



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, February 2, 1989

FRA 01-89
Contact: Lou Brott
Tel.: (202) 366-0881

FRA ISSUES ANTI-TAMPERING REGULATIONS

The Federal Railroad Administration (FRA) today issued a final rule prohibiting tampering with locomotive safety and operational monitoring devices. The rule also makes it unlawful to operate any train on which such devices have been unlawfully disabled.

The intentional disabling of a safety warning device played a primary causal role in the Amtrak/Conrail collision which took 16 lives at Chase, Md., on Jan. 4, 1987. Since the Chase accident, FRA inspectors have discovered more than 70 locomotives operating in interstate commerce with one or more safety devices intentionally disconnected. The devices range from warning whistles to automatic stopping devices.

There are approximately 25,000 locomotives in service on the nation's railroads. Many are equipped with one or more devices intended either to record data concerning the unit's operation or to directly improve the safety of its operation. Within this latter category of devices, the range of equipment extends from devices which audibly alert an engineer of changing conditions (i.e. speed restrictions) to devices which automatically slow or stop the train if the operator fails to respond.

Under the Rail Safety Improvement Act of 1988, individuals are now liable for civil penalties for willful violations of the safety regulations, and may be disqualified from safety-sensitive service if the violation shows them to be unfit for such service. The final rule on tampering authorizes civil penalties against individuals and railroads ranging from \$2,500 for knowingly operating or permitting operation of disabled equipment to \$7,500 for tampering itself. FRA reserves the right to assess a penalty as high as \$20,000 per violation where a grossly negligent violation or pattern of repeated violations has created an imminent hazard of death or injury or has caused death or injury.

####



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 1, 1989

FRA 02-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

DOT ENDORSES EXTENSION OF DIRECTED SERVICE FOR DELAWARE AND HUDSON SHIPPERS

The Department of Transportation has filed written comments requesting the Interstate Commerce Commission (ICC) to extend the New York Susquehanna and Western Railway Corporation (NYS&W) authority to serve shippers on the bankrupt Delaware and Hudson Railway (D&H) for an additional 18 month period.

The NYS&W has been providing service to D&H shippers for the past seven months under an ICC-directed service order that is scheduled to expire on March 15, 1989.

In its filing, the Department emphasized the Delaware and Hudson's need for stability. It said that to extend the NYS&W's right to serve D&H shippers for an additional 18 months would provide that stability, freeing the trustee to pursue a final resolution of the reorganization and permitting the NYS&W to undertake serious efforts to improve D&H shipping volumes.

The Department expressed the view that minimizing the number of transitions the D&H must undergo improves the prospect for a successful disposition of the estate. The DOT filing emphasized the Department's belief that maintaining competition for Northeast shippers is an important public goal.

The Department commented that its policy for more than a decade has been to preserve the D&H as a competitive connection in Conrail's New York service area. Retaining the NYS&W as a directed service operator would accomplish that objective for at least the next 18 months.

##



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, March 2, 1989

FRA 03-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

DOT REPORTS ON TRACK REHABILITATION NEEDS OF SMALL RAILROADS

The majority of America's short line and regional railroads are generating sufficient income to maintain their systems in good operating condition, according to a report sent to Congress today by the Department of Transportation.

Short line and regional railroads generally operate on light density track that was formerly part of a major carrier system. While it has been widely assumed that smaller carriers inherit substantial deferred maintenance needs when acquiring this trackage, precise data on the extent of those needs have never been compiled. The study released today by the Department of Transportation -- entitled Deferred Maintenance and Delayed Capital Improvements on Class II and Class III Railroads -- reports the results of the first systematic survey performed on the rehabilitation needs of Class II and Class III railroads (those with less than \$87 million in annual revenues).

The report was requested by the House and Senate Appropriations Committees, and prepared by the Federal Railroad Administration (FRA) through a survey of 458 regional, local and switching and terminal railroads that were operating in mid-1988. Together these carriers handle approximately one-third of the total traffic moving by rail.

