMBER 28, 1981, LOUISVILLE AND NASHVILLE RAILROAD COMPANY (L&N) NORTHBOUND TRAIN NO. 586 STRUCK THE REAR OF STANDING L&N TRAIN EXTRA 8072 NORTH AT NEW JOHNSONVILLE, TENNESSEE. EXTRA 8072 NORTH HAD STOPPED ON THE MAIN TRACK JUST SOUTH OF NEW JOHNSONVILLE ON INSTRUCTIONS FROM THE TRAIN DISPATCHER AT BRUCETON, TENNESSEE. THE LOCOMOTIVE HAD BEEN DETACHED, AND THE TRAINS HEAD-END CREW HAD MOVED THE LOCOMOTIVE INTO NEW JOHNSONVILLE TO PICK UP THREE FREIGHT CARS. TRAIN NO. 586 PASSED TWO CONSECUTIVE WAYSIDE AUTOMATIC BLOCK SIGNALS DISPLAYING AN APPROACH ASPECT (YELLOW) AND A RESTRICTED PROCEED ASPECT (RED), RESPECTIVELY, BEFORE IT STRUCK THE REAR OF EXTRA 8072 NORTH. THE CABOOSE AND SIX CARS OF EXTRA 8072 NORTH AND FIVE LOCOMOTIVE UNITS AND ONE CAR OF NO. 586 WERE DERAILED. THE CONDUCTOR OF EXTRA 8072 NORTH WAS KILLED, AND THE ENGINEER AND HEAD BRAKEMAN OF NO. 586 WERE SLIGHTLY INJURED. DAMAGE WAS ESTIMATED AT \$998,313.

Recommendation # :	R-82-101	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PROVIDE COMPLEMENTARY FLAG PROTECTION IN SIGNAL TERRITORY WHEN A TRAIN STOPS, SUCH AS AFFIXING A TORPEDO TO THE RAIL AND PLACING A FUSEE IF APPROPRIATE.					
# of Addressees:	1	Overall Date Closed: 04/13/83			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 04/13/83		



Recommendation Report

Product/Notation Id 49260 / 3461A_2 **Accident Date:** 12/28/81 **Issue Date:** 09/15/82
City/State: New Johnsonville, TN **Accident #:** DCA82AR009 **Most Wanted List:** No

ON DECEMBER 28, 1981, LOUISVILLE AND NASHVILLE RAILROAD COMPANY (L&N) NORTHBOUND TRAIN NO. 586 STRUCK THE REAR OF STANDING L&N TRAIN EXTRA 8072 NORTH AT NEW JOHNSONVILLE, TENNESSEE. EXTRA 8072 NORTH HAD STOPPED ON THE MAIN TRACK JUST SOUTH OF NEW JOHNSONVILLE ON INSTRUCTIONS FROM THE TRAIN DISPATCHER AT BRUCETON, TENNESSEE. THE LOCOMOTIVE HAD BEEN DETACHED, AND THE TRAINS HEAD-END CREW HAD MOVED THE LOCOMOTIVE INTO NEW JOHNSONVILLE TO PICK UP THREE FREIGHT CARS. TRAIN NO. 586 PASSED TWO CONSECUTIVE WAYSIDE AUTOMATIC BLOCK SIGNALS DISPLAYING AN APPROACH ASPECT (YELLOW) AND A RESTRICTED PROCEED ASPECT (RED), RESPECTIVELY, BEFORE IT STRUCK THE REAR OF EXTRA 8072 NORTH. THE CABOOSE AND SIX CARS OF EXTRA 8072 NORTH AND FIVE LOCOMOTIVE UNITS AND ONE CAR OF NO. 586 WERE DERAILED. THE CONDUCTOR OF EXTRA 8072 NORTH WAS KILLED, AND THE ENGINEER AND HEAD BRAKEMAN OF NO. 586 WERE SLIGHTLY INJURED. DAMAGE WAS ESTIMATED AT \$998,313.

Recommendation # :	R-82-102	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN ADDITION TO THE REQUIREMENT OF CURRENT OPERATING RULES, REQUIRE ENGINEERS TO BLOW THE LOCOMOTIVE WHISTLE PERIODICALLY AND BROADCAST A ONE-TIME UNADDRESSED AND UNDIRECTED RADIO MESSAGE WHEN THE LOCOMOTIVE OF A TRAIN HAS PASSED A RESTRICTED PROCEED OR STOP AND PROCEED SIGNAL ASPECT UNTIL THE CAUSE OF THE RESTRICTIVE SIGNAL IS DETERMINED.					
# of Addressees:	1	Overall Date Closed: 04/13/83			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 04/13/83		



Recommendation Report

Product/Notation Id 55671 / 3604_2 **Accident Date:** 07/07/82 **Issue Date:** 10/20/82
City/State: Fair Lawn, NJ **Accident #:** NYC82FR038 **Most Wanted List:** No

ON JULY 7, 1982, CONSOLIDATED RAIL CORPORATION (CONRAIL) EASTBOUND COMMUTER TRAIN NO. 1164, CONSISTING OF A CONTROL CAR, FIVE PASSENGER COACHES, AND A REMOTELY CONTROLLED PUSH LOCOMOTIVE, DERAILED AT FAIR LAWN, NEW JERSEY, AFTER ENTERING A SIDE TRACK AT 60 MPH BECAUSE OF AN IMPROPERLY ALIGNED SWITCH. THE ENTIRE TRAIN DERAILED AND THE CONTROL CAR PENETRATED ABOUT 60 FEET THROUGH THE WALL OF A MANUFACTURING PLANT SERVED BY THE SIDING. THE OPERATING COMPARTMENT OF THE CONTROL CAR WAS CRUSHED, FATALLY INJURING THE ENGINEER AND CRITICALLY INJURING A 14-YEAR OLD PASSENGER WHO APPARENTLY WAS IN THE OPERATING COMPARTMENT WITH THE ENGINEER. OF THE OTHER SIX PASSENGERS AND TWO CREWMEMBERS ON THE TRAIN, FIVE WERE TREATED FOR MINOR INJURIES AT THE SCENE AND RELEASED. RAILROAD PROPERTY DAMAGE WAS ESTIMATED AT \$4,005,000 AND DAMAGE TO THE MANUFACTURING PLANT AT \$1,500,000. FIVE TEENAGE BOYS WERE CHARGED WITH HAVING IMPROPERLY ALIGNED THE SWITCH. THE FAIR LAWN AREA IS ONE IN WHICH THERE IS A HIGH INCIDENCE OF VANDALISM AFFECTING CONRAIL.

Recommendation # :	R-82-109	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CONSOLIDATED RAIL CORPORATION: INSTALL ELECTRIC LOCKS ON ALL HAND-OPERATED SWITCHES ON MAIN TRACK OVER WHICH TRAINS ARE PERMITTED TO OPERATE AT SPEEDS GREATER THAN 30 MPH TO PREVENT THE SWITCH FROM BEING OPERATED IN THE FACE OF AN APPROACHING TRAIN.					
# of Addressees:	1	Overall Date Closed: 07/29/83			
Addressee:	Conrail (Consolidated Rail Corporation)	Closed - Unacceptable Action	Date Closed: 07/29/83		



Recommendation Report

Product/Notation Id 49307 / 3571C_2 **Accident Date:** 01/07/82 **Issue Date:** 01/28/83
City/State: Thermal, CA **Accident #:** DCA82AR011 **Most Wanted List:** No

ON JANUARY 7, 1982, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN NO. 01-BSMFF-05, DERAILED 14 CARS AT THERMAL, CALIFORNIA, WHILE TRAVELING ABOUT 57 MILES PER HOUR ON THE TANGENT SINGLE MAIN TRACK. FOUR TRANSIENTS RIDING ON THE TRAIN WERE SERIOUSLY INJURED, A FIFTH TRANSIENT DIED AS A RESULT OF INJURIES. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT. THE PRESENCE OF RADIOACTIVE MATERIAL IN THE DERAILED TRAILER-ON-FLAT-CAR (TOFC) TRAIN WAS DISCOVERED ABOUT 1 HOUR AFTER THE ACCIDENT OCCURRED, RESULTING IN THE HANDLING OF THE EMERGENCY RESPONSE EFFORT AS A SERIOUS RADIOLOGICAL EMERGENCY. CONTRIBUTING TO MISDIRECTED EMERGENCY RESPONSE EFFORTS WAS ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN. ACCURATE INFORMATION REGARDING THE PRECISE NATURE OF THE RADIOACTIVE MATERIAL SHIPMENT WAS NOT AVAILABLE AT THE ACCIDENT SITE UNTIL ABOUT 5 HOURS AFTER THE DERAILEMENT OCCURRED; AT THAT TIME, RADIOLOGICAL EMERGENCY PROCEDURES WERE TERMINATED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,015,350.

Recommendation # :	R-83-006	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, THE AMERICAN TRUCKING ASSOCIATIONS, INC., THE FEDERAL HIGHWAY ADMINISTRATION, AND THE FEDERAL RAILROAD ADMINISTRATION, DEVELOP, VALIDATE, AND URGE IMPLEMENTATION OF A MODEL PLAN FOR USE BY RAILROADS AND MOTOR CARRIERS TO MAKE CERTAIN THAT WAYBILLS FOR TRAILER-ON-FLAT-CAR AND CONTAINER-ON-FLAT-CAR SHIPMENTS CONTAINING HAZARDOUS MATERIALS INCLUDE ACCURATE INFORMATION REGARDING THE CONTENTS OF THE TRAILERS AND/OR CONTAINERS.					
# of Addressees:	1	Overall Date Closed: 12/22/88			
Addressee:	RSPA	Closed - Unacceptable Action	Date Closed: 12/22/88		



Recommendation Report

Product/Notation Id 49310 / 3571C_3 **Accident Date:** 01/07/82 **Issue Date:** 01/28/83
City/State: Thermal, CA **Accident #:** DCA82AR011 **Most Wanted List:** No

ON JANUARY 7, 1982, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN NO. 01-BSMFF-05, DERAILED 14 CARS AT THERMAL, CALIFORNIA, WHILE TRAVELING ABOUT 57 MILES PER HOUR ON THE TANGENT SINGLE MAIN TRACK. FOUR TRANSIENTS RIDING ON THE TRAIN WERE SERIOUSLY INJURED, A FIFTH TRANSIENT DIED AS A RESULT OF INJURIES. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT. THE PRESENCE OF RADIOACTIVE MATERIAL IN THE DERAILED TRAILER-ON-FLAT-CAR (TOFC) TRAIN WAS DISCOVERED ABOUT 1 HOUR AFTER THE ACCIDENT OCCURRED, RESULTING IN THE HANDLING OF THE EMERGENCY RESPONSE EFFORT AS A SERIOUS RADIOLOGICAL EMERGENCY. CONTRIBUTING TO MISDIRECTED EMERGENCY RESPONSE EFFORTS WAS ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN. ACCURATE INFORMATION REGARDING THE PRECISE NATURE OF THE RADIOACTIVE MATERIAL SHIPMENT WAS NOT AVAILABLE AT THE ACCIDENT SITE UNTIL ABOUT 5 HOURS AFTER THE DERAILEMENT OCCURRED; AT THAT TIME, RADIOLOGICAL EMERGENCY PROCEDURES WERE TERMINATED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,015,350.

Recommendation # :	R-83-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: IN CONJUNCTION WITH THE AMERICAN TRUCKING ASSOCIATIONS, INC., THE FEDERAL HIGHWAY ADMINISTRATION, AND THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, DEVELOP, VALIDATE, AND URGE IMPLEMENTATION OF A MODEL PLAN FOR USE BY RAILROADS AND MOTOR CARRIERS TO MAKE CERTAIN THAT WAYBILLS FOR TRAILER-ON-FLAT-CAR AND CONTAINER-ON-FLAT-CAR SHIPMENTS CONTAINING HAZARDOUS MATERIALS INCLUDE ACCURATE INFORMATION REGARDING THE CONTENTS OF THE TRAILERS AND/OR CONTAINERS.					
# of Addressees:	1	Overall Date Closed:		06/28/85	
Addressee:	Association of American Railroads	Closed - Unacceptable Action		Date Closed:	06/28/85



Recommendation Report

Product/Notation Id 49314 / 3571C_5 **Accident Date:** 01/07/82 **Issue Date:** 01/28/83
City/State: Thermal, CA **Accident #:** DCA82AR011 **Most Wanted List:** No

ON JANUARY 7, 1982, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN NO. 01-BSMFF-05, DERAILED 14 CARS AT THERMAL, CALIFORNIA, WHILE TRAVELING ABOUT 57 MILES PER HOUR ON THE TANGENT SINGLE MAIN TRACK. FOUR TRANSIENTS RIDING ON THE TRAIN WERE SERIOUSLY INJURED, A FIFTH TRANSIENT DIED AS A RESULT OF INJURIES. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT. THE PRESENCE OF RADIOACTIVE MATERIAL IN THE DERAILED TRAILER-ON-FLAT-CAR (TOFC) TRAIN WAS DISCOVERED ABOUT 1 HOUR AFTER THE ACCIDENT OCCURRED, RESULTING IN THE HANDLING OF THE EMERGENCY RESPONSE EFFORT AS A SERIOUS RADIOLOGICAL EMERGENCY. CONTRIBUTING TO MISDIRECTED EMERGENCY RESPONSE EFFORTS WAS ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN. ACCURATE INFORMATION REGARDING THE PRECISE NATURE OF THE RADIOACTIVE MATERIAL SHIPMENT WAS NOT AVAILABLE AT THE ACCIDENT SITE UNTIL ABOUT 5 HOURS AFTER THE DERAILMENT OCCURRED; AT THAT TIME, RADIOLOGICAL EMERGENCY PROCEDURES WERE TERMINATED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,015,350.

Recommendation # :	R-83-013	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE AMERICAN TRUCKING ASSOCIATIONS, INC.: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, THE FEDERAL HIGHWAY ADMINISTRATION, THE FEDERAL RAILROAD ADMINISTRATION, AND THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, DEVELOP, VALIDATE, AND URGE IMPLEMENTATION OF A MODEL PLAN FOR USE BY RAILROADS AND MOTOR CARRIERS TO MAKE CERTAIN THAT WAYBILLS FOR TRAILER-ON-FLAT-CAR AND CONTAINER-ON-FLAT-CAR SHIPMENTS CONTAINING HAZARDOUS MATERIALS INCLUDE ACCURATE INFORMATION REGARDING THE CONTENTS OF THE TRAILERS AND/OR CONTAINERS.					
# of Addressees:	1	Overall Date Closed:		12/21/88	
Addressee:	American Trucking Associations, Inc.	Closed - Unacceptable Action		Date Closed:	12/21/88



Recommendation Report

Product/Notation Id 49315 / 3571C_6 **Accident Date:** 01/07/82 **Issue Date:** 01/28/83
City/State: Thermal, CA **Accident #:** DCA82AR011 **Most Wanted List:** No

ON JANUARY 7, 1982, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN NO. 01-BSMFF-05, DERAILED 14 CARS AT THERMAL, CALIFORNIA, WHILE TRAVELING ABOUT 57 MILES PER HOUR ON THE TANGENT SINGLE MAIN TRACK. FOUR TRANSIENTS RIDING ON THE TRAIN WERE SERIOUSLY INJURED, A FIFTH TRANSIENT DIED AS A RESULT OF INJURIES. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT. THE PRESENCE OF RADIOACTIVE MATERIAL IN THE DERAILED TRAILER-ON-FLAT-CAR (TOFC) TRAIN WAS DISCOVERED ABOUT 1 HOUR AFTER THE ACCIDENT OCCURRED, RESULTING IN THE HANDLING OF THE EMERGENCY RESPONSE EFFORT AS A SERIOUS RADIOLOGICAL EMERGENCY. CONTRIBUTING TO MISDIRECTED EMERGENCY RESPONSE EFFORTS WAS ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN. ACCURATE INFORMATION REGARDING THE PRECISE NATURE OF THE RADIOACTIVE MATERIAL SHIPMENT WAS NOT AVAILABLE AT THE ACCIDENT SITE UNTIL ABOUT 5 HOURS AFTER THE DERAILMENT OCCURRED; AT THAT TIME, RADIOLOGICAL EMERGENCY PROCEDURES WERE TERMINATED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,015,350.

Recommendation # :	R-83-014	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP, VALIDATE, AND IMPLEMENT A MODEL PLAN OF RECOMMENDED INSPECTION PRACTICES CONTAINING CLEARLY DEFINED LIMITS OF ALLOWABLE TRACK STRUCTURE CONDITIONS FOR THE USE OF INDUSTRY EMPLOYED RAILROAD TRACK INSPECTORS TO FACILITATE UNIFORM AND KNOWLEDGEABLE APPRAISALS OF DEFECTIVE TRACK STRUCTURE CONDITIONS.					
# of Addressees:	1	Overall Date Closed: 02/19/85			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/19/85		



Recommendation Report

Product/Notation Id 49316 / 3571C_6 **Accident Date:** 01/07/82 **Issue Date:** 01/28/83
City/State: Thermal, CA **Accident #:** DCA82AR011 **Most Wanted List:** No

ON JANUARY 7, 1982, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN NO. 01-BSMFF-05, DERAILED 14 CARS AT THERMAL, CALIFORNIA, WHILE TRAVELING ABOUT 57 MILES PER HOUR ON THE TANGENT SINGLE MAIN TRACK. FOUR TRANSIENTS RIDING ON THE TRAIN WERE SERIOUSLY INJURED, A FIFTH TRANSIENT DIED AS A RESULT OF INJURIES. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT. THE PRESENCE OF RADIOACTIVE MATERIAL IN THE DERAILED TRAILER-ON-FLAT-CAR (TOFC) TRAIN WAS DISCOVERED ABOUT 1 HOUR AFTER THE ACCIDENT OCCURRED, RESULTING IN THE HANDLING OF THE EMERGENCY RESPONSE EFFORT AS A SERIOUS RADIOLOGICAL EMERGENCY. CONTRIBUTING TO MISDIRECTED EMERGENCY RESPONSE EFFORTS WAS ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN. ACCURATE INFORMATION REGARDING THE PRECISE NATURE OF THE RADIOACTIVE MATERIAL SHIPMENT WAS NOT AVAILABLE AT THE ACCIDENT SITE UNTIL ABOUT 5 HOURS AFTER THE DERAILMENT OCCURRED; AT THAT TIME, RADIOLOGICAL EMERGENCY PROCEDURES WERE TERMINATED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,015,350.

Recommendation # :	R-83-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, THE FEDERAL HIGHWAY ADMINISTRATION, THE AMERICAN TRUCKING ASSOCIATIONS, INC., AND THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION, DEVELOP, VALIDATE, AND URGE IMPLEMENTATION OF A MODEL PLAN FOR USE BY RAILROADS AND MOTOR CARRIERS TO MAKE CERTAIN THAT WAYBILLS FOR TRAILER ON-FLAT-CAR AND CONTAINER-ON-FLAT-CAR SHIPMENTS CONTAINING HAZARDOUS MATERIALS INCLUDE ACCURATE INFORMATION REGARDING THE CONTENTS OF THE TRAILERS AND/OR CONTAINERS.					
# of Addressees:	1	Overall Date Closed: 12/20/88			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 12/20/88		



Recommendation Report

Product/Notation Id 49343 / 3579A_3 **Accident Date:** 06/15/82 **Issue Date:** 02/28/83
City/State: Emerson, IA **Accident #:** DCA82AR014 **Most Wanted List:** No

ON JUNE 15, 1982, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) TRAIN NO. 5 (THE SAN FRANCISCO ZEPHYR), WITH 315 PERSONS ONBOARD, DERAILED NEAR EMERSON, IOWA, WHILE TRAVELING ABOUT 74 MILES PER HOUR ON THE BURLINGTON NORTHERN RAILROAD THE TRAIN WAS TRAVELING WESTBOUND ON THE NO. 2 MAIN TRACK WHEN IT ENCOUNTERED FLOODWATER OVER THE TOP OF WASHED-OUT RAILS. THE ACCIDENT RESULTED IN 1 PASSENGER FATALITY AND 27 INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$3,381,940.

Recommendation # : R-83-025 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): EVALUATE AND MODIFY, AS NECESSARY, EMERGENCY LIGHTING SYSTEMS IN PASSENGER-CARRYING CARS TO BETTER PROTECT THE FUNCTIONING OF EMERGENCY LIGHTS IN EMERGENCY SITUATIONS.

of Addressees: 1 **Overall Date Closed:** 10/23/86

Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed:	10/23/86
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Recommendation Report

Product/Notation Id 49365 / 3638C_3 **Accident Date:** 09/28/82 **Issue Date:** 03/07/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS LONG BEEN CONCERNED ABOUT THE ROLE OF ALCOHOL AND DRUGS IN RAILROAD ACCIDENTS. RECENT RAILROAD ACCIDENTS INVOLVING ALCOHOL/DRUG ABUSE HAVE HEIGHTENED ITS CONCERN. IN 18 CASES INVESTIGATED OR UNDER INVESTIGATION BY THE SAFETY BOARD IN WHICH ALCOHOL AND DRUG USE WAS INVOLVED, 25 RAILROAD EMPLOYEES WERE KILLED, 13 EMPLOYEES WERE INJURED, AND PROPERTY DAMAGE WAS REPORTEDLY IN EXCESS OF \$25 MILLION. OF PARAMOUNT CONCERN TO THE SAFETY BOARD IS THE PROTECTION OF THE PUBLIC AND RAILROAD EMPLOYEES WHO ARE PLACED IN LIFE-THREATENING SITUATIONS BY RAILROAD EMPLOYEES WHO MAY BE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS.

Recommendation # :	R-83-033	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE RAILWAY LABOR EXECUTIVES ASSOCIATION: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, ASSIST THE FEDERAL RAILROAD ADMINISTRATION IN DEVELOPING A REQUIREMENT THAT TIMELY TOXICOLOGICAL TESTS ARE PERFORMED ON ALL OPERATING EMPLOYEES INVOLVED IN A RAILROAD ACCIDENT WHICH INVOLVES A FATALITY, A PASSENGER TRAIN, RELEASES OF HAZARDOUS MATERIALS, AN INJURY, OR SUBSTANTIAL PROPERTY DAMAGE.					
# of Addressees:	1	Overall Date Closed: 08/21/86			
Addressee:	Railway Labor Executives Association	Closed - Unacceptable Action	Date Closed: 08/21/86		



Recommendation Report

Product/Notation Id 49366 / 3638C_3 **Accident Date:** 09/28/82 **Issue Date:** 03/07/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS LONG BEEN CONCERNED ABOUT THE ROLE OF ALCOHOL AND DRUGS IN RAILROAD ACCIDENTS. RECENT RAILROAD ACCIDENTS INVOLVING ALCOHOL/DRUG ABUSE HAVE HEIGHTENED ITS CONCERN. IN 18 CASES INVESTIGATED OR UNDER INVESTIGATION BY THE SAFETY BOARD IN WHICH ALCOHOL AND DRUG USE WAS INVOLVED, 25 RAILROAD EMPLOYEES WERE KILLED, 13 EMPLOYEES WERE INJURED, AND PROPERTY DAMAGE WAS REPORTEDLY IN EXCESS OF \$25 MILLION. OF PARAMOUNT CONCERN TO THE SAFETY BOARD IS THE PROTECTION OF THE PUBLIC AND RAILROAD EMPLOYEES WHO ARE PLACED IN LIFE-THREATENING SITUATIONS BY RAILROAD EMPLOYEES WHO MAY BE UNDER THE INFLUENCE OF ALCOHOL AND/OR DRUGS.

Recommendation # : R-83-034 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE RAILWAY LABOR EXECUTIVES ASSOCIATION: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, ASSIST THE FEDERAL RAILROAD ADMINISTRATION IN DEVELOPING REGULATIONS AND PROCEDURES TO REQUIRE THAT ALCOHOL/DRUG INVOLVEMENT RELATED ACCIDENTS/INCIDENTS BE FULLY REPORTED TO THE FRA SO THAT A DATA BASE CAN BE DEVELOPED FOR DEVISING AND IMPLEMENTING EFFECTIVE SAFETY COUNTERMEASURES TO ELIMINATE OR MINIMIZE ACCIDENTS INVOLVING ALCOHOL/DRUG ABUSE.

of Addressees: 1 **Overall Date Closed:** 08/21/86

Addressee: Railway Labor Executives Association **Closed - Unacceptable Action** **Date Closed:** 08/21/86



Recommendation Report

Product/Notation Id 42992 / 3707A_4 **Accident Date:** 02/14/83 **Issue Date:** 04/29/83
City/State: Washington, DC **Accident #:** 80202 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS LONG BEEN CONCERNED ABOUT THE SAFETY OF RAILROAD OPERATIONS INVOLVING RAILROAD EMPLOYEES WHO MAY BE UNDER THE INFLUENCE OF ALCOHOL, OR WHOSE JUDGMENT MAY BE IMPAIRED BY ALCOHOL. THIS CONCERN WAS HEIGHTENED BY TWO RECENT RAILROAD ACCIDENTS: THE FIRST AT LIVINGSTON, LOUISIANA, ON SEPTEMBER 28, 1982, WHICH INVOLVED HAZARDOUS MATERIALS, AND THE SECOND NEAR NEWPORT, ARKANSAS, ON OCTOBER 3, 1982, IN WHICH TWO RAILROAD EMPLOYEES WERE KILLED. THE INVESTIGATIONS ARE NOT YET COMPLETED, BUT IN BOTH ACCIDENTS, TRAIN CREWMEMBERS WERE FOUND TO HAVE CONSUMED ALCOHOL JUST BEFORE GOING OR WHILE ON DUTY. AS A RESULT OF THESE INVESTIGATIONS, AS WELL AS OTHER MAJOR RAILROAD ACCIDENTS INVESTIGATED BY THE BOARD, THE SAFETY BOARD ISSUED ON MARCH 7, 1983, SAFETY RECOMMENDATIONS R-83-28 THROUGH -34 CONCERNING ALCOHOL/DRUG ABUSE BY RAILROAD OPERATING PERSONNEL TO THE FEDERAL RAILROAD ADMINISTRATION (FRA), THE ASSOCIATION OF AMERICAN RAILROADS, AND THE RAILWAY LABOR EXECUTIVES ASSOCIATION. A RECENT INCIDENT AT UNION STATION IN WASHINGTON, DISTRICT OF COLUMBIA (D.C.), INVOLVING AN INTOXICATED BALTIMORE AND OHIO RAILROAD COMPANY (B&O) ENGINEER WHO WAS ABOUT TO OPERATE A MARYLAND DEPARTMENT OF TRANSPORTATION (DOT) COMMUTER TRAIN ON A REGULAR RUN FURTHER HIGHLIGHTS THE BOARD'S CONCERN THAT THIS SENSITIVE SAFETY PROBLEM REQUIRES IMMEDIATE AND CONSTRUCTIVE ACTION BY THE FRA, THE RAILROAD INDUSTRY, RAIL LABOR UNIONS, AND GOVERNMENT ENTITIES THAT PROVIDE COMMUTER RAILROAD SERVICE.

Recommendation # :	R-83-044	Overall Status:	Closed - Acceptable Alternate Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE STATES OF PENNSYLVANIA, NEW JERSEY, NEW YORK, CONNECTICUT, MASSACHUSETTS, NEW HAMPSHIRE, CALIFORNIA, ILLINOIS, INDIANA, MICHIGAN, AND WISCONSIN: REQUIRE THAT STATE CONTRACTS WITH RAILROADS AND/OR COMMUTER RAILROAD AUTHORITIES SPECIFY THAT ADEQUATE SUPERVISORY CHECKS BE PERFORMED BY THE RAILROAD AT THOSE POINTS WHERE COMMUTER TRAINCREWS REPORT TO DUTY.					
# of Addressees:	1	Overall Date Closed: 10/19/87			
Addressee:	State of Indiana	Closed - Unacceptable Action	Date Closed: 09/17/87		



Recommendation Report

Product/Notation Id 42993 / 3707A_4 **Accident Date:** 02/14/83 **Issue Date:** 04/29/83
City/State: Washington, DC **Accident #:** 80202 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS LONG BEEN CONCERNED ABOUT THE SAFETY OF RAILROAD OPERATIONS INVOLVING RAILROAD EMPLOYEES WHO MAY BE UNDER THE INFLUENCE OF ALCOHOL, OR WHOSE JUDGMENT MAY BE IMPAIRED BY ALCOHOL. THIS CONCERN WAS HEIGHTENED BY TWO RECENT RAILROAD ACCIDENTS: THE FIRST AT LIVINGSTON, LOUISIANA, ON SEPTEMBER 28, 1982, WHICH INVOLVED HAZARDOUS MATERIALS, AND THE SECOND NEAR NEWPORT, ARKANSAS, ON OCTOBER 3, 1982, IN WHICH TWO RAILROAD EMPLOYEES WERE KILLED. THE INVESTIGATIONS ARE NOT YET COMPLETED, BUT IN BOTH ACCIDENTS, TRAIN CREWMEMBERS WERE FOUND TO HAVE CONSUMED ALCOHOL JUST BEFORE GOING OR WHILE ON DUTY. AS A RESULT OF THESE INVESTIGATIONS, AS WELL AS OTHER MAJOR RAILROAD ACCIDENTS INVESTIGATED BY THE BOARD, THE SAFETY BOARD ISSUED ON MARCH 7, 1983, SAFETY RECOMMENDATIONS R-83-28 THROUGH -34 CONCERNING ALCOHOL/DRUG ABUSE BY RAILROAD OPERATING PERSONNEL TO THE FEDERAL RAILROAD ADMINISTRATION (FRA), THE ASSOCIATION OF AMERICAN RAILROADS, AND THE RAILWAY LABOR EXECUTIVES ASSOCIATION. A RECENT INCIDENT AT UNION STATION IN WASHINGTON, DISTRICT OF COLUMBIA (D.C.), INVOLVING AN INTOXICATED BALTIMORE AND OHIO RAILROAD COMPANY (B&O) ENGINEER WHO WAS ABOUT TO OPERATE A MARYLAND DEPARTMENT OF TRANSPORTATION (DOT) COMMUTER TRAIN ON A REGULAR RUN FURTHER HIGHLIGHTS THE BOARD'S CONCERN THAT THIS SENSITIVE SAFETY PROBLEM REQUIRES IMMEDIATE AND CONSTRUCTIVE ACTION BY THE FRA, THE RAILROAD INDUSTRY, RAIL LABOR UNIONS, AND GOVERNMENT ENTITIES THAT PROVIDE COMMUTER RAILROAD SERVICE.

