

RECOMMENDATIONS

The National Transportation Safety Board recommends that:

The Southern Pacific Transportation Company:

- (1) Review the design of the hump at Englewood Yard and make those changes necessary to insure that all cars brought to the hump for classification will be controlled properly. This review should include a systematic analysis of the interrelated effects of grades, retarders, controls for switching and maintaining programmed speed, separate provisions for backup to halt overspeed cars, constant monitoring of overspeeds, car inspection procedures, and a prediction of the reliability of the system with cars actually using it. (Recommendation R-75-28) (Class II)

The Federal Railroad Administration:

- (2) 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. (Recommendation R-75-29) (Class III)
- (3) Issue regulations superseding Emergency Order No. 5 that will require railroads to handle the switching of cars containing large shipments of hazardous materials, with a danger range beyond railroad property boundaries, in the same manner as they handle operations of cars containing explosives. (Recommendation R-75-30) (Class II)