



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. Claude Mongeau
President and Chief Executive Officer
Canadian National Railway Company
935 de la Gauchetière Street West
Montreal, Quebec, H3B 2M9
Canada

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Canadian National Railway Company to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including Canadian National Railway Company:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including the Canadian National Railway Company—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. E. Hunter Harrison
Chief Executive Officer and Director
Canadian Pacific Railway Limited
Gulf Canada Square
401 9th Avenue SW, Suite 500
Calgary, Alberta T2P 4Z4
Canada

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Canadian Pacific Railway Limited to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including Canadian Pacific Railway Limited:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including Canadian Pacific Railway Limited—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. Matthew K. Rose
Chairman and Chief Executive Officer
BNSF Railway
2650 Lou Menk Drive
Fort Worth, TX 76131

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge BNSF Railway to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including the BNSF Railway:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including BNSF Railway—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. Michael J. Ward
Chairman, President, and CEO
CSX Transportation
500 Water Street
Jacksonville, FL 32202

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge CSX Transportation to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including CSX Transportation:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including CSX Transportation—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. David L. Starling
President and CEO
Kansas City Southern Railway Company
PO Box 219335
Kansas City, MO 64121-9335

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Kansas City Southern Railway Company (Kansas City Southern) to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including Kansas City Southern:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including Kansas City Southern—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 and -27

Mr. C. Wick Moorman
Chief Executive Officer
Norfolk Southern
3 Commercial Place
Norfolk, VA 23510

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Norfolk Southern to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 6 to the Union Pacific Railroad, and the following recommendation to all Class I railroads, including Norfolk Southern:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including Norfolk Southern—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

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By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Patrick J. O'Brien
President
The Belt Railway Company of Chicago
6900 South Central Avenue
Bedford Park, IL 60638

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Belt Railway Company of Chicago to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including The Belt Railway Company of Chicago—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Christopher Aadnesen
President/Chief Executive Officer
Alaska Railroad Corporation
327 W. Ship Creek Avenue
PO Box 107500
Anchorage, AK 99501

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Alaska Railroad Corporation to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

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¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

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By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Steve Powell
President
Buckingham Branch Railroad
1063 Main Street
PO Box 336
Dillwyn, VA 23936

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Buckingham Branch Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Buckingham Branch Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Ms. Linda S. Watson
President and Chief Executive Officer
Capital Metropolitan Transportation Authority
2910 E 5th Street
Austin, TX 78702

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Capital Metropolitan Transportation Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Capital Metropolitan Transportation Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. James Cline
President
Denton County Transportation Authority
604 East Hickory Street
Denton, TX 76205

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Denton County Transportation Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Denton County Transportation Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Brad Peek
General Manager
Kansas City Terminal Railway Company
4501 Kansas Avenue
Kansas City, KS 66106

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Kansas City Terminal Railway Company to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Kansas City Terminal Railway

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Company—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Ms. Helena E. Williams
President
Long Island Railroad
Jamaica Station
Jamaica, NY 11435-4380

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Long Island Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Long Island Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. John Hovatter
Director
Maryland Transit Administration
1515 Washington Boulevard
Baltimore, MD 21230

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Maryland Transit Administration to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Maryland Transit Administration—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Doug Stencil
Director of Operations
Central Florida Rail Corridor
1 SunRail Drive
Sanford, FL 32771

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Central Florida Rail Corridor (SunRail) to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including SunRail—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Ronald Batory
Chief Operating Officer
Consolidated Rail Corporation
1717 Arch Street
13th Floor
Philadelphia, PA 19103

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Consolidated Rail Corporation to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Consolidated Rail Corporation—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Richard A. Davey
Secretary of Transportation and CEO
Massachusetts Department of Transportation
Massachusetts State Transportation Building
10 Park Plaza
Boston, MA 02116

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Massachusetts Department of Transportation to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Massachusetts Department of

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Transportation—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Howard R. Permut
President
MTA Metro-North Railroad
347 Madison Avenue
New York, NY 10017

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Metro-North Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Metro-North Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. John Gohmann
President and Chairman
Minnesota Commercial Railway
508 Cleveland Avenue N
St Paul, MN 55114

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Minnesota Commercial Railway to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Minnesota Commercial Railway—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Paul Ballard
Chief Executive Officer
Nashville Regional Transportation Authority
Nashville Metropolitan Transit Authority
430 Myatt Drive
Nashville, TN 37115