Recommendation # :	R-83-045	Overall Status:	Closed - Acceptable Alternate Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE STATES OF PENNSYLVANIA, NEW JERSEY, NEW YORK, CONNECTICUT, MASSACHUSETTS, NEW HAMPSHIRE, CALIFORNIA, ILLINOIS, INDIANA, MICHIGAN, AND WISCONSIN: INCREASE STATE RAILROAD INSPECTION OF OPERATING PRACTICES ON COMMUTER TRAINS.					
# of Addressees:	3	Overall Date Closed: 10/19/87			
Addressee:	Commonwealth of Massachusetts	Closed - Unacceptable Action	Date Closed:	07/15/87	
Addressee:	State of Illinois	Closed - Unacceptable Action	Date Closed:	02/02/87	
Addressee:	State of Indiana	Closed - Unacceptable Action	Date Closed:	09/17/87	



Recommendation Report

Product/Notation Id 49333 / 3576A_1 **Accident Date:** 05/31/82 **Issue Date:** 05/24/83
City/State: Colonial Heights, VA **Accident #:** DCA82AR013 **Most Wanted List:** No

ON MAY 31, 1982, NORTHBOUND SEABOARD COAST LINE (SCL) FREIGHT TRAIN NO. 120 DERAILED AT THE SWIFT CREEK BRIDGE IN COLONIAL HEIGHTS, VIRGINIA, FOLLOWING A HARD RUN IN OF SLACK WHICH OCCURRED WHEN THE TRAIN TRANSITED A CHANGE IN GRADES. THE TRAIN WAS CLASSIFIED AS RESTRICTED BY SCL TIMETABLE DESIGNATION WITH A MAXIMUM AUTHORIZED SPEED OF 50 MPH. THE ENGINEER STATED THE TRAIN SPEED WAS 45 MPH AT THE TIME OF DERAILMENT; HOWEVER, TESTS CONDUCTED FOLLOWING THE ACCIDENT INDICATE THAT THE TRAIN SPEED WAS 64 MPH WHEN THE TRAIN DERAILED. CARS NO. 89 THROUGH NO. 118 DERAILED. A TANK CAR WAS BREACHED IN THE DERAILMENT, AND ITS CONTENTS WERE RELEASED AND IMMEDIATELY IGNITED. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT, BUT 12 FIREFIGHTERS AND A STATE EMERGENCY OFFICIAL COLLAPSED DURING FIREFIGHTING OPERATIONS. ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN CAUSED CONFUSION AND MISDIRECTED EMERGENCY RESPONSE EFFORTS.

Recommendation # :	R-83-050	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SEABOARD SYSTEM RAILROAD: REVISE THE ENGINEERS' RETRAINING PROGRAM TO REQUIRE ANNUAL ATTENDANCE AT THE TRAIN DYNAMICS ANALYZER CLASSES WITH SPECIAL EMPHASIS ON CORRECTING DEFICIENCIES OBSERVED BY SUPERVISORS WHILE EVALUATING THE ENGINEERS' PERFORMANCE IN SERVICE.					
# of Addressees:	1	Overall Date Closed:		02/18/86	
Addressee:	CSX Transportation, Inc.	Closed - Unacceptable Action		Date Closed:	02/18/86



Recommendation Report

Product/Notation Id 49334 / 3576A_1 **Accident Date:** 05/31/82 **Issue Date:** 05/24/83
City/State: Colonial Heights, VA **Accident #:** DCA82AR013 **Most Wanted List:** No

ON MAY 31, 1982, NORTHBOUND SEABOARD COAST LINE (SCL) FREIGHT TRAIN NO. 120 DERAILED AT THE SWIFT CREEK BRIDGE IN COLONIAL HEIGHTS, VIRGINIA, FOLLOWING A HARD RUN IN OF SLACK WHICH OCCURRED WHEN THE TRAIN TRANSITED A CHANGE IN GRADES. THE TRAIN WAS CLASSIFIED AS RESTRICTED BY SCL TIMETABLE DESIGNATION WITH A MAXIMUM AUTHORIZED SPEED OF 50 MPH. THE ENGINEER STATED THE TRAIN SPEED WAS 45 MPH AT THE TIME OF DERAILMENT; HOWEVER, TESTS CONDUCTED FOLLOWING THE ACCIDENT INDICATE THAT THE TRAIN SPEED WAS 64 MPH WHEN THE TRAIN DERAILED. CARS NO. 89 THROUGH NO. 118 DERAILED. A TANK CAR WAS BREACHED IN THE DERAILMENT, AND ITS CONTENTS WERE RELEASED AND IMMEDIATELY IGNITED. NO CREWMEMBERS WERE INJURED AS A RESULT OF THE ACCIDENT, BUT 12 FIREFIGHTERS AND A STATE EMERGENCY OFFICIAL COLLAPSED DURING FIREFIGHTING OPERATIONS. ERRONEOUS AND CONFLICTING INFORMATION CONCERNING HAZARDOUS MATERIAL ON THE TRAIN CAUSED CONFUSION AND MISDIRECTED EMERGENCY RESPONSE EFFORTS.

Recommendation # :	R-83-051	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SEABOARD SYSTEM RAILROAD: REQUIRE ENGINEERS WHO FAIL TO DEMONSTRATE PROFICIENCY IN TRAIN HANDLING DURING MANDATORY TRAIN DYNAMICS ANALYZER CLASSES TO ATTEND THE ENGINEERS TRAINING SCHOOL AND THERE AFTER REQUIRE THAT THEY DEMONSTRATE AN ABILITY TO PROPERLY OPERATE A TRAIN BEFORE BEING ALLOWED TO RETURN TO TRAIN SERVICE.					
# of Addressees:	1	Overall Date Closed:		02/18/86	
Addressee:	CSX Transportation, Inc.	Closed - Unacceptable Action		Date Closed:	02/18/86



Recommendation Report

Product/Notation Id 45359 / 3691A_3 **Accident Date:** 10/03/82 **Issue Date:** 07/11/83
City/State: Possum Grape, AR **Accident #:** ATL83FR001 **Most Wanted List:** No

ON OCTOBER 3, 1982, A MISSOURI PACIFIC RAILROAD COMPANY (MP) SOUTHBOUND FREIGHT TRAIN EXTRA UP 2948 SOUTH COLLIDED WITH THE EIGHTH CAR AHEAD OF THE CABOOSE OF AN OPPOSING FREIGHT TRAIN, MP EXTRA UP 2437 NORTH, AT A RAIL JUNCTION KNOWN AS GLAISE JUNCTION ON THE MP NEAR THE COMMUNITY OF POSSUM GRAPE, ARKANSAS. THE THREE-UNIT LOCOMOTIVE AND THE FOLLOWING NINE CARS OF THE SOUTHBOUND TRAIN DERAILED, AND THE SECOND THROUGH EIGHT CARS AHEAD OF THE CABOOSE ON THE NORTHBOUND TRAIN DERAILED. THE ENGINEER AND THE HEAD BRAKEMAN OF THE SOUTHBOUND TRAIN WERE KILLED ON IMPACT; THE CONDUCTOR OF THE NORTHBOUND TRAIN WAS INJURED AND HOSPITALIZED. FIRE BROKE OUT AT THE OVERTURNED LEAD UNIT. DAMAGE WAS ESTIMATED TO BE \$1,047,000.

Recommendation # :	R-83-057	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI PACIFIC RAILROAD COMPANY: ESTABLISH RULES TO REQUIRE ENGINECREWS TO COMMUNICATE FIXED SIGNAL ASPECTS TO CONDUCTORS WHILE TRAINS ARE EN ROUTE ON SIGNALIZED TRACK.					
# of Addressees:	1	Overall Date Closed: 07/30/86			
Addressee:	Missouri Pacific Railroad Company	Closed - Unacceptable Action	Date Closed: 07/30/86		



Recommendation Report

Product/Notation Id 45362 / 3691A_4 **Accident Date:** 10/03/82 **Issue Date:** 07/12/83
City/State: Possum Grape, AR **Accident #:** ATL83FR001 **Most Wanted List:** No

ON OCTOBER 3, 1982, A MISSOURI PACIFIC RAILROAD COMPANY (MP) SOUTHBOUND FREIGHT TRAIN EXTRA UP 2948 SOUTH COLLIDED WITH EIGHTH CAR AHEAD OF THE CABOOSE OF AN OPPOSING FREIGHT TRAIN, MP EXTRA UP 2437 NORTH, AT A RAIL JUNCTION KNOWN AS GLAISE JUNCTION ON THE MP NEAR THE COMMUNITY OF POSSUM GRAPE, ARKANSAS. THE THREE-UNIT LOCOMOTIVE AND THE FOLLOWING NINE CARS OF THE SOUTHBOUND TRAIN DERAILED, AND THE SECOND THROUGH EIGHTH CARS AHEAD OF THE CABOOSE ON THE NORTHBOUND TRAIN DERAILED. THE ENGINEER AND THE HEAD BRAKEMAN OF THE SOUTHBOUND TRAIN WERE KILLED ON IMPACT; THE CONDUCTOR OF THE NORTHBOUND TRAIN WAS INJURED AND HOSPITALIZED. FIRE BROKE OUT AT THE OVERTURNED LEAD UNIT. DAMAGE WAS ESTIMATED TO BE \$1,047,000.

Recommendation # :	R-83-060	Overall Status:	Closed - Acceptable Alternate Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT MEMBERS OF THE ASSOCIATION OF AMERICAN RAILROADS: ESTABLISH SUPERVISORY PROCEDURES AT CREW-CHANGE TERMINALS TO INSURE THAT ALL OPERATING DEPARTMENT EMPLOYEES COMING ON DUTY AT ANY HOUR OF THE DAY ARE PHYSICALLY FIT AND CAPABLE OF COMPLYING WITH ALL PERTINENT OPERATING RULES.					
# of Addressees:	2	Overall Date Closed: 11/08/93			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed:	04/14/87	
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed:	08/19/87	



Recommendation Report

Product/Notation Id 45363 / 3691A_4 **Accident Date:** 10/03/82 **Issue Date:** 07/12/83
City/State: Possum Grape, AR **Accident #:** ATL83FR001 **Most Wanted List:** No

ON OCTOBER 3, 1982, A MISSOURI PACIFIC RAILROAD COMPANY (MP) SOUTHBOUND FREIGHT TRAIN EXTRA UP 2948 SOUTH COLLIDED WITH EIGHTH CAR AHEAD OF THE CABOOSE OF AN OPPOSING FREIGHT TRAIN, MP EXTRA UP 2437 NORTH, AT A RAIL JUNCTION KNOWN AS GLAISE JUNCTION ON THE MP NEAR THE COMMUNITY OF POSSUM GRAPE, ARKANSAS. THE THREE-UNIT LOCOMOTIVE AND THE FOLLOWING NINE CARS OF THE SOUTHBOUND TRAIN DERAILED, AND THE SECOND THROUGH EIGHTH CARS AHEAD OF THE CABOOSE ON THE NORTHBOUND TRAIN DERAILED. THE ENGINEER AND THE HEAD BRAKEMAN OF THE SOUTHBOUND TRAIN WERE KILLED ON IMPACT; THE CONDUCTOR OF THE NORTHBOUND TRAIN WAS INJURED AND HOSPITALIZED. FIRE BROKE OUT AT THE OVERTURNED LEAD UNIT. DAMAGE WAS ESTIMATED TO BE \$1,047,000.

Recommendation # : R-83-061 **Overall Status:** Closed - Acceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT MEMBERS OF THE ASSOCIATION OF AMERICAN RAILROADS: ENHANCE THE TRAINING OF ALL OPERATING EMPLOYEES, ESPECIALLY CONDUCTORS, IN THEIR RESPONSIBILITIES AND DUTIES SO THAT THEY UNDERSTAND THEIR RESPONSIBILITY TO MONITOR THE PERFORMANCE OF OTHER EMPLOYEES AND TO TAKE POSITIVE ACTION WHEN RULES VIOLATIONS OCCUR.

of Addressees: 4 **Overall Date Closed:** 06/28/88

Addressee:	Detroit and Toledo Shore Line Railroad	Closed - Unacceptable Action	Date Closed:	01/12/87
Addressee:	Monongahela Railway Company	Closed - Unacceptable Action	Date Closed:	11/17/86
Addressee:	Pittsburgh and Lake Erie Railroad	Closed - Unacceptable Action	Date Closed:	01/12/87
Addressee:	Toledo, Peoria and Western Railroad Company	Closed - Unacceptable Action	Date Closed:	01/12/87



Recommendation Report

Product/Notation Id 49346 / 3582A_2 **Accident Date:** 06/23/82 **Issue Date:** 07/08/83
City/State: Gibson, CA **Accident #:** DCA82AR015 **Most Wanted List:** No

ON JUNE 23, 1982, AMTRAK PASSENGER TRAIN NO. 11, THE COAST STARLIGHT, WITH 307 PERSONS ONBOARD AND CONSISTING OF 10 CARS OPERATING ON SOUTHERN PACIFIC TRANSPORTATION COMPANY TRACK, STOPPED AT GIBSON, CALIFORNIA, AFTER FIRE AND DENSE, HEAVY SMOKE WAS DISCOVERED IN A SLEEPING CAR. THE PASSENGERS IN TWO SLEEPING CARS WERE EVACUATED. AS A RESULT OF THE SMOKE AND FIRE, 2 PASSENGERS DIED, 2 PASSENGERS WERE INJURED SERIOUSLY, AND 57 PASSENGERS AND 2 TRAIN CREWMEMBERS WERE TREATED FOR SMOKE INHALATION. FIVE PERSONS WERE ADMITTED TO THE HOSPITAL. DAMAGE WAS ESTIMATED AT \$1,190,300.

Recommendation # :	R-83-062	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): DEVELOP AND INSTALL A CENTRAL SYSTEM IN SLEEPING CARS TO ALERT PASSENGERS OCCUPYING SLEEPING SPACES OF AN EMERGENCY. THE ALARM SYSTEM SHOULD BE ACTUATED AUTOMATICALLY BY STRATEGICALLY LOCATED SMOKE DETECTORS AND SHOULD SIMULTANEOUSLY DEACTIVATE THE AIR CIRCULATING SYSTEM.					
# of Addressees:	1	Overall Date Closed: 08/20/86			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 08/20/86		



Recommendation Report

Product/Notation Id 49350 / 3582A_2 **Accident Date:** 06/23/82 **Issue Date:** 07/08/83
City/State: Gibson, CA **Accident #:** DCA82AR015 **Most Wanted List:** No

ON JUNE 23, 1982, AMTRAK PASSENGER TRAIN NO. 11, THE COAST STARLIGHT, WITH 307 PERSONS ONBOARD AND CONSISTING OF 10 CARS OPERATING ON SOUTHERN PACIFIC TRANSPORTATION COMPANY TRACK, STOPPED AT GIBSON, CALIFORNIA, AFTER FIRE AND DENSE, HEAVY SMOKE WAS DISCOVERED IN A SLEEPING CAR. THE PASSENGERS IN TWO SLEEPING CARS WERE EVACUATED. AS A RESULT OF THE SMOKE AND FIRE, 2 PASSENGERS DIED, 2 PASSENGERS WERE INJURED SERIOUSLY, AND 57 PASSENGERS AND 2 TRAIN CREWMEMBERS WERE TREATED FOR SMOKE INHALATION. FIVE PERSONS WERE ADMITTED TO THE HOSPITAL. DAMAGE WAS ESTIMATED AT \$1,190,300.

Recommendation # :	R-83-066	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): INSTALL IN EACH SLEEPING COMPARTMENT AND ALL PASSENGER CAR HALLWAYS EFFECTIVE, LOW MOUNTED EMERGENCY LIGHTS WHICH PROVIDE A LIGHTED ESCAPE PATH IN THE EVENT OF HEAVY SMOKE WHEN AN EMERGENCY EVACUATION IS REQUIRED.					
# of Addressees:	1	Overall Date Closed: 03/26/85			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 03/26/85		



Recommendation Report

Product/Notation Id 49354 / 3582A_2 **Accident Date:** 06/23/82 **Issue Date:** 07/08/83
City/State: Gibson, CA **Accident #:** DCA82AR015 **Most Wanted List:** No

ON JUNE 23, 1982, AMTRAK PASSENGER TRAIN NO. 11, THE COAST STARLIGHT, WITH 307 PERSONS ONBOARD AND CONSISTING OF 10 CARS OPERATING ON SOUTHERN PACIFIC TRANSPORTATION COMPANY TRACK, STOPPED AT GIBSON, CALIFORNIA, AFTER FIRE AND DENSE, HEAVY SMOKE WAS DISCOVERED IN A SLEEPING CAR. THE PASSENGERS IN TWO SLEEPING CARS WERE EVACUATED. AS A RESULT OF THE SMOKE AND FIRE, 2 PASSENGERS DIED, 2 PASSENGERS WERE INJURED SERIOUSLY, AND 57 PASSENGERS AND 2 TRAIN CREWMEMBERS WERE TREATED FOR SMOKE INHALATION. FIVE PERSONS WERE ADMITTED TO THE HOSPITAL. DAMAGE WAS ESTIMATED AT \$1,190,300.

Recommendation # : R-83-070 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): CONSPICUOUSLY MARK SUPERLINER SLEEPING AND PASSENGER CAR VESTIBULE DOORS AND END DOORS INSIDE AND OUT TO INDICATE THE LOCATION AND METHOD OF OPERATION OF THE DOOR LATCH AND ANY SAFETY LATCH.

of Addressees: 1 **Overall Date Closed:** 03/26/85

Addressee: Amtrak (National Railroad Passenger Corporation) **Closed - Unacceptable Action** **Date Closed:** 03/26/85



Recommendation Report

Product/Notation Id 49358 / 3582A_2 **Accident Date:** 06/23/82 **Issue Date:** 07/08/83
City/State: Gibson, CA **Accident #:** DCA82AR015 **Most Wanted List:** No

ON JUNE 23, 1982, AMTRAK PASSENGER TRAIN NO. 11, THE COAST STARLIGHT, WITH 307 PERSONS ONBOARD AND CONSISTING OF 10 CARS OPERATING ON SOUTHERN PACIFIC TRANSPORTATION COMPANY TRACK, STOPPED AT GIBSON, CALIFORNIA, AFTER FIRE AND DENSE, HEAVY SMOKE WAS DISCOVERED IN A SLEEPING CAR. THE PASSENGERS IN TWO SLEEPING CARS WERE EVACUATED. AS A RESULT OF THE SMOKE AND FIRE, 2 PASSENGERS DIED, 2 PASSENGERS WERE INJURED SERIOUSLY, AND 57 PASSENGERS AND 2 TRAIN CREWMEMBERS WERE TREATED FOR SMOKE INHALATION. FIVE PERSONS WERE ADMITTED TO THE HOSPITAL. DAMAGE WAS ESTIMATED AT \$1,190,300.

Recommendation # : R-83-074 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): CONDUCT A ONE TIME SURVEY OF ALL PASSENGER CARS TO IDENTIFY MATERIALS THAT DO NOT MEET CURRENT FLAMMABILITY STANDARDS OR THAT PRODUCE TOXIC FUMES AND UNDERTAKE A SYSTEMATIC PROGRAM TO REPLACE THEM WITH MATERIALS THAT MEET CURRENT FLAMMABILITY, SMOKE EMISSION, AND TOXICITY STANDARDS.

of Addressees: 1 **Overall Date Closed:** 01/24/86

Addressee: Amtrak (National Railroad Passenger Corporation) **Closed - Unacceptable Action** **Date Closed:** 01/24/86



Recommendation Report

Product/Notation Id 49345 / 3582A_1 **Accident Date:** 06/23/82 **Issue Date:** 07/08/83
City/State: Gibson, CA **Accident #:** DCA82AR015 **Most Wanted List:** No

ON JUNE 23, 1982, AMTRAK PASSENGER TRAIN NO. 11, THE COAST STARLIGHT, WITH 307 PERSONS ONBOARD AND CONSISTING OF 10 CARS OPERATING ON SOUTHERN PACIFIC TRANSPORTATION COMPANY TRACK, STOPPED AT GIBSON, CALIFORNIA, AFTER FIRE AND DENSE, HEAVY SMOKE WAS DISCOVERED IN A SLEEPING CAR. THE PASSENGERS IN TWO SLEEPING CARS WERE EVACUATED. AS A RESULT OF THE SMOKE AND FIRE, 2 PASSENGERS DIED, 2 PASSENGERS WERE INJURED SERIOUSLY, AND 57 PASSENGERS AND 2 TRAIN CREWMEMBERS WERE TREATED FOR SMOKE INHALATION. FIVE PERSONS WERE ADMITTED TO THE HOSPITAL. DAMAGE WAS ESTIMATED AT \$1,190,300.

Recommendation # :	R-83-076	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: EXPEDITE THE DEVELOPMENT OF PASSENGER CAR SAFETY STANDARDS WHICH WERE MANDATED BY CONGRESS IN OCTOBER 1980 (REITERATED JANUARY 14, 1983), INCLUDING IN THE STANDARDS: (A) CRITERIA FOR THE LOCATION AND INTENSITY OF EMERGENCY LIGHTS WITHIN THE CARS TO ASSURE ADEQUATE VISIBILITY FOR ESCAPE FROM SMOKE FILLED CARS; (B) REQUIREMENTS FOR EMERGENCY EVACUATION PLANS, FOR TRAINING OF PERSONNEL FOR EMERGENCIES, AND FOR EMERGENCY SYSTEMS, SUCH AS EMERGENCY EXITS AND DOORS, SMOKE DETECTOR SYSTEMS, ETC., SPECIFYING THE NUMBERS, TYPE, LOCATION, AND MARKINGS; (C) ACCEPTABLE LEVELS OF FLAME SPREAD RATE, SMOKE EMISSIONS, AND TOXIC FUMES FOR INTERIOR MATERIALS; AND (D) REQUIREMENTS FOR THE INSTALLATION OF A SPRINKLER SYSTEM TO WHICH WATER CAN BE SUPPLIED BY EMERGENCY EQUIPMENT THROUGH EXTERNALLY MOUNTED STANDARD STANDPIPES.					
# of Addressees:	1	Overall Date Closed:		01/14/86	
Addressee:	FRA	Closed - Unacceptable Action		Date Closed:	01/14/86



Recommendation Report

Product/Notation Id 49367 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-083	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: PROVIDE INTENSIVE SUPERVISION OF NIGHT TRAIN OPERATIONS AND INCLUDE IN ITS PRESCRIBED SUPERVISORY EFFICIENCY CHECKS, PERIODIC UNANNOUNCED CHECKS OF TRAIN CREWMEMBERS' FITNESS FOR DUTY AT REPORTING POINTS AND ON TRAINS EN ROUTE.					
# of Addressees:	1	Overall Date Closed: 12/01/86			
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action	Date Closed: 12/01/86		



Recommendation Report

Product/Notation Id 49368 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-084	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: IMPROVE LOCOMOTIVE INSPECTION PROCEDURES AT THE BATON ROUGE DIESEL FACILITY.					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49369 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-085	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: PROVIDE ALL EMPLOYEES WHO ARE INVOLVED IN THE MAKEUP, HANDLING, AND OPERATION OF HAZARDOUS MATERIALS TRAINS THOROUGH TRAINING IN EMERGENCY RESPONSE TO HAZARDOUS MATERIALS INCIDENTS AND TRAIN DYNAMICS.					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49370 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-086	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: INCLUDE IN ITS HAZARDOUS MATERIALS AND OPERATING RULES TRAINING CURRICULA THOROUGH REVIEWS AND EXPLANATIONS OF THE TIMETABLE SPECIAL INSTRUCTIONS PERTAINING TO THE HANDLING OF HAZARDOUS MATERIALS INCIDENTS AND PROVIDE LOCAL EMERGENCY FORCES WITH ACCURATE RESPONSE INFORMATION.					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49371 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-087	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: PROVIDE THE CONDUCTORS AND ENGINEERS OF ALL TRAINS WHICH INCLUDE HAZARDOUS MATERIALS CARS WITH CURRENT AND COMPLETE EMERGENCY RESPONSE INFORMATION FOR EACH HAZARDOUS MATERIAL CARRIED IN THEIR TRAIN. (URGENT)					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49372 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-088	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: BEFORE REOPENING THE HAMMOND DISTRICT TO THE THROUGH OPERATION OF TRAINS CONTAINING HAZARDOUS MATERIALS, IMPROVE ROADBED CONDITIONS TO PROVIDE ADEQUATE VERTICAL SUPPORT AT TRACK JOINTS AND REPLACE ALL TRACK JOINT BARS WHICH GIVE EVIDENCE OF FATIGUE CRACKING.					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49373 / 3638C_4 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-089	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ILLINOIS CENTRAL GULF RAILROAD: REQUIRE THAT THE REHIRING OF TRAIN SERVICE EMPLOYEES WHO ARE DISCHARGED FOR SERIOUS INFRACTIONS OF THE OPERATING RULES AND RESTORING THEM TO TRAIN SERVICE BE APPROVED BY MANAGEMENT ABOVE THE DIVISION LEVEL.					
# of Addressees:	1	Overall Date Closed:		12/01/86	
Addressee:	Illinois Central Railroad Company	Closed - Unacceptable Action		Date Closed:	12/01/86



Recommendation Report

Product/Notation Id 49376 / 3638C_7 **Accident Date:** 09/28/82 **Issue Date:** 08/12/83
City/State: Livingston, LA **Accident #:** DCA82AR016 **Most Wanted List:** No

ON SEPTEMBER 28, 1982, ILLINOIS CENTRAL GULF RAILROAD (ICG) FREIGHT TRAIN EXTRA 9629 EAST (GS-2-28) DERAILED 43 CARS ON THE SINGLE MAIN TRACK OF THE HAMMOND DISTRICT IN LIVINGSTON, LOUISIANA. OF THE DERAILED CARS, 36 WERE TANK CARS; 27 OF THESE CARS CONTAINED VARIOUS REGULATED HAZARDOUS OR TOXIC CHEMICAL COMMODITIES, 2 CONTAINED NONREGULATED HAZARDOUS MATERIALS, AND 5 CONTAINED FLAMMABLE PETROLEUM PRODUCTS. A TOTAL OF 20 TANK CARS WERE PUNCTURED OR BREACHED IN THE DERAILMENT. FIRES BROKE OUT IN THE WRECKAGE, AND SMOKE AND TOXIC GASES WERE RELEASED INTO THE ATMOSPHERE. THERMALLY INDUCED EXPLOSIONS OF TWO TANK CARS THAT HAD NOT BEEN PUNCTURED CAUSED THEM TO ROCKET VIOLENTLY. ABOUT 3,000 PERSONS LIVING WITHIN A 5-MILE RADIUS OF THE DERAILMENT SITE WERE EVACUATED FOR AS LONG AS 2 WEEKS. NINETEEN RESIDENCES AND OTHER BUILDINGS IN LIVINGSTON WERE DESTROYED OR SEVERELY DAMAGED. MORE THAN 200,000 GALLONS OF TOXIC CHEMICAL PRODUCT WERE SPILLED AND ABSORBED INTO THE GROUND, REQUIRING EXTENSIVE EXCAVATION OF CONTAMINATED SOIL AND ITS TRANSPORTATION TO A DISTANT DUMP SITE. THIS HAS RESULTED IN LONG-TERM CLOSURE OF THE RAILROAD LINE AND AN ADJACENT HIGHWAY. PROPERTY DAMAGE HAS BEEN ESTIMATED TO BE IN EXCESS OF \$14 MILLION.

Recommendation # :	R-83-092	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHEMICAL MANUFACTURERS ASSOCIATION: EXTEND THE USE OF COLOR CODING OF TANK CARS OR ADOPT SOME OTHER EFFECTIVE MEANS OF IDENTIFYING HIGH-RISK COMMODITY TANK CARS IN SWITCHING OPERATIONS AND IN WRECK CLEARING OPERATIONS.					
# of Addressees:	1	Overall Date Closed: 02/18/87			
Addressee:	Chemical Manufacturers Association	Closed - Unacceptable Action		Date Closed:	02/18/87



Recommendation Report

Product/Notation Id 49574 / 3777 **Accident Date:** 03/17/83 **Issue Date:** 09/13/83
City/State: Temple, TX **Accident #:** DCA83AR001 **Most Wanted List:** No

ON MARCH 17, 1983, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, MISSOURI-KANSAS-TEXAS RAILROAD COMPANY (MKT) TRAIN NO. 103, ENTERED A MISALIGNED TRACK SWITCH LEADING FROM THE MAIN TRACK TO AN INTERCHANGE TRACK AND COLLIDED WITH STANDING FREIGHT CARS ON THE INTERCHANGE TRACK. A SIGNAL MAINTAINER WAS WORKING ON THE SWITCH CIRCUIT CONTROLLER AND HAD DISCONNECTED THE SHUNT WIRES WHILE WORKING AT THAT LOCATION. THE ENGINEER OF TRAIN NO. 103 RECEIVED SERIOUS INJURIES, AND THE FIREMAN AND BRAKEMAN RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$2,442,295.

Recommendation # :	R-83-096	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY: REPLACE, AS SOON AS PRACTICABLE ON A PRIORITY BASIS, TRACK SHUNT CIRCUIT SWITCH PROTECTION NOT EQUIPPED WITH SERIES BREAK-TYPE CIRCUITS WITH SERIES BREAK-TYPE CIRCUITS.					
# of Addressees:	1	Overall Date Closed: 07/20/87			
Addressee:	Missouri - Kansas - Texas Railroad Company	Closed - Unacceptable Action	Date Closed: 07/20/87		



Recommendation Report

Product/Notation Id 49575 / 3777 **Accident Date:** 03/17/83 **Issue Date:** 09/13/83
City/State: Temple, TX **Accident #:** DCA83AR001 **Most Wanted List:** No

ON MARCH 17, 1983, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, MISSOURI-KANSAS-TEXAS RAILROAD COMPANY (MKT) TRAIN NO. 103, ENTERED A MISALIGNED TRACK SWITCH LEADING FROM THE MAIN TRACK TO AN INTERCHANGE TRACK AND COLLIDED WITH STANDING FREIGHT CARS ON THE INTERCHANGE TRACK. A SIGNAL MAINTAINER WAS WORKING ON THE SWITCH CIRCUIT CONTROLLER AND HAD DISCONNECTED THE SHUNT WIRES WHILE WORKING AT THAT LOCATION. THE ENGINEER OF TRAIN NO. 103 RECEIVED SERIOUS INJURIES, AND THE FIREMAN AND BRAKEMAN RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$2,442,295.

