NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: November 19, 1976

Forwarded to:

Mr. Stephen Ailes
President and Chief Executive Officer
Association of American Railroads
1920 L Street, N.W.
Washington, D.C.   20036

SAFETY RECOMMENDATION(S)

R-76-56 and 57

About 6:57 a.m., on May 5, 1976, 25 automobile carriers derailed from Auto-Train Corporation's northbound train No. 4 near Jarratt, Virginia. No one was injured. The train was traveling about 72 mph on the Seaboard Coast Line Railroad (SCL). The derailment occurred when a wheel fractured; the wheel had been overheated previously by dragging brakes. 1/

The Safety Board has reviewed current railroad practices concerning the removal of wheels that have been overheated and finds that the practices do not insure that overheated wheels will be removed from service before failure. Railroad operating rules do not always require the reporting and removal from service of wheels suspected of having been overheated.

Therefore, the National Transportation Safety Board recommends that the Association of American Railroads:

> Establish a system to insure that wheels exposed
> to critical temperatures are removed from service
> before inservice failure occurs. (Class I--Urgent
> Followup) (R-76-56)

> Establish a system to insure that wheels exposed or
> suspected of being exposed to critical temperatures
> are reported by railroad employees. (Class II--Priority
> Followup) (R-76-57)

1/ For more detailed information on this accident, read
   "Auto-Train Corporation Train Derailment on the Seaboard
   Coast Line Railroad, near Jarratt, Virginia, May 5, 1976."
   NTSB-RAR-76-11.

R-76-56 and 57

TODD, Chairman, BAILEY, Vice Chairman, McADAMS, HOGUE, and HALEY, Members, concurred in the above recommendations.

Kay Bailey

for   By: Webster B. Todd, Jr,
          Chairman

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