The FRA report concludes that:

- o 55 percent of that small railroad traffic is handled by carriers that do not require additional track rehabilitation to eliminate deferred maintenance.
- o Another 30 percent moves on railroads that report rehabilitation needs, but can finance those needs without external funding.
- o The study found, however, that railroads in the lowest traffic density category often face rehabilitation costs double their annual revenues. Approximately 15 percent of the traffic handled by smaller carriers moves on railroads that have eliminated deferred maintenance needs.

FRA estimates the total cost of rehabilitation for all Class II and Class III carriers to be approximately \$600 million. The study determined that \$94 million in state assistance programs are available to carriers needing external assistance to finance track rehabilitation programs.

-more-

FRA reported that 19,152 miles of rail line have been transferred to new regional and short lines since 1970. The study revealed that major railroads had 17,265 miles of line under review for potential abandonment or sale to smaller carriers. It concluded that smaller carriers have generally had a positive impact on the condition of the tracks and that relatively few failures have occurred among the newly established carriers.

#####

U.S. Department
of Transportation
**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Railroad
Administration
DOT 516





U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, March 13, 1989

FRA 04-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA DENIES RECONSIDERATION OF RANDOM DRUG TESTING

The Federal Railroad Administration (FRA) today denied CSX Transportation's petition for reconsideration of the agency's random drug testing rule.

The rule, announced on Nov. 14, 1988, requires that all railroads subject to FRA jurisdiction initiate random drug testing programs meeting certain specified criteria. Carriers have until Nov. 20, 1989 to formulate and implement these programs.

CSX Transportation has long sided with railway labor unions in opposing random testing, preferring its own program of limited cause testing and voluntary counseling. FRA previously declined to accept that program as a substitute for random testing, and reaffirmed that decision today.

FRA noted that post-accident testing failures at CSX have increased by more than 100 percent over the past 18 months, even though the carrier's substance abuse prevention program was in place during that period. In the year and a half prior to initiation of the program, the CSX failure rate of 3.0 percent was among the lowest for all carriers. In 1988, after implementation of the program, the failure rate on CSX had risen to 6.5 percent, in excess of the national average of 5.6 percent.

FRA said that the CSX program suffers from the same inherent limitations as all reasonable cause testing programs. In that program, the right to test is entirely dependent on the supervisor's ability to recognize symptoms, and many drugs in today's workplace simply do not yield recognizable symptoms. Moreover, reasonable cause testing can be easily defeated by reporting for duty clean and consuming drugs on duty where supervisors cannot observe the employee. That is precisely what the Conrail crew has admitted doing in the Chase, Md. accident, and it could be done under the CSX program.

The statement issued today concludes that the record developed during the agency's four public hearings supports the conclusion that random drug testing is a stronger deterrent than reasonable cause testing.

-more-

While affirming its support for voluntary prevention programs, FRA rejected the CSX contention that voluntary programs are alternatives. Promotion of voluntary prevention activities such as Operation Red Block is an essential part of the FRA program.

Experience has taught that voluntary programs alone cannot produce a drug-free workplace, FRA said. It added that while many people respond to such programs, others do not, and that the public and the railroad employee cannot truly be protected without a program of random testing. FRA's random testing program will identify those who bring drugs into the workplace before they take their own lives or the life of another person.

##

U.S. Department
of Transportation
**Federal Railroad
Administration**

400 Seventh St., S.W.
Washington, D.C. 20590

Official Business
Penalty for Private Use \$300

Postage and Fees Paid
Federal Railroad
Administration
DOT 516





U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, May 19, 1989

FRA 05-89
Contact: Claire H. Austin
Tel.: 202/366-0881

ALCOHOL AND DRUG TESTS NEGATIVE IN CALIFORNIA DERAILMENT

The Federal Railroad Administration (FRA) announced today that all alcohol and drug tests performed on employees involved in the Southern Pacific Railroad accident near San Bernardino, Calif., on May 12, 1989, were negative for alcohol and prohibited drugs. Four people were killed in the accident.

As required by FRA regulations, blood and urine samples were provided by the three surviving employees, and specimens were also obtained from the two railroad crew members who died in the accident. Analysis was performed by FRA's designated laboratory, the Center for Human Toxicology at the University of Utah.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, July 10, 1989

FRA 06-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

DOT RAIL-HIGHWAY CROSSING STUDY SHOWS SAFETY IMPROVEMENT

Accidents at rail-highway crossings have declined dramatically since the early 1970's, according to a report released today by the Department of Transportation.

Since 1975, although highway travel has increased significantly, there has been an almost 50 percent reduction in crossing accidents and a more than 40 percent reduction in injuries and fatalities. These improvements resulted from actions taken in response to a 1971 report issued jointly by the Federal Railroad Administration (FRA) and the Federal Highway Administration. That report identified many rail-highway crossing issues and offered various solutions, including a recommendation for a federally-funded program to improve crossing safety.

Actions taken since 1972 to improve crossing safety include: a program, established by the Highway Safety Act of 1973, to eliminate hazards at rail-highway crossings; a comprehensive crossing information and numbering system developed and maintained by state highway agencies and railroads with assistance from FRA; and Operation Lifesaver, a nationwide program aimed at reducing crossing accidents through education, enforcement and engineering. However, the report stresses that crossing hazards still remain and require continued attention.

The report estimates that between 1988 and 2005, about \$853 million will be needed annually for crossing improvement and maintenance of structures and warning devices. The report also shows that, for the most part, these needs are being met by a variety of federal, state, local and industry efforts. It concludes that the most cost-effective strategy is the proper maintenance of rail-highway crossing control devices to assure that they operate at their intended level of effectiveness. In addition, the report recommends that priority funding go to crossings with high predicted accident rates, high-speed operations, or locations in areas undergoing change, such as new suburban centers in which highway travel is on the increase. It also stresses the importance of public information and education directed at drivers as well as railroad and public agency personnel.

The report, "The National Rail and Highway Crossing Study," is the result of DOT's study of national highway-railroad crossing improvement and maintenance needs. It was mandated by Section 159 of the Surface Transportation and Relocation Assistance Act of 1987.

While the report recommends no major changes in existing programs and responsibilities, these will be considered in the broader examination of future national transportation policies and needs now underway within DOT.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, August 7, 1989

FRA 08-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

SHIPPERS SATISFIED WITH SERVICE AND RATES OFFERED BY NEW SHORTLINE AND REGIONAL RAILROADS

The Federal Railroad Administration (FRA) and the Interstate Commerce Commission's (ICC) Office of Transportation Analysis released today a joint study that indicates that the majority of shippers currently using shortline and regional railroads created since the Staggers Rail Act of 1980 are satisfied with their rate and service levels.

These new shortline and regional railroads usually operate on light density lines that formerly were owned by major rail systems. The study -- A Survey of Shipper Satisfaction with Service and Rates of Shortline and Regional Railroads -- asked shippers using these smaller carriers to compare their rates and services with those offered by the predecessor railroad. More than half of the respondents indicated that service had improved, and an additional 40 percent reported that service had remained at a comparable level. Almost 30 percent of the shippers found that rate levels had improved as well, while 60 percent reported that rates had remained about the same. Additional comments indicated that most respondents found these rate and service levels acceptable.

Generally, these responses were not affected by factors such as shipper size, access to other railroads or other modes, or extent of reliance on rail service. However, shippers previously served by a Class I carrier indicated more frequently that rates had improved under the new railroad than did shippers whose former railroad had been another shortline or regional carrier.

####



**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, August 10, 1989

FRA 09-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA BEGINS SAFETY AUDIT OF CSX LINE IN MICHIGAN, OHIO

The Federal Railroad Administration will conduct a safety audit of CSX Transportation Company's rail line between Midland, Mich., and Toledo, Ohio.

The audit will begin on August 14, and a final report will be prepared after field activities are completed on September 1.

Federal Railroad Administrator Gilbert E. Carmichael said inspectors will evaluate the railroad's track inspection practices, track staffing resources, operating and maintenance procedures, and safety compliance policies. Federal inspectors also will examine equipment repair procedures and pre-departure inspections at various rail yards along the line.