Recommendation # :	R-83-097	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY: ESTABLISH A SYSTEM OF STANDARD PLANS AND PROCEDURES TO BE FOLLOWED BY EMPLOYEES OF THE COMMUNICATIONS AND SIGNALS DEPARTMENT SO THAT WORK PERFORMED ON SIGNAL EQUIPMENT WILL NOT RESULT IN AN IMPROPER FUNCTIONING OF THE SIGNAL SYSTEM.					
# of Addressees:	1	Overall Date Closed: 07/20/87			
Addressee:	Missouri - Kansas - Texas Railroad Company	Closed - Unacceptable Action	Date Closed: 07/20/87		



Recommendation Report

Product/Notation Id 49576 / 3777 **Accident Date:** 03/17/83 **Issue Date:** 09/13/83
City/State: Temple, TX **Accident #:** DCA83AR001 **Most Wanted List:** No

ON MARCH 17, 1983, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, MISSOURI-KANSAS-TEXAS RAILROAD COMPANY (MKT) TRAIN NO. 103, ENTERED A MISALIGNED TRACK SWITCH LEADING FROM THE MAIN TRACK TO AN INTERCHANGE TRACK AND COLLIDED WITH STANDING FREIGHT CARS ON THE INTERCHANGE TRACK. A SIGNAL MAINTAINER WAS WORKING ON THE SWITCH CIRCUIT CONTROLLER AND HAD DISCONNECTED THE SHUNT WIRES WHILE WORKING AT THAT LOCATION. THE ENGINEER OF TRAIN NO. 103 RECEIVED SERIOUS INJURIES, AND THE FIREMAN AND BRAKEMAN RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$2,442,295.

Recommendation # :	R-83-098	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY: REVIEW AND REVISE, WHERE NECESSARY, SUPERVISORY PROCEDURES REGARDING THE PROPER FUNCTIONING OF SIGNAL EQUIPMENT IN THE COMMUNICATIONS AND SIGNAL DEPARTMENT TO BETTER COMPLY WITH MISSOURI-KANSAS-TEXAS RAILROAD COMPANY RULES AND FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 07/20/87			
Addressee:	Missouri - Kansas - Texas Railroad Company	Closed - Unacceptable Action	Date Closed: 07/20/87		



Recommendation Report

Product/Notation Id 49577 / 3777 **Accident Date:** 03/17/83 **Issue Date:** 09/13/83
City/State: Temple, TX **Accident #:** DCA83AR001 **Most Wanted List:** No

ON MARCH 17, 1983, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, MISSOURI-KANSAS-TEXAS RAILROAD COMPANY (MKT) TRAIN NO. 103, ENTERED A MISALIGNED TRACK SWITCH LEADING FROM THE MAIN TRACK TO AN INTERCHANGE TRACK AND COLLIDED WITH STANDING FREIGHT CARS ON THE INTERCHANGE TRACK. A SIGNAL MAINTAINER WAS WORKING ON THE SWITCH CIRCUIT CONTROLLER AND HAD DISCONNECTED THE SHUNT WIRES WHILE WORKING AT THAT LOCATION. THE ENGINEER OF TRAIN NO. 103 RECEIVED SERIOUS INJURIES, AND THE FIREMAN AND BRAKEMAN RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$2,442,295.

Recommendation # :	R-83-099	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY: ESTABLISH A SCHEDULED PERIODIC REVIEW OF THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY RULES AND FEDERAL REGULATIONS REGARDING SIGNAL SYSTEMS FOR ALL EMPLOYEES OF THE COMMUNICATIONS AND SIGNALS DEPARTMENT.					
# of Addressees:	1	Overall Date Closed: 07/20/87			
Addressee:	Missouri - Kansas - Texas Railroad Company	Closed - Unacceptable Action	Date Closed: 07/20/87		



Recommendation Report

Product/Notation Id 49578 / 3777 **Accident Date:** 03/17/83 **Issue Date:** 09/13/83
City/State: Temple, TX **Accident #:** DCA83AR001 **Most Wanted List:** No

ON MARCH 17, 1983, AFTER RECEIVING A CLEAR SIGNAL INDICATING A CLEAR MAIN TRACK ROUTE, MISSOURI-KANSAS-TEXAS RAILROAD COMPANY (MKT) TRAIN NO. 103, ENTERED A MISALIGNED TRACK SWITCH LEADING FROM THE MAIN TRACK TO AN INTERCHANGE TRACK AND COLLIDED WITH STANDING FREIGHT CARS ON THE INTERCHANGE TRACK. A SIGNAL MAINTAINER WAS WORKING ON THE SWITCH CIRCUIT CONTROLLER AND HAD DISCONNECTED THE SHUNT WIRES WHILE WORKING AT THAT LOCATION. THE ENGINEER OF TRAIN NO. 103 RECEIVED SERIOUS INJURIES, AND THE FIREMAN AND BRAKEMAN RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED TO BE ABOUT \$2,442,295.

Recommendation # :	R-83-100	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MISSOURI-KANSAS-TEXAS RAILROAD COMPANY: ESTABLISH A PROCEDURE SO THAT EMPLOYEES REQUIRED TO OBTAIN CURRENT TRAIN LINEUPS IN THE COURSE OF THEIR DUTIES MAINTAIN SUCH TRAIN LINEUPS FOR THE ENTIRE TIME NECESSARY FOR THE SAFE PERFORMANCE OF THEIR DUTIES.					
# of Addressees:	1	Overall Date Closed: 07/20/87			
Addressee:	Missouri - Kansas - Texas Railroad Company	Closed - Unacceptable Action	Date Closed: 07/20/87		



Recommendation Report

Product/Notation Id 50001 / 3830 **Accident Date:** 10/04/83 **Issue Date:** 01/10/84
City/State: Portsmouth, VA **Accident #:** DCA84HZ001 **Most Wanted List:** No

ON OCTOBER 4, 1983, A CAR REPAIRMAN AT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY YARD IN PORTSMOUTH, VIRGINIA, USING AN ACETYLENE TORCH IGNITED A CARGO CONTAINING 2,000 FIFTY-POUND BAGS OF AMMONIUM NITRATE WHILE ATTEMPTING TO REMOVE A BELL CRANK BRACKET ON A BOX CAR. EMERGENCY RESPONSE AUTHORITIES EVACUATED RESIDENTS WITHIN A 2,500-FOOT RADIUS AROUND THE CAR AND SELECTED AREAS DOWNWIND OF THE PLUME, AND CLOSED A MAJOR HIGHWAY AND TUNNEL ADJACENT TO THE RAIL YARD. LARGE QUANTITIES OF AMMONIUM NITRATE HAVE BEEN KNOWN TO EXPLODE VIOLENTLY WHILE BURNING IN A CONFINED SPACE. TO AVOID THIS, EVERGENCY RESPONDERS FIRST PLACED REMOTE, HIGH-PRESSURE WATER MONITORS IN FRONT OF THE BOX CAR. THEY THEN REMOVED THE DOOR USING A CRANE AND IMMEDIATELY DELUGED THE INSIDE OF THE CAR WITH WATER. THE EVACUATED AREAS WERE REOPENED ABOUT 6:15 P.M. THERE WERE NO INJURIES OR DEATHS ATTRIBUTED TO THIS ACCIDENT.

Recommendation # : R-84-001 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY: PROVIDE TRAINING AND REFERENCE MATERIALS TO RAIL YARD EMPLOYEES RESPONSIBLE FOR THE REPAIR OF RAIL CARS CONTAINING HAZARDOUS MATERIALS SO THAT THEY ARE FAMILIAR WITH THE POTENTIAL DANGERS POSED BY THESE MATERIALS.

of Addressees: 1 **Overall Date Closed:** 08/03/87

Addressee: Norfolk and Portsmouth Belt Line Railroad Company **Closed - Unacceptable Action** **Date Closed:** 08/03/87



Recommendation Report

Product/Notation Id 50002 / 3830 **Accident Date:** 10/04/83 **Issue Date:** 01/10/84
City/State: Portsmouth, VA **Accident #:** DCA84HZ001 **Most Wanted List:** No

ON OCTOBER 4, 1983, A CAR REPAIRMAN AT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY YARD IN PORTSMOUTH, VIRGINIA, USING AN ACETYLENE TORCH IGNITED A CARGO CONTAINING 2,000 FIFTY-POUND BAGS OF AMMONIUM NITRATE WHILE ATTEMPTING TO REMOVE A BELL CRANK BRACKET ON A BOX CAR. EMERGENCY RESPONSE AUTHORITIES EVACUATED RESIDENTS WITHIN A 2,500-FOOT RADIUS AROUND THE CAR AND SELECTED AREAS DOWNWIND OF THE PLUME, AND CLOSED A MAJOR HIGHWAY AND TUNNEL ADJACENT TO THE RAIL YARD. LARGE QUANTITIES OF AMMONIUM NITRATE HAVE BEEN KNOWN TO EXPLODE VIOLENTLY WHILE BURNING IN A CONFINED SPACE. TO AVOID THIS, EVERGENCY RESPONDERS FIRST PLACED REMOTE, HIGH-PRESSURE WATER MONITORS IN FRONT OF THE BOX CAR. THEY THEN REMOVED THE DOOR USING A CRANE AND IMMEDIATELY DELUGED THE INSIDE OF THE CAR WITH WATER. THE EVACUATED AREAS WERE REOPENED ABOUT 6:15 P.M. THERE WERE NO INJURIES OR DEATHS ATTRIBUTED TO THIS ACCIDENT.

Recommendation # :	R-84-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY: ESTABLISH PROCEDURES BY WHICH RAIL CARS CONTAINING REGULATED HAZARDOUS MATERIAL WILL BE REPAIRED ONLY AFTER THE HAZARDS ASSOCIATED WITH THE CARGO ARE ASCERTAINED, AND UPON A DETERMINATION BY A RESPONSIBLE OFFICIAL THAT THE REPAIRS CAN BE MADE SAFELY.					
# of Addressees:	1	Overall Date Closed: 08/03/87			
Addressee:	Norfolk and Portsmouth Belt Line Railroad Company	Closed - Unacceptable Action		Date Closed:	08/03/87



Recommendation Report

Product/Notation Id 50003 / 3830 **Accident Date:** 10/04/83 **Issue Date:** 01/10/84
City/State: Portsmouth, VA **Accident #:** DCA84HZ001 **Most Wanted List:** No

ON OCTOBER 4, 1983, A CAR REPAIRMAN AT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY YARD IN PORTSMOUTH, VIRGINIA, USING AN ACETYLENE TORCH IGNITED A CARGO CONTAINING 2,000 FIFTY-POUND BAGS OF AMMONIUM NITRATE WHILE ATTEMPTING TO REMOVE A BELL CRANK BRACKET ON A BOX CAR. EMERGENCY RESPONSE AUTHORITIES EVACUATED RESIDENTS WITHIN A 2,500-FOOT RADIUS AROUND THE CAR AND SELECTED AREAS DOWNWIND OF THE PLUME, AND CLOSED A MAJOR HIGHWAY AND TUNNEL ADJACENT TO THE RAIL YARD. LARGE QUANTITIES OF AMMONIUM NITRATE HAVE BEEN KNOWN TO EXPLODE VIOLENTLY WHILE BURNING IN A CONFINED SPACE. TO AVOID THIS, EVERGENCY RESPONDERS FIRST PLACED REMOTE, HIGH-PRESSURE WATER MONITORS IN FRONT OF THE BOX CAR. THEY THEN REMOVED THE DOOR USING A CRANE AND IMMEDIATELY DELUGED THE INSIDE OF THE CAR WITH WATER. THE EVACUATED AREAS WERE REOPENED ABOUT 6:15 P.M. THERE WERE NO INJURIES OR DEATHS ATTRIBUTED TO THIS ACCIDENT.

Recommendation # :	R-84-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NORFOLK AND PORTSMOUTH BELTLINE RAILROAD COMPANY: ESTABLISH GUIDELINES OR RECOMMENDED PROCEDURES WHICH DESCRIBE IMMEDIATE ACTIONS TO BE TAKEN, AND THE ORGANIZATIONS TO BE CONTACTED FOR ASSISTANCE IN ALL TYPES OF HAZARDOUS MATERIALS EMERGENCIES.					
# of Addressees:	1	Overall Date Closed:	08/03/87		
Addressee:	Norfolk and Portsmouth Belt Line Railroad Company	Closed - Unacceptable Action	Date Closed:	08/03/87	



Recommendation Report

Product/Notation Id 54109 / 3857_1 **Accident Date:** 05/06/83 **Issue Date:** 02/21/84
City/State: Hallet, OK **Accident #:** FTW83FR020 **Most Wanted List:** No

ON MAY 6, 1983, ONE LOCOMOTIVE AND 33 CARS OF BURLINGTON NORTHERN FREIGHT TRAIN CTB DERAILED NEAR HALLET, OKLAHOMA. THE FREIGHT TRAIN, WHICH CONSISTED OF FIVE LOCOMOTIVE UNITS AND 129 CARS, WAS TRAVELING ABOUT 32 MILES PER HOUR AT THE TIME OF DERAILMENT. THE INITIAL DERAILMENT OCCURRED WHEN THE LOCOMOTIVE UNITS PASSED OVER A PAIR OF BROKEN TRACK JOINT BARS ON THE ENTRANCE SPIRAL OF A 2 DEGREE RIGHT-HAND CURVE IN A 1-PERCENT ASCENDING GRADE. EXAMINATION OF THE TRACK JOINT BARS INDICATED THAT THEY HAD BEEN BROKEN BEFORE THE ACCIDENT. ONE AXLE OF THE FOURTH LOCOMOTIVE UNIT AND CAR NOS. 1 THROUGH 18 DERAILED, CAUSING AN UNDESIRED EMERGENCY APPLICATION OF THE BRAKES. THIS DERAILMENT WAS FOLLOWED BY THREE SECONDARY DERAILMENTS WITHIN THE TRAIN INVOLVING CAR NOS. 39 THROUGH 44, NOS. 69 THROUGH 76, AND NO. 104. THE TOTAL DAMAGE WAS ESTIMATED AT \$388,000. THERE WERE NO INJURIES OR FATALITIES.

Recommendation # : R-84-004 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE BURLINGTON NORTHERN RAILROAD COMPANY: ISSUE INSTRUCTIONS WHICH EMBODY THE GUIDELINES OF THE ASSOCIATION OF AMERICAN RAILROADS, THE FEDERAL RAILROAD ADMINISTRATION, AND THE RAILWAY PROGRESS INSTITUTE TRACK TRAIN DYNAMICS PROGRAM FOR TRAIN MAKEUP TO THOSE PERSONNEL WHO ARE INVOLVED IN THE MAKEUP OF TRAINS AND PROVIDE TRAINING IN THE INSTRUCTIONS.

of Addressees: 1 **Overall Date Closed:** 08/25/87

Addressee: BNSF Railway Company (formerly Burlington Northern and Santa Fe Railway Company) **Closed - Unacceptable Action** **Date Closed:** 08/25/87



Recommendation Report

Product/Notation Id 49599 / 3872_1 **Accident Date:** 07/18/83 **Issue Date:** 02/22/84
City/State: Crystal City, MO **Accident #:** DCA83AR007 **Most Wanted List:** No

ON JULY 18, 1983, 58 CARS OF BURLINGTON NORTHERN RAILROAD COMPANY (BN) FREIGHT TRAIN NO. MTC-0718, MOVING ABOUT 52 MPH, WERE DERAILED ON THE MAIN TRACK NEAR CRYSTAL CITY, MISSOURI. TWO OF THE DERAILED CARS CAME TO REST IN THE MISSISSIPPI RIVER. WITHIN THE TRAIN'S 94 CARS WERE 17 MAINTENANCE -OF-WAY (MW), BALLAST-LADEN HOPPER CARS BEING TRANSPORTED TO MW WORK LOCATIONS NORTH OF ST. LOUIS, MISSOURI. THE TRAIN WAS BEING OPERATED IN REVENUE SERVICE WITHOUT RESTRICTION. NO ONE WAS INJURED IN THIS ACCIDENT, AND NO HAZARDOUS MATERIALS WERE INVOLVED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,058,330. THE SAFETY BOARD DETERMINED THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE DISPLACEMENT OF THE OUTER RAIL IN A CURVE BY A TRUCK ON AN MW CAR, WHICH COULD NOT SLUE TO THE TRACK CURVATURE BECAUSE OF A CRACKED AND DIS PLACED CENTERPLATE. CONTRIBUTING TO THE ACCIDENT WAS THE BN'S FAILURE TO ENFORCE ITS INSPECTION AND MAINTENANCE PRO CEDURES FOR MW CARS OR TO IMPOSE RESTRICTIONS ON THEIR MOVE MENT IN REVENUE FREIGHT TRAINS.

Recommendation # :	R-84-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THAT MAINTENANCE-OF-WAY CARS MEET THE RAIL ROAD FREIGHT CAR SAFETY STANDARDS OR, IN THE ALTERNATIVE, IMPOSE OPERATING RESTRICTIONS ON MAINTENANCE-OF-WAY CARS BEING MOVED IN REVENUE FREIGHT TRAINS TO COMPENSATE FOR THE ACTUAL MECHANICAL CONDITION OF THE CARS.					
# of Addressees:	1	Overall Date Closed:		10/17/94	
Addressee:	FRA	Closed - Unacceptable Action		Date Closed:	10/17/94



Recommendation Report

Product/Notation Id 49601 / 3872_2 **Accident Date:** 07/18/83 **Issue Date:** 02/22/84
City/State: Crystal City, MO **Accident #:** DCA83AR007 **Most Wanted List:** No

ON JULY 18, 1983, 58 CARS OF BURLINGTON NORTHERN RAILROAD COMPANY (BN) FREIGHT TRAIN NO. MTC-0718, MOVING ABOUT 52 MPH, WERE DERAILED ON THE MAIN TRACK NEAR CRYSTAL CITY, MISSOURI. TWO OF THE DERAILED CARS CAME TO REST IN THE MISSISSIPPI RIVER. WITHIN THE TRAIN'S 94 CARS WERE 17 MAINTENANCE -OF-WAY (MW), BALLAST-LADEN HOPPER CARS BEING TRANSPORTED TO MW WORK LOCATIONS NORTH OF ST. LOUIS, MISSOURI. THE TRAIN WAS BEING OPERATED IN REVENUE SERVICE WITHOUT RESTRICTION. NO ONE WAS INJURED IN THIS ACCIDENT, AND NO HAZARDOUS MATERIALS WERE INVOLVED. DAMAGE WAS ESTIMATED TO BE ABOUT \$1,058,330. THE SAFETY BOARD DETERMINED THAT THE PROBABLE CAUSE OF THIS ACCIDENT WAS THE DISPLACEMENT OF THE OUTER RAIL IN A CURVE BY A TRUCK ON AN MW CAR, WHICH COULD NOT SLUE TO THE TRACK CURVATURE BECAUSE OF A CRACKED AND DIS PLACED CENTERPLATE. CONTRIBUTING TO THE ACCIDENT WAS THE BN'S FAILURE TO ENFORCE ITS INSPECTION AND MAINTENANCE PRO CEDURES FOR MW CARS OR TO IMPOSE RESTRICTIONS ON THEIR MOVE MENT IN REVENUE FREIGHT TRAINS.

Recommendation # :	R-84-012	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: NOTIFY THE SAFETY BOARD OF THE RESULTS OF THE RE VIEWS BY ITS MEMBER RAILROADS OF THEIR PROCEDURES FOR INSPECTING, MAINTAINING, AND OPERATING MAINTENANCE-OF-WAY CARS TO BE MOVED IN REVENUE FREIGHT TRAINS.					
# of Addressees:	1	Overall Date Closed: 05/11/88			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 05/11/88		



Recommendation Report

Product/Notation Id 49934 / 3860A_5 **Accident Date:** 11/12/83 **Issue Date:** 04/20/84
City/State: Woodlawn, TX **Accident #:** DCA84AR002 **Most Wanted List:** No

ON NOVEMBER 12, 1983, AMTRAK TRAIN NO. 21 (THE EAGLE) WITH 162 PERSONS ABOARD, DERAILED NEAR WOODLAWN, TEXAS, WHILE TRAVELING ABOUT 72 MPH ON THE MISSOURI PACIFIC (MP) RAILROAD. THE TRAIN WAS TRAVELING WESTBOUND ON THE SINGLE MAIN TRACK WHEN IT PASSED OVER A SECTION OF RAIL THAT A MAINTENANCE CREW HAD JUST INSTALLED TO REPLACE A BROKEN RAIL. THE ACCIDENT RESULTED IN 4 PASSENGER FATALITIES AND 72 INJURIES. DAMAGE IS ESTIMATED TO BE MORE THAN \$2,250,000.

Recommendation # : R-84-020 **Overall Status:** Closed - Acceptable Action **Priority:** CLASS I

THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS AND ITS MEMBERSHIP, THE AMERICAN RATION: REVIEW AND REVISE, WHERE NECESSARY, PROCEDURES FOR THE INSTALLATION AND MAINTENANCE OF HIGH-STRENGTH CHROME VANADIUM ALLOY RAILS, TO MINIMIZE THE POSSIBILITY OF EXTERNALLY INDUCED STRESS FACTORS IN SUCH RAILS AND TO IMPLEMENT MORE STRINGENT INTERNAL DEFECT TESTING PROGRAMS. (URGENT)

of Addressees: 2 **Overall Date Closed:** 09/10/87

Addressee:	Duluth, Missabe, and Iron Range Railway Company	Closed - Unacceptable Action	Date Closed:	09/10/87
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Addressee:	Terminal Railroad Association of St. Louis	Closed - Unacceptable Action	Date Closed:	09/10/87
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Recommendation Report

Product/Notation Id 49616 / 3815A_2 **Accident Date:** 09/14/83 **Issue Date:** 06/18/84
City/State: Sullivan, IN **Accident #:** DCA83AR009 **Most Wanted List:** No

ON SEPTEMBER 14, 1983, SEABOARD SYSTEM RAILROAD (SBD) TRAIN EXTRA 1751 NORTH MOVED ONTO THE MAIN TRACK FROM THE NORTH END OF THE SIDING AT SULLIVAN, INDIANA, AND PROCEEDED NORTHWARD. AFTER EXTRA 1751 NORTH HAD ATTAINED A SPEED OF APPROXIMATELY 18 MPH AND HAD TRAVELED 1,939 FEET BEYOND THE SIDING SWITCH, SBD TRAIN EXTRA 8051 NORTH, MOVING ABOUT 35 MPH, OVERTOOK AND STRUCK THE REAR CABOOSE OF EXTRA 1751 NORTH. THE IMPACT DERAILED 2 CARS AND 2 CABOOSES OF EXTRA 1751 NORTH AND 3 LOCOMOTIVE UNITS AND 25 CARS OF EXTRA 8051 NORTH. THE TWO CREWMEMBERS IN THE REAR CABOOSE OF EXTRA 1751 NORTH WERE KILLED, AND THREE CREWMEMBERS ON EXTRA 8051 NORTH WERE INJURED. NO HAZARDOUS MATERIAL CARS WERE INVOLVED IN THE DERAILMENT.

Recommendation # :	R-84-032	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE MEMBER RAILROADS TO DEVELOP AND IMPLEMENT RULES THAT WILL REQUIRE ENGINECREWS TO COMMUNICATE TO THE REAR CREWS THE ASPECTS DISPLAYED BY ALL WAYSIDE SIGNALS GOVERNING THE PROGRESS OF THE TRAIN, IRRESPECTIVE OF THE SIGNAL INDICATION.					
# of Addressees:	1	Overall Date Closed: 02/21/89			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 02/21/89		



Recommendation Report

Product/Notation Id 49605 / 4014_2 **Accident Date:** 07/28/83 **Issue Date:** 11/29/84
City/State: Wilmington, IL **Accident #:** DCA83AR008 **Most Wanted List:** No

ON JULY 28, 1983, AMTRAK TRAIN NO. 301, OPERATING ON THE ILLINOIS CENTRAL GULF RAILROAD, COLLIDED WITH A MARQUETTE MOTOR SERVICE TERMINALS, INC., DELIVERY TRUCK AT THE NEW RIVER ROAD RAILROAD/HIGHWAY GRADE CROSSING ABOUT 1 MILE NORTH OF WILMINGTON, ILLINOIS. THE LOCOMOTIVE UNIT AND ALL THREE CARS OF THE TRAIN WERE DERAILED, AND THE TRUCK AND ITS LADING WERE DESTROYED. TWO TRAIN CREWMEMBERS, THE TRUCKDRIVER, AND 18 TRAIN PASSENGERS WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$584,000.

Recommendation # :	R-84-037	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): REVIEW THE POSSIBLE CONTRIBUTION OF THE ON-TIME INCENTIVE PROGRAM IN ENCOURAGING CONTRACTOR RAILROAD OPERATING PRACTICES WHICH MAY CAUSE A DEGRADATION OF SAFETY, AND MODIFY THE PROGRAM AS APPROPRIATE.					
# of Addressees:	1	Overall Date Closed: 03/25/86			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 03/25/86		



Recommendation Report

Product/Notation Id 49606 / 4014_2 **Accident Date:** 07/28/83 **Issue Date:** 11/29/84
City/State: Wilmington, IL **Accident #:** DCA83AR008 **Most Wanted List:** No

ON JULY 28, 1983, AMTRAK TRAIN NO. 301, OPERATING ON THE ILLINOIS CENTRAL GULF RAILROAD, COLLIDED WITH A MARQUETTE MOTOR SERVICE TERMINALS, INC., DELIVERY TRUCK AT THE NEW RIVER ROAD RAILROAD/HIGHWAY GRADE CROSSING ABOUT 1 MILE NORTH OF WILMINGTON, ILLINOIS. THE LOCOMOTIVE UNIT AND ALL THREE CARS OF THE TRAIN WERE DERAILED, AND THE TRUCK AND ITS LADING WERE DESTROYED. TWO TRAIN CREWMEMBERS, THE TRUCKDRIVER, AND 18 TRAIN PASSENGERS WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$584,000.

Recommendation # :	R-84-038	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): REGULARLY REVIEW LOCOMOTIVE SPEED RECORDER TAPES AS THEY ARE REMOVED FROM LOCOMOTIVES TO DETECT NONCOMPLIANCE WITH SPEED RESTRICTIONS, AND REQUIRE THE CONTRACTOR RAILROADS TO TAKE ACTION TO ELIMINATE SPEEDING BY TRAINCREWS.					
# of Addressees:	1	Overall Date Closed: 03/25/86			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 03/25/86		



Recommendation Report

Product/Notation Id 49608 / 4014_2 **Accident Date:** 07/28/83 **Issue Date:** 11/29/84
City/State: Wilmington, IL **Accident #:** DCA83AR008 **Most Wanted List:** No

ON JULY 28, 1983, AMTRAK TRAIN NO. 301, OPERATING ON THE ILLINOIS CENTRAL GULF RAILROAD, COLLIDED WITH A MARQUETTE MOTOR SERVICE TERMINALS, INC., DELIVERY TRUCK AT THE NEW RIVER ROAD RAILROAD/HIGHWAY GRADE CROSSING ABOUT 1 MILE NORTH OF WILMINGTON, ILLINOIS. THE LOCOMOTIVE UNIT AND ALL THREE CARS OF THE TRAIN WERE DERAILED, AND THE TRUCK AND ITS LADING WERE DESTROYED. TWO TRAIN CREWMEMBERS, THE TRUCKDRIVER, AND 18 TRAIN PASSENGERS WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$584,000.

Recommendation # :	R-84-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): CORRECT THE IDENTIFIED DESIGN DEFICIENCIES IN THE INTERIOR FEATURES OF EXISTING AND NEW PASSENGER CARS, WHICH CAN CAUSE INJURIES IN ACCIDENTS, INCLUDING THE BAGGAGE RETENTION CAPABILITIES OF OVERHEAD LUGGAGE RACKS, INADEQUATELY SECURED SEATS, AND INADEQUATELY SECURED EQUIPMENT IN FOOD SERVICE CARS.					
# of Addressees:	1	Overall Date Closed: 01/15/86			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 01/15/86		



Recommendation Report

Product/Notation Id 44666 / 4078 **Accident Date:** 02/22/85 **Issue Date:** 02/22/85
City/State: Washington, DC **Accident #:** 80650 **Most Wanted List:** No

SINCE 1969, THE NATIONAL TRANSPORTATION SAFETY BOARD HAS INVESTIGATED SEVEN MAJOR RAILROAD ACCIDENTS CAUSED BY TRACK FAILURE UNDER DYNAMIC LOADS AND INVOLVING TRACK GEOMETRY PARAMETERS SUCH AS GAGE, PROFILE, ALIGNMENT, AND CROSSLEVEL NOT BEING MAINTAINED TO THE MINIMUM STANDARDS SET BY THE FEDERAL RAILROAD ADMINISTRATION. THESE ACCIDENTS RESULTED IN 12 DEATHS, 348 INJURIES, AND PROPERTY DAMAGE OF MORE THAN \$4.6 MILLION. ADDITIONALLY, FROM JANUARY 1978 THROUGH DECEMBER 1983, THE BOARD COMPLETED 181 FIELD INVESTIGATIONS OF ACCIDENTS IN WHICH TRACK WAS NOT MAINTAINED TO DESIGN STANDARDS. THESE ACCIDENTS RESULTED IN 8 FATALITIES, 170 INJURIES, AND ESTIMATED RAILROAD PROPERTY DAMAGE EXCEEDING \$63.1 MILLION.

Recommendation # :	R-85-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: DEVELOP AND IMPLEMENT A NATIONAL TRACK INSPECTION PROGRAM WHICH REQUIRES RAILROAD COMPANIES TO USE AUTOMATED TRACK GEOMETRY MEASUREMENT SYSTEMS IN AN ON-GOING, SYSTEMATIC PROGRAM OF INSPECTION OF ALL ROUTES EMPHASIZING INITIALLY ROUTES REGULARLY TRAVELLED BY TRAINS CARRYING EITHER HAZARDOUS MATERIALS OR PASSENGERS.					
# of Addressees:	1	Overall Date Closed: 07/30/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/30/86		



Recommendation Report

Product/Notation Id 44667 / 4078 **Accident Date:** 02/22/85 **Issue Date:** 02/22/85
City/State: Washington, DC **Accident #:** 80650 **Most Wanted List:** No

SINCE 1969, THE NATIONAL TRANSPORTATION SAFETY BOARD HAS INVESTIGATED SEVEN MAJOR RAILROAD ACCIDENTS CAUSED BY TRACK FAILURE UNDER DYNAMIC LOADS AND INVOLVING TRACK GEOMETRY PARAMETERS SUCH AS GAGE, PROFILE, ALIGNMENT, AND CROSSLEVEL NOT BEING MAINTAINED TO THE MINIMUM STANDARDS SET BY THE FEDERAL RAILROAD ADMINISTRATION. THESE ACCIDENTS RESULTED IN 12 DEATHS, 348 INJURIES, AND PROPERTY DAMAGE OF MORE THAN \$4.6 MILLION. ADDITIONALLY, FROM JANUARY 1978 THROUGH DECEMBER 1983, THE BOARD COMPLETED 181 FIELD INVESTIGATIONS OF ACCIDENTS IN WHICH TRACK WAS NOT MAINTAINED TO DESIGN STANDARDS. THESE ACCIDENTS RESULTED IN 8 FATALITIES, 170 INJURIES, AND ESTIMATED RAILROAD PROPERTY DAMAGE EXCEEDING \$63.1 MILLION.

