

# FILE

REMARKS PREPARED FOR DELIVERY BY SECRETARY OF  
TRANSPORTATION BROCK ADAMS, AT A NEWS CONFERENCE,  
PROVIDENCE, RHODE ISLAND, OCTOBER 27, 1978.

ALONG WITH SENATOR PELL AND COMMISSIONER BURKE,  
I HAVE BEEN CONCERNED ABOUT THE SAFETY OF THE CONRAIL  
TRACK BETWEEN PROVIDENCE AND COVENTRY, AND THE  
COMMUNITIES ALONG THAT 17-MILE LINE.

FEDERAL RAILROAD ADMINISTRATION INSPECTORS EXAMINED  
THAT TRACK ON OCTOBER 4 AND 5, RE-EXAMINED IT AGAIN THE  
FOLLOWING WEEK, AND COMPLETED THEIR FINAL INSPECTION  
ON OCTOBER 18.

BASED ON THEIR FINDINGS, WE HAVE REACHED THE  
FOLLOWING CONCLUSIONS:

1) THE RAIL LINE, WHILE BELOW THE STANDARDS  
DESIRED FOR CLASS 1 TRACKAGE, IS TYPICAL  
OF THE SECONDARY AND BRANCH LINE TRACKS  
FOUND THROUGHOUT THE COUNTRY. IT IS CAPABLE  
OF SUSTAINING TRAFFIC SAFELY AT SPEEDS UP TO  
10 MPH, WHICH IS THE SLOW ORDER RULE  
PRESENTLY IN FORCE ON THAT LINE.

2) AS A RESULT OF THE FIRST INSPECTION,  
CONRAIL WAS INFORMED OF THE FINDINGS AND  
DIRECTED TO CORRECT ALL DEFICIENCIES FOUND  
TO VIOLATE FEDERAL TRACK SAFETY STANDARDS.  
SUBSEQUENT INSPECTIONS HAVE SHOWN THAT  
CONRAIL IS CORRECTING THE DEFECTS, AND THAT  
GOOD PROGRESS IS BEING MADE.

3) WE BELIEVE THE TRACK IS SUFFICIENTLY  
SAFE FOR ORDINARY USE AT LOW SPEEDS, AND  
THAT THERE IS NO IMMINENT DANGER OF  
DERAILMENT. REPAIR WORK IS PROCEEDING, AND  
IS BEING EXPEDITED.

CONRAIL, ON ITS OWN INITIATIVE, QUIT MOVING  
HAZARDOUS MATERIALS OVER THIS LINE UNTIL REPAIRS WERE  
MADE. IT IS CONRAIL'S DECISION TO RESUME SERVICE,  
AND SINCE IT IS IN THEIR INTEREST TO RESTORE TRAFFIC,  
I EXPECT THEY WILL WORK SPEEDILY TO COMPLETE ALL  
NECESSARY WORK.

ARE THERE ANY QUESTIONS?

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