

Log R-205A

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: June 27, 1978

Forwarded to:

Honorable John M. Sullivan
Administrator
Federal Railroad Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

SAFETY RECOMMENDATION(S)

R-78-41

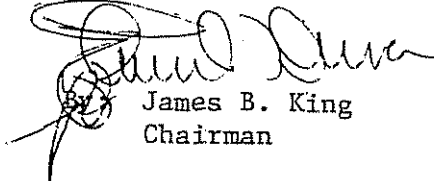
About 6:30 p.m. on June 9, 1978, northbound Conrail commuter train No. 400, consisting of 4 self-propelled cars struck the rear of Amtrak train No. 60, the Montrealer, consisting of 1 locomotive unit and 14 cars, at Seabrook, Maryland. Investigation of this accident revealed that the General Railway Signal Company's cab signal system provided on the commuter train could have falsely displayed an "approach" aspect when it should have been displaying the most restrictive aspect. The fault apparently exists in the design of the cab signal equipment and not in the individual car.

The same General Railway Signal Company's cab signal equipment is being used by other carriers on locomotives and/or cars and should be considered as being faulty.

Therefore, the National Transportation Safety Board recommends that the Federal Railroad Administration:

Use its emergency powers to require any carrier with locomotives and/or cars equipped with the General Railway Signal Company's cab signal systems to immediately establish instructions for the safe operation of trains so equipped until this equipment is repaired. (Class I, Urgent Action) (R-78-41)

KING, Chairman, McADAMS, HOGUE, and DRIVER, Members, concurred in the above recommendation.


James B. King
Chairman

RAR-79-3