Recommendation # :	R-85-011	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: INCREASE THE USE OF AUTOMATED TRACK GEOMETRY INSPECTIONS IN ITS EVALUATIONS OF RAILROAD TRACK SYSTEMS AND INTEGRATE THE RESULTS OF AUTOMATED TRACK GEOMETRY PROGRAMS, EMPHASIZING INITIALLY ROUTES REGULARLY TRAVELLED BY TRAINS CARRYING EITHER HAZARDOUS MATERIALS OR PASSENGERS.					
# of Addressees:	1	Overall Date Closed: 07/30/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/30/86		



Recommendation Report

Product/Notation Id 49944 / 3913B_2 **Accident Date:** 04/13/84 **Issue Date:** 04/24/85
City/State: Wiggins, CO **Accident #:** DCA84AR008 **Most Wanted List:** No

ABOUT 3:58 A.M., MOUNTAIN STANDARD TIME, ON APRIL 13, 1984, BURLINGTON NORTHERN (BN) RAILROAD COMPANY FREIGHT TRAINS EXTRA 6714 WEST, AND EXTRA 7820 EAST, COLLIDED HEAD-ON ON THE SINGLE MAIN TRACK ABOUT 1,027 FEET WEST OF THE WEST TURNOUT OF THE PASSING TRACK AT WIGGINS, COLORADO. SEVEN LOCOMOTIVE UNITS DERAILED AND WERE DESTROYED IN THE COLLISION AND BURNING DIESEL FUEL WAS RELEASED FROM RUPTURED FUEL TANKS; 40 CARS DERAILED, 26 OF WHICH WERE DESTROYED. FIVE TRAIN CREWMEMBERS WERE KILLED AND TWO WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$3,891,428. NINE DAYS LATER AT ABOUT 4:56 A.M., MOUNTAIN STANDARD TIME, ON APRIL 22, 1984, EASTBOUND BN FREIGHT TRAIN EXTRA 7843 EAST STRUCK THE REAR OF BN FREIGHT TRAIN EXTRA ATSF 8112 EAST ON THE MAIN TRACK AT PEDRO PASSING TRACK NEAR NEWCASTLE, WYOMING. DURING THE COLLISION AND SUBSEQUENT DERAILMENT SEQUENCE, SEVERAL CARS OF FREIGHT TRAIN EXTRA 5533 EAST, WHICH WERE STANDING UNATTENDED IN THE PEDRO PASSING TRACK, WERE ALSO STRUCK AND DERAILED. AS A RESULT, 5 LOCOMOTIVES UNITS, A CABOOSE, AND 21 CARS DERAILED. THE LOCOMOTIVE UNITS, CABOOSE, AND 13 CARS WERE EITHER DESTROYED OR HEAVILY DAMAGED. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$1,358,993.

Recommendation # :	R-85-021	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE ITS MEMBER RAILROADS TO DEFINE THE "SUBJECT TO DUTY" PROVISION OF THEIR RULE G TO STIPULATE A DEFINED PERIOD OF REQUIRED ABSTINENCE FROM THE USE OF ALCOHOL AND OTHER SUBSTANCES BY TRAIN CREWMEMBERS PRIOR TO THEIR ACCEPTING CALLS TO DUTY.					
# of Addressees:	1	Overall Date Closed: 01/20/87			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 01/20/87		



Recommendation Report

Product/Notation Id 49961 / 3923A_2 **Accident Date:** 04/10/84 **Issue Date:** 05/24/85
City/State: Marshville, NC **Accident #:** DCA84AZ005 **Most Wanted List:** No

AT 9:30 A.M. ON APRIL 10, 1984, 18 CARS OF EASTBOUND SEABOARD SYSTEM RAILROAD FREIGHT TRAIN FERHL DERAILED AT MARSHVILLE, NORTH CAROLINA, FOLLOWING THE FAILURE OF A FREIGHT CAR AXLE JOURNAL AS A RESULT OF THE JOURNAL OVERHEATING. TWO OF THE FOUR DERAILED TANK CARS LOADED WITH METHANOL, A FLAMMABLE LIQUID, WERE BREACHED DURING THE DERAILMENT, AND THE RELEASED METHANOL WAS IGNITED. THREE BUILDINGS AND FOUR AUTOMOBILES WERE DESTROYED BY THE FIRE. AN ESTIMATED 2,100 PERSONS WITHIN A 1-MILE RADIUS OF THE ACCIDENT SITE WERE EVACUATED, U.S. HIGHWAY 74 WAS CLOSED, AND THE FIRE WAS ALLOWED TO BURN UNTIL IT SUBSIDED AT 10 P.M. ON THE DAY OF THE ACCIDENT. ONE PERSON RECEIVED A MINOR INJURY DURING THE EVACUATION. DAMAGE WAS ESTIMATED TO BE \$1,383,000.

Recommendation # :	R-85-023	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ACCELERATE THE SCHEDULE OF THE ONGOING INDUSTRY PROGRAM FOR PROTECTING BOTTOM DISCONTINUITIES ON EXISTING STUB-SILL TANK CARS SO AS TO COMPLETE RETROFITTING BY JULY 31, 1988.					
# of Addressees:	1	Overall Date Closed:		10/27/86	
Addressee:	Association of American Railroads	Closed - Unacceptable Action		Date Closed:	10/27/86



Recommendation Report

Product/Notation Id 49939 / 3913B_1 **Accident Date:** 04/13/84 **Issue Date:** 04/24/85
City/State: Wiggins, CO **Accident #:** DCA84AR008 **Most Wanted List:** No

ABOUT 3:58 A.M., MOUNTAIN STANDARD TIME, ON APRIL 13, 1984, BURLINGTON NORTHERN (BN) RAILROAD COMPANY FREIGHT TRAINS EXTRA 6714 WEST, AND EXTRA 7820 EAST, COLLIDED HEAD-ON ON THE SINGLE MAIN TRACK ABOUT 1,027 FEET WEST OF THE WEST TURNOUT OF THE PASSING TRACK AT WIGGINS, COLORADO. SEVEN LOCOMOTIVE UNITS DERAILED AND WERE DESTROYED IN THE COLLISION AND BURNING DIESEL FUEL WAS RELEASED FROM RUPTURED FUEL TANKS; 40 CARS DERAILED, 26 OF WHICH WERE DESTROYED. FIVE TRAIN CREWMEMBERS WERE KILLED AND TWO WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$3,891,428. NINE DAYS LATER AT ABOUT 4:56 A.M., MOUNTAIN STANDARD TIME, ON APRIL 22, 1984, EASTBOUND BN FREIGHT TRAIN EXTRA 7843 EAST STRUCK THE REAR OF BN FREIGHT TRAIN EXTRA ATSF 8112 EAST ON THE MAIN TRACK AT PEDRO PASSING TRACK NEAR NEWCASTLE, WYOMING. DURING THE COLLISION AND SUBSEQUENT DERAILMENT SEQUENCE, SEVERAL CARS OF FREIGHT TRAIN EXTRA 5533 EAST, WHICH WERE STANDING UNATTENDED IN THE PEDRO PASSING TRACK, WERE ALSO STRUCK AND DERAILED. AS A RESULT, 5 LOCOMOTIVES UNITS, A CABOOSE, AND 21 CARS DERAILED. THE LOCOMOTIVE UNITS, CABOOSE, AND 13 CARS WERE EITHER DESTROYED OR HEAVILY DAMAGED. TWO TRAIN CREWMEMBERS WERE KILLED AND TWO WERE INJURED. TOTAL DAMAGE WAS ESTIMATED TO BE \$1,358,993.

Recommendation # :	R-85-038	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE BURLINGTON NORTHERN RAILROAD COMPANY: DEFINE THE "SUBJECT TO DUTY" PROVISION OF RULE G AND PROVIDE ALL TRAIN SERVICE EMPLOYEES A UNIFORM INTERPRETATION OF ITS REQUIREMENTS.					
# of Addressees:	1	Overall Date Closed: 02/21/89			
Addressee:	BNSF Railway Company (formerly Burlington Northern and Santa Fe Railway Company)	Closed - Unacceptable Action	Date Closed: 02/21/89		



Recommendation Report

Product/Notation Id 45182 / 3980A_4 **Accident Date:** 06/14/84 **Issue Date:** 06/03/85
City/State: Motley, MN **Accident #:** 86631 **Most Wanted List:** No

ABOUT 1:00 A.M., ON THURSDAY, JUNE 14, 1984, BURLINGTON NORTHERN RAILROAD COMPANY FREIGHT TRAINS EXTRA 6760 WEST AND EXTRA 7907 EAST COLLIDED HEAD-ON ON THE SINGLE TRACK MAIN LINE NEAR MOTLEY, MINNESOTA. THE TRAINS WERE BEING OPERATED ON DISPATCHER-ISSUED TRAIN ORDERS, IN NONSIGNALIZED TERRITORY. THE WESTBOUND TRAIN HAD BEEN TRAVELING ABOUT 35 TO 40 MPH AND THE EASTBOUND TRAIN ABOUT 45 TO 49 MPH JUST BEFORE THE EMERGENCY APPLICATIONS OF THE AUTOMATIC AIR BRAKES OF BOTH TRAINS. THE ACCIDENT RESULTED IN THREE FATALITIES, ONE SERIOUS INJURY, AND THREE MINOR INJURIES; DAMAGES WERE ESTIMATED AT \$3,931,146. THE DISPATCHER CONTROLLING THE MOVEMENT OF THE TRAINS HAD BEEN PROMOTED TO DISPATCHER RECENTLY BEFORE THE ACCIDENT AND WAS WORKING IN HIS SECOND TOUR OF DUTY IN THAT POSITION. THE DISPATCHER HAD BEEN PROMOTED FROM A STENOGRAPHIC/CLERICAL POSITION AFTER HAVING BEEN NOMINATED TO AND COMPLETING A COMPANY TRAINING PROGRAM; HE HAD NO PRIOR OPERATING EXPERIENCE.

Recommendation # :	R-85-047	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN CONJUNCTION WITH THE ASSOCIATION OF AMERICAN RAILROADS, INITIATE A PROGRAM DESIGNED TO ESTABLISH AND DOCUMENT APTITUDE AND OTHER PERFORMANCE ORIENTED SELECTION/SCREENING CRITERIA, TRAINING, AND TESTING PROCEDURES FOR INDIVIDUALS TO BE EMPLOYED IN SAFETY CRITICAL POSITIONS SUCH AS TRAIN DISPATCHERS.					
# of Addressees:	1	Overall Date Closed: 07/30/86			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/30/86		



Recommendation Report

Product/Notation Id 49936 / 4124A_1 **Accident Date:** 05/16/85 **Issue Date:** 05/16/85
City/State: , **Accident #:** DCA84AR004 **Most Wanted List:** No

SINCE 1971, THE NATIONAL TRANSPORTATION SAFETY BOARD HAS INVESTIGATED MORE THAN 30 MAJOR RAILROAD ACCIDENTS WHICH INVOLVED THE ISSUES OF THE JOINT RESPONSIBILITY ASSIGNED BY OPERATING RULES TO THE CONDUCTOR AND THE ENGINEER FOR THE SAFETY OF THE TRAIN, THE FAILURE OF UNASSERTIVE OR INADEQUATELY TRAINED CREWMEMBERS TO TAKE ACTION WHEN ENGINEERS WERE VIOLATING THE RULES, AND THE OPERATION OF LOCOMOTIVES BY UNQUALIFIED PERSONNEL FOR THE ASSIGNED ENGINEER. MANY OF THE CASUAL EVENTS IN THESE ACCIDENTS INVOLVED THE FAILURE OF THE ENGINEERS TO CARRY OUT THEIR RESPONSIBILITIES FOR PROPER OPERATION OF THE TRAINS. IN MOST OF THE ACCIDENTS, THE CONDUCTOR WAS ON THE CABOOSE AT THE REAR OF THE TRAIN, A LOCATION WHICH LIMITED HIS ABILITY TO CARRY OUT HIS SUPERVISORY RESPONSIBILITIES OVER THE ENGINEER. IN SOME INVESTIGATIONS, THE SAFETY BOARD LEARNED THAT EITHER THE CONDUCTOR NOR ANY OTHER SUPERVISOR HAD SEEN THE HEAD-END CREWMEMBERS BEFORE THEY REPORTED FOR DUTY OR DURING THEIR TOUR OF DUTY. AMONG OTHERS, THE SAFETY BOARD HAD IDENTIFIED THE FOLLOWING MAJOR DEFICIENCIES WHICH A CONDUCTOR COULD HAVE CORRECTED OR PREVENTED BEFORE THE ACCIDENT OCCURRED: (1) CREWMEMBERS REPORTING FOR DUTY UNDER THE INFLUENCE OF ALCOHOL OR USING ALCOHOL WHILE ON DUTY; (2) UNAUTHORIZED PERSONS OPERATING THE LOCOMOTIVE; (3) ENGINEERS FAILING TO COMPLY WITH OPERATING RULES WITH REGARD TO SPEED AND SIGNAL INDICATIONS.

Recommendation # :	R-85-051	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THERE BE AT LEAST TWO CREWMEMBERS ON LOCOMOTIVES OF THROUGH FREIGHT TRAINS WHO ARE QUALIFIED TO OPERATE THE LOCOMOTIVE, THAT ONE OF THESE TWO PERSONS HAVE TOTAL RESPONSIBILITY FOR THE TRAIN AND ALL EMPLOYEES THERE ON, AND THAT THE SECOND PERSON SERVE AS THE ASSISTANT TO THE PERSON IN CHARGE.					
# of Addressees:	1	Overall Date Closed: 05/20/88			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	05/20/88	



Recommendation Report

Product/Notation Id 49937 / 4124A_2 **Accident Date:** 05/16/85 **Issue Date:** 05/16/85
City/State: , **Accident #:** DCA84AR004 **Most Wanted List:** No

SINCE 1971, THE NATIONAL TRANSPORTATION SAFETY BOARD HAS INVESTIGATED MORE THAN 30 MAJOR RAILROAD ACCIDENTS WHICH INVOLVED THE ISSUES OF THE JOINT RESPONSIBILITY ASSIGNED BY OPERATING RULES TO THE CONDUCTOR AND THE ENGINEER FOR THE SAFETY OF THE TRAIN, THE FAILURE OF UNASSERTIVE OR INADEQUATELY TRAINED CREWMEMBERS TO TAKE ACTION WHEN ENGINEERS WERE VIOLATING THE RULES, AND THE OPERATION OF LOCOMOTIVES BY UNQUALIFIED PERSONNEL FOR THE ASSIGNED ENGINEER. MANY OF THE CASUAL EVENTS IN THESE ACCIDENTS INVOLVED THE FAILURE OF THE ENGINEERS TO CARRY OUT THEIR RESPONSIBILITIES FOR PROPER OPERATION OF THE TRAINS. IN MOST OF THE ACCIDENTS, THE CONDUCTOR WAS ON THE CABOOSE AT THE REAR OF THE TRAIN, A LOCATION WHICH LIMITED HIS ABILITY TO CARRY OUT HIS SUPERVISORY RESPONSIBILITIES OVER THE ENGINEER. IN SOME INVESTIGATIONS, THE SAFETY BOARD LEARNED THAT EITHER THE CONDUCTOR NOR ANY OTHER SUPERVISOR HAD SEEN THE HEAD-END CREWMEMBERS BEFORE THEY REPORTED FOR DUTY OR DURING THEIR TOUR OF DUTY. AMONG OTHERS, THE SAFETY BOARD HAD IDENTIFIED THE FOLLOWING MAJOR DEFICIENCIES WHICH A CONDUCTOR COULD HAVE CORRECTED OR PREVENTED BEFORE THE ACCIDENT OCCURRED: (1) CREWMEMBERS REPORTING FOR DUTY UNDER THE INFLUENCE OF ALCOHOL OR USING ALCOHOL WHILE ON DUTY; (2) UNAUTHORIZED PERSONS OPERATING THE LOCOMOTIVE; (3) ENGINEERS FAILING TO COMPLY WITH OPERATING RULES WITH REGARD TO SPEED AND SIGNAL INDICATIONS.

Recommendation # :	R-85-052	Overall Status:	Closed--No Longer Applicable	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS, THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS, AND THE UNITED TRANSPORTATION UNION: COOPERATE WITH THE FEDERAL RAILROAD ADMINISTRATION IN THE IMPLEMENTATION OF SAFETY RECOMMENDATION R-85-51 WHICH READS, "REQUIRE THAT THERE BE AT LEAST TWO CREWMEMBERS ON LOCOMOTIVES OF THROUGH FREIGHT TRAINS WHO ARE QUALIFIED TO OPERATE THE LOCOMOTIVE, THAT ONE OF THESE TWO PERSONS HAVE TOTAL RESPONSIBILITY FOR THE TRAIN AND ALL EMPLOYEES THEREON, AND THAT THE SECOND PERSON SERVE AS ASSISTANT TO THE PERSON IN CHARGE.					
# of Addressees:	1	Overall Date Closed: 04/18/95			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 08/23/93		



Recommendation Report

Product/Notation Id 50169 / **Accident Date:** 12/31/84 **Issue Date:** 05/17/85
City/State: North Little Rock, AR **Accident #:** DCA85AZ001 **Most Wanted List:** No

ABOUT 4:45 A.M., DECEMBER 31, 1984, RAIX 7033, A TANK CAR LOADED WITH ETHYLENE OXIDE BY THE UNION CARBIDE CORPORATION, WAS DISCOVERED LEAKING IN THE MISSOURI PACIFIC RAILROAD COMPANY (MP) RAILYARD IN NORTH LITTLE ROCK, ARKANSAS. THE LEAKING ETHYLENE OXIDE FORMED A VAPOR CLOUD. FEARING AN EXPLOSION, RAILYARD MANAGEMENT ORDERED AN EVACUATION AND FORMULATED PLANS TO TRANSFER THE REMAINING ETHYLENE OXIDE FROM THE LEAKING TANK CAR TO ANOTHER TANK CAR. ABOUT 12 HOURS LATER, LOCAL AUTHORITIES ORDERED, AS A PRECAUTIONARY MEASURE, THAT AN ADDITIONAL AREA 1 MILE IN RADIUS, CONTAINING AN ESTIMATED 2,500 PERSONS, BE EVACUATED FOR THE DURATION OF THE PRODUCT TRANSFER. THE EVACUATION ORDER WAS LIFTED AT 11:25 A.M. THE FOLLOWING DAY.

Recommendation # :	R-85-060	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: EVALUATE FOR ADEQUACY AND TIMELINESS, DIRECTING CHANGES AS NECESSARY, THE GENERAL AMERICAN TRANSPORTATION CORPORATION'S PROPOSED INSPECTION AND REPAIR PROGRAM FOR BRINGING TANK CARS ON WHICH ANTI-SHIFT BRACKETS ARE WELDED DIRECTLY TO THE TANK SHELL INTO REGULATORY COMPLIANCE, AND MONITOR THE COMPLETION OF THE PROGRAM. (URGENT)					
# of Addressees:	1	Overall Date Closed: 07/25/88			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 07/25/88		



Recommendation Report

Product/Notation Id 49628 / 3793B_4 **Accident Date:** 07/30/83 **Issue Date:** 06/17/85
City/State: Baton Rouge, LA **Accident #:** DCA83AZ006 **Most Wanted List:** No

AT 3:45 A.M., ON JULY 30, 1983, VINYL CHLORIDE MONOMER (VCM) UNDER PRESSURE ESCAPED FROM A RAILROAD TANK CAR AT THE LOADING FACILITY WITHIN THE FORMOSA PLASTICS CORPORATION (FORMOSA) CHEMICAL MANUFACTURING PLANT AT BATON ROUGE, LOUISIANA. THE RELEASED VCM WAS IGNITED BY AN UNDETERMINED SOURCE, AND A LARGE BILLOWING FIRE ENSUED. AN ADJACENT TANK CAR CONTAINING VCM WAS INVOLVED IN THE FIRE BUT DID NOT RUPTURE VIOLENTLY. TWO PERSONS WERE INJURED SERIOUSLY, TWO TANK CARS WERE DESTROYED, THREE TANK CARS WERE DAMAGED MODERATELY, AND THE LOADING FACILITY WAS DAMAGED EXTENSIVE LY. DAMAGE WAS ESTIMATED TO BE \$1 MILLION.

Recommendation # :	R-85-073	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE STATE OF LOUISIANA: EVALUATE THE ABILITY OF STATE AGENCIES CHARGED WITH ADMINISTERING SAFETY REGULATIONS IN PETROCHEMICAL PLANTS TO CARRY OUT THEIR RESPONSIBILITY, AND MAKE NECESSARY CHANGES TO INSURE REGULAR INSPECTIONS OF THESE FACILITIES.					
# of Addressees:	1	Overall Date Closed: 12/20/88			
Addressee:	State of Louisiana	Closed - Unacceptable Action	Date Closed: 12/20/88		



Recommendation Report

Product/Notation Id 50043 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-088	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: PROVIDE MEANS FOR UNLOADING PASSENGERS WHEN EMERGENCIES REQUIRE EVACUATION OF TRAINS AT LOCATIONS AWAY FROM STATION PLATFORMS.					
# of Addressees:	1	Overall Date Closed:		11/12/93	
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:		11/12/93



Recommendation Report

Product/Notation Id 50046 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-091	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: INFORM ITS OPERATING PERSONNEL AT REGULAR INTERVALS OF THE ADVERSE EFFECTS OF COMMONLY USED OVER-THE COUNTER AND PRESCRIBED MEDICATIONS ON OPERATING PERFORMANCE.					
# of Addressees:	1	Overall Date Closed:		11/12/93	
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:		11/12/93



Recommendation Report

Product/Notation Id 50047 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-092	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: PROVIDE ITS RAIL OPERATING PERSONNEL INITIAL AND RECURRENT TRAINING BOTH IN ROUTINE OPERATIONS AND IN SIMULATED EMERGENCY SITUATIONS.					
# of Addressees:	1	Overall Date Closed:	11/12/93		
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:	11/12/93	



Recommendation Report

Product/Notation Id 50048 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-093	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: ASSESS PERIODICALLY THE KNOWLEDGE AND UNDERSTANDING THAT OPERATING PERSONNEL HAVE OF CTA RULES AND PROCEDURES AND THEIR SKILLS IN PERFORMING THE REQUIRED FUNCTIONS IN PRACTICE.					
# of Addressees:	1	Overall Date Closed:		11/12/93	
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action		Date Closed:	11/12/93



Recommendation Report

Product/Notation Id 50049 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-094	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: PROVIDE MOTORMEN AND CONDUCTORS INITIAL AND RECURRENT TRAINING IN CARRYING OUT A COORDINATED RESPONSE TO EMERGENCY SITUATIONS.					
# of Addressees:	1	Overall Date Closed:		11/12/93	
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action		Date Closed:	11/12/93



Recommendation Report

Product/Notation Id 50050 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-095	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: ASSIGN THE SAFETY DEPARTMENT THE RESPONSIBILITY FOR AND GIVE IT THE AUTHORITY TO CARRY OUT THE FOLLOWING FUNCTIONS: * CONTINUALLY IDENTIFY THE SAFETY RISKS IN THE CTA TRANSIT SYSTEM, * ASSESS THE RISK AS TO PROBABILITY OF OCCURRENCE AND POSSIBLE LOSS IF THEY OCCUR, AND * RECOMMENDED PREVENTIVE AND CORRECTIVE ACTION TO CTA MANAGEMENT.					
# of Addressees:	1	Overall Date Closed:		12/16/93	
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:	12/16/93	



Recommendation Report

Product/Notation Id 50051 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-096	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: ENSURE THAT THOSE 6,000-SERIES CARS WHICH WILL BE RETAINED FOR SERVICE ARE STRUCTUALLY SOUND BEFORE THEY ARE RETURNED TO REVENUE SERVICE.					
# of Addressees:	1	Overall Date Closed:	11/12/93		
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:	11/12/93	



Recommendation Report

Product/Notation Id 50052 / 4019B **Accident Date:** 08/17/84 **Issue Date:** 08/20/85
City/State: Chicago, IL **Accident #:** DCA84MR001 **Most Wanted List:** No

ABOUT 5 P.M., ON AUGUST 17, 1984, AFTER SOUTHBOUND CHICAGO TRANSIT AUTHORITY (CTA) EIGHT-CAR "A" TRAIN NO. 135 (TRAIN 135) LEFT THE MONTROSE AVENUE STATION AND AS IT SLOWLY ASCENDED A 3.1-PERCENT GRADE, THE MOTORMAN SAW "YELLOW DYNAMIC" BRAKE LIGHTS ILLUMINATED ON THE SECOND AND SEVENTH CARS. THE TRAIN ROLLED TO A STOP, AND THE MOTORMAN SECURED THE CAB AND WENT BACK TO CUT OUT THE BRAKES ON THE SECOND CAR. WHILE THE MOTORMAN WAS OUT OF THE CAB, TRAIN 135 BEGAN TO ROLL BACKWARD DOWN THE GRADE. THE MOTORMAN RAN BACK TO THE CAB AND ATTEMPTED TO STOP THE TRAIN; HOWEVER, HE DID NOT STOP IT. TRAIN 135, MOVING AT ABOUT 20 MPH, STRUCK CTA EIGHT-CAR "B" TRAIN NO. 143 (TRAIN 143), WHICH WAS STANDING JUST SOUTH OF THE MONTROSE AVENUE STATION. ONE PASSENGER WAS KILLED, AND 46 PASSENGERS AND 3 CREWMEMBERS WERE INJURED.

Recommendation # :	R-85-097	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CHICAGO TRANSIT AUTHORITY: IN FUTURE NEW RAIL CAR PROCUREMENT, SPECIFY ENERGY-ABSORBING PASSENGER SEAT GRAB BARS AND VERTICAL STACHIONS.					
# of Addressees:	1	Overall Date Closed:	11/12/93		
Addressee:	Chicago Transit Authority	Closed - Unacceptable Action	Date Closed:	11/12/93	



Recommendation Report

Product/Notation Id 50178 / 4112C_5 **Accident Date:** 02/04/85 **Issue Date:** 01/15/86
City/State: Elkhart, IN **Accident #:** DCA85AZ003 **Most Wanted List:** No

AT 6:30 A.M., ON FEBRUARY 4, 1985, AN "EMPTY" PLACARDED RAILROAD TANKCAR, NATX 9408, CONTAINING AN ESTIMATED 800 GALLONS OF ANHYDROUS HYDROGEN FLUORIDE, A CORROSIVE LIQUID, WAS FOUND LEAKING IN THE CONSOLIDATED RAIL CORPORATION'S ELKHART, INDIANA, RECEIVING YARD. DURING THE FOLLOWING 4 HOURS AS LOCAL EMERGENCY RESPONSE AGENCIES WORKED TO CONTAIN THE SPILL, A VAPOR CLOUD FORMED AND TRAVELED APPROXIMATELY 2 1/2 MILES AFFECTING NEARBY RESIDENTIAL AREAS NORTHWEST OF THE YARD. A TOTAL OF 1,500 PEOPLE WITHIN A 1.1-SQUARE-MILE AREA ADJACENT TO AND NORTHWEST OF THE YARD WERE EVACUATED FOR 9 HOURS AS AN EMERGENCY PRECAUTION. LOCAL AREA HOSPITALS TREATED 75 PERSONS FOR MINOR SKIN AND EYE IRRITATIONS.

Recommendation # :	R-85-120	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: DEVELOP GUIDELINES AND PROCEDURES FOR MECHANICAL INSPECTORS REGARDING INSPECTION PRACTICES FOR A SUSPECTED LEAKING OR VENTING HAZARDOUS MATERIALS TANKCAR TO ASSURE THAT SUBJECT TANKCARS ARE FIT AND SAFE FOR TRANSPORTATION.					
# of Addressees:	1	Overall Date Closed: 07/23/91			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 07/23/91		



Recommendation Report

Product/Notation Id 49946 / 4266_1 **Accident Date:** 07/07/84 **Issue Date:** 01/15/86
City/State: Essex Junction, VT **Accident #:** DCA84AR013 **Most Wanted List:** No

ABOUT 6:50 A.M., ON JULY 7, 1984, NORTHBOUND AMTRAK PASSENGER TRAIN NO. 60, THE MONTREALER, DERAILED WHILE PASSING OVER A WASHED-OUT SECTION OF GRAVEL EMBANKMENT UNDER THE MAIN TRACK OF THE CENTRAL VERMONT RAILWAY (CV) NEAR ESSEX JUNCTION, VERMONT. TWO LOCOMOTIVE UNITS AND THE FOWARD SEVEN CARS OF THE TRAIN DERAILED AND WERE DESTROYED OR HEAVILY DAMAGED. THREE PASSENGERS AND AN AMTRAK SLEEPING CAR ATTENDANT WERE KILLED; ONE CV CREWMEMBER DIED ABOUT 3 CONTAINING ABOUT 1,500 POUNDS OF THE POISONOUS MIXTURE, AND HOURS AFTER THE ACCIDENT AS A RESULT OF INJURIES SUSTAINED THE REMAINDER OF THE CYLINDERS WERE PARTIALLY FULL OR EMPTY IN THE ACCIDENT. ONE CV CREWMEMBER, TWO AMTRAK ATTENDANTS, AND 26 PASSENGERS WERE SERIOUSLY INJURED. DAMAGE WAS ESTIMATED TO BE \$6,812,838.

Recommendation # :	R-85-126	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): REPLACE THE EXISTING MIRRORS IN SLEEPING CAR COMPARTMENTS AND COACH LOUNGES WITH SHATTER PROOF MATERIAL.					
# of Addressees:	1	Overall Date Closed: 08/09/88			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 08/09/88		



Recommendation Report

Product/Notation Id 49949 / 4266_2 **Accident Date:** 07/07/84 **Issue Date:** 01/15/86
City/State: Essex Junction, VT **Accident #:** DCA84AR013 **Most Wanted List:** No

ABOUT 6:50 A.M., ON JULY 7, 1984, NORTHBOUND AMTRAK PASSENGER TRAIN NO. 60, THE MONTREALER, DERAILED WHILE PASSING OVER A WASHED-OUT SECTION OF GRAVEL EMBANKMENT UNDER THE MAIN TRACK OF THE CENTRAL VERMONT RAILWAY (CV) NEAR ESSEX JUNCTION, VERMONT. TWO LOCOMOTIVE UNITS AND THE FOWARD SEVEN CARS OF THE TRAIN DERAILED AND WERE DESTROYED OR HEAVILY DAMAGED. THREE PASSENGERS AND AN AMTRAK SLEEPING CAR ATTENDANT WERE KILLED; ONE CV CREWMEMBER DIED ABOUT 3 HOURS AFTER THE ACCIDENT AS A RESULT OF INJURIES SUSTAINED IN THE ACCIDENT. ONE CV CREWMEMBER, TWO AMTRAK ATTENDANTS, AND 26 PASSENGERS WERE SERIOUSLY INJURED. DAMAGE WAS ESTI MATED TO BE \$6,812,838.