The inspectors will ride CSX trains to observe crew compliance with train handling rules. Other phases to be assessed include the handling of hazardous materials, operation and maintenance of signal systems, safety equipment, and internal communications and accountability.

Fourteen cars of a 37-car CSX freight train derailed in Freeland, Mich., July 22, 1989. Seven of the cars contained hazardous materials. About 2000 residents in the area were evacuated. Twelve people sustained minor injuries.

#####



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, August 14, 1989

FRA 10-89
Contact: Claire H. Austin
Tel.: 202/366-0881

FRA REPORTS DRUG TEST RESULTS FROM FREELAND, MICHIGAN DERAILMENT

The Federal Railroad Administration (FRA) announced today that alcohol and drug tests performed on three crewmembers, following the July 22, 1989, accident in Freeland, Michigan, found one crewman positive for cocaine use.

The brakeman who tested positive was riding on the lead locomotive when the accident occurred. He surrendered to CSX authorities after submitting the test sample. His role in the cause of the accident, if any, is yet to be determined. The engineer and conductor tested negative.

The accident resulted in the derailment of 14 cars, a release of hazardous materials and the evacuation of several hundred nearby residents. Twelve people sustained minor injuries. Most of those injured were emergency personnel; none were residents of the community.

Blood and urine samples were provided by the crewmembers pursuant to the FRA's post-accident testing regulation. Samples are tested for alcohol and a comprehensive list of drugs by the FRA's designated laboratory, the Center for Human Toxicology at the University of Utah.

####



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 7, 1989

FRA 11-89
Contact: Claire Austin
Tel.: (202) 366-0881

CARMICHAEL SWORN IN AS FEDERAL RAILROAD ADMINISTRATOR

Gilbert E. Carmichael was sworn in today by Secretary of Transportation Samuel K. Skinner as Administrator of the Federal Railroad Administration (FRA).

"I have great confidence in Gil Carmichael's ability and skills, and I know that he will do an outstanding job in advocating the myriad of rail issues, primary among them being rail safety," Secretary Skinner said. "I look forward to having Gil as a senior member of my team."

Prior to assuming the senior FRA post, Carmichael was an automobile distributor and a real estate developer in Mississippi and Alabama. He was appointed by President Ford as a Federal Commissioner for the National Transportation Policy Study Commission. Carmichael was a leader in advocating the creation of the Regional Gulf & Mississippi Railroad and a member of the Gulf & Mississippi Railroad Advisory Committee. He advocated the merger of the Gulf & Mississippi with the Mid-South Railroad in 1988.

At the FRA, Carmichael will be responsible for the regulation of safety in the railroad industry. The agency, which is comprised of about 700 employees, is responsible for a broad range of safety functions and evaluates regulatory and economic policy, new technology and railroad development.

Carmichael received his B.S. in Business from Texas A&M. He also was a Fellow of the Institute of Politics, Kennedy School of Government, Harvard University.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, September 21, 1989

FRA 12-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA ADMINISTRATOR VISITS SOVIET UNION

Federal Railroad Administrator Gilbert E. Carmichael will lead a delegation of government and industry representatives on a visit to the Soviet Union Sept. 24-30.

The American delegation will be hosted by the Soviet Ministry of Railways. During their visit, which will involve a review of a variety of Soviet rail facilities, the delegation will explore the topics of privatization and rail safety research that could be of benefit to both countries. The delegation will also examine improvements in the Soviet rail system and evaluate economic and development issues.

Carmichael noted that the Soviet rail system is the largest in the world in terms of volumes of freight and passengers moved. It accounts for more than half of the freight traffic on all the world's railroads, and for one-fourth of all passenger movement.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE THURSDAY
October 5, 1989

FRA 13-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA ADMINISTRATOR SUMS UP VISIT TO SOVIET UNION

The United States and Soviet Union have agreed to exchange information on high-speed rail and other rail safety issues, according to Federal Railroad Administrator Gilbert E. Carmichael.

