

UG R-651E

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D. C. 20594



Safety Recommendation

Date: March 8, 1995

In Reply Refer To: R-95-8

Mr. A. R. Carpenter
President & CEO
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202

On January 13, 1994, a northbound Ringling Bros. and 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 and saw two pieces of a wheel fly off a passenger car and 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 and 3 freight cars derailed. Of the 16 derailed passenger cars, 5 turned on their sides; the rest remained upright. Two circus employees were killed, and 15 received minor injuries.¹

Many railroad rights-of-way have underground pipelines that carry hazardous materials. The pipelines may carry natural gas, crude oil, or petroleum products, including such highly volatile liquids as propane.

Derailed cars can directly impinge on a pipeline. Loads imposed on a pipeline from a derailed train or from clean-up equipment can cause immediate or future failure. Several days after the derailment of a Southern Pacific freight train over a Calnev pipeline at San Bernadino, California, the 36-inch high-pressure gasoline pipeline ruptured, engulfing seven nearby homes

¹For more information, read Railroad Accident Report--*Derailed of the Ringling Bros. and Barnum & Bailey Circus Blue Train Near Lakeland, Florida, on January 13, 1994* (NTSB/RAR-95/01).

in fire, setting two more houses on fire, and killing two residents.² This accident resulted in the Safety Board recommending that the Federal Railroad Administration (FRA) and the Research and Special Programs Administration:

Require railroad operators to coordinate with operators of pipelines located on or adjacent to their railroad rights-of-way the development of plans for handling transportation emergencies that may impact both rail and pipeline systems and then to discuss the plan with affected State and local emergency response agencies. (Class II, Priority Action) (R-90-25)

In response, the FRA in March 1992 added the following notice to its *Hazardous Materials Emergency Response Plan Guidance Document for Railroads*, dated March 1989:

Railroads must actively coordinate their emergency response activities with pipeline operators to assess possible damage due to the incident and to prevent damage during response and cleanup operations. Railroad emergency response plans should include information on underground pipelines which could be damaged by a rail incident. This information should include location, materials carried, and emergency numbers for pipeline operator.

Following a 1991 derailment in South Carolina,³ the Safety Board recommended that CSXT:

Maintain an up-to-date emergency response telephone list. (Class II, Priority Action) (R-93-20)

The Safety Board believes that CSXT should comply with the FRA's *Hazardous Materials Emergency Response Plan Guidance Document* and that CSXT should include on its emergency response telephone list those operators that have pipelines on or adjacent to its railroad right-of-way that could be damaged by a rail incident.

Therefore, the National Transportation Safety Board recommends that CSX Transportation:

Include on your emergency response telephone list those operators that have pipelines on or adjacent to your right-of-way that could be damaged by a rail incident. (Class II, Priority Action) (R-95-8)

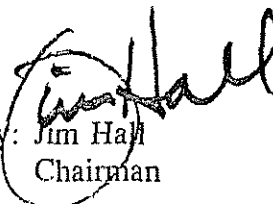
²Railroad Accident Report--*Derailment of Southern Pacific Transportation Company Freight Train on May 12, 1989, and Subsequent Rupture of Calnev Pipeline on May 25, 1989, at San Bernadino, California* (NTSB/RAR/90/02).

³*Derailment and Subsequent Collision of Amtrak Train 82 with Rail Cars on Dupont Siding of CSX Transportation, Inc., at Lugoff, South Carolina, on July 31, 1991* (NTSB/RAR/93/02).

Also, the Safety Board issued Safety Recommendations R-95-1 to the Federal Railroad Administration; R-95-2 to the Association of American Railroads; R-95-3 to the National Railroad Passenger Train Corporation; R-95-4 and -5 to the American Short Line Railroad Association, the National Railway Historical Society, the American Association of Private Railroad Car Owners, Inc., the Association of Railway Museums, the Tourist Railway Association, Inc., and the National Passenger Car Alliance; and R-95-6 and -7 to the Ringling Bros. and Barnum & Bailey Circus.

The National Transportation Safety Board is an independent Federal agency with the statutory responsibility "to promote transportation safety by conducting independent accident investigations and by formulating safety improvement recommendations" (Public Law 93-633). The Safety Board is vitally interested in any action taken as a result of its safety recommendations. Therefore, it would appreciate a response from you regarding action taken or contemplated with respect to the recommendation in this letter. Please refer to Safety Recommendation R-95-8. If you need additional information, you may call (202) 382-6840.

Chairman HALL, Vice Chairman FRANCIS, and Member HAMMERSCHMIDT concurred in this recommendation.


By: Jim Hall
Chairman