Recommendation # : R-85-129 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ESTABLISH REGULATIONS THAT ADDRESS THE ISSUES SURROUNDING THE USE OF RADIOS FOR OPERATIONAL PURPOSES ON TRAINS TO INCLUDE, BUT NOT BE LIMITED TO, REQUIREMENTS FOR RADIOS TO BE INSTALLED ON TRAINS; USAGE REQUIREMENTS FOR INTER- AND INTRA-TRAIN COMMUNICATIONS; USAGE REQUIREMENTS FOR DISPATCHING AND CONTROL OPERATIONS; FREQUENCY COMPATIBILITY REQUIREMENTS; AND MAINTENANCE, INSPECTION, AND TESTING REQUIREMENTS.

of Addressees: 1 **Overall Date Closed:** 05/07/91

Addressee: FRA **Closed - Unacceptable Action** **Date Closed:** 05/07/91



Recommendation Report

Product/Notation Id 50414 / 4162C_2 **Accident Date:** 05/15/85 **Issue Date:** 05/12/86
City/State: Brooklyn, NY **Accident #:** DCA85RM006 **Most Wanted List:** No

AT 10:11 A.M. ON MAY 15, 1985, A NEW YORK CITY TRANSIT AUTHORITY (NYCTA) SOUTHBOUND EIGHT-CAR SUBWAY TRAIN DERAILED MOMENTS AFTER DEPARTING THE DEKALB AVENUE STATION, BROOKLYN, NEW YORK. THE TRAIN HAD MADE A STATION STOP, PROCEEDED OUT OF THE STATION, AND THEN ENTERED A TRACK CROSSOVER SECTION. THE FIRST CAR ENTERED THE CROSSOVER, BUT THE SECOND CAR DERAILED AT THE LEFT-HAND SWITCH, CONTINUED IN A DERAILED CONDITION FOR ABOUT 120 FEET, AND STRUCK A CONCRETE-AND-STEEL TRACK SEPARATION WALL. THE RIGHT SIDE OF THE DERAILED CAR STRUCK THE WALL AT THE UNOCCUPIED CONDUCTOR'S CAB AND SEVERED 20 FEET OF THE CAR SIDE. THE THIRD RAIL WAS DAMAGED FOR APPROXIMATELY 40 FEET, AND THE THIRD-RAIL WOODEN COVER BOARD WAS FORCED UP UNDER THE DERAILED CAR. DENSE SMOKE RESULTED WHEN ARCING OF THE DAMAGED THIRD RAIL CAUSED A FIRE IN THE COVER BOARD AND THE WIRING INSULATION ON THE CAR.

Recommendation # :	R-86-007	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: REVIEW AND IMPROVE THE PROCEDURES FOR MANAGEMENT COORDINATION BETWEEN DIVISIONS THAT ARE PERFORMING COMPARABLE FUNCTIONS OR JOINT SYSTEMWIDE PROGRAMS.					
# of Addressees:	1	Overall Date Closed:	09/29/88		
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed:	09/29/88	



Recommendation Report

Product/Notation Id 50430 / 4215C **Accident Date:** 06/26/85 **Issue Date:** 09/02/86
City/State: Miami, FL **Accident #:** DCA85RM008 **Most Wanted List:** No

ABOUT 11:35 P.M. ON JUNE 26, 1985, METRO-DADE TRANSPORTATION ADMINISTRATION (MDTA) NONREVENUE TEST TRAIN NO. 172-171 STRUCK THE REAR OF MDTA REVENUE TRAIN, NO. 141-142, WHICH WAS STOPPED ON TRACK NO. 2 ABOUT 1,927 FEET SOUTH OF THE NORTHSIDE STATION INTERLOCKING IN MIAMI, FLORIDA. NEITHER TRAIN WAS DERAILED. TEST TRAIN NO. 172-171 WAS RETURNING NORTHBOUND AFTER COMPLETING A SOUTHBOUND TEST RUN. TWELVE PASSENGERS AND FOUR MDTA EMPLOYEES WERE TAKEN TO NEARBY HOSPITALS WHERE THEY WERE TREATED AND RELEASED. THE MDTA ESTIMATED THE DAMAGE TO BE \$1.6 MILLION.

Recommendation # :	R-86-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE METRO-DADE TRANSPORTATION ADMINISTRATION: SPONSOR A PUBLIC AWARENESS PROGRAM TO INFORM THE PUBLIC OF THE SAFETY FEATURES OF THE RAIL RAPID TRANSIT CARS AND OF THE PROCEDURES TO BE FOLLOWED FOR VARIOUS TYPES OF EMERGENCIES.					
# of Addressees:	1	Overall Date Closed: 03/16/89			
Addressee:	Metropolitan Dade County Transportation Administration	Closed - Unacceptable Action	Date Closed: 03/16/89		



Recommendation Report

Product/Notation Id 44737 / 4477A_1 **Accident Date:** 01/13/87 **Issue Date:** 01/13/87
City/State: Washington, DC **Accident #:** 80658 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS HAD A LONG STANDING OBJECTIVE TO IMPROVE SAFETY AT RAILROAD/HIGHWAY GRADE CROSSINGS. IN CALENDAR YEAR 1985, THE SAFETY BOARD INVESTIGATED 75 ACCIDENTS INVOLVING PASSENGER/COMMUTER TRAINS TO DETERMINE SAFETY ISSUES THAT COULD BE SUCCESSFULLY ADDRESSED BY FEDERAL AGENCIES, STATES, AND OTHER ORGANIZATIONS RESPONSIBLE FOR THE PUBLIC'S SAFETY. AS A RESULT OF A SAFETY STUDY BASED ON THESE 75 ACCIDENTS, THE SAFETY BOARD REMAINS CONCERNED THAT THE PUBLIC (MOTOR VEHICLE OCCUPANTS AND PASSENGERS ON TRAINS) AND RAILROAD EMPLOYEES ARE PLACED IN LIFE-THREATENING SITUATIONS DAILY AT GRADE CROSSING LOCATIONS, WHERE THE SAFETY BOARD BELIEVES SAFETY IMPROVEMENTS CAN BE ACCOMPLISHED.

Recommendation # :	R-86-044	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE RAILROADS TO MAINTAIN SIGHT DISTANCES AT GRADE CROSSINGS, BY ENSURING THAT THE RAILROAD RIGHT-OF-WAY IS FREE OF OBSTRUCTING VEGETATION OR OTHER SIGHT OBSTRUCTIONS SUCH AS STANDING OR STORED RAILROAD CARS.					
# of Addressees:	1	Overall Date Closed: 01/11/91			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 01/11/91		



Recommendation Report

Product/Notation Id 44743 / 4477A_2 **Accident Date:** 01/13/87 **Issue Date:** 01/13/87
City/State: Washington, DC **Accident #:** 80658 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS HAD A LONG STANDING OBJECTIVE TO IMPROVE SAFETY AT RAILROAD/HIGHWAY GRADE CROSSINGS. IN CALENDAR YEAR 1985, THE SAFETY BOARD INVESTIGATED 75 ACCIDENTS INVOLVING PASSENGER/COMMUTER TRAINS TO DETERMINE SAFETY ISSUES THAT COULD BE SUCCESSFULLY ADDRESSED BY FEDERAL AGENCIES, STATES, AND OTHER ORGANIZATIONS RESPONSIBLE FOR THE PUBLIC'S SAFETY. AS A RESULT OF A SAFETY STUDY BASED ON THESE 75 ACCIDENTS, THE SAFETY BOARD REMAINS CONCERNED THAT THE PUBLIC (MOTOR VEHICLE OCCUPANTS AND PASSENGERS ON TRAINS) AND RAILROAD EMPLOYEES ARE PLACED IN LIFE-THREATENING SITUATIONS DAILY AT GRADE CROSSING LOCATIONS, WHERE THE SAFETY BOARD BELIEVES SAFETY IMPROVEMENTS CAN BE ACCOMPLISHED.

Recommendation # :	R-86-050	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL HIGHWAY ADMINISTRATION: DEVELOP AND REQUIRE THE USE OF ADVANCE WARNING SIGNS THAT CLEARLY INFORM MOTOR VEHICLE DRIVERS OF PARTICULAR DANGERS AT GRADE CROSSINGS, INCLUDING THE WARNING OF LIMITED SIGHT DISTANCE AND HIGH HUMP PROFILE SURFACE.					
# of Addressees:	1	Overall Date Closed:		05/22/91	
Addressee:	FHWA	Closed - Unacceptable Action		Date Closed:	05/22/91



Recommendation Report

Product/Notation Id 44750 / 4477A_2 **Accident Date:** 01/13/87 **Issue Date:** 01/13/87
City/State: Washington, DC **Accident #:** 80658 **Most Wanted List:** No

THE NATIONAL TRANSPORTATION SAFETY BOARD HAS HAD A LONG STANDING OBJECTIVE TO IMPROVE SAFETY AT RAILROAD/HIGHWAY GRADE CROSSINGS. IN CALENDAR YEAR 1985, THE SAFETY BOARD INVESTIGATED 75 ACCIDENTS INVOLVING PASSENGER/COMMUTER TRAINS TO DETERMINE SAFETY ISSUES THAT COULD BE SUCCESSFULLY ADDRESSED BY FEDERAL AGENCIES, STATES, AND OTHER ORGANIZATIONS RESPONSIBLE FOR THE PUBLIC'S SAFETY. AS A RESULT OF A SAFETY STUDY BASED ON THESE 75 ACCIDENTS, THE SAFETY BOARD REMAINS CONCERNED THAT THE PUBLIC (MOTOR VEHICLE OCCUPANTS AND PASSENGERS ON TRAINS) AND RAILROAD EMPLOYEES ARE PLACED IN LIFE-THREATENING SITUATIONS DAILY AT GRADE CROSSING LOCATIONS, WHERE THE SAFETY BOARD BELIEVES SAFETY IMPROVEMENTS CAN BE ACCOMPLISHED.

Recommendation # :	R-86-057	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL HIGHWAY ADMINISTRATION: IN CONJUNCTION WITH THE FEDERAL RAILROAD ADMINISTRATION, STUDY, REPORT, AND UNDERTAKE FURTHER DEMONSTRATIONS ON THE FEASIBILITY OF ADOPTING HIGHWAY TRAFFIC SIGNALS AS PRIMARY WARNING DEVICES AT GRADE CROSSINGS.					
# of Addressees:	1	Overall Date Closed: 05/22/91			
Addressee:	FHWA	Closed - Unacceptable Action	Date Closed: 05/22/91		



Recommendation Report

Product/Notation Id 50927 / **Accident Date:** 01/04/87 **Issue Date:** 01/15/87
City/State: CHASE, MD **Accident #:** DCA87MR002 **Most Wanted List:** No

ABOUT 1:30 P.M. ON JANUARY 4, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) TRAIN NO. 94 OPERATING FROM WASHINGTON, D.C. TO SPRINGFIELD AND BOSTON, MASSACHUSETTS, ON AMTRAK'S NORTHEAST CORRIDOR COLLIDED WITH THREE CONSOLIDATED RAIL CORPORATION (CONRAIL) DIESEL/ELECTRIC LOCOMOTIVE UNITS NEAR CHASE, MARYLAND. AMTRAK TRAIN NO. 94 CONSISTED OF 2 ELECTRIC LOCOMOTIVE UNITS AND 12 PASSENGER CARS CONTAINING OVER 500 PASSENGERS. SIXTEEN PEOPLE DIED AND MORE THAN 170 WERE INJURED. PRELIMINARY DAMAGE ESTIMATES EXCEED \$15 MILLION.

Recommendation # :	R-87-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): PENDING THE INSTALLATION OF THE AUTOMATIC TRAIN CONTROL DEVICES OR AN EQUIVALENT POSITIVE CONTROL SYSTEM ON ALL LOCOMOTIVES OPERATING ON THE HIGH SPEED PASSENGER TRAIN TRACKAGE OF THE NORTHEAST CORRIDOR, REQUIRE THAT THE OPERATORS OF LOCOMOTIVES AND TRAINS NOT EQUIPPED WITH SUCH DEVICES STOP BEFORE ENTRY ONTO THE HIGH SPEED TRACKS REGARDLESS OF SIGNAL ASPECT, AND TO REQUEST AND RECEIVE PERMISSION BEFORE PROCEEDING. (URGENT)					
# of Addressees:	1	Overall Date Closed: 06/28/88			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 06/28/88		



Recommendation Report

Product/Notation Id 50432 / 4596_1 **Accident Date:** 07/10/85 **Issue Date:** 05/11/87
City/State: Cleveland, OH **Accident #:** DCA85RM009 **Most Wanted List:** No

ABOUT 8:12 A.M., EASTERN DAYLIGHT TIME, JULY 10, 1985, EAST BOUND TWO-CAR TRAIN NO. 6601 STRUCK THE REAR OF THREE-CAR TRAIN NO. 6614, WHICH WAS STANDING INOPERATIVE ON THE EAST BOUND MAIN TRACK OF THE GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY (GCRTA) RED RAPID TRANSIT LINE. TRAIN NO. 6614 WAS STUCK IN A REVERSE CURVE ABOUT 900 FEET WEST OF THE WEST 98TH STREET STATION IN CLEVELAND, OHIO. THE OPERATORS AND CONDUCTORS OF BOTH TRAINS AND A TOTAL OF 46 OF THE APPROXIMATELY 400 PASSENGERS ON THE TRAINS WERE TRANSPORTED TO NEARBY HOSPITALS. TWO DAYS AFTER THE ACCIDENT, ANOTHER PASSENGER WAS ADMITTED TO THE HOSPITAL FOR A CERVICAL SPINE INJURY; THE TRAIN CREWMEMBERS AND THE OTHER PASSENGERS RECEIVED OUTPATIENT TREATMENT FOR MINOR INJURIES. THE REAR CAR OF TRAIN NO. 6614 WAS DERAILED AND SUSTAINED REAR END STRUCTURAL DAMAGE AS A RESULT OF THE COLLISION IMPACT.

Recommendation # :	R-87-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE STATE OF OHIO: INITIATE LEGISLATIVE ACTION TO ESTABLISH A NEW INDEPENDENT AGENCY OR AUTHORIZE AN EXISTING AGENCY TO OVERSEE AND REGULATE THE SAFETY OF RAIL RAPID TRANSIT SYSTEMS IN THE STATE OF OHIO.					
# of Addressees:	1	Overall Date Closed: 05/19/89			
Addressee:	State of Ohio	Closed - Unacceptable Action	Date Closed: 05/19/89		



Recommendation Report

Product/Notation Id 55701 / 4643 **Accident Date:** 01/24/86 **Issue Date:** 06/25/87
City/State: WASHINGTON, MA **Accident #:** NYC86FR009 **Most Wanted List:** No

THE CURRENT RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION (RSPA) REGULATION, 49 CFR PART 174, SUBPART D, PROVIDES FOR THE PLACEMENT OF HAZARDOUS MATERIAL RAILROAD CARS AT A SPECIFIED DISTANCE FROM "THE ENGINE OR OCCUPIED CABOOSE." AS WRITTEN, SUBPART D, DOES NOT ADDRESS THE PLACEMENT OF HAZARDOUS MATERIAL CARS FROM THE END OF A TRAIN EQUIPPED ONLY WITH AN END-OF-TRAIN DEVICE INSTEAD OF A CABOOSE. CABOOSELESS TRAINS REDUCE THE HAZARD TO ON-TRAIN PERSONNEL IN THE EVENT OF A REAR-END COLLISION BY ELIMINATING HUMAN EXPOSURE. HOWEVER, CABOOSELESS TRAINS STILL POSE A SIGNIFICANT HAZARD TO THE STRIKING LOCOMOTIVE CREW. AN END-OF-TRAIN DEVICE DOES NOT ELIMINATE THE POSSIBILITY OF A REAR-END COLLISION, AND THEREFORE, IT IS STILL NECESSARY TO MINIMIZE THE RISKS TO THE LOCOMOTIVE CREW OF A STRIKING TRAIN BY PLACING HAZARDOUS MATERIAL CARS AWAY FROM THE POTENTIAL IMPACT AREA. SUCH PLACEMENT PROTECTS THE STRIKING LOCOMOTIVE CREW, NEARBY RESIDENTS, OR OTHER RAILROAD PERSONNEL BY PROVIDING A FORCE ABSORBING CUSHION OF "INERT" CARS, WHICH LESSENS THE POTENTIAL FOR A HAZARDOUS MATERIAL RELEASE.

Recommendation # : R-87-017 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION: CHANGE THE CURRENT RAILROAD HAZARDOUS MATERIAL CAR PLACEMENT REGULATIONS IN 49 CFR PART 174, SUBPART D, TO READ "END-OF-TRAIN" IN LIEU OF "OCCUPIED CABOOSE."

of Addressees: 1 **Overall Date Closed:** 12/20/93

Addressee: RSPA **Closed - Unacceptable Action** **Date Closed:** 12/20/93



Recommendation Report

Product/Notation Id 55702 / 4643 **Accident Date:** 01/24/86 **Issue Date:** 06/25/87
City/State: WASHINGTON, MA **Accident #:** NYC86FR009 **Most Wanted List:** No

THE CURRENT RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION (RSPA) REGULATION, 49 CFR PART 174, SUBPART D, PROVIDES FOR THE PLACEMENT OF HAZARDOUS MATERIAL RAILROAD CARS AT A SPECIFIED DISTANCE FROM "THE ENGINE OR OCCUPIED CABOOSE." AS WRITTEN, SUBPART D, DOES NOT ADDRESS THE PLACEMENT OF HAZARDOUS MATERIAL CARS FROM THE END OF A TRAIN EQUIPPED ONLY WITH AN END-OF-TRAIN DEVICE INSTEAD OF A CABOOSE. CABOOSELESS TRAINS REDUCE THE HAZARD TO ON-TRAIN PERSONNEL IN THE EVENT OF A REAR-END COLLISION BY ELIMINATING HUMAN EXPOSURE. HOWEVER, CABOOSELESS TRAINS STILL POSE A SIGNIFICANT HAZARD TO THE STRIKING LOCOMOTIVE CREW. AN END-OF-TRAIN DEVICE DOES NOT ELIMINATE THE POSSIBILITY OF A REAR-END COLLISION, AND THEREFORE, IT IS STILL NECESSARY TO MINIMIZE THE RISKS TO THE LOCOMOTIVE CREW OF A STRIKING TRAIN BY PLACING HAZARDOUS MATERIAL CARS AWAY FROM THE POTENTIAL IMPACT AREA. SUCH PLACEMENT PROTECTS THE STRIKING LOCOMOTIVE CREW, NEARBY RESIDENTS, OR OTHER RAILROAD PERSONNEL BY PROVIDING A FORCE ABSORBING CUSHION OF "INERT" CARS, WHICH LESSENS THE POTENTIAL FOR A HAZARDOUS MATERIAL RELEASE.

Recommendation # :	R-87-018	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION: REQUIRE THAT ON CABOOSELESS TRAINS INVOLVING HAZARDOUS MATERIALS A CONSPICUOUS WEATHERPROOF CONTAINER BE AFFIXED AT, ON, OR NEAR THE REAR-END MARKER TO HOLD A CURRENT CONSIST LIST FOR USE BY EMERGENCY RESPONSE FORCES.					
# of Addressees:	1	Overall Date Closed:		12/20/93	
Addressee:	RSPA	Closed - Unacceptable Action	Date Closed:	12/20/93	



Recommendation Report

Product/Notation Id 50627 / 4423A_1 **Accident Date:** 05/18/86 **Issue Date:** 12/09/87
City/State: SUFFOLK/DISMAL SWAMP, VA **Accident #:** DCA86MR003 **Most Wanted List:** No

ON MAY 18, 1986, 14 OF THE 23 PASSENGER CARS OF A NORFOLK AND WESTERN RAILWAY COMPANY (N&W) PASSENGER EXCURSION TRAIN POWERED BY A STEAM LOCOMOTIVE DERAILED NEAR SUFFOLK, VIRGINIA. OF THE APPROXIMATELY 1,000 TRAIN PASSENGERS, ALL OF WHOM WERE N&W EMPLOYEES AND THEIR RELATIVES AND GUESTS, 177 WERE INJURED; 19 OF THE INJURED WERE HOSPITALIZED. THE ESTIMATED COST OF DAMAGE WAS \$231,530.

Recommendation # :	R-87-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NORFOLK AND WESTERN RAILWAY COMPANY, A SUBSIDIARY OF THE NORFOLK SOUTHERN CORPORATION: REQUIRE THAT THE INTERIOR FIXTURES AND APPLIANCES OF ANY PASSENGER-CARRYING CAR BE SECURE AND THAT THE INTERIORS OF CARS DO NOT HAVE THE INJURY-PRODUCING FEATURES IDENTIFIED IN THE ACCIDENT INVOLVING TRAIN EXTRA 611 WEST AT SUFFOLK, VIRGINIA, ON MAY 18, 1986.					
# of Addressees:	1	Overall Date Closed: 01/18/89			
Addressee:	Norfolk Southern Corporation	Closed - Unacceptable Action	Date Closed: 01/18/89		



Recommendation Report

Product/Notation Id 50634 / 4423A_4 **Accident Date:** 05/18/86 **Issue Date:** 12/09/87
City/State: SUFFOLK/DISMAL **Accident #:** DCA86MR003 **Most Wanted List:** No
SWAMP, VA

ON MAY 18, 1986, 14 OF THE 23 PASSENGER CARS OF A NORFOLK AND WESTERN RAILWAY COMPANY (N&W) PASSENGER EXCURSION TRAIN POWERED BY A STEAM LOCOMOTIVE DERAILED NEAR SUFFOLK, VIRGINIA. OF THE APPROXIMATELY 1,000 TRAIN PASSENGER, ALL OF WHOM WERE N&W EMPLOYEES AND THEIR RELATIVES AND GUESTS, 177 WERE INJURED; 19 OF THE INJURED WERE HOSPITALIZED. THE ESTIMATED COST OF DAMAGE WAS \$231,530.

Recommendation # : R-87-034 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: AMEND 49 CFR 213.333 (B) AND (C) TO ESTABLISH PROCEDURES FOR INSPECTION OF TRACK IN MULTIPLE TRACK AREAS AND TO DEFINE THE MAXIMUM SPEED FOR RIDING OVER THE TRACK IN A TRACK INSPECTION VEHICLE.

of Addressees: 1 **Overall Date Closed:** 01/08/91

Addressee: FRA **Date Closed:** 01/08/91
Closed - Unacceptable Action



Recommendation Report

Product/Notation Id 50911 / 4519B_3 **Accident Date:** 10/09/86 **Issue Date:** 02/08/88
City/State: FALL RIVER, WI **Accident #:** DCA87MR001 **Most Wanted List:** No

ON OCTOBER 9, 1986, EASTBOUND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 8 DERAILED IN FALL RIVER, WISCONSIN. EACH OF THE FREIGHT TRAINS PRECEDING TRAIN 8 RECEIVED INFORMATION THAT PREPARED THEM EITHER TO CROSS OVER FROM ONE TRACK TO ANOTHER AT FALL RIVER BECAUSE OF TRACK WORK IN THE AREA OR TO STOP AT FALL RIVER FOR INSTRUCTIONS. HOWEVER, THE ENGINEER OF TRAIN 8 DID NOT HAVE ANY ADVANCE NOTIFICATION OR TRAIN ORDER TO INDICATE THAT HIS TRAIN WAS TO CROSS OVER FROM THE EASTWARD TO THE WESTWARD TRACK IN FALL RIVER. AS A RESULT, TRAIN 8 ENTERED THE CROSSOVER AT 70 MPH AND THE LOCOMOTIVE UNITS OVERTURNED. THE AUTHORIZED SPEED FOR THE CROSSOVER WAS 10 MPH. TWO LOCOMOTIVE UNITS AND 10 PASSENGER CARS DERAILED; THE FIREMAN WAS KILLED, TWO CREWMEMBERS WERE INJURED SERIOUSLY, AND TWO RECEIVED MODERATE INJURIES. OF THE 215 PASSENGERS ON BOARD, 26 WERE INJURED.

Recommendation # :	R-87-063	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SOO LIND RAILROAD: PROVIDE TRAIN DISPATCHERS AND OPERATORS AT A MINIMUM ON OFF-DUTY PERIOD OF 24 HOURS DURING ANY 7-DAY CONSECUTIVE WORK PERIOD, A MANDATORY LUNCH BREAK, AND AN ADDITIONAL BREAK IN THE FIRST HALF OF THE SHIFT AND ONE BREAK IN THE SECOND HALF OF THE SHIFT IN ANY 8-HOUR TOUR OF DUTY.					
# of Addressees:	1	Overall Date Closed: 07/12/89			
Addressee:	Canadian Pacific Railway (Soo Line Railway Company)	Closed - Unacceptable Action	Date Closed: 07/12/89		



Recommendation Report

Product/Notation Id 50903 / 4519B_1 **Accident Date:** 10/09/86 **Issue Date:** 02/08/88
City/State: FALL RIVER, WI **Accident #:** DCA87MR001 **Most Wanted List:** No

ON OCTOBER 9, 1986, EASTBOUND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 8 DERAILED IN FALL RIVER, WISCONSIN. EACH OF THE FREIGHT TRAINS PRECEDING TRAIN 8 RECEIVED INFORMATION THAT PREPARED THEM EITHER TO CROSS OVER FROM ONE TRACK TO ANOTHER AT FALL RIVER BECAUSE OF TRACK WORK IN THE AREA OR TO STOP AT FALL RIVER FOR INSTRUCTIONS. HOWEVER, THE ENGINEER OF TRAIN 8 DID NOT HAVE ANY ADVANCE NOTIFICATION OR TRAIN ORDER TO INDICATE THAT HIS TRAIN WAS TO CROSS OVER FROM THE EASTWARD TO THE WESTWARD TRACK IN FALL RIVER. AS A RESULT, TRAIN 8 ENTERED THE CROSSOVER AT 70 MPH AND THE LOCOMOTIVE UNITS OVERTURNED. THE AUTHORIZED SPEED FOR THE CROSSOVER WAS 10 MPH. TWO LOCOMOTIVE UNITS AND 10 PASSENGER CARS DERAILED; THE FIREMAN WAS KILLED, TWO CREWMEMBERS WERE INJURED SERIOUSLY, AND TWO RECEIVED MODERATE INJURIES. OF THE 215 PASSENGERS ON BOARD, 26 WERE INJURED.

Recommendation # :	R-87-068	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): IN COOPERATION WITH THE RAILROADS THAT OPERATE AMTRAK PASSENGER TRAINS, INSTALL ELECTRICALLY LOCKED SWITCHES ON THE MAIN LINE TRACKS THAT WOULD PROHIBIT THE OPERATION OF THE SWITCH AFTER A TRAIN HAS PASSED THE LAST SIGNAL BEFORE THE SWITCH.					
# of Addressees:	1	Overall Date Closed: 12/20/88			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 12/20/88		



Recommendation Report

Product/Notation Id 50905 / 4519B_1 **Accident Date:** 10/09/86 **Issue Date:** 02/08/88
City/State: FALL RIVER, WI **Accident #:** DCA87MR001 **Most Wanted List:** No

ON OCTOBER 9, 1986, EASTBOUND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 8 DERAILED IN FALL RIVER, WISCONSIN. EACH OF THE FREIGHT TRAINS PRECEDING TRAIN 8 RECEIVED INFORMATION THAT PREPARED THEM EITHER TO CROSS OVER FROM ONE TRACK TO ANOTHER AT FALL RIVER BECAUSE OF TRACK WORK IN THE AREA OR TO STOP AT FALL RIVER FOR INSTRUCTIONS. HOWEVER, THE ENGINEER OF TRAIN 8 DID NOT HAVE ANY ADVANCE NOTIFICATION OR TRAIN ORDER TO INDICATE THAT HIS TRAIN WAS TO CROSS OVER FROM THE EASTWARD TO THE WESTWARD TRACK IN FALL RIVER. AS A RESULT, TRAIN 8 ENTERED THE CROSSOVER AT 70 MPH AND THE LOCOMOTIVE UNITS OVERTURNED. THE AUTHORIZED SPEED FOR THE CROSSOVER WAS 10 MPH. TWO LOCOMOTIVE UNITS AND 10 PASSENGER CARS DERAILED; THE FIREMAN WAS KILLED, TWO CREWMEMBERS WERE INJURED SERIOUSLY, AND TWO RECEIVED MODERATE INJURIES. OF THE 215 PASSENGERS ON BOARD, 26 WERE INJURED.

Recommendation # :	R-87-070	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): ESTABLISH SAFEGUARDS TO PREVENT CONTRACT RAILROADS FROM USING UNSAFE PRACTICES TO QUALIFY FOR ON-TIME INCENTIVE PAYMENT FOR ON-TIME PERFORMANCE OF AMTRAK PASSENGER TRAINS.					
# of Addressees:	1	Overall Date Closed: 12/20/88			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 12/20/88		



Recommendation Report

Product/Notation Id 50912 / 4544B_1 **Accident Date:** 01/04/87 **Issue Date:** 02/08/88
City/State: CHASE, MD **Accident #:** DCA87MR002 **Most Wanted List:** No

ABOUT 1:16 P.M., EASTERN STANDARD TIME, ON JANUARY 4, 1987, NORTHBOUND CONTRAIL TRAIN ENS-121 DEPARTED BAY VIEW YARD AT BALTIMORE, MARYLAND, ON TRACK 1. THE TRAIN CONSISTED OF THREE DIESEL-ELECTRIC FREIGHT LOCOMOTIVE UNITS, ALL UNDER POWER AND MANNED BY AN ENGINEER AND A BRAKEMAN. ALMOST SIMULTANEOUSLY, NORTHBOUND AMTRAK TRAIN 94 DEPARTED PENNSYLVANIA STATION IN BALTIMORE. TRAIN 94 CONSISTED OF TWO ELECTRIC LOCOMOTIVE UNITS, NINE COACHES, AND THREE FOOD SERVICE CARS. IN ADDITION TO AN ENGINEER, CONDUCTOR, AND THREE ASSISTANT CONDUCTORS, THERE WERE SEVEN AMTRAK SERVICE EMPLOYEES AND ABOUT 660 PASSENGERS ON THE TRAIN. TRAIN 94 WAS TRAVELING BETWEEN 120 AND 125 MPH AND COULD NOT BE STOPPED BEFORE COLLIDING WITH TRAIN ENS-121. THE ENGINEER AND 15 PASSENGERS ABOARD TRAIN 94 WERE FATALLY INJURED; 174 OTHER PERSONS ABOARD THE TRAINS RECEIVED MINOR TO SERIOUS INJURIES. THE REAR CONRAIL LOCOMOTIVE UNIT, BOTH AMTRAK LOCOMOTIVE UNITS, AND THE HEAD THREE PASSENGER CARS WERE DESTROYED. THE MIDDLE CONRAIL LOCOMOTIVE UNIT WAS HEAVILY DAMAGED, AND THE REAR NINE CARS OF THE PASSENGER TRAIN SUSTAINED VARYING DEGREES OF DAMAGE.

Recommendation # :	R-88-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): PROVIDE PROCEDURES AND INSTRUCTIONS TO DISPATCHERS TO AVOID OPERATING TRAINS NOT EQUIPPED WITH AUTOMATIC SAFETY BACKUP DEVICES IN A MANNER THAT PLACES THEM IN POTENTIAL CONFLICT WITH PASSENGER TRAINS AT CONVERGING INTERLOCKING.					
# of Addressees:	1	Overall Date Closed:		01/04/90	
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action		Date Closed:	01/04/90



Recommendation Report

Product/Notation Id 50913 / 4544B_1 **Accident Date:** 01/04/87 **Issue Date:** 02/08/88
City/State: CHASE, MD **Accident #:** DCA87MR002 **Most Wanted List:** No

ABOUT 1:16 P.M., EASTERN STANDARD TIME, ON JANUARY 4, 1987, NORTHBOUND CONTRAIL TRAIN ENS-121 DEPARTED BAY VIEW YARD AT BALTIMORE, MARYLAND, ON TRACK 1. THE TRAIN CONSISTED OF THREE DIESEL-ELECTRIC FREIGHT LOCOMOTIVE UNITS, ALL UNDER POWER AND MANNED BY AN ENGINEER AND A BRAKEMAN. ALMOST SIMULTANEOUSLY, NORTHBOUND AMTRAK TRAIN 94 DEPARTED PENNSYLVANIA STATION IN BALTIMORE. TRAIN 94 CONSISTED OF TWO ELECTRIC LOCOMOTIVE UNITS, NINE COACHES, AND THREE FOOD SERVICE CARS. IN ADDITION TO AN ENGINEER, CONDUCTOR, AND THREE ASSISTANT CONDUCTORS, THERE WERE SEVEN AMTRAK SERVICE EMPLOYEES AND ABOUT 660 PASSENGERS ON THE TRAIN. TRAIN 94 WAS TRAVELING BETWEEN 120 AND 125 MPH AND COULD NOT BE STOPPED BEFORE COLLIDING WITH TRAIN ENS-121. THE ENGINEER AND 15 PASSENGERS ABOARD TRAIN 94 WERE FATALLY INJURED; 174 OTHER PERSONS ABOARD THE TRAINS RECEIVED MINOR TO SERIOUS INJURIES. THE REAR CONRAIL LOCOMOTIVE UNIT, BOTH AMTRAK LOCOMOTIVE UNITS, AND THE HEAD THREE PASSENGER CARS WERE DESTROYED. THE MIDDLE CONRAIL LOCOMOTIVE UNIT WAS HEAVILY DAMAGED, AND THE REAR NINE CARS OF THE PASSENGER TRAIN SUSTAINED VARYING DEGREES OF DAMAGE.

Recommendation # :	R-88-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): REVISE THE NORTHEAST CORRIDOR TIMETABLE TO ELIMINATE THE POSSIBILITY OF MISINTERPRETATION OF MAXIMUM PERMISSIBLE SPEED RULES.					
# of Addressees:	1	Overall Date Closed:		01/04/90	
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action		Date Closed:	01/04/90



Recommendation Report

Product/Notation Id 50915 / 4544B_1 **Accident Date:** 01/04/87 **Issue Date:** 02/08/88
City/State: CHASE, MD **Accident #:** DCA87MR002 **Most Wanted List:** No

ABOUT 1:16 P.M., EASTERN STANDARD TIME, ON JANUARY 4, 1987, NORTHBOUND CONTRAIL TRAIN ENS-121 DEPARTED BAY VIEW YARD AT BALTIMORE, MARYLAND, ON TRACK 1. THE TRAIN CONSISTED OF THREE DIESEL-ELECTRIC FREIGHT LOCOMOTIVE UNITS, ALL UNDER POWER AND MANNED BY AN ENGINEER AND A BRAKEMAN. ALMOST SIMULTANEOUSLY, NORTHBOUND AMTRAK TRAIN 94 DEPARTED PENNSYLVANIA STATION IN BALTIMORE. TRAIN 94 CONSISTED OF TWO ELECTRIC LOCOMOTIVE UNITS, NINE COACHES, AND THREE FOOD SERVICE CARS. IN ADDITION TO AN ENGINEER, CONDUCTOR, AND THREE ASSISTANT CONDUCTORS, THERE WERE SEVEN AMTRAK SERVICE EMPLOYEES AND ABOUT 660 PASSENGERS ON THE TRAIN. TRAIN 94 WAS TRAVELING BETWEEN 120 AND 125 MPH AND COULD NOT BE STOPPED BEFORE COLLIDING WITH TRAIN ENS-121. THE ENGINEER AND 15 PASSENGERS ABOARD TRAIN 94 WERE FATALLY INJURED; 174 OTHER PERSONS ABOARD THE TRAINS RECEIVED MINOR TO SERIOUS INJURIES. THE REAR CONRAIL LOCOMOTIVE UNIT, BOTH AMTRAK LOCOMOTIVE UNITS, AND THE HEAD THREE PASSENGER CARS WERE DESTROYED. THE MIDDLE CONRAIL LOCOMOTIVE UNIT WAS HEAVILY DAMAGED, AND THE REAR NINE CARS OF THE PASSENGER TRAIN SUSTAINED VARYING DEGREES OF DAMAGE.

Recommendation # :	R-88-004	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): REASSESS AND RESTRUCTURE ITS SAFETY PROGRAM TO PROVIDE A GREATER ROLE FOR SAFETY CONSIDERATIONS IN ALL ASPECTS OF ITS OPERATIONS.					
# of Addressees:	1	Overall Date Closed: 08/13/90			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 08/13/90		



Recommendation Report

Product/Notation Id 50916 / 4544B_1 **Accident Date:** 01/04/87 **Issue Date:** 02/08/88
City/State: CHASE, MD **Accident #:** DCA87MR002 **Most Wanted List:** No

ABOUT 1:16 P.M., EASTERN STANDARD TIME, ON JANUARY 4, 1987, NORTHBOUND CONTRAIL TRAIN ENS-121 DEPARTED BAY VIEW YARD AT BALTIMORE, MARYLAND, ON TRACK 1. THE TRAIN CONSISTED OF THREE DIESEL-ELECTRIC FREIGHT LOCOMOTIVE UNITS, ALL UNDER POWER AND MANNED BY AN ENGINEER AND A BRAKEMAN. ALMOST SIMULTANEOUSLY, NORTHBOUND AMTRAK TRAIN 94 DEPARTED PENNSYLVANIA STATION IN BALTIMORE. TRAIN 94 CONSISTED OF TWO ELECTRIC LOCOMOTIVE UNITS, NINE COACHES, AND THREE FOOD SERVICE CARS. IN ADDITION TO AN ENGINEER, CONDUCTOR, AND THREE ASSISTANT CONDUCTORS, THERE WERE SEVEN AMTRAK SERVICE EMPLOYEES AND ABOUT 660 PASSENGERS ON THE TRAIN. TRAIN 94 WAS TRAVELING BETWEEN 120 AND 125 MPH AND COULD NOT BE STOPPED BEFORE COLLIDING WITH TRAIN ENS-121. THE ENGINEER AND 15 PASSENGERS ABOARD TRAIN 94 WERE FATALLY INJURED; 174 OTHER PERSONS ABOARD THE TRAINS RECEIVED MINOR TO SERIOUS INJURIES. THE REAR CONRAIL LOCOMOTIVE UNIT, BOTH AMTRAK LOCOMOTIVE UNITS, AND THE HEAD THREE PASSENGER CARS WERE DESTROYED. THE MIDDLE CONRAIL LOCOMOTIVE UNIT WAS HEAVILY DAMAGED, AND THE REAR NINE CARS OF THE PASSENGER TRAIN SUSTAINED VARYING DEGREES OF DAMAGE.

Recommendation # :	R-88-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK): DISCONTINUE IMMEDIATELY THE USE OF NONAUTOMATIC TRAIN CONTROL-EQUIPPED LOCOMOTIVES IN NORTHEAST CORRIDOR WORK TRAIN SERVICE.					
# of Addressees:	1	Overall Date Closed: 07/25/88			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action		Date Closed:	07/25/88



Recommendation Report

Product/Notation Id 44817 / 4750C **Accident Date:** 05/13/88 **Issue Date:** 05/13/88
City/State: Washington, DC **Accident #:** 80668 **Most Wanted List:** No

AS A RESULT OF THE NATIONAL TRANSPORTATION SAFETY BOARD'S CONTINUED CONCERN FOR THE SAFETY OF THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY'S (WMATA) PASSENGERS, HIGHLIGHTED BY THE INVESTIGATION OF TWO DERAILMENTS AND A VANDALISM INCIDENT OCCURRING IN A 4-MONTH PERIOD WHICH RESULTED IN CSX TRANSPORTATION (CSXT) EQUIPMENT ENCROACHING ON THE RED LINE B-6 CORRIDOR OF WMATA, THE SAFETY BOARD ISSUED TWO SAFETY RECOMMENDATIONS TO CSXT ON DECEMBER 9, 1987: THESE RECOMMENDATIONS WERE R-87-57 AND -58. IN ADDITION, THE SAFETY BOARD ISSUED TWO SAFETY RECOMMENDATIONS TO WMATA ON DECEMBER 9, 1987: THESE RECOMMENDATIONS WERE R 87-59 AND R-87-60. THE SAFETY BOARD HAS BEEN MADE AWARE THROUGH RECENT CORRESPONDENCE THAT BOTH WMATA AND CSXT INTEND TO IMPLEMENT THESE RECOMMENDATIONS AS PART OF THEIR PROPOSED REMEDY TO THE COMMON CORRIDOR PROBLEM WHICH WAS PRESENTED IN THE FINAL REPORT OF THE JOINT OPERATING SAFETY COMMITTEE. IMPLEMENTATION OF THESE RECOMMENDATIONS WOULD RESULT IN COMPLIANCE WITH THE SAFETY BOARD'S RECOMMENDATIONS SET FORTH ABOVE. WHILE WE ARE ENCOURAGED BY THE ACTIONS RECOMMENDED BY THE JOINT COMMITTEE, IT IS THE SAFETY BOARD'S UNDERSTANDING THAT MANY OF THESE IMPROVEMENTS MAY NOT BE FULLY IMPLEMENTED FOR AT LEAST 1 YEAR AND EVEN WHEN IMPLEMENTED, THESE IMPROVEMENTS WOULD NOT ENSURE THAT A DERAILED TRAIN WOULD NOT BE STRUCK BY EQUIPMENT MOVING ON THE PARALLEL TRACK.

Recommendation # :	R-88-015	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY AND CSX TRANSPORTATION: UNTIL PERMANENT SOLUTIONS TO JOINT CORRIDOR OCCUPANCY ARE IMPLEMENTED AND THEIR SAFETY EFFECTIVENESS IS ASSESSED, DEVELOP AND IMPLEMENT A PLAN TO CONTROL THE ACCESS OF WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) TRANSIT TRAINS AND CSX TRANSPORTATION (CSXT) FREIGHT TRAINS INTO THE COMMON TRANSPORTATION CORRIDOR WHERE WMATA TRACKAGE LIES BETWEEN THE TWO TRACKS OF CSXT SO THAT CSXT FREIGHT TRAINS AND WMATA TRANSIT TRAINS DO NOT SIMULTANEOUSLY OCCUPY THIS CORRIDOR.					
# of Addressees:	2	Overall Date Closed: 03/19/91			
Addressee:	CSX Transportation, Inc.	Closed - Unacceptable Action	Date Closed:	07/28/88	
Addressee:	Washington Metropolitan Area Transit Authority	Closed - Unacceptable Action	Date Closed:	08/07/89	



Recommendation Report

Product/Notation Id 44842 / 4885_4 **Accident Date:** 08/09/88 **Issue Date:** 08/02/88
City/State: Washington, DC **Accident #:** 80670 **Most Wanted List:** No

IN 1987, THE NATIONAL TRANSPORTATION SAFETY BOARD UNDERTOOK A SAFETY STUDY TO REVIEW THE FIRST FULL YEAR OF IMPLEMENTATION OF THE CURRENT FEDERAL RAILROAD ADMINISTRATION'S (FRA) ALCOHOL AND DRUG RULE. ALSO, THE SAFETY BOARD WANTED TO EXAMINE WHAT ACTIONS BEYOND THOSE REQUIRED BY THE RULE COULD BE UNDERTAKEN BY THE RAILROADS AND THE FEDERAL GOVERNMENT TO REDUCE HIGH LOSSES FROM ACCIDENTS INVOLVING RAILROAD EMPLOYEES IN SAFETY-SENSITIVE POSITIONS WHO CONTINUE TO USE ALCOHOL AND/OR DRUGS ON THE JOB.

Recommendation # : R-88-034 **Overall Status:** Closed - Acceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE MEMBERS OF THE ASSOCIATION OF AMERICAN RAILROADS: REQUIRE SUPERVISORS TO REVIEW COMPUTERIZED CREW DISPATCHING AND RELATED WORK RECORDS AND MOTOR VEHICLE DRIVING RECORDS TO EVALUATE EMPLOYEE WORK HABITS AND ABSENTEEISM AS PART OF A DOCUMENTED PROGRAM TO IDENTIFY EMPLOYEES IN SAFETY-SENSITIVE POSITIONS WHO MAY USE ALCOHOL AND/OR DRUGS.

of Addressees: 1 **Overall Date Closed:** 08/02/94

Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 11/01/89
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Recommendation Report

Product/Notation Id 44845 / 4885_5 **Accident Date:** 08/09/88 **Issue Date:** 08/02/88
City/State: Washington, DC **Accident #:** 80670 **Most Wanted List:** No

IN 1987, THE NATIONAL TRANSPORTATION SAFETY BOARD UNDERTOOK A SAFETY STUDY TO REVIEW THE FIRST FULL YEAR OF IMPLEMENTATION OF THE CURRENT FEDERAL RAILROAD ADMINISTRATION'S (FRA) ALCOHOL AND DRUG RULE. ALSO, THE SAFETY BOARD WANTED TO EXAMINE WHAT ACTIONS BEYOND THOSE REQUIRED BY THE RULE COULD BE UNDERTAKEN BY THE RAILROADS AND THE FEDERAL GOVERNMENT TO REDUCE HIGH LOSSES FROM ACCIDENTS INVOLVING RAILROAD EMPLOYEES IN SAFETY-SENSITIVE POSITIONS WHO CONTINUE TO USE ALCOHOL AND/OR DRUGS ON THE JOB.

Recommendation # :	R-88-037	Overall Status:	Closed - Acceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE MEMBERS OF THE RAILWAY LABOR EXECUTIVES' ASSOCIATION: ENCOURAGE LOCAL UNION COMMITTEES TO SUPPORT THE ESTABLISHMENT OF AN PARTICIPATE IN RAILROAD PROGRAMS, SUCH AS OPERATION REDBLOCK AND OPERATION STOP, TO IDENTIFY EMPLOYEES WHO MAY BE ALCOHOL OR DRUG ABUSERS.					
# of Addressees:	2	Overall Date Closed: 04/29/95			
Addressee:	American Train Dispatchers Association	Closed - Unacceptable Action	Date Closed:	02/21/89	
Addressee:	International Brotherhood of Electrical Workers	Closed - Unacceptable Action	Date Closed:	09/13/88	



Recommendation Report

Product/Notation Id 44841 / 4885_3 **Accident Date:** 08/09/88 **Issue Date:** 08/09/88
City/State: Washington, DC **Accident #:** 80670 **Most Wanted List:** No

IN 1987, THE NATIONAL TRANSPORTATION SAFETY BOARD UNDERTOOK A SAFETY STUDY TO REVIEW THE FIRST FULL YEAR OF IMPLEMENTATION OF THE CURRENT FEDERAL RAILROAD ADMINISTRATION'S (FRA) ALCOHOL AND DRUG RULE. ALSO, THE SAFETY BOARD WANTED TO EXAMINE WHAT ACTIONS BEYOND THOSE REQUIRED BY THE RULE COULD BE UNDERTAKEN BY THE RAILROADS AND THE FEDERAL GOVERNMENT TO REDUCE HIGH LOSSES FROM ACCIDENTS INVOLVING RAILROAD EMPLOYEES IN SAFETY-SENSITIVE POSITIONS WHO CONTINUE TO USE ALCOHOL AND/OR DRUGS ON THE JOB.

Recommendation # : R-88-038 **Overall Status:** Closed - Unacceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE URBAN MASS TRANSPORTATION ADMINISTRATION: REQUIRE PERIODIC MEDICAL EXAMINATIONS, INCLUDING ALCOHOL AND DRUG SCREENING, FOR RAIL RAPID TRANSIT EMPLOYEES IN SAFETY-SENSITIVE POSITIONS.

of Addressees: 1 **Overall Date Closed:** 12/20/88

Addressee: FTA **Closed - Unacceptable Action** **Date Closed:** 12/20/88



Recommendation Report

Product/Notation Id 51193 / 4760A_1 **Accident Date:** 10/12/87 **Issue Date:** 08/16/88
City/State: RUSSELL, IA **Accident #:** DCA88MR001 **Most Wanted List:** No

ON OCTOBER 12, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 6, THE CALIFORNIA ZEPHYR, DERAILED IN RUSSELL, IOWA, INJURING 15 CREWMEMBERS AND 107 OF THE 230 PASSENGERS. THE TRAIN WAS OPERATING EASTBOUND ON THE WESTWARD TRACK, SINCE THE MAINTENANCE-OF-WAY DEPARTMENT HAD TAKEN THE EASTWARD MAIN TRACK OUT OF SERVICE. THE TRAIN WAS TRAVELING ABOUT 60 MPH WHEN IT ENTERED INTO A STUB TRACK AND STRUCK MAINTENANCE-OF-WAY WORK EQUIPMENT. TWO LOCOMOTIVE UNITS AND 11 OF THE 14 PASSENGER CARS DERAILED, AS WELL AS THE MAINTENANCE-OF-WAY CRANE AND THREE FLAT CARS.

Recommendation # :	R-88-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE BURLINGTON NORTHERN RAILROAD COMPANY: ELIMINATE THE PRACTICE OF USING FORM B TRACK BULLETINS THAT AUTHORIZE A SPEED GREATER THAN RESTRICTED SPEED THROUGH WORK AREAS.					
# of Addressees:	1	Overall Date Closed: 07/06/90			
Addressee:	BNSF Railway Company (formerly Burlington Northern and Santa Fe Railway Company)	Closed - Unacceptable Action	Date Closed: 07/06/90		



Recommendation Report

Product/Notation Id 51203 / 4760A_4 **Accident Date:** 10/12/87 **Issue Date:** 08/16/88
City/State: RUSSELL, IA **Accident #:** DCA88MR001 **Most Wanted List:** No

ON OCTOBER 12, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 6, THE CALIFORNIA ZEPHYR, DERAILED IN RUSSELL, IOWA, INJURING 15 CREWMEMBERS AND 107 OF THE 230 PASSENGERS. THE TRAIN WAS OPERATING EASTBOUND ON THE WEST WARD TRACK, SINCE THE MAINTENANCE-OF-WAY DEPARTMENT HAD TAKEN THE EASTWARD MAIN TRACK OUT OF SERVICE. THE TRAIN WAS TRAVELING ABOUT 60 MPH WHEN IT ENTERED INTO A STUB TRACK AND STRUCK MAINTENANCE-OF-WAY WORK EQUIPMENT. TWO LOCOMOTIVE UNITS AND 11 OF THE 14 PASSENGER CARS DERAILED, AS WELL AS THE MAINTENANCE-OF-WAY CRANE AND THREE FLAT CARS.

Recommendation # :	R-88-050	Overall Status:	Closed--No Longer Applicable	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE UNION PACIFIC SYSTEM; MISSOURI KANSAS-TEXAS RAILROAD SYSTEM; ST. LOUIS SOUTHWESTERN RAILWAY COMPANY; SOUTHERN PACIFIC TRANSPORTATION COMPANY; ATCHISON, TOPEKA, AND SANTA FE RAILWAY COMPANY; CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY; DAVENPORT, ROCK ISLAND AND NORTH WESTERN RAILWAY COMPANY; LAKE SUPERIOR AND ISHPEMING RAILROAD COMPANY; MINNESOTA TRANSFER RAILWAY COMPANY; AND SOO LINE RAILROAD COMPANY: ELIMINATE THE PRACTICE OF USING FORM B TRACK BULLETINS THAT AUTHORIZE A SPEED GREATER THAN RESTRICTED SPEED THROUGH WORK AREAS.					
# of Addressees:	2	Overall Date Closed: 01/07/02			
Addressee:	Atchison, Topeka and Santa Fe Railway Company	Closed - Unacceptable Action	Date Closed: 09/14/88		
Addressee:	Union Pacific	Closed - Unacceptable Action	Date Closed: 01/21/98		



Recommendation Report

Product/Notation Id 50694 / 4741A_4 **Accident Date:** 09/09/87 **Issue Date:** 10/24/88
City/State: New Orleans, LA **Accident #:** DCA87HZ003 **Most Wanted List:** No

ON SEPTEMBER 8, 1987, A NEW ORLEANS TERMINAL (NOT) CREW MOVED SIX TANK CARS OF BUTADIENE FROM THE NOT'S OLIVER YARD IN NEW ORLEANS, LOUISIANA, AND AT 7:35 P.M. PLACED THEM ON TRACK 3 OF THE CSX TRANSPORTATION'S (CSXT) TERMINAL JUNCTION INTERCHANGE YARD (INTERCHANGE YARD) FOR DELIVERY TO THE CSXT. ABOUT 1:50 A.M. ON SEPTEMBER 9, 1987, BUTADIENE LEAKING FROM THE BOTTOM MANWAY OF A TANK CAR WAS IGNITED AND THE RESULTING FLAMES RISING ABOUT 100 FEET INTO THE AIR ENGULFED BOTH BRIDGE SPANS OF INTERSTATE 10. THE FIRE RECEDED TO THE LEAKING TANK CAR WHERE IT BURNED BENEATH THE TANK CAR UNTIL 1:55 P.M. ON SEPTEMBER 10, 1987. DURING THE EMERGENCY, MORE THAN 200 CITY BLOCKS WERE EVACUATED AFFECTING 800 TO 1,000 RESIDENTS.

Recommendation # :	R-88-065	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE GENERAL AMERICAN TRANSPORTATION CORPORATION: REQUIRE THAT ALL DESIGN DRAWINGS APPROVED BY THE ASSOCIATION OF AMERICAN RAILROADS TANK CAR COMMITTEE BE OBTAINED ON ALL TANK CARS THAT ARE PURCHASED AND/OR ARE PROVIDED FOR TRANSPORTING HAZARDOUS MATERIALS AND THAT THE TANK CAR CONFORMS TO THE APPROVED DRAWINGS AND TO APPLICABLE FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 02/06/91			
Addressee:	General American Transportation Corporation	Closed - Unacceptable Action	Date Closed: 02/06/91		



Recommendation Report

Product/Notation Id 51242 / 4956 **Accident Date:** 08/05/88 **Issue Date:** 09/30/88
City/State: SACO, MT **Accident #:** DCA88MR007 **Most Wanted List:** No

ABOUT 3:15 P.M. ON AUGUST 5, 1988, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 1007 (THE EMPIRE BUILDER) EN ROUTE FROM CHICAGO, ILLINOIS, TO SEATTLE, WASHINGTON, DERAILED WHILE OPERATING ON THE TRACKS OF THE BURLINGTON NORTHERN RAILROAD, NEAR SACO, MONTANA. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS AND 12 CARS, INCLUDING 2 SLEEPER CARS. THE ENGINEER STATED THAT HE SAW A SUNK KINK IN THE RAILS AHEAD WHILE TRAVELING ABOUT 79 MPH. THE AMBIENT TEMPERATURE AT THE TIME WAS 96 DEGREES F. ALTHOUGH THE ENGINEER APPLIED THE TRAIN BRAKES, THE TRAIN COULD NOT BE STOPPED BEFORE 10 CARS DERAILED: 5 CARS CAME TO REST ON THEIR SIDES, 1 CAR WAS LISTING 45 DEGREES, AND THE 4 REMAIN ING CARS DERAILED BUT REMAINED UPRIGHT AND IN LINE. OF THE 368 PAASSENGERS AND CREWMEMBERS ABOARD THE TRAIN, 166 PERSONS WERE INJURED. FOUR PERSONS WERE ADMITTED TO HOSPITALS IN CRITICAL CONDITION, AND SEVERAL OTHERS WERE ADMITTED IN SERIOUS CONDITION.

Recommendation # :	R-88-073	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS I
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION: PROHIBIT THE USE OF ALL SLEEPER COMPARTMENTS THAT ARE NOT EQUIPPED WITH EMERGENCY EXIT WINDOWS. (URGENT)					
# of Addressees:	1	Overall Date Closed:	07/07/89		
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed:	07/07/89	



Recommendation Report

Product/Notation Id 51204 / 4770B_1 **Accident Date:** 11/12/87 **Issue Date:** 11/29/88
City/State: BOSTON, MA **Accident #:** DCA88MR002 **Most Wanted List:** No

ON NOVEMBER 12, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) COMMUTER TRAIN 8110 WAS STANDING PARTIALLY BERTHED AT THE BACK BAY STATION PLATFORM IN BOSTON, MASSACHUSETTS, WHEN IT WAS STRUCK FROM THE REAR BY AMTRAK/MBTA COMMUTER TRAIN 8114.

Recommendation # :	R-88-078	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: EXPAND TITLE 49 CODE OF FEDERAL REGULATIONS PART 236 TO REQUIRE THAT SIGNAL CIRCUITS BE DESIGNED SO THAT THEY CAN NOT BE RESET UNTIL THE ENTIRE SIGNAL BLOCK IS UNOCCUPIED.					
# of Addressees:	1	Overall Date Closed: 11/29/90			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/29/90		



Recommendation Report

Product/Notation Id 51205 / 4770B_1 **Accident Date:** 11/12/87 **Issue Date:** 11/29/88
City/State: BOSTON, MA **Accident #:** DCA88MR002 **Most Wanted List:** No

ON NOVEMBER 12, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) COMMUTER TRAIN 8110 WAS STANDING PARTIALLY BERTHED AT THE BACK BAY STATION PLATFORM IN BOSTON, MASSACHUSETTS, WHEN IT WAS STRUCK FROM THE REAR BY AMTRAK/MBTA COMMUTER TRAIN 8114.

Recommendation # :	R-88-079	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: EXPAND TITLE 49 CODE OF FEDERAL REGULATIONS 236.513 TO REQUIRE THAT WHEN A CAB SIGNAL CHANGES TO DISPLAY A MORE RESTRICTIVE ASPECT, THE AUDIBLE INDICATOR WILL PRODUCE A DIFFERENT WARNING SOUND WHEN THE CAB SIGNAL DISPLAYS ITS MOST RESTRICTIVE ASPECT.					
# of Addressees:	1	Overall Date Closed: 11/29/90			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/29/90		



Recommendation Report

Product/Notation Id 51207 / 4770B_3 **Accident Date:** 11/12/87 **Issue Date:** 11/29/88
City/State: BOSTON, MA **Accident #:** DCA88MR002 **Most Wanted List:** No

ON NOVEMBER 12, 1987, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)/MASSACHUSETTS BAY TRANSPORTATION AUTHORITY (MBTA) COMMUTER TRAIN 8110 WAS STANDING PARTIALLY BERTHED AT THE BACK BAY STATION PLATFORM IN BOSTON, MASSACHUSETTS, WHEN IT WAS STRUCK FROM THE REAR BY AMTRAK/MBTA COMMUTER TRAIN 8114.

Recommendation # :	R-88-081	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL RAILROAD PASSENGER CORPORATION: WHEN REQUIRING TRAINCREW PERSONNEL TO QUALIFY ON THE PHYSICAL CHARACTERISTICS OF A PARTICULAR TERRITORY, EITHER TRAIN THOSE PERSONNEL IN SIMULATED OPERATIONAL SITUATIONS WITH A SYSTEM THAT IMMEDIATELY INTEGRATES A TRAINEE'S RESPONSES TO POWER AND BRAKING OR PERFORM THE QUALIFYING TEST ON THE SAME TYPE OF EQUIPMENT AND IN THE ACTUAL OPERATIONAL ENVIRONMENT THAT THOSE EMPLOYEES WILL ENCOUNTER LATER.					
# of Addressees:	1	Overall Date Closed: 09/05/90			
Addressee:	Amtrak (National Railroad Passenger Corporation)	Closed - Unacceptable Action	Date Closed: 09/05/90		



Recommendation Report

Product/Notation Id 51233 / 4809A_2 **Accident Date:** 01/29/88 **Issue Date:** 02/09/89
City/State: CHESTER, PA **Accident #:** DCA88MR004 **Most Wanted List:** No

ABOUT 12:36 P.M. EASTERN STANDARD TIME ON JANUARY 29, 1988, NORTHBOUND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) TRAIN 66, THE NIGHT OWL, STRUCK MAINTENANCE-OF-WAY EQUIPMENT ON TRACK 2 IN CHESTER, PENNSYLVANIA. THE ENGINEER OF TRAIN 66 RECEIVED SERIOUS INJURIES, AND 8 CREWMEMBERS AND 15 PASSENGERS RECEIVED MINOR INJURIES. THE ESTIMATED DAMAGE AS A RESULT OF THIS ACCIDENT WAS \$3,397,215.