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Nashville Regional Transportation Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Nashville Regional Transportation

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Chad Mowery
General Manager
New England Central Railroad
2 Federal Street
Suite 201
St. Albans, VT 05478

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge New England Central Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including New England Central Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. James Weinstein
Executive Director
New Jersey Transit
One Penn Plaza East
Newark, NJ 07105

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge New Jersey Transit to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including New Jersey Transit—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Terry Doyle
Transportation Director
New Mexico Rail Runner Express
809 Copper Avenue NW
Albuquerque, NM 87102

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge New Mexico Rail Runner Express to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including New Mexico Rail Runner Express—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

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Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Jeff Davis
General Manager
New Orleans Public Belt Railroad
4822 Tchoupitoulas Street
New Orleans, LA 70115

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge New Orleans Public Belt Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including New Orleans Public Belt Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Matthew O. Tucker
Executive Director
North County Transit District
810 Mission Avenue
Oceanside, CA 92054

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge North County Transit District to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including North County Transit District—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Donald A. Orseno
Deputy Executive Director/
Chief Operating Officer
Northeast Illinois Regional
Commuter Rail Corporation
547 W. Jackson Boulevard
Chicago, IL 60661

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Northeast Illinois Regional Commuter Rail Corporation to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

following recommendation to all railroads—including Northeast Illinois Regional Commuter Rail Corporation—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Gerald Hanus
General Manager
Northern Indiana Commuter Transportation District
33 E. US Highway 12
Chesterton, IN 46304

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Northern Indiana Commuter Transportation District to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Northern Indiana Commuter

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Transportation District—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. David Fink
President
Pan Am Railways
1700 Iron Horse Park
North Billerica, MA 01862

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Pan Am Railways to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Pan Am Railways—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Ken Yeager
Chairman
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070-1306

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Peninsula Corridor Joint Powers Board to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Peninsula Corridor Joint Powers Board—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. David Samson
Chairman
Port Authority Trans-Hudson
1 PATH Plaza
10th Floor
Jersey City, NJ 07306

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Port Authority Trans-Hudson to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Port Authority Trans-Hudson—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Robert D. Jones
President
Portland and Western Railroad
200 Hawthorne Avenue, SE
Suite C-320
Salem, OR 97301

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Portland and Western Railroad to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Portland and Western Railroad—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Steve Torrico
General Manager
Saratoga and North Creek Railway
26 Station Lane
Saratoga Springs, NY 12866

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Saratoga and North Creek Railway to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Saratoga and North Creek Railway—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Ms. Joni Earl
Chief Executive Officer
Sounder Commuter Rail
401 S Jackson Street
Seattle, WA 98104

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Sounder Commuter Rail to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Sounder Commuter Rail—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Joe Giulietti
Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Pompano Beach, FL 33064

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge South Florida Regional Transportation Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including South Florida Regional Transportation

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Joseph Casey
General Manager
Southeastern Pennsylvania Transportation Authority
1234 Market Street
Philadelphia, PA 19107

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Southeastern Pennsylvania Transportation Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Southeastern Pennsylvania Transportation

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Michael P. DePallo
Chief Executive Officer
Southern California Regional Rail Authority
PO Box 531776
Los Angeles, CA 90053-1776

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Southern California Regional Rail Authority to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Southern California Regional Rail Authority—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Mike McCarthy
President
Terminal Railroad Association of St. Louis
415 S 18th Street
200
St. Louis, MO 63103

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Terminal Railroad Association of St. Louis to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Terminal Railroad Association of

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

St. Louis—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Neil McFarlane
General Manager
TriMet Westside Express Services
1800 SW 1st Avenue
Suite 300
Portland, OR 97201

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge TriMet Westside Express Services to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including TriMet Westside Express Services—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Ms. Norma Delagarza
Vice President Rail Operations
Trinity Railway Express
1401 Pacific Avenue
Dallas, TX 75202

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Trinity Railway Express to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Trinity Railway Express—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. Michael Allegra
General Manager
Utah Transit Authority FrontRunner Commuter Rail
669 West 200 S
Salt Lake City, UT 84130

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Utah Transit Authority FrontRunner Commuter Rail to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Utah Transit Authority FrontRunner

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

Commuter Rail—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-27

Mr. David W. Wulfson
President
Vermont Rail System
One Railway Lane
Burlington, VT 05401

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Vermont Rail System to take action on the safety recommendation being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two Union Pacific Railroad freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, 1 to all Class I railroads, 6 to the Union Pacific Railroad, and the following recommendation to all railroads—including Vermont Rail System—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

This safety recommendation is derived from the NTSB's investigation and is consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in this recommendation.