Carmichael recently completed a one-week visit to the Soviet Union where he led a delegation of government and industry representatives in meetings with Soviet officials.

The Soviet Ministry of Railroads was host for the visit, which included tours of rail facilities in the Ukraine and a track panel assembling yard on the South Western Railway.

Carmichael said both sides agreed to develop a plan of joint research on rail safety issues, opportunities for non-operating revenue and managerial training. In addition to examining improvements in the Soviet rail system, the delegates explored economic and development issues and privatization.

Carmichael said the visit was characterized by "a feeling of openness and honest exchange among professionals." He said the Soviet Rail Ministry's new mandate for self-sufficiency offered potential benefits to rail systems in both countries.

###



**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Thursday, October 12, 1989

FRA 14-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FRA COLLECTS \$4.46 MILLION IN CIVIL PENALTIES IN FY 1989

The Federal Railroad Administration (FRA) collected more than \$4.46 million during fiscal year 1989 from railroads and shippers for violations of federal safety regulations governing rail transportation.

FRA Administrator Gilbert E. Carmichael said the agency uses its civil penalty authority -- the enforcement tool most commonly used to promote safe operations -- to focus attention on those problems that pose threats to rail safety.

The agency's rules cover track, locomotives, freight cars, signals and operating practices.

FRA said the past decade has seen improvement in rail safety, including a 73 percent decline in train accidents; a 68 percent decline in the discharge of hazardous materials; a 65 percent decline in employee injuries, and a 63 percent decline in employee fatalities.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE MONDAY
October 16, 1989

FRA 15-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

FIorentINO NAMED FRA CHIEF OF STAFF

Thomas Martin Fiorentino has been appointed Chief of Staff of the Federal Railroad Administration.

Prior to accepting the appointment, Fiorentino was Assistant to the President of CSX Technology, a subsidiary of CSX Corp. in Jacksonville, Fla., where he managed administrative, legal and government affairs. From 1986 to 1987, he was Director, Risk Management, with CSX Transportation and from 1984 to 1986 was an attorney with the Seaboard System Railroad. He began his career with the railroad in 1983 as a claims representative.

In 1988, Fiorentino was appointed by Florida Gov. Bob Martinez to the Fourth Circuit Judicial Nominating Commission. He served as a director and officer of the Duval County Corporate Counsel Association and was a member of the Jacksonville Community Council, Gator Bowl Committee and Chamber of Commerce Committee of 100. Fiorentino also served as Chairman of the Duval County Bush-Quayle campaign.

Fiorentino received a bachelor's degree in 1980 from the University of Florida and his Juris Doctor degree in 1983 from Mercer University. He is a member of the Florida Bar.

A native of Jacksonville, Fiorentino is married and has two daughters.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR RELEASE WEDNESDAY
October 18, 1989

FRA 15-89
Contact: Claire Austin
Tel.: (202)366-0881

FRA ISSUES FINAL RULE ON DISQUALIFICATION OF RAILROAD EMPLOYEES FOR UNSAFE BEHAVIOR

The Federal Railroad Administration (FRA) has issued a final rule outlining the procedures it will use to disqualify railroad employees in safety-sensitive positions who violate railroad safety requirements.

Congress granted the disqualification authority to FRA in the Rail Safety Improvement Act of 1988. Under the procedures, the FRA will notify an individual of charges, hold a hearing when requested, and ensure that any disqualification order is disseminated throughout the industry. The rule is effective 30 days after publication in the Federal Register.

Prior to the 1988 legislation, FRA had no authority to assess civil penalties against employees who violate safety rules or to remove them from safety-sensitive service. Now, such penalties are available against those individuals who willfully violate the agency's safety rules and regulations, and FRA may suspend or permanently disqualify those whose violations demonstrate unfitness. The civil penalty authority began in July 1988.