Recommendation # :	R-89-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE AMERICAN RAILWAY ENGINEERING ASSOCIATION: DETERMINE METHODS TO PROVIDE FOR POSITIVE SHUNTING OF SIGNAL CIRCUITRY BY ON-TRACK, MAINTENANCE-OF-WAY MACHINERY, AND INCLUDE THESE METHODS IN THE MANUAL OF RECOMMENDED PRACTICES.					
# of Addressees:	1	Overall Date Closed: 11/15/89			
Addressee:	American Railway Engineering and Maintenance-of-Way Association	Closed - Unacceptable Action	Date Closed: 11/15/89		



Recommendation Report

Product/Notation Id 51246 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-037	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: INSTALL YARD LIMIT ROADWAY SIGNS AT ALTOONA AND OTHER AREAS DESIGNATED IN GENERAL ORDERS AND SHOW DESIGNATED LIMITS IN THE TIMETABLE.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51247 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-038	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: REMOVE, COVER, OR TURN AWAY FROM THE TRACK, ALL OUT OF SERVICE SIGNALS.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51248 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-039	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: REQUIRE THAT TRAIN ORDER OPERATORS VERIFY TO THE DISPATCHER THAT TRAIN ORDERS HAVE BEEN RECEIVED BY OPERATING CREWS.					
# of Addressees:	1	Overall Date Closed:		08/21/91	
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action		Date Closed:	08/21/91



Recommendation Report

Product/Notation Id 51249 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-040	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: ESTABLISH AND ENFORCE PROCEDURES FOR DISPATCHERS TO MAINTAIN AN ACCURATE AND UP-TO-DATE RECORD OF TRAIN MOVEMENTS, AS REQUIRED BY FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51250 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-041	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: PROVIDE WRITTEN INSTRUCTIONS AND TRAINING TO OPERATING PERSONNEL FOR CONDUCTING AIR BRAKE TESTS WITH AN END-OF-TRAIN DEVICE IN CABOOSELESS OPERATIONS.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51251 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-042	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: DEVELOP AND IMPLEMENT A COMPREHENSIVE PROGRAM OF TRAINING AND TESTING OF THE COMPANY'S OPERATING RULES, IN ACCORDANCE WITH THE PROVISIONS OF THE FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51252 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-043	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: DEVELOP AND IMPLEMENT A PROGRAM OF SUPERVISION AND MANAGEMENT OF TRAIN OPERATIONS TO INCLUDE EFFICIENCY CHECKS OF TRAINCREWS, AS REQUIRED BY FEDERAL REGULATIONS.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51253 / 4934B_3 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (Iais) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-044	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE IOWA INTERSTATE RAILROAD, LTD.: DEVELOP EXPLICIT WRITTEN PROCEDURES CONCERNING THE FEDERAL AGENCIES TO BE CONTACTED IN THE EVENT OF A RAILROAD ACCIDENT/INCIDENT ON THE IOWA INTERSTATE RAILROAD.					
# of Addressees:	1	Overall Date Closed: 08/21/91			
Addressee:	Iowa Interstate Railroad Ltd.	Closed - Unacceptable Action	Date Closed: 08/21/91		



Recommendation Report

Product/Notation Id 51257 / 4934B_4 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-048	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Assist and cooperate with the Research and Special Programs Administration in amending 49 CFR Part 179 to require that closure fittings on hazardous materials rail tanks be designed to maintain their integrity in accidents that are typically survivable by the rail tank.					
# of Addressees:	1	Overall Date Closed: 06/02/10			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/02/10		



Recommendation Report

Product/Notation Id 51262 / 4934B_5 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-053	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE PIPELINE AND HAZARDOUS MATERIALS SAFETY ADMINISTRATION (ORIGINALLY ISSUED TO RSPA): Assist and cooperate with the Federal Railroad Administration in amending 49 CFR part 179 to require that closure fittings on hazardous materials rail tanks be designed to maintain their integrity in accidents that are typically survivable by the rail tank.					
# of Addressees:	1	Overall Date Closed: 03/19/10			
Addressee:	RSPA	Closed - Unacceptable Action	Date Closed: 03/19/10		



Recommendation Report

Product/Notation Id 51245 / 4934B_2 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # :	R-89-060	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: COOPERATE WITH THE FEDERAL RAILROAD ADMINISTRATION IN PROMULGATING REGULATIONS REQUIRING THE INSTALLATION OF SHELF COUPLERS ON LOCOMOTIVES.					
# of Addressees:	1	Overall Date Closed: 10/20/93			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 10/20/93		



Recommendation Report

Product/Notation Id 51243 / 4934B_1 **Accident Date:** 07/30/88 **Issue Date:** 07/14/89
City/State: ALTOONA, IA **Accident #:** DCA88MRZ06 **Most Wanted List:** No

About 11:44 a.m. central daylight savings time on July 30, 1988, Iowa Interstate Railroad Ltd. (IAIS) freight trains extra 470 west and extra 406 east collided head on within the yard limits of Altoona, Iowa, about 10 miles east of Des Moines, Iowa. All 5 locomotive units from both trains; 11 cars of extra 406 east; and 3 cars, including 2 tank cars containing denatured alcohol, of extra 470 west derailed. The denatured alcohol, which was released through the pressure relief valves and the manway domes of the two derailed tank cars, was ignited by the fire resulting from the collision of the locomotives. Both crewmembers of extra 470 west were fatally injured; the two crewmembers of extra 406 east were only slightly injured. The estimated damage (including lading) as a result of this accident exceeded \$1 million.

Recommendation # : R-89-061 **Overall Status:** Closed - Acceptable Action **Priority:** CLASS II

THE NTSB RECOMMENDS THAT THE CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY:
DETERMINE THAT OPERATING EMPLOYEES OF OTHER RAILROADS ARE APPROPRIATELY QUALIFIED TO
OPERATE OVER TRACKAGE OF YOUR RAILROAD.

of Addressees: 1 **Overall Date Closed:** 04/17/92

Addressee:	Chicago and Northwestern Transportation Company	Closed - Unacceptable Action	Date Closed: 08/12/91
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Recommendation Report

Product/Notation Id 51667 / 5055A_8 **Accident Date:** 02/02/89 **Issue Date:** 02/12/90
City/State: HELENA, MT **Accident #:** DCA89MRZ01 **Most Wanted List:** No

ABOUT 4:30 A.M. MOUNTAIN STANDARD TIME ON FEBRUARY 2, 1989, FREIGHT CARS FROM MONTANA RAIL LINK INC. (MRL) WESTBOUND TRAIN 1-121-28 (TRAIN 121) ROLLED EASTWARD DOWN A MOUNTAIN GRADE AND STRUCK A STOPPED HELPER LOCOMOTIVE CONSIST, HELPER 1, HELENA, MONTANA. THE LOCOMOTIVE CONSIST OF TRAIN 121 INCLUDED THREE HELPER UNITS (HELPER 2) AND THREE ROAD UNITS POSITIONED AT THE HEAD END OF A 49-CAR TRAIN. THE CREW MEMBERS OF TRAIN 121 HAD UNCOUPLED THE LOCOMOTIVE UNITS FROM THE TRAIN TO REARRANGE THE LOCOMOTIVE CONSIST WHILE STOPPED ON A MOUNTAIN GRADE. IN THE COLLISION AND DERAILMENT, 15 CARS FROM TRAIN 121 DERAILED, INCLUDING 3 TANK CARS CONTAINING HYDROGEN PEROXIDE, ISOPROPYLO ALCOHOL, AND ACETONE. HAZARDOUS MATERIAL RELEASED IN THE ACCIDENT LATER RESULTED IN A FIRE AND EXPLOSIONS. ABOUT 3,500 RESIDENTS OF HELENA WERE EVACUATED. TWO CREWMEMBERS OF HELPER 1 WERE ONLY SLIGHTLY INJURED. THE ESTIMATED DAMAGE (INCLUDING CLEAN-UP AND LADING) AS A RESULT OF THIS ACCIDENT EXCEEDED \$6 MILLION.

Recommendation # :	R-89-091	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: DEVELOP AND IMPLEMENT PROCEDURES FOR THE ADDITIONAL TESTING OF A TRAIN AIRBRAKE SYSTEM WHEN OPERATING IN EXTREME COLD WEATHER, ESPECIALLY WHEN THE FEED VALVE SETTING IS CHANGED AND THE TRAIN WILL BE OPERATED IN MOUNTAIN GRADE TERRITORY.					
# of Addressees:	1	Overall Date Closed:		10/14/93	
Addressee:	Association of American Railroads	Closed - Unacceptable Action		Date Closed:	10/14/93



Recommendation Report

Product/Notation Id 51668 / 5055A_8 **Accident Date:** 02/02/89 **Issue Date:** 02/12/90
City/State: HELENA, MT **Accident #:** DCA89MRZ01 **Most Wanted List:** No

ABOUT 4:30 A.M. MOUNTAIN STANDARD TIME ON FEBRUARY 2, 1989, FREIGHT CARS FROM MONTANA RAIL LINK INC. (MRL) WESTBOUND TRAIN 1-121-28 (TRAIN 121) ROLLED EASTWARD DOWN A MOUNTAIN GRADE AND STRUCK A STOPPED HELPER LOCOMOTIVE CONSIST, HELPER 1, HELENA, MONTANA. THE LOCOMOTIVE CONSIST OF TRAIN 121 INCLUDED THREE HELPER UNITS (HELPER 2) AND THREE ROAD UNITS POSITIONED AT THE HEAD END OF A 49-CAR TRAIN. THE CREW MEMBERS OF TRAIN 121 HAD UNCOUPLED THE LOCOMOTIVE UNITS FROM THE TRAIN TO REARRANGE THE LOCOMOTIVE CONSIST WHILE STOPPED ON A MOUNTAIN GRADE. IN THE COLLISION AND DERAILMENT, 15 CARS FROM TRAIN 121 DERAILED, INCLUDING 3 TANK CARS CONTAINING HYDROGEN PEROXIDE, ISOPROPLY ALCOHOL, AND ACETONE. HAZARDOUS MATERIAL RELEASED IN THE ACCIDENT LATER RESULTED IN A FIRE AND EXPLOSIONS. ABOUT 3,500 RESIDENTS OF HELENA WERE EVACUATED. TWO CREWMEMBERS OF HELPER 1 WERE ONLY SLIGHTLY INJURED. THE ESTIMATED DAMAGE (INCLUDING CLEAN-UP AND LADING) AS A RESULT OF THIS ACCIDENT EXCEEDED \$6 MILLION.

Recommendation # :	R-89-092	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: ENCOURAGE ITS MEMBERSHIP TO EQUIP ALL HELPER LOCOMOTIVES OPERATING AT THE HEAD OF A TRAIN WITH AN END OF-TRAIN TELEMETRY RECEIVING DEVICE.					
# of Addressees:	1	Overall Date Closed:		10/14/93	
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed:	10/14/93	



Recommendation Report

Product/Notation Id 51596 / **Accident Date:** 03/10/89 **Issue Date:** 03/21/90
City/State: NEW YORK CITY, NY **Accident #:** DCA89MR002 **Most Wanted List:** No

ON MARCH 10, 1989, NEW YORK TRANSIT (NYCTA) 2-CAR REVENUE COLLECTOR TRAIN 3A HAD BEEN COLLECTING AND DELIVERING RECEIPTS AND TOKENS TO THE TOKEN BOOTHS AT STATIONS ALONG VARIOUS LINES OF THE NYCTA SYSTEM. TRAIN 3A HAD BEEN PLACED ON NUMBER 1 IRT LINE AT 137TH STREET TERMINAL AT 4:35 A.M. (EASTERN STANDARD TIME) TO TRAVEL SOUTHBOUND ON TRACK 1 FOLLOWING THE 0408/IRT (408), A 10-CAR SUBWAY PASSENGER TRAIN AND PRECEDING THE 0428/IRT (428), A 10-CAR SUBWAY PASSENGER TRAIN. TRAIN 3A STOPPED AT EACH STATION TO ALLOW THE ON-BOARD PERSONNEL TO PICK UP RECEIPTS AND TOKEN; THIS REQUIRED THE TRAIN TO REMAIN IN A STATION FOR ABOUT 5 MINUTES. AFTER CONTINUING SOUTHBOUND, TRAIN 3A MADE A NORMAL STOP AT THE 103RD STREET STATION ABOUT 5:00 A.M., AND THE ON-BOARD EMPLOYEES BEGAN THEIR DELIVERY AND COLLECTION OF CASH AND TOKENS.

Recommendation # :	R-90-003	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: ESTABLISH A PROCEDURE TO NOTIFY TRAIN OPERATORS BEFORE LEAVING THE ORIGINATING TERMINAL WHEN AN EXTRA TRAIN IS PLACED IN FRONT OF THEIR TRAIN.					
# of Addressees:	1	Overall Date Closed:	12/21/90		
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed:	12/21/90	



Recommendation Report

Product/Notation Id 51602 / **Accident Date:** 03/10/89 **Issue Date:** 03/21/90
City/State: NEW YORK CITY, NY **Accident #:** DCA89MR002 **Most Wanted List:** No

ON MARCH 10, 1989, NEW YORK TRANSIT (NYCTA) 2-CAR REVENUE COLLECTOR TRAIN 3A HAD BEEN COLLECTING AND DELIVERING RECEIPTS AND TOKENS TO THE TOKEN BOOTHS AT STATIONS ALONG VARIOUS LINES OF THE NYCTA SYSTEM. TRAIN 3A HAD BEEN PLACED ON NUMBER 1 IRT LINE AT 137TH STREET TERMINAL AT 4:35 A.M. (EASTERN STANDARD TIME) TO TRAVEL SOUTHBOUND ON TRACK 1 FOLLOWING THE 0408/IRT (408), A 10-CAR SUBWAY PASSENGER TRAIN AND PRECEDING THE 0428/IRT (428), A 10-CAR SUBWAY PASSENGER TRAIN. TRAIN 3A STOPPED AT EACH STATION TO ALLOW THE ON-BOARD PERSONNEL TO PICK UP RECEIPTS AND TOKEN; THIS REQUIRED THE TRAIN TO REMAIN IN A STATION FOR ABOUT 5 MINUTES. AFTER CONTINUING SOUTHBOUND, TRAIN 3A MADE A NORMAL STOP AT THE 103RD STREET STATION ABOUT 5:00 A.M., AND THE ON-BOARD EMPLOYEES BEGAN THEIR DELIVERY AND COLLECTION OF CASH AND TOKENS.

Recommendation # :	R-90-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NEW YORK CITY TRANSIT AUTHORITY: CONSPICUOUSLY POST EMERGENCY PROCEDURES FOR OPENING SIDE PASSENGER DOORS ADJACENT TO EACH SET OF DOORS ON ALL PASSENGER CARS.					
# of Addressees:	1	Overall Date Closed:	08/10/93		
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed:	08/10/93	



Recommendation Report

Product/Notation Id 51619 / 5128B_5 **Accident Date:** 05/12/89 **Issue Date:** 07/20/90
City/State: SAN BERNARDINO, CA **Accident #:** DCA89MR004 **Most Wanted List:** No

ABOUT 7:36 A.M., PACIFIC DAYLIGHT TIME, ON MAY 12, 1989, SOUTHERN PACIFIC TRANSPORTATION COMPANY (SP) FREIGHT TRAIN 1-MJLBP-111, WHICH CONSISTED OF A FOUR-UNIT LOCOMOTIVE ON THE HEAD END OF THE TRAIN, 69 HOPPER CARS LOAD WITH TRONA, AND A TWO-UNIT HELPER LOCOMOTIVE ON THE REAR OF THE TRAIN, DERAILED AT MILEPOST 486.8, IN SAN BERNARDINO, CALIFORNIA. THE ENTIRE TRAIN WAS DESTROYED AS A RESULT OF THE DERAILMENT. SEVEN HOMES LOCATED IN THE ADJACENT NEIGHBORHOOD WERE TOTALLY DESTROYED AND FOUR OTHERS WERE EXTENSIVELY DAMAGED. OF THE FIVE CREWMEMBERS ON BOARD THE TRAIN, TWO ON THE HEAD END OF THE TRAIN WERE KILLED, ONE RECEIVED SERIOUS INJURIES, AND THE TWO ON THE REAR END OF THE TRAIN RECEIVED MINOR INJURIES. OF EIGHT RESIDENTS IN THEIR HOMES AT THE TIME OF THE ACCIDENT, TWO WERE KILLED AND ONE RECEIVED SERIOUS INJURIES AS A RESULT OF BEING TRAPPED UNDER DEBRIS FOR 15 HOURS. LOCAL OFFICIALS EVACUATED HOMES IN THE SURROUNDING AREA BECAUSE OF A CONCERN THAT A 14-INCH PIPELINE OWNED BY THE CALNEV PIPE LINE COMPANY, WHICH WAS TRANSPORTING GAS ONLINE AND WAS LOCATED UNDER THE WRECKAGE, MAY HAVE BEEN BEING DAMAGED DURING WRECKAGE CLEARING OPERATIONS. RESIDENTS WERE ALLOWED TO RETURN TO THEIR HOMES WITHIN 24 HOURS OF THE OF THE DERAILMENT. ABOUT 8:05 A.M., ON MAY 25, 1989, 13 DAYS AFTER THE TRAIN DERAILMENT, THE 14-INCH PIPELINE RUPTURED AT THE SITE OF DERAILMENT RELEASED ITS PRODUCT, AND IGNITED.

Recommendation # :	R-90-014	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE SOUTHERN PACIFIC TRANSPORTATION COMPANY: ELIMINATE THE DYNAMIC BRAKE/EMERGENCY INTERLOCK ON ALL LOCOMOTIVE UNITS.					
# of Addressees:	1	Overall Date Closed: 02/21/91			
Addressee:	Southern Pacific Lines	Closed - Unacceptable Action	Date Closed: 02/21/91		



Recommendation Report

Product/Notation Id 53787 / 5092A_3 **Accident Date:** 02/26/89 **Issue Date:** 10/12/90
City/State: Akron, OH **Accident #:** DCAMZ002 **Most Wanted List:** No

ON FEBRUARY 26, 1989, CSX TRANSPORTATION, INC., FREIGHT TRAIN NO. D812-26 DERAILED AT MILE POST 16.1 WHILE TRAVELING ABOUT 43 MPH OVER CONSOLIDATED RAIL CORPORATION (CONRAIL) MAIN TRACK NO. 1, NEAR THE SOUTH END OF CONRAIL'S RAIL YARD, AKRON, OHIO. TWENTY-ONE FREIGHT CARS IN THE TRAIN DERAILED, INCLUDING NINE TANK CARS FILLED WITH BUTANE. THE NINE TANK CARS CAME TO REST ADJACENT TO A B.F. GOODRICH CHEMICAL COMPANY PLANT, AND BUTANE RELEASED FROM TWO BREACHED TANK CARS IMMEDIATELY CAUGHT FIRE. ABOUT 1,750 RESIDENTS WERE EVACUATED FROM A 1-SQUARE-MILE AREA. ON FEBRUARY 28, 1989, WHILE SOME OF THE DERAILED TANK CARS WERE BEING MOVED FROM THE ACCIDENT SITE, ONE TANK CAR FULL OF BUTANE ROLLED OFF ITS TRUCKS; AS A RESULT, ABOUT 25 FAMILIES WERE EVACUATED FROM A SECOND AREA.

Recommendation # :	R-90-042	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE NATIONAL FIRE PROTECTION ASSOCIATION: REVISE, AS NECESSARY, THE ASSOCIATION'S CODES THAT ADDRESS PROTECTION OF HAZARDOUS MATERIALS STORAGE AND PRODUCTION FACILITIES LOCATED NEAR MAINLINE RAILROAD TRACKS, IN ACCORDANCE WITH THE ASSOCIATION OF AMERICAN RAILROADS' (AAR) 1989 STUDY ON LATERAL DISTANCES TRAVELED BY DERAILED RAIL CARS AND AAR'S CIRCULAR NO. OT-55, "RECOMMENDED RAILROAD OPERATING PRACTICES FOR TRANSPORTATION OF HAZARDOUS MATERIALS."					
# of Addressees:	1	Overall Date Closed:		08/10/93	
Addressee:	National Fire Protection Association	Closed - Unacceptable Action		Date Closed:	08/10/93



Recommendation Report

Product/Notation Id 51897 / 5247A_8 **Accident Date:** 03/07/90 **Issue Date:** 12/13/90
City/State: PHILADELPHIA, PA **Accident #:** DCA90MR003 **Most Wanted List:** No

ABOUT 9:38 A.M., PACIFIC STANDARD TIME, ON DECEMBER 19, 1989, NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) PASSENGER TRAIN 708, CONSISTING OF ONE LOCOMOTIVE UNIT AND FIVE PASSENGER CARS, STRUCK A TAB WAREHOUSE & DISTRIBUTION COMPANY TRACTOR SEMITRAILER IN A DENSE FOG AT A HIGHWAY GRADE CROSSING NEAR STOCKTON, CALIFORNIA. THE GRADE CROSSING HAS FLASHING LIGHTS AND GATES THAT WERE FUNCTIONING AT THE TIME OF THE ACCIDENT. THE COLLISION DERAILED THE LOCOMOTIVE AND ALL FIVE PASSENGER CARS. A FIRE FOLLOWED THE TRAIN IMPACT WITH THE TRUCK. THE ENGINEER, FIREMAN, AND TRUCKDRIVER WERE KILLED IN THE COLLISION AND FIRE. THREE OF THE 7 TRAIN CREWMEMBERS AND 49 OF THE 150 PASSENGERS WERE INJURED. THE TOTAL ESTIMATED DAMAGE WAS \$2,435,000

Recommendation # :	R-90-052	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE CALIFORNIA PUBLIC UTILITIES COMMISSION: REQUIRE THE USE OF ACTIVE WARNING DEVICES IN ADVANCE OF RAILROAD/HIGHWAY GRADE CROSSING ACTUATED BY THE RAILROAD CROSSING WARNING SYSTEM WHERE SIGHT DISTANCES ARE FREQUENTLY REDUCED BY DENSE FOG.					
# of Addressees:	1	Overall Date Closed: 04/04/03			
Addressee:	State of California, Public Utilities Commission	Closed - Unacceptable Action	Date Closed: 04/04/03		



Recommendation Report

Product/Notation Id 51899 / 5281B **Accident Date:** 03/07/90 **Issue Date:** 05/17/91
City/State: PHILADELPHIA, PA **Accident #:** DCA90MR003 **Most Wanted List:** No

AT 0821 ON MARCH 7, 1990, WESTBOUND SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA) MARKET FRANKFORD SUBWAY ELEVATED (MFSE) TRAIN 61 DERAILED IN TUNNEL 238 FEET WEST OF THE 30TH STREET STATION PLATFORM IN PHILADELPHIA, PENNSYLVANIA.

Recommendation # :	R-91-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE TRANSPORT WORKERS UNION: IN CONJUNCTION WITH THE SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY, MODIFY EXISTING PROGRAMS FOR TESTING EMPLOYEES FOR DRUG OR ALCOHOL USE WHEN THE ATTENDANCE RECORD IS POOR, IN COMBINATION WITH RULES VIOLATIONS, CHANGES IN WORK HABITS, AND MOTOR VEHICLE DRIVING VIOLATIONS.					
# of Addressees:	1	Overall Date Closed: 10/14/93			
Addressee:	Transport Workers Union of America	Closed - Unacceptable Action	Date Closed: 10/14/93		



Recommendation Report

Product/Notation Id 51915 / 5367A_4 **Accident Date:** 08/09/90 **Issue Date:** 09/16/91
City/State: SUGAR VALLEY, GA **Accident #:** DCA90MR008 **Most Wanted List:** No

ABOUT 3:13 A.M. EASTERN DAYLIGHT TIME, ON 8/9/90, NORTH BOUND NORFOLK SOUTHERN (NS) FREIGHT TRAIN 188 COLLIDED WITH SOUTHBOUND NS LOCAL FREIGHT TRAIN G-38 AT CONTROL POINT DAVIS NEAR SUGAR VALLEY, GEORGIA. THE CONDUCTOR ON TRAIN 188 & THE CONDUCTOR & ENGINEER ON TRAIN G-38 WERE FATALLY INJURED. THE TRAINMEN ON BOTH TRAINS & THE ENGINEER ON TRAIN 188 RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED AT \$1,268,680.

Recommendation # :	R-91-023	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ESTABLISH A REQUIREMENTS FOR MINIMUM MEDICAL STANDARDS FOR RAILROAD PERSONNEL IN THE RULE FOR "QUALIFICATIONS FOR LOCOMOTIVE ENGINEERS."					
# of Addressees:	1	Overall Date Closed: 09/16/93			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	09/16/93	



Recommendation Report

Product/Notation Id 51916 / 5367A_4 **Accident Date:** 08/09/90 **Issue Date:** 09/16/91
City/State: SUGAR VALLEY, GA **Accident #:** DCA90MR008 **Most Wanted List:** No

ABOUT 3:13 A.M. EASTERN DAYLIGHT TIME, ON 8/9/90, NORTH BOUND NORFOLK SOUTHERN (NS) FREIGHT TRAIN 188 COLLIDED WITH SOUTHBOUND NS LOCAL FREIGHT TRAIN G-38 AT CONTROL POINT DAVIS NEAR SUGAR VALLEY, GEORGIA. THE CONDUCTOR ON TRAIN 188 & THE CONDUCTOR & ENGINEER ON TRAIN G-38 WERE FATALLY INJURED. THE TRAINMEN ON BOTH TRAINS & THE ENGINEER ON TRAIN 188 RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED AT \$1,268,680.

Recommendation # :	R-91-024	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: ESTABLISH UNIFORM MEDICAL REQUIREMENTS FOR TRAIN CREWMEMBERS THAT ARE BASED ON REASONABLE STANDARDS CONSISTENT WITH CURRENT MEDICAL PRACTICES, & REQUIRE CARRIERS TO PROVIDE THEIR TRAIN CREWMEMBERS WITH PERIODIC MEDICAL EXAMINATIONS BASED ON THESE STANDARDS.					
# of Addressees:	1	Overall Date Closed: 09/16/93			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/16/93		



Recommendation Report

Product/Notation Id 51918 / 5367A_4 **Accident Date:** 08/09/90 **Issue Date:** 09/16/91
City/State: SUGAR VALLEY, GA **Accident #:** DCA90MR008 **Most Wanted List:** No

ABOUT 3:13 A.M. EASTERN DAYLIGHT TIME, ON 8/9/90, NORTH BOUND NORFOLK SOUTHERN (NS) FREIGHT TRAIN 188 COLLIDED WITH SOUTHBOUND NS LOCAL FREIGHT TRAIN G-38 AT CONTROL POINT DAVIS NEAR SUGAR VALLEY, GEORGIA. THE CONDUCTOR ON TRAIN 188 & THE CONDUCTOR & ENGINEER ON TRAIN G-38 WERE FATALLY INJURED. THE TRAINMEN ON BOTH TRAINS & THE ENGINEER ON TRAIN 188 RECEIVED MINOR INJURIES. DAMAGE WAS ESTIMATED AT \$1,268,680.

Recommendation # :	R-91-026	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: IN CONJUNCTION WITH THE STUDY OF FATIGUE OF TRAIN CREWMEMBERS, EXPLORE THE PARAMETERS OF AN OPTIMUM ALERTER SYSTEM FOR LOCOMOTIVES.					
# of Addressees:	1	Overall Date Closed: 11/04/97			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 11/04/97		



Recommendation Report

Product/Notation Id 51631 / 5167B_2 **Accident Date:** 07/22/89 **Issue Date:** 10/09/91
City/State: FREELAND, MI **Accident #:** DCA89MR005 **Most Wanted List:** No

ABOUT 11:20 A.M. CENTRAL DAYLIGHT TIME ON JULY 22, 1989, CSX TRANSPORTATION, INC., FREIGHT TRAIN R-331-22 DERAILED NEAR FREELAND, MICHIGAN. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS, 17 LOADED FREIGHT CARS, 15 EMPTY FREIGHT CARS AND AN UNOCCUPIED CABOOSE. OF THE 14 FREIGHT CARS THAT DERAILED, 6 WERE TANK CARS THAT SUSTAINED DAMAGE RESULTING IN EITHER PARTIAL OR TOTAL LOSS OF LOAD. A FLATCAR (ATSF 90005) CARRYING A HEAT RECOVERY STEAM GENERATOR, WHICH WAS BEING TRANSPORTED AS AN EXCESS-DIMENSION LOAD, OVERTURNED, AND THE MODULE WAS DESTROYED. ONE NEARBY RESIDENCE WAS DESTROYED BY FIRE THAT IGNITED FOLLOWING THE RELEASE OF HAZARDOUS MATERIALS. ABOUT 1,000 RESIDENTS WERE EVACUATED FOR 7 DAYS AFTER THE ACCIDENT. NO ONE WAS KILLED; 11 PEOPLE WERE TREATED FOR INJURIES. ESTIMATED DAMAGE EXCEEDED \$4 MILLION.

Recommendation # :	R-91-051	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THAT CARRIERS INSPECT SPECIAL-USE EQUIPMENT, SUCH AS HEAVY-CAPACITY FLATCARS, BEFORE THOSE CARS ARE OFFERED FOR SERVICE AND THEREAFTER AT A FREQUENCY TO BE DETERMINED BY THE FEDERAL RAILROAD ADMINISTRATION.					
# of Addressees:	1	Overall Date Closed: 02/25/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/99		



Recommendation Report

Product/Notation Id 51632 / 5167B_2 **Accident Date:** 07/22/89 **Issue Date:** 10/09/91
City/State: FREELAND, MI **Accident #:** DCA89MR005 **Most Wanted List:** No

ABOUT 11:20 A.M. CENTRAL DAYLIGHT TIME ON JULY 22, 1989, CSX TRANSPORTATION, INC., FREIGHT TRAIN R-331-22 DERAILED NEAR FREELAND, MICHIGAN. THE TRAIN CONSISTED OF 2 LOCOMOTIVE UNITS, 17 LOADED FREIGHT CARS, 15 EMPTY FREIGHT CARS AND AN UNOCCUPIED CABOOSE. OF THE 14 FREIGHT CARS THAT DERAILED, 6 WERE TANK CARS THAT SUSTAINED DAMAGE RESULTING IN EITHER PARTIAL OR TOTAL LOSS OF LOAD. A FLATCAR (ATSF 90005) CARRYING A HEAT RECOVERY STEAM GENERATOR, WHICH WAS BEING TRANSPORTED AS AN EXCESS-DIMENSION LOAD, OVERTURNED, AND THE MODULE WAS DESTROYED. ONE NEARBY RESIDENCE WAS DESTROYED BY FIRE THAT IGNITED FOLLOWING THE RELEASE OF HAZARDOUS MATERIALS. ABOUT 1,000 RESIDENTS WERE EVACUATED FOR 7 DAYS AFTER THE ACCIDENT. NO ONE WAS KILLED; 11 PEOPLE WERE TREATED FOR INJURIES. ESTIMATED DAMAGE EXCEEDED \$4 MILLION.

Recommendation # :	R-91-052	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: REQUIRE THAT CARRIERS IMMEDIATELY NOTIFY THE SHIPPER AND CAR OWNER ABOUT A DERAILMENT INVOLVING A SPECIAL-USE, HEAVY-CAPACITY FLATCAR.					
# of Addressees:	1	Overall Date Closed: 02/25/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/25/99		



Recommendation Report

Product/Notation Id 52283 / **Accident Date:** 01/18/92 **Issue Date:** 12/31/92
City/State: Dragon, MI **Accident #:** DCA92MZ002 **Most Wanted List:** No

The National Transportation Safety Board conducted a special investigation on the inspection and testing of railroad tank cars in response to two accidents in which hazardous materials were released because of a structural failure of the tank cars. The first accident occurred on January 18, 1992, when three tank cars in a Norfolk Southern Corporation freight train derailed near Dragon, Mississippi. The derailed tank cars (UTLX 89170, CONX 9101, and CHVX 180130) each contained more than 30,000 gallons of liquefied propane, which is regulated as a flammable gas by the U.S. department of transportation (dot). The a-end of CONX 9101 fractured and separated along a circumferential weld where the transition section is joined to the large diameter cylinder of the tank, resulting in the derailment of CONX 9101 and the tank cars coupled to each end of CONX 9101. The separation resulted in the release and ignition of the entire load of propane. Metallurgical examination showed that the discolored area of the fracture surface was extensively oxidized, which is indicative of long-term exposure to a corrosive medium and the presence of a preexisting crack. A second accident occurred on March 25, 1992, in Kettle Falls, Washington, and involved a dot specification 111a100w2 tank car that contained about 13,000 gallons of sulfuric acid. This tank car was built and operated by the union tank car company (union). The tank car cracked at the bottom center of the tank along a circumferential weld, resulting in the release of all of the sulfuric acid. There was metallurgical evidence of a preexisting crack in the area of the failure.

