

RECOMMENDATIONS

R-75-25-27

BY

The National Transportation Safety Board recommends that the St. Louis-San Francisco Railway Company:

1. Enforce the exact requirements of the operating rules and establish a more effective system to insure that employees understand them. Particular emphasis should be given to the problems demonstrated in the application of rules G, 3, 3(b), 14(n), 34, S-87, S-89, S-90, 92, 106, and 801 in the circumstances of this accident. (Recommendation R-75-25)
2. Promulgate operating rules that provide specific guidance for the use of radio in railroad operations. (Recommendation R-75-26)
3. Revise its operating rules that pertain to train meeting procedures so that the rules are consistent with current operating conditions as to the meeting of schedules and so that they provide safeguards for the crews of both trains. (Recommendation R-75-27)

The Safety Board reiterates and emphasizes the importance of the following recommendations made in previous accident reports which have not been implemented and are applicable to this accident:

Safety Recommendation R-72-9 forwarded to the Administrator, Federal Railroad Administration on May 17, 1972:

"That the Federal Railroad Administration (FRA) issue as soon as possible regulations to provide for the use of radio in railroad operations. These regulations should include the traditional safeguards found in existing railroad operating rules where they apply to train movements. It is further recommended that, in drafting such regulations, consideration be given to the principles and procedures for radio used by military and civilian aviation authorities." (Recommendation R-72-9 adopted April 19, 1972)

Railroad Accident Report NTSB-RAR-75-3, Collision of Penn Central Freight Train OV-8 with an Open Drawbrige, Cleveland, Ohio, May 8, 1974:

"That the FRA require that railroads institute formal locomotive cab management procedures which will specify the duties of each crewmember to ensure the crew action required when the engineer does not function in a manner consistent with the safety of the train. These procedures should be integrated with the results of the ongoing FRA/industry locomotive-cab design project." (Recommendation R-75-15 adopted March 26, 1975)

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BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED  
Chairman

/s/ FRANCIS H. McADAMS  
Member

/s/ LOUIS M. THAYER  
Member

/s/ ISABEL A. BURGESS  
Member

/s/ WILLIAM R. HALEY  
Member

May 7, 1975

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED  
Chairman

/s/ LOUIS M. THAYER  
Member

/s/ ISABEL A. BURGESS  
Member

/s/ WILLIAM R. HALEY  
Member

Francis H. McAdams, Member, did not participate in the adoption of this report.

May 21, 1975