FRA Administrator Gil Carmichael hailed the introduction of the regulation as a new enforcement tool. "Now that the procedures to disqualify employees are in place, I hope that railroad employees and supervisors demonstrate a new level of respect for the rail safety rules and regulations. We already are using the civil penalty authority, and will not hesitate to use it or the disqualification authority when such action seems appropriate as a deterrent. Our only goal is to improve safety, and if enforcement action against individuals is the best way to deal with a serious safety situation, we will act fairly, but firmly," he said.

The new disqualification regulations apply to employees who operate trains, issue train orders, conduct training required by other safety regulations, or inspect or repair railroad signals, track, cars, or locomotives. The rules also apply to railroad managers, supervisors, or agents who perform or supervise such functions or are in a position to give instructions that would result in violations of the safety regulations.

#



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, October 20, 1989

FRA 16-89
Contact: Claire Austin
Tel.: (202) 366-0881

DEPUTY SECRETARY AND FRA ADMINISTRATOR VISIT EUROPEAN RAIL SYSTEMS

Deputy Transportation Secretary Elaine Chao announced today that she will lead a delegation to Europe next week to examine the high speed rail and magnetic levitation systems.

Federal Railroad Administrator Gilbert E. Carmichael and Amtrak President W. Graham Claytor Jr. will accompany Deputy Secretary Chao on the Oct. 22-26 trip.

The American delegation will evaluate rail facilities in Italy, France, Germany and Spain to explore the feasibility, financing and potential applications of high speed rail in the United States transportation system.

Chao, who is co-chair of the National Transportation Policy development effort, said, "We are reviewing European high speed rail operations to assess opportunities to build private sector-financed domestic systems that would help reduce transportation congestion." She noted that the European high speed rail system is the most modern and efficient in the world in terms of technology and passengers moved.

Chao emphasized that advanced technology railroads are not futuristic wishful thinking. "They exist today, and we encourage continuing activity in several regions of the United States regarding new high-technology railroads," she said.

###



U.S. Department of
Transportation

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Monday, December 11, 1989

FRA 17-89
Contact: Claire Austin
Tel.: (202) 366-0081

DOT PROPOSES TO REQUIRE CERTIFICATION OF ALL RAILROAD ENGINEERS

The U.S. Department of Transportation today proposed new rules to improve the uniformity and adequacy of qualifications of railroad locomotive operators. The proposal, a rulemaking required by the Rail Safety Improvement Act of 1988, is a direct response to the 1987 Amtrak-Conrail accident at Chase, Md.

Federal Railroad Administrator Gil Carmichael said that "the Department's proposal to adopt rules concerning the qualifications of all locomotive operators is another milestone in the long-term program to improve railroad safety."

The qualifications of railroad locomotive operators will affect some 34,000 individuals and nearly 500 railroads. Under the proposed program no individuals could operate a locomotive unless he or she had been certified by the railroad. The railroad would have to determine that the prospective operator has the necessary physical qualifications, knowledge, and skills and is eligible based on railroad work record and motor vehicle driving record. Current locomotive operators would be grandfathered for three years when the rule becomes effective. Certifications would have to be renewed at 36-month intervals.

###



**U.S. Department of
Transportation**

News:

Office of the Assistant Secretary for Public Affairs
Washington, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, December 13, 1989

FRA 18-89
Contact: Claire H. Austin
Tel.: (202) 366-0881

SKINNER ANNOUNCES APPOINTMENT OF HALEY BARBOUR TO AMTRAK BOARD

Secretary of Transportation Samuel K. Skinner today announced the appointment of Haley R. Barbour to the Amtrak Board of Directors.

Secretary Skinner said, "Haley Barbour is an outstanding addition to the Amtrak Board of Directors and he will play an important role in guiding Amtrak's operations."

Barbour is a native of Mississippi where he is a partner in the firm of Henry, Barbour & DeCell in Yazoo City and Washington, D.C. He served as a senior advisor for the Bush-Quayle 1988 campaign. Barbour is a political commentator known throughout the U.S. and internationally.

Barbour received his B.S. from Behaven College in 1968, and his J.D. in 1973 from the University of Mississippi School of Law. He is married to the former Marsha Dickson and they have two sons, Robert and Haley.

###