The NTSB is vitally interested in this recommendation because it is designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement it. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: August 14, 2013

In reply refer to: R-13-26 through -33

Mr. John J. Koraleski
President and Chief Executive Officer
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. The NTSB determines the probable cause of the accidents and issues safety recommendations aimed at preventing future accidents. In addition, the NTSB carries out special studies concerning transportation safety and coordinates the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge Union Pacific Railroad (UP) to take action on the safety recommendations being issued in this letter.

On June 18, 2013, the NTSB adopted its report concerning the June 24, 2012, accident in which two UP freight trains collided head-on near Goodwell, Oklahoma.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number NTSB/RAR-13/02.

As a result of this investigation, the NTSB reiterated 2 safety recommendations to the Federal Railroad Administration (FRA) and 1 to the Association of American Railroads; reclassified 3 recommendations to the FRA; and issued 16 new recommendations, including 6 to the FRA, 1 to the Brotherhood of Locomotive Engineers and Trainmen, 1 to United Transportation Union, and the following recommendation to all Class I railroads, including the UP:

¹ For more information, see *Head-On Collision of Two Union Pacific Railroad Freight Trains Near Goodwell, Oklahoma, June 24, 2012*, NTSB/RAR-13/02 (Washington, DC: National Transportation Safety Board, 2013), available online at <http://www.nts.gov>.

R-13-26

Install in all controlling locomotive cabs and cab car operating compartments crash- and fire-protected inward- and outward-facing audio and image recorders. The devices should have a minimum 12-hour continuous recording capability.

The NTSB also issued the following recommendation to all railroads—including the UP—subject to the positive train control provisions of the Rail Safety Improvement Act of 2008:

R-13-27

Provide positive train control implementation update reports to the Federal Railroad Administration every 6 months until positive train control implementation is complete. The update reports should consist of two sections: components and training. The components section should include a description of the positive train control component to be implemented, the number of components, the number of components completed on the report date, the number of components that remain to be completed, the overall completion percentage, and the estimated completion date. Components are defined as locomotives, wayside units, switches, base station radios, wayside radios, locomotive radios, and any new and novel technologies that are part of a positive train control system. The training section shall include the number of safety-related employees and equivalent railroad carrier contractors and subcontractors that need to be trained, by class and craft; minimum training standards for those employees and contractors, meaning the knowledge of and ability to comply with federal railroad safety laws and regulations and carrier rules and procedures to implement positive train control; the percentage of employees who have completed training; the percentage of employees who remain to be trained; and the estimated date that training will be completed.

In addition, the NTSB issued the following six recommendations to the UP:

R-13-28

Work with the Brotherhood of Locomotive Engineers and Trainmen and the United Transportation Union to develop and implement a nonpunitive peer audit program focused on rule compliance and operational safety.

R-13-29

Develop and implement a plan to establish a safety management system that incorporates crew resource management.

R-13-30

Audit your medical records to ensure that all personnel in safety-sensitive positions have adequate documentation of appropriate medical testing.

R-13-31

Replace your color vision field test with a test that has established and acceptable levels of reliability, validity, and comparability to ensure that certified employees in safety-sensitive positions have sufficient color discrimination to perform safely.

R-13-32

Until you have implemented a validated, reliable, and comparable color vision field test, perform a safety analysis and undertake measures to manage the risk created by the use of an inadequate test. Such measures might include, but are not limited to, restricting crewmembers who have failed primary color vision testing to yard assignments or unassigned territory.

R-13-33

Once your replacement color vision field test is implemented, retest all certified Union Pacific Railroad employees in safety-sensitive positions who failed the primary color vision testing on their last medical certification exam using the new procedure.

These safety recommendations are derived from the NTSB's investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HERSMAN, and Members SUMWALT, HART, ROSEKIND, and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. To avoid confusion, please do not submit both an electronic copy and a hard copy of the same response.

Original Signed

By: Deborah A.P. Hersman,
Chairman