Recommendation # :	R-92-022	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Develop and promulgate, with the Research and Special Programs Administration, requirements for the periodic testing and inspection of rail tank cars that help to ensure the detection of cracks before they propagate to critical length by establishing inspection intervals that are based on the defect size detectable by the inspection method used, the stress level, and the crack propagation characteristics of the structural component (requirements based on a damage-tolerance approach).					
# of Addressees:	1	Overall Date Closed: 01/10/11			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 01/10/11		



Recommendation Report

Product/Notation Id 52381 / 5997A_1 **Accident Date:** 01/18/93 **Issue Date:** 01/07/94
City/State: GARY, IN **Accident #:** DCA93MR002 **Most Wanted List:** No

AT 9:34 A.M. ON JANUARY 18, 1993, NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT (NICTD) EASTBOUND COMMUTER TRAIN 7, TRAVELING FROM CHICAGO ILLINOIS, TO SOUTH BEND, INDIANA, AND NICTD WESTBOUND COMMUTER TRAIN 12, TRAVELING FROM SOUTH BEND TO CHICAGO, COLLIDED AT MILE POST (MP) 61.1 IN GARY, INDIANA. TRAIN 7 AND TRAIN 12 CONSISTED OF TWO AND OF THREE PASSENGER CARS, RESPECTIVELY. TRAIN 7 PASSED A STOP SIGNAL AT MP 61.2, AND ITS LEAD CAR 27 BLOCKED WESTBOUND TRAFFIC WHERE THE TRACKS INTERSECT. AFTER TRAIN 12 CROSSED THE GARY GAUNTLET BRIDGE, THE LEFT FRONT CORNER OF ITS LEAD CAR 36 STRUCK THE LEFT FRONT CORNER OF THE TRAIN 7 LEAD CAR 27. AS A RESULT OF THE COLLISION, 7 PASSENGERS DIED AND 95 PEOPLE SUSTAINED INJUREIS. THE ESTIMATED DAMAGE FOR BOTH TRAIN WAS \$854,000.

Recommendation # :	R-93-028	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: DEVELOP IMPROVED PROCEDURE FOR DETERMINING FITNESS FOR DUTY FOR RAILROAD PERSONNEL IN SAFETY-SENSITIVE POSITIONS.					
# of Addressees:	1	Overall Date Closed: 02/25/99			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 02/25/99		



Recommendation Report

Product/Notation Id 52288 / 5842B_3 **Accident Date:** 06/30/92 **Issue Date:** 04/01/94
City/State: Superior, WI **Accident #:** DCA92MZ005 **Most Wanted List:** No

ABOUT 2:50 A.M. LOCAL TIME ON JUNE 30, 1992, BURLINGTON NORTHERN RAILROAD (BN) FREIGHT TRAIN NO. 01-142-30 DERAILED AS IT APPROACHED A BRIDGE OVER THE NEMADJI RIVER IN THE TOWN OF SUPERIOR, WISCONSIN. THE DERAILMENT RESULTED WHEN A PREEXISTING CRACK (DETAIL FRACTURE) INSIDE THE RAIL CAUSED THE RAIL TO BREAK UNDER THE TRAIN LOAD. FOURTEEN FREIGHT CARS DERAILED, INCLUDING THREE TANK CARS THAT CONTAINED HAZARDOUS MATERIALS: ONE CONTAINED A FLAMMABLE LIQUID MIXTURE OF AROMATIC HYDROCARBONS (AROMATIC CONCENTRATES) THAT INCLUDED BENZENE; ONE CONTAINED LIQUEFIED PETROLEUM GAS; AND ONE CONTAINED CRUDE BUTADIENE. THE THREE TANK CARS WERE PULLED OFF THE BRIDGE BY DERAILING FREIGHT CARS BEHIND THEM AND FELL ABOUT 71 FEET, ONE LANDING IN THE RIVER AND TWO LANDING IN A FLOOD PLAIN ADJACENT TO THE RIVER. ABOUT 21,850 GALLONS OF AROMATIC CONCENTRATES SPILLED INTO THE RIVER AND WERE CARRIED DOWNRIVER. THE MORE VOLATILE CONSTITUENTS OF THE AROMATIC CONCENTRATES EVAPORATED FROM THE SURFACE OF THE RIVER AND FORMED A VAPOR CLOUD, ABOUT 20 MILES LONG AND 5 MILES WIDE, THAT RESULTED IN THE EVACUATION OF MORE THAN 40,000 PEOPLE FROM THE TOWN OF SUPERIOR, THE CITY DULUTH, MINNESOTA, AND THE SURROUNDING AREAS.

Recommendation # :	R-94-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: RESEARCH AND DEVELOP, WITH THE ASSISTANCE OF THE ASSOCIATION OF AMERICAN RAILROADS, INSPECTION METHODS THAT WILL IDENTIFY INTERNAL DEFECTS IN RAIL THAT HAS SIGNIFICANT SHELLING AND OTHER SURFACE CONDITIONS.					
# of Addressees:	1	Overall Date Closed: 04/09/96			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 04/09/96		



Recommendation Report

Product/Notation Id 52289 / 5842B_3 **Accident Date:** 06/30/92 **Issue Date:** 04/01/94
City/State: Superior, WI **Accident #:** DCA92MZ005 **Most Wanted List:** No

ABOUT 2:50 A.M. LOCAL TIME ON JUNE 30, 1992, BURLINGTON NORTHERN RAILROAD (BN) FREIGHT TRAIN NO. 01-142-30 DERAILED AS IT APPROACHED A BRIDGE OVER THE NEMADJI RIVER IN THE TOWN OF SUPERIOR, WISCONSIN. THE DERAILMENT RESULTED WHEN A PREEXISTING CRACK (DETAIL FRACTURE) INSIDE THE RAIL CAUSED THE RAIL TO BREAK UNDER THE TRAIN LOAD. FOURTEEN FREIGHT CARS DERAILED, INCLUDING THREE TANK CARS THAT CONTAINED HAZARDOUS MATERIALS: ONE CONTAINED A FLAMMABLE LIQUID MIXTURE OF AROMATIC HYDROCARBONS (AROMATIC CONCENTRATES) THAT INCLUDED BENZENE; ONE CONTAINED LIQUEFIED PETROLEUM GAS; AND ONE CONTAINED CRUDE BUTADIENE. THE THREE TANK CARS WERE PULLED OFF THE BRIDGE BY DERAILING FREIGHT CARS BEHIND THEM AND FELL ABOUT 71 FEET, ONE LANDING IN THE RIVER AND TWO LANDING IN A FLOOD PLAIN ADJACENT TO THE RIVER. ABOUT 21,850 GALLONS OF AROMATIC CONCENTRATES SPILLED INTO THE RIVER AND WERE CARRIED DOWNRIVER. THE MORE VOLATILE CONSTITUENTS OF THE AROMATIC CONCENTRATES EVAPORATED FROM THE SURFACE OF THE RIVER AND FORMED A VAPOR CLOUD, ABOUT 20 MILES LONG AND 5 MILES WIDE, THAT RESULTED IN THE EVACUATION OF MORE THAN 40,000 PEOPLE FROM THE TOWN OF SUPERIOR, THE CITY DULUTH, MINNESOTA, AND THE SURROUNDING AREAS.

Recommendation # :	R-94-002	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FEDERAL RAILROAD ADMINISTRATION: PERFORM THE NECESSARY RESEARCH AND DEVELOP STANDARDS THAT (1) PROVIDE DEFINED LIMITS OF ALLOWABLE RAIL SURFACE CONDITIONS (SUCH AS SHELLING) THAT CAN HINDER THE IDENTIFICATION OF INTERNAL DEFECTS, AND (2) REQUIRE REMEDIAL ACTION FOR RAIL WITH SURFACE CONDITIONS THAT EXCEED DEFINED LIMITS.					
# of Addressees:	1	Overall Date Closed: 04/09/96			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 04/09/96		



Recommendation Report

Product/Notation Id 52676 / 6321A_1 **Accident Date:** 01/13/94 **Issue Date:** 03/08/95
City/State: LAKELAND, FL **Accident #:** DCA94MR003 **Most Wanted List:** No

ON 1/13/94, A NORTHBOUND RINGLING BROS. & BARNUM & BAILEY CIRCUS (RBB&BC) TRAIN DERAILED ABOUT 9:08 A.M., EASTERN STANDARD TIME, WHILE PASSING THROUGH LAKELAND, FLORIDA, ON CSX TRANSPORTATION RAILROAD EN ROUTE TO ORLANDO, FLORIDA. A WITNESS OBSERVED THE TRAIN GO BY & SAW TWO PIECES OF A WHEEL FLY OFF A PASSENGER CAR & LAND IN NEARBY WOODS. THE TRAIN CONTINUED 2.7 MILES, ACROSS FIVE GRADE CROSSINGS, WITH THE BROKEN WHEEL. WHEN IT REACHED THE PARK SPUR TURNOUT, 15 OTHER PASSENGER CARS & 3 FREIGHT CARS DERAILED. OF THE 16 DERAILED PASSENGER CARS, 5 TURNED ON THEIR SIDES; THE REST REMAINED UPRIGHT. TWO CIRCUS EMPLOYEES WERE KILLED, & 15 RECEIVED MINOR INJURIES.

Recommendation # :	R-95-001	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FRA: PROHIBIT THE REPLACEMENT OF ANY TREAD-BRAKED PASSENGER RAILROAD CAR WITH RIM-STAMPED STRAIGHT-PLATE WHEELS.					
# of Addressees:	1	Overall Date Closed: 02/03/00			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 02/03/00		



Recommendation Report

Product/Notation Id 52569 / **Accident Date:** 11/30/93 **Issue Date:** 05/30/95
City/State: Intercession, FL **Accident #:** DCA94MH002 **Most Wanted List:** No

On 11/30/93, a 184-foot-long vehicle operated by Rountree Transport & Rigging (Rountree), Inc., was en route to deliver an 82-ton turbine to a Kissimmee Utility Authority (KUA) electricity generating plant under construction near Intercession City, Florida. The private access road to the plant facility crosses over a single railroad track owned by CSX Transportation, Inc, (CSXT). Because of the configuration of the truck & the profile of the roadway, the cargo deck of the vehicle began to bottom out on the roadway surface as it moved across the tracks. The Rountree crew proceeded to adjust the height of cargo deck to gain greater clearance while the vehicle straddled the tracks. They had finished raising the cargo deck & were preparing to move the vehicle when the lights & bells at the grade crossing activated. Seconds later, National Railroad Passenger Corporation (Amtrak) train number 88, the Silver Meteor, carrying 89 passengers, struck the side of the cargo deck & the turbine. The locomotive & the first four cars of the eight-car consist derailed, carrying the turbine & parts of the Rountree vehicle with them.

Recommendation # :	R-95-029	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE OSCEOLA COUNTY(FLORIDA) EMERGENCY MANAGEMENT DIVISION: Revise your standard operating procedures for a railroad incident to include immediately determining whether pipelines are present & whether they may pose a risk during the initial emergency response effort & subsequent wreckage removal operations.					
# of Addressees:	1	Overall Date Closed: 04/30/14			
Addressee:	State of Florida, Osceola County, Fire and Rescue Department	Closed - Unacceptable Action	Date Closed: 04/30/14		



Recommendation Report

Product/Notation Id 55203 / 6606A_1 **Accident Date:** 12/14/94 **Issue Date:** 12/15/95
City/State: Cajon, CA **Accident #:** LEX95MR005 **Most Wanted List:** No

ABOUT 5:21 A.M., PACIFIC STANDARD TIME, ON 12/14/94, A WESTBOUND ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY (SANTE FE) INTERMODAL TRAIN, PBHLA1-10, COLLIDED WITH THE REAR END OF A STANDING WESTBOUND UNION PACIFIC RAILROAD COMPANY (UP) UNIT COAL TRAIN, CUWLA-10, AT MILEPOST 61.55, NEAR CAJON, CALIFORNIA, ON THE CAJON SUBDIVISION OF THE SANTA FE'S SAN BERNARDINO DIVISION. THE TWO CREWMEMBERS FROM THE SANTE FE TRAIN WERE INJURED WHEN THEY JUMPED FROM THE MOVING TRAIN BEFORE THE COLLISION. TWO HELPER CREWMEMBERS ON THE REAR OF UP TRAIN DETAINED BEFORE THE COLLISION BECAUSE THEY HAD HEARD RADIO CONVERSATIONS AMONG THE SANTE FE CREWMEMBERS, THE TRAIN DISPATCHER, & UP CREWMEMBERS. AS A RESULT OF THE COLLISIONS, A FIRE BROKE OUT THAT BURNED THE TWO UP HELPER LOCOMOTIVE UNITS. FOUR SANTA FE LOCOMOTIVE UNITS & THREE ARTICULATED FIVE-PACK DOUBLE-STACK CONTAINER CARS WERE ALSO DESTROYED. TOTAL ESTIMAED DAMAGES WERE \$4,012,900.

Recommendation # :	R-95-043	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE ASSOCIATION OF AMERICAN RAILROADS: IN COOPERATION WITH THE AIR BRAKE MANUFACTURERS, ASSESS THE CURRENT METHODS OF BRAKING IN MOUNTAIN-GRADE TERRITORY & IDENTIFY SAFE BRAKING METHODS FOR TRAINS DESCENDING EXTENDED GRADES, & INFORM YOUR MEMBERSHIP THAT FEED VALVE BRAKING & ANY OTHER BRAKING METHOD FOUND HAZARDOUS SHOULD NOT BE CONDONED AS AN ALTERNATIVE METHOD OF CONTROLLING A TRAIN THAT IS DESCENDING AN EXTENDED GRADE.					
# of Addressees:	1	Overall Date Closed: 05/14/98			
Addressee:	Association of American Railroads	Closed - Unacceptable Action	Date Closed: 05/14/98		



Recommendation Report

Product/Notation Id 52927 / **Accident Date:** 02/09/95 **Issue Date:** 03/27/96
City/State: BROOKLYN, NY **Accident #:** DCA95MR001 **Most Wanted List:** No

AT 2:39 P.M. ON 2/9/95, METROPOLITAN TRANSPORTATION AUTHORITY/YORK CITY TRANSIT (NYCT) NORTHBOUND M LINE SUBWAY TRAIN COLLIDED WITH THE REAR CAR OF A STOPPED NYCT B LINE SUBWAY TRAIN. THE COLLISION OCCURRED ON ELEVATED TRACK ABOUT 1,011 FEET SOUTH OF THE NINTH AVENUE STATION IN BROOKLYN, NEW YORK, FOUR NYCT EMPLOYEES & 11 PASSENGERS SUSTAINED MINOR INJURIES. THE BOARD HAS REVIEWED THE 7/26/90, NYCT REAR-END COLLISION THAT INVOLVED KEYING BY WITHOUT PERMISSION IN WHICH THE TRACK, SIGNAL, & TRAINS WERE THE SAME AS IN THIS FEBRUARY 1995 COLLISION. THE RTO WAS INFORMED BY MEMORANDUM AFTER THE NYCT INVESTIGATION THAT THE COLLISION WAS CAUSED "BY THE FAILURE OF THE OPERATOR, OPERATING THE M TRAIN, TO ADHERE TO THE OPERATING RULES RELATIVE TO PASSING RED SIGNALS, & PASSING RED SIGNALS, & FAILING TO PAY PROPER ATTENTION TO THE OPERATION OF THE TRAIN" & WAS ISSUED A RECOMMENDATION BY THE OFFICE OF SYSTEM SAFETY TO "INSTRUCT LOCAL SUPERVISORS TO INCREASE THEIR OBSERVATION OF OPERATOR'S PERFORMANCE IN THEIR AREAS OF RESPONSIBILITY AS A DETERRENT TO IMPROPER TRAIN OPERATION." AFTER THE 3/10/89, REAR-END COLLISION AT THE 103RD STREET STATION, THE BOARD ASKED THE NYCT IN R-90-4 TO CONDUCT RANDOM TESTING, USING RADAR GUNS, OF TRAIN SPEED, WITH SPECIAL EMPHASIS GIVEN TO THOSE LOCATIONS WHERE SPEED RESTRICTIONS ARE IN EFFECT, THE NYCT RESPONDED THAT "OPERATORS ARE REGULARLY MONITORED FOR THEIR ADHERENCE TO POSTED SPEED LIMITS; WE WILL, MANPOWER PERMITTING, INTENSIFY OUR EFFORTS TO ENSURE THAT SPEED RESTRICTIONS ARE STRICTLY OBEY."

Recommendation # :	R-96-008	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE METROPOLITAN TRANSPORTATION AUTHORITY/NEW YORK CITY TRANSIT: ENSURE THAT EACH EXISTING ONE-SHOT GRADE TIME SIGNAL IS EQUIPPED WITH A LUNAR WHITE LIGHT.					
# of Addressees:	1	Overall Date Closed: 12/12/97			
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action	Date Closed: 12/12/97		



Recommendation Report

Product/Notation Id 52928 / 6531A **Accident Date:** 02/09/95 **Issue Date:** 03/27/96
City/State: BROOKLYN, NY **Accident #:** DCA95MR001 **Most Wanted List:** No

AT 2:39 P.M. ON 2/9/95, METROPOLITAN TRANSPORTATION AUTHORITY/YORK CITY TRANSIT (NYCT) NORTHBOUND M LINE SUBWAY TRAIN COLLIDED WITH THE REAR CAR OF A STOPPED NYCT B LINE SUBWAY TRAIN. THE COLLISION OCCURRED ON ELEVATED TRACK ABOUT 1,011 FEET SOUTH OF THE NINTH AVENUE STATION IN BROOKLYN, NEW YORK, FOUR NYCT EMPLOYEES & 11 PASSENGERS SUSTAINED MINOR INJURIES. THE BOARD HAS REVIEWED THE 7/26/90, NYCT REAR-END COLLISION THAT INVOLVED KEYING BY WITHOUT PERMISSION IN WHICH THE TRACK, SIGNAL, & TRAINS WERE THE SAME AS IN THIS FEBRUARY 1995 COLLISION. THE RTO WAS INFORMED BY MEMORANDUM AFTER THE NYCT INVESTIGATION THAT THE COLLISION WAS CAUSED "BY THE FAILURE OF THE OPERATOR, OPERATING THE M TRAIN, TO ADHERE TO THE OPERATING RULES RELATIVE TO PASSING RED SIGNALS, & PASSING RED SIGNALS, & FAILING TO PAY PROPER ATTENTION TO THE OPERATION OF THE TRAIN" & WAS ISSUED A RECOMMENDATION BY THE OFFICE OF SYSTEM SAFETY TO "INSTRUCT LOCAL SUPERVISORS TO INCREASE THEIR OBSERVATION OF OPERATOR'S PERFORMANCE IN THEIR AREAS OF RESPONSIBILITY AS A DETERRENT TO IMPROPER TRAIN OPERATION." AFTER THE 3/10/89, REAR-END COLLISION AT THE 103RD STREET STATION, THE BOARD ASKED THE NYCT IN R-90-4 TO CONDUCT RANDOM TESTING, USING RADAR GUNS, OF TRAIN SPEED, WITH SPECIAL EMPHASIS GIVEN TO THOSE LOCATIONS WHERE SPEED RESTRICTIONS ARE IN EFFECT, THE NYCT RESPONDED THAT "OPERATORS ARE REGULARLY MONITORED FOR THEIR ADHERENCE TO POSTED SPEED LIMITS; WE WILL, MANPOWER PERMITTING, INTENSIFY OUR EFFORTS TO ENSURE THAT SPEED RESTRICTIONS ARE STRICTLY OBEY."

Recommendation # :	R-96-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE METROPOLITAN TRANSPORTATION AUTHORITY/NEW CITY TRANSIT: DEACTIVATE THE AUTOMATIC KEY-BY FEATURE AT EVERY ONE-SHOT GUIDE TIME SIGNAL.					
# of Addressees:	1	Overall Date Closed:		12/12/97	
Addressee:	Metropolitan Transportation Authority New York City Transit	Closed - Unacceptable Action		Date Closed:	12/12/97



Recommendation Report

Product/Notation Id 53205 / 6664C_9 **Accident Date:** 02/16/96 **Issue Date:** 08/28/97
City/State: Silver Spring, MD **Accident #:** DCA96MR004 **Most Wanted List:** No

About 5:38 p.m. on 2/16/96, eastbound Maryland Rail Commuter (MARC) train 286 collided with westbound National Railroad Passenger Corporation (Amtrak) train 29, the Capitol Limited, at milepost 8.55 on CSX main track near Silver Spring, Maryland. The MARC train was operating in the push mode in revenue service between Brunswick, Maryland, and Washington, DC.; it consisted of a locomotive and three commuter cars. The Amtrak train, operating in revenue service between Washington DC., and Chicago, Illinois, consisted of 2 locomotives and 15 cars.

Recommendation # :	R-97-009	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Amend 49 Code of Federal Regulations Part 229 to require the recording of train crewmembers' voice communications for exclusive use in accident investigations and with appropriate limitations on the public release of such recordings.					
# of Addressees:	1	Overall Date Closed:		08/06/04	
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	08/06/04	



Recommendation Report

Product/Notation Id 53206 / 6664C_9 **Accident Date:** 02/16/96 **Issue Date:** 08/28/97
City/State: Silver Spring, MD **Accident #:** DCA96MR004 **Most Wanted List:** No

About 5:38 p.m. on 2/16/96, eastbound Maryland Rail Commuter (MARC) train 286 collided with westbound National Railroad Passenger Corporation (Amtrak) train 29, the Capitol Limited, at milepost 8.55 on CSX main track near Silver Spring, Maryland. The MARC train was operating in the push mode in revenue service between Brunswick, Maryland, and Washington, DC.; it consisted of a locomotive and three commuter cars. The Amtrak train, operating in revenue service between Washington DC., and Chicago, Illinois, consisted of 2 locomotives and 15 cars.

Recommendation # :	R-97-010	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require comprehensive failure mode & effects analyses, including a human factors analysis, for all signal system modifications.					
# of Addressees:	1	Overall Date Closed: 09/30/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/30/99		



Recommendation Report

Product/Notation Id 53208 / 6664C_9 **Accident Date:** 02/16/96 **Issue Date:** 08/28/97
City/State: Silver Spring, MD **Accident #:** DCA96MR004 **Most Wanted List:** No

About 5:38 p.m. on 2/16/96, eastbound Maryland Rail Commuter (MARC) train 286 collided with westbound National Railroad Passenger Corporation (Amtrak) train 29, the Capitol Limited, at milepost 8.55 on CSX main track near Silver Spring, Maryland. The MARC train was operating in the push mode in revenue service between Brunswick, Maryland, and Washington, DC.; it consisted of a locomotive and three commuter cars. The Amtrak train, operating in revenue service between Washington DC., and Chicago, Illinois, consisted of 2 locomotives and 15 cars.

Recommendation # :	R-97-012	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Require, in the interim of a positive train separation control system being available, the installation of cab signals, automatic train stop, automatic train control, or other similar redundant systems for all trains where commuter & intercity passenger railroads operate.					
# of Addressees:	1	Overall Date Closed: 09/30/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 09/30/99		



Recommendation Report

Product/Notation Id 45535 / 6813B_1 **Accident Date:** 11/23/96 **Issue Date:** 01/05/98
City/State: Portal Bridge - Secaucus, NJ **Accident #:** ATL97FR001 **Most Wanted List:** No

ABOUT 6:28 A.M. ON SATURDAY, 11/23/96, EASTBOUND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) TRAIN NO. 12 DERAILED WHILE CROSSING PORTAL BRIDGE A SWING BRIDGE SPANNING THE HACKENSACK RIVER IN SECAUCUS, NEW JERSEY. WHEN THE TRAIN DERAILED, IT SIDESWIPE AMTRAK TRAIN NO. 79, WHICH WAS CROSSING THE BRIDGE IN THE DIRECTION ON AN ADJACENT TRACK. ALL 12 CARS OF TRAIN NO. 12 DERAILED, WITH BOTH LOCOMOTIVES, 1 MATERIAL HANDLING CAR, AND THE 3 HEAD PASSENGER COACHES COMING TO REST AT THE BOTTOM OF AN EMBANKMENT AT THE EAST END OF THE BRIDGE. TRAIN NO. 79 SUSTAINED DAMAGE BUT WAS ABLE TO STOP WITH THE ENTIRE TRAIN INTACT AND ON THE RAILS SOME DISTANCE WEST OF PROTAL BRIDGE. NO FATALITIES RESULTED FROM THE ACCIDENT, BUT 42 PASSENGERS AND CREWMEMBERS ABOARD TRAIN NO. 12 WERE INJURED, AS WAS 1 PASSENGER ABOARD TRAIN NO.79 ESTIMATED COST OF THE DAMAGED TRAIN, TRACK, AND SIGNAL EQUIPMENT AND SITE CLEANUP EXCEEDED \$3.6 MILLION.

Recommendation # :	R-97-058	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FRA: PROVIDE, IN FULL OR SUMMARY FORM, THE RESULT OF THE FRA MOVABLE BRIDGES SURVEY TO ALL RAILROADS & RAIL RAPID TRANSIT AGENCIES.					
# of Addressees:	1	Overall Date Closed: 10/11/00			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 10/11/00		



Recommendation Report

Product/Notation Id 55172 / 6921A_1 **Accident Date:** N/A **Issue Date:** 02/25/98
City/State: , **Accident #:** LAX97FR004 **Most Wanted List:** No

ON 1/12/97, ABOUT 11:52 A.M. PACIFIC STANDARD TIME, THE UNION PACIFIC RAILROAD (UP) UNIT FREIGHT TRAIN 6205 WEST DERAILED 68 CARS ON THE UP LOS ANGELES SUBDIVISION, MILEPOST (MP) 238.7, NEAR KELSO, CALIFORNIA. THE TRAIN CONSISTED OF 3 LOCOMOTIVE UNITS AND 75 LOADED COVERED HOPPER CARS. WHILE DESCENDING CIMA HILL, THE ENGINEER INADVERTENTLY ACTIVATED THE MULTIPLE-UNIT (MU) ENGINE SHUTDOWN SWITCH, WHICH SHUT DOWN ALL THE LOCOMOTIVE UNIT DIESEL ENGINES AND ELIMINATED THE TRAIN'S DYNAMIC BRAKING CAPABILITY. THE TRAIN RAPIDLY ACCELERATED BEYOND THE 20-MPH AUTHORIZED SPEED LIMIT DESPITE THE ENGINEER'S EFFORTS TO INCREASE THE TRAIN'S AIR BRAKING, WHICH THE ENGINEER PLACE IN EMERGENCY 1 MINUTE AND 2 SECONDS AFTER DYNAMIC BRAKING LOSS. THE TRAIN'S CONSIST WEIGHT WAS LISTED AT AN AVERAGE OF 13 TONS PER CAR LESS THAN THE TRAIN ACTUALLY WEIGHED. THE TRAIN EVENTUALLY REACHED A SPEED OF 72 MPH AND DERAILED 68 OF ITS 75 CARS WHILE EXITING A SIDING NEAR KELSO, CLAIFORNIA. NO FATALITIES, INJURIES FIRES, OR HAZARDOUS MATERIALS RELEASES RESULTED FROM THE ACCIDENT. THE TOTAL DAMAGE COST WAS \$4,376,400.

Recommendation # :	R-98-005	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FRA : SEPARATE THE DYNAMIC BRAKE REQUIREMENTS FROM THE POWER BRAKE LAW RULEMAKING & IMMEDIATELY CONCLUDE RULEMAKING TO REQUIRE THAT RAILROADS VERIFY THAT THE DYNAMIC BRAKING SYSTEMS ON ALL LOCOMOTIVES EQUIPPED WITH DYNAMIC BRAKES ARE FUNCTIONING PROPERLY BEFORE TRAINS ARE DISPATCHED.					
# of Addressees:	1	Overall Date Closed: 01/11/00			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 01/11/00		



Recommendation Report

Product/Notation Id 53424 / 6889A_2 **Accident Date:** 06/22/97 **Issue Date:** 06/25/98
City/State: DEVINE, TX **Accident #:** DCA97MR001 **Most Wanted List:** No

At 10:52 p.m. on 6/22/97, Union Pacific Railroad (UP) freight trains 5981 north and 9186 south collided head-on in Devine, Texas. The trains were operating on a single main track with passing sidings in dark nonsignalized territory in which train movement was governed by conditional track warrant control authority through a dispatcher. The conductor from 5981 north, the engineer from 9186 south, and two unidentified individuals, who may have been riding on 5981 north, were killed in the derailment subsequent fire. The engineer from 5881 north received minor injuries, and the conductor from 9186 south was seriously burned. Estimated damages exceeded \$6 million.

Recommendation # :	R-98-027	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
THE NTSB RECOMMENDS THAT THE FRA: REQUIRE RAILROADS TO DISCONTINUE PERMANENTLY THE USE OF AFTER-ARRIVAL ORDERS IN DARK (NONSIGNALIZED) TERRITORY.					
# of Addressees:	1	Overall Date Closed: 06/29/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed: 06/29/99		



Recommendation Report

Product/Notation Id 53451 / 6912B_8 **Accident Date:** 08/09/97 **Issue Date:** 09/16/98
City/State: Kingman, AZ **Accident #:** DCA97MR004 **Most Wanted List:** No

About 5:56 a.m., on 8/9/97, National Railroad Passenger Corporation (Amtrak) train 4, the southwest chief, derailed on the Burlington Northern Santa Fe Railway (BNSF) tracks about 5 miles northeast of Kingman, Arizona. Amtrak train 4 was enroute from Los Angeles, California, to Chicago Illinois, and had just left the Kingman station. The train was traveling about 89 mph on the eastbound track when both the engineer and assistant engineer saw a "hump" in the track as they approached bridge 504.1S. They applied the train's emergency brakes. The train derailed as it crossed the bridge. Subsequent investigation revealed that the ground under the bridge's supporting structure had been washed away by a flash flood. Of the 294 passengers and 18 Amtrak employees on the train, 173 passengers and 10 Amtrak employees were injured. No fatalities resulted from the accident. The damages were estimated to total approximately \$7.2 million.

Recommendation # :	R-98-055	Overall Status:	Closed - Unacceptable Action	Priority:	CLASS II
TO THE FEDERAL RAILROAD ADMINISTRATION: Incorporate the intent of Safety Advisory 97-1 into minimum safety standards for special inspection procedures for bridges that would be at risk during severe weather.					
# of Addressees:	1	Overall Date Closed: 07/29/99			
Addressee:	FRA	Closed - Unacceptable Action	Date Closed:	07/29/99	

Total Number of Recommendations for Recommendation Report: 301