



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 9, 2016

In reply refer to: R-16-32 through -36
R-14-74 (Reiterated)

The Honorable Sarah Feinberg
Administrator
Federal Railroad Administration
Washington, DC 20590

On May 17, 2016, the National Transportation Safety Board (NTSB) adopted its report concerning the May 12, 2015, accident in which Amtrak passenger train 188 derailed in Philadelphia, Pennsylvania.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 RAR-16/02.

As a result of this investigation, we reiterated Safety Recommendation R-14-74 to the Federal Railroad Administration; reclassified Safety Recommendations R-15-28, R-15-29, and R-15-30 to Amtrak; closed Safety Recommendation R-13-23 to the Federal Railroad Administration; and issued 11 new safety recommendations, including one to Amtrak; one to the American Public Transportation Association and the Association of American Railroads; two to the Philadelphia Police Department, the Philadelphia Fire Department, and the Philadelphia Office of Emergency Management; one to the mayor of Philadelphia; one to the National Association of State EMS Officials, the National Volunteer Fire Council, the National Emergency Management Association, the National Association of EMS Physicians, the International Association of Chiefs of Police, and the International Association of Fire Chiefs; and the following five recommendations to the Federal Railroad Administration:

R-16-32

Require railroads to install devices and develop procedures that will help crewmembers identify their current location and display their upcoming route in territories where positive train control will not be implemented.

¹ National Transportation Safety Board, *Derailed Amtrak Passenger Train 188, Philadelphia, Pennsylvania, May 12, 2015*, RAR-16/02 (Washington, DC: National Transportation Safety Board, 2016).

R-16-33

Modify form 6180.54 (Rail Equipment Accident/Incident Report) to include the number of crewmembers in the controlling cab of the train at the time of an accident.

R-16-34

After form 6180.54 is modified as specified in Safety Recommendation R-16-33, use the data regarding number of crewmembers in the controlling cab of the train at the time of an accident to evaluate the safety adequacy of current crew size regulations.

R-16-35

Conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns and evaluate potential methods for mitigating those injuries, such as installing seat belts in railcars and securing potential projectiles.

R-16-36

When the research specified in Safety Recommendation R-16-35 identifies safety improvements, use the findings to develop occupant protection standards for passenger railcars to mitigate passenger injuries likely to occur during derailments and overturns.

In addition, we reiterated the following recommendation to the Federal Railroad Administration:

R-14-74

Develop a performance standard to ensure that windows (e.g., glazing, gaskets, and any retention hardware) are retained in the window opening structure during an accident and incorporate the standard into 49 *Code of Federal Regulations* (CFR) 238.221 and 49 *CFR* 238.421 to require that passenger railcars meet this standard.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT 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. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman

